AGENDA

REGULAR MEETING OF COUNCIL

Monday, June 1, 2026
7:00 p.m.
Council Chambers, Municipal Hall
355 West Queens Road
North Vancouver, BC
Watch at https://dnvorg.zoom.us/j/64484156494

Council Members:
Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

NORTH VANCOUVER
DISTRICT

www.dnv.org

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DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, June 1, 2026
Council Chambers, Municipal Hall,
355 West Queens Road, North Vancouver
Watch at https://dnvorg.zoom.us/j/64484156494

AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 8650 – OCP Amendment 1900-1950 Sandown Place
- Bylaw 8651 – Rezoning 1900-1950 Sandown Place
- Bylaw 8739 – OCP Amendment 520 Mountain Highway
- Bylaw 8738 – Rezoning 520 Mountain Highway
- Bylaw 8756 – OCP Amendment 1883 & 1901 Glenaire Drive
- Bylaw 8757 – Rezoning 1883 & 1901 Glenaire Drive
- Bylaw 8779 – OCP Amendment 1246-1268 Lynn Valley Road and 3050-3174 Baird Road
- Bylaw 8780 – Rezoning 1246-1268 Lynn Valley Road and 3050-3174 Baird Road

1. ADOPTION OF THE AGENDA

1.1. June 1, 2026 Regular Meeting Agenda

Recommendation:
THAT the agenda for the June 1, 2026 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. PUBLIC INPUT

(limit of three minutes per speaker to a maximum of thirty minutes total)

4. RECOGNITIONS

5. DELEGATIONS

5.1. North Shore Medical Health Officer **p.11-12**
Re: Update on the Health Status of DNV Residents

Application Form

6. RELEASE OF CLOSED MEETING DECISIONS

7. COMMITTEE OF THE WHOLE REPORT

8. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to are approved without debate.

If a member of the public signs up to speak to an item, it shall be excluded from the Consent Agenda.

Recommendation:
THAT items _____ are included in the Consent Agenda and are approved without debate.

8.1. Bylaws 8756 and 8757: OCP Amendment and Rezoning for a 12-unit townhouse development at 1883-1901 Glenaire Drive **p.15-26**
File No. 08.3060.20/007.024

Report: Deputy Corporate Officer, Legislative Services, May 11, 2026
Attachment 1: Bylaw 8756
Attachment 2: Bylaw 8757

Recommendation:
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)" is ADOPTED.

8.2. Amendments to the General Local Election Bylaw and Street and Traffic Bylaw regarding Election Campaign Signs **p.27-30**
File No. 09.3900.20/000.000

Report: Deputy Corporate Officer, Legislative Services, May 26, 2026
Attachment 1: Bylaw 8783

Recommendation:
THAT "Bylaw 8783 Amendments to General Local Election Related Sections in Bylaws 6876 and 7125, 2026" is ADOPTED.

8.3. Bylaw 8778 – Rezoning Application at 100 Amherst Avenue: New Information Provided by the Applicant **p.31-59**
File No. 08.3060.20/042.25

Report: Manager, Development Planning, May 20, 2026
Attachment 1: Chemtrade Electrochem Inc. Letter dated April 29, 2026 – Request for Reconsideration and Conditional Approval Framework
Attachment 2: Chemtrade Electrochem Inc. Letter and Supplementary Report dated May 15, 2026

Recommendation:
THAT the May 20, 2026 report of the Manager, Development Planning entitled Bylaw 8778 – Rezoning Application at 100 Amherst Avenue: New Information Provided by the Applicant is received for information.

8.4. Bylaws 8787 and 8799 – New Detached Residential Zones (R1 and R2) **p.61-176**
File No.

Report: Senior Planner and Planner, May 15, 2026
Attachment 1: Map of the entire District showing the application of R1 and R2
Attachment 2: Map of the entire District showing predominately privately owned RS lots not being rezoned at this time, this map does not include DNV owned RS lots remaining RS at this time
Attachment 3: Map of the entire District showing the application of subdivision modifiers
Attachment 4: Bylaw 8799
Attachment 5: Bylaw 8787

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

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

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

8.5. OCP Amendment & Rezoning Application – 328 – 332 Seymour River Place **p.177-210**
File No. 08.3060.20/039.25

Report: Development Planner, May 12, 2026
Attachment 1: Architectural drawing excerpt
Attachment 2: Applicant Letter dated May 21, 2026

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

a) density beyond OCP vision; and
b) housing mix and vehicle parking.

8.6. Access to Deep Cove – near-term active transportation considerations **p.211-213**
File No. ENGIPG-964173360-173476

Report: General Manager, Engineering Infrastructure Services, May 19, 2026

Recommendation:
THAT Council receive the Report for information;

AND THAT Council endorse staff undertaking limited, preliminary work to explore potential low-cost, interim active transportation improvements between Parkgate Village and Deep Cove, that can be delivered in the near-term without prejudice to the long-term Spirit Trail Eastern Extension vision or alignment.

8.7. Vape Shops **p.215-216**
File No.

Report: Councillors Jordan Back and Lisa Muri

Recommendation:
THAT staff be directed to report back to Council with options for limiting vape shops within the District of North Vancouver.

9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

10. ADJOURNMENT

Recommendation:
THAT the June 1, 2026 Regular Meeting of Council for the District of North Vancouver is adjourned.

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DELEGATIONS

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Delegation to Council Request Form

District of North Vancouver
Corporate Officer
355 West Queens Rd, North Vancouver, BC V7N 4N5

Phone: 604-990-2311
Email: signup@dnv.org

COMPLETION: To ensure legibility, please complete (type) online then print. Sign the printed copy and submit via mail or email to the department and address indicated above. If you have any questions about this form, please call the number indicated above.

Delegations have five minutes to make their presentation. Questions from Council may follow.

Name of group wishing to appear before Council: North Shore Medical Health Officer

Title of Presentation: Update on the Health Status of DNV Residents

Name of person(s) to make presentation: Dr. Alex Choi

Purpose of Presentation:

- [x] Information only
- [ ] Requesting a letter of support
- [ ] Other – please describe below:

Attach separate sheet if additional space is required

Note: Delegation requests <u>will not</u> be accepted if they are requesting financial assistance of any kind or are in relation to any potential or current development application with the District.

Contact person (if different than above):

Daytime telephone number: 604-983-6701

Email address: alexandra.choi1@vch.ca

Will you be providing supporting documentation? [x] Yes [ ] No

If yes: [ ] Handout [ ] Digital Format [x] PowerPoint Presentation

Note: All supporting documentation must be provided 14 days prior to your appearance date. This form and any background material provided will be published in the public agenda.

Arrangements can be made upon request for you to familiarize yourself with the Council Chambers equipment on or before your presentation date.

Please note:

- Council Chambers operates in a Windows environment.
- Videos and audio clips are not supported except by special accommodation.
- Disturbing or graphic images are not permitted to be displayed at any time.

Delegation to Council Request Form

Rules for Delegations:

1. Delegations must submit a Delegation to Council Request Form to the Corporate Officer. Submission of a request does not constitute approval nor guarantee a date. The request must first be reviewed by the Corporate Officer.
2. The Corporate Officer will review the request and, if approved, arrange a mutually agreeable date with you. You will receive a signed and approved copy of your request form as confirmation.
3. Only one delegation will be permitted at any Regular Meeting of Council.
4. Delegations must represent an organized group, society, institution, corporation, etc. Individuals may not appear as delegations.
5. Delegations are scheduled on a first-come, first-served basis, subject to direction from the Mayor, Council, or Chief Administrative Officer.
6. The Mayor or Chief Administrative Officer may reject a delegation request if it regards an offensive subject, has already been substantially presented to council in one form or another, deals with a pending matter following the close of a public hearing, or is, or has been, dealt with in a public participation process.
7. Supporting submissions for the delegation should be provided to the Corporate Officer by noon 14 days preceding the scheduled appearance.
8. Delegations will be allowed a maximum of five minutes to make their presentation.
9. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
10. Persons invited to speak at the Council meeting may not speak disrespectfully of any other person or use any rude or offensive language or make a statement or allegation which impugns the character of any person.
11. Delegations may not display or include disturbing or graphic images as part of their presentation.
12. Please note the District does not provide grants or donations through the delegation process.
13. Delegation requests that are non-jurisdictional or of a financial nature may not be accepted.

Helpful Suggestions:

- have a purpose
- get right to your point and make it
- be concise
- be prepared
- state your request, if any
- do not expect an immediate response to a request
- multiple-person presentations are still five minutes maximum
- be courteous, polite, and respectful
- it is a presentation, not a debate
- the Confidential Council Clerk may ask for any relevant notes (if not handed out or published in the agenda) to assist with the accuracy of minutes

I understand and agree to these rules for delegations

Dr. Alex Choi	March 4, 2026
Name of Delegate or Representative of Group	Date
Signature	

For Office Use Only

Approved by:			
Corporate Officer		Appearance date:	
Deputy Corporate Officer		Receipt emailed on:	
Rejected by:			
Mayor		Applicant informed on:	
CAO		Applicant informed by:	

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used for the purpose of processing this application or request and for no other purpose unless its release is authorized by its owner, the information is part of a record series commonly available to the public, or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with the District of North Vancouver's Corporate Officer by telephone at 604-990-2207 or in person at 355 W Queens Road, North Vancouver.

REPORTS

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

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
REPORT TO COUNCIL

May 11, 2026
File: 08.3060.20/007.024

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Bylaw 8756 and 8757: OCP Amendment and Rezoning for a 12-unit townhouse development at 1883-1901 Glenaire Drive**

RECOMMENDATION:
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)" is ADOPTED.

BACKGROUND:
Bylaws 8756 and 8757 received first reading on January 12, 2026 (Staff Report dated December 11, 2025). Bylaws 8756 and 8757 received second and third readings on March 2, 2026.

A public hearing for Bylaws 8756 and 8757 was held and closed on February 3, 2026.

Bylaw 8757 received approval from the Ministry of Transportation and Transit on March 10, 2026.

The bylaws are now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaws;
2. Give no further readings and abandon the bylaws at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaws.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachments:
1. Bylaw 8756
2. Bylaw 8757

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8756

A bylaw to amend District of North Vancouver Official Community Plan Bylaw 7900, 2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)".

Amendments

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

   a) Amend Map 2, the Land Use Map for the District, by changing the land use designation from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) for the lands shown on Schedule A of this bylaw;

   b) Amend Map 3.1, the Form and Character Development Permit Area, by adding the lands shown on Schedule B of this bylaw, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and

   c) Amend Map 4.1, the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area, by adding the lands shown on Schedule B of this bylaw, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

READ a first time January 12, 2026 by a majority of all Council members.

PUBLIC HEARING held February 3, 2026

READ a second time March 3, 2026 by a majority of all Council members.

READ a third time March 3, 2026 by a majority of all Council members.

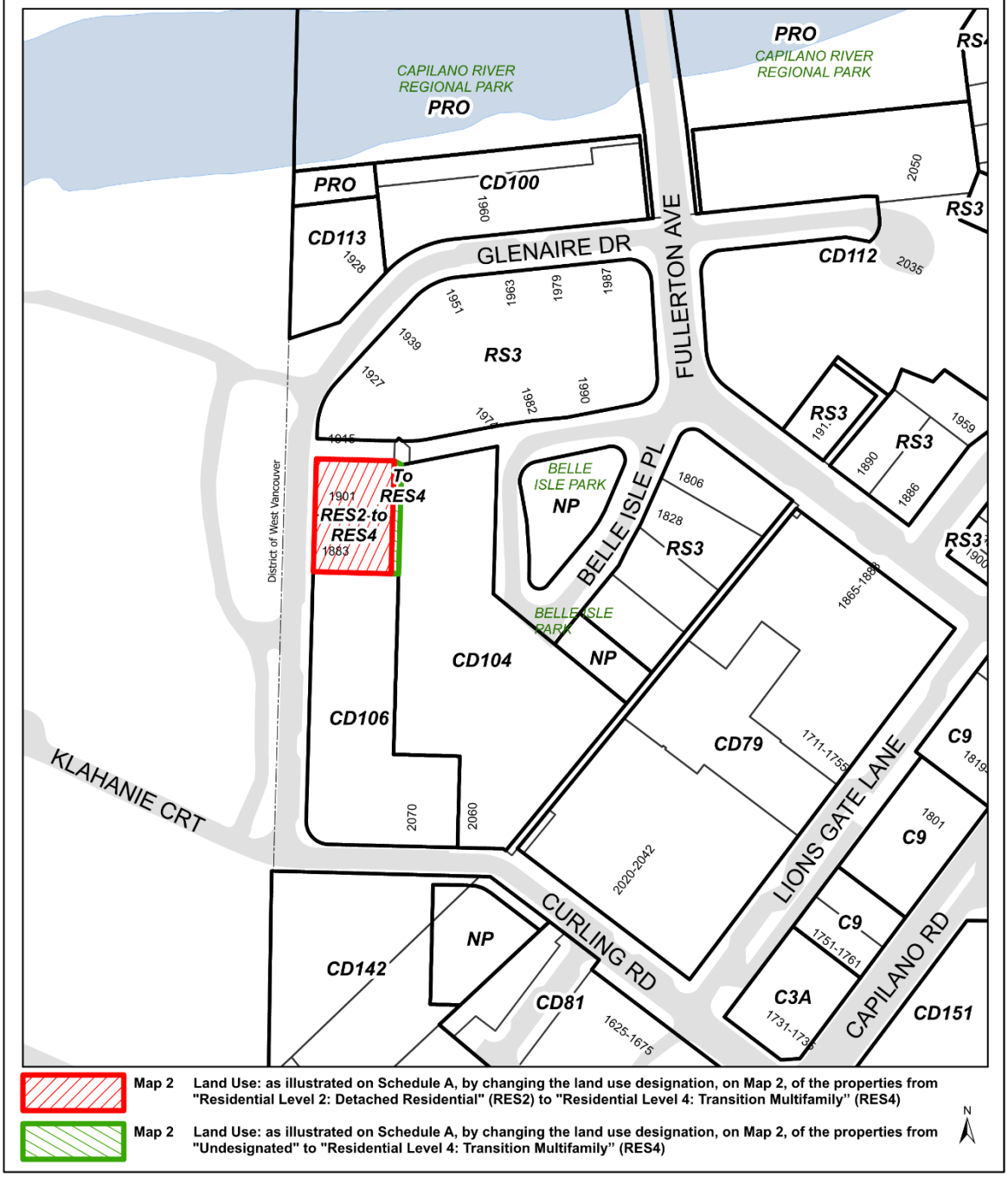
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

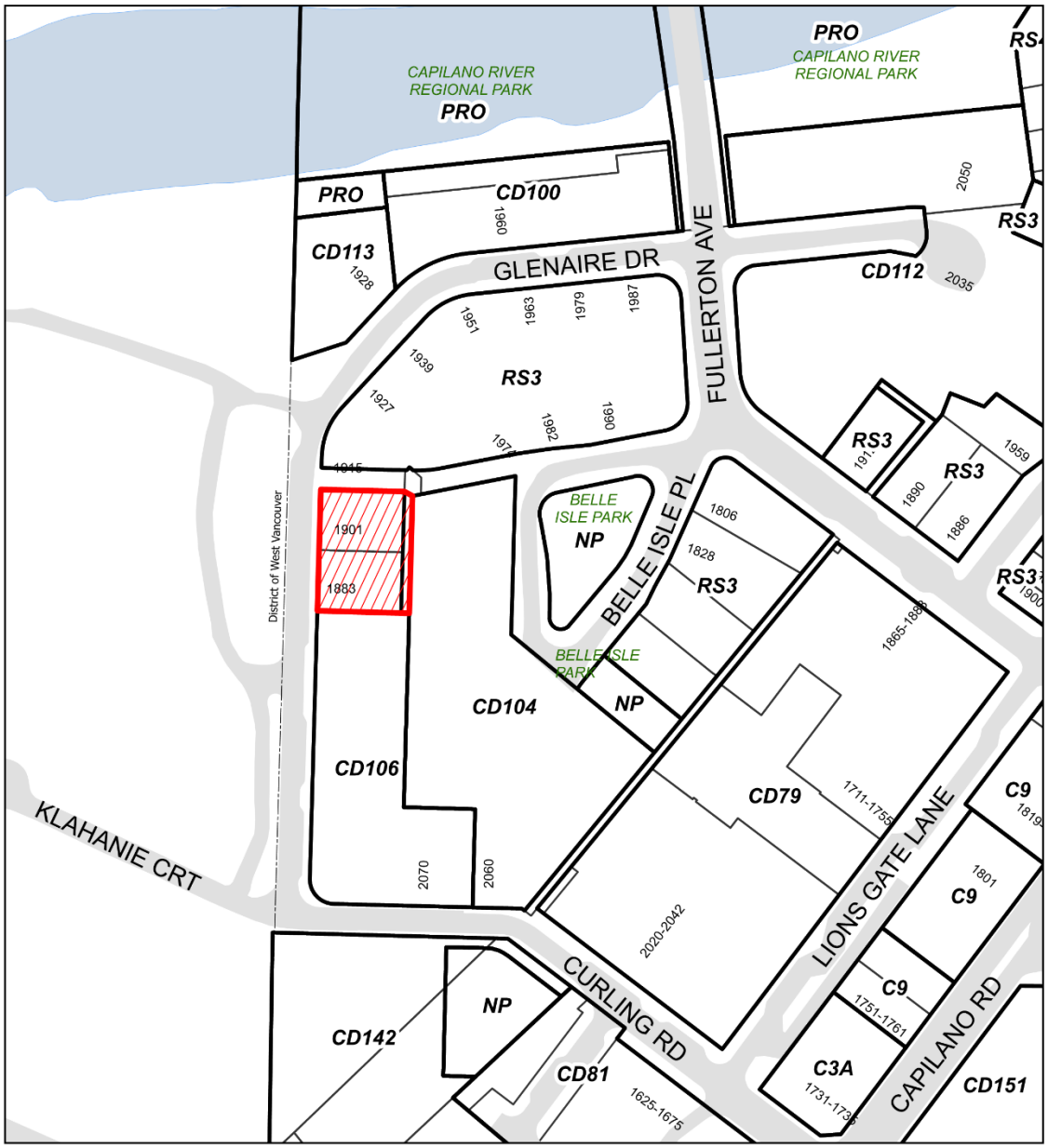
Schedule A to Bylaw 8756

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)



Schedule B to Bylaw 8756

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8756, 2025 (Amendment 60)



Map 3.1 Form and character Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and

Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 4.1, designating them as an Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

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The Corporation of the District of North Vancouver

Bylaw 8757

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1456 (Bylaw 8757)".

