



Changes to RS (Single Family) Zoning

ENGAGEMENT SUMMARY

Summary

This document details the public engagement undertaken for the Zoning Bylaw Rewrite project as related to the proposed updates to the RS (“Single Family”) zoning portion of the overall project. It includes the variety of input received over the months from the project’s launch in October 2024 through to June 2026.

The spectrum of engagement is typically observed ranging from informing to empowerment for public participation. Figure 1. explains the degree of involvement at each stage. The public engagement undertaken for the Single Family Zoning changes ranged from “Inform” to “Consult”. The engagement included:

- A Website – Freely Accessible since Oct 2024 – Present 2026
- 6 - In-Person Open Houses – 353 People Participated
- 2 - Webinars – 60 People Participated
- An Online Survey – 958 Responses to survey questions (and 415 Direct Comments)
- A District wide Community Flyer – March 2026 to 41,525 Properties Delivered
- Emails and Calls – 52 Focused Conversations

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."

Figure 1. Public Engagement Spectrum

Additional interest holder outreach on the broader review of the Zoning Bylaw ran concurrently with the above exercises and in some instances are ongoing.

What we heard

Key Themes emerged as engagement was analyzed. The input informed and helped shape the new R1 and R2 Zoning regulations and includes:

- Concerns about the Housing Crisis:
 - Cost of housing
 - Concerns about how to find affordable and livable housing
 - Desire for more housing diversity
- Interest in Multi-Generational Housing:
 - Desire to share property with other family members
 - Worries about where loved ones will live
 - Concerns about the “large” size of new homes but willingness to accept increases in house size if it means more families get livable homes
- Openness to modernizing housing regulations:
 - Need to simplify and clarify regulations
 - Support for work that will help reduce application processing times
 - Support for less regulations that in turn leads to greater flexibility in design
- Desire to be more climate resilient:
 - Interest in designs that are less at risk of flooding and more resilient to climate change
 - Interest in designs that have a lighter environmental footprint
 - Interest in biodiversity and garden space
- Fear over loss in property value and a desire to see development rights protected
- Mixed views on Parking:
 - Desire to see each home provide sufficient on-site parking
 - Mixed views on when reduced parking rates may be applicable with some interest in lower rates for homes near transit, and some interest for case-by-case variances
 - Support for ability to convert garages to living space provided parking is provided elsewhere on site
- General Thoughts on proposed changes to RS Zoning Including:
 - Support for making more use of the front yard and permitting some limited construction in the front setback area
 - Support for a reduction in the front yard setback (from 25ft. to 20ft.)

- Recognition of the need to increase house heights to help “lift” basements out of the ground
- Support for family-oriented coach house sizes
- Support for more flexible approaches to unit sizes for both secondary suites and coach houses

While this work summarizes input on ground oriented detached residential housing to facilitate updates to the RS zones, many people taking part in public engagement were also discussing the potential for Small Scale Multi Unit Housing (SSMUH). Of note the following overlapping inputs were raised:

- Interest in the increased options for families that SSMUH regulations bring
- Concern about the impacts on the community with potentially increased and spread-out growth with particular concerns about:
 - Impacts on roads and congestion
 - Parking supply
 - Size of buildings and the impact on immediate neighbours

Comments were also received relating to the costs and complexity of building in the District and the associated application processes and included:

- Cost of fees and charges (ACCs, DCCs, Permit Fees, Servicing Costs) particularly for Coach Houses
- The ability to service new homes
- The perception that a coach house should be a “simple” addition to a lot and not something that triggers detailed review and expensive service upgrades
- A desire to see less complex regulations that provide designers more flexibility

The following sections in this report describe the above listed engagement and provide more details on the input received at each stage.

1. Zoning Bylaw Rewrite Website

The zoning bylaw rewrite website provides regular updates on the ongoing work and includes information on public engagement, Council sessions, and proposed zoning regulations. Accessible since Oct 2024 when the Zoning Bylaw Rewrite project launched to present day, the website has since been viewed 5,433 times by a total of 2,773 visitors (Approx. 2 views per visitor). The page includes contact information and a form for submitting questions and comments. Section 5 below summarizes the comments sent in through this portal.

Access to the website: [Zoning Bylaw Rewrite \(https://www.dnv.org/business-development/zoning-bylaw-rewrite \)](https://www.dnv.org/business-development/zoning-bylaw-rewrite)

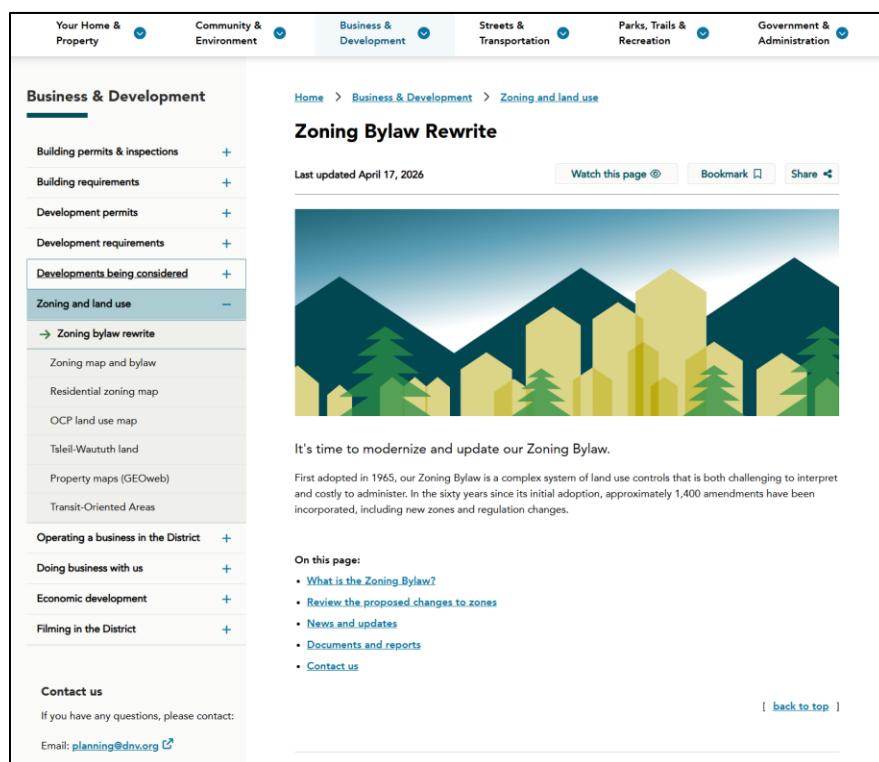


Figure 2: Zoning Bylaw Rewrite Website

2. Spring 2025 Engagement

The spring engagement period was an intense period of consultation during which staff worked with the community to learn how residents felt about potential existing RS (single family) zoning and areas to improve or change. This engagement period included:

1. Open Houses
2. Webinars

3. An Online Survey

The following three sections summarize each component of the engagement. In addition, the *Engagement Summary Report, May 2025*, prepared by MODUS Planning, Design & Engagement Inc. is included as [Attachment A](#) and provides further details of the spring engagement process.

a) In-Person Open House Public Engagement on Changes to the RS (“Single Family”) Zones

The public was invited to participate in three open houses that asked residents about potential changes to the RS (“Single Family”) zoning. Each open house included a set of eight information boards and staff were available to answer questions and record input. These sessions ran together with the Official Community Plan (OCP) 2025 update engagement which helped raise awareness of the zoning work and increased overall participation rates.

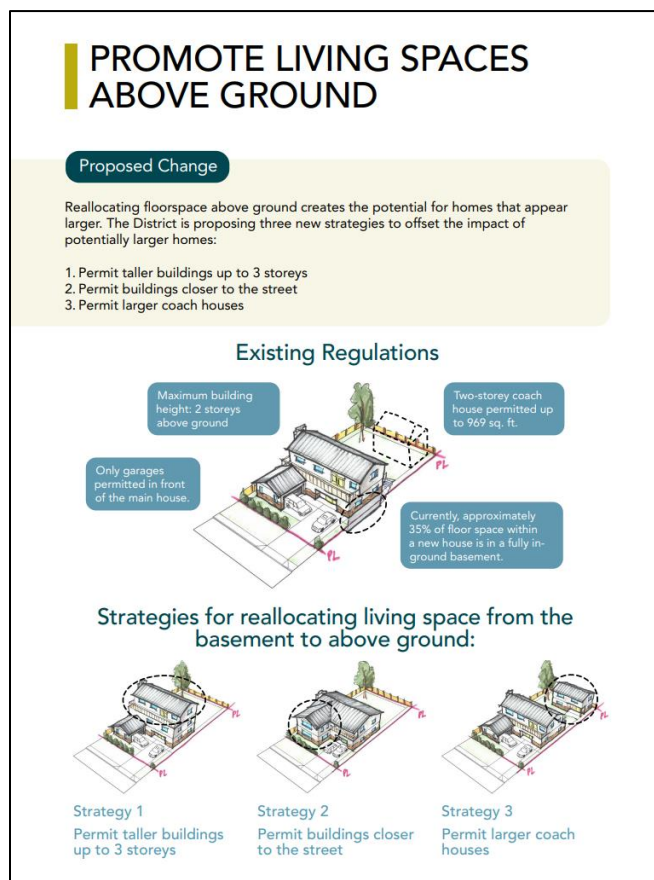


Figure 3: Sample Spring Presentation Board (See Attachment B for the full set of display boards)



Figure 4: April Open House Conversations

The information boards discussed the concerns with fully in-ground basements and options for changing development trends away from deep, fully in-ground basement construction and instead re-allocating the basement floor space above ground. [Attachment B](#) provides the full set presented at the Open Houses.

The Open House display related closely to the survey and provided more information on options for how to amend zoning including:

- Permitting taller homes
- Building closer to the street
- Allowing larger Coach Houses
- Reducing off-street parking requirements

The open houses were located at:

- Dorothy Lynas Elementary – April 2, 2025
- Delbrook Community Recreation Centre – April 12, 2025
- Ross Road Elementary School – April 16, 2025

Over the course of the three open houses, 205 people participated. 40 Sticky Notes were received on the Single Family comment board. [Attachment C](#) provides the full list of Sticky Note comments received dated as April 12th and 16th 2025.

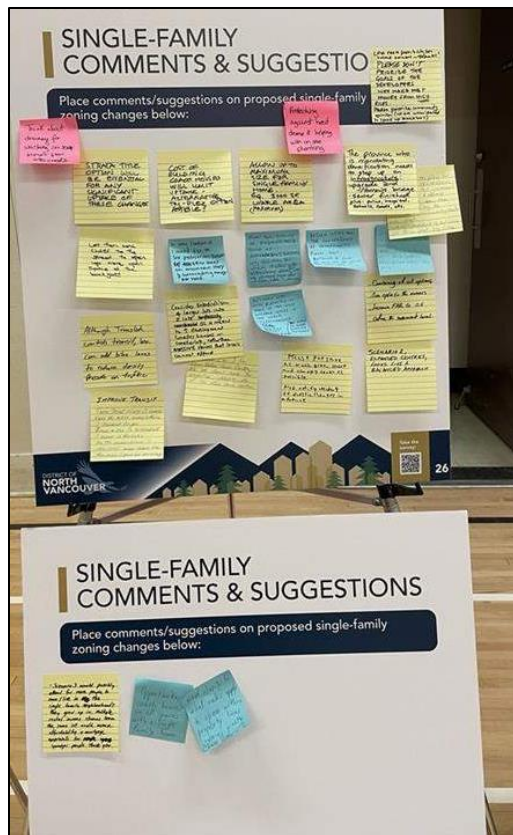


Figure 5: Open House Sticky Board Conversations

What we Heard:

Using the system of sticky notes and staff notes from one-on-one conversations, informal input was received that complemented the formal survey results (As referenced in Section C below). Input was varied and diverse but included the following highlights:

- Support for simplifying regulations
- Coach houses and Multiplexes:
 - Concerns related to the cost of building coach houses
 - Support for more affordable construction options like triplexes over a house, suite, coach house
- Desire to protect the back yard and corresponding interest in reduced front yard setbacks
- Concerns on infrastructure & amenity capacity
- In the context of lower parking rates close to transit, several comments related to transit and active transportation include:

“Restrictions on housing doesn’t solve problems, allowing more possibilities does.”

“We will not be living the same way in 10-20 years’ time.”

- Interest in transit options reaching out to potentially denser neighbourhoods
- Concerns related to the supply of sufficient off-street parking

“Although TransLink controls transit, we can add bike lanes to reduce density pressure on traffic.”

Several participants were particularly interested in the environment and improved climate resilience.

b) Online Webinars on Changes to the RS (“Single Family”) Zones

Two webinars were conducted providing an overview of the Single Family Zone changes mirroring the open house sessions and their topics. A 22-slide presentation shown in [Attachment D](#) was given with opportunity for questions and answers after. The webinars were presented on:

- April 8, 2025
- April 10, 2025

60 Participants were accounted for between the two sessions. 57 questions / comments were noted down during the QA.



Figure 6: Webinar Presentation Slide Excerpt

What we Heard:

The webinars provided a good opportunity to answer questions but less opportunity for input with many people who took part then using the survey or separate emails to submit their comments. Of those questions and comments received they included:

- Clarifying questions based on the variety of existing RS zones and the complexity of the existing zoning in comparison of existing regulations to proposed regulations that would calculate key regulations for the proposed regulations including:
 - Density
 - Regulations
 - House designs
 - Relation to Bill 44 (Multiplex)
 - Lot size and setback considerations
- Interest and concerns on financial feasibility from the proposed regulations
- Interest, opinions, and concerns on infrastructure capacity

“Total FSR is important. Current FSR is about 3,000 which is not sufficient to have 3 reasonable units.”

[Attachment E](#) provides the full list of webinar questions.

c) Online Survey on Changes to the RS (“Single Family”) Zones

A survey was promoted during the Spring 2025 open houses and webinars for the public to participate and comment on. The Survey consisted of questions relating to the changes to the RS zones mirroring the open house topics. The survey was combined with questions relating to the Official Community Plan (OCP) 2025 update. The survey included demographic information to gauge District wide coverage.

The survey was conducted in April 2025. The full survey results were tabulated by Modus as seen in [Attachment A](#) with direct comments listed out in [Attachment F](#).

A total of 958 responses were counted with 415 direct written comments in the surveys.

What we Heard:

The key findings drawn from the responses given showed that:

- 60% support for increased building heights

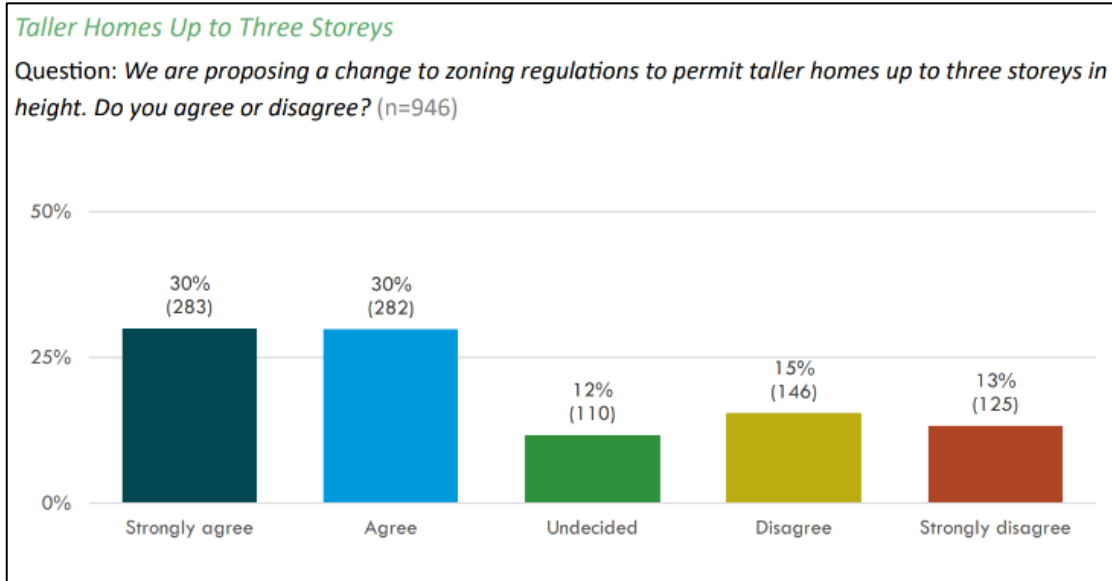


Figure 7: Graph Results for Question on Taller Homes up to Three Storeys

- 75% support for building homes closer to the street:

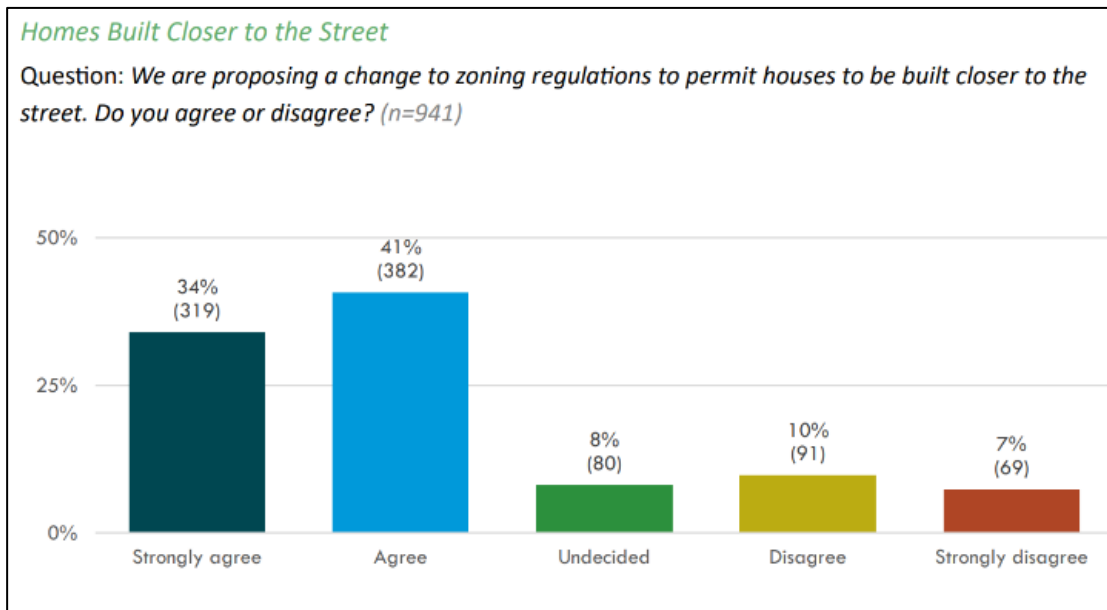


Figure 8: Graph Results for Question on Homes Built Closer to the Street

- 73% Support for increasing coach house size to 1400 square feet:

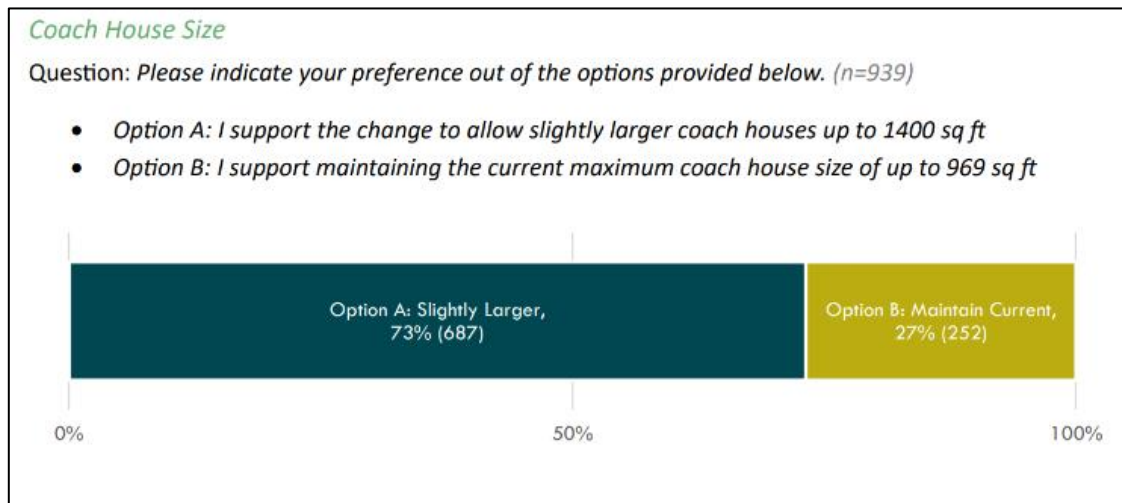


Figure 9: Results on Coach House Size Question

- A mixed response to considering changes to parking requirements with 31% in favour of broad reductions to parking, 29% in favour of reductions to parking near transit only, and 40% in favour of maintaining parking requirements:

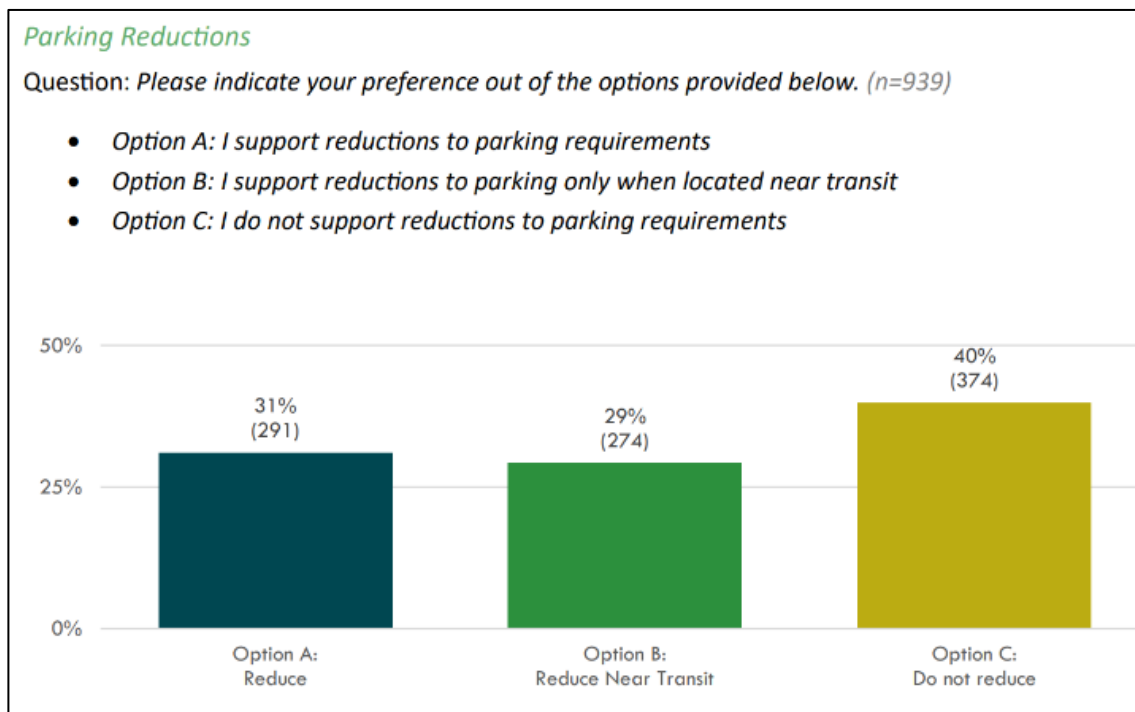


Figure 10: Results on Parking Reduction Question

In addition to answering the survey questions, 415 survey participants also provided additional written comments. The first group of comments are those that relate to the survey questions:

- Building height and size:
 - 19 comments – Supported taller homes
 - 27 comments – Concerned about overly large homes, including impacts associated with height, and impacts related to large square footage
- Building Closer to the Street:
 - 20 comments – Supporting building closer to the street
 - 5 comments – Concerned about potential loss of green space, or a feeling of encroachment.
- Coach House Size:
 - 23 comments – Support for increased Coach House size
 - 16 comments – Concerned about loss of garden space, blocked views or lost privacy.
- Parking:
 - 34 comments – Supporting increasing parking requirements
 - 21 comments – Supporting decreasing parking requirements
 - 20 comments – Supporting maintaining parking requirements
 - 43 comments – Suggesting ways of better using existing parking and enforcing parking requirements.

Additional diverse comments were received and tallied on the following topic areas

- Housing:
 - 50 comments – Supporting more diverse housing options
 - 26 comments – Supporting more affordable housing
 - 12 comments – Supporting specifically for multi-generational housing
- Transportation:
 - 84 comments – Interested in improvements to transportation infrastructure for all modes
- Process:
 - 54 comments – Supporting streamlining and simplifying application processes
- Neighbourhood Character:
 - 54 comments – Raising diverse concerns related to protecting neighbourhood character and the potential impacts of taller or larger buildings and lost green space.

- Density (Gross Floor Area):
 - 41 comments – Supporting increased living space and making better use of land
 - 12 comments – Concerned about the potential impacts to neighbourhood character from density
- Basements:
 - 26 comments – Supporting of retaining partial or full basements
 - 12 comments – Supporting basements but only where flood risk is low
 - 6 comments – Recommending a full prohibition on basements
- Environment
 - 17 comments – Supporting protection of the environment including:
 - Replanting trees
 - Retaining open space/ green space
 - Supporting biodiversity
 - 11 comments – Supporting green building options and reducing the carbon footprint of new construction.

3. Fall 2025 Engagement

In the fall of 2025 staff had an opportunity to return to the community and present the learnings from the spring engagement and the resulting proposed amendments to the RS zones for input.

As with the spring engagement, the fall open houses were also done in conjunction with the Official Community Plan (OCP) 2025 update engagement. A new set of presentation boards highlighted what we had heard from the spring engagement shown in [Attachment G](#).

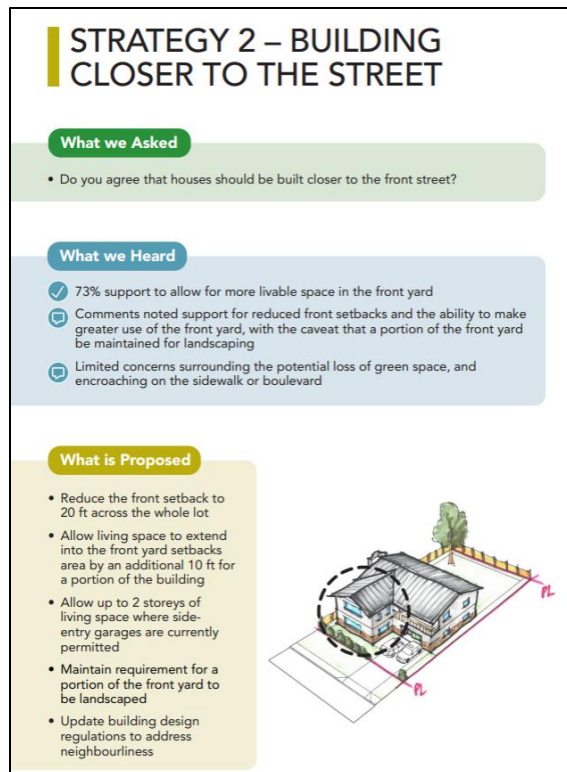


Figure 11: September Presentation Board Excerpt



Figure 12: September Open House Conversations

Three open houses were held:

- Lynn Valley Community Recreation Centre – Sept 20, 2025
- Lions Gate Community Recreation Centre – Sept 24, 2025
- Dorothy Lynas Elementary – Oct 2, 2025

Over the course of the three open houses, 148 people participated. 17 Sticky Notes were received on the Single Family comment board. [Attachment C](#) provides the full list of comments received dated as September 25th 2025 and October 8th 2025.

What we Heard

Mirroring the Spring 2025 Engagement, the system of sticky notes and staff notes from one-on-one conversations as informal input was received. Input was varied and diverse but included the following highlights:

- Support for increasing “permitted” square footage
- Interest in larger Coach Houses
- Support for maintaining parking standards
- Interest in infrastructure capacity and transportation options

“Larger Coach Houses is good – ..(providing) better / more flexible unit sizes for families.”

“Glad to see you will maintain standards for homes to at least 2 parking spaces. Cars are not going to disappear.”

4. March 2026 Flyer Distribution

The March 2026 community bulletin flyer was distributed to 41,525 properties. This flyer included information on the Zoning Bylaw Rewrite and the Single Family Zone changes as well as providing information on the impacts of Bill 25. A copy of the flyer is included in [Attachment H](#).

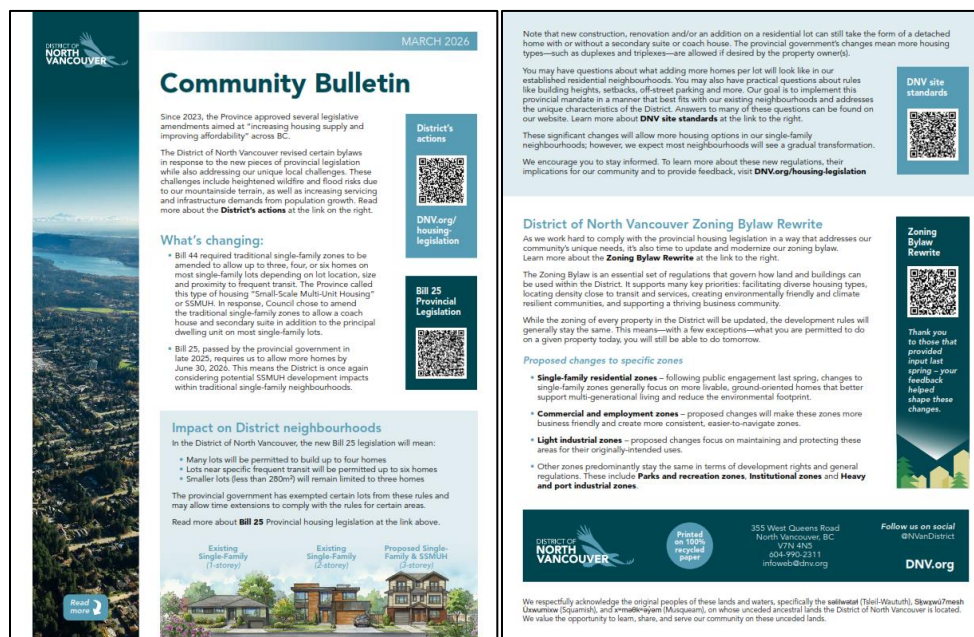


Figure 13: March 2026 Community Bulletin Flyer

5. Emails and Calls Relating to Changes to the RS (“Single Family”) Zones

Each of the above forms of engagement have included information on how to reach out to staff and this has resulted in both short comments submitted and rich and detailed ongoing one-on-one conversations as interest holders discussed their thoughts on the proposed updates to the regulations. The full list is available as [Attachment I](#).

In total, 52 emails and calls have been tracked and include the following key themes:

- Support for Zoning regulation flexibility and simplification
- Concerns related to sufficient supply of parking
- Interest in moving forward with updates to the RS zones sooner to facilitate long desired changes that will permit:
 - Move livable accessory units (suites and coach houses)
 - The ability to better share an RS zoned lot amongst family members
 - The ability to build a coach house or build a more reasonably sized coach house
 - And that will reduce the need for variances
- Questions and concerns related the possibility of constructing new homes including:
 - Cost of construction
 - Cost of servicing upgrades (sewer, storm, water, sidewalk etc.)
 - Cost of fees and charges (application fees, DCCs, ACCs etc.)
 - Storm water management and the length of time to monitor and the cost of addressing storm water issues
 - The complexity of the infrastructure and permitting associated with even the smallest and simplest coach house
 - The length of time to process applications
 - The complexity and prescriptive nature of existing regulations

“This task has been extensive, is long overdue, and I sincerely appreciate all of the staff’s work undertaken so far towards this modernization of the bylaw.”

“All three strategies should be adopted. It gives much more design flexibility and options for each specific lot.”

“As you know we need to increase density, as a resident and homeowner as well as a developer, the process needs to be streamlined and the time and cost to complete new builds needs to be reduced.”

- Coach House construction and regulations surrounding them
- Interest in reducing the environmental impact of new construction and the ability of over time improve biodiversity and the urban tree canopy
- Interest in stratification options including those associated with Small Scale Multi-Unit Housing (SSMUH):
 - Support for duplexes in place of a home with a suite
 - Support for a triplex over a house, suite and coach house
 - Support for strata titling of a new coach house to assist with financing the project

"I definitely support the ability to build a larger taller Coach House."

List of Attachments

- Attachment A – Engagement Summary Report May 2025 by MODUS
- Attachment B – Spring 2025 Open House Presentation Boards
- Attachment C – Sticky Note Comment List
- Attachment D – Webinar Presentation Slides
- Attachment E – Webinar Question List
- Attachment F – Survey Comment List
- Attachment G – Fall 2025 Open House Presentation Boards
- Attachment H – March 2026 Flyer
- Attachment I – Direct Email Comment List

**Official Community Plan &
Zoning Bylaw Update**

Engagement Summary Report
May 2025

Table of Contents

1.	About this report	3
	Outreach and participation	4
	Key findings and themes	5
3.	Background	7
4.	Engagement activities	8
5.	Participation.....	9
6.	What we heard.....	10
	Online survey	10
	Virtual information sessions	24
	Open houses.....	26
	Implementation partners.....	29
	Interest holders	30
	District committees.....	31
	Email correspondence	32

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 səliłwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

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](https://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

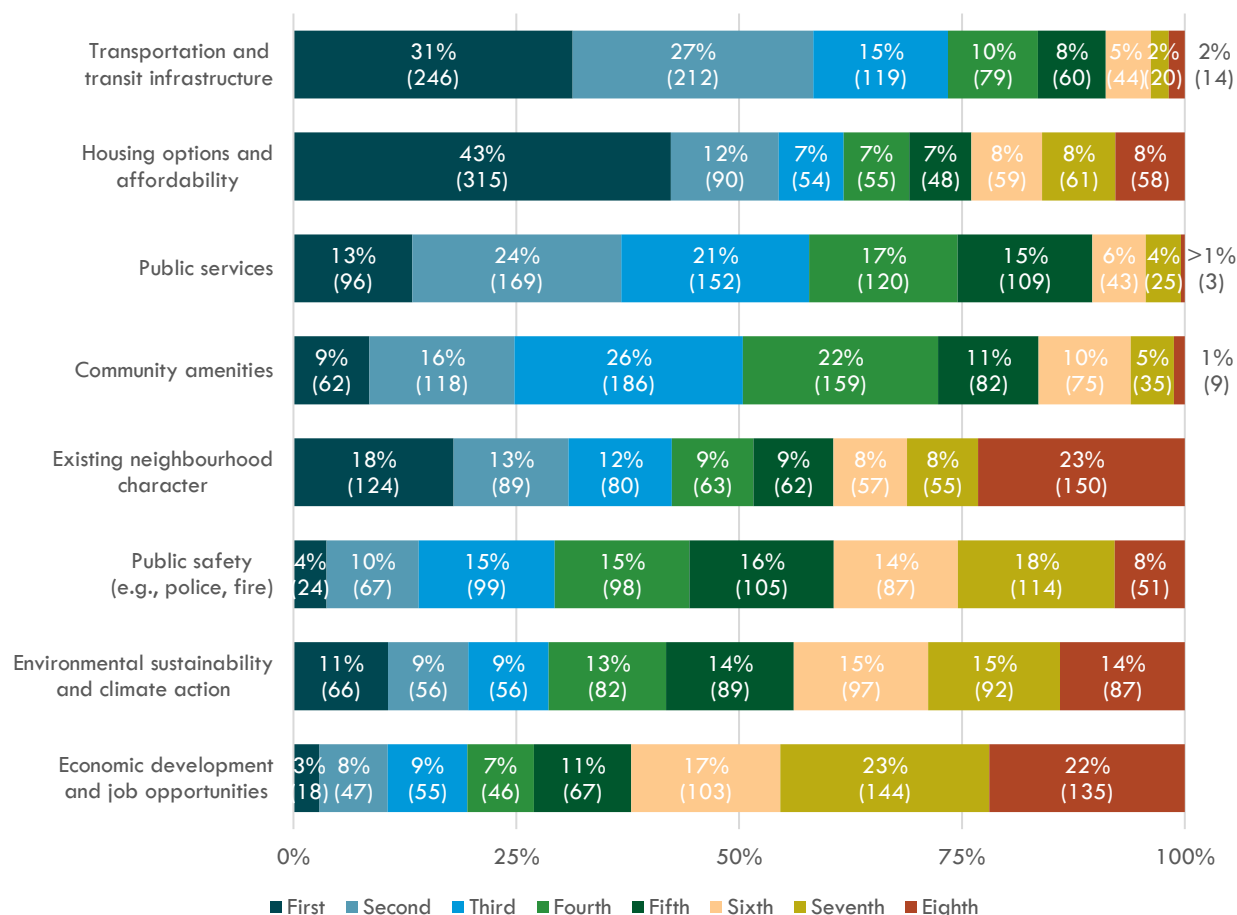
The survey was designed to seek feedback related to the OCP Update and changes to single-family zones. Questions in the survey asked respondents about their priorities for housing by ranking key topics and considering a series of key trade-offs. All questions were optional.

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.

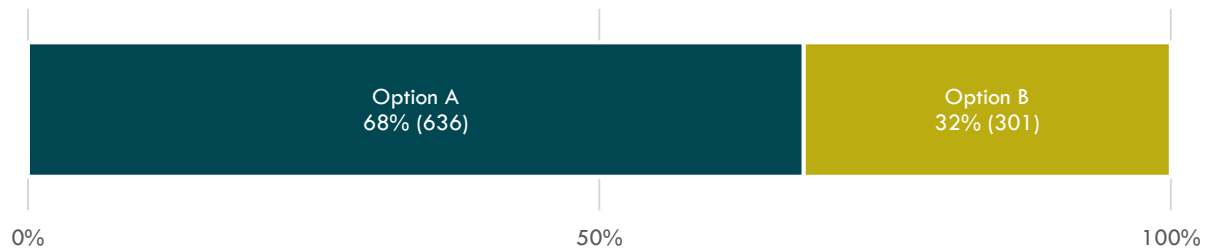


Trade-offs

The following questions ask what survey respondents prefer when presented with trade-offs about how we plan for more housing.

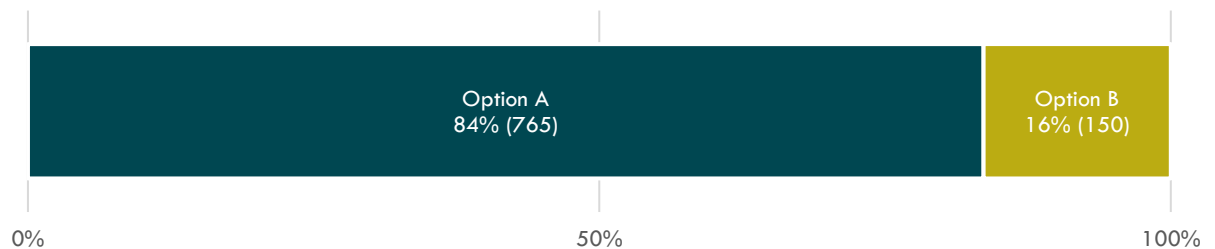
Question: Please select the statement that best fits your priorities. (n=937)

- 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.



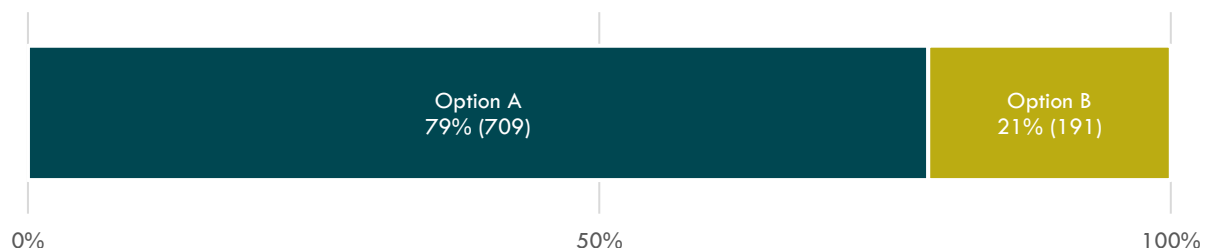
Question: Please select the statement that best fits your priorities. (n=915)

- 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.

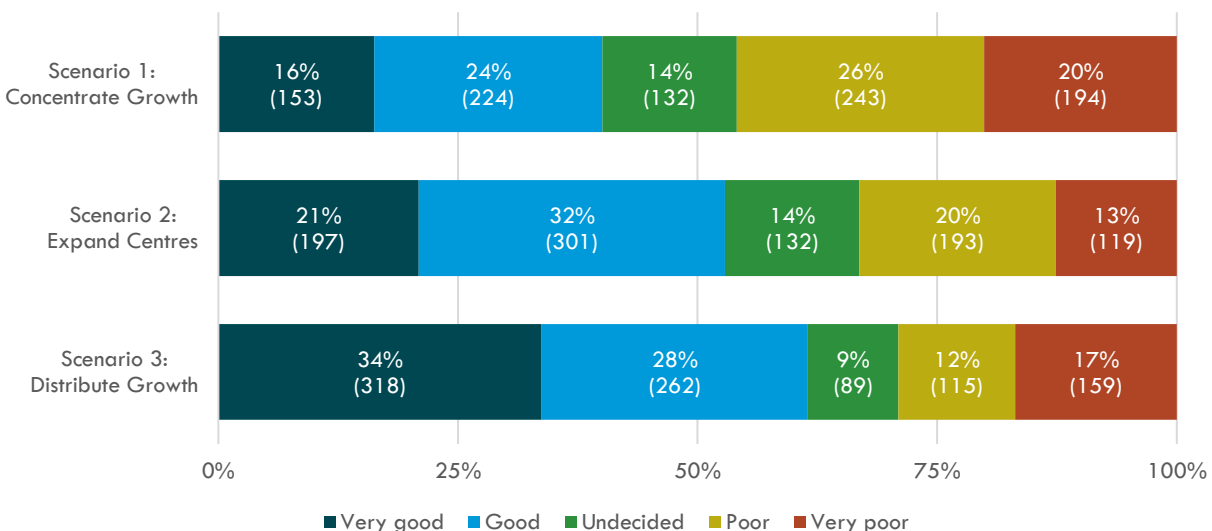
The three scenarios presented in the survey were:

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)

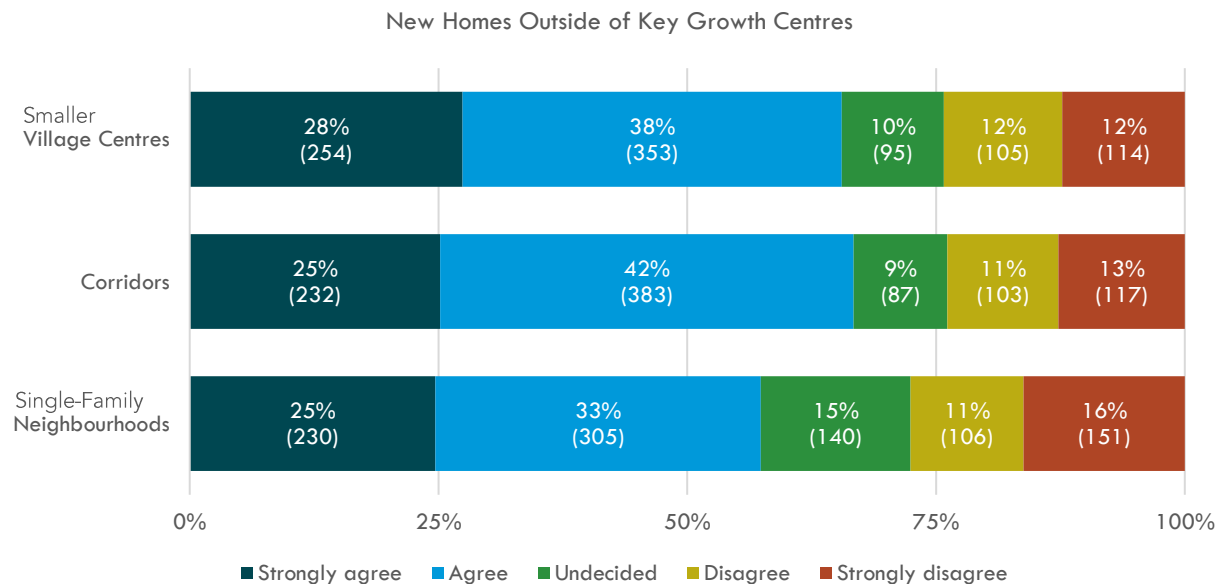


Distributed Growth in Scenario 3

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 <i>38 comments</i>	- Support for Scenario 1 includes: better concentrates investment, reduces vehicle traffic, and/or has the greatest potential to attract SkyTrain (<i>21 comments</i>) - 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 (<i>17 comments</i>)
Scenario 2: Expand Centres <i>22 comments</i>	- 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 (<i>18 comments</i>) - 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 (<i>4 comments</i>)
Scenario 3: Distribute Growth <i>24 comments</i>	- 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 (<i>18 comments</i>) - Concerns about Scenario 3 include: it would increase road and bridge congestion and/or would require more significant investment in transportation and infrastructure improvements (<i>6 comments</i>)
Transportation <i>224 comments</i>	- Concerns about increased traffic congestion on the North Shore, and/or suggestions to address congestion in District plans to accommodate more growth (<i>65 comments</i>) - Desire for growth needs to be supported by improved regional and local transit service (<i>57 comments</i>) - Desire for improved walkability and bike infrastructure across the District and/or in areas where growth is projected (<i>21 comments</i>) - Suggestions that parking should be increased with growth in different areas (<i>16 comments</i>)

Themes	Comments Related to Each Theme
Specific Locations <i>198 comments</i>	- 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 <i>119 comments</i>	- 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 <i>113 comments</i>	- 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 <i>105 comments</i>	- 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 <i>81 comments</i>	- 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 <i>65 comments</i>	• Desire to streamline government approvals processes and increase flexibility for property owners <i>(29 comments)</i> • 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 <i>(28 comments)</i>
Growth (non-location specific) <i>31 comments</i>	• 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 <i>(27 comments)</i>
Environment & Climate Change <i>22 comments</i>	• Support for strengthening environmental protections to preserve green spaces, natural habitats, and ecosystems <i>(16 comments)</i>
Safety & Security <i>16 comments</i>	• Desire to keep residential areas safe, clean, calm and charming, alongside concerns that growth and more urban forms of development will increase crime <i>(16 comments)</i>

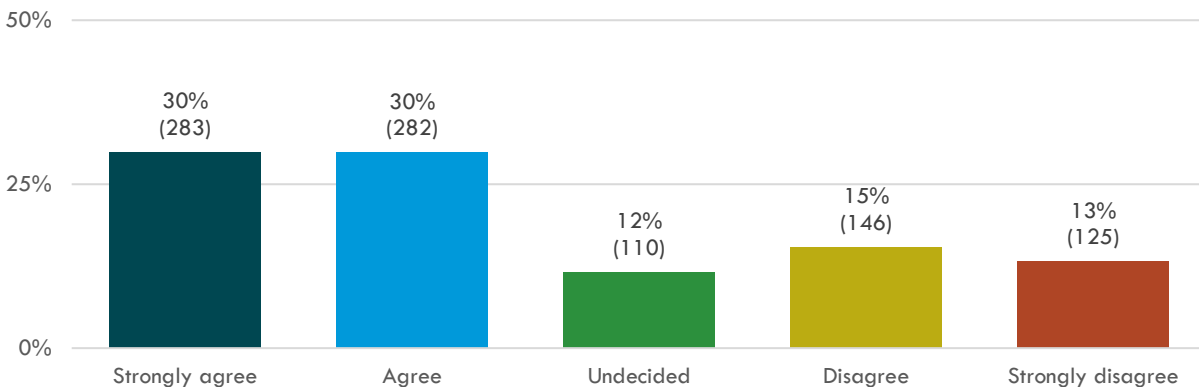
Changes to Single-Family Zones

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

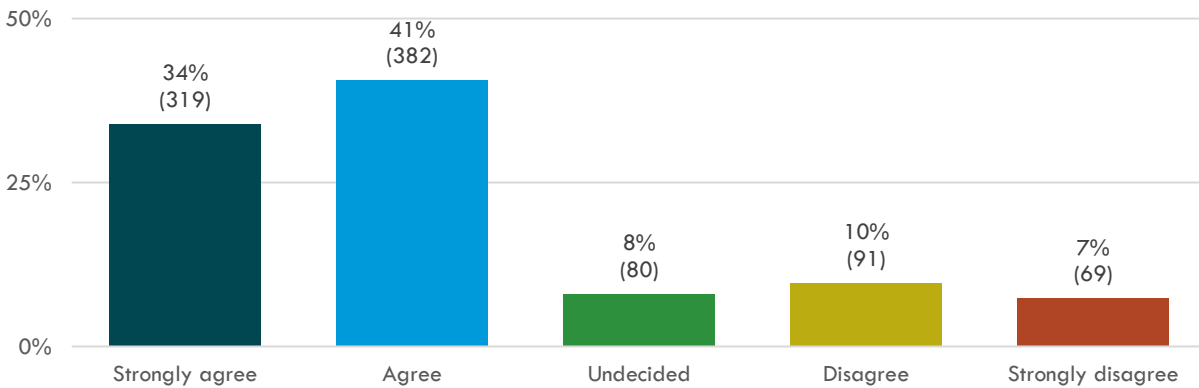
Taller Homes Up to Three Storeys

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

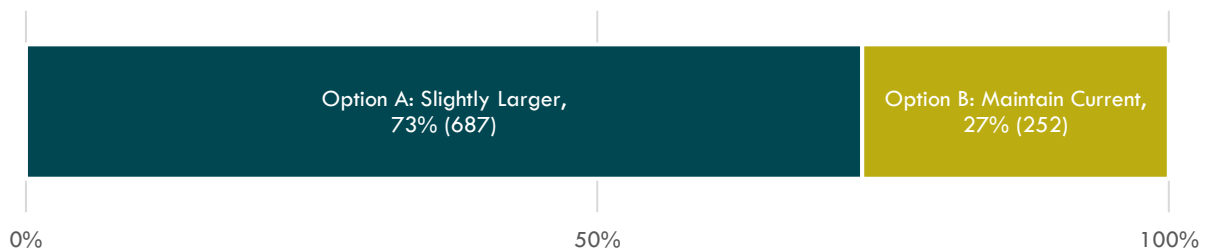
Question: *We are proposing a change to zoning regulations to permit houses to be built closer to the street. Do you agree or disagree? (n=941)*



Coach House Size

Question: *Please indicate your preference out of the options provided below. (n=939)*

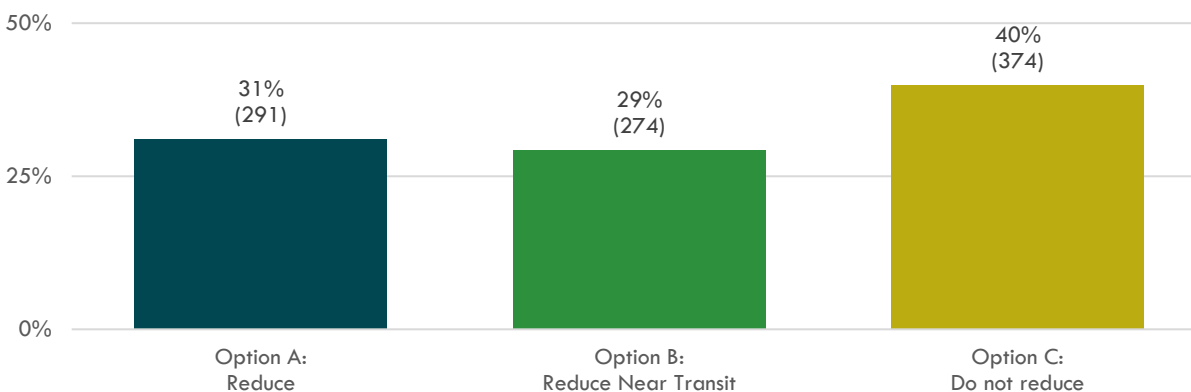
- *Option A: I support the change to allow slightly larger coach houses up to 1400 sq ft*
- *Option B: I support maintaining the current maximum coach house size of up to 969 sq ft*



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 <i>46 comments</i>	• Support for allowing property owners to build taller homes up to three storeys (<i>19 comments</i>) • Concerns about building exceptionally large houses, blocking views, shadowing adjacent properties, disrupting neighbourhood character, and/or buildings not being energy efficient (<i>27 comments</i>)
Option 2: Building closer to the street <i>25 comments</i>	• Support for allowing property owners to build homes closer to the street (<i>20 comments</i>) • Concerns about reducing green space, shadowing the street, and/or encroaching on the sidewalk or boulevard (<i>5 comments</i>)
Option 3: Allowing slightly larger coach houses <i>39 comments</i>	• Support for allowing property owners to build larger coach houses (<i>23 comments</i>) • Concerns about reducing green space and the size of backyards, blocking views, and/or impacting neighbourhood character (<i>16 comments</i>)

Themes	Comments Related to Each Theme
Parking <i>118 comments</i>	• Differing perspectives about whether to: ○ Increase parking (<i>34 comments</i>); ○ Reduce parking (<i>21 comments</i>); or ○ Leave parking requirements unchanged (<i>20 comments</i>) • Desire to better enforce existing parking requirements and/or ensure that garages and driveways are better utilized (<i>43 comments</i>)
Housing <i>88 comments</i>	• Desire for more diverse housing options that can fit more seamlessly into single-family neighbourhoods (<i>50 comments</i>) • Desire for more affordable housing that is suitable for a greater range of household types (<i>26 comments</i>) • Desire for multi-generational housing (<i>12 comments</i>) • Desire to find ways to reduce rent costs, promote home ownership, and ensure that suites can continue to supplement mortgage costs (<i>12 comments</i>)
Transportation <i>84 comments</i>	• Suggestions to improve transportation infrastructure for all modes across the District, especially with reducing parking (<i>84 comments</i>)
Government process <i>64 comments</i>	• A desire to streamline and speed up government approvals processes and increase flexibility for property owners (<i>54 comments</i>)
Neighbourhood Character <i>54 comments</i>	• General concerns that the proposed changes to single-family zones would disrupt neighbourhood character, impacting privacy, views, and/or yard space (<i>24 comments</i>) • Concerns that taller homes will disrupt neighbourhood character, impacting views and privacy and/or blocking sunlight (<i>16 comments</i>) • Concerns that larger homes will disrupt neighbourhood character, impacting yard space and/or privacy (<i>10 comments</i>)
Density <i>53 comments</i>	• Support for increasing density and liveable space to make more efficient use of land, and/or to consider more multi-family housing forms (<i>41 comments</i>) • Concerns that increasing density will impact neighbourhood character, views, and parking (<i>12 comments</i>)
Basements <i>44 comments</i>	• Desire to keep basements to provide affordable living and storage space, regulate air temperature, and/or reduce the footprint of the building (<i>26 comments</i>) • Suggestions to allow partial or fully in-ground basements in certain neighbourhoods where the risk of flooding is lower (<i>12 comments</i>) • Support for prohibiting fully in-ground basements to reduce construction costs, and/or improve liveability and climate resilience (<i>6 comments</i>)
Environment & Climate Change <i>39 comments</i>	• Desire to strengthen environmental protections to preserve and replace trees, retain green spaces, and improve ecosystem health and biodiversity (<i>17 comments</i>) • Support climate-friendly development practices like low-carbon construction, energy efficient buildings, emissions reductions, solar panels, rainwater capture and green infrastructure (<i>11 comments</i>)

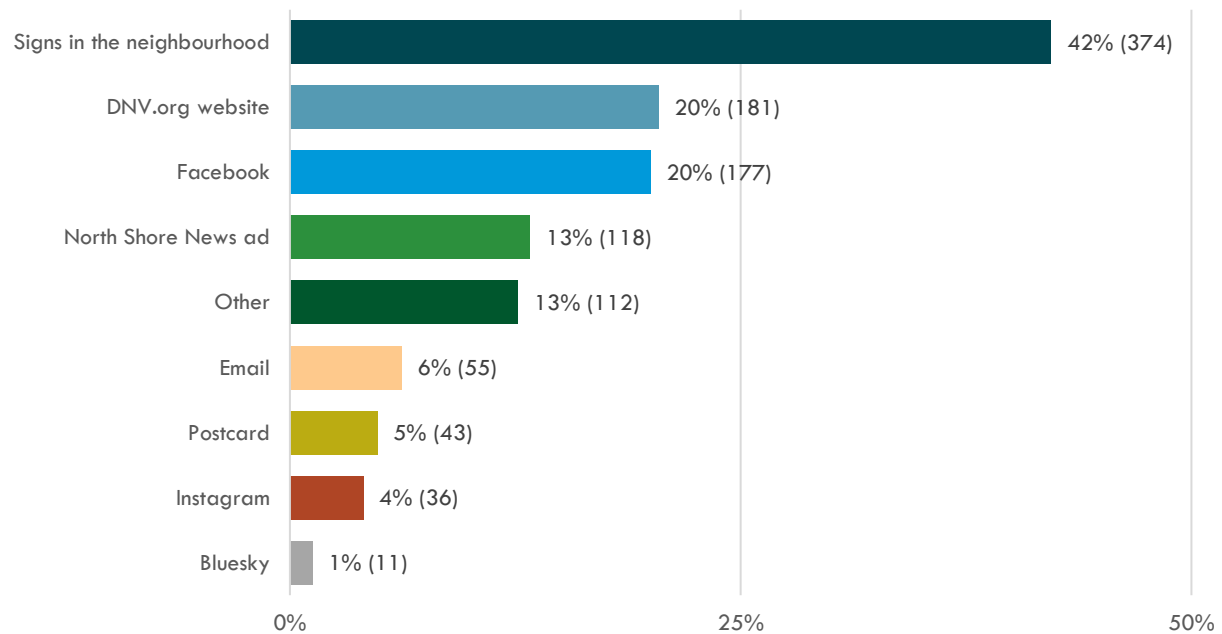
Survey Demographics

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

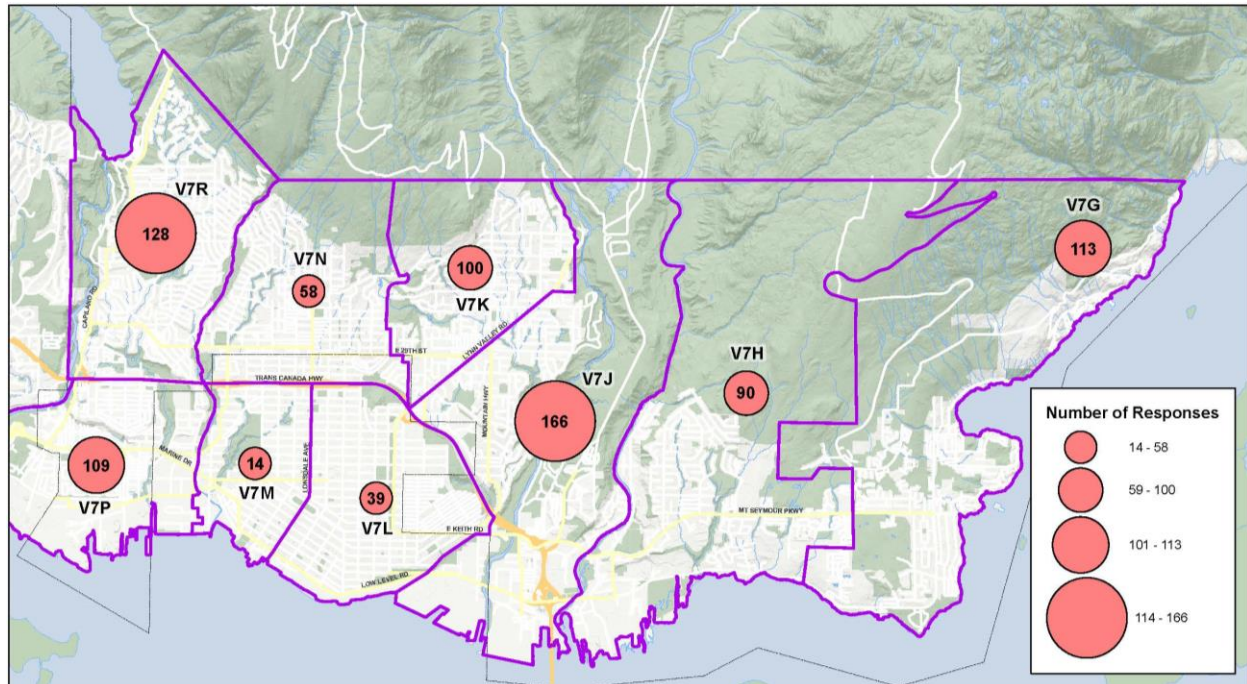
Question: *How did you hear about this engagement? Please select all that apply. (n=886)*

Note the percentages represent the number of respondents who selected an option.