2. Amendments

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

a) Part 2A, Definitions is amended by adding CD158 to the list of zones that Part 2A applies to.

b) Section 301 (2) by inserting the following zoning designation:

"Comprehensive Development Zone 158 CD158"

c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

"4B 158 Comprehensive Development Zone 158 CD158

The CD158 Zone is applied to:

I. Lot 36 Block 16 District Lot 764 Plan 8967 (009-870-598);
II. Lot 37 Block 16 District Lot 764 Plan 8967 (009-870-601); and
III. A portion of Lot 55 (009-870-881)

all as indicated in Schedule A of this bylaw.

4B 158 - 1 Intent:

The purpose of the CD158 Zone is to permit a ground-oriented, multi-family residential development.

4B 158 - 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD158 Zone:

a) Uses Permitted Without Conditions:

Not applicable

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 158-3 Conditions of use, are met:

Residential use.

4B 158 - 3 Conditions of Use:

a) *Residential:* Residential uses are only permitted when the following conditions are met:

i.) Each *residential* unit has access to private or semi-private outdoor space; and
ii.) Balcony, patio and deck enclosures are not permitted.

4B 158 - 4 Accessory Uses:

a) *Accessory uses* customarily ancillary to the principal uses are permitted.

b) *Home occupations* are permitted in *residential* units.

4B 158 - 5 Density:

a) The maximum permitted density is 1,846.7 m^2 (19,878 sq. ft.)

b) For the purpose of calculating *gross floor area* the following are exempted:

i.) Parking, storage, maintenance areas, and any other areas located below grade in a structure which has an exposed exterior wall of less than 1.2 m (4 ft) above finished grade;
ii.) Underground parking access ramps and covered trellis areas, if applicable;
iii.) The floor area of unenclosed balconies, roof overhangs and private rooftop terraces; and
iv.) Common parkade elevator enclosures of up to 17.5 m^2 (188 sq. ft.).

c) For the purpose of calculating *gross floor area*, the measurement is to be taken to the outside of sheathing, rather than exterior walls.

4B 158 - 6 Setbacks:

a) Buildings shall be set back from the new property lines to the closest building face as established by development permit and in accordance with Table 1:

Table 1. Setbacks	
Setback Identifier	**Minimum Required Setback**
West (Glenaire Drive)	3.0 m (10 feet)
North (Belle Isle)	3.0 m (10 feet)
East	4.5 m (15.0 feet)
South	3.0 m (10 feet)

b) Underground parking structures, decks, patios, balcony columns, unit entry stairs, window wells, and roof overhangs and vertical projections and unit entrance canopies to a maximum depth of 1.3 m (4.2 ft) are excluded from the setback requirement.

4B 158 - 7 Height

a) The maximum permitted height for any building in the CD158 Zone is as follows:

Table 2. Building Height		
Building	**Maximum Height (Geodetic Elevation)**	**Maximum Storeys**
Building 1 (West, Glenaire)	26.0 m (85.3 feet)	3 storeys above parkade
Building 2 (East, rear)	26.3 m (86.3 feet)	3 storeys above parkade

b) The following height exemptions shall apply to the CD158 Zone;

i.) Rooftop stair enclosures, heating, cooling, planter boxes, guard rails and ventilation and mechanical equipment provided they do not extend more than 3.0 metres above the highest point of any roof surface.

4B 158 - 8 Building Coverage:

a) Building Coverage: The maximum building coverage is 45%.

b) Site Coverage: The maximum site coverage is 100%.

4B 158 – 9 Landscaping and Stormwater Management

a) All land areas not occupied by buildings, patios and driveways shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.

b) A 2.0m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:

i.) any utility boxes, vents or pumps that are not located underground and/or within a building; and
ii.) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

4B 158 – 10 Flood Construction Requirements

a) All construction must reflect requirements to address the flood hazard, in particular, all habitable floor space must be constructed above the established flood construction levels, and any basements or underground parking garages constructed must incorporate appropriate flood protection measures as determined by a professional engineer specializing in flood hazard assessment and as required by any restrictive covenant registered on the title of the property.

4B 158 - 11 Parking, Loading and Servicing Regulations

a) Parking and bicycle storage are required as follows:

Table 3. Parking Requirements	
Use	**Parking Requirement**
Residential Vehicle Parking	Minimum of 1.5 spaces / residential unit
Residential Vehicle Visitor Parking	Minimum of 2 spaces
Accessible Vehicle Parking	Minimum of 1 space
Residential Bicycle storage spaces	Minimum of 24 spaces (2 / residential unit)
Visitor Bicycle storage spaces	Minimum of 4 spaces

b) Except as specifically provided in this Section 4B 158-11, Parking shall be provided in accordance with Part 10 of this Bylaw.

”

(d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lots from Single Family Residential 7200 Zone (RS3) to Comprehensive Development Zone CD158.

READ a first time January 12, 2026

PUBLIC HEARING held February 3, 2026

READ a second time March 2, 2026

READ a third time March 2, 2026

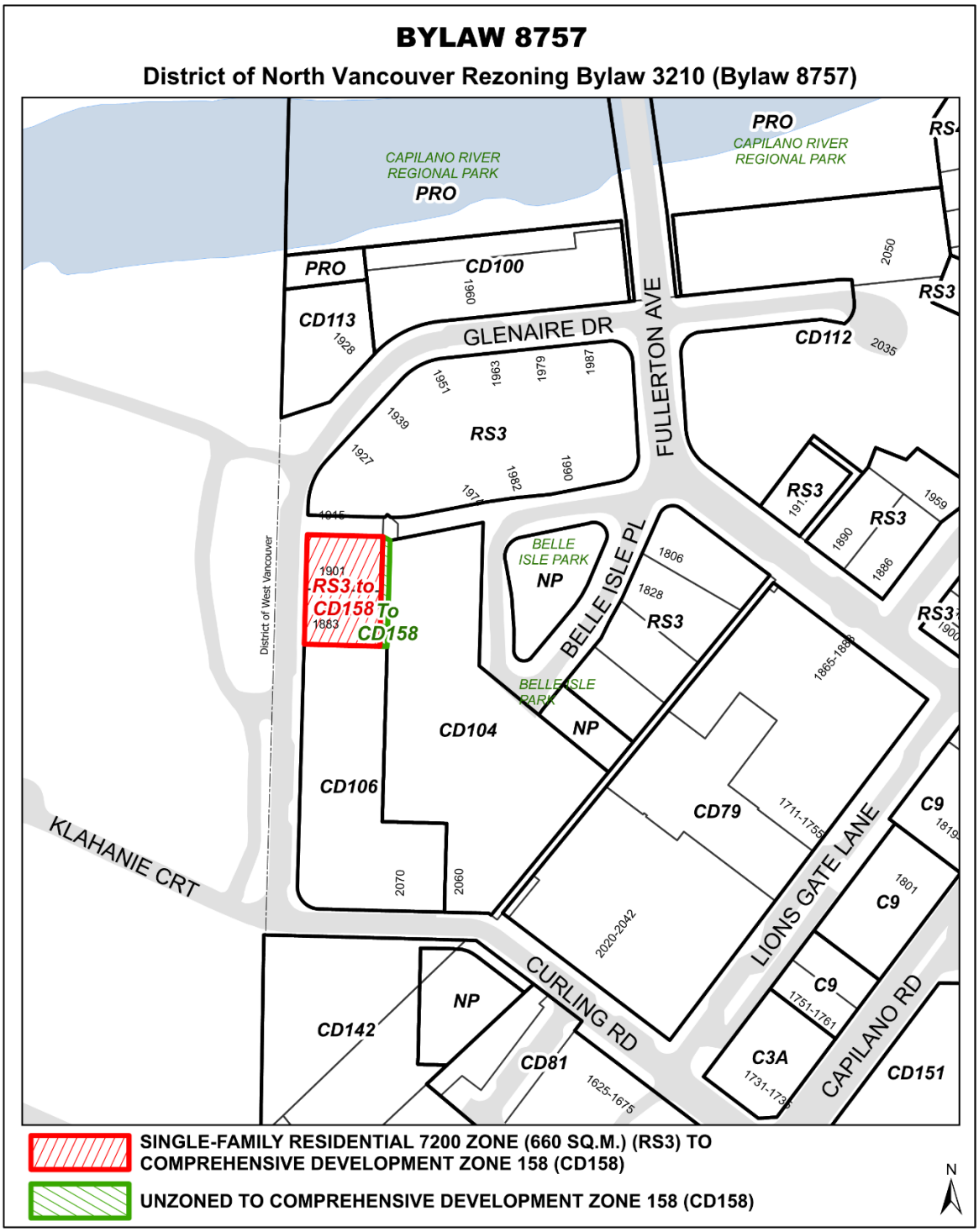
APPROVED by the Ministry of Transportation and Transit on March 10, 2026

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8757



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

The District of North Vancouver
REPORT TO COUNCIL

May 26, 2026
File: 09.3900.20/000.000

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Amendments to the General Local Election Bylaw and Street and Traffic Bylaw regarding Election Campaign Signs**

RECOMMENDATION:
THAT "Bylaw 8783 Amendments to General Local Election Related Sections in Bylaws 6876 and 7125, 2026" is ADOPTED.

BACKGROUND:
Bylaw 8783 received first, second and third readings on May 25, 2026 (Staff report dated May 11, 2026).

The bylaw is now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaw;
2. Give no further readings and abandon the bylaw at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaw.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachment:
1. Bylaw 8783

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8783

A bylaw to amend General Local Election Bylaw 6876, 1996, and District of North Vancouver Street and Traffic Bylaw 7125, 2004

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "Bylaw 8783 Amendments to General Local Election Related Sections in Bylaws 6876 and 7125, 2026".

Amendments

2. General Local Election Bylaw 6876, 1996 is amended as follows:

    a) The following section is added immediately following section 10(b):

    Election Campaign Signs

    11. (a) Election campaign signage must adhere to the regulations in the Street and Traffic Bylaw 7125, as amended from time to time.

3. Street and Traffic Bylaw 7125, 2004 is amended as follows:

    a) Section 742.4 is deleted in its entirety and replaced with:

    Must not be posted or displayed prior to the end of the nomination period for a local election, school district election, or prior to a federal or provincial election being called.

    b) Section 742.5 is deleted in its entirety and replaced with:

    Must be removed within seven (7) days following general voting day of the election to which they pertain.

READ a first time May 25, 2026

READ a second time May 25, 2026

READ a third time May 25, 2026

ADOPTED

Mayor

Corporate Officer

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: June 1, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

May 20, 2026
Case: PLN2025-00042
File: 08.3060.20/042.25

AUTHOR: Yan Zeng, Manager of Development Planning

SUBJECT: Bylaw 8778 – Rezoning Application at 100 Amherst Avenue: New Information Provided by the Applicant

RECOMMENDATION

THAT the report titled "Bylaw 8778 – Rezoning Application at 100 Amherst Avenue: New Information Provided by the Applicant" dated May 20, 2026, be received for information.

BACKGROUND

October 07, 2025 – The District received a rezoning application, from Chemtrade Electrochem Inc., for a site-specific text amendment to permit the manufacturing, processing, liquefaction, handling, storage, loading, and shipping of chlorine at 100 Amherst Avenue.

January 12, 2026 - Council gave first reading to Bylaw 8778, a site-specific text amendment to the District's Zoning Bylaw in response to the application.

February 24 - 25, 2026 - A Public Hearing was held for the bylaw. The corresponding Public Hearing minutes are available for reference.

April 13, 2026 - Council subsequently considered further readings on this date and resolved to abandon the bylaw at First Reading.

April 29, 2026 - Following the April 13 decision by DNV Council, the applicant submitted a letter (Attachment 1), proposing a revised conditional approval framework to their application and requesting Council's reconsideration.

May 5, 2026 - Pursuant to s. 131 of the *Community Charter*, the Mayor initiated Council reconsideration of the April 13, 2026.

This report summarizes all the new information submitted by the applicant following Council's April 13, 2026 consideration of the bylaw.

DISCUSSION

The applicant's new submission does not change the core physical components of the proposal previously considered by Council. The proposal continues to include removal of the existing 60-tonne bulk liquid chlorine storage tank, transition to a produce-and-ship model, construction of an enclosed railcar loading building with emergency ventilation and air-scrubbing systems, installation of new liquefaction and condenser infrastructure, seismic safety upgrades, and no increase in chlorine production capacity.

The new information relates primarily to how the proposed use would be regulated over time. The applicant is now proposing a conditional and time-limited approval framework, supported by a Section 219 covenant, future Quantitative Risk Assessment (QRA) requirements, a Best Achievable Technology (BAT) review, and additional commitments related to security, emergency preparedness, and public education.

Time-Limited Approval and Covenant

The applicant now proposes that chlorine operations be time-limited and tied to the Vancouver Fraser Port Authority lease. The proposed end date would be the earlier of December 31, 2046, or termination of the Port lease, unless DNV Council considers and approves an extension through a future statutory process.

The applicant proposes that this time limit, along with related safety, reporting, risk assessment, and review requirements, be secured through a Section 219 covenant registered on title. The covenant would be required to be prepared to the satisfaction of the District's Municipal Solicitor.

Future Review Requirements

The applicant's proposed framework includes:

- a validation QRA prior to Building Permit issuance, based on detailed project plans and specifications;
- a security vulnerability assessment prepared by an independent qualified professional and provided to the District on a confidential basis;
- a baseline QRA following construction and prior to occupancy or final inspection;
- periodic QRA reviews approximately eight and ten years after the baseline assessment; and
- an independent BAT review approximately fifteen years after bylaw approval.

The applicant proposes that the chlorine operation would cease if the required ten-year QRA is not provided within the timeframe established in the covenant.

Additional Information and Technical Clarifications

The applicant has also provided supplementary information regarding site security, cybersecurity, emergency preparedness and public education. They have also provided responses to additional issues discussed during the February Public Hearing, including rail cars stored on site, potential flood and seismic risks and regional supply chain context.

The applicant states that the facility operates 24 hours a day, seven days a week, is monitored by on-site security staff and surveillance systems, and is subject to Transport Canada Marine Transportation Security requirements. The applicant also advises that a third-party cybersecurity assessment was completed in early 2026.

With respect to emergency preparedness, the applicant states that it works with local first responders, including the District of North Vancouver Fire Department and North Shore Emergency Management. The applicant also proposes additional public education measures, including shelter-in-place information, annual training opportunities, Community Advisory Panel workshops, and emergency preparedness training for Tsleil-Waututh Nation.

Additional clarifying information about chlorine production as it relates to safe drinking water supply is also included in the submitted materials.

Further, the applicant states that on-site loaded liquid chlorine rail cars were considered in the QRA as submitted as part of the application, so was seismic risk. The Flood Hazard Study completed by Northwest Hydraulic Consultants addresses flood risk issue.

Finally, the applicant states that the North Vancouver facility represents approximately 40% of Canadian liquid chlorine manufacturing capacity and supplies approximately 70% of the liquid chlorine used for drinking water treatment in British Columbia and Alberta.

SUMMARY

The new and supplementary information submitted by the applicant does not change the core physical components of the proposal. Instead, it proposes that the chlorine operation be restricted to a time limit and be subject to conditional requirements, including future risk assessment, technology review requirements, and additional commitments related to security, emergency preparedness and public education.

The proposed time limit and legally enforceable approval framework could provide additional mechanisms for future oversight, review, and enforceability if Council chooses to advance the bylaw.

Respectfully submitted,

Yan Zeng

Attachments:

1. Chemtrade Electrochem Inc. Letter dated April 29, 2026 – Request for Reconsideration and Conditional Approval Framework
2. Chemtrade Electrochem Inc. Letter and Supplementary Report dated May 15, 2026

REVIEWED WITH:

❑ Community Planning		❑ Clerk's Office		External Agencies:	
❑ Development Planning		❑ Communications		❑ Library Board	
❑ Development Engineering		❑ Finance		❑ NS Health	
❑ Utilities		❑ Fire Services		❑ RCMP	
❑ Engineering Operations		❑ ITS		❑ NVRC	
❑ Parks		❑ Solicitor		❑ Museum & Arch.	
❑ Environment		❑ GIS		❑ Other:	
❑ Facilities		❑ Real Estate			
❑ Human Resources		❑ Bylaw Services			
❑ Review and Compliance		☑ Development Services			

155 Gordon Baker Road, Suite 300
Toronto, Ontario, Canada M2H 3N5
Telephone: 416.496.5856
Toll free: 1.866.887.8805

April 29, 2026

Mayor Mike Little
Mayor of the District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Mayor Little:

RE: Request for Reconsideration under s. 131 of the Community Charter – Rezoning Bylaw Application (Chemtrade North Vancouver Facility)

We write on behalf of Chemtrade Electrochem Inc. ("**Chemtrade**") to respectfully request that the Mayor or Council initiate a reconsideration, pursuant to section 131 of the *Community Charter* or section 26 of the District of North Vancouver's *Council Procedure Bylaw*, of Council's decision of April 13, 2026 to abandon at first reading the proposed site-specific zoning bylaw amendment application (the "**Application**"), relating to Chemtrade's North Vancouver chlor-alkali facility (the "**Facility**"). Chemtrade acknowledges and appreciates the time, care, and consideration Council devoted to our application. At the April 13, 2026 meeting, members of Council identified specific concerns regarding the perpetual nature of the proposed approval and the importance of ensuring that safety performance at the Facility continues to advance in-step with evolving best practices and technology.

In direct response to those concerns, Chemtrade has developed a framework (the "**Framework**"), attached as *Appendix A*. The Framework replaces the prior approach with a conditional, time-limited, and legally enforceable structure designed to give the District comfort that the Facility's Chlorine Operations (as defined herein) are designed and constructed in compliance with applicable safety standards and, once operational, are operated in a manner consistent with such standards. The Framework is intended to ensure any approval granted is time-limited, subject to enforceable conditions, and expressly contingent on continued compliance and enforcement over time.

Chemtrade respectfully submits that the Framework constitutes both new information and a substantively amended approach, introducing material features that were not before Council on April 13, 2026. In particular, the Framework replaces the prior open-ended proposal with a time-limited, conditional structure that includes scheduled review milestones, enforceable obligations, and a defined expiry date. In our opinion, these features go directly to the issues that informed Council's earlier decision and are therefore of a nature Council is entitled to consider on

a reconsideration initiated under section 131 of the *Community Charter* or section 26 of the *Council Procedure Bylaw*.