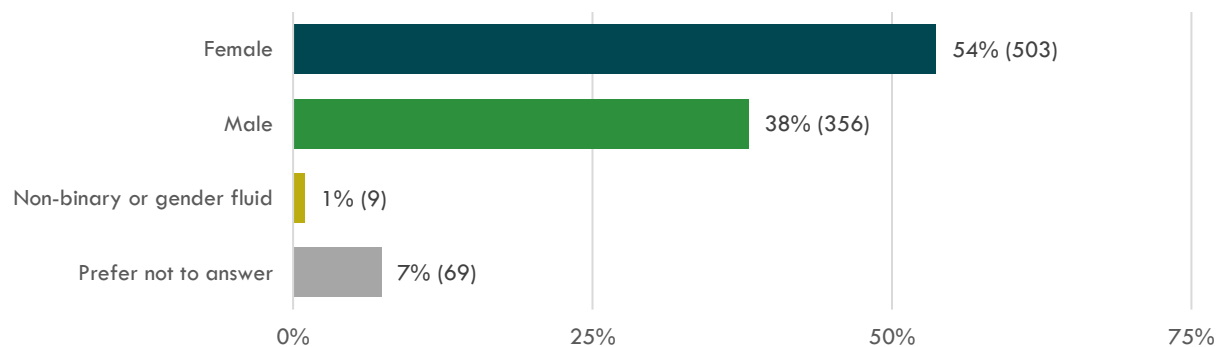
Postal Code

Question: Please provide your 3-digit postal code to help us understand who is responding to this survey.
(n=890)



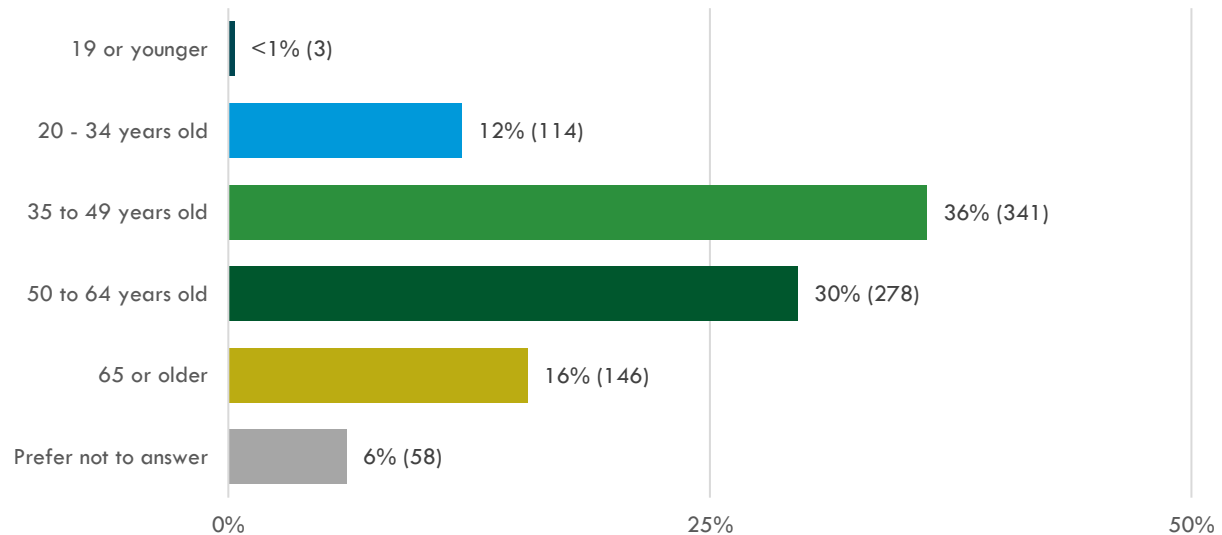
Gender

Question: What is your gender? (n=937)



Age

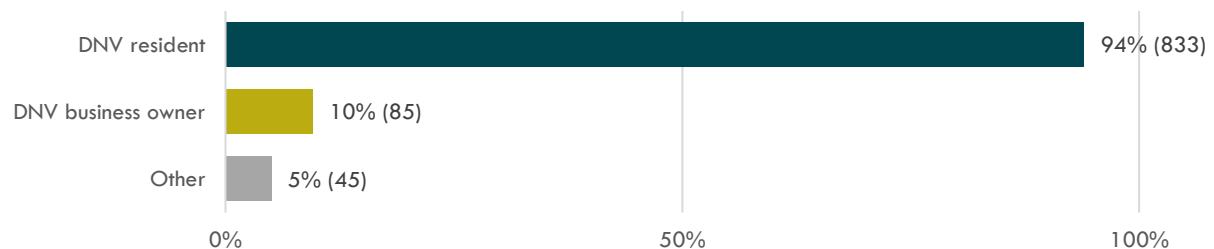
Question: Which of the following ranges includes your age? (n=940)



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](https://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

CHANGES TO SINGLE-FAMILY ZONING

Vision:

Housing is important. Updating our current regulations will make it easier to build multi-generational homes that are more livable, safer, and step with a lighter footprint on the environment.

Why update the single-family zones now?



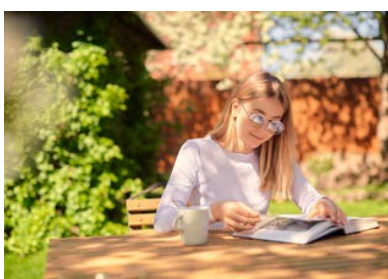
1. Feedback from Residents and Council

- a. Provide more flexible housing options to make it easier to build secondary suites and coach houses
- b. Encourage more livable units that are not buried in the ground
- c. Create more options for multi-generational living
- d. Continue to protect the character of our community



2. Feedback from Building Professionals

- a. Simplify regulations
- b. Offer more flexibility
- c. Provide greater zoning consistency across the District
- d. Use standardized language and metrics
- e. Streamline the review process



3. Update Zoning Regulations to address Key Challenges

- a. Provide more housing options
- b. Build housing that is more resilient to climate change and storm events
- c. Promote environmental stewardship

How do changes to residential zoning relate to the Official Community Plan update?

Updates to the Zoning Bylaw will support implementation of the OCP and our ability to provide a diverse range of housing options and choice. In traditional single-family zones, this means improving how we regulate secondary suites and coach houses to meet the changing needs of families over time.



BUILDING FOR CLIMATE READINESS AND RESILIENCE

Proposed Changes

- Limit in-ground basements
- Remove existing floor space exemptions for basements
- Increase permitted above ground floor space to offset the loss of basement floor space

Concerns and Impacts of Basements

Climate Change

Basements are more susceptible to flooding from major storms.



Liveability

Fully in-ground basements have limited access to fresh air and daylight via window wells. They also pose challenges to emergency exiting.



Cost

Concrete basements are more expensive to construct and have a higher carbon footprint than slab-on-grade foundations.



How would basements be limited?

Fully in-ground basements and cellars that are below grade on all sides would not be permitted.

What if my property is sloped?

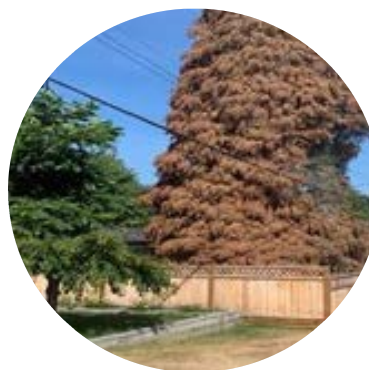
Partial basements are still permitted. Sometimes this is referred to as a "walk-out basement." The proposed regulations require at least one wall of the lowest level to be completely above ground.

What if my property already has a fully in-ground basement?

The new zoning regulations would only apply to new construction and additions. Existing fully in-ground basements would be "grandfathered".

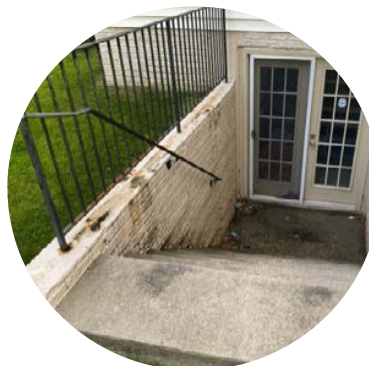
Environment

Fully in-ground basements have greater impacts on the environment as they can impact the flow of ground water and in turn impact ecosystems.



Accessibility

Fully in-ground basement living spaces are less accessible due to the grade difference relative to the outdoors.



Mechanical

Basements have more reliance on mechanical systems, making them more prone to micro-flooding.



Fully In-ground Basement



Partial Basement (Walk-out Basement)



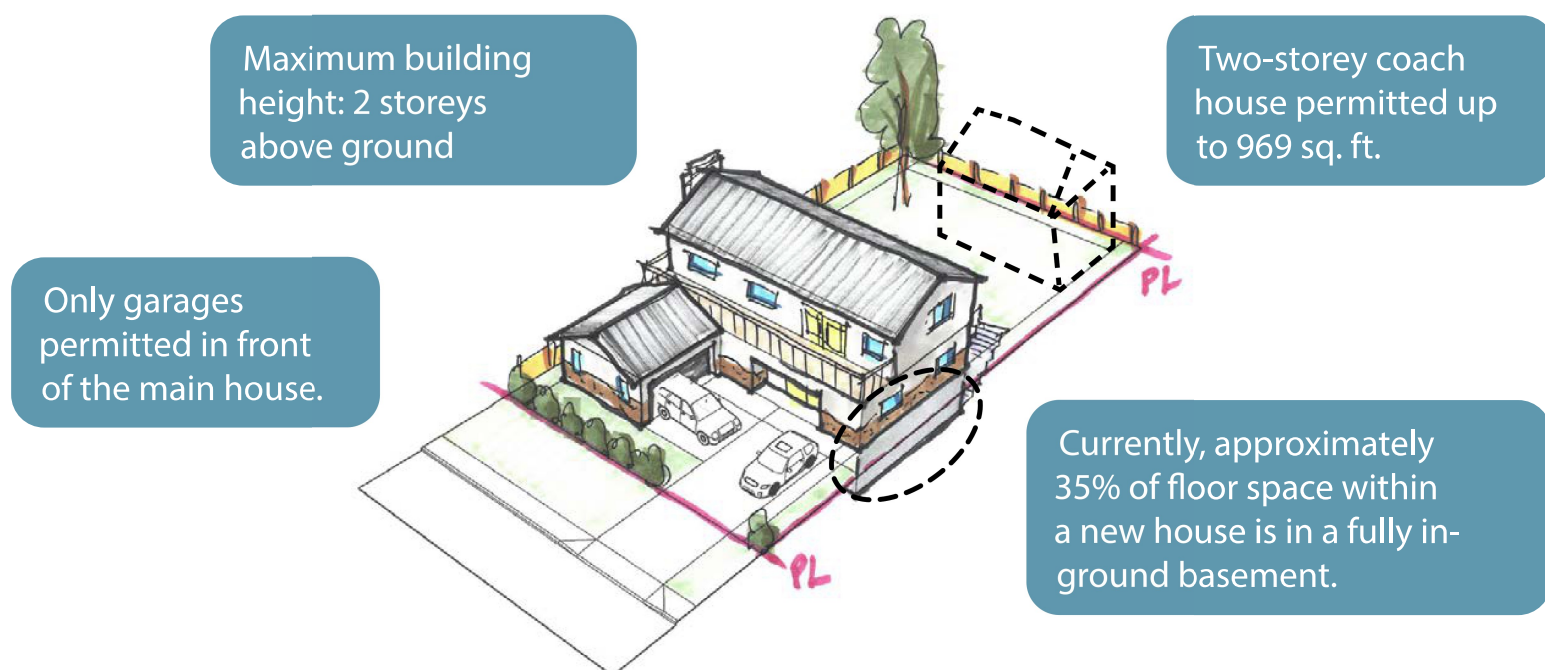
PROMOTE LIVING SPACES ABOVE GROUND

Proposed Change

Reallocating floorspace above ground creates the potential for homes that appear larger. The District is proposing three new strategies to offset the impact of potentially larger homes:

1. Permit taller buildings up to 3 storeys
2. Permit buildings closer to the street
3. Permit larger coach houses

Existing Regulations

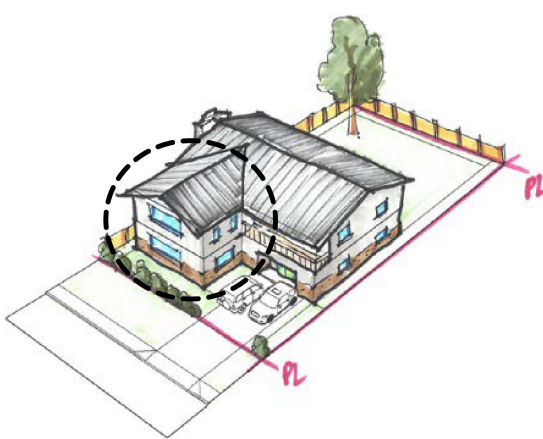


Strategies for reallocating living space from the basement to above ground:



Strategy 1

Permit taller buildings up to 3 storeys



Strategy 2

Permit buildings closer to the street



Strategy 3

Permit larger coach houses



ALTERNATIVE TO BASEMENTS

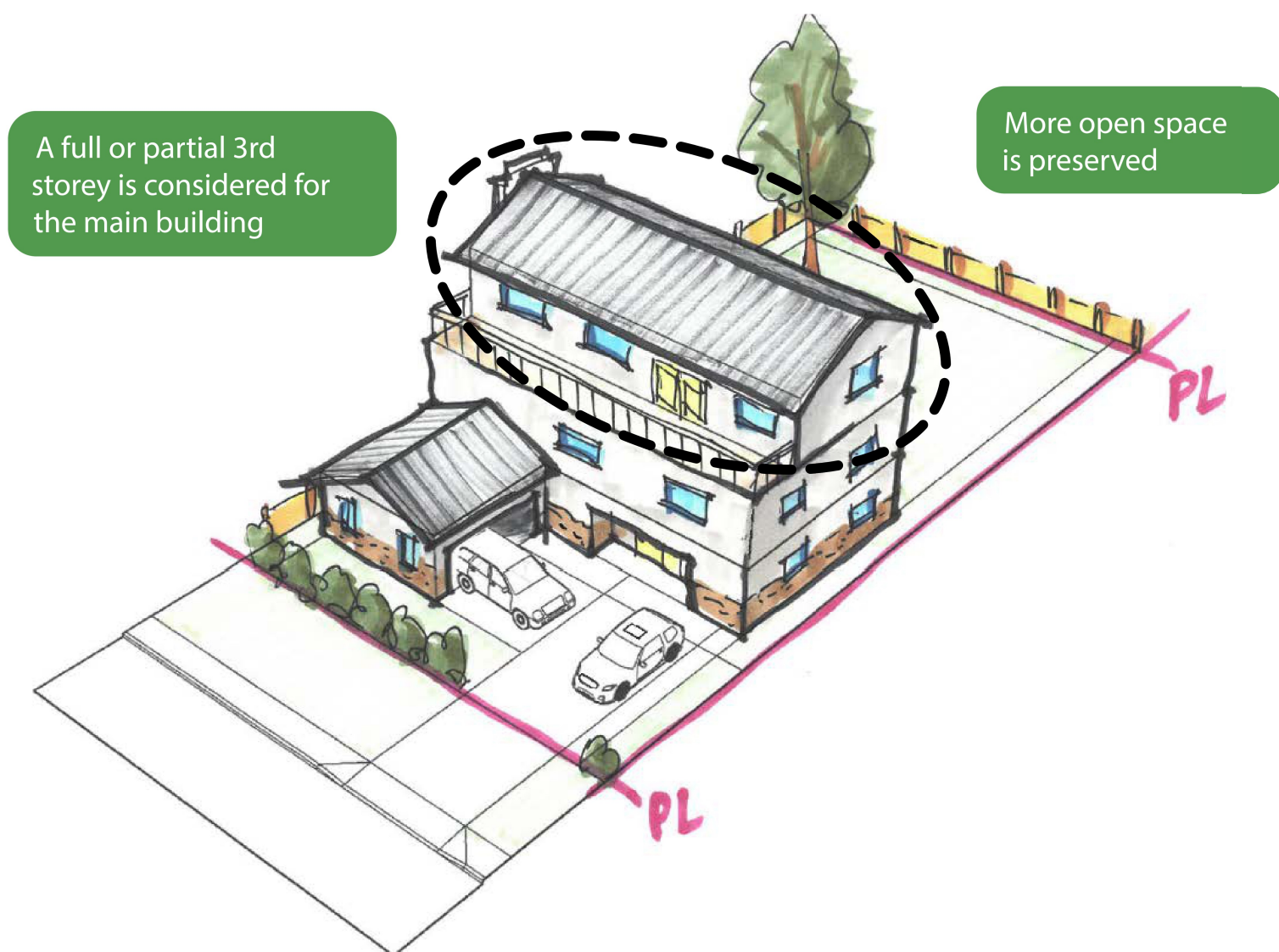
1 - BUILDING UP

Proposed Change

- Permit taller buildings up to 3 storeys

Currently, homes are limited to 2 storeys. Permitting a full 3rd storey or a partial 3rd storey* retains more useable yard space.

*A partial 3rd storey means a 3rd storey which contains less floor area than the 2nd storey.



Examples of 3 storey homes



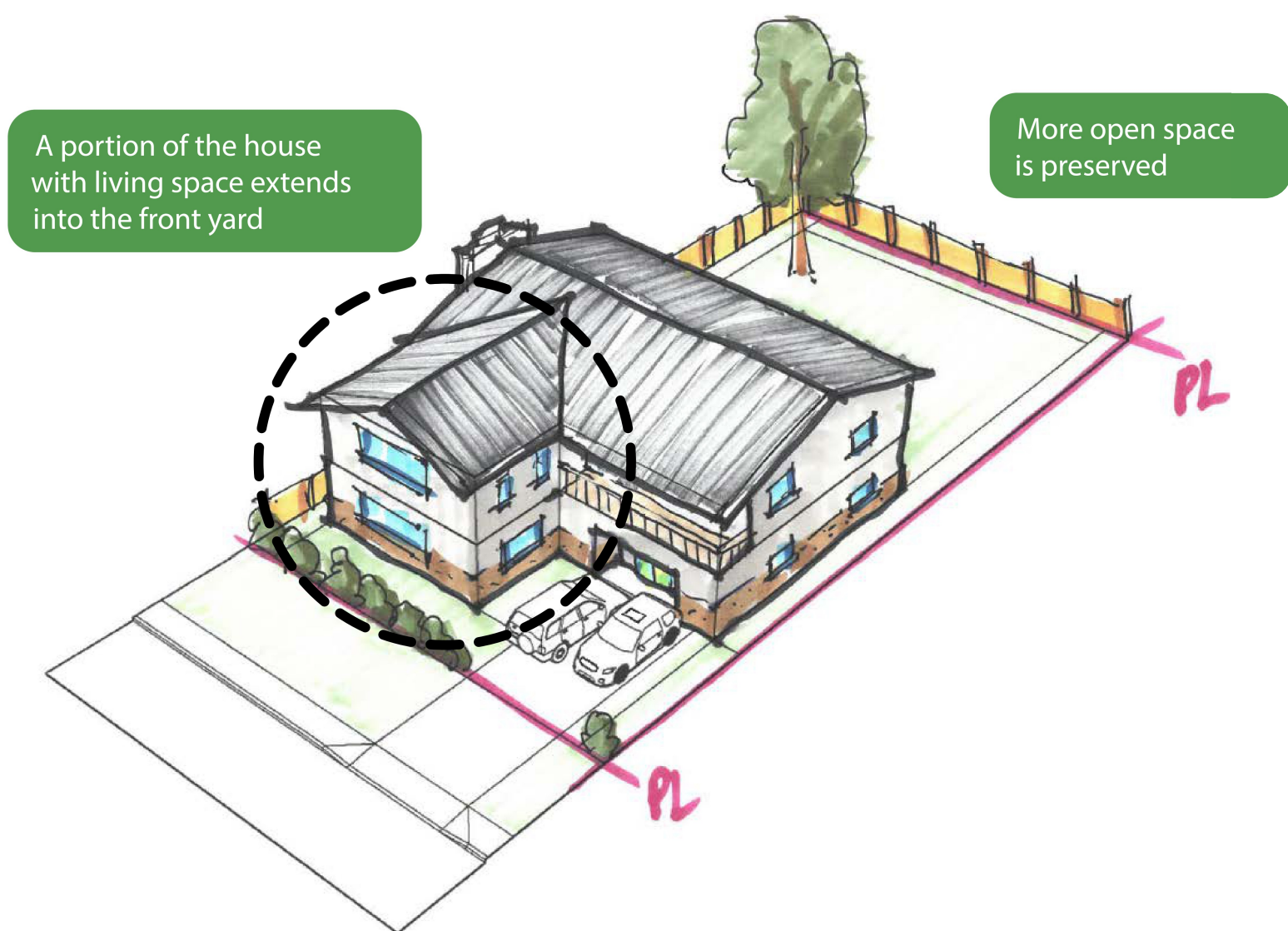
ALTERNATIVE TO BASEMENTS

2 - FRONT YARD

Proposed Change

- Permit buildings closer to the street

Currently, not all buildings are set back equally from the front property line. In many cases, garages are built in front of the house. Permitting buildings to come closer to the street and make use of a portion of the front yard retains more useable rear yard space.



Examples of buildings that are closer to the street



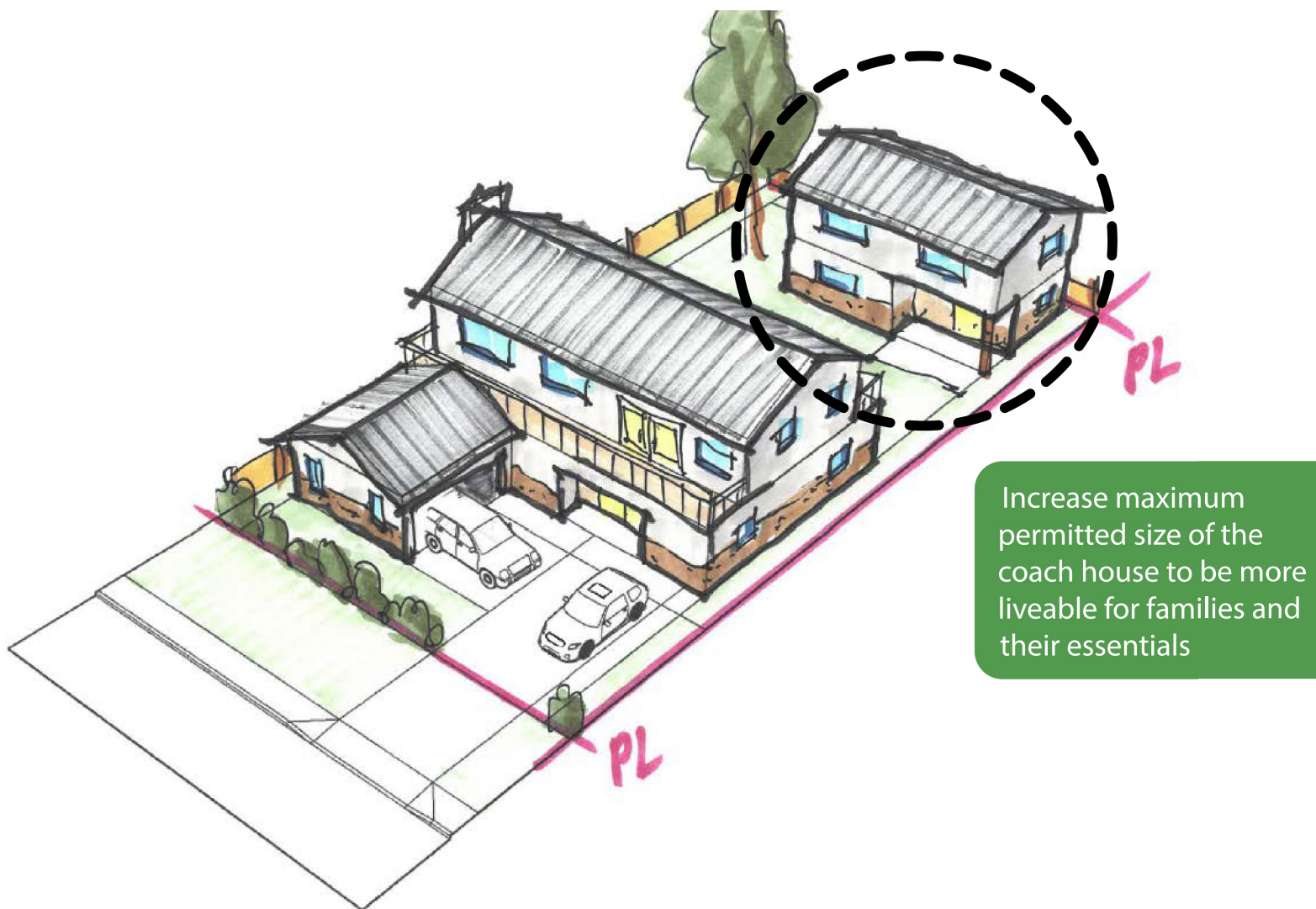
ALTERNATIVE TO BASEMENTS

3 - LARGER COACH HOUSES

Proposed Change

- Permit larger coach houses from 969 sq. ft. to 1400 sq. ft.

Currently, coach houses are permitted up to 969 sq. ft. Permitting larger coach houses (up to 1400 sq. ft.) creates more housing flexibility, more liveable spaces for families, and reduces the size of the main house.



Examples of coach houses

Photo Credits: Lanefab Design/Build, Synthesis Design, Smallworks, Kerr Design Build



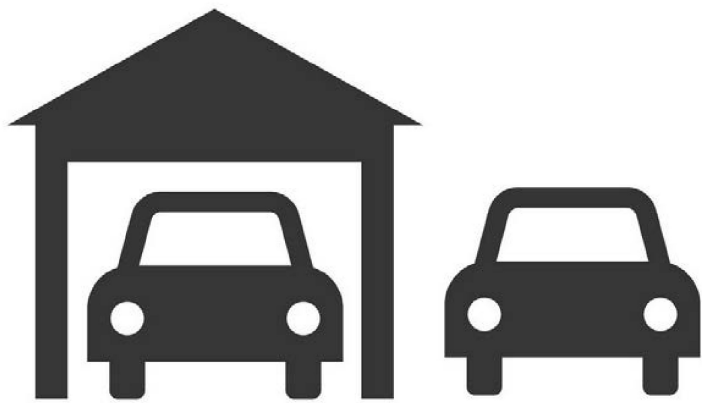
SIMPLIFYING AND STREAMLINING REGULATIONS

Proposed Changes

- Consolidate all 19 single-family zones into one zone
- Reduce parking requirements
- Provide more flexibility in use of floor space
- Use standardized language and metrics
- Create more flexible and climate-friendly regulation
- Incorporate Provincial and Federal design guidelines

Currently, the District requires a minimum of 3 parking space if a property has a suite and/or a coach house. These parking spaces can be in a garage or outside.

The District is proposing to reduce this requirement from 3 to 2 spaces.

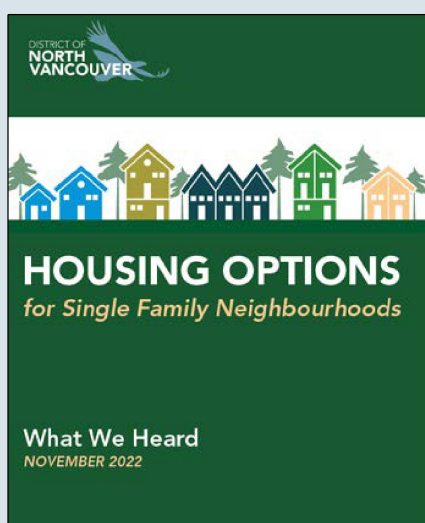


Provincial guidelines recommend reducing or eliminating parking requirements.

Additional parking spaces add construction costs and take away from useable yard space and living space.

Homeowners are still able to build additional parking spaces if they desire.

The following documents inform the single-family zoning update.



NEXT STEPS

- Interested in updates? Check out the Zoning Rewrite webpage at: [DNV.org/zoning-bylaw-rewrite](https://dnv.org/zoning-bylaw-rewrite)
- Building on the input we receive, a refined single-family zone will be published on the District Zoning Update website.
- This work is part of the District’s Zoning Bylaw update which will modernize the zoning bylaw to create opportunities for housing, standardize and simplify regulations, and create a more resilient and climate ready community.



SINGLE-FAMILY COMMENTS & SUGGESTIONS

Place comments/suggestions on proposed single-family zoning changes below:

SINGLE-FAMILY COMMENTS & SUGGESTIONS

Place comments/suggestions on proposed single-family zoning changes below:



Sticky Note Comment List sorted by Date of Entry

Date	Type of Correspondance	Feedback
April 12, 2025	Stickies	Be Flexible on FSR for older homes with low basements (<8')
April 12, 2025	Stickies	Scenario #3 (OCP scenario), Spread it out with lower buildings
April 12, 2025	Stickies	Up Density to allow more laneway housing (Coach Houses)
April 12, 2025	Stickies	Scenario 3 is what I liked to spread density over all areas
April 12, 2025	Stickies	Let's do Coach Houses in the front yard
April 12, 2025	Stickies	More density on movie(?) Marine?) Dr for a vibrant retail + quality of life
April 12, 2025	Stickies	Increase gentle family units around schools above 29th like townhomes, multiplexes
April 12, 2025	Stickies	An option should be added to survey about "Build new home on fewer transportation and improve transit system there."
April 12, 2025	Stickies	Allow for rezoning on large lots (eg. 71 ft into 2x33 ft)
April 12, 2025	Stickies	Flexibility to provide a home for my grown kids
April 12, 2025	Stickies	Property fronts on 2 different and unconnected streets. Sloped lots
April 12, 2025	Stickies	2nd vehicle access needed for my kids + grandkid to make a coach house work. If not permitted each house falls on 3/4 acre
April 12, 2025	Stickies	We'd go with scenario 3!(OCP Scenario)
April 12, 2025	Stickies	Allow Auto subdivision of large lots > 10,000 sqft. Must allow multiplexes for gzont(?) kids that can't afford to live here
April 12, 2025	Stickies	Allow 4 units & higher FSR on SF properties
April 12, 2025	Stickies	Gentle densification along 29th ave between Ionsdale and Lynn valley such as townhomes as 29th is a bus route with bike lanes
April 16, 2025	Stickies	Think about drainage for washing so soap doesn't flow into creeks
April 16, 2025	Stickies	Strata Title Option will be essential for any significant uptake of these changes
April 16, 2025	Stickies	Although TransLink controls transit, we can add bike lanes to reduce density pressure on traffic
April 16, 2025	Stickies	Improve Transit - From Mountain Hwy I could take the 255 everywhere I needed to go. Since the 255 is rerouted I need 3 busses - In the meantime I am old and need the bus since I gave up driving.
April 16, 2025	Stickies	Cost of Building Coach Houses will limit uptake - Alternative Triplex Option Possible?
April 16, 2025	Stickies	In any Scenario I would like to see Pedestrianization. Bike lanes on Mountain highway is surrounding our neighbourhood
April 16, 2025	Stickies	Consider subdivision of large lots into 2 lots as a means to up development. Smaller houses on smaller lots rather than massive houses that locals cannot afford.
April 16, 2025	Stickies	Scenario 2 of 3 for Lynn Valley Town Centre as we don't have the amenities, shopping, etc. of the other town centres
April 16, 2025	Stickies	Allow up to maximum size for single family home. EG. 3000 Sqft Livable Area (Maximum)
April 16, 2025	Stickies	Network with City Planners in some of the most livable cities in the world. Copenhagen, Oslo, Tiapai, Singapore, Bergen, Gottenburg (No need to make needless mistakes)
April 16, 2025	Stickies	Please preserve as much green space and canopy cover as possible. Also notify residents of drastic changes in advance.
April 16, 2025	Stickies	Plan for scaling of existing tech. Such as autonomous driving. We will need to repurpose all the parkades, wide roads, driveways, garages for a future of Transportation as a service. With much fewer cars on the roads. For Example: Transportation as a service is 10 cents / km in China.
April 16, 2025	Stickies	Protecting against heat dome & helping with on site planting
April 16, 2025	Stickies	Design cities for the convergence of technologies. Rethinkx.com is an example. We will not be living the same way in 10-20 years.
April 16, 2025	Stickies	Love more flexibility for home owners - Thanks! Please don't prioritize the goals of the developers who make most money from high rises. Please prioritize community opinion (We are intimidated to speak up sometimes)
April 16, 2025	Stickies	The province who is mandating densification needs to step up on infrastructure: upgrade second narrows bridge, sewer finished plus police, hospital, schools, roads, etc.
April 16, 2025	Stickies	Also need to plan for and provide recreation facilities for increased population - Address problems between the District & City to ensure community needs are meet. Eg. Reversal of decision on 50m pool by City
April 16, 2025	Stickies	Leave Single Family Zones alone - Especially Basements. Restrictions on homes don't solve problems. Allowing more possibilities does
April 16, 2025	Stickies	Combining of all options. Give option to the owners. Increase FAR to 0.6. Define the basement level.
April 16, 2025	Stickies	Scenario 2, Expanded centres looks like a balanced approach
April 16, 2025	Stickies	Scenario 3 would possibly allow for more people to own / live in the single family neighbourhoods they grew up in. Multiple rental income affordability + Mortgage approvals for younger people. Thank you.
April 16, 2025	Stickies	Opportunities coach houses on all spaces with a single family home
April 16, 2025	Stickies	Need clarity for what rules apply to space within property lines - varies greatly. Choose scenario 2
April 16, 2025	Stickies	I support allowing houses closer to property lines, larger coach houses, & 3-4 storey houses & reduced parking requirements!
September 25, 2025	Stickies	Increase Square footage
September 25, 2025	Stickies	I Agree (with Increase Square Footage)
September 25, 2025	Stickies	I Agree too (with Increase Square Footage)
September 25, 2025	Stickies	Build baby Build
September 25, 2025	Stickies	Splitting permitted square footage
September 25, 2025	Stickies	SF homes have a functional space for garbage
September 25, 2025	Stickies	allow for stratification of Coach Houses for affordability
September 25, 2025	Stickies	Increase FSR and allow larger coach houses
September 25, 2025	Stickies	Huge preference for "bonus" FSR for Coach Home Vs. disincentivizing a CH build through a "reserve"
September 25, 2025	Stickies	Please don't delay this project due to the ENV election

Site Comment not started date entered

September 25, 2025	Staff Engagement Summary	Key take aways: Several people expressed a desire to see more square footage assigned to coach houses - ie not above the 1400 cap but rather to ensure everyone can build a coach house regardless of the size of the existing house. I think there will be some follow up email conversations on this point so may want to track them and see how pervasive this comment is - its not that I don't think we've found the right place but having sound bites ready for Kevin will be key such as: reducing the permitted square footage for existing houses and re-assigning that square footage to a coach house, does make more modest main homes But it also makes many homes non conforming for density - something that cannot be varied - making renovations potentially very problematic. The need for indoor garbage rooms - a desire to see zoning speak to garbage and recycling spaces in all zones. The problem flagged was for SF homes where people still store garbage outside where it becomes a bear attractant. Several people wanted to start doing the math on the new FSR to see if they can build coach houses or whether they can start planning / designing. While I'm happy to work with people one on one, I have been cautioning that until we have the next session with Council and even until the bylaw is adopted we don't know for sure that the proposed changes will go forward. I did have a long chat with the Mayor - he is generally supportive of more height, of the new way of thinking about FSR (we didn't get into the need for OCP amendments) but he remains opposed to prohibiting basements - I did talk about how we weren't actually prohibiting all basements just fully in ground, and I talked about needing both carrots and a stick to change the dial on designers' / and builders' approaches but I'm not sure I won him over - but as Dan said he is just one voice on Council. And if we don't include that prohibition at this time we can always add it later if the carrots don't do enough to change the approach. Lastly, the Mayor did raise the question of minimum unit size - he wasn't absolutely clear on what that would be but he did seem opposed to small units - it was something we had before so we may want to flag this for Community Planning when we next meet to discuss the social components of the housing zones.
		Questions on Coach House Stratification - It would help to have this for SF owners to help with cost and use. Positive comments on basement change for better livability and affordability - In favor of no new basements and many wanted clarification on how density will be calculated with the new changes
September 25, 2025	Staff Engagement Summary	There were various comments on if setbacks will be changed to accommodate this new density
September 25, 2025	Staff Engagement Summary	Questions regarding reserving square footage for Coach Houses A couple questions regarding how floor space would be calculated in the new zone. One homeowner noted that, under the current rules, they are maxxed out on their floor space and would not be permitted a Coach House, as they do not have an exempted basement. Under the new regulations, they would likely have additional floor space to work with, along with the 500 square feet reserved for Coach Houses, which they were please to hear about.
		A couple questions from Pemberton Heights residents asking what the Houseplex zone would look like if the refined OCP scenario were to be chosen by council.
October 08, 2025	Stickies	Please consider an exemption for exterior insulation for new houses as well as renovations. Currently the step code requires thicker walls and more insulation on Roofs but the Zoning Bylaw penalizes by not exempting. This cost the homeowner loss of 300-400 SF of livable area. The DNV is the only jurisdiction in the lower mainland that doesn't exempt the insulation. Follow what all the others are doing.
		Allow single family large lots to be subdivided with 2 lots
October 08, 2025	Stickies	Glad to see you will maintain standards for homes to at least 2 parking spaces. Cars are not going to disappear
October 08, 2025	Stickies	Ensure infrastructure for increased density - particularly transportation and schools are committed to by the province as a quid pro quo for the density asks.
October 08, 2025	Stickies	Consider restrictions on height increases with no additional rental options
October 08, 2025	Stickies	What about multi-generational houses or multi-family houses? Maybe consideration of 1R(?) household
		Larger coach houses is good - better / more flexible unit sizes for families I also like the closer setbacks
October 08, 2025	Stickies	Nice feeling of enforcement(?) on the street, encourages drivers to drive slow with visual narrowing - Lots of lovely neighbourhoods with smaller setbacks (in lower lonsdale along E 2nd @ ridgeway

Proposed Changes to Single-Family Zoning

District of North Vancouver – April 2025



Why Update Single-Family Zoning Now?



June 18, 2024 - Council approved zoning bylaw amendments to permit a **principal dwelling, a secondary suite, and a coach house** (3 units total) on each parcel in all single-family zones.



Why Update Single-Family Zoning Now?



Feedback from Residents and Council



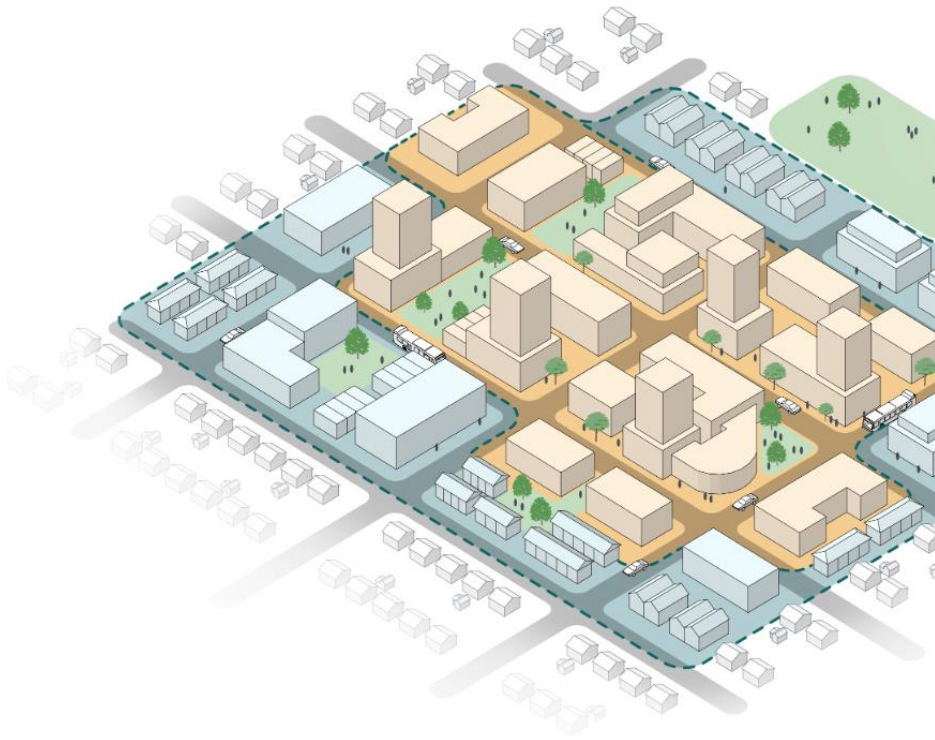
Feedback from Building Professionals



Update Zoning Regulations to address Key Challenges



Single-Family Zoning and the Official Community Plan update



- New provincial legislations requires the District to plan for approximately **22,000 new residential units** over the next 20 years.
- A small portion of this growth is expected to take place in our existing neighbourhoods in the form of new **houses, secondary suites, and coach houses**.
- An **opportunity to update** our single-family zones.



Highlight of Proposed Single-Family Zoning Changes



- **Limiting Basements and Reallocating Floor Space**
- **Reduce parking requirements**
- **Streamlining and simplification of regulations**



Key Inputs to Proposed Single-Family Zoning Changes



- Public and Council input
- Industry best practices
- Provincial and Federal Design Publications
- Internal and External Testing

Concerns and Impacts of Fully In-ground Basements



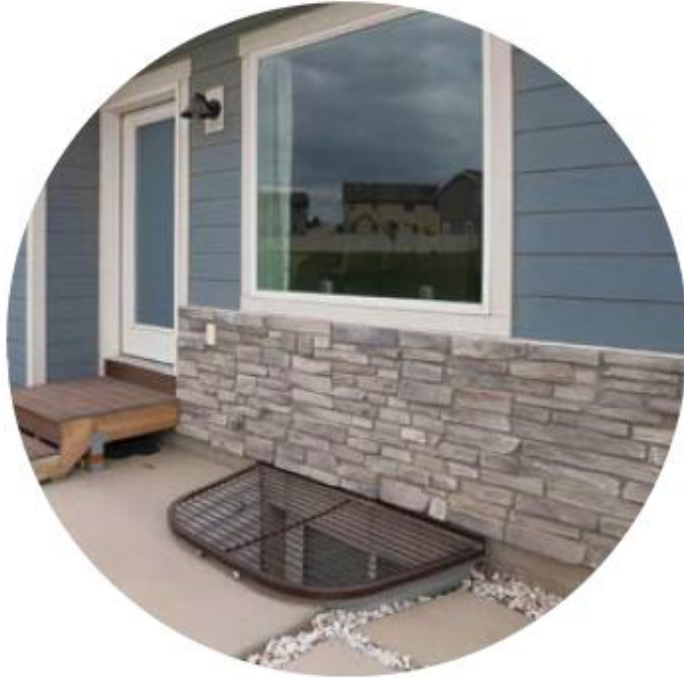
Climate Change



Environment



Concerns and Impacts of Fully In-ground Basements



Liveability



Accessibility



Concerns and Impacts of Fully In-ground Basements



Cost

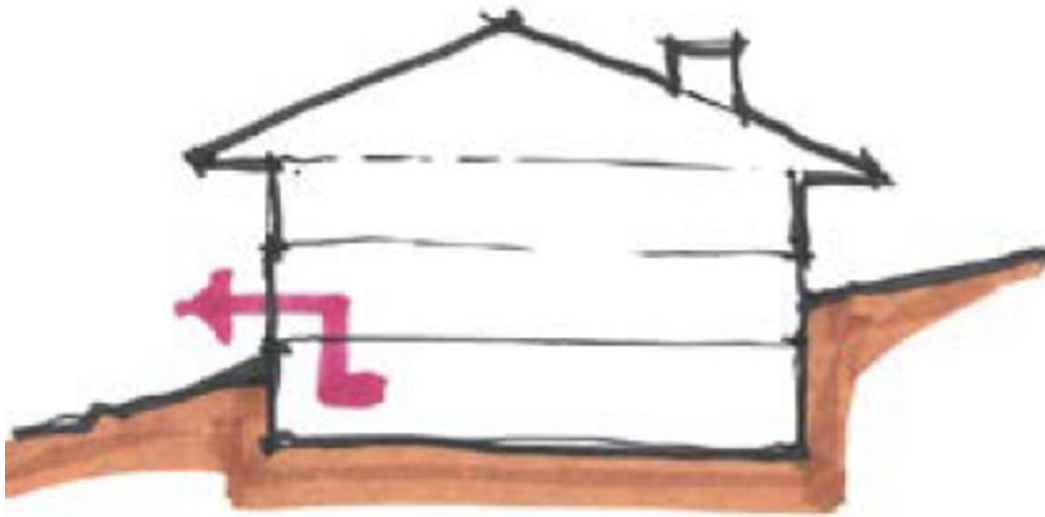


Mechanical Systems

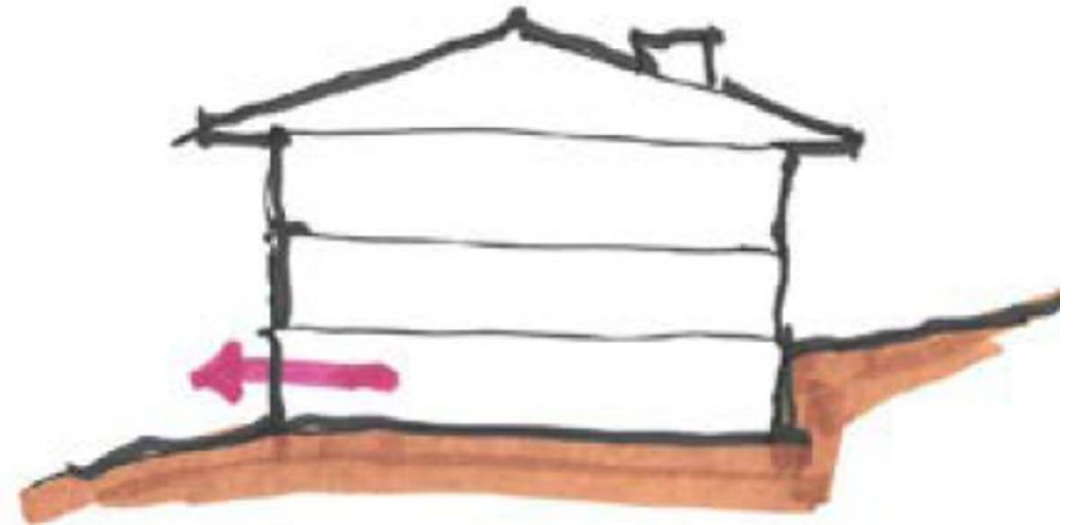


Limiting Fully In-ground Basements

- Remove basement floor space exemption
- Increase total buildable floor space



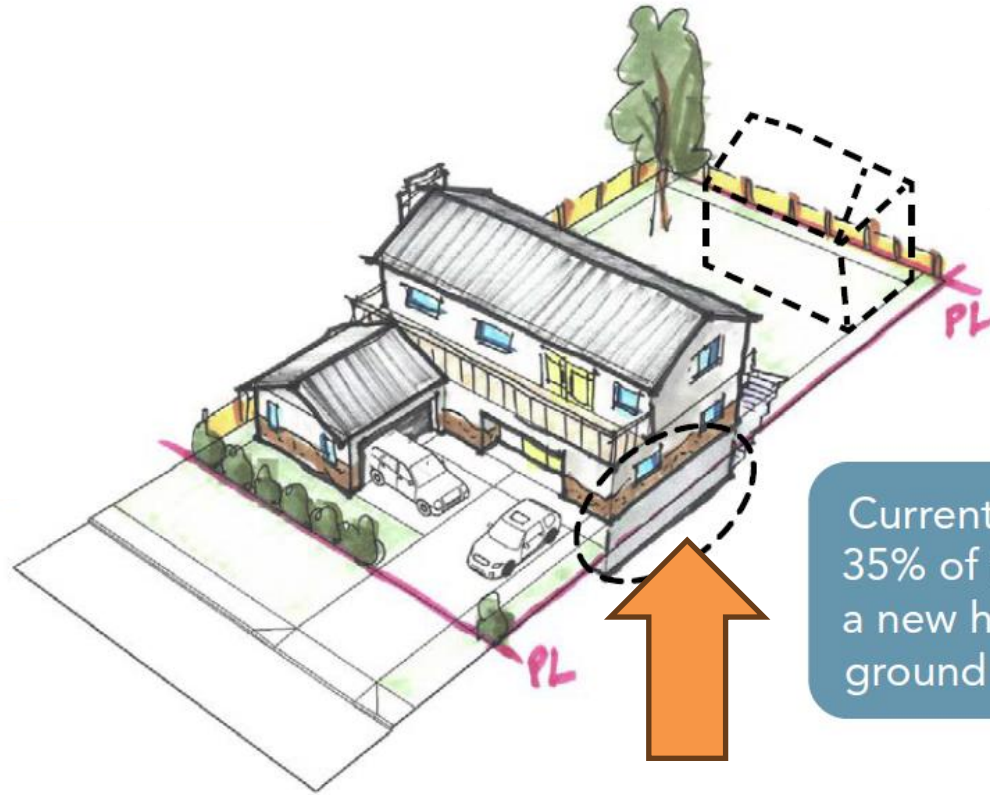
X Fully In-ground Basement



✓ Partial Basement / Walkout Basement



Existing Single-Family Regulations



Currently, approximately 35% of floor space within a new house is in a fully in-ground basement.