Summary of Proposed Revised Conditions

Chemtrade's proposed Framework includes the following core elements:

- Registration of a restrictive covenant, under section 219 of the *Land Title Act* (the "**Section 219 Covenant**"), stipulating, among other things, a time-limit on the proposed permitted industrial use for Chlorine Operations that is coterminous with the end of the term of Chemtrade's lease with the Vancouver Fraser Port Authority (the "**Port Lease**"), such that permission to receive, manufacture, store, and distribute liquid chlorine ("**Chlorine Operations**") would expire no later than the end of the term of the Port Lease, unless Council determines to extend the approval following a future review.

- The Section 219 Covenant will also contain enforceable conditions governing continued operations, reporting, and compliance of Chlorine Operations at the Facility.

- Establishment of a post-upgrade baseline Quantitative Risk Assessment (QRA), with a mandatory QRA update, with review by the District.

- A scheduled independent Best Achievable Technology (BAT) review at a defined mid-term milestone, carried out by a qualified third-party engineering firm selected by Chemtrade.

Taken together, this revised, evidence-based framework is intended to ensure that any approval granted is neither perpetual nor unconditional, that it provides Council and future Councils with meaningful visibility, and that requires that the Chlorine Operations be reassessed at specified milestone intervals.

Chemtrade is committed to working collaboratively with District staff and Council to refine covenant language, reporting protocols, and implementation mechanics to ensure that the Framework is clear, robust, and practically enforceable. An indicative timeline setting out the proposed conditional Framework is included in *Appendix A* for Council's convenience.

For these reasons, Chemtrade respectfully requests that Council exercise its authority to initiate the reconsideration of the Application within the required 30 day timeframe (before May 12, 2026) or take such other procedural steps as Council considers appropriate, so that the revised proposal

may be considered on its merits in accordance with the statutory framework governing Council decision-making.

We would welcome the opportunity to appear before Mayor or Council or otherwise respond to any questions that may assist in that process.

Respectfully submitted,

Chemtrade Electrochem Inc.

Per:

alan robinson

Alan Robinson

Group Vice President, Commercial

cc: Mike Fox, Chief Administrative Officer – District of North Vancouver

APPENDIX A

Indicative Conditional Approval Framework and Timeline

This Appendix is provided for information purposes to assist Council in understanding the structure, sequencing, and oversight mechanisms contemplated by Chemtrade's revised, conditional, and time-limited approval framework for the Facility. The timelines below are indicative and are subject to refinement by way of a section 219 covenant in form and substance acceptable to the District (the "**Section 219 Covenant**").

1. Initial Approval and Covenant Registration

- Council approval of the site-specific zoning bylaw amendment, together with authorization to enter into the Section 219 Covenant setting out conditions governing continued Chlorine Operations at the Facility, generally as set out in this Appendix A.

- Registration of the restrictive covenant on title, including: (i) an express end date for Chlorine Operations at the Facility that is coterminous with the end of the term of the Port Lease, expected to be the earlier of December 31st, 2046, or termination of the Port Lease (the "**Chlorine Operations End Date**"); and (ii) review and oversight opportunities for the District at meaningful milestones throughout the term of the Port Lease.

Indicative timing: 2026

2. Completion of Committed Safety Upgrades

- As a precondition to adoption of the zoning amendment bylaw, Chemtrade will enter into the Section 219 Covenant to, among other things, secure performance of and compliance with all conditions, limitations, and requirements set out in the BakerRisk facility siting study/quantitative risk assessment ("**QRA**") and Risktec peer review relating to construction of the proposed project and to Chlorine Operations, including all safety upgrades.

- As a precondition to issuance of any building permit for Chemtrade's proposed project, Chemtrade will obtain and provide to the District a detailed validation quantitative risk assessment prepared by BakerRisk based on the detailed project plans and specifications, confirming that the Facility (including Chlorine Operations) as designed meets current standards in accordance with the Process Safety Management Division ("**MIACC**") or then-comparable and recognized industry land use planning guidelines (the "**MIACC Standards**").

- Chemtrade will provide to the District, on a confidential basis, a security vulnerability assessment prepared by an independent qualified professional in relation to the project. The assessment shall be clearly marked as confidential and shall be used by the District solely for the purpose of evaluating the building permit application. The District shall not disclose the assessment and shall treat it as confidential information, including as information the disclosure of which could reasonably be expected to compromise public safety or security.

Indicative timing: Estimated 2027

3. Establishment of Baseline Quantitative Risk Assessment (QRA)

- Following completion of the safety upgrades, and prior to issuance of any occupancy permit or final inspection in relation to the Facility, Chemtrade will provide a further QRA from BakerRisk (the "**Baseline QRA**") confirming that the Facility (including Chlorine Operations) as constructed meets the MIACC Standards.

- The risk contours in the Baseline QRA will establish the approved baseline for ongoing Chlorine Operations under the covenant.

- The Baseline QRA will form a reference point for future compliance assessments.

Indicative timing: Concurrent with completion of safety upgrade project (est. end of 2030)

4. Periodic QRA

- Chemtrade will engage BakerRisk or another qualified independent professional engineering firm (the "**Independent Risk Manager**") to undertake an updated QRA 8 years after the establishment of the Baseline QRA.

- The 8-year QRA must recommend measures to address Baseline QRA compliance issues, if any, with the Facility and its operation, including Chlorine Operations.

- Chemtrade will then again engage the Independent Risk Manager to undertake a further updated QRA which must be provided to Chemtrade on the date that is 10 years after the establishment of the Baseline QRA. The 10-year QRA must establish that the Facility and its operation, including Chlorine Operations, continue to meet or exceed the Baseline QRA. The 10-year QRA must be provided to the District as soon as it is provided by the Independent Risk Manager to Chemtrade.

- If the 10-year QRA meeting the above requirements is not provided to the District within the time stipulated then Chlorine Operations at the Facility must cease until such time as it is provided.
- In preparing each of the QRA's required under this framework, the Independent Risk Manager must employ applicable then-current industry standard methodologies and must ensure that each of the QRA's satisfies reasonable criteria and requirements as will be set out in the Section 219 Covenant.

Indicative timing: Approximately 8 and 10 years after the Baseline QRA established, respectively (est. end of 2038 and 42040)

5. Best Achievable Technology (BAT) Review

- At a defined mid-term milestone following bylaw approval, Chemtrade engages an independent engineering firm to assess whether the Facility continues to reflect Best Achievable Technology for risk mitigation and operational safety.

- The independent reviewer is selected by Chemtrade, subject to the District's approval not to be unreasonably withheld.

- The resulting BAT report is provided to the District and serves as a resource to assist in Council's consideration, in its discretion, of whether or not to extend the Chlorine Operations End Date.

Indicative timing: Approximately 15 years after bylaw approval

6. End-of-Term Review and Expiry

The Section 219 Covenant will stipulate that the Chlorine Operations must terminate on the Chlorine Operations End Date, unless Council in its sole discretion after receipt of the BAT report and on or before the Chlorine Operations End Date agrees, in accordance with all applicable statutory processes, to an extension of the Chlorine Operations End Date.

Indicative timing: The earlier of 2046 or expiry of the Port Lease, depending on the final term of the Port Lease

7. Summary Timeline (Indicative)

2026	Bylaw consideration and registration of restrictive covenant, subject to Council approval
Est. end of 2030	Completion of safety upgrades and establishment of Baseline QRA
~2038 & 2040	8 and 10-year QRA reviews
~2041	Independent BAT review
2044–2046	End date expected the earlier of December 31st, 2046 or termination of the Port Lease.

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100 Amherst Avenue
North Vancouver, BC V7H 1T9

Dan Milburn
Director, Planning and Development
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
milburnd@dnv.org

May 15, 2026

Dear Mr. Milburn,

Re: Rezoning Application Reconsideration – Bylaw 8778 100 Amherst Avenue

We would like to acknowledge and thank His Worship, Mayor Mike Little, for exercising his authority under section 131 of the Community Charter to bring forward a notice of reconsideration, related to Council's earlier decision on Bylaw 8778 for 100 Amherst Avenue.

As a team, we want to provide information on both the changes we are proposing to our application, in direct response to concerns raised by Council at the April 13 Regular Council meeting, as well as provide additional information to address misinformation that is being shared about our operations, our application, and liquid chlorine itself, along with follow up questions received from District of North Vancouver planning staff.

We would welcome the opportunity to provide further information about our application, our proposed safety projects, or tours of our facility and the location of these planned improvements. We are also happy to connect you with any of the independent third-party organizations and subject matter experts who have been engaged throughout this process to develop detailed and thorough reports based on science, best practices, and unbiased independent research.

I can be reached by email at alrobinson@chemtradelogistics.com, or by phone at 989-423-9913.

Sincerely,

Alan Robinson
Group Vice President, Commercial
Chemtrade

CC: Yan Zeng, zengy@dnv.org, Manager, Development Planning, District of North Vancouver
Attachments: *May 15 Report to District of North Vancouver Council*

May 15, 2026 Report to the District of North Vancouver Council

Revised Rezoning Application Amendments

During the April 13 Regular Council meeting, Mayor Little and Councillors Pope, Forbes and Muri raised concerns regarding Chemtrade's ongoing operations. The following three concerns were specifically named in the Mayor's decision to move for reconsideration of Bylaw 8778:

1. *Site security (page 2)*
2. *Public safety and training (page 4)*
3. *Permanent nature of the rezoning application (page 5)*

As an organization, we understand the responsibility of Council to ensure the safety of its residents, and that there are concerns about potential future operations and the lack of a mechanism for future Councils to ensure that Chemtrade continues to operate in a responsible manner. To address these concerns, we have proposed the following additions to our existing rezoning application.

Also included in this report is additional information aimed at clarifying the misinformation that was put before to Council and in other forums during the rezoning application process *(page 6)*.

1. Understanding site security measures:

Chemtrade has significant safety processes – physical and cyber – in place to ensure the safety of our employees, the community, and our operations. While we can't detail all the site security measures in place in this document (as it will become public information), we can provide the below high-level information and extend the offer to meet in person and walk through existing plans and the result of recent safety and cyber safety audits with all members of Council.

Physical site safety:

Our facility operates 24 hours a day, seven days a week. To ensure the security of the site, we have a team of security employees who constantly monitor the site using our monitoring and surveillance system, which includes dozens of security cameras located at various points across the site – allowing our security team to be able to see all areas of our property in real time. The site is enclosed by a 10-foot metal fence, which is regularly inspected and maintained to ensure its integrity.

These measures extend to and include the rail portion of our operations to ensure the safety of rail operations.

The site is regulated under Transport Canada Marine Transportation Security regulations, holds a certificate of compliance, and undergoes regular inspections and assessments. The security assessments are conducted by Transport Canada and cover the entire footprint of the facility with a focus on security management, physical security, emergency management, and business continuity. **The**

most recent security assessment was conducted in 2024, at which time the site security measures were deemed to be effective with no major findings or deficiencies.

To further support site security and safety, our employees take annual safety training to ensure there is awareness of the proper procedures to address the physical safety of the site, as well as confirm that employees are aware of the processes and procedures to enact security measures should they feel the site security is at risk.

Our overall physical site safety measures are regularly audited as part of our insurance review, and we are happy to meet and walk through the results in person – providing a detailed look at the security measures in place for all the areas of our operation.

Site security audits are completed every five years. Moving forward, we would be happy to share (on a confidential basis) the high-level summary of the findings with the District of North Vancouver.

Cybersecurity measures:

We have several layers of cybersecurity protection in place to ensure our process and infrastructure control systems remain secure. The site was also the focus of an independent third-party cyber security assessment conducted by Marsh (www.marsh.com) earlier in 2026 which provides a maturity analysis of our cybersecurity program. The assessment is built using key elements from multiple cybersecurity frameworks, including the National Institute of Standards and Technology (NIST), the Centre for Internet Security (CIS) Critical Security Controls, and the International Organization for Standardization (ISO) 27001. The results are broken into five areas, identified and used by NIST: *1.) Identify; 2.) Protect; 3.) Detect; 4.) Respond; and 5.) Recover.*

While we can't share the results and the processes we have in place in a public document, ***we can confirm that the results of the assessment are ranked by maturity on a scale of one (least mature) to four (most mature) - our efforts received a ranking of 3.5 – indicating a mature cybersecurity program with resilient characteristics.***

We are working with Marsh and our internal cybersecurity team to ensure we continue to meet all standards and address any potential areas highlighted as an opportunity for improvement.

To support this work, our employees complete annual safety training, which includes cybersecurity components to ensure employees are aware cybersecurity measures and practices, as well as isolating the site from potential cyberattacks.

While we need to ensure our security processes remain confidential for the continued safety of our operations and facility, moving forward, we would be happy to meet and review (on a confidential basis) the results of the independent cybersecurity audit and provide a tour of our physical safety measures and plans.

2. Public safety and training

At the April 13 Regular Council meeting, there were concerns raised regarding available shelter-in-place training for the public, as well as education into how the public should respond in the unlikely event of an emergency at our facility.

Safety processes in place:

We partner closely with local first responders, like the District of North Vancouver Fire Department and NorthShore Emergency Management, to coordinate training and share our emergency response plans to ensure that there is broad awareness of how to respond to our site should there be an incident.

We practice annual response scenarios, which include training on the use of "Alertable"[1], to ensure that all area residents would be able to access required emergency response information in the unlikely event of an emergency at our facility.

We also follow all regulatory requirements – ensuring our operations, including the shipment of our products, meet stringent Transport Canada and U.S. Department of Transportation regulations. In March 2026, Transport Canada conducted a site inspection to ensure we are operating in compliance with all requirements under the *Transportation of Dangerous Goods by Rails Security Regulations*, and the inspection passed with no areas of noncompliance noted. Transport Canada will continue to conduct inspections to ensure that Chemtrade remains compliant with applicable regulatory requirements.

As a member of the Chlorine Institute, we also support their CHLOREP (Chlorine Emergency Plan) program and have several local employees who have volunteered to be part of the emergency response team and received highly specialized training to assist in an emergency.

Launched in 1972, CHLOREP is the Chlorine Institute's mutual aid program that provides a rapid and effective response to chlorine emergencies across Canada, the U.S. and Mexico by ensuring that transportation service providers, end-users, first responders, hazmat teams and others have quick access to accurate information and industry expertise. The program is supported by chlorine producers, like Chemtrade, and includes specially trained emergency response contractors. The CHLOREP team provides emergency responders with expert support via telephone within minutes of an incident being reported, and if needed, will rapidly deploy emergency equipment and personnel to the scene of any chlorine emergency in North America. The CHLOREP network includes more than 88 response teams from 25 Chlorine Institute member companies, as well as 13 emergency response contractors who meet the Chlorine Institute's stringent performance requirements.

CHLOREP assistance during a chlorine emergency is available 24 hours a day, seven days a week. You can learn more about this sophisticated and elite team of first responders here (https://www.chlorineinstitute.org/chlorep).

[1] Alertable is a Canadian-hosted emergency notification solution.

CHEMTRADE

Proposed public shelter-in-place training:

In response to concerns heard regarding shelter-in-place training for area residents, Chemtrade is ***proposing*** a four-pronged approach to ensure that area residents are aware of the proper process should they be advised to shelter-in-place, as well as where to turn for more information.

1. **Development of an educational brochure providing instructions on how to properly shelter-in-place**, along with directions on where residents can go to find more information, including online resources and instructions on how to register for Alertable notifications and annual training. These brochures are in development and would be sent to the District of North Vancouver Planning staff as well as Council for review and approval before being distributed to all residents and businesses with a 350-metre radius of our facility. These brochures would also be available for distribution at community events, and through the new resident package currently shared by the District of North Vancouver Fire Department.
2. **Working in partnership with local first responders (potentially the District of North Vancouver Fire Department, NorthShore Emergency Management, CHLOREP, etc.) to develop and sponsor annual shelter-in-place training.** If supported by Council, we would move forward with solidifying the program. The goal of the annual training would provide the opportunity for area residents and businesses to learn firsthand what to do in case of a shelter-in-place notification, as well as be able to ask questions specific to their residence or place of business.
3. **Use our Community Advisory Panel to host shelter-in-place "train the trainer" workshops, so members can effectively work with their communities to ensure there is awareness on how to respond.** By partnering again with the District of North Vancouver Fire Department and CHLOREP team members, we propose to offer more detailed training on shelter-in-place procedures and where to find more information, so these members can share this information back with their respective organizations and communities. This will ensure neighboring businesses are aware of the process.
4. **Offer emergency response and preparedness training to the Tsleil-Waututh Nation, helping to ensure the community is prepared and educated on how to respond to any potential emergency.** This training could be completed in partnership with the District of North Vancouver Fire Department and CHLOREP team members, and could extend beyond shelter-in-place, to include general emergency response preparedness.

3. Permanent nature of the rezoning application

During the April 13 Regular Council meeting, there were concerns voiced regarding the lack of processes or controls in place which would allow the District of North Vancouver and future Councils to be able to review and have oversight into Chemtrade's continued operations. Specifically, we heard that there is a need to ensure Chemtrade continues to invest in best achievable technologies and continues to review

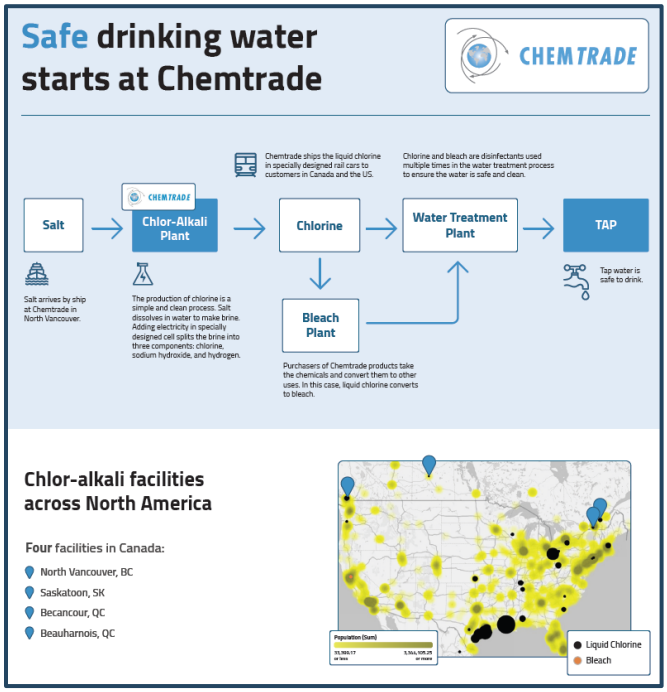
and upgrade our security practices and equipment, which can be achieved through a mechanism for ongoing Council review and oversight, including the ability to revisit the rezoning status.

As further detailed in Chemtrade letter to Mayor Mike Little dated April 28, 2026, a summary of the key components of our revised application are as follows:

- **Proposed time-limit on permitted industrial production of liquid chlorine**: the by-law amendment would be paired with the duration of the lease agreement with Vancouver Fraser Port Authority (Port). At the end of the term, there would be opportunity for Council to review land use. The duration would be tied to the lease agreement with the Port, with a term of 20 years starting with the signing of the new lease.
- **Completion of an updated baseline Quantitative Risk Assessment (QRA), with a mandatory QRA update, with review by the District**: to be completed following the completion of safety improvements and other defined milestones as agreed to by the District and Chemtrade.
- **Independent Best Achievable Technology (BAT) review:** to be completed by a qualified third-party engineering firm at defined and agreed upon milestones.
- **Further development with the Council for appropriate shelter-in-place training:** to be built in partnership with local first responders and supported by Chemtrade.

Clarifying misinformation

The operation of a chlor-alkali facility is very complex and requires a high-level of expertise, oversight, and levels of process. Chemtrade's North Vancouver chlor-alkali facility has been safely operating in the same location since 1957, and plays a significant economic role at a local, provincial, and national level. The facility itself is a significant contributor to several industries critical for British Columbia and Canada's economic sovereignty and the health of millions through securing safe drinking water. Further, the facility supplies critical materials to support key British Columbia and Canadian industries such as the energy sector (oil and gas) to support investments such as LNG Canada, and the pulp and paper industry.



Above: An information panel which has been used at all of our public information meetings and at Community Day in September 2025, sharing information on how our product is used in water treatment.

Starting in 2023, Chemtrade launched a transparent and comprehensive engagement strategy aimed at raising awareness of our operations and the products we produce, while also engaging with all levels of government and local communities to secure long-term operations.

Throughout the process, we have held ourselves, and the information we have shared, to the highest standards to ensure we are behaving in an ethical manner and remain accountable and forthright.

We admit we have made a misstep or two along way. During the rezoning process, it was asserted by our competitor K2 Pure Solutions and their supporters that we had erroneously stated in an FAQ on our website (www.askchemtrade.ca) that liquid chlorine is directly used for water treatment in Canada, rather than bleach (a derivative of liquid chlorine) that is most commonly used for water treatment. Once this concern was identified, we reviewed the website and immediately corrected it. We also reviewed our other public information and are happy to share that in all other communications, we have been very clear that bleach, a derivative of liquid chlorine, is most used for water treatment.

On the following pages, we would like to take the opportunity to clarify some of the misinformation, or partial truths, which were raised by other parties during the rezoning process and place such information in the appropriate context of our operations and markets in which we operate in.

In 2024, we were disappointed to learn of the covert information campaign launched by one of our direct competitors in California, K2 Pure Solutions. https://www.cbc.ca/news/canada/british-columbia/north-van-chlorine-plant-campaign-1.7319259. While it was disappointing for us to witness the launch of this misinformation campaign against our application, it is also, in our view, dangerous due to the safety-critical nature of our application for millions of Canadians and is not in line with Canadian values.


British Columbia

Campaign against B.C. chlorine plant was secretly funded by rival

Big money is trying to covertly influence local government, politicians say

Zak Vescera · for CBC News · Posted: Sep 11, 2024 5:00 AM PDT | Last Updated: September 11, 2024

Listen to this article
Estimated 9 minutes

Chemtrade Logistics Inc. facility in North Vancouver, B.C., on Wednesday, Aug. 28, 2024. (Ben Nelms/CBC)

It is our view that certain submissions made to Council and certain accusations that Chemtrade furnished misrepresentations or misleading information to Council in its rezoning application may be a continuation of that campaign.

We strongly dispute any suggestion that our application materials are inaccurate or misleading. The allegations raised reflect, in large part, differences in interpretation, the selective use of data, and a misinformation campaign deliberately put forth to undermine our application for a competitor's commercial benefit.

We summarize below the principal allegations or "myths" and wish to respectively provide context and further information for Council's consideration to address any lingering concerns related to these allegations.

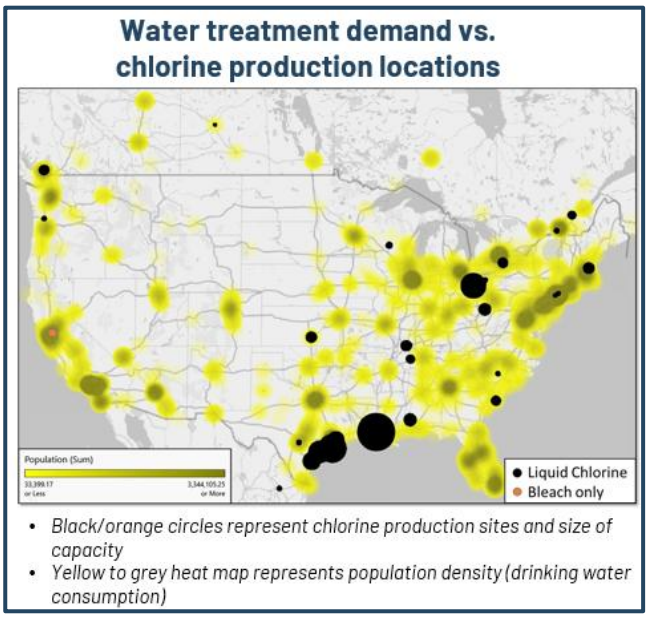
CHEMTRADE

Myth busting: Only five per cent of the liquid chlorine produced at the facility stays in Canada

During the rezoning process, it was stated that only five percent of our liquid chlorine we produce stays in Canada. While this assertion is directionally accurate, approximately five to 10 per cent of the liquid chlorine we produce stays in Canada, it creates a very unbalanced view of our facility. The good news, it creates an opportunity for us to tell the story of our facility, all the products we produce, and where they ultimately end up and the industries they support. When you look at the three primary products produced at our facility (liquid chlorine, caustic, and hydrochloric acid (HCl), approximately **60 per cent of our total plant capacity stays in Canada**. The other 40 per cent is shipped to customers in the U.S. The three products we produce play a critical role in serving key industries such as **safe drinking water treatment**, **pulp and paper production, and energy (oil and gas) sector.**

Fact: *we represent 40 per cent of Canadian chlorine capacity*
Fact: *we supply 70 per cent of chlorine used to treat drinking water in BC and Alberta*
Fact: *we supply 60 per cent of the liquid chlorine used in Western U.S.*

The liquid chlorine from our facility reflects 40 per cent of the liquid chlorine manufacturing capacity in Canada. We supply over 70 per cent of the liquid chlorine used for water treatment in BC and Alberta. We also ship up to 90 per cent of the liquid chlorine we produce to customers in the Western United States. We supply about 60 per cent of the liquid chlorine used for drinking water treatment in the Western US. We share this information openly on our website. We are a major supplier in California for instance, a market that K2 Pure Solutions is looking to expand and grow its market share in.



- *Black/orange circles represent chlorine production sites and size of capacity*
- *Yellow to grey heat map represents population density (drinking water consumption)*

How can those two statements be true? That between five and 10 per cent of the facility's liquid chlorine remains in Canada, but it represents 70 per cent of the drinking water protected in Western Canada?

This is true simply by virtue of the relative population sizes of Canada and the United States. Canada has a population of approximately 41.5 million, while just the state of California alone has a population of 39.5 million.

The map to the right reflects chlorine production (black circles) by size and capacity. The orange dot represents bleach production (K2 Pure Solutions). The yellow to grey heat map represents population density.

As you can see, Chemtrade is the largest producer in Canada, and the only producer in Canada west of Saskatchewan. However, when you look at population density, it is clear that the majority of demand is in Canada's major western regions like the Lower Mainland, Calgary, and Edmonton, while U.S. demand is significant along the entire west coast, similar to the Northeastern U.S.

As the largest producer in Canada, the certainty and availability of liquid chlorine for use in water treatment in Western Canada would come into question if we were to shut down or significantly reduce our production. Canada would need to either try and increase production at the remaining three facilities or look to secure imports from the U.S. – making Western Canada reliant on a trading partner for a product critical to health of millions of Canadians. It would also create challenges in terms of transport and delivery, as the liquid chlorine would still need to be delivered via rail to BC-based bleach manufactures.

Caustic Soda (Sodium Hydroxide): is used in many applications but largest consumption is in the pulp and paper industry, a key industry for BC and Canada and supportive of the forestry sector. Approximately 90 per cent of our caustic soda stays in Canada to supply these industries. The predominant alternate source for caustic soda in Western Canada is primarily through imports from Asia (who currently hold about 50 per cent of the market share).

***Caustic Soda alternatives if Chemtrade site closes or reduced production*:** As stated, approximately 50 per cent of caustic soda is supplied from Asia and would be the likely source for the additional supply should our facility close. Under current geopolitical uncertainty causing instability in the energy sector, many caustic soda producers in Asian countries like Taiwan, Korea, Japan, Thailand have declared force majeure – meaning they cannot meet their contracts. Governments in those countries are implementing energy rationing programs for citizens and asking large energy consumers like chlor-alkali facilities to run lower rates to conserve energy consumption, thereby limiting supply available for export to Western Canada or elsewhere.

Hydrochloric Acid (HCl): A majority of our HCl production stays in Canada. While some is used in water treatment, the vast majority is used by the energy sector (oil and gas) in Western Canada to help extract oil and gas. The current expansions of LNG Canada and the Trans Mountain Pipeline targeting further oil and gas export capabilities and increasing Canadian GDP, all are fed from energy projects that have HCl as a key material consumable material.

***HCl Alternatives if Chemtrade site closes*:** other Canadian chlor-alkali facilities could add HCl burner capacity, albeit they are smaller in overall capacity to Chemtrade's facility. We represent 40 per cent of chlor-alkali capacity in Canada.

Myth Busting: Chemtrade could simply produce bleach to meet Canada's water treatment needs

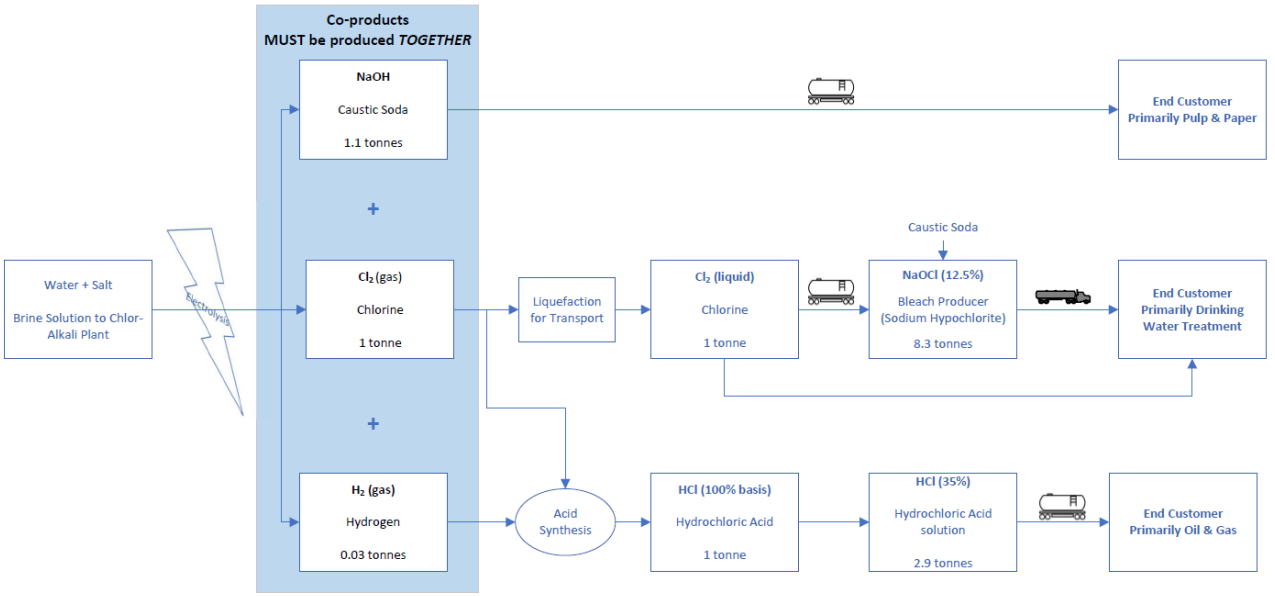
The main disinfectant in bleach is chlorine. Bleach is what is used at municipalities to treat drinking water. Only one large municipality (Los Angeles) that we are aware of in the U.S. still uses liquid chlorine directly due to the size of population). You cannot create bleach without chlorine. Bleach, also known as sodium hypochlorite, is created when you combine liquid or gas chlorine, caustic soda, and water. This resulting product is significantly less shelf stable and breaks down quickly – making it unfeasible to ship long distances.

It also has a significantly higher water content, making it difficult and more expensive to transport – requiring approximately 34 transport trucks to deliver the equivalent of one rail car of liquid chlorine. As a result, it would be unrealistic and unfeasible to transport and supply communities and areas outside of the immediate Lower Mainland and southwest British Columbia, meaning current customers in Northern BC, Alberta, California, Washington, and Oregon would need to identify alternate sources.

For areas that have bleach production, like K2 Pure Solutions in California, and the chlor-alkali facility of Westlake in Washington state, this would be feasible. But, for rural and remote communities in Western Canada, this is not an easy task – making them reliant on potentially increased production from other Canadian producers, or for imports from the U.S. Given the increasing geopolitical uncertainty, and lessons learned during the Covid-19 pandemic, Canada does not want to find itself reliant on others or fragile supply chains for materials critical for the health of our citizens and economic sovereignty.

Myth busting: Chemtrade could continue to operate without the production of liquid chlorine

There has been an assumption made that Chemtrade's facility could continue to operate with reduced or no production of liquid chlorine. While it may be possible in theory, the business case to support this is limited; not only would it reduce the amount of available liquid chlorine, but it would also significantly impact the production of our other products – caustic soda and hydrochloric acid (HCl).



Above: A closer look at chlor-alkali products

As shown above, chlorine and caustic soda are coproducts, meaning they are dependent on each other for production, so reducing the production of one – such as chlorine – will have significant impacts on the production of caustic. It is a reality of the chemistry involved in the chlor-alkali process that for every metric tonne of chlorine produced, 1.1 metric tonnes of caustic needs to be produced.

If we were to reduce or eliminate our production of liquid chlorine, there would be significant knock-on effects to the other products we produce, creating uncertainty in the supply chain of several key Canadian industries. Adding a bleach facility to our plant would consume approximately five per cent of our capacity due to the limitations of shipping bleach long distances.

Technology exists to make a higher purity bleach with higher chlorine content to extend the shipping radius, however, this requires significant changes to handling and equipment for both manufacturers and end-users, such as municipalities.

In full transparency, this would also put the site at a huge economic disadvantage for participation in Western U.S. K2 Pure Solutions and their supporters understand this and is likely the driving motive to make statements in regards to not wanting Chemtrade to shut down, but look for safer production options, such as bleach production. Ultimately, K2 Pure Solutions and their supporters understand the limitations and competitive disadvantage this would create leading to an economically unfeasible plant – which would ultimately be forced to shut down.

Myth busting: The QRA does not include rail shipments or rail car containment, and that the safety benefits are being overstated, or are simply not enough

K2 Pure Solutions and its supporters are asserting that the QRA is not comprehensive as it does not include off-site transportation of our products.

The scope of the risk assessment is aligned with the land use decision under consideration by the District of North Vancouver, as transportation of our products falls under the regulatory guidance and framework of Transport Canada. Broader rail network considerations fall within federal jurisdiction and are subject to separate, robust, and mature regulatory frameworks.

To clarify – the presence of liquid chlorine rail cars at site awaiting shipment ***was*** included in the QRA study, and is accounted for in the results, showing that following the completion of the safety improvements, the risk will be reduced to either at, or near our property line.

Contrary to the above theory, that our QRA was not thorough enough, there is also the assertion by some that our QRA is overstated, and that the benefits associated with the planned safety improvements have been overstated.

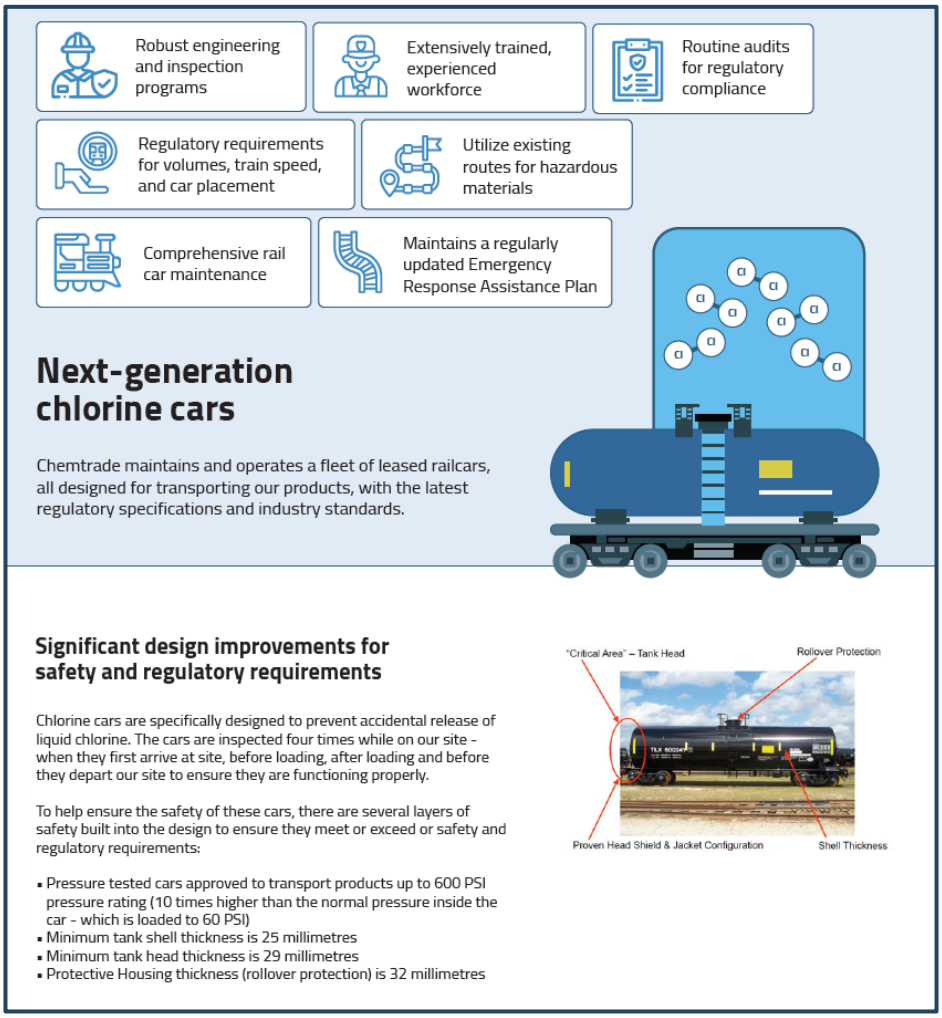
In developing the QRA, the BakerRisk team struggled to find current data to support release scenarios from a chlorine rail car, as modern next generation rail cars, such as Chemtrade uses, have not been involved in any significant release events so assigning probabilities becomes difficult. This makes both the risk and likelihood portion of determining a release from a rail car very hard to accurately calculate.