Reallocating Living Space from the Basement to Above Ground



Strategy 1
Permit taller buildings
up to 3 storeys



Strategy 2
Permit buildings
closer to the street

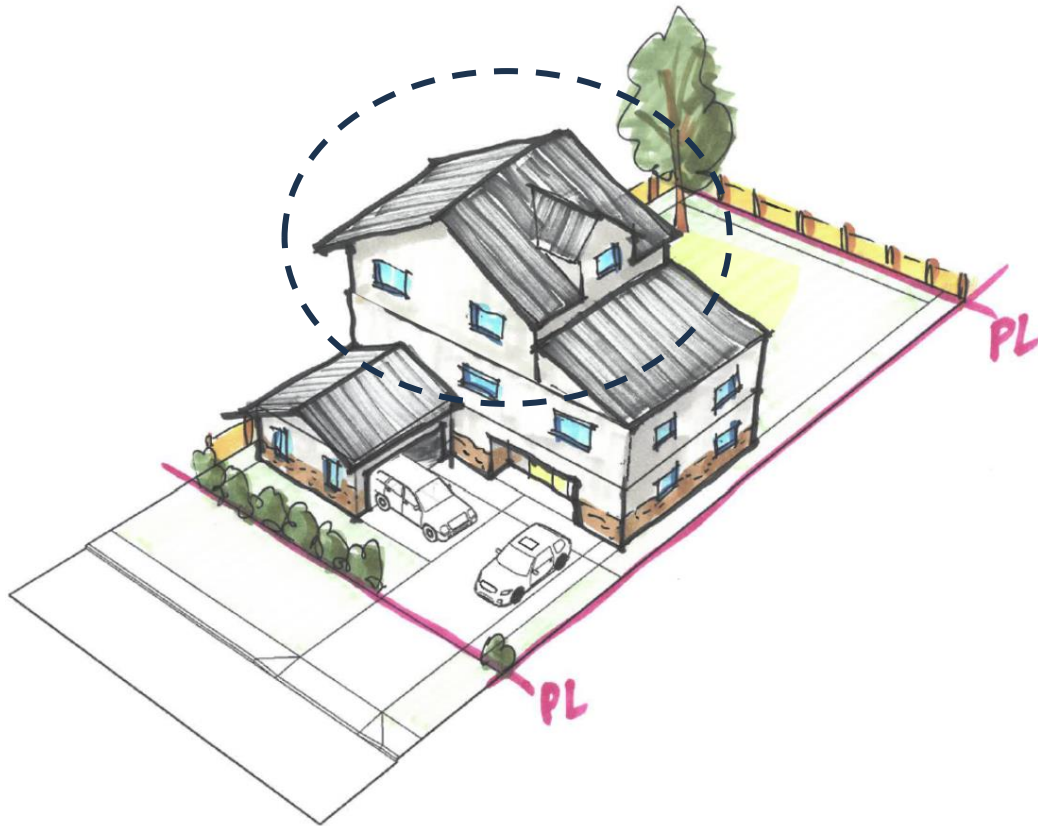


Strategy 3
Permit larger coach
houses

Strategies are NOT mutually exclusive

Strategy 1

Permit taller buildings up to 2½ - 3 storeys



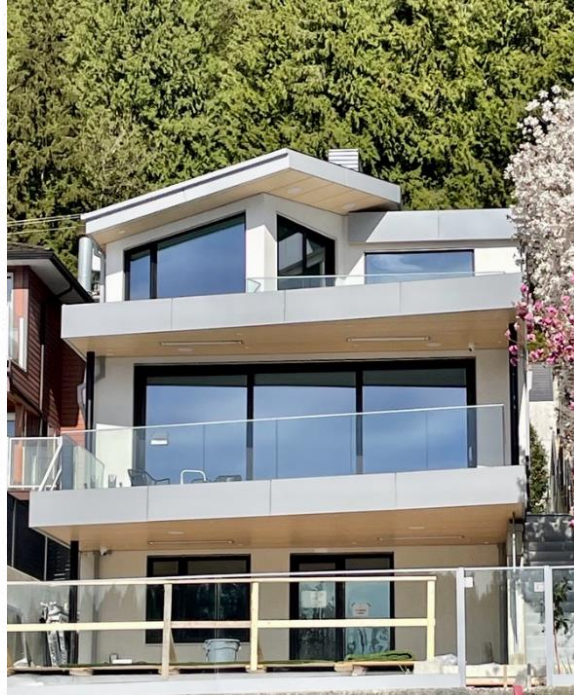
Trade-offs

- More open space preserved, especially in the rear yard
 - Leisure or gardening use
 - Tree protection
 - Stormwater absorption
- Departure from scale of most existing homes



Strategy 1

Permit taller buildings up to 2½ - 3 storeys

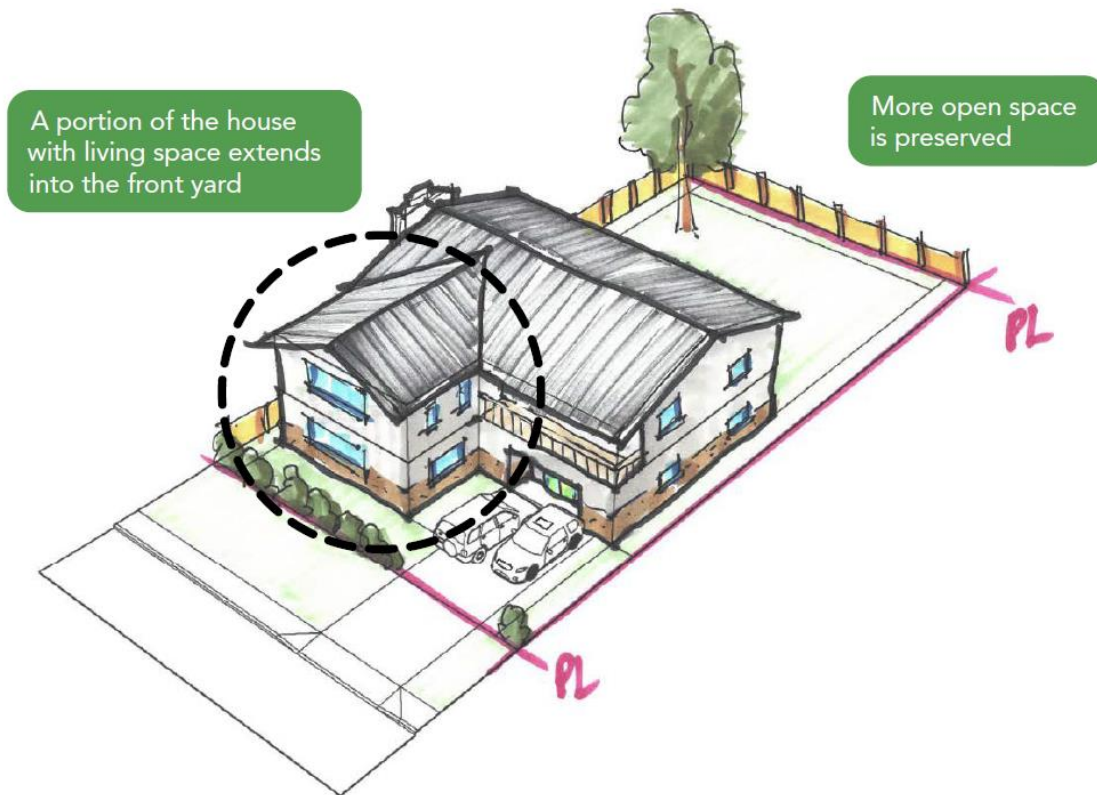


Examples of 3 storey homes



Strategy 2

Permit buildings closer to the street



Trade-offs

- More open space preserved, especially in the rear yard
 - Leisure or gardening use
 - Tree protection
 - Stormwater absorption
- More building and coverage in the front yard

Strategy 2

Permit buildings closer to the street

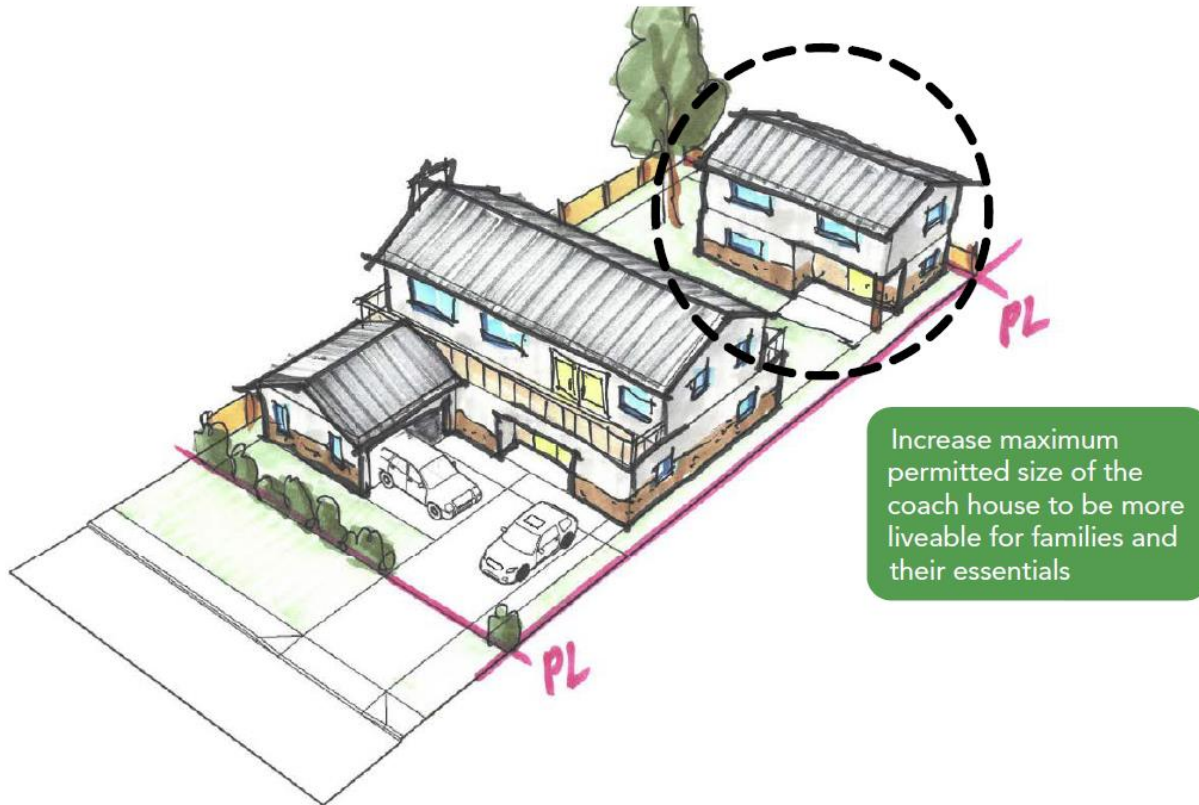


Examples of buildings that are closer to the street



Strategy 3

Permit larger coach houses



Trade-offs

- Larger, more liveable coach houses
- More flexibility in how available floor space is divided between the buildings
- More building coverage on the lot
- More potential tree loss
- More costly

Strategy 3

Permit larger coach houses



Examples of coach houses

Photo Credits: Lanefab Design/Build, Synthesis Design, Smallworks, Kerr Design Build



Reallocating Living Space from the Basement to Above Ground



Strategy 1
Permit taller buildings
up to 3 storeys



Strategy 2
Permit buildings
closer to the street



Strategy 3
Permit larger coach
houses

Strategies are NOT mutually exclusive

Parking Minimums

- The District is considering reducing the minimum required parking of properties with secondary suits and/or coach houses from 3 to 2 stalls.
- Homeowners would still be able to build additional parking stall if they wish and have the space to do so.



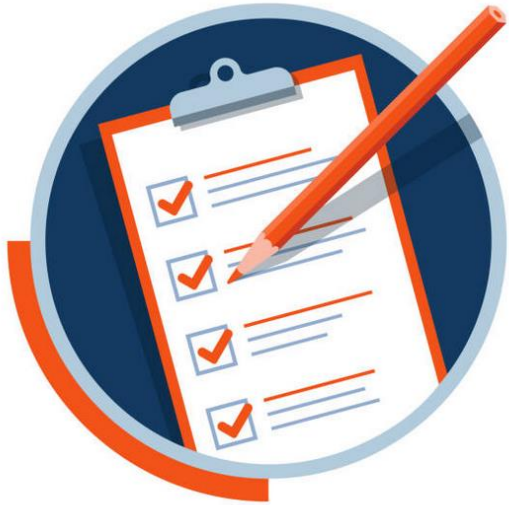
Highlight of Proposed Single-Family Zone Changes



- **Limiting Basements and reallocating floor space**
 - Strategy 1: Permit taller buildings up to 3 storeys
 - Strategy 2: Permit buildings closer to the street
 - Strategy 3: Permit larger coach houses
- **Reduce parking requirements**



Input Opportunity



Online Survey and updates:

[DNV.org/zoning-bylaw-rewrite](https://dnv.org/zoning-bylaw-rewrite)



Questions and Comments:

Email: planning@dnv.org



Webinar Questions/Comments as Recieved by Session

April 8, 2025 Webinar Questions / Comments	
Question #	Content
1	Why is there no mention of multiplex units i.e four and six plexs in the single family neighbourhoods?
2	Is there any plan to increase overall FSR for single family houses or at least use OCP recommended FSR?
3	Bill 44 requires that single-family properties with lots larger than 280 m² allow for the development of up to 4 units, and up to 6 units in transit-oriented areas. This legislation is aimed at providing affordable housing for middle-income families in low-density areas. However, a 3-unit development, consisting of a main home, secondary suite, and coach house, does not align with Bill 44. Such a development does not promote affordable housing since these units cannot be stratified and sold individually. Most single-family property owners are seniors or nearing retirement, and investing substantial money into development is unlikely unless they have the option to stratify and sell part of the units. This would allow them to use the proceeds to pay off their mortgage and potentially live mortgage-free in a new unit. While main-secondary suites and coach houses can increase rental housing stock, they typically won't provide financial relief to owners. Many older homeowners may not have the financial means to
4	Will RMS Zoning presented to Council in Jun 2024, but not adopted, be revamped as part of this OCP review process & public feedback?
5	Total FSR is important. Current FSR is about 3,000 which is not sufficient to have 3 reasonable units.
6	I'm interested in a response to [REDACTED], if I can turn it into a question:
7	What plans exist within this plan to support division of lots by small stratas, to allow current owners to stratify and continue to live at their existing address?
8	Is there a limit on number of stories for coachhouses now and does that increase with the option of increased coach house size?
9	If not allowing in-ground basements & going to 3-storeys at grade, will consideration be given to 4-ft half-basements OR crawl spaces?
10	Are there rules around fire breaks (distances) between homes and/or coach houses?
11	So, if you have a basement in an existing house is the basement counted?
12	are coach houses allowed on lots with no back alley
13	Bill 44 mandates allowing 4 to 6 units development on single family properties.
14	Are there any areas of the district where basements are NOT currently permitted? Assume that those properties will now be able to increase square footage above ground to the same ratio as other properties.
15	I am confused why FSR is not being addressed as it is in other cities/districts. A standard home would be about 2,000 SF which means you have only 1000 square feet for the other two units. Why would you not increase the FSR or excude coach house in the existing FSR?
16	Can a coach house in a cornor lot to have car and pedestarian access in different side of the property than the main house access and driveway?
17	Sorry, you don't have additional FSR to add coach house. For example, a 3,000 square foot house, 1,000 below ground - there is no capacity for a coach house unless FSR is changed.
18	Why are you wary of going too fast? It's a housing crisis 50 years in the making, it's going to be 15+ years to fix it . Why move slowly? The Province has given you cover to make the changes we need. We need to get busy! Why not move more quickly - is this direction from council? Or more a staff calculation of what will be accepted?

April 10, 2025 Webinar Questions / Comments	
Question #	Content
1	The "SF Zoning Changes" webinar on Apr 8 was dismissive of people wanting to discuss single family lot multiplexes not houses/suites/ADU's which are not economically viable as new builds let alone adding \$500K+ coach houses behind dilapidated 1960's houses. Then, yesterday's "OCP Update" webinar referred a multiplex question on single family lots back to this webinar. Make your minds up - Bill 44 allows single family lot multiplexes which is what people want to talk about!
2	Why is there no option that would allow multiplex or a single building with three separate living spaces within it?
3	If every single family homes are allowed 3 units including coach house; how is it possible for homes that are back to back and provide no laneways?
4	what happens with small lots or irregular lots, if you have 1 single family zone?
5	Thank you and personally very happy not to see new constructio with basements anymore.
6	What FSR are you proposing for new single family homes?
7	We are surrounded by all streets allowing duplex, we are on Shirley avenue, all houses are 71 ft frontage, there is no lane way to be able to built a coach house thanks
8	Lots without lanes might be better suited to be allowed to have attached coach houses over the garage in the front of the property. This would allow for the primary home to maintain a traditional yard in the back
9	has planning done an analysis on construction cost or increase of cost of housing, with basement vs additional space above ground? will you be increasing fsr for single family zones? and if so, will a builder be required to pay to achieve that additional fsr?
10	May i ask when the strategy turns into action ?
11	MOST residential areas in DNV >don't< have laneways. Therefore I do not support building policy on the assumption of laneways.
12	getting rid of basements is NOT a good idea. What about handicapped accessibilty? higher the building means more stairs.
13	There are many advantages in having full basements. For example it can provide natural cooling in summer and warmth in winter. Video pannels can provide improved ambiance in basements. Light pipes can bring natural light in to basements. As well modern light bulbs can deliver a more natural light at a much lower cost. Concrete can also now be produced with lower green house gasses.
14	This isn't a question but an observation - the North Shore really DOESN'T have efficient public transit - I have recently had medical appointments over town in the VGH area. It took 2 hours each way to get there by public transit.
15	basements are big advantage for young families.
16	Why wouldn't you allow a family to build one building that looks like a large house but has three units? This will keep the building cost down and preserve more of the lot for green space.
17	Not sure on that point - we live in an area (N Lynn Valley) where there are few basements
18	Awhile back I participated in some research through SFU and Hollyburn on ways to increase density in existing homes ie one example roommates. To keep seniors at home would be one goal. I believe we have a very high number of homes with a single occupant. Would the District considering a project to support something like this.
19	How can you downvote a response?
20	Are there any stats as to the number of inground basements vs walkout basements in the District?
21	will there be a base fsr and then an increased fsr? where then one will have to pay a dollar amount to the DNV to reach to the increased fsr?
22	Extra high homes (in the past called mega-homes) are now being proposed. This may be seen as a betrayal for past principles. Those who build bungalows may be negatively impacted by such high structures next door.
23	housing closer to the road - is that really smart? have you seen some drivers.
24	Why some streets allow duplex and some homes that sit on big lots on the next street can't built a duplex?
25	To clarify, option 1 and 2 are still 3 separate living spaces?
26	Does the District's Planning Department anticipate a growth in multi-generational housing in the District?
27	Higher homes will tend to negatively impact the privacy of adjacent homes - especially when they have swimming pools.
28	Are any changes to set-backs being proposed?
29	I think the strategy #3 , will add the building coverage, less green space and less privacy.not supported
30	re to Tamsin - in that case why dont we still allow for basements but not be fully underground but still partial to allow for windows etc
31	Elevators (albeit expensive) can be used to provide more "accessibility" to basements.
32	Can coach houses have partial basements (suitable for sloped lots). If not, why not.
33	To clarify my question regarding why some streets are allowed 33 ft frontage houses and on the next street homes sitting g on 71 ft lots can't built 33 ft i. e sub divide the lot?
34	under 1 zoning - If a "smart" architect were to propose a house with basement and couch house (3 units) on a 25 ft property - will a small lot have the same rights under say a typical 50ft lot. how does utilities work and is it possible? shouldnt there be a minimum lot requirements?
35	In building a multi family home, we are considering installing an elevator as stairs are a real concern for seniors. Would you allow a floor space exemption for this?
36	Partial basements are great for audio/video installations since they are less likely to intrude on the neighbours. Also great for wine cellars!
37	Are there anticipated challenges with water / sewer infrastructure with these changes? would that limit what is possible per lot?
38	Elevators are \$10,000 a floor in new construction
39	Why can't DNV have duplex? or 4 pleX
40	Unfortunately my question was not answered. If a family builds the 3 floor above ground home, would you give a floor space exemption for an elevator?

Written Comment that a received rate

Date	Type of Correspondance	Feedback
April 08, 2025	Survey	The character of our neighborhoods is what makes the DNV beautiful. The proposed changes to allow 3 story homes is repugnant. Likewise, coach houses build any larger than the current size will be a horrible eye sore for anyone with such a neighbour. Expand up the mountain if you are so desperate for additional property taxes to fill government coffers. You are ruining North Vancouver!
April 08, 2025	Survey	Improve public transit along Mt. Seymour Parkway. Even with a double in density the 211 bus is still only every 30 minutes.
April 08, 2025	Survey	I see many homes cut down all the trees to build and don't see any new trees planted to replace the ones removed. There needs to be strong policy about replacing trees with FOLLOW UP (including fines). Minimum one tree per lot should be mandated going forward.
April 08, 2025	Survey	And where will everyone park, as they'll inevitably have vehicles?
April 08, 2025	Survey	The province mandated these changes last year, so yes, I support the District following the legislation like most other communities in the District.
April 08, 2025	Survey	the district should not be providing free storage of peoples property (cars), but cars are a necessity in low density neighbourhoods with limited transit options.
April 08, 2025	Survey	Consider protecting existing trees.
April 08, 2025	Survey	I like all these ideas. The bylaws are outdated. We need to build in the space we have to accommodate more people and family homes!
April 08, 2025	Survey	The maximum allowable gross building area must increased (e.g. from say 700M to 1,000M) to allow for decent sized multiplexes accommodating multi-generational living which is what economic factors are pushing families to (grandparents, children and grandchildren). Total elimination of basements is not necessarily a good option - split the difference and allow 4-5ft sub-grade with 3.5 storeys above (ie. add half the basement height to the top of the 3 storeys). If DNV is die-hard on eliminating basements, then at least allow a 4ft crawl space for storage as the max gross floor area for a multiplex doesn't allow enough room for storage. Allow uncounted (not part of sq ft) non-living space for storage as this is a huge factor. On any given street in DNV, probably 50-70% of houses with enclosed garages use the space for storage as opposed to parking cars! This survey keeps fixating on houses with ADUs - it needs to be multiplexes with shared demising / party walls for reduction of construction costs (duplex, triplex, fourplex, etc). Allow more diverse / larger options for very large single family lots 10,000+ sq ft. As has been put forth to a few councillors, allow Guinea Pig pilot projects with flexible design options in certain areas to assess the outcome.
April 08, 2025	Survey	We've volunteered for this, but DNV is so restrictive on allowing anything that it's not economically viable for what you get. There is NEVER mention of allowing STRATIFICATION which is a must have.
April 08, 2025	Survey	Remember, many single-family homes have had occupants for 30 plus years. It is not the fault of said occupants to feel penalized for picking a place to live that was quieter, less populated and had accessible infrastructure. As cities grow, there has to be a point where all home owners, all citizens are taken into consideration. If a family has had 3 parking spots, for example, for 30 years, perhaps they get grandfathered in and when a young couple one day buys the home and is more familiar with the changing world, transit, biking everywhere, working remotely (which did not exist 30 years ago) then they can use street parking for their 3rd spot or pay for it.... although they probably will have just one shared car and their tenant will have one E-bike!
April 08, 2025	Survey	It's unrealistic to think we don't need cars. From grocery shopping, to travel to visiting loved ones many reasons. We are going to continue to be a car society, even though the granola is at the district thinks something different. I will never own a bike again. I'm a senior citizen, will not bike and there's no way I'm taking transit. My oldest daughter is a critical care nurse given long shifts. There's no way she's taking transit or biking to work. Back in the day when I worked, I would have kids to take two and drop off at daycare plus pick up. You think I would have done that on Transit, not a chance. Dark wet nights, taking the bus and picking up kids. I seriously think the people that work at for the district are completely delusional. We are all not fit young people with no vehicle needs You need to be a realistic about people's lifestyles and abilities
April 08, 2025	Survey	I am confused as to whether basements as a whole are going to be banned or just basements with roofs at grade. I think partially below grade basements are a good idea, with the "Ground" floor of the house being partially elevated in the air, especially with the North Shore's steep terrain, there are many homes with fully underground basements on the uphill side of the lot becoming partially above ground as the house continues down hill. I very much agree with increasing additional dwelling unit size as well as also increasing the height limit of homes. When it comes to additional dwelling units, I think there should be consideration given to allowing the development of such units even when there is no direct road access to these units. In other words, allowing ADUs not just as laneway carriage homes, but as backyard units.
April 08, 2025	Survey	There is zero street parking in cul-da-sacs! Our neighbor have basement suits and it's super crowded especially on garbage day. DO NOT Allow extra basement suites or bigger homes in cul-da-sacs!!!!
April 08, 2025	Survey	In general, there should be less government limitations on how I build on my property.
April 08, 2025	Survey	You guys just dream this crap up. Basements have provided second living quarters for years. Basements close to water, yes.
April 08, 2025	Survey	Houses must be built with enough parking to accommodate all who live there.
April 08, 2025	Survey	Strongly support permitting basements as essential affordable rental housing. Rather than prohibiting them outright, implement stringent requirements ensuring adequate natural light, ventilation, flood mitigation, groundwater management, and emergency access. Strongly advocate allowing homes above three storeys. Incremental height adjustments are insufficient in a housing crisis. Higher-density homes, particularly near transit and main corridors, meaningfully address affordability and supply shortages. Support allowing houses closer to streets to maintain backyard livability. Prioritize pedestrian safety, attractive streetscapes, and landscaping standards. Support increasing coach house size to 1,400 sq ft, improving family-friendly housing diversity and rental options within existing neighborhoods. Strongly support reduced parking requirements, especially near transit. Lower parking mandates encourage sustainability, affordability, and active transportation choices. Incremental measures are inadequate for the urgency of today's housing needs. Bold, decisive zoning updates—paired with thoughtful urban design guidelines and infrastructure investments—are essential to meaningfully address the housing crisis while maintaining community livability
April 08, 2025	Survey	I would support a partial third story building allowance, but not full 3 stories. I support houses being built closer to set back line from boulevard, but I don't want houses built touching the boulevard/sidewalk.
April 08, 2025	Survey	many families don't have 2 cars and don't need 2 parking spots, but at the same time places with less parking can't expect to own the street parking
April 08, 2025	Survey	reduce/simplify to the criteria for allowing a coach house. ie: > 10,000 sq ft rule, no lane access, site restrictions etc... Increase flexibility for home owners to generate income and accommodate extended family.
April 08, 2025	Survey	I am very much in favour of the changes. I would also ask that you consider climate resiliency. The Zoning Bylaw currently does not align with Step Code requirements. A Step 4 or 5 house requires much thicker wall and roof assemblies, yet the Zoning Bylaw does not exclude the extra insulation from FSR, Setbacks, or Building Height. This penalizes the homeowner hundreds of sq.ft. in useable floor space, and sometimes the house needs to be sunk into the ground to meet the building height. It is important for all builds, New, Renovation, and especially Deep Energy Retrofits, to consider exemptions for the extra insulation required to create climate resilient designs. Deep Energy Retrofits reduce landfill waste and carbon footprint and can achieve Step 5. As an architect, I have done it. The Zoning Bylaw should also allow for stratifiable duplex, tri-plex, or multi-plex units so that homeowners can finance their project by selling a portion. The current Zoning to allow for rentable secondary suites and Coach Houses means that it will take the homeowner upwards of 20 years to recover their costs. Most people can't afford this. The proposed increase in area to 1,400 sq.ft. is great. It will create more livable options for people who don't want to live in a box in a tower. If the Coach House could be stratified and sold, it also creates a sense of building one's future instead of throwing rent money out the window, and it helps the original homeowner to recoup their costs.

Written Comment that received rate

April 08, 2025 Survey	Owners of all current single family homes will not tear down existing houses and build new houses , to move forward on lots towards streets but to add 3 stories. So change in bylaw would really only effect new homes being built on new lots, and there is no free open land to develop single family homes unless you start cutting trees and building up the mountains. This should be an option, but only after infrastructure improvements are done including train across north shore and water!
April 08, 2025 Survey	1) In regards to increased space in the absence of basements, I support the removal of basements on the basis of climate resilience. Increasing the size of homes via 3rd stories or reduced distance to street, however, I feel should be considered only in scenarios such as duplexes or multi-family units (e.g., with a garden suite) - very few families are large enough to justify needing significantly more than 2 stories of space so expansion of homes should be focused on providing housing to those who need it, not just the wealthy who want mansions. I fully support carriage houses so long as they are used to provide housing. 2) For parking reductions, I am in support of reducing requirements so long as there is an adequate rapid transit network in the area [REDACTED] and so long as each resident gets at least one parking spot (i.e., the 3rd spot removed isn't that of a tenant of a suite, but the second parking spot of a resident) - as well, if we remove parking requirements we should ensure street parking for local parks/businesses isn't consumed by local residents. Finally, we should not assume that those in apartments can rely on transit or bicycle transport when (a) we don't know if their place of work is easily accessed by transit and (b) bike theft happens at such a high rate that it isn't always safe to use a bike room or bike to commute.
April 08, 2025 Survey	People with off street parking do not use it! Sometimes on East 12 th it's almost impossible for a larger vehicle to drive through. The district is historically slow and almost unhelpful with anyone's plans to build / renovate now how is this going to help?!
April 08, 2025 Survey	With the suites and Airbnbs on my street you can already never find parking.
April 08, 2025 Survey	More flexibility to make homes suitable for intergenerational living is encouraged. We need more options to live together as housing costs increase and our population is ageing.
April 08, 2025 Survey	If increasing the height of homes (e.g. by allowing a 3rd storey) were to be allowed, the impacts need to be carefully considered in areas where homes have views, as this may impact the view of neighbouring homes which could reduce quality of life/enjoyment of living as well as property values. We don't want to live in a community filled with "mega-homes". Would a 3rd storey only be allowed if there is a secondary suite, or would anyone be able to build a 3 storey home? I support the other measures (allowing building closer to the street, allowing larger laneway homes, and reducing parking requirements), but am not in favour of going to 3 storey homes. However I recognize this needs to be balanced with the need. I am also not in favour of high rises. So if I had to choose between high-rise high-density buildings vs. 3 storey homes, I would probably support 3 storey homes.
April 08, 2025 Survey	Do not consider reduced parking as an incentive to reduce motor vehicle use. I know many residents who ride their bikes or take transit to work everyday, but still own vehicles for business and pleasure use.
April 08, 2025 Survey	There is no parking anywhere!!!! Secondary suites with no off street parking is outrageous! More people park on the street with apartments and condos because parking is too expensive for them. Making it difficult for businesses and visiting people People need cars more than bicycles! This is not a perfect world and pushing bike lanes and bike parking is not a reality!
April 08, 2025 Survey	Consider permitting greater flexibility to subdivide single family lots less than 66' frontage. (Per previous comment)
April 08, 2025 Survey	Look at cutting back on unnecessary builds ie : private gyms or theatre rooms and have that as either usable family space or suite space. Also consider suites above garages
April 08, 2025 Survey	I live in a single story 1,400 sq. ft. house, slab on grade house - so not basement, with multiple bathrooms and 3 bedrooms, which would be perfect adequate for married couples (young and old), as well as families. There is no reason to make any accommodation at all if you remove basements. Families don't need thousands of sq. ft., nor does the neighbourhood they live in need to experience any of that missing volume (from no basement) extending outside the home's typical envelope (either up or closer to the street). This means that I likewise do not support any extension to the size of coach houses. 969 sq. ft. is more than sufficient. One of the few things North Vancouver can do (but hasn't) is to say "these are the kinds of houses we want built here", rather than letting the market decide (where bigger, uglier, less sustainable, and a blight on the neighbourhood is the way).
April 08, 2025 Survey	parking is already at a premium, there's no room to support every house with additional spot on the street!! We have issues with one house having 7-8 cars on the street and the District has done nothing to deal with it. He has a suite and all 3-4 tenants who also park on the street, home owner has 3 cars = 6-7 cars at any given time. This leaves nothing for the rest of us for visitors / contractors / nursing car etc. It has been problematic for emergency vehicles as cars have been double parked blocking access to homes. We couldn't add more cars to the street if we could... as there are no spots now! Lets keep living livable and not a hassle!! Homes are supposed to be sanctuaries not another place of stress and hostility!
April 08, 2025 Survey	I believe that allowing 4-6 unit developments on single-family properties would provide greater flexibility and affordability for the residents of DNV. The proposed plan, which focuses on adding main, secondary, and coach house units, does little to facilitate the redevelopment of older buildings. Since these units cannot be stratified, the cost of new development becomes a significant financial burden for most landlords, as they cannot sell individual units to recover expenses. Many homeowners need the ability to downsize after redevelopment by selling part of their property, enabling them to retain a unit or two for their retirement.
April 08, 2025 Survey	Really cool ideas. I strongly support SFHs being three story and closer to the road. I also strongly support larger coach houses, especially if, as I mentioned previously, coach houses & other similar units are prohibited from being used as STRs. Coach houses are a fantastic way to make use of existing space and provide housing for aging family members, students, young professionals, and young families. Allowing these to be used for STRs would be very counter-productive. I support reducing RS zones as much as possible, and implementing RM and RL zones as much as we can. I know you probably get a lot of pushback against that, but townhouses specifically are already pretty common in the DNV and do not take anything away from the "character" of neighbourhoods. I know stacked townhomes are not as common here yet, but they are also a great option that are gaining a lot of traction in the Lower Mainland and the Fraser Valley. I think as long as the units are livable for families, eg 1,000sqft min. for 2 bedrooms, up to 2,250sqft for 4-5 bedrooms, and with adequate patio and outdoor spaces, these units would be fantastic additions to many of the current RS zones in the DNV. We can build more homes without encroaching on our beautiful natural spaces. We have plenty of space, we just need to make better use of it. Thanks for reading :)
April 08, 2025 Survey	And make/encourage developers to retro fit suites. Not add appliances, just a bedroom, back door and bathroom, and plumbing for a sink. Or wet bar. Suites means more rentals or housing for adult children or grandparents.
April 08, 2025 Survey	I support parking reductions, but they need to be balanced by on street parking availability and also be reasonable for visitor parking. Riverside Drive should not be local permit only for more than 1 km to a trail head, that would be an example where parking by permit on one side of the road would make sense, but not both sides.
April 08, 2025 Survey	No
April 08, 2025 Survey	Minimum lot sizes and frontage requirements need to be changed especially in areas close to transit service. Clarity, consistency and certainty in the OCP and Zoning Bylaw must be paramount. There must be fewer referrals to Council. Council's focus should be to set policy, and to monitor performance and progress in achieving the objectives, i.e. Development Permit authority should be delegated to staff.
April 08, 2025 Survey	Yes, unlike many current OCP plans, land size is not taken into account — which is a major flaw. For example, in PHRS, both a 4,000 sq ft lot and an 11,999 sq ft lot are limited to a maximum build of 3,000 sq ft. That makes no sense. However this it should be a ration of a land, For example: No coach house is allowed on a 4,000 sq ft lot, A 1,000 sq ft coach house is permitted for lots 6,000 sq ft and larger, And up to 1,400 sq ft is allowed for lots 8,000 sq ft and above. A similar, land-based proportional approach should be applied across the board.
April 08, 2025 Survey	Many homes have multiple vehicles, if there are going to be multiple homes on a lot (main residence, basement suite, coach house) off-street parking need to be supplied or there will be space on the street.
April 08, 2025 Survey	Check out streets with 2 or 3 suites in residential areas. No one uses garage for parking , they all park on street and friends , no parking . Parked on both sides of street , only 1 car can get thru at a time
April 08, 2025 Survey	Building 3 level homes would ruin the neighbor characteristic and sight lines if neighboring homes.
April 08, 2025 Survey	Allow variances on how fsr is calculated for old homes with basements that are not full height.
April 08, 2025 Survey	Neighbourhood character must be maintained. Any coach housing or additions must be aligned with neighbourhood buildings.

Written Comment that received rate

April 08, 2025 Survey	On street should be provided in all areas for visitors, etc. Lions Gate village lacks street parking. And high rise developments still require parking, particularly as multiple deliveries (food services, Amazon, etc). Always parking in wrong spot.
April 08, 2025 Survey	Stop building bike lanes where very few bikes travel. For example, steep hills such as 29th avenue, Mountain Highway, etc.
April 08, 2025 Survey	Since there's little hope of improving public transit in the DNV and with proposed increased density in some single-family zoned neighbourhoods, there will remain a need to maintain and possibly increase off-street parking and relax on-street parking restrictions.
April 08, 2025 Survey	Enforce that people use garages, carports and driveways to reduce street parking, street parking should only be allowed where businesses are and not everywhere and it is an additional cost for the district to create and maintain.
April 08, 2025 Survey	As we reduce parking we need more public transportation like trains
April 08, 2025 Survey	Our streets should not be the parking of vehicles they should be for the movement of vehicles (cars, trucks, motorcycles and bicycles). If our streets are to be parking lots then the District should raise money and charge residents for this privilege - an annual license fee for example. If we choose to own cars we should be prepared to pay the full cost of ownership and not download some of that cost on the community by consuming road space for parking when it could be used to improve traffic flows and make our roads more accessible and safe for all users.
April 08, 2025 Survey	Preserve the rancher style homes. They're the best family homes as everyone lives together. Family members don't disappear into their rooms or into the basement. The "family" is kept strong and functions much better in this environment. The 3 story homes proposed sound awful. A big box where everyone lives their separate lives. It sounds so depressing and really ugly. Where is the esthetic in such a building scheme? How do you make 3 levels look warm and beautiful? Please preserve family values and family continuity. We're human beings trying to live our best lives. We need beauty, space, and interaction with others etc. The District's vision of the future development of NVan is sounding ugly, noisy, and over-crowded. When I'm out walking I see lots of money exchanges, clinics or pharmacies, pizza, sushi, and big brand grocery stores. It's depressing!!! The DNV's development plans sound like more of this but with the addition of uglier family homes. If the DNV continues on this development path, the North Shore is ruined. You'll have turned nature into a parking lot. No thank you!
April 08, 2025 Survey	I support increased flexibility to current housing footprint but regulations need to ensure that impacts are minimized to neighbours, such as venting outlets for furnace and heating/ac units.
April 08, 2025 Survey	The provincial government should stay out of municipal politics. The character of single family home streets would be very negatively impacted if these bylaw changes occur.
April 08, 2025 Survey	Make adding housing onto single family lots easier. Remove or reduce setback minimums, lane access requirements, minimum lot area requirements, maximum construction area, and minimum parking spaces. Make adding coach houses to single family lots near transit approved by default (not a variance, even for small lots) and reduce permitting costs. Encourage energy efficiency construction, but do not make it a requirement (adding "air tightness" in the "Zero Carbon Step Code" adds cost and complexity to new construction).
April 08, 2025 Survey	district has a lot of land time to consider building on vacant land
April 08, 2025 Survey	I simply want to reduce restrictions as much as possible. We should remove lane requirements for coach houses. We should redo zoning laws to help people start businesses in their homes. Real-estate is too expensive, and we need to be able to adapt the spaces we already have.
April 08, 2025 Survey	This process needs to be streamlined for faster approval. The cost and time of the permitting process needs to be decreased and the cost of building needs to be kept at a reasonable amount. Currently the district says it encourages laneway homes, but actively discourages building them by dragging out the permitting process, changing requirements during the process, and adding significant additional requirements and costs.
April 08, 2025 Survey	Parking is an issue since transit needs to be expanded if that were the case. Shopping for day to day items are not located in close proximity to where people live, we either need more business zoning to allow for more amenities including food, farmacies, and banking.
April 08, 2025 Survey	I don't know how to address this through bylaws, but there is a big difference between a multi-generational family sharing a home and an absentee landlord renting out rooms/floors to multiple unconnected people. I support multi-generational families sharing homes, as well as co-ops, and other community-oriented approaches to housing. I do NOT support making it easier for a landlord with no vested interest in the community to run what effectively become boarding houses.
April 08, 2025 Survey	Improve transit!
April 08, 2025 Survey	70% is zoned SFH. Time to dramatically shift that percentage. Get them done ASAP. Most important: if the plan fits the zoning - NO NEED FOR A PUBLIC HEARING or consultation. Build it now, reduce regulations. Reduce the planned economy. Let's get building. Housing crisis 50+ years in the making. Let's get building and fix it fast. Fast might be 10 years or more, so let's get building!
April 08, 2025 Survey	I agree with all of these things. Coach houses are a great way to introduce multi-family housing or to diversify housing options both for renters and as investments for landowners. Building closer to the road is a good use of space and brings a sense of enclosure with can make pedestrians feel safer. Also, increasing height provides more options for home builders.
April 08, 2025 Survey	I live in close to school and cannot even park in front of my house as you do not wish to rezone it to 2h parking (unlike the neighbours, Forbes avenue) which is completely upsetting. We pay a lot for taxes and get nothing from the city.
April 08, 2025 Survey	Look at that proposed solution - doesn't that concern the DNV? Reduce parking, wow. There's no scenario where the DNV is a transit hub. It doesn't work that way and everyone understands that. If you can't accommodate parking, it's a very strong indication that you're overbuilding. 3 story houses are a bad idea. That wrecks the character of an area. The DNV needs to realize that single family neighbourhoods are desirable for a reason. Not every single person can afford it and that's ok. People like a bit of peace and space. We don't need to cram every last bit of square footage with more people, more cars, more, more, more. 3 story houses will just increase multiple families in the same house. Congestion, overload on schools, etc.
April 08, 2025 Survey	the issue with the 3 story home is that they then tower over their neighbours and then potentially block view corridors
April 08, 2025 Survey	why is duplex and fourplex not in this plan?
April 08, 2025 Survey	969sq ft is a nice size for a coach house for extended family members, granny suite, adult children or rent to couples or young families. 1400 sq ft is almost the size of my house. Coach houses only need to have 2 bedrooms, 2 baths. Increasing the height of houses to 3 stories will work in the more high density areas but in North Vancouver we are blessed to be living at the edge of forests or with beautiful water and city views. The high rise towers are already changing that but if neighbours are building up blocking the views of others we'll have lost all that is dear to us about living here. Why would I stay?
April 08, 2025 Survey	Allow for coach houses on smaller lots and corner lots and lots without a lane
April 08, 2025 Survey	The movement towards 3 storey buildings is so wrong in a low profile neighbourhood - the shadows cast on your neighbour impacts their ability to use outdoor space as they wish, such as gardens, privacy in your own backyard, etc. Just look at some of these in East Vancouver, near the PNE, the new home is so huge there is no outdoor space for that owner and now the regular size house next door is overshadowed by the monstrosity being built - not good!
April 08, 2025 Survey	Leave parking as it is. Any further parking requirements fall on developers to provide those options to strata lot owners. North Vancouver already has a parking crisis. Slashing spots and jacking up rates isn't smart policy—it's greedy and tone-deaf. Council should be solving problems, not profiting off them.
April 08, 2025 Survey	Everyone parks on the street. We are one of two houses on our block that completely parks off street.
April 08, 2025 Survey	We were hoping that when the SSMUH Bylaws came out there would be more of a mix. It seems like there has barely been a nod to the intent of the Provincial mandate. Coach Houses and basement suites don't give homeowners enough options. We were hoping for a mix of options like townhouses, duplexes, and triplexes.
April 08, 2025 Survey	Rebate to owners who have applied and/or in process building coach houses with smaller size?
April 08, 2025 Survey	The overall footprint of single family homes has been growing recently it seems, with far more than 2 parking stalls. Reduce footprint overall and paved areas which do not absorb rain at all and make parking >50% absorbent.