In fact, the QRA is conservative in nature due to the fact that the rail car release probability was based on historical release data that would have reflected older rail car design. The next generation rail cars

are significantly safer but limited data is available for releases from them because there has never been a release from a next generation car during transport.

It needs to be highlighted that a QRA evaluates three core components:

- **Consequence** (the severity of the outcome of an incident): using receptor or occupancy data to convert consequences into exposure vulnerabilities
- **Risk** (there is an element of risk to all human activities): risk is calculated based on frequency estimates (likelihood) and consequence results
- **Likelihood** (how likely is the event to occur): the team estimates release frequencies and conditional probabilities for weather conditions, wind direction, ignition probability, and time of day



Above: Information panel sharing rail safety information, used at all of our public house meetings and at Community Day in September 2025

We stand by the thoroughness of our QRA completed by BakerRisk. It was developed using internationally recognized standards and techniques, and was peer reviewed as part of the formal rezoning application process by Risktec.

Myth busting: Even with the proposed improvements, the site will not be able to withstand extreme events like earthquake and flood.

During the public hearing process, questions were raised regarding the ability of the facility and rail cars to withstand an earthquake, as well as a flood. Below is information that was developed by independent consultants engaged to complete studies as part of the rigorous rezoning application process.

Flood impacts:

The Flood Hazard Study completed by Northwest Hydraulic Consultants in 2025 identified a range of Flood Construction Levels (FCLs) between 4.3 and 4.7 metres elevation, reflecting the higher of the riverine and coastal flood levels. In the region of the East Rail Yard identified, the FCL is 4.3-4.4 metres, which is approximately 0.65 metres above the current grade.

Using these elevations, and the fact current rail lines sit about 0.2 metres (20 centimeters) above grade – this means that in either worst case scenario – a river flood or an ocean event, the water levels in the rail area would rise to no more than 0.45 metres above grade.

Diving further into this, rail car wheels are 0.9 metres (90 centimeters) in diameter, and the bottom of the tank sits at the same elevation as the top of the wheels. In either case (river or ocean event) the flood waters would rise to about halfway up the wheels, and below the tank level – meaning there is a very low potential for any type of significant impact to rail cars. Even if these water levels were capable of dislodging a rail car, the tank shell and rollover protection would help to prevent any potential release.

Earthquake risk:

In developing the QRA, the experts looked at the impact of every potential release point of liquid chlorine across the full scope of our operations – including releases from the production process, the loading of rail cars, and the release from a loaded rail car, regardless of the cause, whether it be from an earthquake, human error, or equipment failure. The cause is irrelevant as the modeling is based on what would happen in a worst-case scenario release from the various areas of risk.

Earthquake effects were addressed in the QRA by incorporating their potential impacts within conservative, standard release scenarios, rather than modeling earthquakes as separate events. The assessment evaluates worst-case loss-of-containment scenarios using assumptions that bound damage to equipment and infrastructure, including impacts that could result from seismic activity. This approach ensures earthquake-related risks are appropriately captured without overstating or duplicating scenarios and is consistent with standard QRA methodology.

It should also be noted that following the planned capital improvements, all of the liquid chlorine-containing equipment and piping will be new – all of the piping, vessels, and even the rail cars will be newly built to the most current design standards, including the latest earthquake standards of the BC Building Code. As an added safety measure, the entire liquid chlorine process will be enclosed in buildings that will not only contain any potential release but will also be connected to an emergency vent scrubber designed to neutralize that release.

Myth busting: We are mispresenting the reduction in inventory because we do not include the 32 rail cars in the calculation.

The largest release risk for a potential chlorine release is at the plant level. A rail car sitting in the yard has an extremely low probability of releasing chlorine. The site has not had a single loss of chlorine from a rail car in the yard in the known history of the plant.

It is true that we do not count rail cars in our onsite inventory calculation for reducing storage, however rail cars are not actual storage, they are how we ship our finished product to market. Storage inventory is considered what is held in storage tanks and within the process. Once the liquid chlorine is loaded into rail cars, it is shipped as quickly as possible to the end user.

At times, loaded rail car storage will be low as cars are shipped as quickly as they are loaded, other times more rail cars may be sitting in the yard for several days or even weeks before they are shipped to customers. On average, rail car storage is limited to 32 loaded cars, but this number will fluctuate from month to month. From a risk perspective, the focus is on reducing storage inventory within the process because this is where the greatest chance of a release to occur exists.

Concerns have also been voiced about product chlorine remnants (called a heel) which is left in tanks after unloading. While it is true you can't fully unload all product from any rail car, in order for these small amounts to be potentially released, it would require multiple failure points, in multiple cars. Again, the safest place for liquid chlorine to be is in liquid chlorine rail cars which have been purpose designed and built to eliminate the risk of accidental release.

Myth busting: Chemtrade isn't responding to questions or issues raised in a public forum.

Since mid-2023, Chemtrade has been actively engaging the community and has hosted three public information open houses, presented to several community associations and special interest groups, attended dozens of meetings, launched a public tour program, launched a public website open for comments, and hosted a Community Day in September 2025 where we invited to community to come and see our facility, ask questions, and learn more about what we do, and our commitment to safe and responsible production. Throughout this process, we have heard very few concerns, and instead received overwhelming support for our continued operations, and planned safety improvements.

During the February public hearing, there was a very small number of North Vancouver residents who spoke, many of which were in support of our continued operations.

Of the speakers who did speak against our application, there were concerns raised, which we feel we have addressed through our proposed changes to our rezoning application.

What we have also seen is growing support online for our continued operations, with several conversation threads on Reddit calling out the inappropriate interference of one of our direct competitors and questioning the motives or backing of many of the speakers at the hearing. We have also been following a poll which is currently live on Northshore News, asking residents if they are supportive of our ongoing operations. So far, over 1,500 people have responded, with over 62 per cent supporting our ongoing operations.



Reddit threads regarding our operations:
https://www.reddit.com/r/vancouver/s/x7cjYd5zN9
https://www.reddit.com/r/britishcolumbia/s/hLTQqE7t65
https://www.reddit.com/r/onguardforthee/s/7Avsprvntt

NorthShore News media coverage, note the comments:
https://www.nsnews.com/local-news/district-of-north-vancouver-rejects-chemtrade-chlorine-proposal-12138406

https://www.nsnews.com/opinion/letter-rejection-of-chemtrade-chlorine-proposal-goes-against-national-interest-12184560

https://www.nsnews.com/local-news/chemtrade-to-face-new-chlorine-vote-after-rejection-by-north-vancouver-council-12241317

https://www.nsnews.com/opinion/letter-council-should-be-applauded-for-rejecting-north-vancouver-chlorine-plant-proposal-12184820

CBC article:
https://www.cbc.ca/news/canada/british-columbia/chemtrade-chlorine-rezoning-rejected-district-north-vancouver-bc-9.7163807

Myth busting: Asking questions about the motives of some of the opposition.

Personal Information

CHEMTRADE

Personal Information

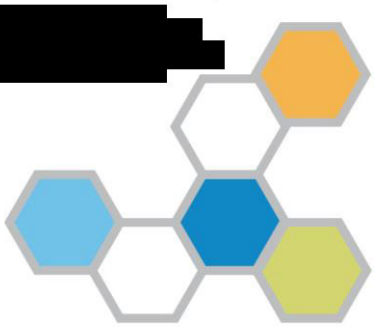
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CHEMTRADE

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

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

May 15, 2026
File: N/A

AUTHOR: Tamsin Guppy, Senior Planner
Daniel Broderick, Planner

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

RECOMMENDATION

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

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

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

REASON FOR REPORT

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

SUMMARY

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

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

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

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

PROJECT TIMELINE TO DATE

October 21, 2024

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

2025

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

January – April 2026

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

May 4, 2026

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

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

BACKGROUND - SINGLE-FAMILY ZONING DISCUSSION

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

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

DISCUSSION

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

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

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

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

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

Key Changes

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



Figure 1: *The Zoning Bylaw Update project principles*

Summary of Key Changes

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

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

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

1. Changing the Approach to Basements

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

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

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

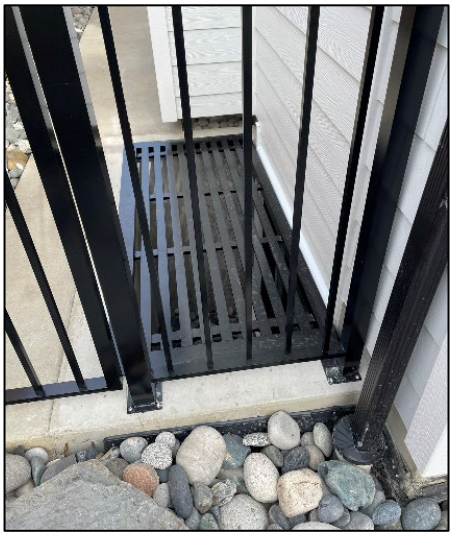


***Photo 1**: This window well is a standard design for secondary suite "windows."*

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

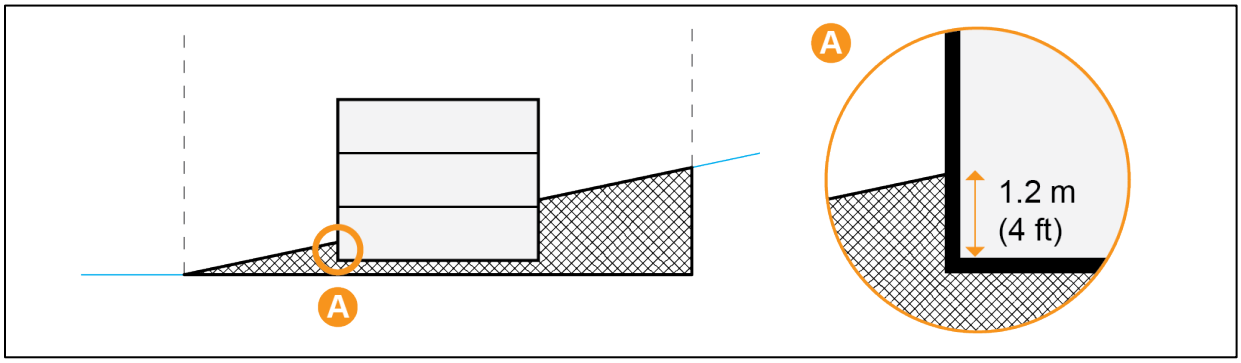


***Figure 2 -** Illustration showing how the lowest storey of a building, which is often a basement, can be up to 4 feet (1.2m) below grade on the downhill side of the building and fully buried on the uphill side.*

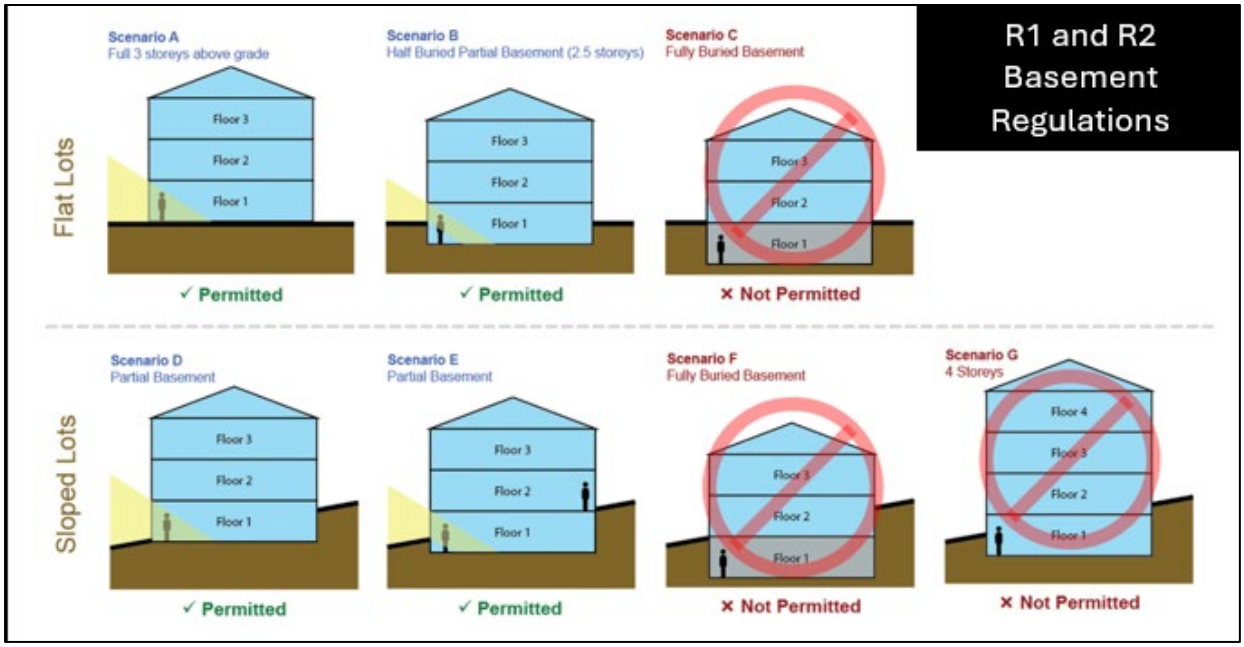


Figure 3 - *Illustration from the December 2, 2025, Council Workshop showing how taller building heights support above ground living and how the proposed regulations permit partial basements but prohibit fully buried basements and prohibit 4-storey development.*

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

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

2. Facilitating More Useable Living Spaces by Allowing Garage Conversions

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



Figure 4 - *Illustration published by The Spruce*

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

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

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



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

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

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



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

4. Expanding Living Opportunities in the Front Yard

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

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



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

5. Facilitating More Housing Options

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

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

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

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



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

6. Landscape Area Requirements and Supporting Biodiversity

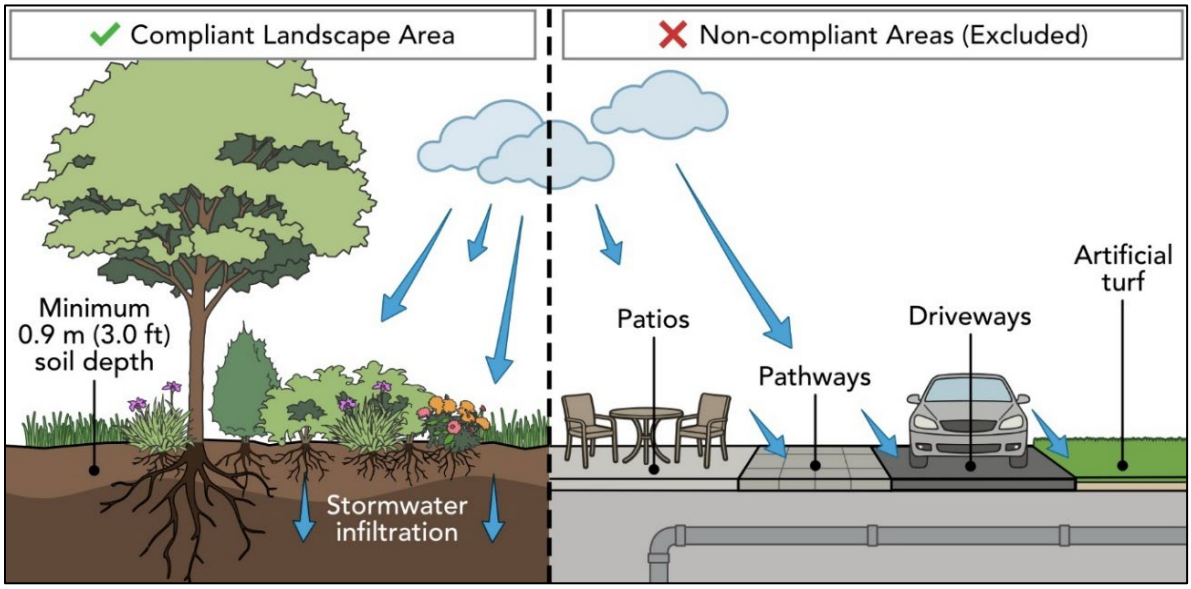


Figure 8 – *An illustration of what is a "landscape area," a term that will require green space to help address District goals for biodiversity and storm water management.*

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

7. Maintaining Development Rights

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

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

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

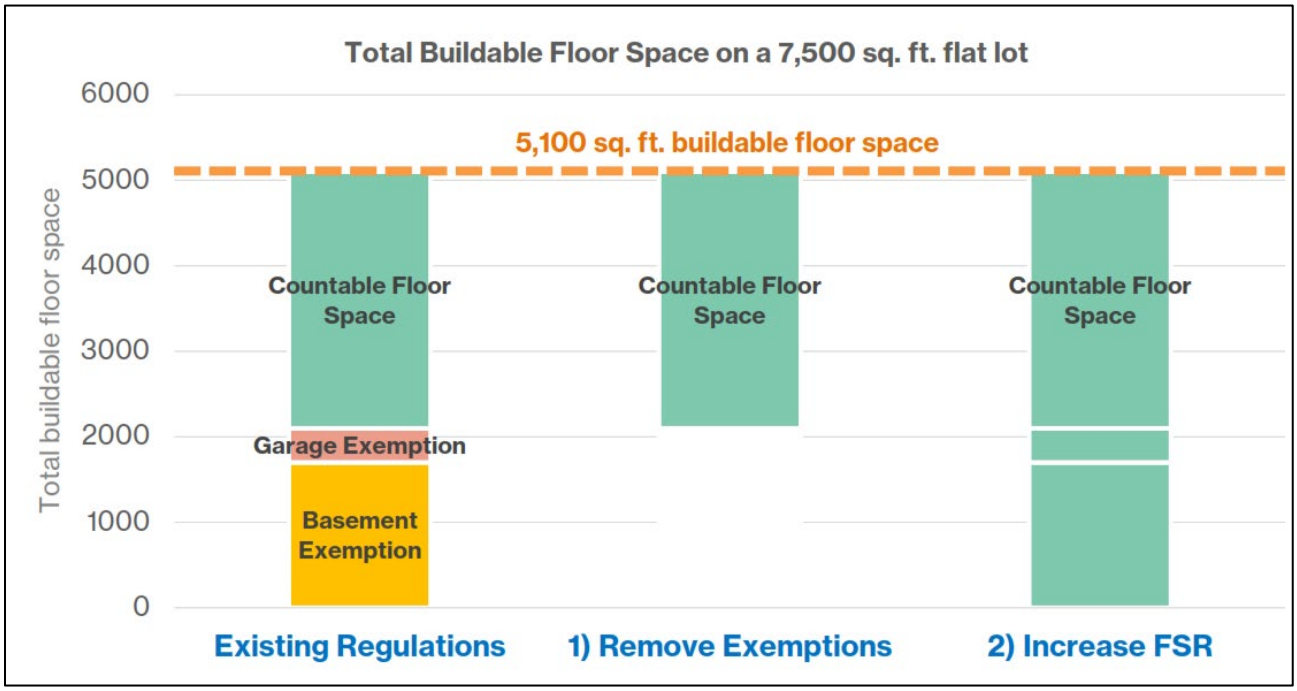


Figure 9 - *This slide from the December 2, 2025, Council Workshop highlights how the building's floor space will remain similar, but the floor space ratio calculation will change.*

8. Maximum House Size

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

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

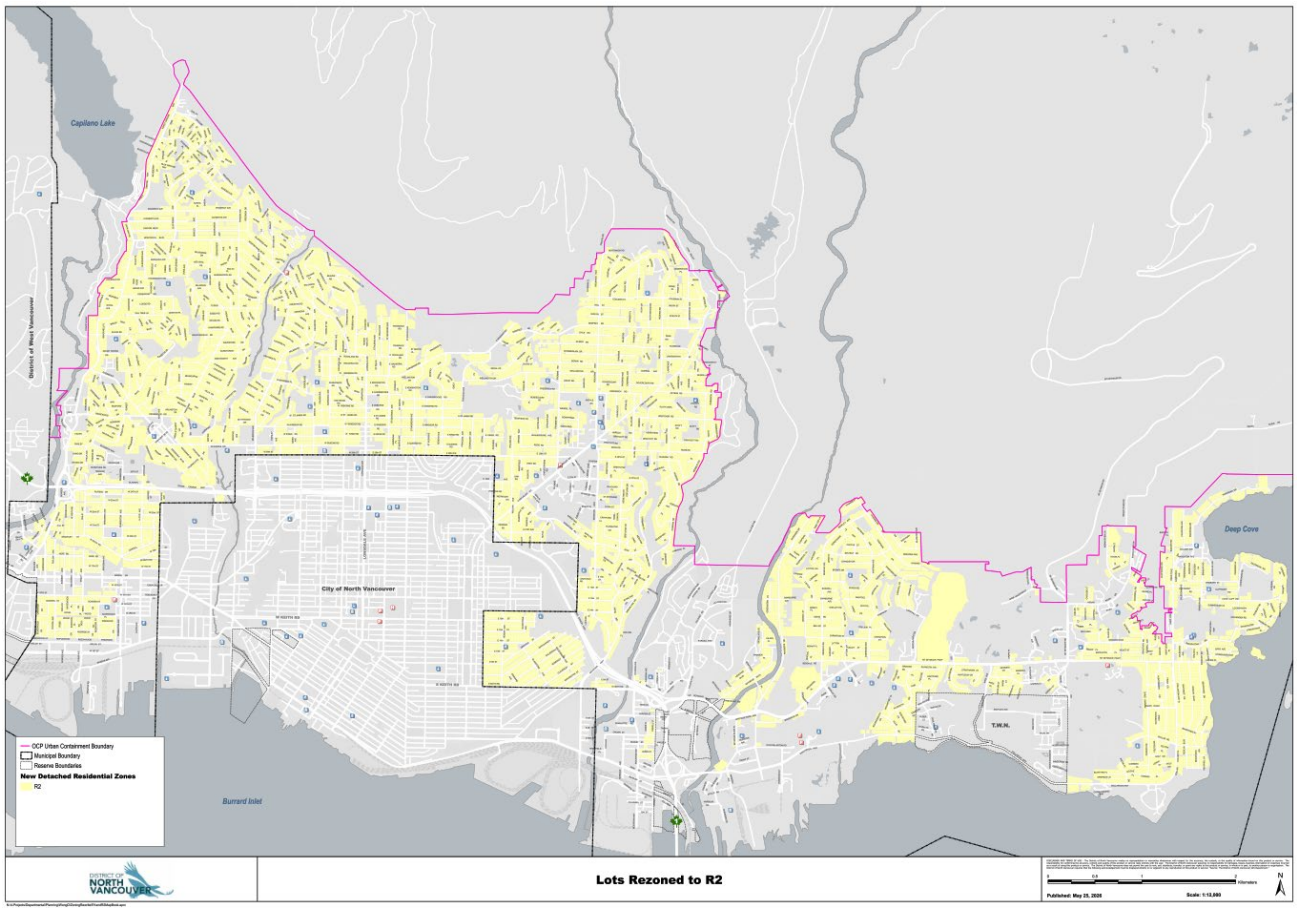
These maximums maintain the overall development potential for most lots across the District, including the District's most common lot sizes of approximately 7,000-8,000 ft^2 (650.3 m^2 - 743.2 m^2) and would only be triggered on large lots in excess of 11,250 ft^2 (1045.16 m^2). This is a reduction in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

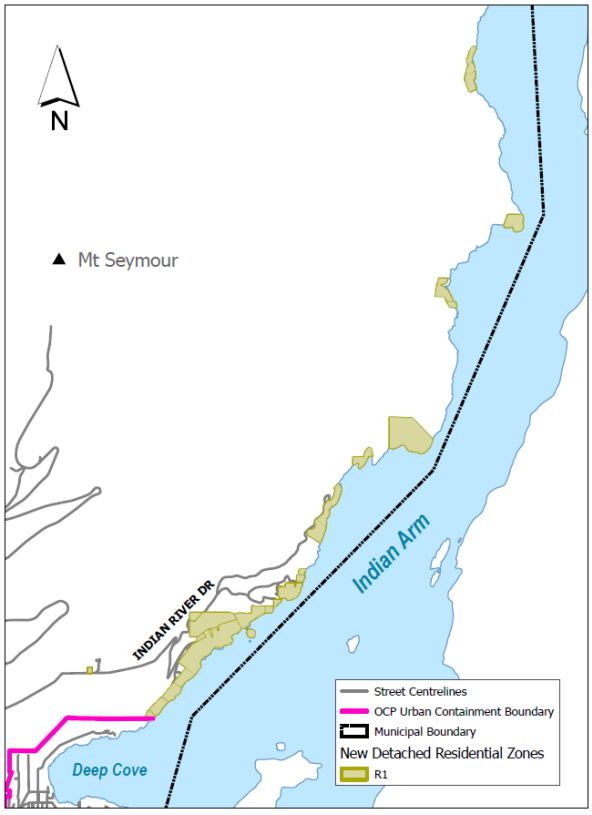
Applying the New Zones

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

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

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





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

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

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

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

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

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

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

Subdivision Regulations

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

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

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

Table 2: Minimum Lot Size Requirements for Subdivision

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

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

The modifiers will accommodate the following variations:

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

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

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

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

Bylaw Amendments

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

Bylaw 8799 includes:

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

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

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

Monitoring the Changes and Bringing Additional Amendments

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

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

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

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

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

Council Motion Response: Coach Houses Outside the UCB

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

Analysis:

Staff do not recommend permitting coach houses outside the UCB.

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

The primary reasons for this recommendation include:

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

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

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

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

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

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

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

TIMING/APPROVAL PROCESS

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

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

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

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

CONCURRENCE

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

FINANCIAL IMPACTS

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

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

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

ENVIRONMENTAL IMPLICATIONS

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

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

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

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

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

PUBLIC INPUT

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

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

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

CONCLUSION

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

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

Options:

The following options are provided for Council's consideration:

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

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

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

   (Staff Recommendation)

or

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

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

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

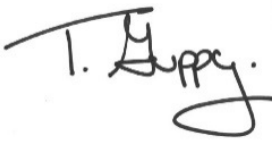
   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given SECOND reading, as amended;

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

or

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

Respectfully submitted,



Tamsin Guppy
Senior Planner



Daniel Broderick
Planner

Attachments:

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

REVIEWED WITH:

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

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DISTRICT OF NORTH VANCOUVER OVERVIEW

INDIAN ARM COMMUNITIES

Capilano Lake

District of West Vancouver

City of North Vancouver

Burrard Inlet

Indian Arm

Deep Cove

T.W.N.

SEE INSET

TO INDIAN ARM COMMUNITIES

OCP Urban Containment Boundary

Municipal Boundary

Reserve Boundaries

New Detached Residential Zones

R1

R2

Overview R1 and R2

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Published: May 25, 2026

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DISTRICT OF NORTH VANCOUVER OVERVIEW

INDIAN ARM COMMUNITIES

Capilano Lake

District of West Vancouver

City of North Vancouver

Indian Arm

Deep Cove

T.W.N.

Burrard Inlet

LONSDALE AVE

W KEITH RD

E KEITH RD

SEE INSET

TO INDIAN ARM COMMUNITIES

OCP Urban Containment Boundary

Municipal Boundary

Reserve Boundaries

RS Lots Not Being Rezoned

RS Lots Not Being Rezoned at This Time

(This map excludes DNV Owned Lots also remaining RS)

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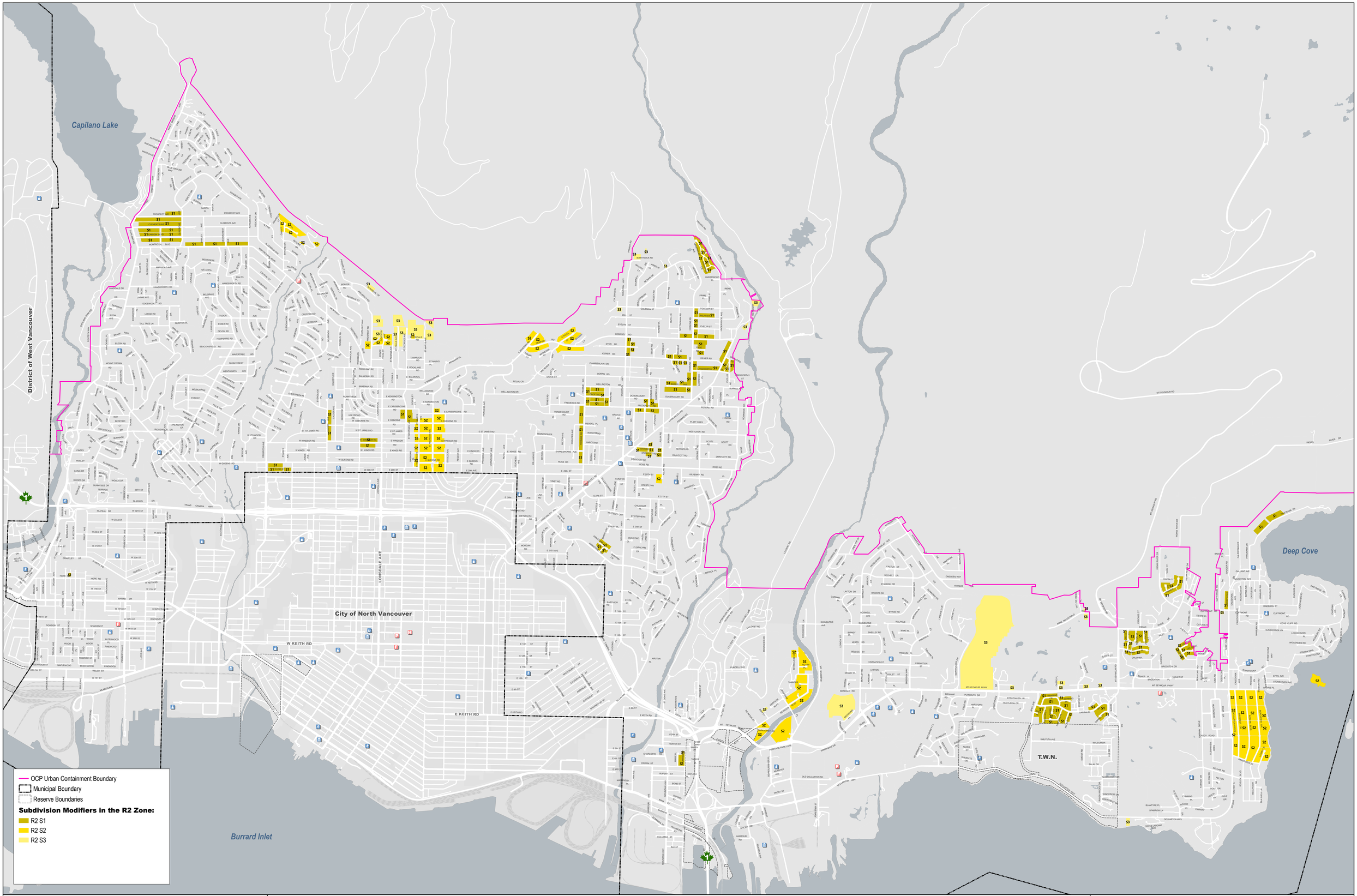
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R2 Subdivision Modifier Map

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The Corporation of the District of North Vancouver

Bylaw 8799

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

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

2. Amendments

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

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

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

   For definitions applicable to the Employment Zones……

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

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

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

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

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

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

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

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

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

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

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

   The following are excluded from floor space ratio calculations:

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

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

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

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

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

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

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

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

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

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

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

_____
Deputy Corporate Officer

APPROVED by the Ministry of Transportation and Transit on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8799

Text Amendment to Add R1 and R2 Zones to Bylaw 3210

Schedule A to Bylaw 8799.docx

Schedule B to Bylaw 8799

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

Schedule B to Bylaw 8799

Schedule A

Section 525

Subsection 525 - 1.00

Administration and Interpretation

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

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

Subsection 525 - 1.50

Definitions

The following definitions apply to the R1 and R2 zones.

A

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

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

B

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

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

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

Boarders and Lodgers Accommodation means a use that is located within a Principal Dwelling Unit and subordinate to a Residential Use that provides accommodation and meals for a

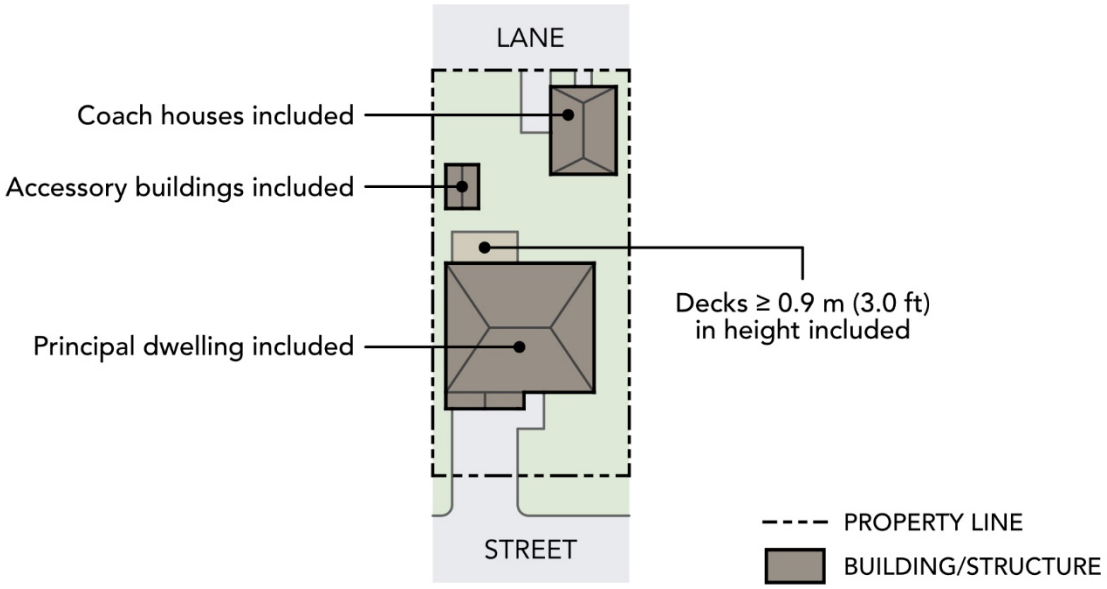
minimum period of 28 consecutive days. This use does not include separate Cooking Facilities, and does not include Short-Term Rentals or Bed and Breakfast.