Written Comment that a received rate

April 08, 2025 Survey	To be honest, what I am getting from reading this page is that we have a lot of restrictions and requirements on building currently... so getting rid of them or loosening them sounds like a good idea! But I'd take it a step further: doing all of these proposed changes and also not restricting basements. If someone building their home chooses to have a full basement, then I'd say let them. Less regulations and requirements will free up the market to build more and not deal with complicated rules that drive up cost.
April 08, 2025 Survey	I am overall in favour of the changes proposed.
April 09, 2025 Survey	Our community was already carefully and well planned. We chose to live in that community. Government mandated growth does not align with what my family wants for North Vancouver.
April 09, 2025 Survey	The SFR plays a central role in this development. However, the existing SFR stock is outdated and does not align with the evolving requirements of the Greater Vancouver area. While relocating basement living spaces to upper levels can enhance both livability and safety for residents, it does little to increase overall residential capacity. For example, the feasibility of adding a 1,400-square-foot coach house is limited under current SFR conditions, where zoning restrictions often make such additions impractical.
April 09, 2025 Survey	We need to have a process to collect additional utility costs from income producing units and not from those used by generational family. Too many people do not pay taxes will those who follow guidelines and register units but have family living there pay .
April 09, 2025 Survey	Parking is currently a major issue, however there is no one monitoring the current bylaws, but there should be.
April 09, 2025 Survey	My concern is that we are disregarding Bill 44 and not allowing lots over 280SM to subdivide
April 09, 2025 Survey	Bill 44 requires that single-family properties with lots larger than 280 m² allow for the development of up to 4 units, and up to 6 units in transit-oriented areas. This legislation is aimed at providing affordable housing for middle-income families in low-density areas. However, a 3-unit development, consisting of a main home, secondary suite, and coach house, does not align with Bill 44. Such a development does not promote affordable housing since these units cannot be stratified and sold individually. Most single-family property owners are seniors or nearing retirement, and investing substantial money into development is unlikely unless they have the option to stratify and sell part of the units. This would allow them to use the proceeds to pay off their mortgage and potentially live mortgage-free in a new unit. While main-secondary suites and coach houses can increase rental housing stock, they typically won't provide financial relief to owners. Many older homeowners may not have the financial means to develop or renovate their properties to build these additional units.
April 09, 2025 Survey	More density is needed. Parking spots are less needed now with more transit options.
April 09, 2025 Survey	So many people are using their off street parking spaces for other purposes (e.g. storage) and instead parking their vehicle(s) in the street for free/close to free. As a community, we should stop subsidizing vehicle owners parking in the street and charge market rates for parking , especially in residential neighbourhood. The notion that on street parking should be free is a construct of car centric communities and politicians seeking to protect their electability vs do to whatâ€™s right for their community.
April 09, 2025 Survey	Increasing building heights will serve to create massive conflict across the DNV and may put the DNV in a precarious legal position given that increasing building heights could/would interrupt other homeowners sightlines (views) thereby decreasing their property value.
April 09, 2025 Survey	Basements have served the DNV well for the past 20 years and should be allowed to continue to serve the DNV. The DNV should be installing their own infrastructure to support basement development.
April 09, 2025 Survey	I assume basements already existing are grandfathered; this could be clarified in communications.
April 09, 2025 Survey	are you crazy getting rid of basements? keep basements and increase the height to 3 stories. Closer to the road? have you seen how people drive? we need wider roads, wider sidewalks! no bike lanes or at least in areas that make sense. Basements are vital for families, especially young families. Has someone done a cost analysis? building a coach house around 1000sf is approx \$500k. adding a 3rd floor probably is more costly than adding a basement structure. You can not be serious about getting rid of basements!
April 09, 2025 Survey	To add density and affordability, but also grow the single family and duplex markets, Montroyal should be a street to increase density of small lot single family and duplexes. Already on many parts of Montroyal, especially from Capilano Road to Delbrook, 60 ft and larger lots can be split on the north side of the road but not the south side. It makes no sense to only allow the north side when we can add a lot of inventory of more affordable single family/duplex and make both sides of the road consistent in product offering, without affecting the surrounding neighbourhoods. No Brainer:)
April 09, 2025 Survey	I believe you should set a maximum lot coverage requirement for this added density on single family lots to allow for rain and other water to continue to soak into the ground, in an effort to limit run off. I am supportive of adding density on single family lots, but please ensure you are considering the stormwater implications of these changes.
April 09, 2025 Survey	On-street parking is not a problem on any street currently zoned for single family, nor will it be with 25% more residents who, if upzoned correctly, will drive less often. No new parking requirements. In fact, reduce the existing ones altogether. This isn't 1950.
April 09, 2025 Survey	regardless of your parking numbers, when you have a home with a suite you will have more cars that the parking you require. All you are doing is clogging up the street by not requiring more parking.
April 09, 2025 Survey	Go back to old days like split-level houses when they had like a 4 foot basement then built 3 storeys on top of that. If towers are being built around single family neighbourhoods, then letting multiplex singke family lot buildings go back to 3 to 3.5 to 4 storeys in height like the late 1800â€™s and early 1900â€™s heritage houses is not a big deal really. Many single family lots in North Van are humungous and can easily have buildings closer to edges with larger footprints and heights. Large park-like lots are nice for the wealthy, but itâ€™s a waste and not efficient use of land when itâ€™s scarce in Vancouver. Less people drive today with cost of living crisis, so parking is not so much a big deal. We have to get out of mindset of being scared of change and NIMBY. We have been planning far too slowly over the decades and are now in an emergency so we must act quickly.
April 09, 2025 Survey	Build more parking
April 10, 2025 Survey	Please do not let people build a third storey. Preserve the character of the neighbourhood and donâ€™t let people build giant McMansions that theyâ€™re just going to build and sell
April 10, 2025 Survey	ALLOW LOFTS TO BE ADDED TO GARAGES WITHOUT HAVING TO MATCH THE ROOF PITCH OF THE HOUSE. IF ADDING 3RD FLOORS TO BUILDS, THIS SHOULD BE A NO BRAINER TO ALLOW A BIT MORE USABLE SPACE LIKE AN OFFICE OR WORKOUT ROOM OR CRAFTING/WORKSHOP
April 10, 2025 Survey	You also need to consider footpaths/side walks... Too many streets with single family homes have no safe place for pedestrians
April 10, 2025 Survey	Please see previous comments on reduction of green space, lack of sidewalks in some areas of the District which increases danger for pedestrians and first responder vehicles if parking on the street is increased. Itâ€™s not clear if the District will continue to mandate a total square footage allotment to the size of the lot. If you allow , say a 4,500 sq foot home on the current 50x140 lot, then if the current house in the lot is 3,100 sq feet, then a coach house of up to 1,400 sq feet may be reasonable as hopefully, enough green space can be maintained. I oppose allowing builders to cover a lot with bldg structures and no green space. Again, you would be facilitating urban blight on a formerly green, quiet neighborhood. And, unless particular pieces of property are accumulated and rezoned for townhouses, I oppose allowing 3 storey houses on SFD lots. You would be allowing a piecemeal change of a neighbourhood which is very unfair. If a developer is willing to buy up properties like whatâ€™s happened in moodyville, then that would be more acceptable. However, I have to reiterate that the District needs to have a green plan approved along with any redevelopment to increase the tree canopy. You mention climate change but you actually have no plans included for mitigating the effects of this planned increased development, such as more neighborhood parks, more green space on site. The surrounding natural areas are already overrun and the wild animals have nowhere to go.
April 10, 2025 Survey	There is already a parking crisis.
April 10, 2025 Survey	I think that the entire premise of prohibiting (full) basements is a big mistake. While some arguments about the disadvantages of basements are valid, the impact of occupying even more land area or building higher are far worse! Basements built properly avoid most disadvantages (including drainage etc) and are the best compromise to use our limited lands / building envelope. If at all, update the code requirements for basements - do not prohibit them and then make up for lost space. That is a bad idea.
April 10, 2025 Survey	Consider accessibility of sidewalks and crossings

Written Comment that a received rate

April 10, 2025 Survey	Suggest only reduce parking when the parcel is within 400m of frequent transit network. People should use their parking stalls for parking - not storing their stuff.
April 10, 2025 Survey	Consider some parking to be not enclosed to ensure it is used for parking.
April 10, 2025 Survey	Maintain current neighbourhood standards to prevent "monster homes" from overwhelming existing neighbourhoods with cars and traffic.
April 10, 2025 Survey	Just adopt Bill 44? Why are we one of the only communities that has to push back on this? Its insane. Staff are obviously trying to prevent growth.
April 10, 2025 Survey	I very strongly oppose options 2 and 3 - it's not problematic for a single house BUT if you have this on back to back lots (e.g. "across the back fence" you have serious privacy issues.
April 10, 2025 Survey	We desperately need better transit service to move away from car dependency in our community. With cuts to translink already coming, and the North Shore never being a priority for transit service, removing off street parking requirements will a nightmare. How can we make these shifts when we don't invest in sustainable infrastructure?
April 10, 2025 Survey	The current bylaw requires single-family homes to provide two off-street parking spots. When the residence has a secondary suite / coach house, the bylaw requires a third off-street parking spot to be provided.
April 10, 2025 Survey	My impression is, for whatever reason, this bylaw is not being enforced. As such, why not remove off street parking requirements for homes with a secondary suite?
April 10, 2025 Survey	We need to divide larger lots in 2 or 3 to create more houses instead of having one mega house of 5000 sqft for the wealthy people. I'm from Europe and houses are much smaller in cities there. People don't need that much space! Just look at all those real estate listings with huge houses at \$3.5M with 6 bathrooms. This is nonsense for an urban area with a major housing issue.
April 10, 2025 Survey	Front yards are underutilized and should be the primary sacrifice made in expanding footprints. Partial 3rd storeys can be incorporated without compromising privacy if they are kept as loft/workspace/flex areas with windows concentrated toward the front of that floor. Pre-approved plans should be available as they should be for many building designs, reducing the cost and time for developers. District should consider commissioning unused laneways (such as between Doran and Wellington) to provide access to the rear of the properties and development of laneway homes.
April 10, 2025 Survey	This is all fine but parking is a huge issue on many thoroughfares, many people don't use their laneways and reduce roads that have capacity for 3 lanes to single lane which increases commute times and pollution. (Wellington drive for example)
April 11, 2025 Survey	In my neighborhood of Linh Valley there's already significant problems finding street parking as your current parking requirements aren't enforced. Multiple homes with suites either do not provide three vehicles Off street or if they do there often is only one or two vehicles that actually utilize this with the other one or even two vehicles parking on the street. This leads to significant congestion and a lack of street parking for most residence and tenants. Your proposal to reduce parking requirements off street would just further increase this problem. Surely you would know these issues if you were in touch with the local community, and if you're not, then you're completely out of touch and have your head buried in the sand.
April 11, 2025 Survey	People should be made to use their garages, carports and driveways for parking their cars, not filling them with 'stuff' and using the little available street parking.
April 11, 2025 Survey	Building closer to street property lines is fine as long as its a modest increase. For example, currently in RS3 zoning, it has to be 25' from the front property line. Reducing that to 20' or perhaps 18' rather than right up close to the road such as 10'
April 11, 2025 Survey	No.
April 11, 2025 Survey	coach houses are landlord scams. People want an increase to affordable housing so they can get out of situations like living in coach houses, not bigger coach houses!
April 11, 2025 Survey	I see an almost complete lack of duplex housing in the District. I see many large houses still being built on lots that could easily contain a well-designed duplex. Such housing would provide two families with housing, would only require minimal, if any, additional utility services over one large residence and could potentially provide some increase in overall municipal tax revenue. To encourage such developments over large single-family housing, perhaps any development fee could be increased for the latter or a fee discount for duplexes.
April 11, 2025 Survey	I see this as a minimally invasive way to increase the density in single-family zoned areas as it would not materially change the character of the area which multi-family or town housing might do. It also spreads the impact of the increased density requirements across a much wider area thus minimizing the impacts on services, transportation, retail and professional businesses.
April 11, 2025 Survey	Proposal 1 is rare in DNV. 3 stories okay when on a slope and 50% of "basement" is at ground level, but to build 3 stories high on a flat lot seems very tall. I would suggest on flat lot bsmt could be 4 feet down instead.
April 11, 2025 Survey	Also, I understand about having green space/yard but I think much more could be done to focus on paved yards and driveways instead of the home footprint. And better requirements with new builds for storing water in barrels for summer garden watering etc. These things should all be planned together. It feels like this OCP is just focused on the sq footage of buildings and their shape etc. What is done on rest of property is very important as well.
April 11, 2025 Survey	As a solar panel user I have concerns re 3 story buildings effect on my solar generation. My payback is 25-30 years.
April 11, 2025 Survey	I support higher zoning for the area around Edgemont Village.
April 11, 2025 Survey	We need more multifamily zoning on the west side of Edgemont Village near Brookeidge Drive and Crescentview Drive.
April 12, 2025 Survey	These are all terrible ideas
April 12, 2025 Survey	I would like single family zones to be zoned for apartments and multiplexes.
April 12, 2025 Survey	I understand most of DNV is heavily reliant on car to travel... However, I do not wish to see cars fully parked on both sides of a small residential street...
April 12, 2025 Survey	Allow commercial uses in residential zones
April 12, 2025 Survey	With limited land space I am strongly against limiting basements. It is possible to build basements with windows for natural light and with proper drainage. Higher buildings mean less sunlight in gardens and less views of the mountains especially with increased density so I am strongly opposed to limiting inground basements.
April 12, 2025 Survey	Why prohibit basements and then expand land use above ground? Reduces green spaces, takes away sunlight, destroys the unique character of this very precious location. Once the land (and the air space if you consider taller buildings) are claimed by buildings they are lost forever. Basements are a sensible feature for efficient land use.
April 12, 2025 Survey	Our transit system on the north shore is undeniably inadequate. We are car dependant. We have a lot of cars. They can't all park on the street
April 12, 2025 Survey	Increased density for secondary suits including lane way house as it enables multiple family housing that is beneficial to all stack holders
April 12, 2025 Survey	Please incentivize people to park on their own property rather than the street. Too many garages and driveways are not being used
April 13, 2025 Survey	In considering reducing the required parking spaces, the narrowing of streets with cars parking on both sides of the street needs to be assessed from a safety risk. If ambulances, fire trucks, road snow clearing or garbage trucks cannot be accommodated, then the requirement to park on the property owners private property needs to be enforced. Therefore I don't think this can be a general rule across the district.
April 13, 2025 Survey	Instead of waiting for how don't know how many years for this project to arrive you should consider building 3 D house they can be build in a week and more durable than the wood so people won't have to wait for years. Check in Japan they already doing that.
April 13, 2025 Survey	I don't know about parking enforcement. Many homes have garages and parking and still park on the street because their garages or parking areas are not used for cars. I'm not a big fan of street parking ... i think it increases risk for pedestrians that walk between the cars and on some streets it reduces traffic to one lane alternating when parking is on both sides.
April 13, 2025 Survey	We need to consider increasing the SFR for older homes in the district that have been built more than 50 years ago as the current rules do not accommodate building plans from that long ago. Those can be done on a case-by-case basis but needs to be implemented in order for a plan such as this to be successful.
April 13, 2025 Survey	Why not leave North Vancouver alone? It is desirable because of the suburb and nature without the population boom. Stop transforming the north shore into these plans of obvious 15 minute cities!

Written Comment that a received rate

April 13, 2025 Survey	The area along Brookridge Drive (particularly the 3100 block) in Edgemont Village should be converted to a multi-family zone and higher density. The street can support the density, it's near transit and shopping, and people this micro area because they can get downtown on transit or to other places on the North Shore.
April 13, 2025 Survey	One day Vancouver, North Vancouver, and West Vancouver could end up looking like denser areas of Hong Kong. This is just one step towards that future. At the same time maybe we need to consider high speed rail to make locations like Squamish, Whistler, Pemberton, Abbotsford, Chilliwack and beyond more accessible. All growth can't be in Metro Vancouver. There's only so much water capacity and only so much sewage capacity. Plus in the event of natural disaster of city fires or earth quake... we'd all be fish in a barrel trying to escape.
April 13, 2025 Survey	I support and ask you to please consider higher density in Edgemont Village on Brookridge Drive for 3110 through 3272 Brookridge Drive.
April 13, 2025 Survey	Set back requirements should be minimized. Parking requirements should be eliminated. Coach houses should not be restricted.
April 14, 2025 Survey	More density is needed everywhere. But one of the best spots to add density is along Brookridge Drive (on the west side of Edgemont Village).
April 14, 2025 Survey	Why not all four changes? Who are we serving by just choosing one?
April 14, 2025 Survey	Allow front of lot and back of lot parking when it already exists. Why should I have to get a variance to allow front and back lot access when I build a coach house behind my older house. Should be allowed extra for garage and off street parking. Front and back. Given only On quieter roads particularly. Allow more than 1400 sqft. Why limit. Make ratio based on lot size. Allow coach houses in front yards when it fits. Lets save older houses from landfill and get more creative. Allowing buildable above side facing garages is brilliant. Way better than full third story on flat.
April 14, 2025 Survey	Take into account topo and drainage. No more pumps but allow gravity fed if steeper lot. Could have walk out basement.
April 14, 2025 Survey	To raise the height of houses would have a net negative affect compared to allowing basements to be built. If the idea is to provide housing, building a house the majority of people would not want to give up easy access to their home and thus no suite would be built; which means even less housing!
April 14, 2025 Survey	This passes the parking problem to those who do not have driveways and garages and rely on street parking for our only source of parking. It will add to a parking scarcity.
April 14, 2025 Survey	There are no sidewalks in single family home areas and so by increasing density but not providing enough parking means the streets will be lined with cars. Pedestrians, children and dog walkers will all be in danger of being hit by the cars that travel down the thin gap in the centre of the road and visibility and liveability will be severely diminished. These measures will destroy the character of the communities and cause many to reconsider living here, as the very thing they moved here for would be gone.
April 14, 2025 Survey	Strongly support more densification to accommodate future growth, especially in Edgemont Village.
April 14, 2025 Survey	North Van settled in the 50s has elderly that want their kids and grandkids nearby. The youngsters can't afford to be here. ANYTHING that allows a 4 or 5 headcount family to be near grandparents (Larger coach house, duplex, suite etc would help. Kids dogs, sports gear, family STUFF needs room. SIMPLIFY DEVELOPMENT PROCESS for the grandparent that is developing ONCE.
April 14, 2025 Survey	For folks that wish to age in place or people with mobility issues stairs can be a problem, we often hear of 3 and more story building with elevator problems isolating these folks, there must be away to have guaranteed working elevators in all of these types of buildings, now and always!!! Ranch style homes or single level multi dwelling are ideal, as in emergencies two or more stories could be problematic with evacuations.
April 14, 2025 Survey	lets not empower slumlords
April 14, 2025 Survey	I would support reduction to parking permits IF the district made more core residents only parking areas and zones, especially during busy seasons and in neighborhoods near amenities and trails. I currently live near [REDACTED] I can't even park in front of my own house due to the parking being taken up by [REDACTED] visitors. It's really frustrating [REDACTED]
April 14, 2025 Survey	Having reduced parking is ridiculous. You cannot force everyone out of their cars and onto public transit or bikes. Suites are filled with seniors that rely on their vehicles to get around. You as the district have to do better. You are just forcing cars out onto the streets everywhere. So you say you will put in paid parking everywhere, that's absolute nonsense. We pay very very high taxes on the district. Up to you to spend our money wisely and it is not for paid street parking. It is not for pet projects, it is not for more municipal retreats. STOP! We need out raids trousers and the lines painted with good paint, we need our parks looked after, we need more money spent on essential services. Please wise up. We will also be heard loud and clear at the polls.
April 14, 2025 Survey	Drive around North Vancouver neighborhood and you will see most homes have a garage or a driveway yet people park on the street.
April 14, 2025 Survey	single family house with lot more than 10K SF should be easy to up-zoning for multiple complex.
April 14, 2025 Survey	Allow duplexes, triplexes, fourplexes. Current coach house regulations are impractical and seemed designed to thwart development.
April 14, 2025 Survey	If the by law changes to propose to reduce setbacks, I believe it is important to reclaim the lost green space as part of install of greenroof on flat structure or any other offset that the greenspace which is part of making the northshore so desirable to live and a lot of Ex-Vancouverites so value.
April 14, 2025 Survey	I believe if a "half basement can be built with pre-fab housing structure on top can be done quite efficiently from the cost and energy efficient point of view. Halving a half sunk basement can reduce heating cost in winter, air conditioning cost in the summer as when built properly and as per net zero built (europe style) it can use its advantages with being half in the ground.
April 14, 2025 Survey	Allow duplexes triplexes and quads in single family neighbourhoods.
April 14, 2025 Survey	I don't think parking spaces are an issue in the average neighbourhood, but in places where it is an issue (like Lynn canyon area or deep cove) the parking requirements should be more strict.
April 15, 2025 Survey	More importantly than how floor space is assigned is that residents need clarity and certainty from the District (more important than unifying 19 zones) on streamlined applications, processing times, and certainty on answers. There is a very large amount of building work taking place around here that is not permitted because people don't trust the District and the uncertainty of engagement. Unfortunately it is stifling growth and causing people to build homes without the District's oversight; or moving to other cities to build.
April 15, 2025 Survey	Very practical and idea to allow more flexibility in single family area to allow 1 suite and coach house option. Applaud the forward thinking!!
April 16, 2025 Survey	I would like to see property restrictions removed.
April 16, 2025 Survey	Reduction in parking requirements should only happen if street parking is limited with permits. Too many people use garages for storage instead of parking causing issues for people visiting neighborhoods
April 16, 2025 Survey	I disagree that basements are bad and would be careful not to restrict them severely. Basements with access to natural light should not be restricted. Partial storeys are neither energy efficient nor cost-effective to build - fine to allow them but don't mandate partial storeys.

Written Comment that a received rate

		If a third storey is allowed, it will affect light to neighbours yards so everyone will have to add a storey, but not all will be able to afford it. This will cause unnecessary stress. It will also reduce the ability to grow gardens, which are beneficial to health in getting people outside and working together and in allowing people to grow their own food. The expanded houses or coach houses will help maintain the character of neighbourhoods. Changing parking zoning puts stress on those who live in the neighbourhoods. As a basement tenant for the last decade, I experienced significant stress over the last few years as I had to compete for parking with the addition of apartments in the area without enough parking spots. Trades workers who drop vans for days & people from the apartments who leave their car resulted in me having to park blocks away & walk in the dark with all my work bags back to my place. I was often worried about meeting one of the resident bears or strange people as the cargo vans block visibility. Almost every house in my neighbourhood had at least one basement tenant, so parking was already a challenge.
April 16, 2025	Survey	
April 16, 2025	Survey	Reducing parking requirements is a poor idea. It just pushes everyone into the street and without transit improvements more people will be driving. If you truly want to give less parking space, you NEED to improve transit and road infrastructure.
April 16, 2025	Survey	I agree with not allowing full basements, but partial basements should still be allowed. Ie. Vancouver specials style homes will continue to be a great option for many.
April 16, 2025	Survey	STRICTER LANDLORD RULES. If the city is relying on homeowners to provide housing in order to subsidize their purchase or lifestyle, then the members of our community who are not in a position to purchase also need to be protected. Tax the landlords heavily.
April 16, 2025	Survey	At no point in this question have I been asked what I think about prohibiting basements, just what I think of the alternatives.
April 16, 2025	Survey	Until safer bike lanes and alternatives to driving are created; until NV stops being a car-city, I don't think decreasing mandatory parking spots is a good idea. It's just mean more cars on roads, causing more congestion, which means less space for cars, cyclists and pedestrians; and ambulances. Having fun driving through narrow roads. Just look at Kilmer road. It's littered with vehicles, no sidewalks and cars driving fast enough that a dog was killed a few years ago. Make alternative driving easier and safer, and allow business to be less centralized, and people will naturally choose the faster mode of transportation
April 16, 2025	Survey	I think that dnv should stay away from ruling on in-ground basements or not and let the person designing the building do as they set fit. Basements can be a big advantage in a home.
April 16, 2025	Survey	it will be the permanently destruction of single family environment
April 16, 2025	Survey	Allow subdividing lots with smaller frontage, allow more duplexes on smaller lots, allow 3-plex and 4-plexes where servicing will likely work.
April 16, 2025	Survey	Apply rules outlined by the provincial government, after all we follow provincial building code, why not the housing regulations?
April 16, 2025	Survey	If land is going to be taken up by a coach house or building closer to the street there still needs to be trees. Whilst I don't agree with the knock down one tree replace with three which isn't workable long term, there needs to be trees on the verge or on the property & some ground. Going higher density doesn't mean we should give up on nature. On a second point, I'm not sure what you consider close to transport. Yes we are close to bus stop but since getting anywhere takes forever I don't consider this close to transport. Rather I think of rail. If we are going to build we need to provide better high speed/reduced transit time & this isn't at the expense of cars since transit rarely goes to where most people need to go. Also we need to ensure that there is commercial/retail to support the community. Part of the reason we have to drive is 1. we live on mountains & 2. there is so little in the way of shopping, restaurants, etc. So we have to drive. I'm in favour of the European cities. Edgemont Village has a bit of this, but not enough parking surrounding the Village (& maybe long term it becomes a pedestrian mall). We don't need dentists, real estate agents, nail salons, we need restaurants, small shops, etc.
April 16, 2025	Survey	We can't just let everything get bigger to accommodate more dwellings. We must learn to live in smaller spaces. With respect to parking, people are not ready to give up cars altogether and they can't all be parked on the street when adding dwellings to single family lots.
April 17, 2025	Survey	Cars are and will continue to be a significant component of life on the North Shore; we need to increase transit options and ride sharing but reducing parking availability increases difficulty for families making the whole area less desirable for working parents and/or families with children.
April 17, 2025	Survey	The change I would like to see is rezoning single family zones to allow for higher quality development (public amenities, townhouses, apartments, etc).
April 17, 2025	Survey	Basement construction is very expensive and time taking to build. Moreover no one is preferring to live under ground. Above ground options are best overall
April 17, 2025	Survey	Also need to reconsider restrictions to tree cutting or serious pruning where trees eliminate possibility of viable photovoltaic systems - an important part of our climate resiliency . This could allow earlier and more rabid deployment of renewable energy woth battery backups.
April 17, 2025	Survey	Stop worrying about climate change so much. People are more concerned about having decent accommodation and putting food on the plate.
April 17, 2025	Survey	Regarding basement, while the points you make are valid, basements also provide a cooler place to find refuge when the weather is really hot.
April 17, 2025	Survey	Please do not eliminate basements in single family homes! Basements provide an ideal layout for families: kitchen/living/dining on the main floor, bedrooms upstairs, rec room/storage below in basement. Having main level living allows parents to be able to keep an eye on the kids outside, and be able to react quickly if there is a problem. Having bedrooms above and a rec room below also allows parents to keep an ear on everything that is going on in the home. 3 levels above grade is not as functional from a floor plan perspective. Often the kitchen/living/dining will need to be on the second level to have a functional floor plan, which is difficult for parents (carting multiple loads of groceries up the staircase, etc.). I've been involved in the design and construction of many single family homes - please don't limit good design by eliminating basements. Basements also provide an area of respite in extreme heat, especially if a power outage were to cause air conditioning systems to fail. Please consider these things - allowing 3 storeys is good, but don't eliminate basements. Allowing light into basements is good (light wells and above grade windows) but also be careful not to be too restrictive (a friend in North Vancouver built a sound-proof music recording studio in their basement for their personal use - certain uses like this are better without windows and basements provide an ideal place for this without compromising the exterior appearance of the home).
April 17, 2025	Survey	Predominantly, the housing crisis affects people of lower income. If the proposed solution is a means to give young people/students/elderly/adult children spaces to live, I suggest you look more towards lowering rent increases and barring starter homes/apartments from being financially out of reach for these people. \$3,000 rent is unbearable when most low income people struggle to make that much a month while working a full-time job. The people who benefit from coach homes are the people already rich enough to be able to afford a home that can accommodate one; they don't need to now become landlords (who can charge more for a bigger space) while the people you are trying to help are starving trying to find safe shelter. If the rich get richer at the literal expense of poor people becoming poorer, the housing crisis will only get worse.
April 17, 2025	Survey	I think you need to think of ways to reduce impact on the permeable area. Adding garages and coach houses will cover more of the lot. This is hard on the creeks, but also may lead to flooding. Reducing parking requirements will help. Can you encourage shorter or narrower driveways? Using permeable pavers instead of asphalt? I guess taller houses would help, but sounds ugly. I am not sure why people need such large houses. Perhaps tax people based on how much % of the lot their house sits on? This % would impact infrastructure needs.
April 17, 2025	Survey	The closer to the property line is okay as long as its dwelling and not garage.
April 17, 2025	Survey	Please listen to survey results.
April 17, 2025	Survey	I don't agree with the elimination of basements. Not all lots are conducive to lane way homes and three storey above ground homes are not attractive. Basement suites are great for older family members as they provide a very approachable option to have separate entrances providing independence to the family member. This should be reconsidered.
April 17, 2025	Survey	Without infrastructure in place ahead of time, densification is going to be problematic.
April 17, 2025	Survey	In the example of a single family home. allowing a basement area for parking vehicles. Realize this may not always be possilbe but it would allow maximizing of lot area for living space. While not rasing or requiring additional storeys while proving a soluiton for resident vehicle parking. Think soluitons such as prohibiting parking along Nancy Green Way are not helpful and creates safety issus as there are few safe crossings acroos a street cars travel quite fast.
April 17, 2025	Survey	I am in support of building higher to reduce impacts on surrounding trees and reducing impermeable spaces on single family lots.

Written Comment Permit a received date

April 17, 2025 Survey	I agree with a change to zoning regulations to permit taller homes up to three storeys in height as long as most houses in the neighborhoods are of similar height and there will be no issue with privacy and over shading.
April 17, 2025 Survey	Because of the jobs some people do, transit or cycling to work is not an option. Please be mindful that parking is required, therefore the bylaws should reflect this. There a lot of lanes that were never fully established, they need to be for this to work.
	Stop allowing any low, medium, or high rise to have any studio units unless funded by the government to house the homeless.
	Stop allowing developers to buy single family homes, only to sub divide and charge an astronomical price.
	Look towards Europe and South America on how to actually build apartments that provide housing for families, right now itâ€™s garbage. Imagine, being a young family and the only thing affordable is a studio apartment or a 1 bedroom. Not even those are remotely affordable.
	Stop any and all foreign investment and ownership of property. 1% my ass. 1% who openly own it, the rest own through shells on shells on shells through â€œCanadian companiesâ€œ
	Shut down any shady developer and trades people. Doing nothing but slapping lipstick on pigs and then selling them to people who donâ€™t understand even what theyâ€™ve bought.
April 18, 2025 Survey	Stop it all, and start again, youâ€™ve broken this district, fix it before rebuilding.
April 18, 2025 Survey	It is really important to have access to nature and natural light. Thank you for considering and including this for future development.
April 18, 2025 Survey	Be nice to keep basements in site suitable areas. I.e places without the factors mentioned. I would go further to allow 4 stories and slightly larger coach houses. Duplex as well in single family areas.
	Coach House (CH) Multi-Generational Living (MGL) Challenges: Most existing homes are built near the centre of the lot which makes it difficult to build a CH of the critical factors are: 1.Minimize all setbacks from main house and property lines 2.Increase CR/FSR to enable optimal usage of land Proposed Bylaw/Regulatory process changes for MGL -Working with the Province: Incorporate an â€œMGLâ€œDeclaration in their â€œSpeculation and Vacancyâ€œprocess - With the Property Tax process: For legally registered suite, provide additional grant for MGL properties both secondary suite & coach house - Establish a new DNV bi-annual process to ensure MGL compliance (verification of family occupancy) - Sale of MGL mainhouse/CH: New 21% tax on the coach house construction value with a declining rate of 3% over 7 years. - If the Coach/Main house is sold within the 1st year: 21% tax, 2nd year 18% â€; 0% after 7 years. - Allow the Coach house land to effectively be sub-divided after 7 years so it can be sold separately from the Main House. We must allow for changes in MGL circumstances such as parents passing on or going into retirement homes. Apply the full 21% tax if sold before 7 years or prorated as with the sale of Main house/Coach house. This should discourage owners from building coach houses and selling just for profit. Benefits: Larger uptake of CH More formally registered legal suites Much more balanced growth strategy that fit with DNV constituents
April 18, 2025 Survey	
April 18, 2025 Survey	Re 3 storeys I support if 1st level is partially below ground. Not sure I support 3 storeys if it is on grade.
April 18, 2025 Survey	What about people that have basement suites currently that rent out to support their mortgage? How can you walk back on this?
April 19, 2025 Survey	This needs to happen - one family on a big lot is wonderful but not the most realistic going forward
	RE parking limits, sports like ice hockey, golf, paddleboarding, skiing, etc. all require the use of a car. Not to mention, anyone with a family needs a car. Grocery shopping, even, is made easier when you have a vehicle. Limiting the ability for people to do these sorts of things is bad for mental health. This is why we need to be mindful of parking.
April 19, 2025 Survey	I can think of several other reasons this shouldn't be up for debate. Keep the parking, please.
April 19, 2025 Survey	Suggest 1) to reduce new subdivisions on minimum lot size for SSMUH of all single family lots , example, to 4000 sf 2) encourage cottage court, multiple detached single -family dwellings on one large lot ,example >7000 sf rather than multiply dwellings or row-house. 3) remove maximum floor area requirements, permitted, height, setback, and lot coverage define buildable area 4) Ability to stratify primary dwelling units of cottage court including coach house , but not secondary suite. Thank you for your attention and consideration!
April 19, 2025 Survey	As is there are areas on the north shore such as near the Lonsdale corridor, thereâ€™s already challenges with limited parking that makes access for non-residents and services difficult. Plus top of Lonsdale and a number of residences in upper Lynn Valley where what is considered a drive way is a safety hazard, there isnâ€™t space to accomodate so many vehicles on the streets.
April 19, 2025 Survey	Multiplexes are not scary. There are so many older couples whose children moved out and have a whole house to themselves. Let them build with the opportunity to stay in the community.
April 19, 2025 Survey	Avoid highrises
April 19, 2025 Survey	Avoid high rises
April 19, 2025 Survey	I don't think a single family necessarily needs two cars but it would be good to expand the Evo home zone and public transit to encourage those in single family homes to own less cars.
April 19, 2025 Survey	Single family homes need to keep their 2-3 off street parking spots so there will be enough FREE street parking available.
April 19, 2025 Survey	Focus on multi dwelling.and mid rise with transit
April 19, 2025 Survey	In single family neighborhoods, allow multi generational family suites, up to 3 suites per house, this would be more affordable than putting in a separate couch house and preserve more green space. Allowing residents to stay in their neighborhood and helping out the next generation would be good for all.
April 19, 2025 Survey	Not enough. No space requirements. If a sidewalk fits, itâ€™s ok. No limit on height, so long as the structure is secure, no limit on quadruplexing, and no parking requirements, and build more public transit!!!
April 19, 2025 Survey	It would be good if one could encourage higher occupancy buildings that have a lower area per person living in them. In the recent decades the living area per person has increased rather than decreased, which is problematic in my opinion.
	Hiring more staff to facilitate these opportunities would be crucial. The cost of waiting for permits by a homeowner is oppressive and unconscionable as it stands. Without a serious commitment from the DNV to massively improve the permitting system, any real new housing opportunities will be squandered away as homeowners have felt hopeless to make improvements based on the experiences we share regarding the process. It is costly to move out of your home for a year while the contractor obtains permits or has permit work approved not to mention the cost of the permits themselves or the cost to retain a contractor during the waiting process.
April 19, 2025 Survey	
April 19, 2025 Survey	Explore options and examples to discourage car usage. Permit parking etc.

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April 20, 2025 Survey	I also support allowing the changing of zoning bylaws to allow the building of duplexes on lots bigger than 50ft of frontage.
April 20, 2025 Survey	Many single family neighborhoods are nice places to live because homeowners worked very hard and spent lots of money to maintain and nurture their properties. Often homeowners beautify boulevards and care for overgrown laneways. It is important that the district respects hard working peoples efforts and doesn't come in blowing it all up all heavy handed.
April 20, 2025 Survey	It is important that we preserve the neighbourhood values while adding density.
April 20, 2025 Survey	I support development in Edgemont Village behind the United Church.
April 20, 2025 Survey	Again, parking is incredibly difficult to find, it's like council members forget that people still and will always use cars.
April 20, 2025 Survey	Width of street needs to be taken into consideration. If there is not enough space to have cars parked on both sides of the road and room for cars to pass each other then more off street parking is needed
April 20, 2025 Survey	In no way should parking requirements be reduced, they should be increased
April 20, 2025 Survey	In order to have a coach house I believe a lot should have backyard laneway or driveway access. They should not be allowed on lots that abut another lot.
April 20, 2025 Survey	Single-family zoning is a desired use but not practical for the future of development in North Vancouver. To reach the goal of 22,000 plus homes, allowing more townhomes, duplexes, triplexes, fourplexes and medium density housing will be needed. Focusing densities in Centres will be important to provide high-density housing near quality servicing and transportation, but a diversity of housing, spread across the District, will provide more housing forms in desirable neighbourhoods for all walks of life.
April 20, 2025 Survey	The small and narrow streets in many older single family areas just cannot support increased parking on the streets- the streets are not wide enough, it significantly increases safety risks for children and adults (kids playing and adults walking). So current on lot parking criteria must be preserved when adding coach houses or changing to small multi unit developments.
April 20, 2025 Survey	Please be brave and bold! Allow for the creation of walkable micro-communities along the major transportation and transit corridors that get people outdoors and out of cars daily and more social, engaging with their communities. We need greater flexibility with the types and sizes of residential properties in these areas so that our community growth is future proof and sustainable. Leave the areas more distant from the major transit corridors to focus on coach houses and above ground basements, to retain the more rural feel to those areas of the District, and create the more high density multiplexes and walkable micro-communities along the transit corridors. Limited parking in these areas and encourage people to walk and cycle more, by allowing for small boutique commercial establishments that fit the community. There are too many instances of people driving short distances in Lynn Valley, to go to the big centres, and by having these interconnected micro-communities along the major transit corridors we will get people outdoors on foot more.
April 20, 2025 Survey	Allow for incentives for adding lifts or elevators so taller homes will be inclusive
April 21, 2025 Survey	Basements stay cool when it gets hot, I think they shouldn't be banned.
April 21, 2025 Survey	We need to be able to offer more duplexes and four plexes - please ensure that there is parking - as a family that has adult children living at home that has support workers that come daily, we need for these workers to be able to park near our house. Parking and having several cars at our home is not a luxury but a necessity and please don't forget that we need these cars to survive - if you take parking away, you are creating a barrier for us.
April 21, 2025 Survey	Ensure open space for trees is preserved. Eliminate parking requirements.
April 21, 2025 Survey	Very concerned about changing the livability of neighbourhoods with densification and reduction in parking
April 21, 2025 Survey	I would like to see an end to single family zoning. I would love to see more duplexes, triplexes, and quadplexes, etc. The large single family homes in the DNV are out of touch - most young families can't afford them and don't need as much space, they aren't environmentally efficient either.
April 21, 2025 Survey	Many existing secondary units already do not comply with parking requirements while public transit access/scheduling has not kept pace with the increased need in less dense neighbourhoods. Increased bus scheduling should happen in lockstep with expanded zoning bylaws: studies show that reliable public transit arriving every 15 minutes is required for regular commuters to transition away from commuting in their cars
April 21, 2025 Survey	Allow for mixed use commercial/residential deeper into single family neighborhoods to allow for public centers and shops to provide community within suburban areas. (More walkable suburban neighborhoods)
April 21, 2025 Survey	I can't answer regarding parking because all the parking in my neighbourhood is being taken away for bike lanes. I can't see how you're gonna accommodate, but I feel like houses should have to have parking on property
April 21, 2025 Survey	In addition to my previous comments in this survey, I support these changes to the single-family zones within the District. The District staff made mention of the proposal to unify the zoning bylaw across the District to just one, flexible zone. I support this as well.
April 21, 2025 Survey	Creating additional strata-based housing seems reasonable, too. This could be particularly useful for young families looking at various types of housing options when considering a move to the District. Providing for these types of housing options (namely, townhomes close to Edgemont Village, as well as perhaps some duplexes and triplexes further out), will help crate more avenues for multi-generational living and the ability for younger family members to live near their existing family residences.
April 21, 2025 Survey	While the District boasts many beautiful communities to live and raise a family in, ensuring that more livable housing options are available for future generations through simplified and flexible zoning regulation is key to growing the District, even if it may come at the expense of some communities' existing character, form, and general style.
April 21, 2025 Survey	Thank you.
April 21, 2025 Survey	Reducing parking spots will be a disastrous idea, streets are already congested with additional vehicles from suites and rental building without adequate parking spaces, in some areas close to business centers, there are daily traffic that consume street parking. Every living unit must have at least one designated parking built in the property, if a single family is going to be redeveloped to accommodate 3 families, there must be at least 3 or realistically 6 parking spaces built under ground or on the drive way. Don't allow permits without seeing the parking plan.
April 21, 2025 Survey	Re permitting houses to be built closer to the street to permit additional square footage above ground, and larger back gardens. This idea is fine on a property with a south facing back garden. but for a property with a north facing back garden, why not permit the house to be built further back on the lot, to leave more space in the front (sunny) garden for play space, patio, growing food and flowers, etc.
April 22, 2025 Survey	For multi-generational homes there should be a property tax break/savings.
April 22, 2025 Survey	I disagree with the fact that a single family home to supposed to be 3000 sq feet. This is huge. We have all lived and raised families in much smaller places and this constant building of such large houses is completely unnecessary for most families. It makes them too expensive and full of rooms that are unused. We currently have houses on our street with 7 bedrooms and 8 bathrooms!! Who wants to clean all those bathrooms. This is not a family home. It is a house that was built as an AirBnB. These should not have been allowed. And we don't need more of them.
April 22, 2025 Survey	I would much prefer to see a move towards duplex, triplex or fourplex building similar to what Vancouver has done. Some of the large older homes there have been stratified into multiple dwellings allowing for ownership of a partial house.
April 22, 2025 Survey	Coach houses and suites does not allow for ownership. It just continues the problem of incredibly expensive main homes with potential rentals. In our neighbourhood most of the new big houses with suites aren't renting them so it is doing nothing for housing.
April 22, 2025 Survey	I do agree that continuing to build below grade basements is a problem as the rains in the area become heavier.

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April 22, 2025 Survey	This doesn't relate to the proposals set out above, but one thing I'd like to see is more seniors appropriate housing where people can remain in their neighbourhoods and age in place. Increasing the coachhouse size proposal above may provide a partial answer, but many of the homes/townhomes currently being built are large and/or have multiple stories and stairs. This is generally not appropriate housing for seniors. If more appropriate housing was available, today's seniors would likely relocate to the smaller homes and leave their current housing for young families who need the space.
April 22, 2025 Survey	More density means more skilled workers and more community diversity
April 22, 2025 Survey	I really like these proposed changes to single-family zones.
April 22, 2025 Survey	
April 22, 2025 Survey	I strongly support reducing parking requirements AND supporting increased transportation options like bus services, bike routes and car-share.
April 22, 2025 Survey	Renters must take priority. Being a landlord is a privilege not a job.
April 22, 2025 Survey	I would prefer to see smaller single-family zones (reduce the size of these zones and convert to higher density). No full basements is great. I am NOT in support of larger homes (such as third story or closer to street) as this is likely just to result in larger single family homes (how much sq footage is too much? apparently there isn't such a thing). I am more in support of duplex/triplex and coach house
April 22, 2025 Survey	It's not just parking that needs to be considered. Capacity of other utilities (hydro, water, etc.) needs to be fully understood when deciding zoning, not just land use.
April 22, 2025 Survey	Stop punishing single family home owners and neighbourhoods. Higher is not better. Coach houses are an impediment to families enjoying their yard. Parking provision is imperative. We are still and will always be dependent on cars.
April 22, 2025 Survey	Allowing three story buildings will undoubtedly lead to privacy issues (overlooking into backyards and through windows) and potentially limit entry of natural light into existing structures. I categorically disagree with this option.
April 22, 2025 Survey	Being that street parking has become a problem in the last twenty years, reducing parking requirements would only make the problem worse.
April 22, 2025 Survey	Look into charging for street parking. Our neighbor (1 person) has 3-4 cars. 2-3 parked on the street. If he is taking up his neighbors visitor parking I think there should be a district charge.
April 23, 2025 Survey	Max tenancy of 4 per coach house.
April 23, 2025 Survey	Multiplex and townhouse developments should be encouraged to create additional village areas
April 23, 2025 Survey	no
April 23, 2025 Survey	Look for prefab options to speed up construction projects
April 23, 2025 Survey	DO NOT allow for 3 story homes. And DO NOT reduce parking. Just because people live on a transit route doesn't mean they use transit or their renters do.
April 23, 2025 Survey	Avoid over densification of single family homes. Nobody wants to raise a family in a condo.
April 23, 2025 Survey	I don't support plans that reduce green spaces in the front (that is - permitting houses to be built closer to the street) or in the back yard (that is - building coach houses that replace most of the backyard green space).
April 23, 2025 Survey	Is there enough water in the lower mainland to support and meet the needs of the proposed increase in population?
April 23, 2025 Survey	Edgemont Village can support more multi-family homes.
April 23, 2025 Survey	The District has already reduced street parking. While it's a nice thought that less parking will discourage people from buying cars, the reality is, most people need a car periodically. I own a car and drive it only when needed. But I also would not live on the North Shore without it.
April 23, 2025 Survey	Modifying development regulations without addressing single-family residential SFR is largely ineffective. Simply increasing allowable building height while maintaining existing SFR configurations tends to escalate construction costs without meaningfully contributing to residential density or housing supply. While I support the proposal to expand coach house allowances up to 1,400 square feet, the continued preservation of SFR significantly limits the feasibility for homeowners to realize this potential. Without more flexible land use policies, the opportunity to create meaningful, attainable infill housing remains out of reach for most.
April 23, 2025 Survey	Leave single family zones ALONE
April 23, 2025 Survey	figure this mess out elsewhere
April 23, 2025 Survey	I would like to see the opportunity for homes on large lots that are already at their max build to be able to add a coach house, especially if there is no issue with parking. It is a waste of land (lawn, really), not to be able to add another small home on lots that are 1/3 and acre and above.
April 23, 2025 Survey	If people want to overbuild on their own properties, then I feel they should have the choice to do so. That said, this proposal fails to mention several major real life impacts.
April 23, 2025 Survey	In regards to eliminating basement suites.....These are a key housing option for many who do not or can not live in a large apartment building. Many folks have equipment, hobby gear, pets and mental states that don't easily allow for them to live high off the ground or in crowded environments. The proposal of three storey homes all but eliminates the idea of in house rental suites as we've known them. Are people supposed to now rent out their top floor? Their main floor? How does this realistically work with private entrances? Construction of three storey homes on the surface may seem helpful by eliminating basements but neglects the added costs and energy usage to pump things up instead of down. Construction costs will massively go up. They are more prone to roof damage and degrading. Basements are also necessary as cool spaces that don't require extra energy to keep them that way. When it was 40 degrees in Vancouver in '21, did people seek refuge on their top floor or in their basements?
April 23, 2025 Survey	This plan feels extremely naive and lacks a common sense check.
April 23, 2025 Survey	The prohibition of basements is short sighted.
April 23, 2025 Survey	I disagree with the proposed changes. Houses with full basements are cooler in summer, and allow for more floorspace without increasing the exterior of the home. I would rather live next to a two-storey home with a basement, then a house without a basement that looks like a three-storey monster home.
April 23, 2025 Survey	Transit must be integrated into this planning at the provincial level to accommodate for this modernization. I support a reduction in parking availability and more use of transit, but the services must be available and improve to allow for this change.
April 23, 2025 Survey	Attached or detached coach houses allowed in the front yard would make the backyards for the existing home to remain useable
April 23, 2025 Survey	We should not have parking requirements anymore if we truly want to reduce car dependency and encourage alternative, sustainable modes of transportation like transit, walking and cycling.
April 23, 2025 Survey	Dramatically increase allowable FSR / Lot Coverage.
April 23, 2025 Survey	Please DO NOT increase the height of homes. No one will have any sun, no one will have any privacy from each other, and it will be a disaster. I would say increasing how close a house is to the street doesn't matter because a lot of new developments are already maximizing all square footage they can on a lot and have the bare minimum in terms of yard. I have only seen DNV allowing buildings to cover larger and larger footprints on a lot, so who am I to try and tell them this is ridiculous and that why don't you just let people build a home over their entire lot? That's where this is heading anyways.

Free written comment that a referee accepted or ate

		Iâ€™m supportive of alternative shared living models, and the proposed changes appear to align well with that vision. However, it would be prudent to review each case individually, considering the unique characteristics of the site, community and the specifics of the proposed plan. We may also want to consider allocating additional space to accommodate more creative and flexible housing models.
April 23, 2025	Survey	Walkability is important. Calm traffic areas, safe and well lit cross walks etc so people feel safe to not drive and walk instead.
		I do not want what happened in Richmond to happen on the North Shore. There are too many large homes with no yard space and no character.
April 23, 2025	Survey	When lots are divided and duplexes are created, street parking becomes over subscribed - force the owners to have off street parking, which of course means taking up yard space. Instead, keep the houses small so we have a nice, livable community.
		Basements are actually very useful for families. A compromise could be to allow for basements to be like the old fashioned half above/half below ground style. These houses often had a loft style bedroom. So a 3 story house could be built with a half above ground first floor, a second floor kitchen/main living floor, a third floor for bedrooms and a loft bedroom. This style of home could be built to accommodate multi generational living. Allowing for several floors does increase stairs however the cost of elevators has come down to \$10,000 a floor and a floor space exemption could be given for new construction.
April 23, 2025	Survey	Would it be better if we have mix of retail and residential in certain areas? So it makes residential areas more inclusive and equitable. For example add an up to maximum area for retail in addition to proposed residential.
		while this proposal adds lots of value for enhancing livability of houses it wonâ€™t address residential space shortage unless it address SFR. suggest SFR modification to increase the ratio to allow for more effective solution
April 23, 2025	Survey	Where are people supposed to park? This is ridiculous. Transit would be great, and I would use the bus 100% but transit sucks, I need to drive so do many people.
		The more people that can live in single-family zones, without overburdening the infrastructure, the better. Excess lawns can be better used to support additional housing without making these locations look too hectic or busy. This is common in many parts of Europe and is successful.
		Single-family housing, as currently built, is often too large, with oversized footprints that contribute to stormwater runoff and reduce permeable surfaces. These homes typically include excessive parking, reinforcing car dependency and consuming space that could be used for gardens, trees, or community spaces. Demolitions generate large volumes of waste sent to landfills, and new builds often remove all existing plants and soil, damaging the local ecosystem. They also rarely reflect the original character of the neighborhood. I believe we need to shift toward smaller homes with smaller footprints, less parkingâ€”or none at allâ€”and a greater diversity of housing types, such as row houses and multiplexes. These forms can support gentle density while maintaining a residential feel. Narrower, people-friendly streets, more shared gardens, and green infrastructure will help reduce environmental impact, enhance community interaction, and make neighborhoods more resilient.
April 24, 2025	Survey	These changes can help us create a more inclusive, sustainable, and livable North Vancouver that meets the needs of current and future generations.
		We need multiplex homes with outright zoning with larger building foot-print, more natural lights, taller buildings with no more than 4' burried under the ground. We can require landscaping in the front of the property to reduce the impact and increase curb-appeal, but current zonings are NOT family friendly and is only friendly to investors and rich people. Less restrictive zoning regulations like required parking stalls along major transportation hubs and more public transportation is the way to reduce CO2 emission while encouraging family-oriented life-style
		We need to provide parking for all units. Limited transportation options are hindering any possibility of not including spaces. You need a car to live on the north shore. Don't provide public transportation options people will ah not choice but to drive. Street parking, congestion etc. Totally dadt idea to provide insufficient parking ðŸ˜˜.ï¸
April 24, 2025	Survey	1400 square feet does seem a bit large dependent on the lot size. Not enough information to make a confident decision regarding this, but I do think overall coach houses are a good option especially with our aging seniors and with the need for more housing options.
		I understand that reduced parking spots is better for the environment, but is that realistic? how to incentivize people to use other way of transportation rather than family cars ?
April 24, 2025	Survey	They should not significantly alter the look and feel of the street
		I think the assumption that basements should be avoided is fundamentally wrong. People wouldnâ€™t occupy them if they werenâ€™t liveable. Excavation for a single family home is nothing compared to the parking in high density developments, which you are permitting.
April 24, 2025	Survey	Have never owned a car but area is very congested by edgemont library causing people to urn into driveway. people walking along sidewalk such as seniors from Amica, very small children, dog walkers, coffee walkers I donâ€™t see houses such as above situation being built closer to the road.
April 24, 2025	Survey	My same thoughts on parking as before to this question above.
		Fast track approvals for the federal governmentâ€™s new book of housing. Those units are all excellent and fit well into our single family neighbourhoods.
		People donâ€™t NEED 4000 sqft houses to live in. Reducing house sizes saves energy, building materials etc. Maintaining the existing square footage isnâ€™t necessary. I approve more living spaces on a lot, but each of those spaces doesnâ€™t need to be the size of our current housing. We have to adapt to living in smaller spaces.
April 24, 2025	Survey	Just because a dwelling is situated near transit does not necessarily mean a reduction in cars. Building closer to the road depends on how close. Three storeys should only be allowed if it is not single family, otherwise we just get even more massive single family homes.
April 24, 2025	Survey	Please donâ€™t turn Vancouver into another Hong Kong-style overbuilt city.
April 24, 2025	Survey	Front yards are a waste on so many levels!
		Look around. Our municipality has an almost unmatched character. And we are now accepting been pushed by the provincial government to change our OCP to accommodate what are essentially political interests. A sad commentary on attack on our formerly democratic property ownership rights. What will be next?
April 24, 2025	Survey	Regulations also have to be changed regarding the 25feet rule from neighbours
		The city of N Van changed building heights 2 years ago to avoid basements. basement suites are absolutely necessary for more housing. Most people in N van live 2-3 blocks away from transit. Would this be considered close? Duplexes with coach houses. Family main house, kids or rental downstairs and inlaws in the coach house. Many, many people could down size.
April 25, 2025	Survey	I would be more open to a third (or fourth) story density option if dnv adopts the provincially suggested 4 residences on each lot instead of the current three (house, suite, coach house)
		I donâ€™t believe in building coach houses. I think they mainly destroy the fabric of the neighborhood. Who in their right mind would like to spend thousands of dollars to build a new building with separated services..etcâ€¦ located right in your face looking at you!!!!
		re: bylaws about parking. your current rules are regressive. Increase instead options for car share co-op vehicles in these village & town centres. options are slim currently.
April 25, 2025	Survey	NEED Rapid Transit (light rail and or sky train). Busses are not a single solution. North Vancouver (North Shore) has not received their "fair share" of transit support form the Provincial and Federal Governments.
April 25, 2025	Survey	Require accessible units in new construction
		Allow for conversion of single family lots to row homes/ triplexes. I need to split my lot with siblings and we all have/ will have our own families.
April 25, 2025	Survey	What about allowing multiplexes (4-6 units per site)? This will help increase density without having to build larger multi family complexes.
April 25, 2025	Survey	Increase transit then less need for parking, improve car sharing and bike lanes. E bike incentives so people can buy?
April 25, 2025	Survey	Needs more examples and scenarios.

Written Comment that a received rate

	As mentioned earlier:
April 25, 2025 Survey	My biggest concern is changing the character of existing neighborhoods. When the province first brought down the density and I saw the initial existing established family neighborhoods showing 4 units per lot of density I was very concerned. Especially with NO off street parking proposed. If you were going to gradually introduce higher density in neighborhoods such as Edgemont (as an example) I would consider 1/2 duplexes on corner lots as an option. You could build 2 units on a corner lot, each with their own double garage. One garage facing the corner street and the other facing the main street with similar total FSR to a new single home that might be built there. This way you establish more density in a controlled way. I'm not even sure I would allow a suite in either unit. These 1/2 duplexes could end up being say 2,300 sq ft per side and the overall mass wouldn't be out of place. Plus I believe there would be a market demand for these which would mean developers would build them. You can create whatever zoning changes you want but unless there's a demand the builders won't build that product
April 25, 2025 Survey	Can you please look at my answers from the first section as they apply here as well. In addition for this to work as it seems to be intended the FSR needs to be dramatically increase IMHO. Currently +/- .35 should be closer to .85 to 1.0
April 25, 2025 Survey	Parking is already a nightmare. Not everyone is able to use public transit
April 25, 2025 Survey	If parking requirements are reduced, then it should be understood that the occupants do not get "free" parking on the street. It should not be to the developers benefit to build more living space in lieu of the parking requirements and then to the local community (and occupants detriment) to increase parking congestion on the streets. That's a recipe for disaster. Parking reductions should only occur if residents will not use the parking spaces. Sometimes a house has 3 bathrooms and sometimes only 1. You buy what you need (can afford). Parking should be the same. Maybe the answer is also to change parking regulations on district streets to reduce parking congestion issues.
April 25, 2025 Survey	More work needs to be done to address current barriers to densifying existing single family neighborhoods. One particular barrier is the density limits for given neighborhoods and whether or not basement floor area in existing dwellings is included in the FSR calculation determined by the basement's height above grade. I support the district's plan to discourage deep basements, which were mostly built because of FSR exemptions. The presence of "shallow" and walkout basements means many land owners are prevented from building an accessory dwelling of a reasonable size.
April 25, 2025 Survey	I like the proposed changes. I would like the changes to be approved only for multifamily use ie I would not want to see the changes being manipulated for "monster" houses.
April 25, 2025 Survey	I am very concerned about the increased traffic in residential neighbourhoods, the increased cars parked on the making it more dangerous for pedestrians and children, and the impacts on biodiversity, nature and our tree cover by expanding single family lots to build more housing.
April 25, 2025 Survey	Considering the very high cost of new constructions these days, I do not agree with DNV's original proposal of building a new house with a basement (again) and a coach house. Most of the existing houses have already a basement, mostly are rented already. Why an owner should borrow and spend millions to build a new house with a basement again (just because the basement will be at a higher elevation, won't worth spending millions). The owner has a mortgage helper basement already, he doesn't need to spend a fortune to re-build the same concept! Your option only has a coach house added to the existing housing plans. Renting a coach house does not make up for the huge mortgage required for the whole new construction! It appears that 3 story buildings are being adopted. Why not building three independent units to be built on the same lot, which will be owned by three families (three owners, so the cost will be lighter on each). Again, spending 2-3 million dollars just to add one coach house for approximate \$1,500 rental income a month is not a practical option. Rent will not even make up for the mortgage, which will be additional burden on the existing owner. For me, it means that we keep one UBC graduated family physician and one youth Counsellor (my children) in BC. Would you please consider 3 or 4 independent units on the lot with the height of 3 stories? My phone number is [REDACTED] in case you think about this option.
April 25, 2025 Survey	Can absolutely increase the sizes of laneway houses that is a good thing to do and increasing to three floors is also a good thing to do allowing more allowance to be closer to the property line into the street is also a good thing to do however, limiting parking is not good
April 25, 2025 Survey	Let's think about more innovative transportation solutions in our mountainous district to allow for alternative transportation, not relying on cars
April 25, 2025 Survey	We have two cars and only one parking spot. The other spot in on the street but it is always taken up with people working in the area. We NEED a section for residential parking.
April 25, 2025 Survey	These options are all good and should just be the starting point. Perhaps it comes later in the survey, but I want to see options to new duplexes, triplexes, row homes and other more flexible housing types considered as well (across the District).
April 25, 2025 Survey	protect the character of our community
April 25, 2025 Survey	I think is wonderful to allow the coach houses and option to build nearer street. However I think its not a time to put restrictions on basement suites. We want more flexibility and diversity of housing not reducing flexibility for owners to be able to add more potential to their property- so addition of the new proposals is great but not at the expense of still being allowed to have a basement suite . Some of these suites can be very livable and work for some people. (Having more living units on a lot should be allowable) . I think these options give control and benefit to local home owners who have been in the community for years - rather than putting all the money into the hands of big developers to control how are community looks - so thanks
April 26, 2025 Survey	Only one house & lane way house on appropriate sized lots. Not every lot.
April 26, 2025 Survey	Stop pretending that housing costs are driven only by market forces. The District's own policies, including endless red tape, inflated permit fees, excessive inspections, and unrealistic Step Code requirements, are a major reason why building and renovating have become unaffordable. You are pushing builders toward passive house standards while telling the public it adds little cost. That is simply not true. As a builder, I see how your slow and disorganized permitting process creates costly delays. These delays force developers to carry holding costs much longer, and those costs get passed directly to buyers and homeowners. At the same time, you continue to approve dense developments and social housing projects without proper investment in infrastructure like roads, schools, and healthcare. This puts pressure on the entire community and has led to a noticeable rise in crime in areas that were once safe. The result of these choices is higher taxes, overloaded services, and a growing sense of frustration among residents. People in this industry know exactly what the real problem is. The District needs to take real accountability for its role in this crisis.

Written Comment that a received rate

	More Efficient Land Use: - When you have more homes in a smaller area, you save land - Less urban sprawl. - More land can stay natural (forests, farmland, parks). - It's better for the environment because shorter commutes, smaller lawns, and compact infrastructure mean lower carbon footprints. Stronger Local Communities: - In denser personal property areas (but not overcrowded), people bump into each other more often: - In shared parks. - At local shops. - On sidewalks. - Regular casual interactions build friendships, trust, and neighborhood pride. Better Access to Services and Amenities: - Denser populations support local businesses, schools, and public services. - Shops, cafes, clinics, gyms - they all survive better when there are enough people living nearby. - This means less need to drive and more walkable lifestyles. Safer Neighborhoods: - More people around = more eyes on the street - Busy streets feel safer, and there's a natural deterrent against crime or antisocial behavior. Greater Economic Vitality: - High personal property density boosts local economies. - New businesses open, public transport improves, and cultural activities thrive because there's a critical mass of residents to support them.
April 26, 2025 Survey	
April 26, 2025 Survey	Land easements attached to existing properties could be considered when increasing the density of the community. This would not impact the integrity of the neighbourhood.
April 26, 2025 Survey	More walkability, cycling options, and public transport will align with the reduced parking requirements for increased density
April 26, 2025 Survey	Concentrate density changes along transit corridors
April 26, 2025 Survey	Some homes do not have an alley nor back up to neighbour nor public green space, but have street in front and rear, so there should be flexibility for those homes if want to build closer to street in rear vs only front.
April 26, 2025 Survey	I think extra square footage should be developed in the back of the home, the sample picture of a home above, with extra footage in the front looks 'ugly' - it is spoils the view from the street.
April 26, 2025 Survey	More multi-family zone in Edgemont Village is needed. The area is good for seniors housing, condos and townhouses. Transit to downtown from there is quick, and the area already has supports (schools, shops, pharmacy, etc).
April 27, 2025 Survey	Parking will obviously become a problem so I still believe you need to accommodate parking for all tenants (so 3 spots at least).
April 27, 2025 Survey	Further - if you are building higher then air conditioning must be a part of that home as heat rises and the 3rd floor without air con will become an oven.
April 27, 2025 Survey	Build more strata free townhouses.
April 27, 2025 Survey	Confused on parking question. But I fully support providing easier access to multi generational homes
April 27, 2025 Survey	Keep lots of trees, for shade and to accommodate non-human species.
April 27, 2025 Survey	I absolutely do not agree to eliminating basements for secondary suites! Most basements are not totally below ground; they are usually half and half, so I do not understand why this is not acceptable accommodation. This idea is basically allowing homes to be built higher and shadowing neighbours!
April 27, 2025 Survey	Is it possible to split the land? For example, could someone divide their land, build a carriage house and sell it? That way more single families like ours could afford something? Adds more supply.
April 27, 2025 Survey	I think you should only allow 3 storeys on smaller lots. Houses have gotten bigger and it's really unnecessary to have such large homes. It's not a sustainable use of resources and energy unless there are multiple units in it.
April 27, 2025 Survey	I don't really believe that we need single family zoning anymore. I think there's room to uplift all this zoning into zoning that allows for duplexes, triplexes, and townhouses. We have such an abundance of large lot single family homes in the DNV and a shortage of housing. I don't think changing the zoning would mean that they would all become those denser options but I think having the option on the table would benefit all of us while retaining the lower height and human scale of traditionally single family neighbourhoods
April 27, 2025 Survey	Reductions in parking requirements can also be better supported by improved active transportation options such as bike lanes that connect safely, throughout the District. These can also be better supported by advocating for better coverage of car-share programs such as Evo through the District.
April 27, 2025 Survey	Do it quick
April 27, 2025 Survey	I am REALLY glad that you are eliminating below ground suite. We should NOT force folks to live like moles!!!! Thank you
April 27, 2025 Survey	The sketches only show the options on level lots. How these would be done on sloped lots should also be shown. I was of the understanding that a foundation deep enough to be below the frost line was a construction requirement? If new construction methods address this, then OK. I do not feel that three stories high in close proximity to the front lot line would be appropriate, but a second story above a garage at the front lot line is OK. I'm concerned about spacing between homes from a fire point of view. Could those concerns be addressed by non-combustible building materials and no windows facing neighbouring homes? My sense is that an entire neighbourhood constructed of three story homes with maximum sized coach homes, and all in close proximity to front lot lines would result in a great deal of shade at ground level.
April 28, 2025 Survey	I believe that larger coach houses, smaller setbacks from the street, and higher partial 3rd stories could provide more housing options for young families currently squeezed into apartments. They might find more creative housing options to move into neighbourhoods where their children could have access to outdoor play space. And we won't miss the big swaths of front lawns--known to have negative impact on the climate and our precious water supply.
April 28, 2025 Survey	I am undecided about allowing taller homes because it's not clear to me how this would increase supply (instead of merely allowing homeowners to increase their square-footage and, thereby, their property value). Speaking as a life-long N. Van. resident and renter of 32-years (not by choice), the steady erosion of safe and affordable housing options - due largely to short-term rentals, renovations, and the proliferation of underground suites (which are absolutely grotesque) - has been devastating. I fully support a ban on the latter, but I am very uneasy with giving the already-fortunate more opportunities to make even more money - free of capital gains tax - via land ownership (which will also put such properties even further out-of-reach for people who aren't already in the market). I can say from experience that having the majority of rental stock under private ownership leads directly and inexorably to exploitation and abuse of renters. We need governments and non-profits to provide rental housing, not individuals motivated solely by maximizing profit at the expense of people they openly view, at best, as second-class and, more often than not, as borderline-criminal.
April 28, 2025 Survey	1400 sq feet if the yard is "big enough". Lot size determines the coach house size...or reduce main house size for 2 medium vs 1 big 1 small
April 28, 2025 Survey	I struggle to understand the rationale for eliminating basements - if a builder/owner wants a basement who are we to say no. They only flood if built incorrectly, access/egress points and window wells can be provided, ground water disturbance... really!! Tell me a third story or larger home is also not going to create an environmental impact.
April 28, 2025 Survey	STOP this ridiculous growth

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April 28, 2025 Survey	If you change parking rules where will everyone park. Realistically worth how terrible the transit options are, people have to drive. Or if you have a child in sports, there are no bus options to get them to 5:45 practice
April 28, 2025 Survey	More paid parking. I don't think we should prioritize so much public land to peoples' private cars, especially when at the expense of pedestrian and cycling infrastructure. Parking should be built where people do not have other transportation options, while also having regulations that allow reduction in parking minimums as transit and communities change and expand such that they are no longer completely reliant on personal cars.
April 28, 2025 Survey	Street parking is WAY underpriced. I would prefer that we increase fees and enforcement of street parking as a first priority.
April 28, 2025 Survey	Private parking spaces are a relatively poor use of land, but at least they are not allowing people to take a public good for their own private benefit.
April 28, 2025 Survey	reducing parking does not reduce traffic. With the DNV on a central route from Whistler, Vancouver Island, Bowen Island and the Sunshine Coast, we are going to see significant traffic issues. Build an express lane strictly for those who are just passing through to get to their destination, then assess how much NS traffic we really have.
April 28, 2025 Survey	let people build what they want to meet the needs of their family. reduce regulations. if basements work or are desirable, then let it be.
April 28, 2025 Survey	It seems people can get around the parking bylaw by getting rid of the off-street spots later. This renders the bylaw fairly useless, in my opinion.
April 28, 2025 Survey	Most Tenants park on the streets not in driveways or garages which makes it difficult for buses, garbage trucks, street sweepers, snow ploughs and emergency vehicles and dangerous for pedestrians to cross. Our roads were not designed for cars to be parked on the sides. It is highly unlikely that people will give up cars for public transit. Out of ten houses in my cul-de-sac only 2 people take transit or walk to a shopping centre.
April 28, 2025 Survey	More duplexes!
April 28, 2025 Survey	i feel this will mostly benefit developers
April 28, 2025 Survey	As stated before the transportation infrastructure must be upgraded before any significant increase in population.
April 28, 2025 Survey	no to higher 3 level homes, to much shade for neighboring homes, the north shore gets enough shade from large trees and rainy cloudy days, we need sunlight for our souls, mental health and our gardens.
April 28, 2025 Survey	Less privacy for neighboring homes is unacceptable with the high level of people living on the north shore already.
April 28, 2025 Survey	The ability to have duplexes and suites on properties
April 28, 2025 Survey	Again, I support for higher density in established centres, including Lynn Valley Town Centre, to focus more housing close to existing amenities.
April 28, 2025 Survey	Question 1 and question 2 talk about taller homes and homes closer to the street so there is less impact to rear yards (allowable play space?)
April 28, 2025 Survey	Question 3 then asks about enlarging Coach homes; therefore using up all the allowable rear yard space saved in options 1 and 2.
April 28, 2025 Survey	If we build on all available land, where is there greenery space for play/use?
April 28, 2025 Survey	Do not reduce parking requirements. Ensure ample parking spaces are provided.
April 28, 2025 Survey	Sounds like the proposed changes will give people more options. That's what we need.
April 29, 2025 Survey	allow more square footage to be built on lots. Duplexes or fourplexes are a great way to bring the cost down for families looking to buy in and creates more doors. The current restrictions handcuff owners and a coach house for anything other than a family living there, makes no sense. You will never recover the cost by renting it out vs the cost the build and permitting.
April 29, 2025 Survey	Be open to multigenerational living within existing housing. Not everyone requires complete separation with a suite or has room to build a coach house. Parking flexibility could help. This comes back to my earlier point of two kitchens making this more feasible.
April 29, 2025 Survey	If an additional floor is to be added to a home, be it a second or third floor. It should be allowed to be the same square footage as the existing structure.
April 29, 2025 Survey	An alternative is to also consider two-and-a-half stories where the basement level is half submerged rather than a full three stories.
April 29, 2025 Survey	Making houses taller great and longer great
April 29, 2025 Survey	Street parking is already an issue with people not using their garages for vehicles (use for storage instead) and with every lot being allowed to have a suite or a coach house, this would exacerbate the situation as more people will park in the street , especially in areas with infrequent transit. I think the transit issues need to be addressed first before reductions in parking should be allowed for - it will take time for more people to use car share or transit , especially in family oriented housing
April 29, 2025 Survey	For single family only zoning, every single family lot should be rezoned to duplex/4plex. Highland, Delbrook, Montroyal boulevard etc. have become undesirable places to live due to the constant traffic noise. Rezone these to multi dwelling, build concrete buildings with bedrooms facing away from the road, garages facing the noisy street, and it acts as sound barrier for rest of neighborhood.
April 29, 2025 Survey	Allow the creation of duplex housing or more on single family homes.
April 29, 2025 Survey	Invest money in making permitting easier and faster.
April 29, 2025 Survey	I think the house and coach house size makes sense, there are going to be lots of mid-rise buildings around anyway. I do not support reducing parking requirements. As someone who lives in an area that is heavily dependent on street parking, it is extremely problematic when there isn't enough parking.
April 29, 2025 Survey	Ensure tree canopy is preserved.
April 29, 2025 Survey	Coach house square footage should be independent of main house FSR ratio. Otherwise, existing houses are generally maxing out square footage and no coach house can be built. Other municipalities allow an extra square footage for the coach house. This is helpful to create multigenerational living arrangement when the main house was built under old rules and maxes out current allowed square footage.
April 29, 2025 Survey	Character of the areas should be maintained. Beware straining the infra structure and building to the point that there is congestion on the roads.
April 29, 2025 Survey	I live in deep cove and most of the lots in my neighborhood are very large.. what about subdividing lots to make it easier to build multiple homes.
April 29, 2025 Survey	no changes
April 29, 2025 Survey	Rentals severely disrupt neighbourhood characteristics and living. allowing only 1 extra parking for a rental then the family has 5 people and the tenant has 3 all having cars... that is 8 cars for 1 household and the street becomes a parking lot where is was once open and kids could play. Preserve neighbourhood feeling by limiting how many can dwell in one lot.... more isn't better and makes quality of life terrible.
April 29, 2025 Survey	None of these are good. Adding third storeys to homes will increase energy (cooling) needs DRASTICALLY. Coach houses need not increase in size and particularly maintaining parking requirements is essential. If anything, reduce front yard setbacks! I guess.
April 29, 2025 Survey	I am surprised about the approach to ban basements. Many people love basements for rec rooms and extra space. Is it possible to create design requirements for windows and fire regulation escape windows? This would allow for half depth basements and reduce building height with 3 stories.
April 29, 2025 Survey	Stop this nonsense!
April 29, 2025 Survey	Pls consider the difficulty for street parking on streets that have no lanes or driveways. Should be managed based on lot size
April 29, 2025 Survey	More density and multi-family units are needed in Edgemont Village. The west side of the Village along Brookridge Drive is well-suited for more density.
April 29, 2025 Survey	There is a huge parking problem in my neighbourhood due to houses that have secondary suites and insufficient parking for the number of cars in the combined households. Inability to find parking near my house impacts my life on a regular basis and has caused significant friction between neighbours, to the extent that many are considering moving.
April 29, 2025 Survey	Pretending that people don't need cars, and , in turn, parking to live on the north shore is ignorant. Until there is meaningful improvement to public transit, it is futile to reduce parking in a poor attempt to reduce demand.

Written Comment that received a rate

April 29, 2025 Survey	Liveability â€" Shared basements quite a few years when younger. Parents shared a basement suite with another married couple. No damage apparent. Feel have earned more upper floor living now. Accessibility â€" A sloped ramp? (Maybe not helpful in a building collapse). Mechanical â€" A ground-level floor on a less permeable surface that is not perfectly flat (rock, clay) and which doesn't have good drainage in place (not easy on rock) may need a pump to prevent leakage. If there are slopes not far off, wonder if siphon effects may be a consideration. Building above ground, a guarantee? 1. Permit buildings up to 3 storeys ? Depends. a) Neighbours may regret loss of views b) More shadow on nearby areas 2. Permit buildings closer to the street? Depends. a) A garage face may look bleak and unfriendly if extends over most of the front property line of a house and if closer to the street. b) More shadow on street. Children play on our street. 3. Permit larger coach houses (a) Should parents wish a smaller place and to swap with younger family as the family of a grown-up child increases, an older person or persons may eventually want more direct vehicle and street accessibility, than the coach house shown has. (b) Emergency vehicle speed of accessibility may be a consideration. (c) As far as energy use (environment), an in-house suite is better. 4. A vehicle or parking spot for non-local visitors may be a source of connection, independence.
April 29, 2025 Survey	Again no support for these changes without Skytrain over the First Narrows
April 29, 2025 Survey	Basements provide a naturally cool area during increasingly hot times. Many medications require storage in temperatures not greater than 25C and less than 15C. Without basements, air conditioning will no longer be optional and will have to be used much more. Air conditioning also cannot keep above ground areas cool enough during very hot periods. This means even with air conditioning there will be nowhere to safely store medications during power outages and very hot periods. Also, note that refrigerators are not an option as they are too cold.
April 29, 2025 Survey	Increasing the size and foot print of houses doesn't increase the number of households - it simply takes up more space and adversely impacts the environment.
April 29, 2025 Survey	Max 3 story buildings in SFH zoned areas + more row houses/townhouses in these areas. Give retirees options to downsize and young families the financial ability to buy a row house in areas with popular schools.
April 29, 2025 Survey	There seems to be a direction by the district to reduce street parking in favour of bike lanes. This needs to be stopped or reversed. Bikes are great, but the district is a bike a few days a year city. Drive all days of the year city. With substantial hills, and large elderly population the emphasis should be placed on making parking available and reducing traffic congestion.
April 29, 2025 Survey	More underground parking is a great solution to cleaning up streets.
April 29, 2025 Survey	Do not penalize builders/developers for offering parking by including it in site coverage in any capacity. This should be excluded and then more builders will include parking. Do not restrict the Fire hazard zone/flood hazard zones etc from these zoning changes. Instead, allow the homeowner to hire consultants that can make it safe. I'd like to see the ability for homeowners to have a duplex as a coach house. or if rebuilding to have a triplex. Do not restrict based solely on a "suite" and coach house". Different housing forms are permissible and expected due to different family types, financial circumstances etc.
April 29, 2025 Survey	It is asinine to consider less parking in non urban transportation hubs. DNV is not downtown Vancouver, and transit is mediocre. People will keep driving cars and require multiple vehicles as families for decades to come - albeit more electrified (try doing that from the streetâ€"; unless DNV adding that to its infrastructure gaps to address as wellâ€"; btw doesnâ€"t work well on mass in London or other cities yet).
April 29, 2025 Survey	Maybe consider even less parking spots required !
April 29, 2025 Survey	Get rid of the concept of single-family zones. Diverse housing types (single, multi-family, low rise apartments is the best model to address housing shortages & affordability.
April 29, 2025 Survey	Creek runoff from basement sump pumps as well as impermeable surfaces are a major factor in the environmental heath of our district. In this context, building up makes the most sense. Sure it may obscure sight lines, but we already have monster homes all over. If new houses are being developed, they should have parking carports built UNDER living quarters, so that less area is occupied, and a larger percentage of permeable surfaces could be mandated. For this reason I'm opposed to larger homes closer to the street, and larger coach houses
April 29, 2025 Survey	I'm glad the DNV will be moving away from allowing deep in-ground basements, many of which require pumps to regularly pump out groundwater that builds up around them. It is bad for the environment, as the displacement of groundwater interrupts the water table and the slow recharge of creeks. I don't like the idea of blanket approval of three storeys of height everywhere, as there are already homes that are a storey higher than neighbouring homes at ground level, due to the hilly topography of some areas. I also think there will be pushback as this will impact some people's ability to have gardens (if they are always in the shade) or to feel they have privacy in their homes and yards with towering structures with windows and patios overlooking their fences. However, higher builds might be better than larger area builds: I think preserving open space is ideal, as long as the ground is kept permeable (if it is all paved, then what is the point of not building on it). Either way, it would be really good if the District could establish a minimum site permeable surface rule. In the North Shore climate, car owners (homeowners and renters) should have the option of having off-street parking and ideally shelters for their vehicles as part of site design. Site design also needs to pay attention to the driveway, having it designed to slope or divert to permeable surfaces off to the side to ensure home car washes aren't dumping suds and grime into the street and storm network.
April 30, 2025 Survey	Absolutely agree about living space in basements that are fully below ground.
April 30, 2025 Survey	As I said earlier, the character of the single-family neighbourhoods is critical to maintain.
April 30, 2025 Survey	I believe that preservation of the existing character our single family neighborhoods is of extreme importance. That is why I chose to live in my current neighborhood in North Vancouver
April 30, 2025 Survey	DO NOT REDUCE PARKING.
April 30, 2025 Survey	We should move to a system of parking "maximums," not parking "minimums"
April 30, 2025 Survey	There are positives to basements such as being naturally cooler in summer especially with warmer summers and changing climate. They are quieter environment for residents.
April 30, 2025 Survey	Three stories in a single family neighbourhood is the worst idea ever. It will be ugly and reduces privacy. If off street parking is reduced or not required it will clog neighbourhoods that do not have easy access to transit.
April 30, 2025 Survey	I donâ€"t know what would technically need to change, but I really wish it were easier to cohabitate with family members in a multigenerational way, on one lot. Weâ€"d love to live with my parents, and as they get older, they need space that is ground level and with no floors. We need different type of space and size of space as we have two young kids. Rules and bylaws and structures that would allow this to be more feasible from a development and renovation and structural perspective would be so valuable.

Written comments that received a rate

April 30, 2025 Survey	Important to ensure that neighbors' home value is not adversely impacted by new density bylaws. alimportant that design decisions by selected homeowners (or building corporations) to expand single family home square footage does not block existing neighbor view corridors (oceans and mountains) or create designs that detract from the nature of the neighborhood.
April 30, 2025 Survey	Keep basement suites, they are a great option for young/low income people/families. They are also great for families who want separate suites in the same house.
April 30, 2025 Survey	3 parking spots for 3 separate households (i.e., on properties that include a secondary suite AND coachhouse)
	It would be handy to know much closer to the street you are proposing houses to be built.
April 30, 2025 Survey	I am imagining a huge new/renovated house taking up most of its lot and looking down on an older rancher home impeding its privacy and access to sunlight. Seems like a recipe for poor neighbour relations.
April 30, 2025 Survey	Taller houses should not cut off sunlight to dwellings to the north. We have enough problems with huge trees plunging formerly sun-drenched backyards into eternal damp depressing darkness.
April 30, 2025 Survey	As you consider the changes, please take a good few minutes to put yourself in the shoes of various age groups. Think carefully about each group and their particular needs. I think this could help steer you to good answers. It's not easy. Good luck. We have an amazing community in the DNV!!!
April 30, 2025 Survey	I really like the idea of increasing the size of coach houses IF outdoor public space is preserved elsewhere in the district and in neighbourhoods so people have an alternative to private yards. The first two proposals make sense, Iâ€™m just worried that in moving forward to densify and create inclusive communities, single family homes could LOOK bigger and more expensive, playing into the longstanding stereotype and reality that only rich people live in North Vancouver. We should work towards an option where the transition from single family to higher density areas is aligned and not strengthen those lifestyle/housing option binaries. Curious to know if each of these responses is read and analyzed - would be so grateful for confirmation [REDACTED]
April 30, 2025 Survey	Allow for more daycare, supportive housing and care homes. Design streets so that there is more pedestrian areas and trails. Encourage more use of transit by keeping transit passes low barrier and increasing coverage and availability
April 30, 2025 Survey	Increasing the size of coach houses will provide a much more liveable housing option
April 30, 2025 Survey	larger coach houses and less parking is a no brainer
April 30, 2025 Survey	I support reductions in parking requirements IF we have a transit system expansion, not the reductions we are seeing in bus services. Plans to build a sky train should already be in place, even within the zoning of new build areas. Even if this is 10 years out, this is vital at making us less car reliant.
April 30, 2025 Survey	we should do everything possible to remain the integrity of single family home communities. Economic states come and go, the damage to the backbone of western communities across the country should not be destroyed on whim.
	Basements are not all bad. I used to live in a well above ground condo that was often hot and noisy (near a busy road). By contrast, a basement (whether fully- or even partially underground) can offer both a cooler and quieter environment for the residents. Whether itâ€™s a heat dome or just a hot day, this can be extremely important â€” especially if you do not have air conditioning. For those reasons, a believe basements can in its way help contribute to the "adapt to climate change" key principals in terms of the updating Districtâ€™s single-family zones.
	In turn, as the community becomes slightly denser in different ways, a basement can also help avoid contributing to a noisy environment for your neighbours as well. That is if that basement is also where the homeâ€™s entertainment room and/or music room is for instance â€” among other sources of noise. For those reasons, a believe basements can also help contribute in its way to the â€œcreate more liveable housing options" in terms of the updating Districtâ€™s single-family zones.
April 30, 2025 Survey	It's just one measure. But embracing basements also would help put less pressure on other methods of SFH densification, such as coach houses or expanding the footprint of the main home â€” which means houses in whatever form, are getting closer and closer to their neighbours. The end result of that scenario seems to be in danger of creating endless larger houses and coach houses that can overshadow each other - not a good neighbour approach IMO.
April 30, 2025 Survey	More homes equals more cars and more people having to get places.

MODERNIZE & STREAMLINE THE ZONING BYLAW

We're updating and modernizing our Zoning Bylaw. The Zoning Bylaw is a key piece of regulation that governs the built environment in the District. Our current Zoning Bylaw has not received a comprehensive update since its adoption in 1965, which has resulted in a set of regulations that are difficult to decipher and costly to administer.

Principles to achieve a modern Zoning Bylaw:



1 Improve Livability of all Housing

- a. Support and enhance living conditions through an appropriate mix of uses and forms, while recognizing the housing crisis.



2 Improve Climate and Economic Resilience

- a. Support and foster environmental sustainability to future proof communities for the impacts of climate change.
- b. Update regulations to support economic development and resilience.



3 Modernize and Streamline Regulations

- a. Modernize the bylaw so it is easy to use by refining regulations to remove unnecessary red tape, allow for change and flexibility over time, and incorporate regional standards.



4 Protect the District's Combined Character

- a. Recognize what is special about the District while addressing the challenges facing the community today.



5 Enable Cost Efficient Designs & Construction

- a. Consider ways, such as standardized regulations, to facilitate less expensive construction and design techniques.



6 Maintain Development Potential

- a. Update the Zoning Bylaw to accommodate future growth while allowing existing uses to continue.



CHANGES TO SINGLE-FAMILY ZONING

Housing is important. Updating our current regulations will make it easier to build multi-generational homes that are more livable, safer, and step with a lighter footprint on the environment.

Why update the single-family zones now?



1. Feedback from Residents and Council

- a. Provide more flexible housing options to make it easier to build secondary suites and coach houses
- b. Encourage more livable units
- c. Create more options for multi-generational living
- d. Continue to respect the character of our community



2. Feedback from Building Professionals and Home owners

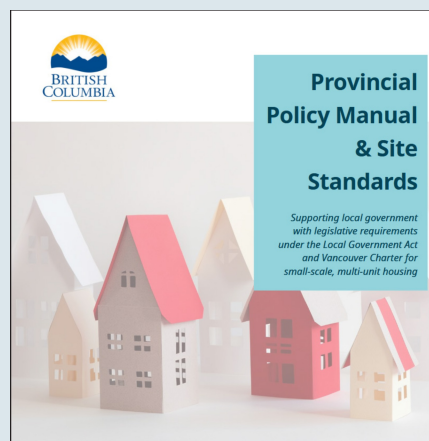
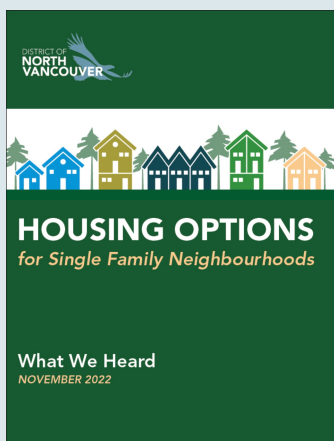
- a. Simplify regulations
- b. Offer more flexibility
- c. Provide greater zoning consistency across the District
- d. Use standardized language and metrics
- e. Streamline the review process



3. Update Zoning Regulations to address Key Challenges

- a. Provide more housing options
- b. Build housing that is more resilient to climate change and storm events
- c. Promote environmental stewardship

The following documents inform the single-family zoning update.



BUILDING FOR CLIMATE READINESS AND RESILIENCE

Proposed Changes

- Discourage fully in-ground basements
- Remove existing floor space exemptions for basements
- Increase above ground floor space to offset the loss of basement floor space

Concerns and Impacts of Basements

Climate Change

Basements are more susceptible to flooding from major storms.

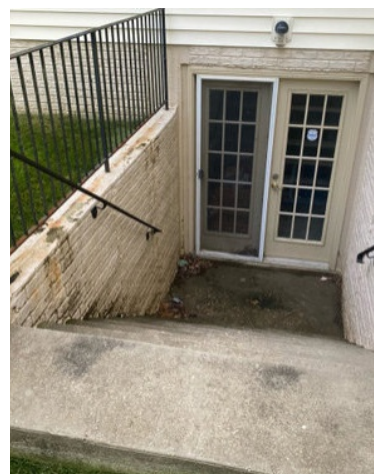
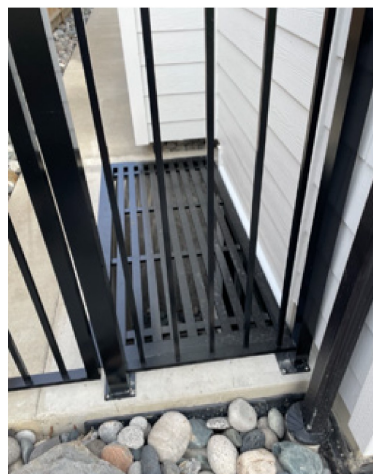


Environment

Fully in-ground basements have greater impacts on the environment as they can impact the flow of ground water and in turn, impact ecosystems.

Livability

Fully in-ground basements have limited access to fresh air, daylight, and garden spaces. They also pose challenges to emergency exiting.



Accessibility

Fully in-ground basement living spaces are less accessible due to the grade difference relative to the outdoors.

Cost

Concrete basements are more expensive to construct and have a higher carbon footprint than slab-on-grade foundations.



Mechanical

Basements have more reliance on mechanical systems, making them more prone to micro-flooding.



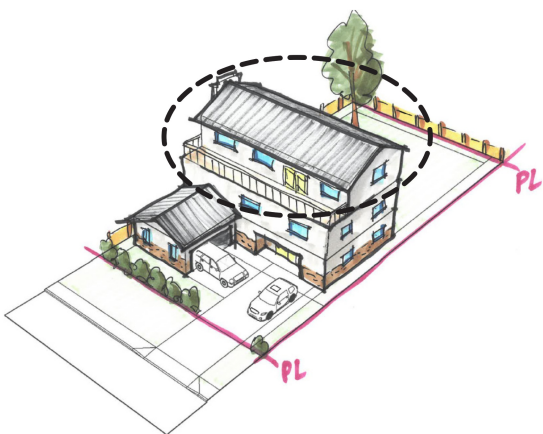
PROMOTE LIVING SPACES ABOVE GROUND

Proposed Change

Reallocating floorspace above ground creates the potential for homes that appear larger. The District is proposing three new strategies to offset the impact of potentially larger homes:

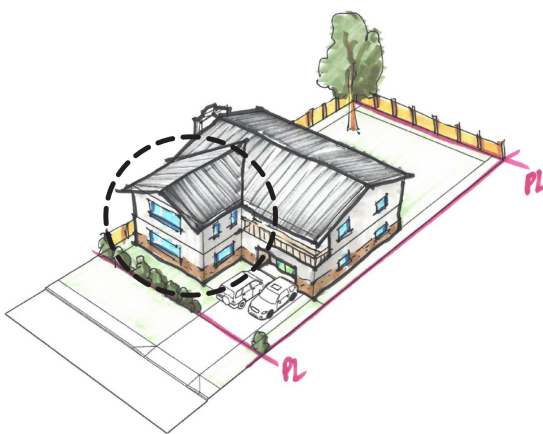
1. Permit taller buildings up to 3 storeys
2. Permit buildings closer to the street
3. Permit larger coach houses

Strategies for reallocating living space from the basement to above ground:



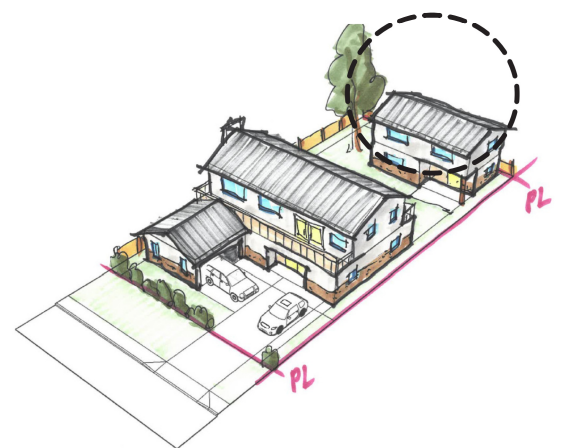
Strategy 1

Permit taller buildings up to 3 storeys



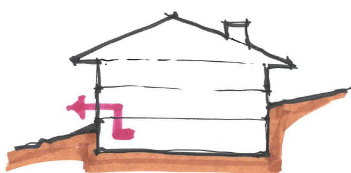
Strategy 2

Permit buildings closer to the street

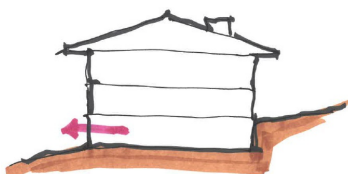


Strategy 3

Permit larger coach houses



X Fully In-ground Basement



✓ Partial Basement
(Walk-out Basement)

Fully in-ground basements and cellars that are below grade on all sides would not be permitted.

Partial basements are still permitted.

Zoning does not affect existing conditions. It would only apply to new construction and alterations. Existing fully in-ground basements would be allowed to remain.



STRATEGY 1 – PERMIT UP TO 3 STOREYS

What we Asked

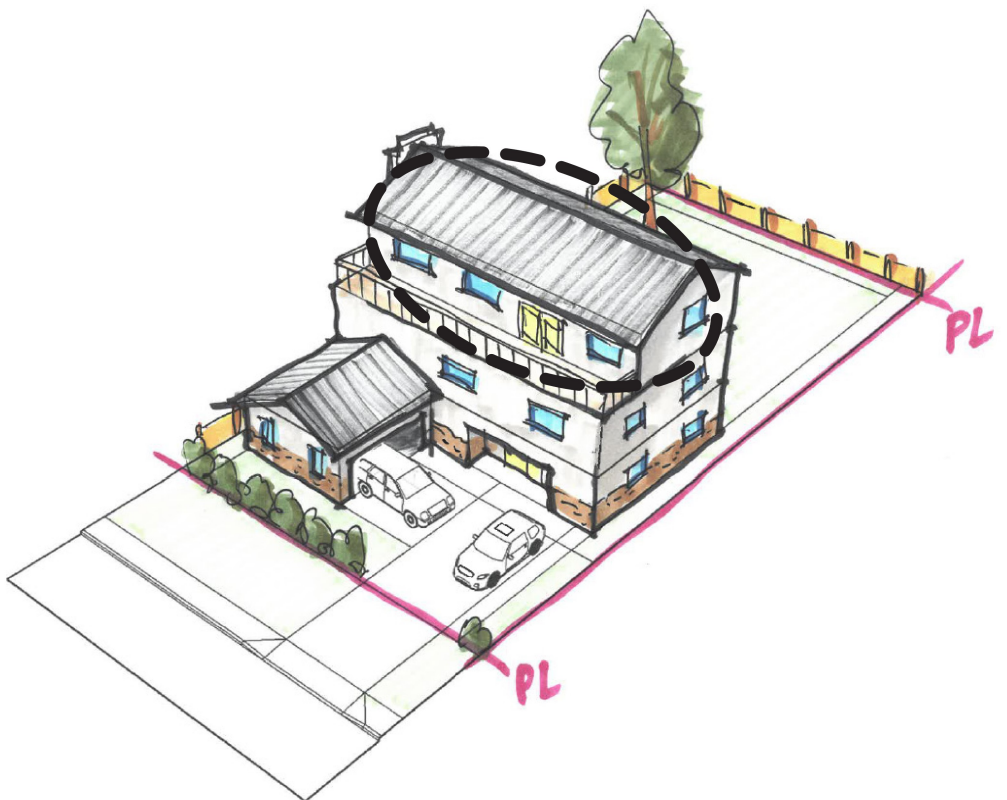
- Should the District permit taller homes up to three storeys in height?

What we Heard

- ✓ 60% support to “lift” basements out of the ground using height to accomodate the change
- 💬 Support for building height increase is tempered by concerns for potential negative impacts from exceptionally large houses
- 💬 Comments emphasized the need to ensure taller homes conform to views, privacy, shadowing, and energy efficiency

What is Proposed

- Permit buildings up to 3 storeys for principal dwellings
- Accessory buildings and structures will not be permitted to be built up to 3 storeys
- Update building design regulations to address neighbourliness



STRATEGY 2 – BUILDING CLOSER TO THE STREET

What we Asked

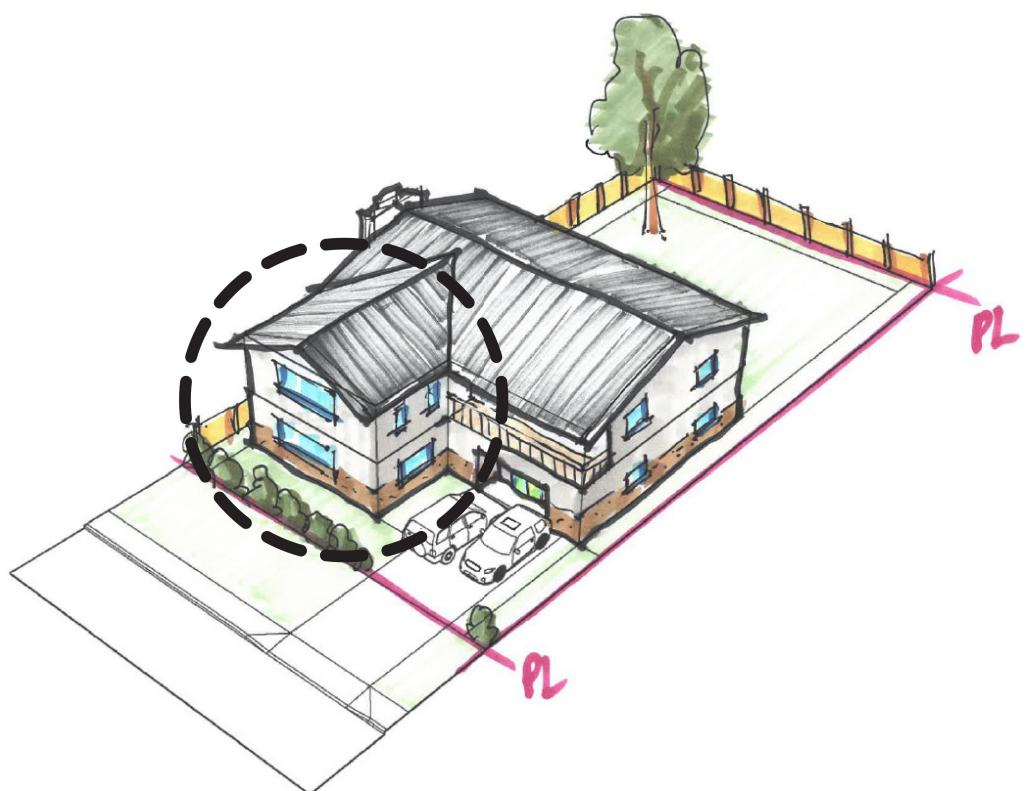
- Do you agree that houses should be built closer to the front street?

What we Heard

- ✓ 73% support to allow for more livable space in the front yard
- 💬 Comments noted 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
- 💬 Limited concerns surrounding the potential loss of green space, and encroaching on the sidewalk or boulevard

What is Proposed

- Reduce the front setback to 20 ft across the whole lot
- Allow living space to extend into the front yard setbacks area by an additional 10 ft for a portion of the building
- Allow up to 2 storeys of living space where side-entry garages are currently permitted
- Maintain requirement for a portion of the front yard to be landscaped
- Update building design regulations to address neighbourliness



STRATEGY 3 – PERMIT LARGER COACH HOUSES

What we Asked

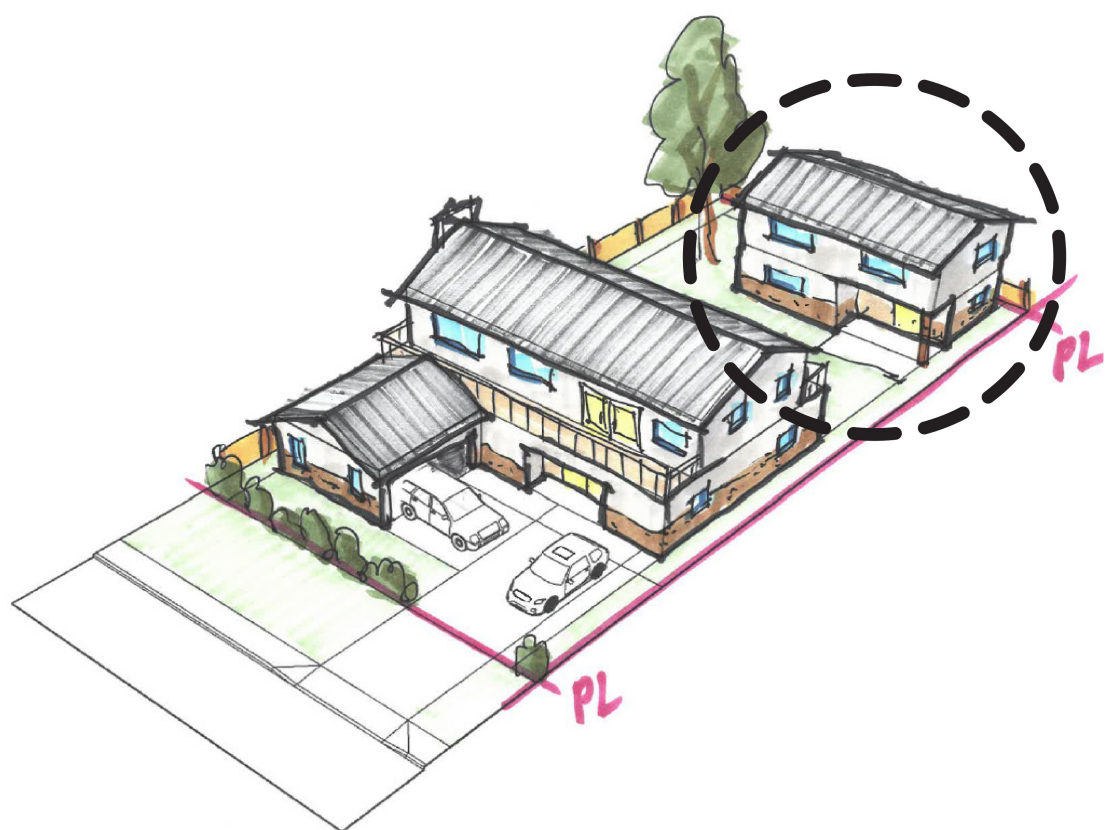
- Do you support slightly larger coach houses up to 130m² (1400 sq. ft.)?

What we Heard

- ✓ 73% support having larger coach houses to 130m² (1400 sq. ft.)
- 💬 Strong support to make them more family friendly and a desire for more diverse housing options that can fit within single-family neighbourhoods

What is Proposed

- Permit larger coach houses from 90m² (969 sq. ft.) to 130m² (1400 sq. ft.)
- Consider reserving 500 sq. ft. of floor space on a lot for the Coach House to allow for existing homes to add a small Coach House
- Update building design regulations to address neighbourliness



SIMPLIFYING AND STREAMLINING REGULATIONS -RESULTS

What we Asked

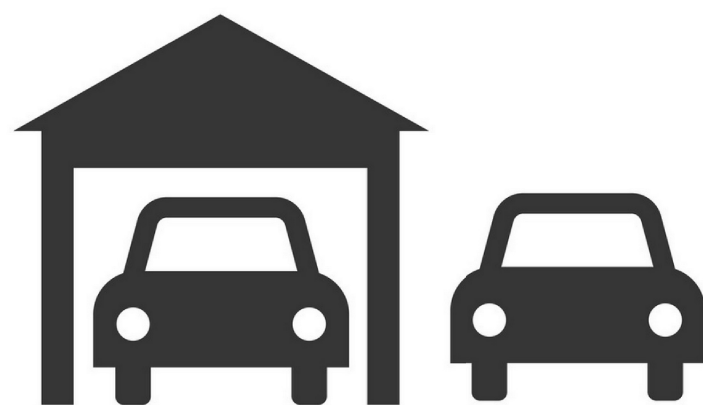
- Do you support changes in parking requirements?
- Are there any other comments you wish to share?

What we Heard

- ✓ Desire to improve government process and increased flexibility
- 💬 Mixed opinions on reducing the total number of requirement parking spaces
- 💬 Support for parking reductions in limited situations, such as improved access to transit, but recognition that many residents still rely on cars
- 💬 Strong desire for enforcement of current parking regulations
- 💬 Desire for streamlining approval processes and increase flexibility for property owners

What is Proposed

- Maintain current parking requirements (2 spaces for a principal dwelling with 1 additional spaces for secondary suite/coach house, totaling 3)
- Consolidate all 19 single-family zones to streamline and standardize the regulations across the District
- Refine and modernize the Zoning Bylaw



Homeowners are still able to build additional parking spaces if they desire.



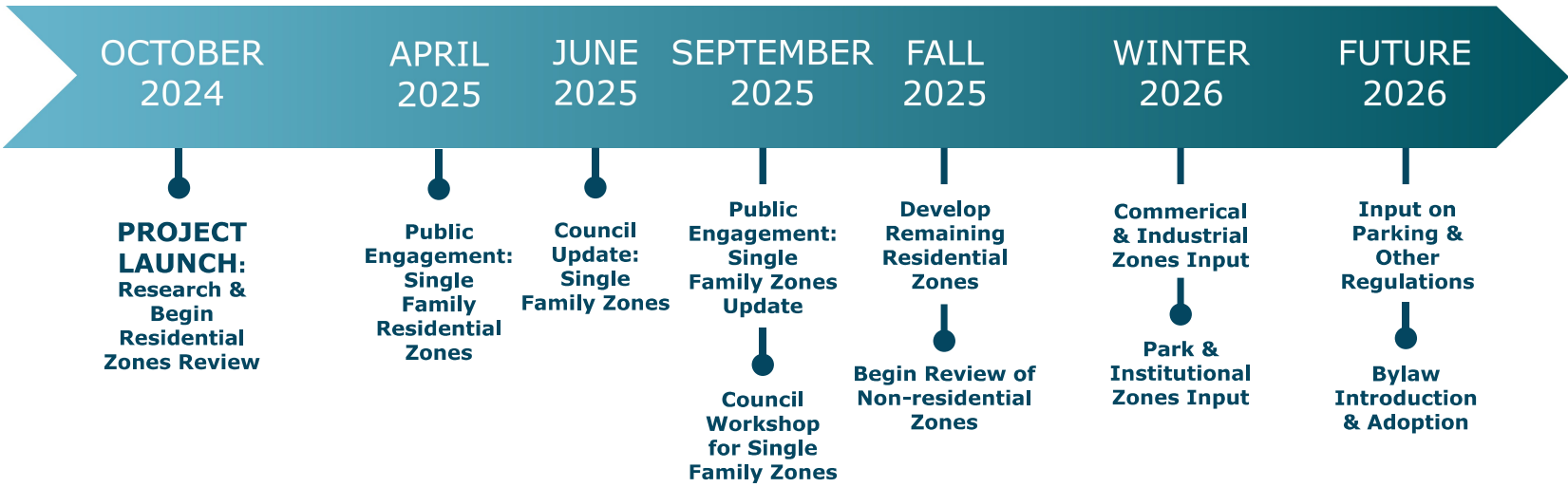
RELATION TO THE OFFICIAL COMMUNITY PLAN

How does modernizing the Zoning Bylaw relate to the Official Community Plan (OCP) update?

The Zoning Bylaw underpins the District’s key plans, including the OCP. A new Zoning Bylaw will support the implementation of the OCP, enabling change and long-term growth through updated zoning regulations.

NEXT STEPS

- The Zoning Rewrite will continue to refine and present the new single-family zone in the fall.
- The District has begun work on the remaining sections of the Zoning Bylaw, starting with the remaining Residential zones. This will be followed by Commercial, Industrial, Parkland, and Institutional Zones and all other regulations within the Zoning Bylaw.
- The new Zoning Bylaw will integrate with the District’s systems, including myDNV and future digital mapping.



MORE INFORMATION

- The District will provide updates as progress is made. Check out the Zoning Rewrite webpage at [DNV.org/zoning-bylaw-rewrite](https://dnv.org/zoning-bylaw-rewrite) to stay updated and informed.

Community Bulletin

Since 2023, the Province approved several legislative amendments aimed at “increasing housing supply and improving affordability” across BC.

The District of North Vancouver revised certain bylaws in response to the new pieces of provincial legislation while also addressing our unique local challenges. These challenges include heightened wildfire and flood risks due to our mountainside terrain, as well as increasing servicing and infrastructure demands from population growth. Read more about the **District's actions** at the link on the right.

District's actions



**DNV.org/
housing-
legislation**

What's changing:

- Bill 44 required traditional single-family zones to be amended to allow up to three, four, or six homes on most single-family lots depending on lot location, size and proximity to frequent transit. The Province called this type of housing “Small-Scale Multi-Unit Housing” or SSMUH. In response, Council chose to amend the traditional single-family zones to allow a coach house and secondary suite in addition to the principal dwelling unit on most single-family lots.
- Bill 25, passed by the provincial government in late 2025, requires us to allow more homes by June 30, 2026. This means the District is once again considering potential SSMUH development impacts within traditional single-family neighbourhoods.

Bill 25 Provincial Legislation



Impact on District neighbourhoods

In the District of North Vancouver, the new Bill 25 legislation will mean:

- Many lots will be permitted to build up to four homes
- Lots near specific frequent transit will be permitted up to six homes
- Smaller lots (less than 280m²) will remain limited to three homes

The provincial government has exempted certain lots from these rules and may allow time extensions to comply with the rules for certain areas.

Read more about **Bill 25** Provincial housing legislation at the link above.

Existing
Single-Family
(1-storey)

Existing
Single-Family
(2-storey)

Proposed Single-
Family & SSMUH
(3-storey)



Read
more



Note that new construction, renovation and/or an addition on a residential lot can still take the form of a detached home with or without a secondary suite or coach house. The provincial government's changes mean more housing types—such as duplexes and triplexes—are allowed if desired by the property owner(s).

You may have questions about what adding more homes per lot will look like in our established residential neighbourhoods. You may also have practical questions about rules like building heights, setbacks, off-street parking and more. Our goal is to implement this provincial mandate in a manner that best fits with our existing neighbourhoods and addresses the unique characteristics of the District. Answers to many of these questions can be found on our website. Learn more about **DNV site standards** at the link to the right.

These significant changes will allow more housing options in our single-family neighbourhoods; however, we expect most neighbourhoods will see a gradual transformation.

We encourage you to stay informed. To learn more about these new regulations, their implications for our community and to provide feedback, visit **DNV.org/housing-legislation**

DNV site standards



District of North Vancouver Zoning Bylaw Rewrite

As we work hard to comply with the provincial housing legislation in a way that addresses our community's unique needs, it's also time to update and modernize our zoning bylaw. Learn more about the **Zoning Bylaw Rewrite** at the link to the right.

The Zoning Bylaw is an essential set of regulations that govern how land and buildings can be used within the District. It supports many key priorities: facilitating diverse housing types, locating density close to transit and services, creating environmentally friendly and climate resilient communities, and supporting a thriving business community.

While the zoning of every property in the District will be updated, the development rules will generally stay the same. This means—with a few exceptions—what you are permitted to do on a given property today, you will still be able to do tomorrow.

Proposed changes to specific zones

- **Single-family residential zones** – following public engagement last spring, changes to single-family zones generally focus on more livable, ground-oriented homes that better support multi-generational living and reduce the environmental footprint.
- **Commercial and employment zones** – proposed changes will make these zones more business friendly and create more consistent, easier-to-navigate zones.
- **Light industrial zones** – proposed changes focus on maintaining and protecting these areas for their originally-intended uses.
- Other zones predominantly stay the same in terms of development rights and general regulations. These include **Parks and recreation zones, Institutional zones** and **Heavy and port industrial zones**.

Zoning Bylaw Rewrite



Thank you to those that provided input last spring – your feedback helped shape these changes.



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DNV.org

We respectfully acknowledge the original peoples of these lands and waters, specifically the **səlilwətał** (Tsleil-Waututh), **Sḵwxwú7mesh 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.