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

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

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

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



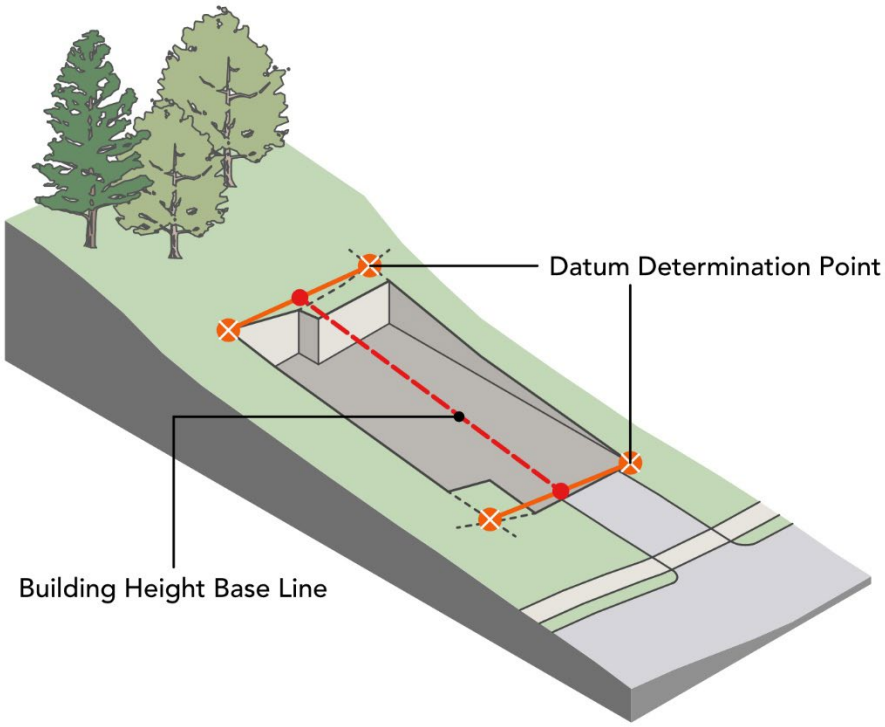
Building Height Base Line means, with respect to a principal building, the line created by:

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

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

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

Diagram 2: Building Height Base Line



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

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

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

C

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

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

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

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

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

D

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

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

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

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

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

E

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

F

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

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

G

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

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

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

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

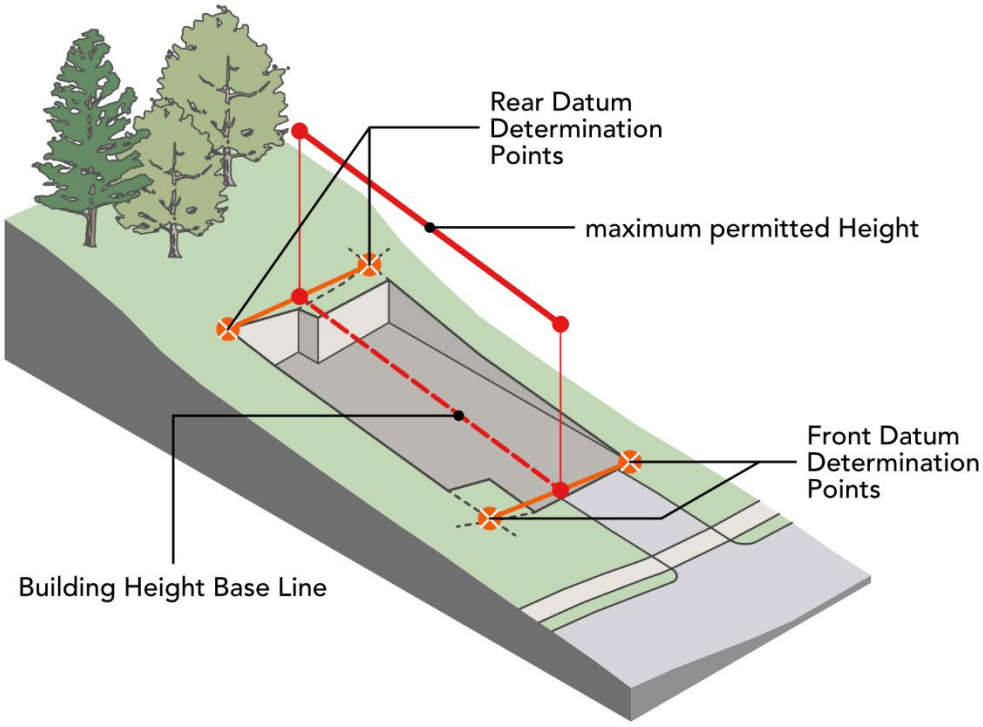
H

Height means:

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

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

Diagram 3: Height in R1 and R2 Zones



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

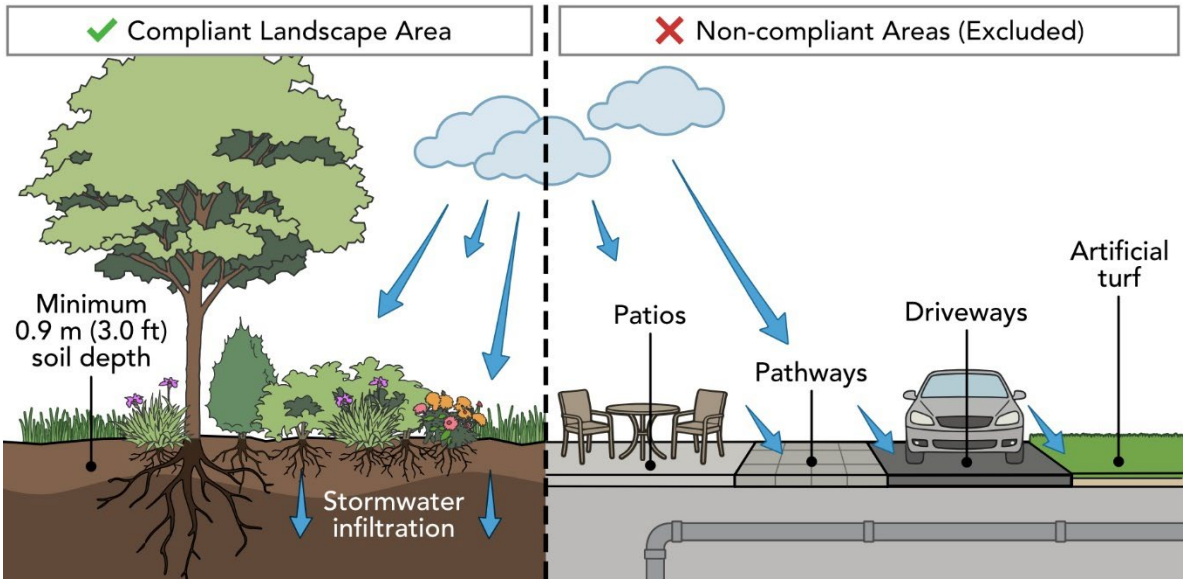
Home Occupation means a use that that is located within a Dwelling Unit and subordinate to a Residential Use where a business is operated by a resident of the Dwelling Unit.

L

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

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

Diagram 4: Landscape Area



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

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

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

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

(1) The panhandle portion of a panhandle lot;

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

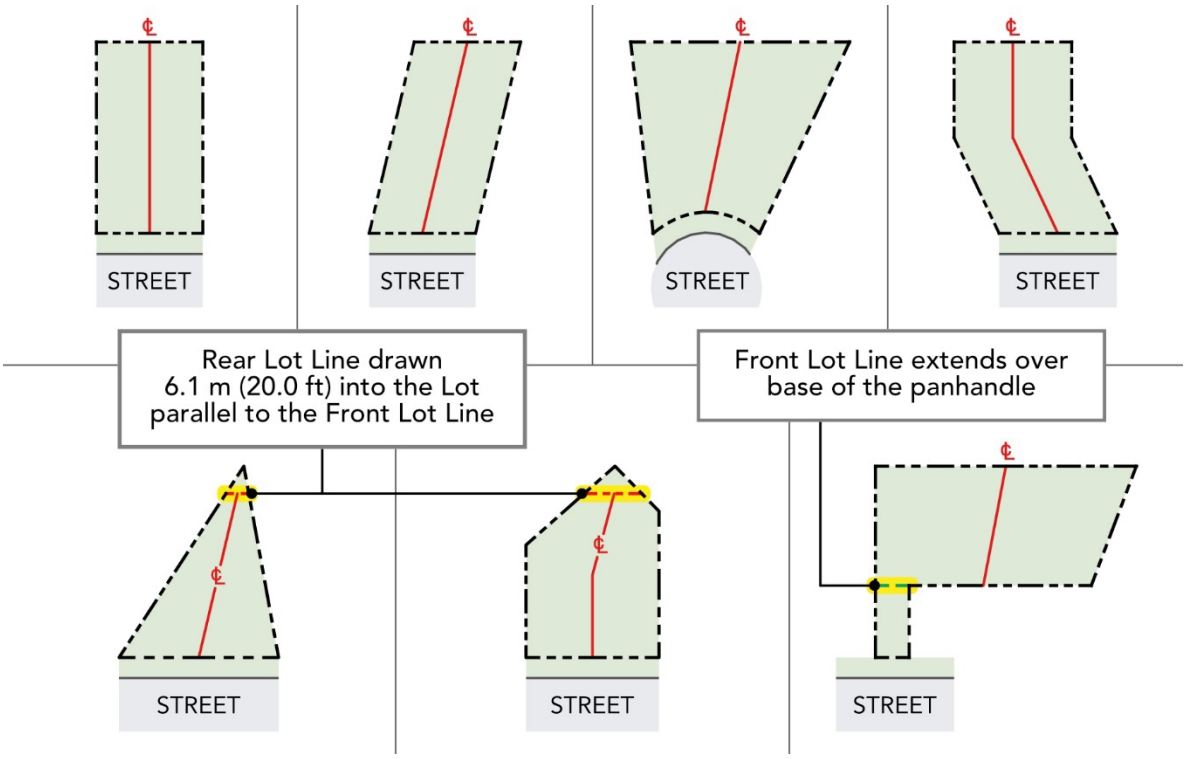
(3) Any portion of the lot that falls within the riparian area between the river, creek, or ravine and the top of bank as defined by a BCLS Land Surveyor; and

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

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

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

Diagram 1: Centre Lot Line



Lot Line, Front means:

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

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

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

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

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

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

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

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

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

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

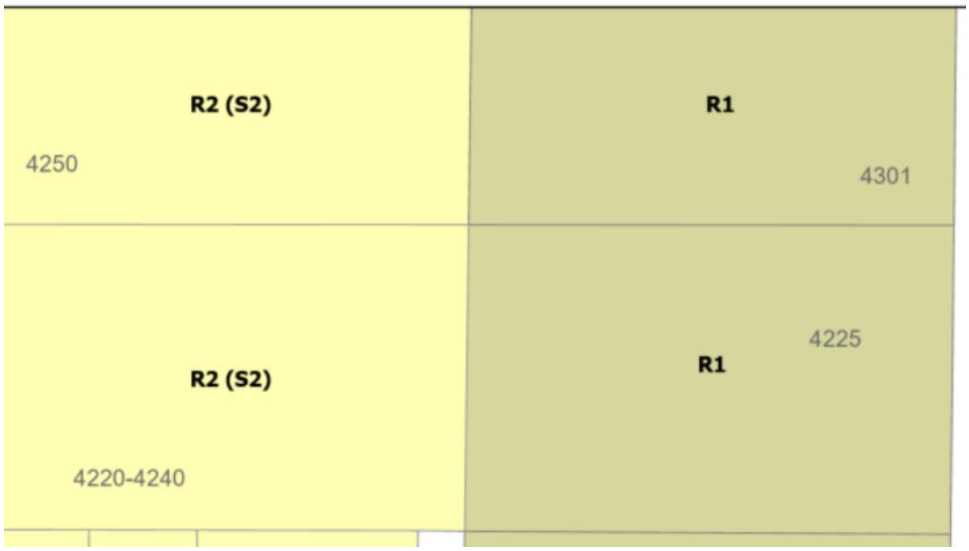
(2) The horizontal distance taken across the Lot perpendicular to the Centre Lot Line at 18.00 m (*59 ft*) to the rear of the Front Lot Line.

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

M

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

Diagram 2: **Example of Subdivision Modifier**



N

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

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

O

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

P

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

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

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

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

R

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

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

S

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

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

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

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

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

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

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

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

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

T

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

V

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

W

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

Y



Subsection 525 - 2.10

R1 – Rural and Suburban Detached Residential Zone

2 INTENT

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

2 PERMITTED USES

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

Table 2.1: Permitted Uses

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

3 CONDITIONS OF USE

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

(a) Located in the Principal Building; and

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

4 DENSITY

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

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

Table 4.1: Maximum Gross Floor Area (GFA)

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

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

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

5 HEIGHT

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

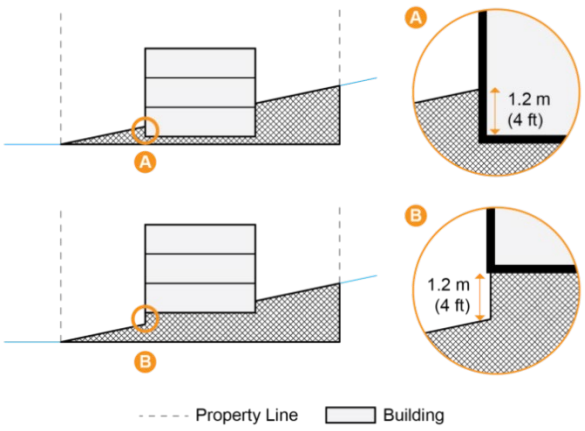
Table 5.1: Maximum Height and Storeys

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

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

(2) The elevation of the floor of the lowest Storey of all Buildings must not be more than 1.2 m (*4 ft*) higher, and not more than 1.2 m (*4 ft*) lower, than the lowest point of Existing Grade along the perimeter of the Building.

Diagram 5.1: Lowest Building Elevation



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

6 SETBACKS

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

Table 6.1: Minimum Setbacks

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

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

7 BUILDING COVERAGE

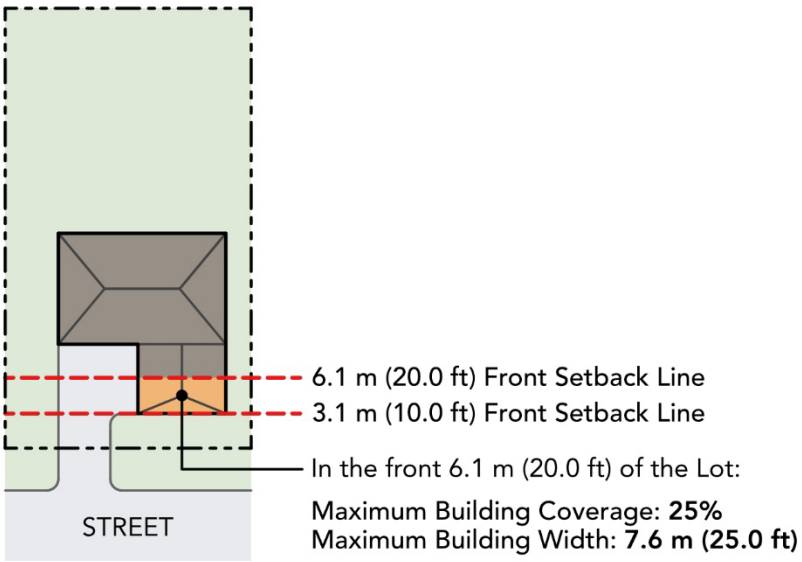
(1) The maximum Building Coverage on a Lot is:

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

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

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

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



8 LANDSCAPING

(1) A Lot must have:

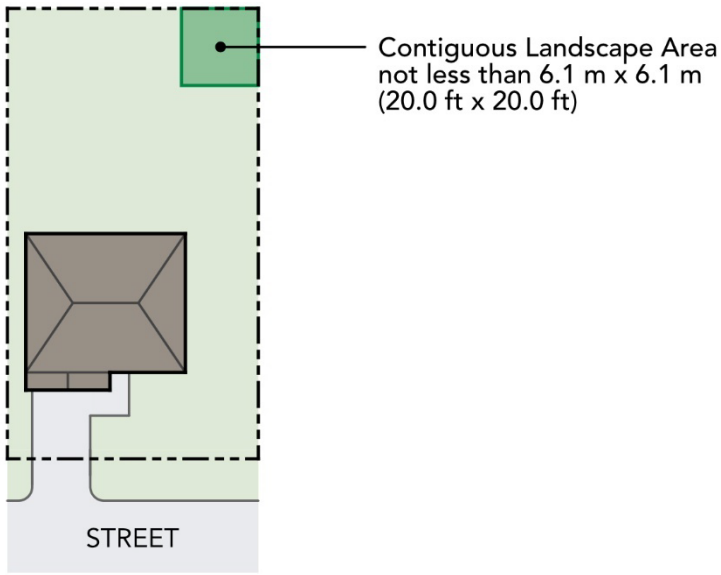
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

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

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

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

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

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

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

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

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

10 OTHER REGULATIONS

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

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

Table 10.1: Subdivision Minimum Requirements

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



Subsection 525 - 2.20

R2 – Urban Detached Residential Zone

1 INTENT

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

2 PERMITTED USES

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

Table 2.1: Permitted Uses

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

3 CONDITIONS OF USE

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

(a) Located in the Principal Building; and

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

4 DENSITY

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

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

Table 4.1: Maximum Gross Floor Area (GFA)

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

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

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

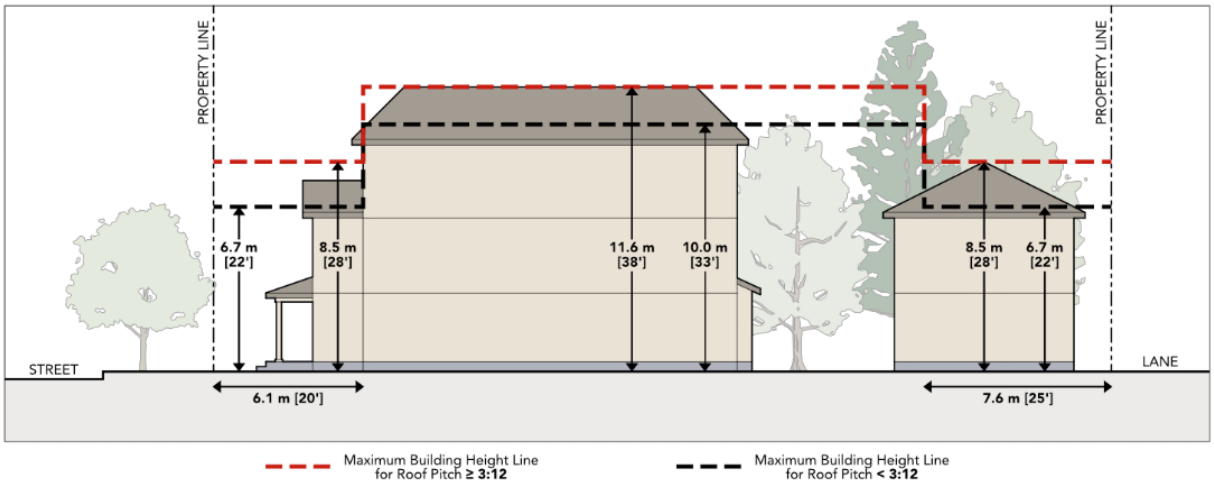
5 HEIGHT

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

Table 5.1: Maximum Height and Storeys

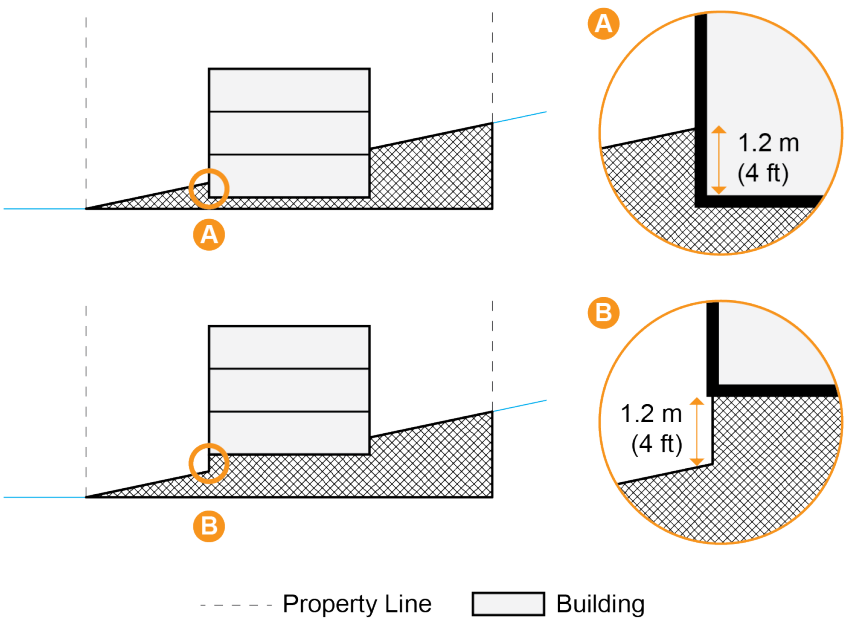
Type of Building or Structure	Roof Pitch	Maximum Height	Maximum Number of Storeys
Principal Building or a portion thereof in the front 6.10 m (*20 ft*) of the Lot	Flat roof or Sloped roof (less than 3:12)	6.7 m (*22 ft*)	2 storeys
	Sloped roof (3:12 or greater)	8.5 m (*28 ft*)	2 storeys
Principal Building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

Diagram 5.1: Maximum Height and Storeys



(2) The elevation of the floor of the lowest Storey of all Buildings must not be more than 1.2 m (*4 ft*) higher, and not more than 1.2 m (*4 ft*) lower, than the lowest point of Existing Grade along the perimeter of the Building.