Direct Email Correspondence and Reported and Received

Date	Type of Correspondance	Feedback
November 19, 2024	Email	I see on Kevin Zhang's October 21 report that it discusses many vital things, however it finishes up with "Develop a new Digital Interface" come 2026. That would be amazing, as it's so difficult to navigate these things as a home owner. Many key decisions need to be made from now until then, but if it's not easy for the users to utilize afterwards, the efforts fall short. Thanks for the opportunity for input. [REDACTED]
December 18, 2024	Email	As you know we need to increase density, as a resident and homeowner as well as a developer, the process needs to be streamlined and the time and cost to complete new builds needs to be reduced. Subdivisions, rezoning and allowing variances especially. Online engagement is key as well and you have been doing a great job of that.
December 23, 2024	Email	West Van has dug in its heels and is refusing densification. The quality of life on the north shore is degrading quickly. Not enough work is being done on infrastructure. We are in a traffic nightmare. People tend to avoid the north shore because of its traffic woes. Our hospital has way too long ER waits. The worst in Canada. The north Van school board shut down and sold off many schools around 15 years ago. Now kids are in portables at several of the schools that are left. Kids can't get into schools in their own catchment due to overcrowding. Way too much development way too fast. So many people I know, young and old are literally fleeing the north shore. This is totally not acceptable anymore
February 20, 2025	Email	I am writing to express concerns regarding the current FSR allowances, which, as they stand, will not permit the construction of a laneway home larger than 430 ft ² . This limitation is especially problematic given that we are demolishing a 600 ft ² garage to make room for the new build. The resulting discrepancy between the size of the existing structure and the proposed laneway home makes little economic or practical sense. To enable the construction of a livable laneway home, the FSR allowances need to be significantly increased. Additionally, the FSR calculations should be more flexible, particularly when considering the specifics of the existing building. For example, our basement is unfinished, with a structural beam at 5'11" off the slab, and one corner sits only 4 feet above the allowable grade. Despite these conditions, current guidelines do not allow for any flexibility in FSR calculations, meaning we are restricted to the 430 ft ² limit, which is insufficient for a reasonable and functional design. This limitation is particularly frustrating given the context of our lot—a 7,350 ft ² property with lane access. The current restrictions effectively hinder the development of a livable space, which could easily accommodate a 1,000 ft ² rancher. I respectfully request that each project be considered individually, as neighborhood conditions vary significantly. For example, our property in the Grand Blvd. area presents different considerations than properties in Deep Cove or the Highlands. A more tailored approach would better account for these differences and support the development of livable homes in diverse areas. Thank you for your attention to this matter. I look forward to your response and hope for a solution that allows for more reasonable and practical building allowances. Sincerely, [REDACTED]
March 03, 2025	Email	Dear Mayor, Councillors, and Staff, We understand that the Council will soon be recommending amendments to the zoning bylaw regarding coach house regulations, in conjunction with the comprehensive review of Single-Family Residential (RS) zones. We are writing to request that the anticipated increase in Floor Space Ratio (FSR) be sufficient to allow us to build a livable laneway home on our property. To provide some context: our current situation involves a decision by plan checkers to include our unfinished basement (with low beams) in the total square footage calculation. This results in our FSR being limited to a 430 ft ² build, which is smaller than our existing garage (600 ft ²) that we plan to demolish. This limitation doesn't make practical or economic sense to us. Our goal is to construct a one-level, generational coach house where our son can live, and eventually, we would swap places with him. We have architectural plans for a 1,000 ft ² rancher, which would fit comfortably on our lot with space for a deck, side garden, and parking. We respectfully request that the increase in FSR be enough to allow us to proceed with this project. We believe this is a reasonable request, and our neighbors share our view. Thank you for your consideration. Sincerely, [REDACTED]
March 31, 2025	Email	I support duplex and fourplex options on single family lots, this would assist seniors to stay at home longer and help with the housing shortage.
April 04, 2025	Email	Densification is only good for developers and investors. Fortunately the speculators are being forced out of the equation and there is plenty of housing stock. People need space and tranquility for long term well being. Stop ruining things and leave things alone
April 07, 2025	Email	I read with interest the proposed changes to the regulations related to single-family housing and am generally in support. However, unlike the City of North Vancouver, I see an almost complete lack of duplex housing in the District. Is there a reason for not requiring duplex housing on larger lots? I see many large houses still being built on lots that could easily contain a well-designed duplex. Such housing would provide two families with housing, would only require minimal, if any, additional utility services over one large residence and could potentially provide some increase in overall municipal tax revenue. To encourage such developments over large single-family housing, perhaps any development fee could be increased for the latter or a fee discount for duplexes. I see this as a minimally invasive way to increase the density in single-family zoned areas as it would not materially change the character of the area which multi-family or town housing might do. Any feedback on this issue would be much appreciated.
April 14, 2025	Email	Please consider allowing construction of a shed to 160 sq feet without need for a permit (as in Ontario) and allowing construction of a tiny or carriage house in the front yard.
April 22, 2025	Email	I attended the Ross Road open house and was told multiple times to fill in the survey. However when I went to the DNV webpage to try to find the survey I couldn't. It took a LOT of searching to find the link and I wasn't expecting it under Zoning. This project is mentioned in lots of places under Housing but no links to the survey. I hope this doesn't mean that there won't be much feedback
April 23, 2025	Email	In specific and appropriate locations, such as Mountain Highway where a new bike lane was proposed by staff but understandably rejected by residents, it is time to replace 1950's era single-family housing forms with gently-increased, family-oriented density that appeals to young couples and families and allows the DNV to make much needed safety improvements to its evermore congested travel corridors.

Direct mailer submitted and posted accepted

May 04, 2025 Email	All three strategies should be adopted. It gives much more design flexibility and options for each specific lot. By capping the buildable FSR, it would allow each option to work in tandem to create much more livable laneway homes and secondary suites while maintaining good sized primary houses and privacy amongst the three on one lot. Great to see these advances and I hope they are all implemented. Hello, I would like to know if the SFR area in the Pemberton area around Hope Rd is scheduled for any change of density status. I see that the old motel site on Capilano Rd has received a permit for high rise development And the area to the west of Capilano Rd has changed from SFR with the development of Lions Gate Village. (Although anything less like a village is hard to imagine) Those of us looking to downsize do not want to buy and then find we are in a construction zone. I would appreciate any information you can give. A further thought to my request to know if high rise development would be permitted or refused in the Hope Rd area of Capilano/ Marine Dr. I believe Pemberton Heights was included in the study of possible landslide areas on the North Shore. It was found to not be at huge risk. But would this factor in to keeping the area I am interested in remain single family residences?
July 29, 2025 Email	
July 29, 2025 Email	Hi, I heard from a commercial Realtor that the Lynn Creek area east of Mtn Hwy was getting upzoned. Is this the case?
July 31, 2025 Email	There is some discussion in the industry with builders and Realtors that in the near future the district is going to allow for 3 story single family homes. By the sounds of it the idea here would be to pull the basements out of the ground.
July 31, 2025 Email	Is there any information about this that you can send me, or is this something that you do not know about?
July 31, 2025 Email	I would greatly appreciate to know if there is a new zoning planned or in process for "Newdale Court Street".
August 27, 2025 Email	District of North Vancouver I am the owner and resident of the property located at [REDACTED] North Vancouver, which currently consists of a main house and a secondary suite. I would like to confirm whether the anticipated new zoning regulations would permit me to remodel the existing building into four self-contained dwelling units, to be used both as our primary residence and as additional rental units. I do not intend to expand the building footprint, but rather to reconfigure the interior layout within the current structure. Thank you for your guidance on this matter. Sincerely, [REDACTED]
September 02, 2025 Email	Dear DNV team, My wife and I have a family home in [REDACTED] and I wanted to better understand what is happening with regards to updated zoning. Based on the provinces request to all municipalities to update residential zoning, and the options presented to council in June - this was the June 11, 2025, with the author indicated as Jason Smith, Senior Community Planner - It seemed like the options were: (a) permit three stories; (b) reduce setback requirements; (c) allow for larger laneway homes. Will DNV be updating all three of these areas in new residential zoning plans? We would like to add a bedroom to our home to accommodate an expanding family, but are waiting to understand what rules will be changed, because this will impact on our plans, our ability to get a renovation loan, and the permitting application process. It is not clear to me, for example, if laneway homes can be stratified? Because in Vancouver and Burnaby, this is permitted, making it easier to get a loan to build a laneway house because it can become a separate property. Is this something the District is considering? For us, we could consider a laneway home for our elderly parents, but could not borrow this money unless there could be a separate title created for a stratified laneway. In general, is there an update of new zoning for residential homes that responds to the province's request? Whatever the outcome, for us to apply for renovation permits, and to apply to the bank for a loan to do this work, we need to understand what the rules will be when we build next spring. Are there any additional details you are able to confirm? Who would be the best person to speak with about this? Our home is at [REDACTED] Thank you.
September 19, 2025 Email	Hello, Are exemptions for exterior insulation be included in the single family zoning rewrite for retrofits in support of green initiatives and reduced parking requirements for homes close to transit? We look forward to your reply at [REDACTED] Thank you for the prompt reply and positive news. To clarify my second question about parking requirements, I noted proposals to reduce parking requirements from 3 to 2 spots for homes with coach houses, but will there be a similar reduction proposal from 2 to 1 spot in general for homes? I saw a previous presentation made to council that mentioned this proposal for single family residential buildings close to transit. In my opinion, this will encourage residents to consider transit more often, reducing traffic congestion, noise and pollution and in turn, improving the sense of neighbourhoods. Lastly, do you have an estimate timeline when the proposals will be approved and implemented for single family zoning or when an update on the timeline will be posted on NVD website

Direct email comment submitted and posted accepted

From: [Tamsin Guppy](#)
To: [Lisa Per](#)
Subject: RE: Zoning Question Parking and Timeline
Date: September 19, 2025 2:47:03 PM

- a. Parking – in terms of lower density housing zones (currently “single family” RS zones) there was very limited public support for a wholesale parking reduction and so at this time we are not considering changing the parking rates. That said, there was support for reduced parking in some situations and that will help us with future parking variances. And looking further ahead, the Transportation Team will be looking at bringing in a Transportation Demand Management Bylaw and when that is in place we will be able to take a fresh look at parking rates as reduced parking works hand in hand with improved alternatives to driving.
- b. In terms of timing, we had originally thought to bring the zoning work forward in phases with the first phase being enacted by Q1 2026, however, it now looks like it will be more practical and effective to bring all the zoning forward in one bylaw and if this is the path chosen the full bylaw will likely be enacted by summer of 2026.
- c. As key milestones are met, or key public engagement undertaken there will be updates on the website. Also as the zones take shape we hope to start publishing the draft zoning work along with list/ mapping system so people can look up their “new” zone and then link to the draft of that new zone. We hope to have this in place for the residential zones later this fall.

If you have specific sites in mind or further question feel free to reach out,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Sk̓wxwú7mesh 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.

Direct email not sent and reported as received

From: Lisa Per [REDACTED]
Sent: September 19, 2025 11:56 AM
To: Tamsin Guppy <GuppyT@dnv.org>
Subject: Re: Zoning Question

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Tamsin,

Thank you for the prompt reply and positive news.

To clarify my second question about parking requirements, I noted proposals to reduce parking requirements from 3 to 2 spots for homes with coach houses, but will there be a similar reduction proposal from 2 to 1 spot in general for homes? I saw a previous presentation made to council that mentioned this proposal for single family residential buildings close to transit. In my opinion, this will encourage residents to consider transit more often, reducing traffic congestion, noise and pollution and in turn, improving the sense of neighbourhoods.

Lastly, do you have an estimate timeline when the proposals will be approved and implemented for single family zoning or when an update on the timeline will be posted on NVD website?

Thank you,
Lisa

Sent from my iPhone

On Sep 19, 2025, at 10:43 AM, Tamsin Guppy <GuppyT@dnv.org> wrote:

Hi there, thank you for your question:

Yes, we have included the follow exemption to floor space in the draft general regulations of the proposed new zoning bylaw this would apply to renovations only on buildings that are roughly 5 or more years old, recognizing that new construction has much higher insulation

Direct email submitted and reported accepted

requirements to start with.

*For single family residential **Buildings** (buildings in the proposed R1, R2 and R3 zones) constructed under permit submitted prior to July 1, 2018, exterior wall thickness in excess of 100mm (3.9 in), provided that the wall thickness is utilized for the provision of insulating materials and/or protection against wind, water and vapour (is proposed to be exempt)*

This proposed exemption is completed independent of the considerations for parking.

If you have other ideas or suggestions for how to make new buildings and renovations for sustainable or resilient please send in your suggestions.

Thank you for your interest,

Thank you.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

<image001.jpg>

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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Hello,

Are exemptions for exterior insulation be included in the single family zoning rewrite for retrofits in support of green initiatives and reduced parking requirements for homes close to transit?

We look forward to your reply at [REDACTED]

Draft Zoning Bylaw Amended and Adopted

From: [Tamsin Guppy](#)
To: [Robert Armstrong](#)
Subject: RE: Follow-up to Open House - FSR And Coach House Potential
Date: September 22, 2025 10:56:59 AM

Thank you for the extra info – here is what the **DRAFT** zoning suggests in terms of your lot:

Working with a lot size of 7350 sq. ft. the maximum gross floor area without a coach house is proposed to be 7350 sq. ft. lot size x 0.55 + 86.5 m² (931 sq.ft.) = 4973.5 sq. ft. maximum gross floor area (all floor space including garage and basement)

If building a coach house this is increased by 500 sq. ft. to: 7350 sq. ft. lot size x 0.55 + 132.9 m² (1,430 sq.ft.) = 5472 sq. ft. maximum gross floor area

If your existing house is 2,886 sq. ft. then 5472 max permitted floor space – (2886 main house + 400 square foot garage) existing floor space = 2,186.5 sq. ft. which exceeds your proposed 1100 sq. ft. coach house thereby enabling you to go forward with your coach house as originally conceived.

If I am misreading or misunderstanding some aspect of your existing house size, and you in fact still don't have enough square footage to work with your coach house, even with the removal of your 400 sq. ft. garage then as a heritage property you may be interested in applying for a heritage revitalization agreement that could facilitate the coach house you want with the retention of the heritage home.

Please note – the zoning is in DRAFT form only at this time and while each aspect has been carefully considered there is further refinement to come based on the public input we continue to receive and future discussions with Council. We hope to have the draft zones on the website [Zoning Bylaw Rewrite](#) as this work progresses and if you haven't already done so you may wish to click the "watch this page" button and sign up for updates as we amend the webpage and post updates and new information. Alternatively, you are welcome to email me in coming weeks for updates.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



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guppyt@dnv.org

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From: Robert Armstrong [REDACTED]
Sent: September 20, 2025 5:06 PM
To: Tamsin Guppy <guppyt@dnv.org>
Subject: Follow-up to Open House

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tamsin:

Thank you for speaking to me at the open house. I really appreciate the time you spent and apologize for taking so much of it! As I mentioned this has been a frustrating journey that seems to never end. I appreciate you reviewing our specific situation:

The home: [REDACTED] [REDACTED] is in the [REDACTED] Zone. This was the [REDACTED] [REDACTED] which we renovated keeping the original features and placed on the heritage inventory in [REDACTED] with recognition for sustaining the heritage quality. We owned the home for 30+ years and sold it to one of our daughters and her partner with agreement that we would build a Coach House for us!

The property is 7,350 SF and the current house including basement is 2,886 SF. Given the existing FSR the maximum we can have is 2,922 SF and therefore this excludes the capacity to build the coach house. We have a 400 square foot garage that would be torn down to build the Coach House but that does not solve the FSR limit.

My understanding of what was being proposed in the new bylaws was that the basement square footage would not be counted in the total allowable FSR even though it now would be above ground. In our case then the 984 SF would not be counted. But in fact, we will now be even further away from our ability to build an 1100 SF Coach House as we must now count the whole basement even that below ground.

You mentioned that the district mostly has larger lots and that is why we are limited in what to

Directly impacted and affected

build. However, it is those properties close to transit, schools, etc. that are more ideal for density. As you are aware the district has allowed many homes to be built in this region way above the FSR limit by building underground. By not changing the FSR the district will not encourage the building of coaches houses in more urban settings such as [REDACTED]

According to ChatGPT most of the lower mainland municipalities/cities have an FSR of 0.6 which seems to me is the logical way to achieve an appropriate level of density in relation to lot size. For example, this would allow a 2400 SF primary residence which is not excessive, an 800 SF secondary suite and a 1200 SF Coach House on a typical 7,350 SF lot. Any garage could be included in the total allowable if that makes it more acceptable. This allows new builders a more attractive option and for those who want to retain their existing homes the opportunity to build a Coach House.

Thanks again for reviewing this. I would appreciate any feedback you can provide.

Thanks and my apologies again.

bob

Robert Armstrong
[REDACTED]
[REDACTED]

District FSR

In the **RSKL (Single-Family Residential Keith-Lynn Zone)** in the District of North Vancouver, the applicable **FSR (Floor Space Ratio)** is:

- **0.45** for lots of 464.52 m² (5,000 sq ft) or less [DNV Docs](#)
- **0.35 + 32.52 m²** ($\approx$ 350 sq ft) for lots greater than 464.52 m² [DNV Docs](#)

Direct email not sent and reported as received

From: [Tamsin Guppy](#)
To: [Tim Waring](#)
Cc: [Yan Zeng](#)
Subject: RE: Zoning Bylaw Rewrite Question about Subdivision
Date: September 22, 2025 10:59:42 AM

Hi Tim while we are working on the minimum lot size or “subdivision” requirements for all zones, I don’t anticipate that will be the focus of our next discussion with Council. If you have a particular question or lot in mind feel free to let me know and we can provide more information though at this time the subdivision work is still very much in draft form with further analysis on going.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



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guppyt@dnv.org
Direct: 604-990-2391

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From: Tim Waring [REDACTED]
Sent: September 20, 2025 8:02 AM
To: Tamsin Guppy <GuppyT@dnv.org>
Cc: Yan Zeng <zengy@dnv.org>
Subject: Re: Zoning Bylaw Rewrite

Hi Tamsin

Further to your earlier email, are you able to advise if the minimum lot areas (MLAs) are being reviewed at this time with this workshop to minimize variance requests?

Direct email sent and reported as received

Thank you

Tim

Sent from my iPhone

On Sep 19, 2025, at 12:06 PM, Tim Waring [REDACTED] wrote:

Thanks for the prompt reply/update Tamsin - much appreciated.

Regards

Tim

Sent from my iPhone

On Sep 19, 2025, at 11:08 AM, Tamsin Guppy <GuppyT@dnv.org> wrote:

Hi There, Yan Zeng asked that I provide an update on the Zoning work. As you may be aware staff presented the proposed changes to what we currently refer to as the single family zones, to Council on June 23rd, 2025 and though Council was interested in the work they did request a workshop to allow them to dig more deeply into these key changes that will impact approximately 20,000 lots in the District. We are hoping to have that follow up workshop with Council on October 14th and hope to post that presentation following that discussion.

Following the Council workshop we will be able to act on Council's direction and finalize a draft of the residential zones which we will then post on line for further public comment.

For updates on the zoning work you can visit: [Zoning Bylaw Rewrite](#)

Please let me know if you have additional questions,

Direct email not sent and not received

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

<image001.jpg>

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Begin forwarded message:

From: Tim Waring [REDACTED]
Date: September 19, 2025 at 9:43:35 AM PDT
To: Yan Zeng <zengy@dnv.org>
Subject: Single Family Neighbourhood Zoning.

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Yan

Thank you for your last email re our subdivision application - much appreciated.

Are you able to advise if there has been any further progress in the SFD rezoning process since the June report/council meeting. That is, has this been raised

Direct matters submitted and reported accepted

or is it scheduled to be raised at a council meeting for further consultation/decision?

Thank you

Tim

Sent from my iPhone

Draft Zoning Bylaw in Draft Form and Approved

From: [Tamsin Guppy](#)
To: [REDACTED]
Subject: Question about Proposed Floor Space Ratios for the DRAFT R2 zone
Date: September 22, 2025 11:14:31 AM

Hi Jim, further to our conversation during the open house on Saturday here is an excerpt from the **DRAFT** R2 zone which is loosely intended to replace the existing single family zones inside the urban containment boundary. (Rural and remote lots will be zoned R1.)

Maximum Gross Floor Area (GFA) of all Buildings and structures on a Lot when there is no Coach House	When the Net Lot Area is less or equal to 464.5 m ² (5,000 ft ²) Max Gross Floor Area (GFA) = Net Lot Area x 0.7 + 86.5 m ² (931 ft ²)
	When the Net Lot Area is more than 464.5 m ² (5,000 ft ²) Max Gross Floor Area (GFA) = Net Lot Area x 0.55 + 86.5 m ² (931 ft ²) Up to a maximum of 696.8 m ² (7,500 ft ²)
Maximum total Gross Floor Area (GFA) of all Building and structures on a Lot when there is a Coach House	When the Net Lot Area is less or equal to 464.5 m ² (5,000 ft ²) Max Gross Floor Area (GFA) = Net Lot Area x 0.7 + 132.9 m ² (1,430 ft ²)
	When the Net Lot Area is more than 464.5 m ² (5,000 ft ²) Max Gross Floor Area (GFA) = Net Lot Area x 0.55 + 132.9 m ² (1,430 ft ²) Up to a maximum of 696.8 m ² (7,500 ft ²)

Please note – the zoning is in DRAFT form only at this time and while each aspect has been carefully considered there is further refinement to come based on the public input we continue to receive and future discussions with Council. We hope to have the draft zones on the website [Zoning Bylaw Rewrite](#) as this work progresses and if you haven't already done so you may wish to click the "watch this page" button and sign up for updates as we amend the webpage and post updates and new information. Alternatively, you are welcome to email me in coming weeks for updates.

Tamsin Guppy (she/her), MCIP, RPP

Senior Planner



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Direct email sent and reported accepted

From: [Dennis Wong](#)
To: [REDACTED]
Bcc: [Tamsin Guppy](#)
Subject: RE: Wildfire Hazard Area Development Potential
Date: October 02, 2025 2:02:00 PM

Hello there,

In regards to your enquiry about wildfire area below:

My property is currently within the wildfire hazard area but my neighbor is not. If my property catches fire, I do not see why this will not affect my neighbor. There should be mechanism to allow me to develop my property as my neighbor. District can ask for additional fire prevention measures but not disallow the development outright.

The Wildfire Hazard Area is observed to ensure new development is resilient to natural hazards and climate change. A wildfire situation is generally not predictable and prevention plays a large role in mitigating the consequences. While I do not know where your property is located nor if your neighbor is within or not in the hazard area as well, the District does allow development within a Wildfire Hazard Area. This specific hazard area requires that all new construction and installation of a building or structure obtain a wildfire hazard development permit outlining what is required in order to permit the development.

Generally, it requires thought and planning to keep buildings or structures away from wildfire risk areas as reasonably possible / feasible or as far away from potential forest fire fuel on the parcel. The development otherwise requires fire resistive materials and construction practices.

You can find out the full requirements for this Development Permit in our [Official Community Plan](#) in Schedule B Part 4 Section 1 and we are happy to help otherwise.

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road

Direct Email Contact Requested and Reported as Received

North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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Direct email not sent and reported as received

From: [Caitlin Wong](#)
To: [Dennis Wong](#)
Subject: FW: REZONING PROPOSAL
Date: October 02, 2025 4:02:18 PM

FYI

Caitlin Wong (She/Her)
Community Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongc@dnv.org

Direct: 604-990-2411 Ext 7213

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From: OCP Update
Sent: October 02, 2025 2:41 PM
To: [REDACTED]
Subject: REZONING PROPOSAL

Dear Ms. Muir,

Thank you for your email and sharing your thoughts on the Official Community Plan Update 2025 engagement and your concerns regarding the proposed Option A, which includes opportunities for multi-plex housing in the Pemberton Heights neighbourhood. Your email has been forwarded to the project team for a response, and this correspondence will also be shared with Council.

This email provides some background on District staff's analysis of single-family neighbourhoods, and our communications and engagement approach throughout the

Direct Impact on the District and the Province

OCP Update project.

Background

In early 2024, staff engaged the community and Council regarding potential changes to the District's single-family neighbourhoods in response to new provincial housing legislation to increase density in these areas. Pemberton Heights was one of the areas identified to potentially accommodate low-density multi-family housing forms. This was based on an assessment of OCP goals and objectives, proximity to frequent transit, infrastructure servicing capacity, and financial implications. Although Council decided at that time not to introduce this level of density in single-family neighbourhoods across the District, District staff's assessment remain relevant for the OCP Update 2025 work.

Spring 2025

The provincial housing legislation also included a requirement for municipalities to update their OCP to reflect their 20-year housing need by the end of 2025. As part of this [OCP Update](#), District staff sought community input earlier this spring on three conceptual land use scenarios for how the District could accommodate our 20-year housing needs. Scenario 3 (Distributed Growth) proposed a wider distribution of growth to areas outside of the key growth centres. This included reconsidering the idea of low-density multi-family housing forms in certain single-family neighbourhoods such as Pemberton Heights.

Various engagement activities were held in the spring to reach a broad audience and advertised throughout the community through signage, Community Report, social media, email to subscribers, and newspaper advertisements. During this time, District staff also conducted outreach to various interest holders, including North Vancouver Community Association Network (NVCAN). On May 1, 2025, District staff met with NVCAN members at District Hall to present the three land use scenarios and receive their feedback.

The engagement results and a proposed refined scenario were presented to Council on June 23, 2025 (the staff report and engagement summary report can be found [here](#)).

Current Fall 2025

From September 20 to October 14, District staff has held and will be holding three open houses and an online webinar and receiving comments on two land use options for Council's consideration later this fall. Option A, previously the refined scenario presented to Council in June, proposes to introduce low-density multi-family housing (up to 4 units only) in Pemberton Heights and other areas outside of the town and village

Direct email contact is not permitted and is not accepted

centres.

These are high-level, long-term plans focused on what is possible to meet our growing housing needs as indicated by the Province. In recognition that the community has many questions, we have been reaching out to offer open houses and webinars. To provide opportunities for community members to learn about the options, have conversations with staff, and share their opinions. Equally, staff needs to learn about the community's concerns so that when we report to Council, we are equipping them as decision-makers with all the information needed for them to make decisions in the best interests of the community. Thank you for sharing your feedback.

If you would like to meet with District staff during this fall engagement period, we encourage you to attend our remaining in-person open house on October 2 (6:30pm-8:30pm at Dorothy Lynas Elementary School Gym), and subscribe to the [project webpage](#) through MyDNV to receive future updates.

Thank you,

Community Planning Department



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-----Original Message-----

From: Sue Muir [REDACTED]
Sent: September 23, 2025 5:42 PM
To: Mayor and Council - DNV <council@dnv.org>
Subject: REZONING PROPOSAL

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments

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unless you recognize the sender and know the content is safe.

Dear Councillors,

We are [REDACTED] year residents of Pemberton Heights, where we own our home. Many, many changes and densification have taken place to accommodate the increased population of North Vancouver. Our traffic is horrendous, with many cars regularly using our streets as a short cut. Street parking is challenging, even in front of one's own home. I struggle to safely back out of my own driveway, let alone leave my street.

I am stunned by your decision to highlight our neighbourhood as a priority to increase density. Why not Capilano Highlands, upper Delbrook, where properties in general are larger and further apart?

I would like to hear, in full detail, the criteria and justification for your decision to pin point Pemberton Heights. Additionally, your proposal would significantly affect single family homes values, in the negative. NO ONE who purchased a single family home would welcome a fourplex on either side of them. Safety, traffic, privacy, enjoyment of property, are reasons we chose to live in this area. Why are we expected to embrace your decision? Do you live in Pemberton Heights? Does the Mayor?

A response is expected immediately, as this motion seems to have QUIETLY picked up speed without residents being fully informed.

Sue Muir
[REDACTED]

Sent from my iPad

Direct email contact initiated and reported accepted

From: [Dennis Wong](#)
To: [REDACTED]
Bcc: [Tamsin Guppy](#)
Subject: RE: Single Family Residential Lots: Information
Date: October 08, 2025 12:05:00 PM

Hello Arlene,

In response to your enquiry below:

[REDACTED]

Hello,

I am looking for the information on changes to the provincial legislature, official community plan and zoning bylaws for single family residential lots.

Also, does bill 44 apply to this address and would you be so kind as to send me link.

Thank you and happy weekend

Arlene mitchell

For information on the provincial legislature I would direct you their website where there any many resources to learn more here [Small-scale, multi-unit housing - Province of British Columbia](#).

The District changes to the Official Community Plan can be found here: [Official Community Plan \(OCP\) Update 2025](#) which informs about the current changes proposed under two options A and B. The Zoning Bylaw Update changes and information can be found here: [Zoning Bylaw Rewrite](#). Single family residential lots for the Zoning update include looking at how to make it easier to build more livable, more affordable and more diverse housing as we review how our current community has evolved. Any updates that will happen for both will be reflected on the websites.

Concerning the specific address at [REDACTED]: To comply with the province the District and Council has put in place for single family residential zones to include a maximum of 3 units including a principal dwelling, secondary suite, and a coach house. This satisfies the provincial mandates and Bill 44's requirements do not apply to any single family zone in the District. Transit Oriented Areas as part of Bill 47 does not cover the property in question.

Let us know if there's anything else zoning related and we'd be happy to assist.

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant

District of North Vancouver logo and contact information



District of North Vancouver
355 West Queens Road
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wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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Direct email contact initiated and reported accepted

From: [Dennis Wong](#)
To: [REDACTED]
Bcc: [Tamsin Guppy](#)
Subject: RE: 1501 Main St. & 1520 Barrow St - Potential FSR Increases
Date: October 08, 2025 3:15:00 PM

Hello Andrew,

In response to your enquiry below:

I am the owner of [REDACTED] two parcels in the District of North Van. I am interested in knowing in your opinion what you foresee what the District may allow possible FSR on these two parcels when the next OCP gets revised?

In terms of the current Official Community Plan (OCP) Update there are no changes in the land use designation for the two properties listed in commercial land use. The OCP will be updated every five (5) years after each OCP process has been adopted.

The Zoning Bylaw update, however, is going to look into modernizing the zoning bylaw which was originally from 1965. For commercial zones, this might slightly alter regulations on how the land can be used but that phase will come soon in the fall 2025 and winter 2026. We would not change the maximum FSR allowed as the OCP has not increased but how you can structure the development may be of help. You can keep up to date on this on our webpage here: [Zoning Bylaw Rewrite](#).

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



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wongd@dnv.org

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Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

Direct email that is not sent and is not received

From: [OCP Update](#)
To: [REDACTED]
Subject: [REDACTED] wonder what the proposed OCP changes will mean for me and my wife
Date: October 09, 2025 12:57:43 PM

Hello Mart,

Thank you for your email and sharing your thoughts on the Official Community Plan 2025 and the two land use options being considered by Council this fall. We appreciate your concerns with potential changes to the Pemberton Heights neighbourhood that are proposed under Option A. The potential “houseplex” areas consider housing forms such as duplexes and triplexes. More information on the “houseplex” areas, including example images of what these types of housing could look like, are also available on the presentation boards on the [OCP Update 2025](#) project webpage. The zoning details have not yet been developed for these areas.

Should Council proceed with Option A, District staff will come back with more details on the “houseplex” zoning regulations. To stay up-to-date on future updates on this project and the Zoning Bylaw, we encourage you to subscribe to the [OCP Update 2025](#) and [Zoning Bylaw Rewrite](#) project webpages through MyDNV.

Best regards,

Community Planning Department



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From: Mart Weemees [REDACTED]
Sent: October 05, 2025 11:34 AM
To: OCP Update <OCPUpdate@dnv.org>
Subject: [REDACTED] I wonder what the proposed OCP changes will mean for me and my wife

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Direct email content omitted and reported as received

recognize the sender and know the content is safe.

Hi,

I watched the recent OCP presentation online and it looks like Pemberton Heights zoning will be likely be changed to make it a “house-plex” zone. Depending on how this is defined, the result could be positive or concerning.

Is a house-plex something that is built on an existing lot, or is it something that requires an assembly of lots. I’m against new assemblies. Projects that require assemblies are just too big for the neighbourhood.

Regards,

Mart Weemees



PS - Pemberton heights has traffic challenges regarding to exiting towards Capilano road from Keith or eastbound to Marine from Lloyd. Increased density would require resolving these challenges.

Direct email sent and sent a received

From: [Dennis Wong](#)
To: [REDACTED]
Subject: RE: Feasibility and Potential Zoning Changes
Date: October 21, 2025 2:07:00 PM

Hi Jessica,

To answer your enquiry on crawlspace exemptions below:

Under the current Zoning Bylaw, could you please confirm whether a crawlspace dig-out beneath an existing dwelling (currently below grade) is permitted and continues to qualify as exempt from FSR? I'd also appreciate clarification on any parameters or conditions that would apply.

Additionally, I understand the District is in the process of rewriting the Zoning Bylaw with proposed changes to FSR calculations—particularly the treatment of basement and cellar exemptions. Could you please advise:

- *When the new bylaw is expected to be implemented;*
- *Whether a draft version of the bylaw (or staff report) is currently available for public review; and*
- *If there will be a defined cutoff date for projects proceeding under the existing bylaw versus the new regulations.*

I'm just trying to best advise my clients on timing and potential options under both the current and forthcoming rules.

For crawlspace exemptions, we currently don't see that we will change the regulations as there will be situations where crawlspace is required and needed due to uneven ground and other like issues even as we start consider everything under counted floor space. The District is still working through this and is not a guarantee that it will remain as an exemption but is likely to be. Otherwise, we are looking to shift exemptions for basements into the full floor area allowed.

The new Zoning Bylaw is expected to be out in the coming year near Spring 2026. Currently, there is no draft for view however a presentation on single family forms is available on our website from June 23rd. You can find any information publicly available here [Zoning Bylaw Rewrite](#). For now, we do not have an exact defined cutoff date however with any current projects already underway should be able to continue on with the existing bylaws. Assuming when the Bylaw gets introduced in the next spring is a good indication for the cutoff to be then.

Best,

Dennis Wong (He/Him)

Direct email contact is preferred and reported as received

Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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Direct email contact initiated and reported accepted

From: [Dennis Wong](#)
To: [REDACTED]
Cc: [Tamsin Guppy](#)
Subject: RE: Zoning changes for SF zones [Ticket Number: 0279883]
Date: October 27, 2025 10:36:00 AM

Hello Satendra,

Regarding your enquiry on changes to single family zoning below:

I am enquiring about the timing for the contemplated zoning changes to the single family zones. I am a designer and I have several projects underway and need to plan for changes if they are happening sometime soon. I have checked the website and didn't find any specific information relating to this. Please advise and thanks in advance for your help.

Currently we are working on single family zoning changes and expect them to be brought forth along with the other zoning regulations as part of the whole Zoning Bylaw rewrite. We are estimating to have the regulations out by spring 2026 and do not have a specific date set out. The district also needs to consider the recent new update from the province from Bill 25 that came earlier this month regarding single family zones and multiplex implementation which further requires changes to drafting for the single family zones.

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
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wongd@dnv.org

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Direct Emailing Initiated and Reported as Received

From: Planning <planning@dnv.org>
Sent: October 23, 2025 2:59 PM
To: Dennis Wong <wongd@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>
Subject: FW: Zoning changes for SF zones [Ticket Number: 0279883]

Hello,

Please see the zoning enquiry below.

Thank you,

Steven (he/him)

Customer Service Team



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

building@dnv.org

604-990-2480

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Direct Email Not Sent and Reported as Received

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Sent: 2025-10-23 11:22:17 AM

To: planning@dnv.org

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

I am enquiring about the timing for the contemplated zoning changes to the single family zones. I am a designer and I have several projects underway and need to plan for changes if they are happening sometime soon. I have checked the website and didn't find any specific information relating to this. Please advise and thanks in advance for your help.

Best regards,

Satendra Mann, BA, BArch
ArchiType Design



Direct email that is not sent and is not received

From: Planning
Sent: December 22, 2025 12:39 PM
To: Dennis Wong
Cc: Tamsin Guppy
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0291378]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Forwarding this to your group for reference.

Thanks,

Cecilia Villegas-Ty
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
Direct: 604-990-2480

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From: notifications@simplicitycms.ca
Sent: 2025-12-11 11:23:13 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=5bad6347-d23e-4313-b90b-5a0e181d6762>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

I definitely would support the ability to build a larger taller coach house .

Also I would like council to consider how autonomous vehicles with Transportation as a Service (TAAS) will drastically lower the cost of transportation to the point that most people will choose not to own a vehicle... therefore the amount of required parking will be drastically reduced.

This is already the case in at least 4 cities in China .

District of North Vancouver, infoweb@dnv.org

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Direct materials omitted and reported as incurred



Direct email that is not sent and is not received

From: Planning
Sent: December 22, 2025 12:42 PM
To: Dennis Wong
Cc: Tamsin Guppy
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0291387]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Forwarding this to your group for reference.

Thanks,

Cecilia Villegas-Ty
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
Direct: 604-990-2480

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From: notifications@simplicitycms.ca
Sent: 2025-12-11 11:28:13 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=d12f5a96-0efa-4a57-b7f8-c33898776fe0>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

you need to fix your definitions for GFA and FSR.
neither says you must count the area of ALL FLOORS - GFA just says the area of the building measured to the exterior walls - this implies measuring only the foot-print.
FSR says the GFA minus the Exemptions... but again does NOT address the fact that area is measured at each floor level. if also does not address double height spaces or Crawl Spaces.
The Building Code does not consider any space less than 6'-6" as occupiable - so crawl spaces should be exempt (or any areas under 5' - this is typical in most municipalities)
also, your bylaw does not address split levels with high ceilings over living rooms etc. - if there is no floor above, then a 20' tall ceiling height is exempt? - but if there is a second floor adjacent to the Double Height space - is included at that level - if you measure to the exterior at every level?
your bylaw does not address any of these issues.
Please help
Eric Pettit

Direct email comment submitted and posted as received



District of North Vancouver, infoweb@dnv.org

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Direct email that is not sent and is not received

From: Planning
Sent: December 22, 2025 12:43 PM
To: Dennis Wong
Cc: Tamsin Guppy
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0291404]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Forwarding this to your group for reference.

Thanks,

Cecilia Villegas-Ty
Customer Service Team



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355 West Queens Road
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building@dnv.org
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From: notifications@simplicitycms.ca
Sent: 2025-12-11 11:52:14 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=8ac6e9ce-8db1-4f30-a386-2591d45df67d>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

I would not support the the floor space exception for basement and cellars .

I would support the increased height and floor space for a coach house .

I would like exterior decks to incorporate into coach designs without causing a reduction in allowable interior floor space .

I would like consideration for allowing additional floor space if the coach house is designed to exceed existing thermal insulation requirements and has substantially thicker walls . The floor space should be calculated from the interior rather than exterior walls in order not to penalize those who are spending extra to help mitigate global warming concerns.

I would like all coach houses to have a conduit run up through the roof for future solar panels insulation.

Direct email content omitted and reported as received

I would like planning to consider how the move to autonomous driving and Transportation as a Service will drastically reduced the costs of travel to the point where most people will not own a vehicle. Therefore the parking requirements and the amount of vehicles on the roads will be drastically reduced . This is already the case in multiple advanced cities in China where they are having to plan on repurposing road and parkade parking .

I would planning to consider ensuring building design considers aging in place requirements such as wider doorways for wheel chairs and roll in showers .

Regards,

[REDACTED]

District of North Vancouver, infoweb@dnv.org

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Direct email that is not sent and is not received

From: Planning
Sent: January 07, 2026 11:21 AM
To: Tamsin Guppy; Dennis Wong
Subject: FW: Small-Scale Multi-Unit Housing Policy Update [Ticket Number: 0296405]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please see the below enquiry regarding zoning updates.

Thank you,

Steven (he/him)
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
604-990-2480

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From: [REDACTED]
Sent: 2026-01-07 10:30:14 AM
To: planning@dnv.org

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Dear Planning Department,

Direct email not permitted and reported as received

I'm writing to request an update on the District of North Vancouver's position and policy regarding Small-Scale Multi-Unit Housing (SSMUH).

I currently have a property listed at [REDACTED] that could be a strong multiplex opportunity, given its large lot size, lane access, and older existing home. With the City of North Vancouver having recently adopted the provincially mandated SSMUH changes, I'm hoping to understand whether the District plans to move in a similar direction.

Specifically, I'm wondering:

- Whether the District intends to adopt the mandated SSMUH changes
- The anticipated timeline, if applicable
- Which areas or zoning designations within the District would be considered for these types of developments

Any guidance or direction you can provide would be greatly appreciated.

Thank you for your time, and I look forward to your response.

Best regards,

Mark Rasmussen

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yrs)

office: 604.618.9270

email: [REDACTED]

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Direct email content omitted and reported as received

This email and attachments may contain information that is privileged and confidential. If you are not the intended recipient, please delete this email and notify us immediately. This communication is not intended to cause or induce breach of an existing agency relationship (E&EO). Please seek independent legal and accounting advice.

Direct email contact initiated and reported accepted

From: Dennis Wong
Sent: January 08, 2026 11:46 AM
To: [REDACTED]
Subject: Re: Small-Scale Multi-Unit Housing Policy Update

Hello Mark,

In response to your email on Jan 7 regarding policy on SSMUH:

- *Whether the District intends to adopt the mandated SSMUH changes* – The District will be addressing Bill 25 as part of the SSMUH regulation changes within the next few months
- *The anticipated timeline, if applicable* – Along with the changes to the District's new zoning bylaw updates and changes, the changes will be reflected by June 30th, 2026 as as that is the deadline to comply with Bill 25.
- *Which areas or zoning designations within the District would be considered for these types of developments* – With the new District's zoning bylaw updates, it is intended that new zoning will have a specific zone that will allow for SSMUH forms and builds.

Best,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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Direct email that is not sent and is not received

From: Building
Sent: January 07, 2026 2:43 PM
To: Tamsin Guppy; Dennis Wong
Subject: FW: Question about Single Family zonings - Ticket Update [Ticket Number: 0294757]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please see the included enquiry for your review and response.

Thank you,

Steven (he/him)
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
604-990-2480

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From: [REDACTED]
Sent: 2026-01-07 2:11:11 PM
To: "Building"
Subject: Re: Question about Single Family zonings - Ticket Update [Ticket Number: 0294757]

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Direct email contact is not permitted and is not accepted

Hi Natalie,

Thanks for your reply and email.

I highly doubt it if the link you sent would answer my questions. It was last updated on October 17th, and not other updates nor new information added to this page! I believe the DNV staff were going to update the zoning bylaws by end of 2025 and propose the new zoning bylaws for Single family homes by end of 2025.

I would appreciate it if you give me an update on this and whether there is a set date to upload the new single family bylaw on DNV's website.

Thanks again, and have a wonderful day.

On Jan 7, 2026, at 2:02 PM, Building <building@dnv.org> wrote:

Hello Maz,

Thank you for reaching out to the District of North Vancouver.

Here is a link to view additional information regarding your questions below
- [Zoning Bylaw Rewrite](#)

Let me know if you have any other questions or comments.

Thank you,

Natalie
Community Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

infoweb@dnv.org
604-990-2311

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Direct email that is not tracked and reported as received

From: Dennis Wong
Sent: January 08, 2026 12:04 PM
To: [REDACTED]
Subject: Re: Question about Single Family zonings

Hello Maz,

In response to your enquiry on Zoning Bylaw Timelines:

As part of the zoning bylaw updates in its entirety, the anticipated timeline would look to late-summer/fall 2026 for any adoption of the new zoning bylaw.

For single family / residential, the intention was to gather, review, engage, and create the zoning regulations during 2025 as the focus. The district is now expanding to work on the other sections of the zoning bylaw to completion as the project is to update and change the entire zoning bylaw to reflect present day. Adoption of the single family / residential zoning will be alongside the rest of the zoning bylaw.

You can review the full timeline at [Zoning Bylaw Rewrite](#). The information is up to date as of today and will be updated when the District has more information (which may include the SSMUH Bill 25 changes).

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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Direct email that is not tracked and reported as received

From: Tamsin Guppy
Sent: January 08, 2026 12:10 PM
To: Dennis Wong
Subject: FW: Updating the District's Zoning Bylaw
Attachments: Excerpt of DRAFT Zoning Regulations.pdf

Just making sure this was on your radar for tracking – I'm trying to find all the outstanding requests right now and will make sure you are copied as I sort through them.

From: Tamsin Guppy
Sent: December 16, 2025 9:21 AM
To: 'Aleia Enders' [REDACTED]
Cc: Robbie Slade [REDACTED]; Shanelle Currie [REDACTED]; Autumn Riggan [REDACTED]; Dennis Wong <wongd@dnv.org>; Daniel Broderick <broderickd@dnv.org>
Subject: Updating the District's Zoning Bylaw

Hi Aleia, thank you for reaching out – we would love Smallworks thoughts on the draft regulations so I have attached a DRAFT copy, but I must emphasize that they are still very much **DRAFT** so I cannot guarantee that any aspect of what we share with you today will be in the finally adopted versions of the bylaw – also the current draft is lacking many of the diagrams and that creating this excerpt for you lost some of the formatting and numbering – but it will give you a sense of the ongoing conversation – we hope to publish a fully formatted version with diagrams and hyperlinks in the first quarter of 2026 for public discussion.

Also of interest to your team, we held a workshop with Council on some of the changes that are proposed on Dec 2nd, and this link will take you to the video of that discussion which includes a staff presentation on upcoming changes.
<https://youtu.be/skFPuarmm5w>

The Province has recently also adopted Bill 25 which implements small scale multi unit housing (SSMUH) in the District (our existing zones were considered exempt under the prior Bill 44). We have a tentatively scheduled workshop with Council on the impacts of this legislation in January, and at that workshop staff there will be discussion of how SSMUH will be implemented, what areas will be eligible for what number of units, and what areas may need to be placed on hold pending further work.

At this time the **draft** zoning that will replace the existing RS single family zoning is fairly similar across the areas that may or may not implement SSMUH, in that the potential setbacks, heights, prohibitions on fully in ground basements, limitations on the number of stories, and so on are generally the same. The primary differences are the number of units permitted, and or 6 unit lots a small modification to building coverage and landscape requirements.

Direct email contact is permitted and reported as received

It is also critical to point out that going forward the FSR calculations will be very different to how they are currently undertaken. The **proposal** is that all floor space will count regardless of its location in the basement or in a garage. (We are keeping the 269 sq. ft. exemption for sheds.) Further that basements buried entirely in the ground are no longer permitted (see video for details on that). Heights are increased by 10 feet and limited to 3 storeys inclusive of basements and (finished) attics. But the intention is not to reduce living space and so the new FSR is higher designed to almost exactly match what people can build today but to do so in a manner that enables all the basement square footage to be above ground instead.

Another point that is under discussion with Council but we have not had clear direction on is the idea of setting the base FSR at a number that matches current buildable sizes, but then providing additional density where people add a 3rd, 4th or 5th unit.

Our team would love to hear your company's thoughts on these DRAFT zones (have I said DRAFT enough times – sorry to be repetitive but is an essential point and critical that you don't make plans based on regulations that are still under discussion and may change) so please let us know if you see any problems with what is being proposed or have any questions.

Thank you for your interest,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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From: Aleia Enders [REDACTED]
Sent: December 15, 2025 3:52 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Shanelle Currie [REDACTED]; Autumn

Direct email not sent and not received

Riggan [REDACTED]

Subject: Re: New ADU Regulations

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tasmin,

I just wanted to follow up on Robbie's email regarding the upcoming changes in the District.

In addition to any literature or draft materials you're able to share with our design team, we were hoping to get a bit more clarity on how finalized the proposed changes are at this stage. We have a few active projects that would need to fall under the new regulations in order to be feasible, and they're currently at a standstill until we can confirm whether it's appropriate to begin designing with the changes in mind.

We also had a specific zoning question we were hoping you might be able to shed some light on. Currently, the bylaw outlines a Maximum Principal Building Size for each RS zone. This information is referenced from page 41a of the zoning bylaw. The planning department has informed us that this Maximum Principal Building Size number is inclusive of the floor area of a laneway home. Since the RS1-5 zones might be consolidated, we are anticipating there might be updates to these numbers as some zones have higher Maximum Principal Building Size than others. Since RS3 is the most common zoning, do we have any indication of when we might know whether the consolidation of the zoning will be based on RS3, or what that Principal Building Size might be?

Thank you so much for your time - we really appreciate any insight you're able to share. If these questions are better directed elsewhere, please feel free to point me in the right direction.

Thanks again,

Aleia Enders she/her
Director of Design
604 359 4658



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó lō and Selilweta?/Selilwitulh (Tsleil Waututh) and ʷməθkʷəy̓əm (Musqueam) Nations

On Tue, 9 Dec 2025 at 16:01, Robbie Slade <[REDACTED]> wrote:

Hello Tamsin,

Direct email not sent and reported as received

It's come to our attention that there are new regulations governing ADU design in the District!

Can you share any literature for our design team?

We understand that it will still be a few months for implementation, but we have a few new clients that will be governed under those new regulations so it's imperative that we're playing by the new rule book!

Thank you so much

R

--

Robert Slade

Director - Sales and Marketing

1 778 288 5001



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó:lō and Səlilwətaʔ/Selilwitulh (Tseil-Waututh) and xʷməθkʷəyəm (Musqueam) Nations.

Direct Email Input Entered and Reported as Received

From: Tamsin Guppy
Sent: January 09, 2026 2:39 PM
To: Shanelle Currie
Cc: Robbie Slade; Autumn Riggan; Dennis Wong; Daniel Broderick; Aleia Enders
Subject: RE: Updating the District's Zoning Bylaw

This is exactly the type of feedback we need – thank you!

I have thoughts on all the points but don't want to overpromise as things are always a balance but getting your very specific comments can help us improve wording, improve diagrams and ensure that we limit only what we intend to limit and provide flexibility where possible.

As the draft further evolves I will reach out with an update so you can continue to track the progress.

Our January workshop on SSMUH looks like it is being pushed to February so more to come once we get input on that.

Best wishes,

Tamsin

From: Shanelle Currie [REDACTED]
Sent: January 09, 2026 2:30 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Autumn Riggan [REDACTED] Dennis Wong <wongd@dnv.org>; Daniel Broderick <broderickd@dnv.org>; Aleia Enders [REDACTED]
Subject: Re: Updating the District's Zoning Bylaw

Hello Tamsin,

Thank you for sending this draft document and for the initial update on the process. We are grateful to be considered to provide feedback and are keen to continue receiving updates and offering feedback as the new legislation continues to develop. We currently have two clients, with a somewhat urgent housing need that will be impacted by these changes and have fallen into a pause due to the ongoing changes. For one client, the timing of this has the potential to cause some fairly major implications for their life plans. Their current coach house floor area eligibility is incredibly undersized so time is of the essence for them.

My colleague and Senior Designer, Autumn, did a thorough review of our two projects based on three scenarios:

- FSR yield based on current zoning by-laws,
- FSR yield with the potential proposed requirements outlined in your draft document and,

Direct Impact on Permitted and Reported Allowed

- FSR yield of the requirements/goals outlined in the July 10, 2025 proposal to council.

(Some conservative assumptions were made in the latter option since it was not as prescriptive as the former two options.)

Our general feedback to the documents provided is found below.

ADDED COACH HOUSE DENSITY

Our general challenge that we see in the proposed draft document and the video for the council workshop, is that the regulations seem to be built primarily on the opportunity for full site development and less so for *just a* Coach House on an existing property. There does not seem to be ample consideration for the type of homeowner that has an existing home and basement, and is seeking a multi-generational living arrangement or minor lot development to increase income on their property in the form of a Coach House development **only**, and as the second suite on the property.

I understand the district is aware that the shared lot FSR and oversized homes are the key reason that they are not seeing added coach house projects (only 5 per year vs. Vancouver 100-200 per year) but I am unclear why the added 500 sq ft bonus only applies to this if the coach house is the third unit. For existing buildings, is this in an effort for families to renovate their existing basements (if they have them?) In some cases the homes are oversized and without basements (one of our clients), making a renovation more negatively impactful in the short term to their family than a modest development in the backyard. If we could have more clarity around the intent here, that would be helpful.

Perhaps the district would consider a clause like “if the FSR for the existing primary dwelling unit uses up more than 80% of the permitted total for the lot, an additional square footage of XYZ [sq.ft.](#) is available for a coach house (regardless of third dwelling unit), to a maximum of 1400sf.”

CONSOLIDATION OF ZONES

In one of our projects, they are limited in floor area due to the additional clause for “maximum principal building size”. In RS4 the max total FSR is 3013 sf, regardless of the combined FSR calculation (two planners have confirmed that max principal building size includes the primary dwelling **and** the coach house despite what the term *principal building* implies) This has reduced the square footage of the coach house to an inadequate 342 sq.ft. As such, we are in support and believe clarity and consistency will aid with faster timelines and a more streamlined approach, if the zones are consolidated and some of the more unique requirements for specific zones are eliminated.

PROPOSED DENSITY CALCULATION

Direct email contact is preferred and reported as accepted

We are in favor of the total FSR calculations that are being proposed in the draft document. When Autumn ran the comparison calculations for both of our projects - one in RS3 and one in RS4 - the option that you have provided in the draft, did render us the most modest and functional square footage for a coach house in both cases (more so than the current zoning, especially for the RS4 property- assuming the clause discussed above is gone). Although we were not able to max out the 1400 sq ft for the project in RS3, it was still a functional size.

CONFLICTING REQUIREMENTS FOR HEIGHT

We note that the height requirements are based on buildings with a 25' setback and over 25' setback. I can understand that the height requirements mean that the height within the first 25' of the lot is different than the height for the building that extends beyond that. The City of NV has a similar requirement in their new bylaw. There is also a note in table 3.1 of the draft bylaw however, for the **"coach house within the rear 25' of the lot"**. Requiring the coach house to be solely located in the rear 25' of the lot does not work with the mandated rear yard setback of 10' and requirement for minimum 3 parking stalls (20' in length typically). Mandating that the coach house is within the 25' of the rear lot line does not work for the parking and the 10' setback as well. Perhaps this was not the intention but some clarity needs to be provided in the draft document.

GENERAL DECK INCLUSIONS

For existing buildings, the current by-law requires that uncovered raised decks (greater than 6'-6") are counted towards the FSR for the site - regardless of coverage, or material. This causes challenge and reduces livability for the property, especially on sloped lots where a homeowner may have to cut back their existing deck area substantially, to get reasonable square footage for the coach house or otherwise, not having adequate square footage for the coach house. Where do decks fit into the new proposed regulations? Perhaps an impermeability requirement can be implemented if this was the approach for the District with this clause. Ideally this regulation is removed for **uncovered decks not over living space** to not further cause hardship for the calculation of coach house square footage.

This concludes our notes for now. Again, we are open to having further discussion if this is helpful or of use to the District and happy to answer any questions. I am also hoping I could call you to touch base regarding the two projects that we have on hold for now, specifically our client with some more urgent personal matters. Please let me know if there is a good time for me to call you between Monday and Wednesday next week.

Best,
Shanelle Currie

On Thu, 18 Dec 2025 at 16:04, Aleia Enders [REDACTED] wrote:

Hi Tasmin,

Direct email input omitted and reported accepted

Thank you so much for taking the time to share the draft materials and for walking us through the updates!

We understand that this is a draft and won't be making any project decisions based on it at this stage. That said, we would be happy to provide our feedback! We'll review the materials and come back to you with any questions or comments by January 9th.

Thanks again for including us in the conversation - it's very helpful for our team as we plan for upcoming projects in the District.

Happy holidays!

Aleia Enders she/her
Director of Design
604 359 4658



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó:lō and Səl̓íl̓wətaʔ/Selilwitulh (Tsleil-Waututh) and xʷməθkʷəy̓əm (Musqueam) Nations.

Please note: Smallworks will be closed for the holidays from December 22-December 26. We wish you a safe and happy holiday!

On Tue, 16 Dec 2025 at 09:20, Tamsin Guppy <guppyt@dnv.org> wrote:

Hi Aleia, thank you for reaching out – we would love Smallworks thoughts on the draft regulations so I have attached a DRAFT copy, but I must emphasize that they are still very much **DRAFT** so I cannot guarantee that any aspect of what we share with you today will be in the finally adopted versions of the bylaw – also the current draft is lacking many of the diagrams and that creating this excerpt for you lost some of the formatting and numbering – but it will give you a sense of the ongoing conversation – we hope to publish a fully formatted version with diagrams and hyperlinks in the first quarter of 2026 for public discussion.

Also of interest to your team, we held a workshop with Council on some of the changes that are proposed on Dec 2nd, and this link will take you to the video of that discussion which includes a staff presentation on upcoming changes.
<https://youtu.be/skFPuarmm5w>

The Province has recently also adopted Bill 25 which implements small scale multi unit housing (SSMUH) in the District (our existing zones were considered exempt under the prior Bill 44). We have a tentatively scheduled workshop with Council on the impacts of this legislation in January, and at that workshop staff there will be discussion of how SSMUH will be implemented, what areas will be

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eligible for what number of units, and what areas may need to be placed on hold pending further work.

At this time the **draft** zoning that will replace the existing RS single family zoning is fairly similar across the areas that may or may not implement SSMUH, in that the potential setbacks, heights, prohibitions on fully in ground basements, limitations on the number of stories, and so on are generally the same. The primary differences are the number of units permitted, and or 6 unit lots a small modification to building coverage and landscape requirements.

It is also critical to point out that going forward the FSR calculations will be very different to how they are currently undertaken. The **proposal** is that all floor space will count regardless of its location in the basement or in a garage. (We are keeping the 269 sq. ft. exemption for sheds.) Further that basements buried entirely in the ground are no longer permitted (see video for details on that). Heights are increased by 10 feet and limited to 3 storeys inclusive of basements and (finished) attics. But the intention is not to reduce living space and so the new FSR is higher designed to almost exactly match what people can build today but to do so in a manner that enables all the basement square footage to be above ground instead.

Another point that is under discussion with Council but we have not had clear direction on is the idea of setting the base FSR at a number that matches current buildable sizes, but then providing additional density where people add a 3rd, 4th or 5th unit.

Our team would love to hear your company's thoughts on these DRAFT zones (have I said DRAFT enough times – sorry to be repetitive but is an essential point and critical that you don't make plans based on regulations that are still under discussion and may change) so please let us know if you see any problems with what is being proposed or have any questions.

Thank you for your interest,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

Direct email not sent and not received

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From: Aleia Enders [REDACTED]
Sent: December 15, 2025 3:52 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Shanelle Currie [REDACTED]; Autumn Riggan [REDACTED]
Subject: Re: New ADU Regulations

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tasmin,

I just wanted to follow up on Robbie's email regarding the upcoming changes in the District.

In addition to any literature or draft materials you're able to share with our design team, we were hoping to get a bit more clarity on how finalized the proposed changes are at this stage. We have a few active projects that would need to fall under the new regulations in order to be feasible, and they're currently at a standstill until we can confirm whether it's appropriate to begin designing with the changes in mind.

We also had a specific zoning question we were hoping you might be able to shed some light on. Currently, the bylaw outlines a Maximum Principal Building Size for each RS zone. This information is referenced from page 41a of the zoning bylaw. The planning department has informed us that this Maximum Principal Building Size number is inclusive of the floor area of a laneway home. Since the RS1-5 zones might be consolidated, we are anticipating there might be updates to these numbers as some zones have higher Maximum Principal Building Size than others. Since RS3 is the most common zoning, do we have any indication of when we might know whether the consolidation of the zoning will be based on RS3, or what that Principal Building Size might be?

Thank you so much for your time - we really appreciate any insight you're able to share. If these questions are better directed elsewhere, please feel free to point me in the right direction.

Thanks again,

Aleia Enders she/her

Direct email in HTML and RTED

Director of Design
604 359 4658



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On Tue, 9 Dec 2025 at 16:01, Robbie Slade [REDACTED] wrote:

Hello Tamsin,

It's come to our attention that there are new regulations governing ADU design in the District!

Can you share any literature for our design team?

We understand that it will still be a few months for implementation, but we have a few new clients that will be governed under those new regulations so it's imperative that we're playing by the new rule book!

Thank you so much

R

--

Robert Slade
Director - Sales and Marketing
1 778 288 5001



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--

Shanelle Currie she/her
Lead Designer
1 778 686 4512



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Direct email that is not tracked and reported as received

From: Tamsin Guppy
Sent: May 11, 2026 5:06 PM
To: Dennis Wong
Subject: FW: Zoning Bylaw Timeline

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Another for tracking.

From: Tamsin Guppy
Sent: May 11, 2026 5:06 PM
To: 'Paolo Puccini' [REDACTED]
Subject: RE: Zoning Bylaw Timeline

We are attempting to meet Council's request and are looking at forwarding a package to either the June 1st or June 22 Council meetings – I will know more in the next couple of weeks and will update the website accordingly.

Tamsin

From: Paolo Puccini [REDACTED]
Sent: May 10, 2026 4:30 PM
To: Tamsin Guppy <guppyt@dnv.org>
Subject: Re: Zoning Bylaw Timeline

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good morning Tamsin,

I understand that based on the May 4th council meeting it seems that council was hoping that this may come back to council before the summer break.

Hoping you can keep me updated as to the upcoming meeting/changes moving forward.

Regards
Paolo Pucci

On Apr 30, 2026, at 8:14 AM, Tamsin Guppy <guppyt@dnv.org> wrote:

Council has had two discussions that are relevant and a third discussion is coming up on Monday May 4th:

1. Council is opting not to move forward with SSMUH zoning at this time;

Direct email not permitted and reported accordingly

2. Council has suggested (in workshop only) that the entire Zoning Bylaw project be given more time.

On May 4th Council will discuss the Zoning Bylaw's new timeline and whether they want to phase aspects of the work.

Given that the Zoning Bylaw update requires a public hearing, and given that it is not normal practice to schedule public hearings on major issues during the summer or during an election period, we have now missed the opportunity to bring forward bylaw amendments this year and it will likely be a year before we see the Zoning Bylaw work proceed.

We will know more about the timeline following the May 4th discussion.

The draft Zoning Bylaw zones that would replace single family (RS) zones continue to discourage full basements and encourage above ground living and to this end continues to permit 3 storey heights, however, this remains a proposal only until such time as the new bylaw is adopted by Council.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

<image001.jpg>

District of North Vancouver
355 West Queens Road
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guppyt@dnv.org
Direct: 604-990-2391

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From: Paolo Puccini [REDACTED]
Sent: April 28, 2026 12:36 PM
To: Tamsin Guppy <guppyt@dnv.org>
Subject: Re: Link as requested

Good Morning Tamsin,

Just wanted to follow up as to the up coming changes. I see there was a council discussion on April 13th, however, I am unclear as to councils direction on the overall building height and the potential SSMUH direction.

Direct email not permitted and reported as received

Any clarification or next steps would be greatly appreciated

Regards,

Paolo Pucci

On Feb 17, 2026, at 4:11 PM, Tamsin Guppy <guppyt@dnv.org> wrote:

[Provincial housing legislation](#)

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

<image001.jpg>

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Direct Email Input Initiated and Reported as Received

From: Tamsin Guppy
Sent: January 08, 2026 12:41 PM
To: Paolo Puccini
Cc: Dennis Wong
Subject: Zoning Updates

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi there, here is some information to help:

Updates, Council Dates, copies of presentations can be found on the general website for this project: [Zoning Bylaw Rewrite](#) (it was not updated over Christmas but will be updated early next week).

We are anticipating further workshops with Council in February.

We are working towards bylaw introduction of the new Zoning Bylaw in April, which could allow for adoption of the new Zoning Bylaw by the summer of 2026.

If you have specific questions or feedback please email Dennis (copied on this email).

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



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From: Paolo Puccini [REDACTED]
Sent: January 03, 2026 1:24 PM
To: Tamsin Guppy <guppyt@dnv.org>
Subject: Single Family Building Height

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Tamsin,

Thank you for the recent presentation regarding the proposed changes to allowable height and floor space ratio (FSR) for single-family homes. We found the presentation informative and appreciated the overview of the rationale and objectives behind the proposed amendments.

We would welcome a bit more clarity on the anticipated timelines for advancing and implementing these changes, including key milestones such as additional review, council consideration, and potential adoption.

We would also like to understand whether there will be further opportunities for public input or consultation as the process moves forward, and if so, how and when residents can participate.

Thank you again for the information shared to date. We appreciate the opportunity to stay informed and engaged on this topic and look forward to your guidance on next steps.

Direct email content omitted and started as received

Kind regards,

Paolo Pucci



Direct email not sent and not received

From: Tamsin Guppy
Sent: February 09, 2026 11:00 AM
To: Malcolm Hammond
Subject: RE: Upcoming zoning changes and garage/accessory building space

Going forward the maximum house size caps will be based on lot size not on zone making for a more equitable and logical approach.

Thank you

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



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From: Malcolm Hammond [REDACTED]
Sent: February 06, 2026 12:43 PM
To: Tamsin Guppy <GuppyT@dnv.org>
Subject: RE: Upcoming zoning changes and garage/accessory building space

EXTERNAL: Don't click links or open attachments unless you trust the sender and content.

Hi Tamsin,

Thanks you for the reply. This does sound like a reasonable solution for increasing garage space where/when needed. Our current house is in RS3 zoning, with a maximum build size of 4359 sq.ft, excluding basements. I have noticed that the maximum for RS4 zoned lots is 3013 sq.ft. There some very large lots in RS4 (greater than 14,000 sq.ft); do the proposed changes (excluding basements) include increasing this amount from 3013 sq.ft?

Regards,
Malcolm and Alison Hammond

Direct email comment submitted and posted as received

From: Tamsin Guppy <GuppyT@dnv.org>

Sent: February 3, 2026 5:28 PM

To: [REDACTED]

Subject: FW: Upcoming zoning changes and garage/accessory building space

Thank you Malcolm and Alison for your interest in the ongoing work on the Zoning Bylaw.

It is an interesting comment you make about how people use their garage space and often don't use it for parking of vehicles. Recognizing the truth of what you say, the proposed new regulations no longer provide a specific "discount" for garages but rather adds that square footage to the total permissible square footage on a lot. This allows designers and homeowners more flexibility to design workshops, storage areas, or garages, as desired. Conversely, because that square footage is part of the larger total, it also allows those spaces to be converted, if over time, a family's needs change.

While parking is still required, it may be (as is currently the case) located in the driveway, in a carport or in an indoor garage, again allowing people the option of providing outdoor parking and using indoor space for workshops or storage or living space.

In terms of why there are maximums to what can be built on a lot, it has to do with finding a balance between buildings on a lot and open space. Having a maximum building size for both principal buildings and accessory buildings helps prevent over building and helps ensure there is still some garden space on each lot.

I hope this answers your question, feel free to send in other ideas or follow our webpage for updates: [Zoning Bylaw Rewrite](#)

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



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Direct: 604-990-2391

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From: Malcolm Hammond [REDACTED]
Sent: January 16, 2026 8:10 PM
To: Dan Milburn <milburnd@dnv.org>; smithj@dnv.org
Cc: Alison [REDACTED]
Subject: Upcoming zoning changes and garage/accessory building space

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Dan Milburn, Planning, Properties and Permits and Jason Smith, Community Planner:

We have a concern regarding the upcoming zoning changes and the allowable garage space. The current limit for garage space and accessory buildings in the RS zones is 600 sq.ft for garage and 269 sq.ft for an accessory building with a combined total of 800 sq.ft. This includes detached, attached, built in garage and carport and any other form of shed or building on the lot. While this is fine for a single family house, a multi family or generational property with a suite and a coach house will need more. Garages are not necessarily for cars, and in fact in most cases are used primarily for the storage of bicycles, skis, and other outdoor types of equipment. They are also used for home workshops. One of the main draws to living in a detached house rather than a condo is to have access to this type of space. I didn't see any mention of this in the proposed changes. There are some very large lots in the district where I believe the allowable garage space should be significantly increased. Possible solutions could include not counting attached garages towards the 800 sq.ft maximum or simple increasing the allowable maximum in proportion to lot size. This would also have the benefit of freeing up street parking.

Regards,
Malcolm and Alison Hammond
[REDACTED]

Direct email not sent and not received

From: Tamsin Guppy
Sent: February 09, 2026 2:47 PM
To: Dennis Wong
Subject: FW: Definitions in the Zoning Bylaw Rewrite?

To track

From: Kelly Bond [REDACTED]
Sent: February 09, 2026 2:26 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Yan Zeng <zengy@dnv.org>; Dan Milburn <milburnd@dnv.org>
Subject: Re: Definitions in the Zoning Bylaw Rewrite?

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Thanks for the prompt reply, Tamsin,

I am **so pleased** to hear that the zoning bylaw update will include 'rental housing' as a definition.

Increasingly, communities are acknowledging that regulations around development are no longer exclusively about land use, but instead can be powerful influences over social inclusion and connectedness.

The accelerating policy shifts in provincial legislation are ensuring that rental housing is an **intentional** and **distinct** housing outcome. With density incentives (such as the DNV's potential inclusionary zoning), housing agreements (attached to Comprehensive Zoning bylaws), and (while not currently considered by DNV) the provincially enabled residential rental tenure zoning (2018), a definition of 'rental housing' reduces the ambiguity and uncertainty in interpretation of the bylaw, reflects current housing policies, and provides clarity for planners, developers, and the public in an era of increasing purpose-built and secured rental housing.

Staff's recognition of all of these aforementioned factors for DNV are gratefully accepted by a renter advocate such as myself, and put DNV in line with municipalities such as City of Burnaby and City of Vancouver who also include 'rental' as definitions in their zoning bylaws.

Thank you! I will keep watch over the landing page you have shared.

Kindly,

Kelly

Direct email not permitted and reported as received

On Mon, Feb 9, 2026 at 1:43 PM Tamsin Guppy <guppyt@dnv.org> wrote:

Thank you Kelly for your email. Yes, it is an important term to define and is included in the draft bylaw.

Please let us know if there are any other terms or items you are interested in.

We do hope to post the draft bylaw in the coming weeks after hearing Council input. For future updates continue to check in with myself or on our website: <https://www.dnv.org/business-development/zoning-bylaw-rewrite>

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

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-----Original Message-----

From: Kelly Bond [REDACTED]
Sent: February 09, 2026 12:25 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Yan Zeng <zengy@dnv.org>; Dan Milburn <milburnd@dnv.org>
Subject: Definitions in the Zoning Bylaw Rewrite?

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Ms Guppy,

Thank you so much for your report on the Zoning Bylaw Rewrite to be discussed on Tuesday February 10th at Council Workshop. This task has been extensive, is long overdue, and I sincerely appreciate all of the staff's work undertaken so far towards this modernization of the bylaw.

Direct email not attached and reported as received

I am writing in particular to ask about what 'new definitions' will be included in the zoning bylaw rewrite as I don't see the *actual* draft attached to the agenda?

More specifically, as Council and Staff prepare to discuss the comprehensive zoning bylaw rewrite, I am curious if thought has been given to the inclusion of 'rental housing' in the 'DEFINITIONS' preamble of the rewritten, modernized bylaw?

Thank you in advance for your reply,

Kelly Bond

Direct email that is not sent and is not received

From: Dennis Wong
Sent: April 21, 2026 9:12 AM
To: 'Satendra Mann'
Subject: RE: Zoning changes for SF zones [Ticket Number: 0279883]

Hi Satendra,

Currently with the workshop with Council on April 7th which is inclined to extend the Zoning Rewrite project's timeline and the decision to not move forward with the SSMUH implementation from April 13th, the multiplex zoning and sf zones are currently being re-reviewed along with the rest of the rewrite update.

I would suggest to view the April 13th council meeting on the SSMUH topic and presentation for the latest news. [Council minutes, agendas, and notices](#)

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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From: Satendra Mann [REDACTED]
Sent: April 16, 2026 11:11 AM
To: Dennis Wong <wongd@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>
Subject: Re: Zoning changes for SF zones [Ticket Number: 0279883]

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Dennis,

Direct email not sent and started a received

Hope you are doing well. I'm checking to see if there is a draft of the updated multiplex zoning for the sf zones? Or do you know when they are being presented to Council, etc.?

On Wed, Feb 11, 2026 at 3:07 PM Dennis Wong <wongd@dnv.org> wrote:

Hi Satendra,

I hope that you were able to catch the workshops on both SSMUH and Zoning last Monday and yesterday Tuesday.

Council has just been learning and thinking on the Zoning Bylaw's potential updates. The District will be having another set of workshops coming (Feb 23rd for the zoning bylaw) and hopefully bringing the process for adoption in June. Depending on Council's decisions, it may extend past June.

Everything is subject to change so hopefully this helps.

Best,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org
Direct: 604-990-2411 (ext. 7121)

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From: Satendra Mann [REDACTED] >
Sent: February 06, 2026 11:41 AM
To: Dennis Wong <wongd@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>
Subject: Re: Zoning changes for SF zones [Ticket Number: 0279883]

Direct email not sent and not received

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Hi Dennis,

Thanks very much for your prompt response. For timing to implement the changes, are you still expecting spring or would it be closer to the June 1 deadline? Sorry to ask but it's really difficult for my clients to be in the midst of this.

On Fri, Feb 6, 2026 at 11:36 AM Dennis Wong <wongd@dnv.org> wrote:

Hi Satendra,

Next week the district will be having workshops at council on Feb 9 and 10 Monday and Tuesday on both Small-Scale Multi Unit Housing and the Zoning Bylaw Rewrite.

You can confirm here at [Council minutes, agendas, and notices](#) and look for the dates to download any information beforehand.

This should give you more information and potential direction from council regarding the zoning bylaw update.

Best,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org
Direct: 604-990-2411 (ext. 7121)

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From: Satendra Mann <[REDACTED]>
Sent: February 06, 2026 10:41 AM
To: Dennis Wong <wongd@dnv.org>

Direct email contact is not permitted and is not accepted

Cc: Tamsin Guppy <GuppyT@dnv.org>

Subject: Re: Zoning changes for SF zones [Ticket Number: 0279883]

EXTERNAL: Don't click links or open attachments unless you trust the sender and content.

Good morning Dennis,
I hope you are well. I am checking in about the upcoming zoning changes. I have several projects starting up and would like to know if you have a better idea about the timing for the changes. Also if there's any information sessions / council meetings regarding the changes scheduled?

Thanks for your help.

Best regards,

Satendra Mann, BA, BArch
ArchiType Design

233 28th Street West,
North Vancouver, BC, V7N 2H9,
[REDACTED]

On Mon, Oct 27, 2025 at 10:41 AM Dennis Wong <wongd@dnv.org> wrote:

Hello Satendra,

Regarding your enquiry on changes to single family zoning below:

I am enquiring about the timing for the contemplated zoning changes to the single family zones. I am a designer and I have several projects underway and need to plan for changes if they are happening sometime soon. I have checked the website and didn't find any specific information relating to this. Please advise and thanks in advance for your help.

Currently we are working on single family zoning changes and expect them to be brought forth along with the other zoning regulations as part of the whole Zoning Bylaw rewrite. We are estimating to have the regulations out by spring 2026 and do not have a specific date set out. The district also needs to consider the recent new update from the province from Bill 25 that came earlier this month regarding single family zones and multiplex implementation which further requires changes to drafting for the single family zones.

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org

Direct: 604-990-2411 (ext. 7121)

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From: Planning <planning@dnv.org>

Sent: October 23, 2025 2:59 PM

To: Dennis Wong <wongd@dnv.org>

Cc: Tamsin Guppy <GuppyT@dnv.org>

Subject: FW: Zoning changes for SF zones [Ticket Number: 0279883]

Hello,

Please see the zoning enquiry below.

Thank you,

Steven (he/him)

Customer Service Team



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District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org

604-990-2480

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From: [REDACTED]

Sent: 2025-10-23 11:22:17 AM

To: planning@dnv.org

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,
I am enquiring about the timing for the contemplated zoning changes to the single family zones. I am a designer and I have several projects underway and need to plan for changes if they are happening sometime soon. I have checked the website and didn't find any specific information relating to this. Please advise and thanks in advance for your help.

Best regards,

Direct email contact is permitted and is not a breach of the

Satendra Mann, BA, BArch

ArchiType Design

[233 W. 28th St.,](#)

[North Van., BC, V7N 2H9](#)



Direct Email Not Sent and Reported as Received

From: Tamsin Guppy
Sent: March 16, 2026 5:02 PM
To: Shanelle Currie
Cc: Robbie Slade; Autumn Riggan; Dennis Wong; Aleia Enders; Akua Schatz
Subject: RE: Updating the District's Zoning Bylaw
Attachments: v2 R1R2R3 03162026.docx

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi there a few updates...

- a. The latest draft of the DRAFT zones is attached for your reference – as always we welcome any feedback you or your team has. As before the three zones try to have similar building setbacks, heights and even densities, but change how you can divide up the space into 2 units in R2, 3 units in R2 and 4 or 6 units in R3 (under SSMUH). The other key change is that we have been asked to reduce the density at the upper end of the SSMUH spectrum in the R3 zone.
- b. The timelines are changing and loosely we are expecting:
 - a. A report on SSMUH is going to Council tentatively scheduled for April 13th for Council to decide if they wish to proceed with SSMUH. If they vote to consider SSMUH then the bylaws will return with the rest of the zoning work the following month.
 - b. For the non SSMUH zones we are continuing workshops with council into April and so have had to push back bylaw Introduction – it is tentatively scheduled for May 25th.

Please note – Council agendas change and we can never confirm the agenda until the week prior to the meeting at which time the agenda and associated reports become public.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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Direct email content omitted and quoted as received

From: Shanelle Currie [REDACTED]
Sent: March 12, 2026 8:00 AM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Autumn Riggan [REDACTED] Dennis Wong <wongd@dnv.org>; Daniel Broderick <broderickd@dnv.org>; Aleia Enders [REDACTED]
Akua Schatz [REDACTED]
Subject: Re: Updating the District's Zoning Bylaw

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Hello Tamsin,
I hope you are well. I am just checking in on the DNV by-law progress from the Council workshops in February. I am keen to be looped in on any status update you can share, to support our current client queue for coach houses in DNV. We heard there may be some concern at this stage, with council passing the amendments and are hoping this will not be the case. Happy to support in whatever way we can. We plan to attend the public hearings when they are scheduled in April.
Shanelle

Direct email contact initiated and reported accepted

From: Tamsin Guppy
Sent: February 18, 2026 9:29 AM
To: Shanelle Currie
Cc: Robbie Slade; Autumn Riggan; Dennis Wong; Daniel Broderick; Aleia Enders
Subject: RE: Updating the District's Zoning Bylaw

Thanks for your email. Council is concerned about the Provincial mandates related to SSMUH and their impacts on our community, and will be having two more workshops on this topic in March.

With regards to the larger zoning work and the single family zoning, there are fewer concerns and we are more just working through the material with Council. These conversations are continuing and a second workshop on Zoning next week.

Meanwhile staff are working at consolidating comments received to date and will be republishing a revised draft soon hopefully by month's end. At that time we would welcome your feedback.

Thank you for your ongoing interest.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
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guppyt@dnv.org
Direct: 604-990-2391

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From: Shanelle Currie [REDACTED]
Sent: February 18, 2026 8:59 AM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Autumn Riggan [REDACTED]; Dennis Wong

Direct email not sent and not received

<wongd@dnv.org>; Daniel Broderick <broderickd@dnv.org>; Aleia Enders [REDACTED]

Subject: Re: Updating the District's Zoning Bylaw

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Hello Tamsin,

I hope you had a nice long weekend! I just wanted to touch base to see how the workshops went last week. We are interested in providing any additional support that the district needs throughout the process and would be happy to have a look at the new draft updates when they are ready.

All the best,
Shanelle

On Fri, 9 Jan 2026 at 14:38, Tamsin Guppy <guppyt@dnv.org> wrote:

This is exactly the type of feedback we need – thank you!

I have thoughts on all the points but don't want to overpromise as things are always a balance but getting your very specific comments can help us improve wording, improve diagrams and ensure that we limit only what we intend to limit and provide flexibility where possible.

As the draft further evolves I will reach out with an update so you can continue to track the progress.

Our January workshop on SSMUH looks like it is being pushed to February so more to come once we get input on that.

Best wishes,

Tamsin

From: Shanelle Currie [REDACTED]

Sent: January 09, 2026 2:30 PM

To: Tamsin Guppy <guppyt@dnv.org>

Cc: Robbie Slade [REDACTED]; Autumn Riggan [REDACTED]; Dennis Wong <wongd@dnv.org>; Daniel Broderick <broderickd@dnv.org>; Aleia Enders [REDACTED]

Subject: Re: Updating the District's Zoning Bylaw

Hello Tamsin,

Thank you for sending this draft document and for the initial update on the process. We are grateful to be considered to provide feedback and are keen to continue receiving updates and offering feedback as the new legislation continues to develop.

Direct Impact on Permitted and Reported Allowed

We currently have two clients, with a somewhat urgent housing need that will be impacted by these changes and have fallen into a pause due to the ongoing changes. For one client, the timing of this has the potential to cause some fairly major implications for their life plans. Their current coach house floor area eligibility is incredibly undersized so time is of the essence for them.

My colleague and Senior Designer, Autumn, did a thorough review of our two projects based on three scenarios:

- FSR yield based on current zoning by-laws,
- FSR yield with the potential proposed requirements outlined in your draft document and,
- FSR yield of the requirements/goals outlined in the July 10, 2025 proposal to council.

(Some conservative assumptions were made in the latter option since it was not as prescriptive as the former two options.)

Our general feedback to the documents provided is found below.

ADDED COACH HOUSE DENSITY

Our general challenge that we see in the proposed draft document and the video for the council workshop, is that the regulations seem to be built primarily on the opportunity for full site development and less so for *just a* Coach House on an existing property. There does not seem to be ample consideration for the type of homeowner that has an existing home and basement, and is seeking a multi-generational living arrangement or minor lot development to increase income on their property in the form of a Coach House development **only**, and as the second suite on the property.

I understand the district is aware that the shared lot FSR and oversized homes are the key reason that they are not seeing added coach house projects (only 5 per year vs. Vancouver 100-200 per year) but I am unclear why the added 500 sq ft bonus only applies to this if the coach house is the third unit. For existing buildings, is this in an effort for families to renovate their existing basements (if they have them?) In some cases the homes are oversized and without basements (one of our clients), making a renovation more negatively impactful in the short term to their family than a modest development in the backyard. If we could have more clarity around the intent here, that would be helpful.

Perhaps the district would consider a clause like “if the FSR for the existing primary dwelling unit uses up more than 80% of the permitted total for the lot, an additional square footage of XYZ [sq.ft.](#) is available for a coach house (regardless of third dwelling unit), to a maximum of 1400sf.”

CONSOLIDATION OF ZONES

In one of our projects, they are limited in floor area due to the additional clause for “maximum principal building size”. In RS4 the max total FSR is 3013 sf, regardless

of the combined FSR calculation (two planners have confirmed that max principal building size includes the primary dwelling **and** the coach house despite what the term *principal building* implies) This has reduced the square footage of the coach house to an inadequate 342 sq.ft As such, we are in support and believe clarity and consistency will aid with faster timelines and a more streamlined approach, if the zones are consolidated and some of the more unique requirements for specific zones are eliminated.

PROPOSED DENSITY CALCULATION

We are in favor of the total FSR calculations that are being proposed in the draft document. When Autumn ran the comparison calculations for both of our projects - one in RS3 and one in RS4 - the option that you have provided in the draft, did render us the most modest and functional square footage for a coach house in both cases (more so than the current zoning, especially for the RS4 property- assuming the clause discussed above is gone). Although we were not able to max out the 1400 sq ft for the project in RS3, it was still a functional size.

CONFLICTING REQUIREMENTS FOR HEIGHT

We note that the height requirements are based on buildings with a 25' setback and over 25' setback. I can understand that the height requirements mean that the height within the first 25' of the lot is different than the height for the building that extends beyond that. The City of NV has a similar requirement in their new bylaw. There is also a note in table 3.1 of the draft bylaw however, for the **“coach house within the rear 25' of the lot”**. Requiring the coach house to be solely located in the rear 25' of the lot does not work with the mandated rear yard setback of 10' and requirement for minimum 3 parking stalls (20' in length typically). Mandating that the coach house is within the 25' of the rear lot line does not work for the parking and the 10' setback as well. Perhaps this was not the intention but some clarity needs to be provided in the draft document.

GENERAL DECK INCLUSIONS

For existing buildings, the current by-law requires that uncovered raised decks (greater than 6'-6") are counted towards the FSR for the site - regardless of coverage, or material. This causes challenge and reduces livability for the property, especially on sloped lots where a homeowner may have to cut back their existing deck area substantially, to get reasonable square footage for the coach house or otherwise, not having adequate square footage for the coach house. Where do decks fit into the new proposed regulations? Perhaps an impermeability requirement can be implemented if this was the approach for the District with this clause. Ideally this regulation is removed for **uncovered decks not over living space** to not further cause hardship for the calculation of coach house square footage.

This concludes our notes for now. Again, we are open to having further discussion if this is helpful or of use to the District and happy to answer any questions.

Direct email not sent and not received

I am also hoping I could call you to touch base regarding the two projects that we have on hold for now, specifically our client with some more urgent personal matters. Please let me know if there is a good time for me to call you between Monday and Wednesday next week.

Best,
Shanelle Currie

On Thu, 18 Dec 2025 at 16:04, Aleia Enders [REDACTED] > wrote:

Hi Tasmin,

Thank you so much for taking the time to share the draft materials and for walking us through the updates!

We understand that this is a draft and won't be making any project decisions based on it at this stage. That said, we would be happy to provide our feedback! We'll review the materials and come back to you with any questions or comments by January 9th.

Thanks again for including us in the conversation - it's very helpful for our team as we plan for upcoming projects in the District.

Happy holidays!

Aleia Enders she/her
Director of Design
[REDACTED]



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó:lō and Səlilwətaʔ/Selilwitulh (Tsleil-Waututh) and xʷməθkʷəy̓əm (Musqueam) Nations.

Please note: Smallworks will be closed for the holidays from December 22-December 26. We wish you a safe and happy holiday!

On Tue, 16 Dec 2025 at 09:20, Tamsin Guppy <guppyt@dnv.org> wrote:

Hi Aleia, thank you for reaching out – we would love Smallworks thoughts on the draft regulations so I have attached a DRAFT copy, but I must emphasize that they are still very much **DRAFT** so I cannot guarantee that any aspect of what we share with you today will be in the finally adopted versions of the bylaw – also the current draft is lacking many of the diagrams and that creating this excerpt for you lost some of the formatting and numbering – but it will give you a sense of the ongoing conversation – we hope to publish a fully formatted

version with diagrams and hyperlinks in the first quarter of 2026 for public discussion.

Also of interest to your team, we held a workshop with Council on some of the changes that are **proposed** on Dec 2nd, and this link will take you to the video of that discussion which includes a staff presentation on upcoming changes.
<https://youtu.be/skFPuarmm5w>

The Province has recently also adopted Bill 25 which implements small scale multi unit housing (SSMUH) in the District (our existing zones were considered exempt under the prior Bill 44). We have a tentatively scheduled workshop with Council on the impacts of this legislation in January, and at that workshop staff there will be discussion of how SSMUH will be implemented, what areas will be eligible for what number of units, and what areas may need to be placed on hold pending further work.

At this time the **draft** zoning that will replace the existing RS single family zoning is fairly similar across the areas that may or may not implement SSMUH, in that the potential setbacks, heights, prohibitions on fully in ground basements, limitations on the number of stories, and so on are generally the same. The primary differences are the number of units permitted, and or 6 unit lots a small modification to building coverage and landscape requirements.

It is also critical to point out that going forward the FSR calculations will be very different to how they are currently undertaken. The **proposal** is that all floor space will count regardless of its location in the basement or in a garage. (We are keeping the 269 sq. ft. exemption for sheds.) Further that basements buried entirely in the ground are no longer permitted (see video for details on that). Heights are increased by 10 feet and limited to 3 storeys inclusive of basements and (finished) attics. But the intention is not to reduce living space and so the new FSR is higher designed to almost exactly match what people can build today but to do so in a manner that enables all the basement square footage to be above ground instead.

Another point that is under discussion with Council but we have not had clear direction on is the idea of setting the base FSR at a number that matches current buildable sizes, but then providing additional density where people add a 3rd, 4th or 5th unit.

Our team would love to hear your company's thoughts on these DRAFT zones (have I said DRAFT enough times – sorry to be repetitive but is an essential point and critical that you don't make plans based on regulations that are still under discussion and may change) so please let us know if you see any problems with what is being proposed or have any questions.

Thank you for your interest,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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From: Aleia Enders [REDACTED]
Sent: December 15, 2025 3:52 PM
To: Tamsin Guppy <guppyt@dnv.org>
Cc: Robbie Slade [REDACTED]; Shanelle Currie [REDACTED];
Autumn Riggan [REDACTED]
Subject: Re: New ADU Regulations

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Hi Tasmin,

I just wanted to follow up on Robbie's email regarding the upcoming changes in the District.

In addition to any literature or draft materials you're able to share with our design team, we were hoping to get a bit more clarity on how finalized the proposed changes are at this stage. We have a few active projects that would need to fall under the new regulations in order to be feasible, and they're currently at a standstill until we can confirm whether it's appropriate to begin designing with the changes in mind.

We also had a specific zoning question we were hoping you might be able to shed some light on. Currently, the bylaw outlines a Maximum Principal Building Size for each RS zone. This information is referenced from page 41a of the zoning bylaw. The planning department has informed us that this Maximum Principal Building Size number is inclusive of the floor area of a laneway home.

Direct email not permitted and started a received

Since the RS1-5 zones might be consolidated, we are anticipating there might be updates to these numbers as some zones have higher Maximum Principal Building Size than others. Since RS3 is the most common zoning, do we have any indication of when we might know whether the consolidation of the zoning will be based on RS3, or what that Principal Building Size might be?

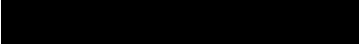
Thank you so much for your time - we really appreciate any insight you're able to share. If these questions are better directed elsewhere, please feel free to point me in the right direction.

Thanks again,

Aleia Enders she/her
Director of Design



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó:lō and Səlilwətaʔ/Selilwitulh (Tsleil-Waututh) and xʷməθkʷəy̓əm (Musqueam) Nations.

On Tue, 9 Dec 2025 at 16:01, Robbie Slade  wrote:

Hello Tamsin,

It's come to our attention that there are new regulations governing ADU design in the District!

Can you share any literature for our design team?

We understand that it will still be a few months for implementation, but we have a few new clients that will be governed under those new regulations so it's imperative that we're playing by the new rule book!

Thank you so much

R

--

Robert Slade
Director - Sales and Marketing
1 778 288 5001



Smallworks acknowledges that we are gathered on the traditional, ancestral and unceded territory of the Coast Salish peoples—Skwxwú7mesh (Squamish), Stó:lō and Səlílwətaʔ/Selilwitulh (Tsleil-Waututh) and xʷməθkʷəy̓əm (Musqueam) Nations.

--

Shanelle Currie she/her
Lead Designer



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Direct email not sent and not received

From: Tamsin Guppy
Sent: February 18, 2026 9:48 AM
To: David Parke; Daniel Broderick; Jon Maselli; Tieg Martin
Subject: RE: Follow-up on Feb 12 2026 ADP Zoning Bylaw Amendment Briefing

Thank you for this extra information. At our end we've been doing more digging and put the question of the appropriate exemption out to some local experts and its looking like we should increase the exemption to approximately 80-90 sq. ft. per unit though we are still digging into this. We are also looking at the reference you provided and seeing if we can reference it in some way... it is often tricky to reference external documents in a zoning bylaw as if those change the intent of the original regulation may be lost but we are exploring including a reference for information only.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
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guppyt@dnv.org
Direct: 604-990-2391

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From: David Parke [REDACTED]
Sent: February 17, 2026 1:48 PM
To: Tamsin Guppy <guppyt@dnv.org>; Daniel Broderick <broderickd@dnv.org>; Jon Maselli <masellij@dnv.org>; Tieg Martin [REDACTED]
Subject: Follow-up on Feb 12 2026 ADP Zoning Bylaw Amendment Briefing

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good afternoon Tamsin, Daniel, Jon,

My experience working as a volunteer with the Accessible Committee for Disability Initiatives highlighted the lack of forethought into real accessibility compliance. It usually skimmed the bare minimum of BCBC 3.8 instead of considering an overall site and all the pieces within. (CSA B-651-18) Most developers had already designed it

Direct email contact invited and reported accepted

the way they wanted to see the final product, only asking us later for our input. Now working with ADP there has been some improvement with additions to the BCBC but limiting and cherry picking to appease everyone.

My ask is that if choosing the word accessible within the definition please consider the most up-to-date version of adherence; CSA B-651-23 in its entirety when considering identity. Not giving it an adaptable, enhanced version like DNV's version, but the whole enchilada. It makes it easier for developers to choose bare minimum, doesn't include all aspects of living with a disability and can easily make a site inaccessible. The considerations include parking, exterior approach, interior circulation, interior services and environment, sanitary, signage/ wayfinding, emergency systems, and all additional spaces. Accessibility in the public realm surrounding the site, directories, common areas, elevators, recycling/ garbage areas, shared kitchens, laundry, mailrooms, workout rooms, patio/ deck space. The turning radius for wheelchairs = 2,100 mm which should be in: kitchens, front entrances, foyers, a washroom, one side of a bed in bedroom with transfer space is washrooms 900mm x 1,360 mm beside water closet, showers where possible. The cost to have this within a project are minimal and offset liability, lower insurance cost, and provide improved independence and continued maintenance. All accessible suites should have bars installed in washrooms, or at least backing, wired for automated entry, lowered light switches, counters, (with area for potential knee space) heightened receptacles. If we can do more for a mere 1-2% of overall cost for finished construction we should try. Thanks for listening.

Kind Regards,
David

Direct Email Not Sent and Reported as Received

From: Neonila Lilova
Sent: March 03, 2026 9:49 AM
To: Dennis Wong; Daniel Broderick
Subject: FW: Webinar Follow Up: DNV Zoning Bylaw Rewrite - Employment Zones

Follow Up Flag: Follow up
Flag Status: Flagged

Please add the below to public input/consultation on the Zoning Bylaw Update project.

From: Olivia Halper <[REDACTED]>
Sent: February 02, 2026 5:22 PM
To: Neonila Lilova <lilovan@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>; Daniel Broderick <broderickd@dnv.org>
Subject: RE: Webinar Follow Up: DNV Zoning Bylaw Rewrite - Employment Zones

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Resending to correct a typo.

Best
Olivia

From: Olivia Halper
Sent: Monday, February 2, 2026 5:19 PM
To: 'Neonila Lilova' <lilovan@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>; Daniel Broderick <broderickd@dnv.org>
Subject: RE: Webinar Follow Up: DNV Zoning Bylaw Rewrite - Employment Zones

Hi Neonila and team

Hope you had a good weekend. Thanks for last week's useful webinar.

Please find high-level comments below. I'd be happy to provide further advice off the back of a discussion and/or more information on the local context, if helpful. Do keep me posted on your progress.

Heavy Industrial Zone:

- The proposal to limit subdivision requirements and limit childcare use aligns with Metro policy.
- Consider excluding residential uses, which are currently enabled in EZ-I subject to conditions.

Light Industrial Zone:

- Metro policy for industrial and employment areas seeks to limit non-industrial uses to accessory uses (i.e. uses that are directly related to the primary industrial use or serve local businesses and workers, and that are limited in scale or size). The existing EZ-LI zoning enables non-industrial uses such as retail, recreation/community centre and social gathering as principal uses with conditions. DNV should consider shifting these from principal to accessory uses to preserve more floorspace for industrial uses. Noting that accessory uses can improve the financial and operational viability of industrial uses, greater total floorspace could be made available to support this while maintaining the primacy of industrial floorspace.
- Consider reviewing the benefits of removing barriers to light industrial intensification (e.g. maximum building heights), particularly in areas close to urban centres and transit.
- Consider excluding residential uses apart from those essential to the operation of the business/caretaker units.

Business Park Zone:

- Increases in height and density may be appropriate in areas with good transit connectivity.
- On the conversion of light industrial sites to a Business Focus Zone, this can encourage intensification of development but should be carefully calibrated to ensure that the viability of industrial uses is not undermined due to increase in land values.

Commercial Zones in Core Areas:

- Metro policy is supportive of promoting employment uses (e.g. proposed two floors of office space) in urban centres and near transit.

All zones:

- Consider reductions in parking requirements to align to local needs. Note that NAOIP's [Metro Vancouver/Fraser Valley Industrial Parking Study](#) found that the typical minimum bylaw requirement of 1 space per 100m² industrial/employment uses results in an oversupply of parking (three sites in the District of North Vancouver were

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studied). The study includes recommendations on parking supply, though a local parking survey/study might be needed.

- Another useful resource is [Metro Vancouver's Industrial Intensification Analysis](#).

Best
Olivia

Olivia Halper (she/her) MRTPI
Senior Planner, Regional Land Use Policy & Planning
Regional Planning and Housing Services
t. 604-432-6409



From: Neonila Lilova <lilovan@dnv.org>
Sent: Thursday, January 29, 2026 4:08 PM
To: Neonila Lilova <lilovan@dnv.org>
Cc: Tamsin Guppy <GuppyT@dnv.org>; Daniel Broderick <broderickd@dnv.org>
Subject: Webinar Follow Up: DNV Zoning Bylaw Rewrite - Employment Zones

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Good afternoon,

Thank you to those who were able to join us earlier this week in a webinar on Employment Zones, discussed as part of the District of North Vancouver Zoning Bylaw Rewrite project.

Attached is the slide deck used to present the Employment Zones concepts under development. As next steps:

- Please let us know any further thoughts/comments on the concepts presented in the webinars **by Friday, February 5**
- We will notify you when the Council workshop on Employment Zones in February is confirmed and forward information on how you can join to listen in on Council's deliberations
- We anticipate the draft zones that will form the new Zoning Bylaw, including the proposed Employment Zones, to be completed and posted online in early March – we will notify you when this is done and invite further feedback from you and the broader business community

As a reminder, you can monitor the project and send us your feedback at any time from the Zoning Bylaw Rewrite page here (scroll to the bottom for the **Contact us** form): <https://www.dnv.org/business-development/zoning-bylaw-rewrite>

Thank you again for contributing your time, experience, and expertise to this important project.

Neonila Lilova
Business and Economic Development Manager



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

lilovan@dnv.org
Direct: 604-990-2378

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Direct email not sent and not received

From: Tamsin Guppy
Sent: February 02, 2026 5:00 PM
To: Daniel Broderick; Dennis Wong
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0302894]

Dennis please track this, Daniel can you please respond?

Thank you

Tamsin

From: Planning <planning@dnv.org>
Sent: February 02, 2026 11:23 AM
To: Tamsin Guppy <GuppyT@dnv.org>; Dennis Wong <wongd@dnv.org>
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0302894]

Hi,

Please see below for response.

Thank you,

Sara

Community Service Team



355 West Queens Road

North Vancouver, BC V7N 4N5

building@dnv.org

Direct: 604-990-2480

Direct email content omitted and reported as received

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From: notifications@simplicitycms.ca
Sent: 2026-02-02 11:09:16 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=731d044c-86d8-44c2-b085-7b83889081eb>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

Hi There, I have some questions relating to the zoning bylaw rewrite. I noticed the zoning for daycare in light industrial zones is proposed to be limited to accessory use. Can you define what accessory will mean (% of building size).. I am currently trying to relocate a daycare in Maplewood and the only option I have is for an industrial zoned property. please contact me at [REDACTED] or [REDACTED]

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District of North Vancouver, infoweb@dnv.org

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From: Dennis Wong
Sent: April 16, 2026 9:00 AM
To: 'MAZ MAJIDI'
Subject: RE: Question about Single Family zonings

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Maz,

As of the April 7th Council workshop and April 13th meeting with Council the zoning rewrite has been directed to continue, including single family's changes, past April. The zoning rewrite team is currently regrouping on timelines and wanting to confirm the direction given by Council. Council has also decided to not proceed with the most recent SSMUH implementation plan from Staff in regards to the provincial requirement / deadline and will be coming out with notification to the province their decision. This affects the zoning rewrite including single family zoning transition.

Please have a look at the 7th and 13th meetings with Council to see the conversations leading up to the direction given under "Past Meetings": [Council minutes, agendas, and notices](#)

Best,

Dennis Wong (He/Him)
Development Planning Assistant



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org
Direct: 604-990-2411 (ext. 7121)

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From: MAZ MAJIDI [REDACTED]
Sent: April 15, 2026 6:28 PM

Direct email not sent and not received

To: Dennis Wong <wongd@dnv.org>

Subject: Re: Question about Single Family zonings

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Dennis,

I hope you're doing well.

I wanted to follow up on the emails I sent back in January. As we are now in mid-April 2026, I was wondering if there are any updates regarding when the proposed new single-family zoning might be introduced or brought forward.

Thank you in advance, and I appreciate your time.

Best regards,
Maz.

On Jan 8, 2026, at 3:15 PM, Dennis Wong <wongd@dnv.org> wrote:

Hi Maz,

I've check over and it seems the District may have bylaw introduction in April with adoption by summer of 2026.

Otherwise there will be upcoming workshops with council in February but those may not be on the topic of single family alone. The next workshop should be focusing on Bill 25 and SSMUH so that may be of notice for you and single family.

Best,

Dennis Wong (He/Him)
Development Planning Assistant

<image001.jpg>

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org
Direct: 604-990-2411 (ext. 7121)

Direct email not sent and not received

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From: MAZ MAJIDI [REDACTED]
Sent: January 08, 2026 12:13 PM
To: Dennis Wong <wongd@dnv.org>
Subject: Re: Question about Single Family zonings

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Dennis,

Thank you for your reply and for taking the time to explain the process.

I wanted to clarify the anticipated timing. Will the proposed new zoning bylaws for single family homes be released on the District of North Vancouver website at the time of adoption in late summer or fall 2026, or is there an expectation that draft bylaws or more detailed information will be made available sooner?

In particular, I am hoping to understand when DNV staff expect to publish the proposed zoning bylaws for single family homes and when the detailed parameters of these changes will become clear.

I have attended several sessions, including online workshops, and have a general understanding of the direction being discussed. I am now primarily waiting for the release of the formal zoning bylaw details, especially as they relate to single family properties.

Thank you again for your time and assistance. I appreciate the update and look forward to any clarification you can provide.

Wishing you a wonderful day.

On Jan 8, 2026, at 12:04 PM, Dennis Wong <wongd@dnv.org> wrote:

Hello Maz,

Direct email contact is not permitted and reported as received

In response to your enquiry on Zoning Bylaw Timelines:

As part of the zoning bylaw updates in its entirety, the anticipated timeline would look to late-summer/fall 2026 for any adoption of the new zoning bylaw.

For single family / residential, the intention was to gather, review, engage, and create the zoning regulations during 2025 as the focus. The district is now expanding to work on the other sections of the zoning bylaw to completion as the project is to update and change the entire zoning bylaw to reflect present day. Adoption of the single family / residential zoning will be alongside the rest of the zoning bylaw.

You can review the full timeline at [Zoning Bylaw Rewrite](#). The information is up to date as of today and will be updated when the District has more information (which may include the SSMUH Bill 25 changes).

Thank you,

Dennis Wong (He/Him)
Development Planning Assistant

<image001.jpg>

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

wongd@dnv.org
Direct: 604-990-2411 (ext. 7121)

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Direct email content omitted and reported as received

From: Planning
Sent: April 16, 2026 9:12 AM
To: Tamsin Guppy
Cc: Dennis Wong
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0322777]

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please see the included enquiry for your review and response.

Thank you,

Steven (he/him)
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
604-990-2480

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From: notifications@simplicitycms.ca
Sent: 2026-04-16 9:09:14 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=d8ebc45a-df11-443f-a45b-a04065284e2a>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

Very disappointed that the by-law changes did not include amendments to the 20' separation of a coach house from the main house. As most single family homes in DNV were built approximately in the centre of the lot, the 20' requirement effectively renders the possibility of a coach house option, non-viable. All of the other changes, although valid, what is the point if we cannot proceed!

District of North Vancouver, infoweb@dnv.org

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Direct email not sent and not received

From: Planning
Sent: April 28, 2026 12:15 PM
To: Dennis Wong; Tamsin Guppy
Subject: FW: Zoning Bylaw Rewrite input form [Ticket Number: 0326069]

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: Zoning Rewrite

Hello,

Please see the included enquiry for your review and response.

Thank you,

Steven (he/him)
Customer Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

building@dnv.org
604-990-2480

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From: notifications@simplicitycms.ca
Sent: 2026-04-28 10:52:15 AM
To: planning@dnv.org

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New Form Submission: Zoning Bylaw Rewrite input form

A copy of their response is shown below.

<https://dnv-admin.simplicitycms.ca/forms/request/results/48a17f4e-3905-4868-b094-e38cb6349bd4?resultId=4ab11e64-b625-4e55-b04b-23f287dbd82c>

Please share your comments or suggestions about this project. Don't forget to include your email if you require a response.

This "contact us" was attached to the current commercial review. I have been looking at DNV cd zones and less frequently at general DNV commercial zoning and note that the DNV is creating a really difficult set of zones for businesses to understand and for DNV Staff to administer licensing and permitting. It already causes problems. Look at the 10 year old tower complex at Marine and Capilano that currently has a single Subway and 8 or 10 other vacant CRUs. I don't see how the site specific zoning for the site can be changed now that the residential condos have been occupied. Tragic situation caused by bad zoning? Town centres and complex buildings need simple zoning and less restrictions to enable a responsive business community to evolve. Look at the crippling regs in Ambleside too.

District of North Vancouver, infoweb@dnv.org

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Direct materials omitted and started and received



Direct Email Input Entered and Reported as Received

From: Tamsin Guppy
Sent: May 11, 2026 4:33 PM
To: Dennis Wong
Subject: FW: District of North Vancouver - Coach House & SSMUH - Ticket Update [Ticket Number: 0328666]

Follow Up Flag: Follow up
Flag Status: Flagged

Another for tracking purposes.

From: Tamsin Guppy <GuppyT@dnv.org>
Sent: May 11, 2026 4:16 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: District of North Vancouver - Coach House & SSMUH - Ticket Update [Ticket Number: 0328666]

Hi there, I understand you are looking for more information on how to add a coach house to your site.

Spot rezoning to increase your permitted floor space is generally not supported so I do not recommend that process however you do have the right to apply to rezone if you so choose.

The District is in the process of updating the entire zoning bylaw and as part of that the single family zoning regulations. The re-write project is expected to be completed in 2027 but Council has asked that we bring forward the single family changes sooner for their review potentially over the coming months. These changes may make a coach house more likely on your lot, if a) you want to convert an existing garage to living space and have outdoor parking; and b) if Council supports a potential extra square footage allowance for coach houses – current proposed at 500 sq. ft.

There are a lot of unknowns at this time, but you may want to follow the [Zoning Bylaw Rewrite](#) where we will post links to future reports and note key Council decisions.

Thank you for your interest,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road

District Email Not Sent and Reported as Received

North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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From: building@dnv.org
Sent: 2026-05-07 9:53:55 AM
To: [REDACTED]
Cc: [REDACTED]; Planning@dnv.org
Subject: Re: District of North Vancouver - Coach House & SSMUH - Ticket Update [Ticket Number: 0328666]

Good morning,

Thank you for your visit to District Hall today.

District of North Vancouver Council decided on April 13, 2026, to not implement Bill 25 and therefore the District will not be making changes to the Zoning Bylaw in terms of any additional residential units in single-family zoned lots in the District.

Any proposed development must be in compliance with all legal charges registered on title, the zoning bylaw, and any other applicable regulations at the time of application. Currently, the maximum number of residential units permitted on a single-family zoned lot within the urban containment boundary is three, specifically in the form of one principal dwelling, one secondary suite, and one coach house.

To stay up to date on SSMUH within the District, we encourage you to visit the following webpage for all relevant information, www.DNV.org/housing-legislation, you may sign up to receive updates regarding this webpage by clicking the "Watch this page" button at the top of the webpage. Should anything change in terms of the District's approach staff will update this webpage.

Direct email contact is preferred and appreciated

In addition to the above, I have cc'ed our planning department to connect you with a Planner who might be able to answer some of your more in depth questions on this matter and potentially set up an appointment.

Please reply to this email with further questions.

Thank you,

Michael

Community Service Team



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

infoweb@dnv.org

604-990-2311

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Direct email that is not sent and is not received

From: Tamsin Guppy
Sent: May 11, 2026 4:32 PM
To: [REDACTED]
Subject: FW: 5283 Nancy Greene Way Bylaws - Ticket Update [Ticket Number: 0267469]

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your questions – please see my answers below in **red**.

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

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From: [REDACTED]
Sent: 2026-05-07 11:12:37 AM
To: "Building"
Subject: Re: 5283 Nancy Greene Way Bylaws - Ticket Update [Ticket Number: 0267469]

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi Donna,

I contacted DNV yesterday after reviewing the information on the Zoning Bylaw Rewrite webpage because I wasn't able to find answers. Could you please help me with the questions below?

Direct Email Contact Initiated and Reported as Received

1. When should I expect the new Zoning Bylaw to take effect? Will there be any “grace period”?

We are hopeful that the new zoning bylaw be adopted in 2027.

Council has requested that we bring forward changes to single family zoning in the coming weeks but we don't know if Council will have an opportunity to adopt that interim bylaw in advance of the full re-write scheduled for 2027 given the time constraints of an election period.

If the single family zoning is updated existing buildings (and those under construction) are grandfathered but permits must comply with the bylaw.

2. If the 19 zones are consolidated into one zone, does that mean the special height requirements for Grousewoods (Section 502.1) will be replaced by universal height rules?

Yes, the proposal is that Grousewoods would go to the new DRAFT “R2” zone which if approved would permit 3 storeys in height (including basements) and heights with a pitched roof of 38 feet tall.

3. What's the target FSR for a single house in the proposed new Zoning Bylaw?

The new DRAFT “R2” Zone permits a house, suite and coach house. The Floor Space Ratio is designed to match the existing permitted gross floor area but will calculate FSR differently – most particularly it will include basements and garage spaces in the FSR. As a result, the FSR number will be higher but the total GFA will be similar to existing. Also of note, Council is considering stepping the FSR/ GFA such that there is a base rate and then an additional amount if a coach house is proposed. The numbers are still very much under discussion but I'll be happy to send you the draft zone in the coming days as the package is prepared for Council's discussion.

At any point you can also follow our progress at: [Zoning Bylaw Rewrite](#)

Thanks,

Shaoyi Liu *M.Arch, LEED AP BD+C*
Principal | Architect AIBC

Fulu Architecture Inc. | 778.892.4988
www.fuluarch.com

Direct email contact is not permitted and is not accepted



On May 7, 2026, at 8:34 AM, Building <building@dnv.org> wrote:

Hello,

Thank-you for your E-Mail.

Please find a link to the Zoning Bylaw Rewrite here: [Zoning Bylaw Rewrite](#)

Thank you,

Donna
Community Service Team



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

infoweb@dnv.org
604-990-2311

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From: Tamsin Guppy
Sent: May 11, 2026 4:53 PM
To: [REDACTED]
Subject: FW: FW: [SUSPECT SENDER] [REDACTED] RSKL [Ticket Number: 0319896]

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Thank you for your email.

Council has instructed staff to bring forward for their consideration this summer new residential zoning to replace existing RS zones with a new zone that permits a house, suite and coach house on each lot.

This zoning has been presented to the community and discussed in workshop but has yet to go through the bylaw process and may well change as a result of Council input.

Key changes proposed include:

- More permissive heights and a 3 storey limit that includes basements.
- A reduced front yard setback
- A new way of calculating floor space that includes basements and garages in the FSR but increases the permitted FSR.
- A stepping of gross floor area such that additional square footage may be available for a coach house.

In working with local designers as we developed this draft zoning most thought that the new zone was helpful being easier to use and generally slightly more permissive so if you are considering updates to this property the new zoning may well be helpful BUT while we are working to bring the new draft to Council as quickly as possible, given the constraints of an election year we are not sure this Council will have the opportunity to both review and approve the bylaws in advance of the election and it may be that the single family zoning is not updated until 2027.

Once we know more we will include updates on the webpage at: [Zoning Bylaw Rewrite](#).

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner

Direct email not sent and started a received



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəyəm (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.

From: [REDACTED]
Sent: 2026-05-11 12:14:13 PM
To: planning@dnv.org

Hello Planning,

I am following up again regarding my previous inquiries about the proposed zoning changes for [REDACTED].

We are currently in the process of a preliminary zoning analysis for a potential purchase. I would greatly appreciate it if someone could provide an update or share any available draft bylaws or information regarding the possibility of developing four units at this location.

Can someone please respond?

And from April 19th:

From: [REDACTED]
Sent: 2026-05-11 12:14:13 PM
To: planning@dnv.org

I am following up again regarding my previous inquiries about the proposed zoning changes for [REDACTED].

We are currently in the process of a preliminary zoning analysis for a potential purchase. I would greatly appreciate it if someone could provide an update or share

Direct email comment submitted and posted and received

any available draft bylaws or information regarding the possibility of developing four units at this location.

Can someone please respond?

Regards,

Czar Villanueva

Direct Email Not Sent and Reported as Received

From: Tamsin Guppy
Sent: May 11, 2026 8:49 AM
To: Daniel Broderick; Cecilia Villegas-Ty
Cc: Dennis Wong; Building
Subject: RE: District of North Vancouver - Coach House & SSMUH - Ticket Update [Ticket Number: 0328666]

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Cecilia - happy to respond to these people – do you know what it is they were interested in doing? I notice that their home is only 10 years old so is likely built to the current max and they have a garage, so not sure there will be much extra for them with updated zoning unless there are thinking of converting their garage to a coach house.

Tamsin

From: Building <building@dnv.org>
Sent: May 08, 2026 4:25 PM
To: Tamsin Guppy <GuppyT@dnv.org>; Daniel Broderick <broderickd@dnv.org>
Subject: FW: District of North Vancouver - Coach House & SSMUH - Ticket Update [Ticket Number: 0328666]

Hello,

The homeowners and architect came to the hall to discuss potential of building a coach house on [REDACTED]

They had previously contacted us and plan reviewer had determined that they had already reached maximum FSR on this lot and so no coach house can be approved in order to comply with Local Government Act and provincial regulations on density.

Owner then asked about the SSMUH changes that we supposed to be happening and if that would change things for their lot, at which point I informed them that council had decided to not adopt the changes set out by Bill 25. They then asked to be connected with a Planner who could provide more insight on how they could potentially have this property reevaluated in some way with the OCP or zoning so that building a coach house could be possible. They also advised they will be contacting their MLA to see what can be done at the provincial level.

Direct email not permitted and reported as received

Passing this on to you for response.

Thank you,

Cecilia Villegas-Ty

Customer Service Team



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

building@dnv.org

Direct: 604-990-2480

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We respectfully acknowledge the original peoples of these lands and waters, specifically the səliwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

From: building@dnv.org

Sent: 2026-05-07 9:53:55 AM

District Planning Committee and District Planning

To: [REDACTED]
Cc: [REDACTED]; Planning@dnv.org
Subject: Re: District of North Vancouver - Coach House & SSMUH - Ticket Update
[Ticket Number: 0328666]

Good morning,

Thank you for your visit to District Hall today.

District of North Vancouver Council decided on April 13, 2026, to not implement Bill 25 and therefore the District will not be making changes to the Zoning Bylaw in terms of any additional residential units in single-family zoned lots in the District.

Any proposed development must be in compliance with all legal charges registered on title, the zoning bylaw, and any other applicable regulations at the time of application. Currently, the maximum number of residential units permitted on a single-family zoned lot within the urban containment boundary is three, specifically in the form of one principal dwelling, one secondary suite, and one coach house.

To stay up to date on SSMUH within the District, we encourage you to visit the following webpage for all relevant information, www.DNV.org/housing-legislation, you may sign up to receive updates regarding this webpage by clicking the "Watch this page" button at the top of the webpage. Should anything change in terms of the District's approach staff will update this webpage.

In addition to the above, I have cc'ed our planning department to connect you with a Planner who might be able to answer some of your more in depth questions on this matter and potentially set up an appointment.

Please reply to this email with further questions.

Thank you,

Michael

Community Service Team



District of North Vancouver

355 West Queens Road

North Vancouver, BC V7N 4N5

infoweb@dnv.org

604-990-2311

Follow us on social media: @NVanDistrict

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Direct email that is not sent and is not received

From: Kevin Zhang
Sent: April 11, 2025 9:44 AM
To: [REDACTED]
Cc: OCP Update
Subject: RE: FW: Changes to Single-family Housing Regulations [Ticket Number: 0223213]

Hi Roger,

Thank you very much for your input. You raise great points about duplexes and that is a form (along with other multiplexes) that the Official Community Plan (OCP) Update team is considering in targeted locations around the District. Please see page 14 of these presentation boards: <https://docs.dnv.org/documents/OCP-Update-boards-final.pdf>. If you have time, please fill out the survey so that your input on this matter is recorded. https://engage.zencity.io/dnv/en/engagements/642bcb4a-8b71-4492-bfb4-7f5a870a29f6?utm_medium=referral

Thanks,

Kevin J Zhang, MCIP, RPP
Senior Development Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

zhangk@dnv.org
Direct: 604-990-2321

Follow us on social media: @NVanDistrict

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From: [REDACTED]
Sent: 2025-04-07 11:51:18 AM

Direct email content omitted and reported as received

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I read with interest the proposed changes to the regulations related to single-family housing and am generally in support.

However, unlike the City of North Vancouver, I see an almost complete lack of duplex housing in the District. Is there a reason for not requiring duplex housing on larger lots? I see many large houses still being built on lots that could easily contain a well-designed duplex. Such housing would provide two families with housing, would only require minimal, if any, additional utility services over one large residence and could potentially provide some increase in overall municipal tax revenue. To encourage such developments over large single-family housing, perhaps any development fee could be increased for the latter or a fee discount for duplexes.

I see this as a minimally invasive way to increase the density in single-family zoned areas as it would not materially change the character of the area which multi-family or town housing might do.

Any feedback on this issue would be much appreciated.

Roger Eastwood
year resident in Lynn Valley

From: DNV Input
Sent: June 01, 2026 11:47 AM
To: Mayor and Council - DNV
Subject: FW: DNV Council Meeting June 1, 2026

Follow Up Flag: Follow up
Flag Status: Completed

The below is provided for information

From: Erica Wolowidnyk
Sent: June 01, 2026 11:02 AM
To: Mayor's Office DNV <mayor@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>; Jordan Back <backj@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Betty Forbes <forbesb@dnv.org>
Subject: DNV Council Meeting June 1, 2026

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor & Councillors,

I hope you are all doing well. I am pleased to see that Staff has put forward the R1 and R2 Zoning on the June 1st Agenda this evening. I support moving this portion of the Bylaw forward as quickly as possible to help ease a difficult time for homeowners and the construction industry. I understand that Option 2 which includes a 2nd Reading would help get this done before the summer break and I encourage you to vote for that.

The Draft R1 and R2 Zoning goes a long way towards achieving the goals set out to simplify and level the playing field for all homeowners. This will help to streamline design and construction and reduce the time DNV Staff spends reviewing applications. You may have specific points you would like to see revised. No document is ever perfect. But this is a very good working document that can be refined over time. You've all heard the phrase "Perfect is the enemy of good". Please vote to put something forward that is already very good. Thank you.

Kind regards,
Erica

Erica Wolowidnyk

From: DNV Input
Sent: June 12, 2026 8:57 AM
To: Info Package
Cc: DNV Input; Tamsin Guppy
Subject: FW: housing decision to disincentivize basements

-----Original Message-----

From: Marquis family [REDACTED]
Sent: June 10, 2026 9:25 PM
To: Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>
Subject: housing decision to disincentivize basements

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Hello, we are 31 year citizens of North Van District, and live in a house with a basement.

This idea is absolutely ridiculous. There are minimal environmental impacts to digging a basement. The developers that are ripping down trees to build monster houses are not going to be dissuaded in ripping down the trees because of this. As we know, these often have huge driveway, concrete everywhere, massive behemoths, and you allowing them to go to 3 stories, will reduce sunlight (one of your purported benefits to the poor basement dwellers), for everybody else around them.

They will still use the maximum build size and rip down the trees. Perchance you could instead prevent the developers from doing so in the first place, if tree preservation is your sole aim. (We've already discussed the issue of light).

It is less of an environmental impact to keep houses a maximum of 2 stories, with a basement, which has the benefit of also cooling the house. Have you considered this environmental impact?

This poor decision is something that council needs to reconsider.

PS, we are environmental advocates, some might say tree huggers, and we will not vote you back in if this is the direction council chooses to go. It is interesting that when the developer built the house beside us, all tall firs/cedars were removed- and he tried to bully us to remove ours, to no success. This is the issue, basements or not.

John and Joanne Marquis

[REDACTED]
North Vancouver
[REDACTED]

From: [REDACTED]
Sent: June 17, 2026 4:07 PM
To: Tamsin Guppy
Cc: Mayor and Council - DNV; DNV Input
Subject: June 23 Public Hearing — Request for Pemberton Heights RSPH / Lot-by-Lot Zoning Clarification

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Ms. Guppy,

I am a Pemberton Heights resident writing about the June 23, 2026 public hearing regarding the Official Community Plan and Zoning Bylaw amendments, specifically the District-wide Residential (RS) Zoning Update.

Before the public hearing, I am requesting clear written confirmation of how the proposed zoning changes apply to Pemberton Heights, particularly to current RSPH lots.

Please confirm the following:

1. Will current Pemberton Heights RSPH lots remain subject to a Pemberton Heights-specific residential zone, or will they be consolidated into one of the new District-wide residential zones?
2. For Pemberton Heights lots currently zoned RSPH, what will the new zoning designation be on adoption: R1, R2, R3, SSMUH, houseplex, multiplex, or another category?
3. Will any Pemberton Heights lots obtain additional as-of-right unit entitlement, including 3, 4, or 6 units, as a result of the proposed bylaw amendments or related SSMUH implementation?
4. Will the proposed changes alter permitted height, lot coverage, floor area, setbacks, coach house permissions, basement/cellar treatment, parking requirements, or other built-form controls compared with the current RSPH framework?
5. Has the District prepared a Pemberton Heights-specific map showing existing zoning versus proposed zoning for every affected lot?
6. Has the District completed any Pemberton Heights-specific analysis of infrastructure capacity, road access, emergency vehicle access, school capacity, stormwater/geotechnical impacts, parking, tree retention or neighbourhood character before including Pemberton Heights in this District-wide zoning update?

The public notice describes this as a consolidation of 19 existing Residential zones into two new zones and states that it applies to single-family homes across the District. For Pemberton Heights, this is not a minor administrative matter if the effect is to remove neighbourhood-specific RSPH protections or enable materially denser built form without a Pemberton Heights-specific impact analysis.

Please provide a direct answer before the June 23 public hearing so residents can understand what is actually being proposed for our neighbourhood.

Respectfully,

Steven Geller
Pemberton Heights resident
[REDACTED]

From: [REDACTED]
Sent: June 17, 2026 6:12 PM
To: DNV Input
Cc: Mayor and Council - DNV; Tamsin Guppy; Mayor's Office DNV; Jordan Back; Betty Forbes; James Hanson; Herman Mah; Lisa Muri; Catherine Pope
Subject: Public Hearing Submission — Opposed Unless Pemberton Heights RSPH Protections Are Preserved or Deferred

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Corporate Officer, Mayor Little and Members of Council,

Please include this letter in the official public-hearing record for the June 23, 2026 public hearing regarding the Official Community Plan and Zoning Bylaw amendments, including the District-wide Residential (RS) Zoning Update.

I am a Pemberton Heights resident. I am writing to oppose the inclusion of Pemberton Heights in the proposed District-wide Residential zoning update unless Council first confirms, in writing and by map, that Pemberton Heights-specific RSPH protections will be preserved or alternatively defers Pemberton Heights from the bylaw until a neighbourhood-specific review is completed.

The public notice describes the proposal as a consolidation of 19 existing Residential zones into two new zones and states that it applies to single-family homes across the District. That may sound administrative. For Pemberton Heights, it is not administrative if the practical effect is to remove our neighbourhood-specific RSPH zoning framework, reclassify lots into a broader District-wide zone, or enable additional as-of-right units, greater massing, or materially different built form.

Pemberton Heights is not an interchangeable subdivision. It is a geographically constrained, established neighbourhood with limited access points, narrow local streets, significant school and pedestrian-safety pressures, older infrastructure, stormwater sensitivity and a distinct neighbourhood character developed over more than a century. If the District intends to remove or weaken Pemberton Heights-specific zoning protections, that deserves direct notice, a dedicated map, a dedicated public meeting, and a Pemberton Heights-specific impact analysis.

Before Council adopts any zoning amendment affecting Pemberton Heights, residents need clear answers to the following:

1. Will every current Pemberton Heights RSPH lot remain subject to a Pemberton Heights-specific residential zone, or will some or all RSPH lots be moved into a new R1, R2, R3, SSMUH, houseplex, multiplex, or other broader residential zone?
2. Will any Pemberton Heights lot receive new as-of-right entitlement for 3, 4, or 6 units?
3. Will the proposed amendments change permitted height, floor area, lot coverage, setbacks, coach house permissions, basement/cellar treatment, parking requirements, or other built-form controls compared with the current RSPH framework?
4. Has the District published a lot-by-lot map showing the existing and proposed zoning for Pemberton Heights?
5. Has the District completed a Pemberton Heights-specific infrastructure capacity analysis for water, sanitary sewer, storm sewer, drainage, electrical capacity, and construction impacts?
6. Has the District completed road, parking, and emergency-access analysis for Pemberton Heights specifically, including Keith Road West, MacKay Avenue, and local residential streets?

7. Has the District coordinated with School District 44 regarding school capacity impacts, including Capilano Elementary?
8. Has the District completed stormwater, slope, tree retention, and watershed analysis for Pemberton Heights, including impacts to MacKay Creek and the Capilano watershed?
9. Has the District completed a neighbourhood-character or heritage review before eliminating or consolidating Pemberton Heights-specific zoning protections?

I am not opposed to responsible housing policy. I am opposed to rezoning first and explaining impacts later. If Pemberton Heights is being materially changed, Council should not treat that as a technical consolidation. Residents deserve to know exactly what changes lot-by-lot, what protections remain and what infrastructure and public-safety analysis has been completed.

Accordingly, I ask Council to do one of the following before adoption:

1. preserve a Pemberton Heights-specific residential zone or overlay that maintains local controls over form, height, massing, setbacks, parking, tree retention, stormwater and neighbourhood character.
2. defer Pemberton Heights from the District-wide RS zoning update until staff produce a Pemberton Heights-specific report, map, infrastructure assessment, emergency-access review, school-capacity review and neighbourhood-character analysis.
3. at minimum, confirm in writing before the public hearing closes that no Pemberton Heights RSPH lot will receive additional unit entitlement, denser built form or materially reduced neighbourhood-specific protection through this bylaw.

Council should not approve a District-wide zoning consolidation that quietly removes Pemberton Heights-specific protections or enables denser redevelopment without transparent, neighbourhood-specific analysis.

Respectfully,

Steven Geller
Pemberton Heights resident



From: Tamsin Guppy
Sent: June 18, 2026 11:05 AM
To: [REDACTED]
Cc: Mayor and Council - DNV; DNV Input; Council Liaison
Subject: RE: June 23 Public Hearing — Request for Pemberton Heights RSPH / Lot-by-Lot Zoning Clarification
Attachments: Pemberton Heights Area R2.pdf

Thank you for your questions please see the answers noted below in [green](#).

Please note this proposed update to the Zoning Bylaw is intended to refresh, modernize and simplify the existing RS zones and replace them with a new easier to use R2 zone that serves the same function as the current RS zones and only permits the traditional house, or house with suite or coach house. The R2 zone does not increase the number of permitted dwelling units. This is not the Small Scale Multi Unit Housing recently in the news, but rather a replacement and simplification of existing regulations.

The maps for Pemberton Heights are attached, and also included in the Public Hearing Binder with a spreadsheet identifying all the properties being rezoned to R1 and R2 as **Tab 9**. The digital copy of the binder can be accessed by the [Council minutes, agendas, and notices](#) webpage and clicking the Additional Information link for the June 23, 2026, Public Hearing Date and then going to Tab 9.

Please let me know if you have additional questions,

Tamsin Guppy (she/her), MCIP, RPP
Senior Planner



District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
guppyt@dnv.org
Direct: 604-990-2391

We respectfully acknowledge the original peoples of these lands and waters, specifically the səilwətał (Tseil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəyəm (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.

From: [REDACTED]
Sent: June 17, 2026 4:07 PM
To: Tamsin Guppy <GuppyT@dnv.org>
Cc: Mayor and Council - DNV <council@dnv.org>; DNV Input <input@dnv.org>
Subject: June 23 Public Hearing — Request for Pemberton Heights RSPH / Lot-by-Lot Zoning Clarification

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Ms. Guppy,

I am a Pemberton Heights resident writing about the June 23, 2026 public hearing regarding the Official Community Plan and Zoning Bylaw amendments, specifically the District-wide Residential (RS) Zoning Update.

Before the public hearing, I am requesting clear written confirmation of how the proposed zoning changes apply to Pemberton Heights, particularly to current RSPH lots.

Please confirm the following:

1. Will current Pemberton Heights RSPH lots remain subject to a Pemberton Heights-specific residential zone, or will they be consolidated into one of the new District-wide residential zones?

In the 1990s when the District worked with residents on a series of neighbourhood zones, the work was well intentioned but in hindsight the results were overly complex – many neighbourhood zones not only have different requirements but also different ways of defining terms and in several cases different terms completely. This has led to real difficulties for people trying to renovate and rebuild as many designers do not realize the often subtle differences until after a design is submitted for building permit and then find they have to amend their drawings to meet the neighbourhood specific requirements, often a costly and slow process that does not always result in any beneficial changes for the community or applicant.

Recognizing the need to improve processing times and simplify regulations Pemberton Heights along with all other residential neighbourhoods inside the urban containment boundary is being considered to be rezoned to R2 (house, suite, coach house).

2. For Pemberton Heights lots currently zoned RSPH, what will the new zoning designation be on adoption: R1, R2, R3, SSMUH, houseplex, multiplex, or another category?

Lots in Pemberton Heights (see attached maps for specifics) are under consideration for rezoning to R2. Across the District approximately 1% of lots are proposed to remain RS for the short term and are not subject to this current bylaw process, this is in large part due to ongoing applications (primarily in town centres), or further study related to alignment with the Official Community Plan (OCP) (primarily related to lots where the OCP designation does not match the current zoning).

3. Will any Pemberton Heights lots obtain additional as-of-right unit entitlement, including 3, 4, or 6 units, as a result of the proposed bylaw amendments or related SSMUH implementation?

No, the current changes under discussion at the Public Hearing on June 23rd are about updates to the RS zone and not the Provincial discussion of Small Scale Multi Unit Housing.

4. Will the proposed changes alter permitted height, lot coverage, floor area, setbacks, coach house permissions, basement/cellar treatment, parking requirements, or other built-form controls compared with the current RSPH framework?

Yes, in order to simplify the zoning regulations and address a number of key problems with the existing zoning, the proposed new zone has a new layout and amended requirements. The general intent of permitting a single family house, or a house with a secondary suite or a coach house, remains the same, but there are key changes which have been informed by the results of surveys, Council input, and interest holder input over the past 18 months.

The key changes include:

- To address the concerns related to modern basement construction that include but are not limited to:
 - consigning secondary suites to below ground areas with no above ground windows
 - dewatering of areas and in turn extensive tree loss,
 - less resilient design as basements are more prone to overland flooding during extreme rain events,
 - higher carbon emission due to the use of concrete, high costs

the new zones no longer incentivise basement construction and the exclusion for deep basements is proposed to be eliminated.

- To encourage basements and living space to be “lifted out of the ground” house heights have been increased to permit 33 feet for a flat roof and 38 feet for a pitched roof.
- A new regulation limiting the number of storeys has been added with a limit of 3 storeys that includes basements and attics with living space.

- Side entry garages permitted in other zones will continue to be permitted and for Pemberton Heights this will be a change. The area traditionally used for a side entry garage is a garage size protrusion into the front yard, the R2 zone permits this space to be used for a garage or for living space and be one or two storeys in height.
- Garage floor area exemptions are eliminated.
- Permitted floor area calculations have changed to now account for basements and garages so that what you can build is approximately the same size. (While there were extensive spreadsheets looking at how to best match existing development potential to future development potential it is impossible to exactly match each lot but most lots will find the new numbers are within a few square feet of their existing potential but now have more ability for that square footage to be more valuable above ground living space.)
- With the change in how floor space is calculated and the elimination of exemptions for garages, this means that people have the option of converting garage space to living space provided they still meet their on-site parking requirements which have not changed.
- Front yard setbacks are slightly reduced from 25 feet to 20 feet.
- Coach houses continue to be permitted in the rear yard and remain limited to 2 storeys in height but the maximum size is increasing to 1400 sq. ft. to better accommodate a family.
- A new provision of 500 additional square feet is provided for coach house construction.

5. Has the District prepared a Pemberton Heights-specific map showing existing zoning versus proposed zoning for every affected lot?

Yes, and the relevant maps are attached.

6. Has the District completed any Pemberton Heights-specific analysis of infrastructure capacity, road access, emergency vehicle access, school capacity, stormwater/geotechnical impacts, parking, tree retention or neighbourhood character before including Pemberton Heights in this District-wide zoning update?

The number of units is not changing with this zoning update so while there are various teams at the District looking at these issues, the zoning refresh is not the trigger for that work.

The public notice describes this as a consolidation of 19 existing Residential zones into two new zones and states that it applies to single-family homes across the District. For Pemberton Heights, this is not a minor administrative matter if the effect is to remove neighbourhood-specific RSPH protections or enable materially denser built form without a Pemberton Heights-specific impact analysis.

Please provide a direct answer before the June 23 public hearing so residents can understand what is actually being proposed for our neighbourhood.

Respectfully,

Steven Geller
Pemberton Heights resident

[REDACTED]



R1 & R2 ZONING MAP SET

Subdivision Modifier

R1

R2

LEGEND: The District of North Vancouver makes no representation or warranty whatsoever with respect to the accuracy, completeness, or timeliness of the information contained in this map. The District of North Vancouver is not responsible for any errors or omissions in this map. The District of North Vancouver is not responsible for any damages, losses, or expenses incurred as a result of using this map. The District of North Vancouver is not responsible for any damages, losses, or expenses incurred as a result of using this map. The District of North Vancouver is not responsible for any damages, losses, or expenses incurred as a result of using this map.

2A09	2B09	2D09
2A07	2B07	2D07
2A05	2B05	2D05

From: Chris Enns [REDACTED]
Sent: June 20, 2026 10:46 AM
To: Mayor and Council - DNV; DNV Input
Cc: mayor@dnv.org; back@dnv.org; Betty Forbes; James Hanson; Herman Mah; Lisa Muri; Catherine Pope
Subject: DNV Zoning Memo for Council in Advance to Tuesday's Public Hearing.
Attachments: DNV Zoning Memo For Council 61625.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Council members and His Worship,

Attached is a memo related to the upcoming public hearing on Tuesday June 23rd. This memo relates to the proposed zoning amendments that affect almost all single family residential lots in the District. I intend to sign up to speak about it but depending on length I'm aware I may not get that opportunity.

Kind regards,

—

Chris Enns
[REDACTED]

MEMORANDUM

TO: District of North Vancouver Council
FROM: Chris Enns, Resident, District of North Vancouver
DATE: June 18, 2026
RE: Single-Family Zoning Bylaw Rewrite - Getting the New Floor-Area Number Right

1. Purpose

This memo is about the single-family zoning rewrite and reflects the viewpoints of multiple homebuilders operating on the North Shore as well as homeowners in the District, of which I am one.

In general, we are supportive of what the District is trying to do, but I want to flag one technical issue that will determine whether the reform delivers on its core promise: that homeowners won't lose development rights in the process. Everything turns on one number - the new all-inclusive floor area ceiling - and how garages and basements get treated within it. I have 5 suggestions for your consideration below.

2. Background

Three changes in the proposed rewrite interact in ways that matter:

- The floor-space exemption for basements and cellars is removed. The intent is to stop incentivizing builders to dig deep for free square footage.
- To keep total buildable area roughly the same as basements move above ground, the permitted floor area is being increased and the height limit raised to allow a partial third storey.
- Use restrictions are being simplified, which as I read it means garage area will now draw from the same permitted floor-area budget as living space, rather than sitting outside it as an exemption.

Staff have committed that the changes should "generally maintain the existing development rights of single-family lots," using total buildable floor area as the measure.

3. The Calibration Question

The District has shown how this works using a typical 7,500 sq. ft. RS3 lot. Under current rules, the 0.35 FSR limit (once you stack on the basement, garage, and accessory-building exemptions) produces about 5,344 sq. ft. of total buildable area, which works out to an effective FSR of roughly 0.71. Staff have also noted that the most common new home built over the last five years runs 5,000–6,000 sq. ft., so most homes are already at or above 0.70 FSR in practice.

The new all-inclusive floor-area number has not yet been published. The reports so far commit to the principle - maintain total buildable area - but the actual number was to be worked out at the October 2025 workshop and in the draft bylaw. That single figure is the whole ballgame. When it shows up, it needs to be scrutinized carefully.

Because garage space now draws from that same budget, the budget has to be big enough for both a garage and comparable living space. The District's own example already includes a 400 sq. ft. garage inside the 0.71 figure - so the math only works if the new ceiling is set toward the upper end of what homeowners actually built under the old, stacked exemptions, not pegged to a single average illustration. If it lands near 0.71 while the typical new home already exceeds 0.70 FSR, anyone who fully used the old basement, garage, and accessory exemptions loses ground - and homeowners who need a garage feel it first. ***This has a material impact on practical livable space and on property resale values and tax assessments.***

The fix is straightforward: use actual permit data, not a single illustrative example. Council should direct staff to publish the distribution of total buildable floor area realized across single-family permits over the last five years - garages and accessory buildings included - and set the new ceiling at the upper end of that range, not the midpoint.

4. Proposed Amendments

1. **Set the new floor-area ceiling from real permit data, not an average illustration.** The new all-inclusive limit should be anchored to the upper range of what homeowners actually built under the old, stacked exemptions - not the midpoint of one staff example. This preserves development rights across the board, not just for the median lot. Publish the underlying permit data so the number can be tested in the open.
2. **Cap garage space separately so it doesn't eat into living space.** Now that garage square footage draws from the same budget as bedrooms, there needs to be a capped parking allowance - up to the 400 sq. ft. the District already uses in its own illustration - that sits outside the living-space count. Anything above the cap counts normally. Homeowners shouldn't have to choose between a parking stall and a bedroom. Habitable space above a detached garage should be treated as a coach house under the existing coach-house rules, not as a new free exemption.
3. **Allow partial basements on flat lots, not just where the slope forces it.** The draft already contemplates a partial-basement form - roughly 2.5 storeys above grade with up to half a storey below. Confirm in the bylaw that this option is available on flat and gently sloped lots too, not only where topography makes it unavoidable. Eligibility should require a geotechnical assessment confirming no material risk of groundwater ingress and that safe above-grade egress is achievable, consistent with the District's existing DPA requirements. A partially submerged level also holds temperature better than a fully above-grade floor - less heating in winter, less cooling in summer - which fits the rewrite's climate goals. And on a street of existing two-storey homes, it keeps the massing of new builds from jumping a full storey overnight.
4. **On lots where a basement isn't viable, allow the full third storey by right.** Where a qualified professional confirms groundwater or flood conditions make even a partial basement impractical, the only way to maintain floor area is to build up. In those cases, the full third storey should be permitted as of right - not by variance - so homeowners on wet lots aren't penalized for doing what the District wants them to do. This is a narrow carve-out: it only applies where the geotechnical evidence actually supports it.

5. **Allow the full third storey generally, and confirm the upper-floor ratio is actually gone.** Staff have already proposed removing the requirement that the second floor be no more than 75% of the floor below, and have flagged “permit a full third storey on all homes” as an explicit alternative. I’d encourage Council to take that option. If the partial-third-storey cap of 75% of the second floor stays in place, it risks reintroducing the same upper-floor squeeze under a different name. The whole point is for the reallocated basement space to become genuinely usable living area - not a shallow attic floor.

5. Conclusion

- The direction of this rewrite is right - moving away from deep cellars, improving above-grade liveability, and updating rules that haven’t been touched since 1965 are all worth doing.
- The issue I’m raising is narrow: one number - the new all-inclusive floor area ceiling - needs to be set from real permit data, at the upper end of what homeowners actually built under the old exemptions, with a capped garage allowance so that covered parking doesn’t come out of living space. The five amendments above give Council practical ways to make sure the reform delivers what it promises. Directing staff to publish the five-year permit distribution of total buildable floor area would let everyone - Council and residents - test the calibration in the open.

I appreciate the opportunity to address Council and welcome any questions.

Respectfully submitted,

Chris Enns

Resident, District of North Vancouver

June 18, 2026



From: Rubens Rahim [REDACTED]
Sent: June 22, 2026 11:58 AM
To: DNV Input
Subject: Public hearing Bylaw 8787

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

I'm writing to provide input for the public hearing on Bylaw 8787.

1. The proposed bylaw completely ignores Bill 25 SSMUH requirements which is a legal requirement. Why is the District choosing to ignore provincial law? Are following district bylaws also optional? Instead of complying with the law, staff have spent time creating new bylaws that will and should just be overridden by the province as provincial law supersedes municipal.
2. The proposed bylaw does nothing to address the lack of coach house builds due to onerous regulations and requirements making it impossible or too expensive to build coach houses on most lots, exacerbating the housing crisis and high cost of living.

Thank you,
Rubens Rahim
DNV resident

From: Lisa Per [REDACTED]
Sent: June 22, 2026 9:47 PM
To: DNV Input
Subject: Written Submission – Public Hearing June 23, 2026 – District-wide Residential Zoning - Updated to Replace RS Zoning
Attachments: Written Submission for Public Hearing_June 23, 2026.pdf

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Corporate Officer,

Please find attached my written submission for the Public Hearing scheduled for June 23, 2026 regarding District-wide Residential Zoning - Updated to Replace RS Zoning.

I respectfully request that this submission be included in the Public Hearing record and provided to Mayor and Council for consideration.

Please confirm receipt.

Thank you.

Sincerely,
Lisa Per
District of North Vancouver
[REDACTED]

Written Submission for Public Hearing

Public Hearing Date: June 23, 2026

District-wide Residential Zoning – Updated to Replace RS Zoning

District of North Vancouver

SUMMARY OF REQUEST

Please proceed with Third Reading and adoption of the Zoning Bylaw, with an effective date no later than July 20, 2026, maintain phased implementation, and direct staff on expectation of reduction permit timelines and streamlined approvals as a result.

Dear Mayor and Members of Council,

I respectfully submit this correspondence for the June 23, 2026 Public Hearing regarding the Zoning Bylaw Rewrite. I reiterate my May 4, 2026 submission and express strong support for advancing the bylaw to Third Reading and adoption with an effective date as soon as possible or no later than July 20, 2026.

Reliance on Council Direction

Council has clearly identified the zoning rewrite as a phased initiative. This created a reasonable expectation of near-term implementation. Residents relied on this direction when planning renovations and engaging professionals.

Direct Experience: Cost, Delay, and Deterioration

We participated in a District-accepted pilot that was later withdrawn. This resulted in higher professional costs, delays, and worsening home conditions including water damage, mold, and structural issues. Temporary repairs are leading to duplicated costs.

Implementation Timing

Adopting as soon as possible or no later than July 20, 2026 will restore predictability, allow construction during the building season, and prevent further cost escalation.

Alignment with Objectives

The zoning rewrite aims to simplify regulations and streamline approvals. These objectives must translate into real improvements in permit timelines and costs.

Permit Streamlining

Council should direct staff on expectations for reduced approval timelines and increased as-of-right approvals. Without measurable improvements, there is a real risk that the new zoning will be easier to understand—but no easier to build under.

Conclusion

Timely adoption and efficient permitting are essential to ensuring predictability, affordability, and practical outcomes for residents
Thank you for your consideration and leadership.

Respectfully submitted,

Lisa Per

District of North Vancouver Resident

From: Andrew Butler [REDACTED]
Sent: June 23, 2026 12:06 PM
To: DNV Input
Subject: PUBLIC HEARING - District Wide Residential Zoning

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

PUBLIC HEARING

7:00 p.m. Tuesday, June 23, 2026

Council Chambers, Municipal Hall, 355 West Queens Road, North Vancouver

District Wide Residential Zoning Update to Replace RS Zoning Amendments to the Official Community Plan and Zoning Bylaw

As a resident of the DNV I wish to provide my comments and recommendation regarding the implementation of the new Residential Zoning proposal. May I say at the outset that there are many strong positives to the new zoning guidelines which I fully support. The one area where I believe Council has not acted upon the wishes of the public is in relation to parking. The Province provided the following standards and the DNV prepared the undermentioned comparison.

Table 1: Comparison of draft R3 Zone (SSMUH) regulations with provincial site standards guidelines (four- and six-unit SSMUH)

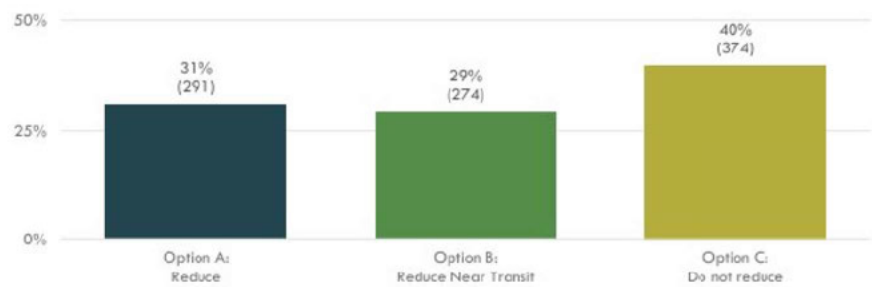
Zoning metric	4-unit SSMUH		6-unit SSMUH		Staff comment
	Prov. standard	DNV R3 Zone	Prov. standard	DNV R3 Zone	
Dwelling units	Up to 4 units	Up to 4 units	Up to 6 units	Up to 6 units	Complies
Off-street parking	0.5 spaces/unit if within 800 m of bus stop with frequent service 1 space/unit otherwise	1 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

In addition a survey of residents thoughts and support on parking was commissioned with the following outcome:

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



60% of respondents were supportive of a reduction in parking requirements.

As an owner of a 33Ft lot in the District I cannot meet the requirement to have 3 off street parking spots to qualify

for a secondary suite. I am within 400 meters of transit and I fail to understand why the status quo is being maintained when the Province indicated lower requirements and the District is keen to increase density and provide greater options for affordable accommodation. Please give this matter your further consideration.

Your sincerely,

Andrew Butler



From: DNV Input
Sent: June 23, 2026 5:38 PM
To: Mayor and Council - DNV
Cc: DNV Input; Tamsin Guppy
Subject: FW: R1 & R2 Proposal

The below is provided for information.

-----Original Message-----

From: Paolo Puccini [REDACTED]
Sent: June 23, 2026 5:24 PM
To: Tamsin Guppy <guppyt@dnv.org>; Mayor's Office DNV <mayor@dnv.org>; Jordan Back <backj@dnv.org>; Betty Forbes <forbesb@dnv.org>; James Hanson <hansonj@dnv.org>; Herman Mah <mahh@dnv.org>; Lisa Muri <muril@dnv.org>; Catherine Pope <popec@dnv.org>
Subject: R1 & R2 Proposal

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Good afternoon Tammy, Mayor & Council

We support the proposed R1 and R2 zoning bylaw amendments and the District's efforts to create more livable and functional homes, healthier indoor and outdoor living environments, and improved environmental outcomes, including the protection of trees and natural features.

However, we respectfully request that staff and Council consider the concerns and questions outlined in this email before finalizing the proposed regulations. We believe there may be opportunities to further refine the bylaws to better support housing affordability, rental housing, multi-generational living, and evolving household needs while still achieving the District's environmental and community objectives.

As noted, while we support the overall objectives of the proposed R1 and R2 zoning bylaws, we believe there are several important considerations that warrant further review before the regulations are finalized.:

If the proposed regulations reduce the amount of buildable floor area permitted on a single-family lot, how will this impact the overall cost of housing? We are facing a significant need for affordable housing, rental housing, and a broader range of housing options. There is concern that reducing allowable floor area may increase the cost of home ownership, increase rents, and place additional pressure on housing affordability.

Will the District consider incentives for homeowners who provide legal rental accommodation within the principal dwelling, such as a secondary suite? Rental units play an important role in increasing housing supply and affordability.

The proposal provides bonus density for detached coach houses. Why is a similar incentive not available for homes that include a legal secondary suite? Consideration could be given to providing a portion of the coach house density bonus to homeowners who create long-term rental accommodation within the principal residence.

Since the District's residential zoning regulations were last substantially updated, our community has experienced significant changes in housing needs, demographics, and economic conditions.

Historically, homes were often constructed on large lots based on the needs of a single household, and many homeowners did not seek to maximize the full development potential of their properties. Today's housing market is very different. Land values have increased dramatically, construction costs have risen substantially, and homeowners are increasingly seeking flexible housing arrangements to accommodate changing lifestyles and financial realities.

Modern households require more adaptable living spaces than in previous generations. The growth of remote and hybrid work has increased demand for home offices and additional indoor living areas. At the same time, lot sizes and private outdoor

spaces are often smaller than they were historically, placing greater importance on functional interior space.

We are also seeing a significant shift from traditional single-family occupancy toward multi-generational living arrangements. More families are choosing to accommodate aging parents, adult children, or extended family members within the same home. These housing arrangements provide important social and economic benefits, allowing families to support one another while reducing housing costs and improving quality of life.

Multi-generational housing also benefits the broader community by helping seniors age in place, reducing pressure on healthcare and social services, and making more efficient use of existing residential land. Any changes to residential zoning should recognize these evolving housing needs and ensure that homes can continue to accommodate modern family structures and lifestyles.

Regards,

Paolo Pucci

From: DNV Input
Sent: June 23, 2026 5:38 PM
To: Mayor and Council - DNV
Subject: FW: Independent Review of the Fraser River Tunnel Project [Ticket Number: 0342138]
Attachments: Metro Vancouver Member Jurisdictions re Independent Review of the Fraser River Tunnel Project To Regular Council - June 15 2026.pdf

The attached is provided for information.

From: mayorharvie@delta.ca
Sent: 2026-06-22 9:53:37 AM
Cc: mayor-council@delta.ca; pweeber@delta.ca; slan@delta.ca

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Metro Vancouver member jurisdictions,

Please see the attached letter from the City of Delta.

Yours truly,
Tanya



Tanya Bader, Administrative Assistant
Mayor & City Manager's Office | City of Delta
D: 604-946-3205



June 22, 2026

Metro Vancouver Member Jurisdictions
Metrotower III, 4514 Central Boulevard
Burraby, BC V5H 0C6

Dear Metro Vancouver member jurisdictions,

Re: Independent Review of the Fraser River Tunnel Project

This is to advise that at the June 15, 2026 Regular Council meeting, Delta City Council considered the above matter and adopted the following resolution:

WHEREAS the Province of British Columbia has announced that it has terminated negotiations with Cross Fraser Partnership for the final construction phase of the Fraser River Tunnel Project and will restart procurement through a new contracting model;

AND WHEREAS the Province has confirmed that agreement could not be reached on the commercial terms required to proceed with final construction;

AND WHEREAS the Fraser River Tunnel Project is one of the most significant transportation infrastructure projects in British Columbia and is critical to the movement of people, goods and services throughout Delta, Metro Vancouver and the province;

AND WHEREAS residents, businesses, municipalities and taxpayers deserve transparency regarding the financial, scheduling and procurement implications of this decision;

AND WHEREAS the Province has not publicly disclosed the revised project budget, the anticipated increase in project costs, or a revised project completion date resulting from the termination of the procurement process;

THEREFORE BE IT RESOLVED THAT Delta Council formally request the Province of British Columbia appoint an independent third party to review the circumstances that led to the termination of the procurement process for the Fraser River Tunnel Project;

... 2

AND BE IT FURTHER RESOLVED THAT the review include:

- 1. The reasons negotiations with Cross Fraser Partnership were unsuccessful;*
- 2. The financial implications of terminating the existing procurement process;*
- 3. The total costs incurred to date on project planning, design, procurement and early works;*
- 4. The anticipated revised project budget;*
- 5. The anticipated revised project completion date;*
- 6. The impacts of the procurement restart on regional transportation, goods movement and economic development;*
- 7. Recommendations to improve transparency and accountability for future major transportation infrastructure procurements;*
- 8. Rationale as to why federal infrastructure grant funding was declined by the Province; and*
- 9. Consideration of revisiting the design to a bridge.*

AND BE IT FURTHER RESOLVED THAT Delta Council request the Province publicly release the findings of the review and provide regular updates on the revised project budget, schedule and procurement process;

AND BE IT FURTHER RESOLVED THAT Metro Vancouver member jurisdictions be requested to support Delta Council's advocacy efforts regarding the Fraser River Tunnel Project, including calls for greater transparency, accountability, and engagement from the Province on project funding, procurement, timing, transportation impacts, and regional growth implications.

Delta Council supports the timely delivery of the Fraser River Tunnel Project and recognizes its importance to regional mobility, goods movement, economic development, and trade throughout Metro Vancouver and British Columbia.

While the Province has confirmed that the project will proceed under a revised procurement model, the recent termination of negotiations with Cross Fraser Partnership has raised important questions regarding project costs, timelines, procurement impacts, and funding arrangements. Given the project's regional significance, Delta Council believes greater transparency and accountability are warranted to ensure local governments, residents, businesses, and taxpayers are fully informed of the implications of this decision.

A coordinated voice from Metro Vancouver members will help ensure that this critical regional infrastructure project proceeds with the transparency, accountability, and public confidence necessary for its successful delivery.

Yours truly,

A handwritten signature in blue ink, appearing to read "George V. Harvie", with a horizontal line underneath.

George V. Harvie
Mayor

cc: Delta Council
Peter Weeber, City Manager
Steven Lan, General Manager, Engineering

From: [kconyon](#)
To: [DNV Input](#)
Subject: Feedback re: Feedback for Proposed SF Zoning Changes (Bylaws 8787 / 8799).
Date: June 23, 2026 6:10:49 PM
Attachments: [Feedback SF Zoning Changes Bylaws 8787 8799.docx](#)

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hello,

Please see attached for feedback re: Public Comment – Proposed Single-Family Zoning Changes (Bylaws 8787 / 8799).

Provided before end of public meeting as requested.

Thank you,

Kim Conyon

Sent with [Proton Mail](#) secure email.

Subject: Public Comment – Concerns Regarding Proposed Single-Family Zoning Changes (Bylaws 8787 / 8799)

To Mayor and Council,

I am writing to express concerns regarding the proposed changes to single-family zoning in the District of North Vancouver.

I understand that housing affordability and housing choice are important goals, and I recognize that the District is responding in part to broader provincial policy changes. However, I am concerned that several of the proposed zoning changes may unintentionally reduce livability and alter neighbourhood character in ways that many residents do not support.

One of my primary concerns is the proposal to discourage fully in-ground basements and shift more floor area above ground. The District's own materials acknowledge that reallocating floor space above ground creates the potential for homes that appear larger, and propose allowing taller buildings, buildings closer to the street, and larger coach houses as ways to accommodate this shift.

I question whether this tradeoff reflects the qualities that existing residents value in North Vancouver.

Many people choose North Vancouver because of its balance of housing, trees, nature, privacy, and neighbourhood character. Basements can allow families to create additional living space while reducing visible building bulk, preserving setbacks, maintaining privacy, and limiting overshadowing. They can also provide naturally cooler living space and support multi-generational arrangements without requiring larger above-ground building forms.

I am also concerned about proposals to permit buildings closer to the street. Front setbacks contribute to openness, landscaping, privacy, and a sense of separation between homes and public space. Bringing more living area forward may create a more enclosed and crowded streetscape and reduce the character that residents value.

Additionally, I have concerns about reducing parking requirements. Reducing required parking does not necessarily reduce vehicle ownership. Instead, it may shift parking demand onto public streets and create additional congestion, competition for curb space, and conflict between neighbours.

More broadly, I encourage Council to consider whether growth targets are being matched with infrastructure and services. Additional population growth creates demand not only for housing, but also for family doctors, hospital capacity, schools, recreation facilities, transportation networks, and other community services. Many residents already experience difficulty accessing these services in North Vancouver and the surrounding region.

I believe housing policy should not be measured solely by how many units can be added. Successful communities are built through a balance of housing, infrastructure, livability, environmental quality, and long-term social cohesion.

People who already make the District their home matter too. Residents are not simply numbers within housing targets. Long-term community strength depends on creating places where people want to remain, build relationships, and invest in their neighbourhoods over time.

I am not opposed to housing flexibility or thoughtful growth. However, I encourage Council to reconsider whether discouraging basements, increasing visible building mass, moving homes closer to roads, and reducing parking requirements will improve livability in practice.

Thank you for considering my comments.

Sincerely,

Kim Conyon

North Vancouver Resident

From: Amir Sharif [REDACTED]
Sent: June 23, 2026 8:28 PM
To: DNV Input
Subject: Support for R1/R2 Zoning Bylaw: Height Concerns Addressed

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Dear Mayor Little and Council Members:

I am writing to address the primary concern about the R1/R2 proposal: the 3-storey height allowance. I want to respond with District-specific evidence.

THE SURVEY DATA

The District surveyed residents on this exact question. 60% expressed support for permitting a third storey. That is not fringe. That is your community.

THE HEIGHT REALITY

The new rule allows 3 storeys only in the rear portion of the lot, beyond the front 20 feet. The front yard remains capped at 2 storeys and 28 feet, the same as today.

This means what you see from the street does not change. A house on your block will have a 2-storey streetface (same as before), with the additional height set back behind the line of sight. The visual difference is minimal. From across the street or down the block, yes, you will see 3-storey profiles. But that change happens gradually (a few houses per year) and is less noticeable than the alternative: empty lots and families leaving the District because they cannot afford to stay.

WHY IT MATTERS

The 3-storey envelope solves a critical problem: putting living space above grade instead of below it. Below-grade basements flood, they are the deadliest housing type in extreme weather. They leak heat. They lack daylight. A 3-storey above-ground house puts the same number of people on a lot while keeping them safe from flooding and in liveable conditions.

That is particularly relevant on the North Shore, where stormwater and riverine flood risk are real concerns. Above-ground living space is more resilient than basement suites. The bylaw reflects that reality.

WHAT HAPPENS IF WE DON'T PASS IT

If the District keeps the 2-storey cap, lots remain underdeveloped, supply stays constrained, and families who grew up here move away. That is the status quo. The 3-storey allowance (with front setbacks and rear limits) is the minimum to change that outcome.

I urge you to support the R1/R2 zoning bylaw.

Yours,
Amir Sharif
[REDACTED]

From: Zakeer Cader [REDACTED]
Sent: June 23, 2026 9:18 PM
To: DNV Input
Subject: Question on Current application in process.

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

Hi ,

Just wondering what happens to the application already submitted to the district? Will the District hold the application until the decision is made on the new bylaw or will the current bylaw be applied to the application in process.?

—

Zakeer Cader
[REDACTED]

From: kconyon [REDACTED]
Sent: June 23, 2026 9:37 PM
To: DNV Input
Subject: Question for meeting

EXTERNAL: Do not click links or open attachments unless you trust the sender and content.

How will District ensure larger homes do not overwhelm neighboring properties or reduce privacy for existing residents?

Sent with [Proton Mail](#) secure email.

SUBMITTED AT THE

JUN 14 2023

PUBLIC HEARING

Good afternoon Tammy, Mayor & Council

We support the proposed R1 and R2 zoning bylaw amendments and the District's efforts to create more livable and functional homes, healthier indoor and outdoor living environments, and improved environmental outcomes, including the protection of trees and natural features.

However, we respectfully request that staff and Council consider the concerns and questions outlined in this email before finalizing the proposed regulations. We believe there may be opportunities to further refine the bylaws to better support housing affordability, rental housing, multi-generational living, and evolving household needs while still achieving the District's environmental and community objectives.

As noted, while we support the overall objectives of the proposed R1 and R2 zoning bylaws, we believe there are several important considerations that warrant further review before the regulations are finalized.:

If the proposed regulations reduce the amount of buildable floor area permitted on a single-family lot, how will this impact the overall cost of housing? We are facing a significant need for affordable housing, rental housing, and a broader range of housing options. There is concern that reducing allowable floor area may increase the cost of home ownership, increase rents, and place additional pressure on housing affordability.

Will the District consider incentives for homeowners who provide legal rental accommodation within the principal dwelling, such as a secondary suite? Rental units play an important role in increasing housing supply and affordability.

The proposal provides bonus density for detached coach houses. Why is a similar incentive not available for homes that include a legal secondary suite? Consideration could be given to providing a portion of the coach house density bonus to homeowners who create long-term rental accommodation within the principal residence.

Since the District's residential zoning regulations were last substantially updated, our community has experienced significant changes in housing needs, demographics, and economic conditions.

Historically, homes were often constructed on large lots based on the needs of a single household, and many homeowners did not seek to maximize the full development potential of their properties. Today's housing market is very different. Land values have increased dramatically, construction costs have risen substantially, and homeowners are increasingly seeking flexible housing arrangements to accommodate changing lifestyles and financial realities.

Modern households require more adaptable living spaces than in previous generations. The growth of remote and hybrid work has increased demand for home offices and additional indoor living areas. At the same time, lot sizes and private outdoor spaces are often smaller than they were historically, placing greater importance on functional interior space.

We are also seeing a significant shift from traditional single-family occupancy toward multi-generational living arrangements. More families are choosing to accommodate aging parents, adult children, or extended family members within the same home. These housing arrangements provide important social and economic benefits, allowing families to support one another while reducing housing costs and improving quality of life.

Multi-generational housing also benefits the broader community by helping seniors age in place, reducing pressure on healthcare and social services, and making more efficient use of existing residential land. Any changes to residential zoning should recognize these evolving housing needs and ensure that homes can continue to accommodate modern family structures and lifestyles.

Regards,

Paolo Pucci