Diagram 5.2: Lowest Building Elevation



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

6 SETBACKS

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

Table 6.1: Minimum Setbacks

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

Diagram 6.1: Minimum Setbacks

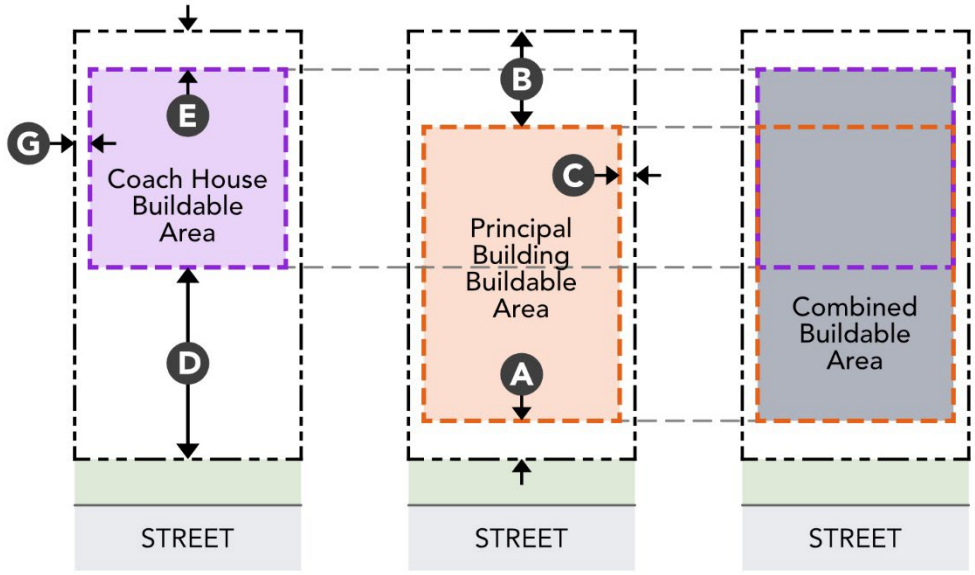
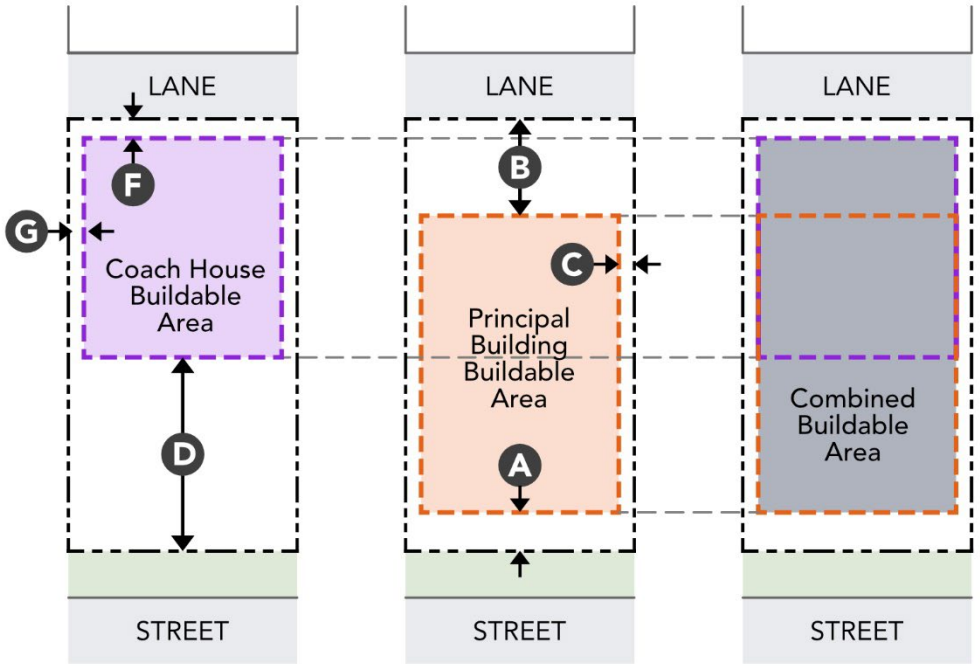


Diagram 6.2: Minimum Setbacks (with Rear Lane)



7 BUILDING COVERAGE

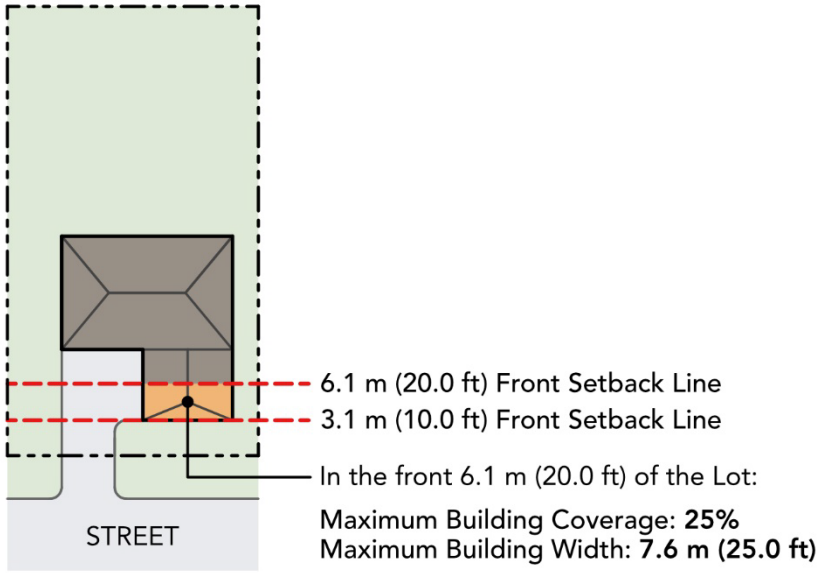
(1) The maximum Building Coverage on a Lot is:

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

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

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

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



8 LANDSCAPING

(2) A Lot must have:

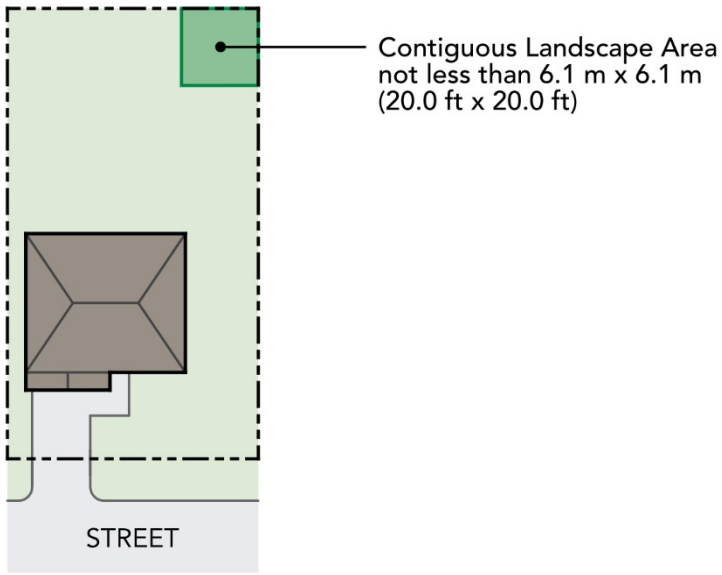
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

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

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

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

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

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

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

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

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

10 OTHER REGULATIONS

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

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

Table 10.1: Subdivision Minimum Requirements

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

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

Subsection 525 - 3.10

General Development Regulations for R1 and R2 Zones

Applicability of Part 4 General Regulations

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

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

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

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

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

(i) Accessory uses;

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

(iii) Public Utility and Infrastructure;

(iv) Parks and Open Space and Conservation Uses;

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

(vi) Radio towers for emergency communications.

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

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

(i) Voting or polling stations; and

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

(5) **Temporary Buildings**

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

(i) Sales centres for development projects; and

(ii) Construction trailers.

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

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

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

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

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

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

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

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

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

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

(16) **Permitted Projections into Setbacks**

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

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

Table 16.1: Permitted Projections into Required Setbacks

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

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

(17) Exemptions from All Setbacks

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

Table 17.1: Elements Exempt from Setback Requirements

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

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

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

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

Table 18.1: Gross Floor Area Inclusions and Exemptions

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

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

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

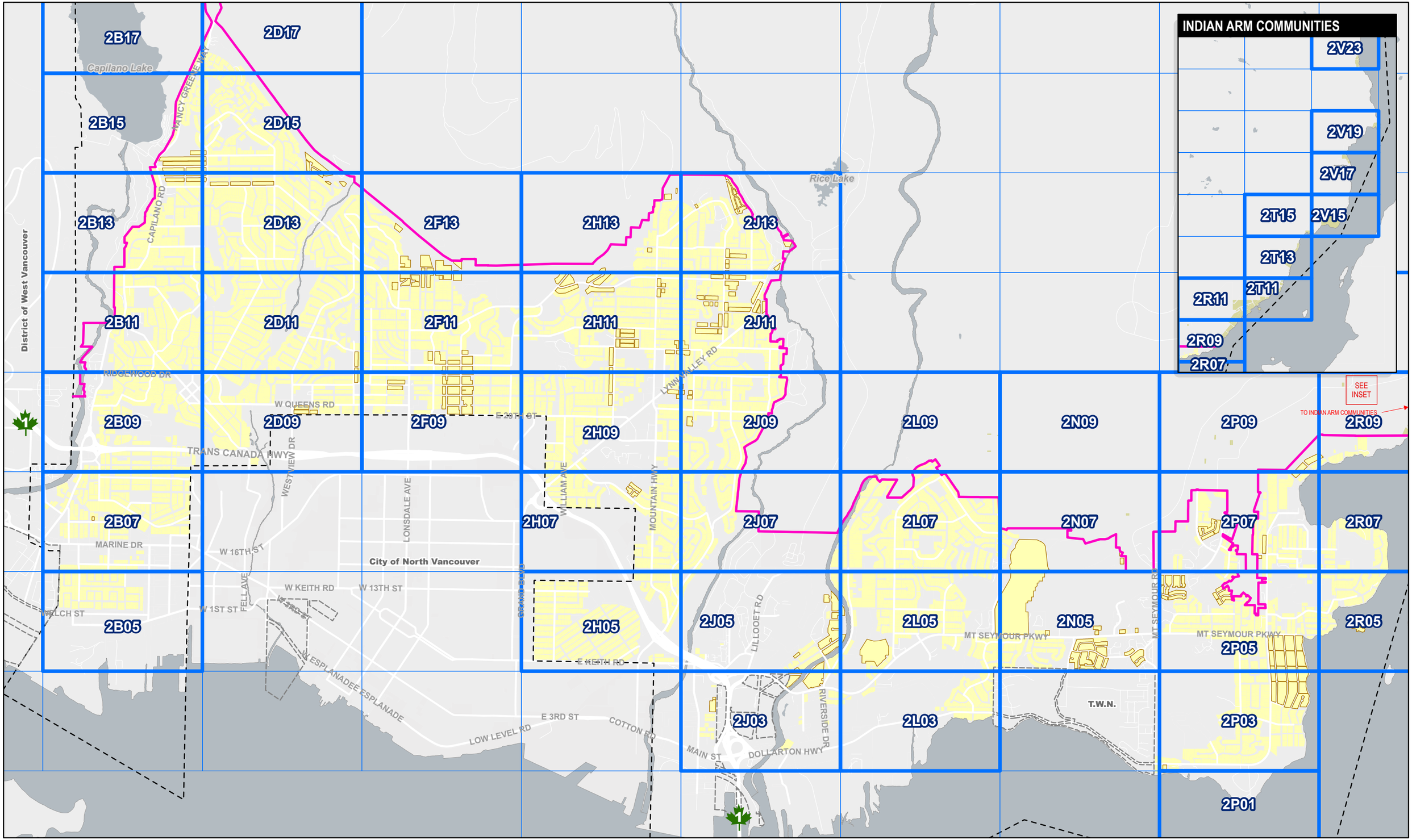
(20) **Lots Shown on Plans:** Refer to Section 412.

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

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

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

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



DISTRICT OF NORTH VANCOUVER

0 0.5 1 2 Kilometers

1:34,000

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier Grid*

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

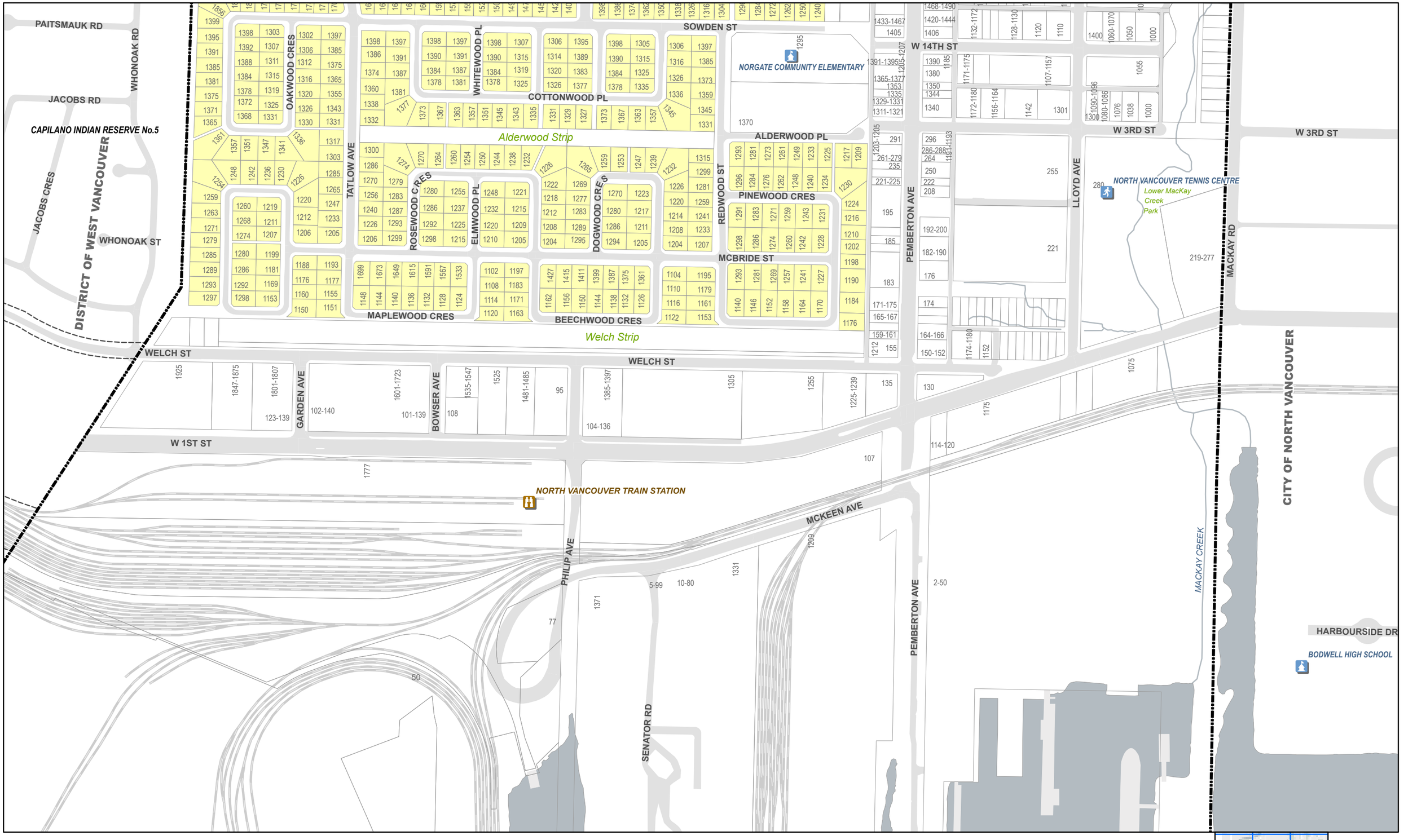
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Published: May 25, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 126 Subdivision Modifier

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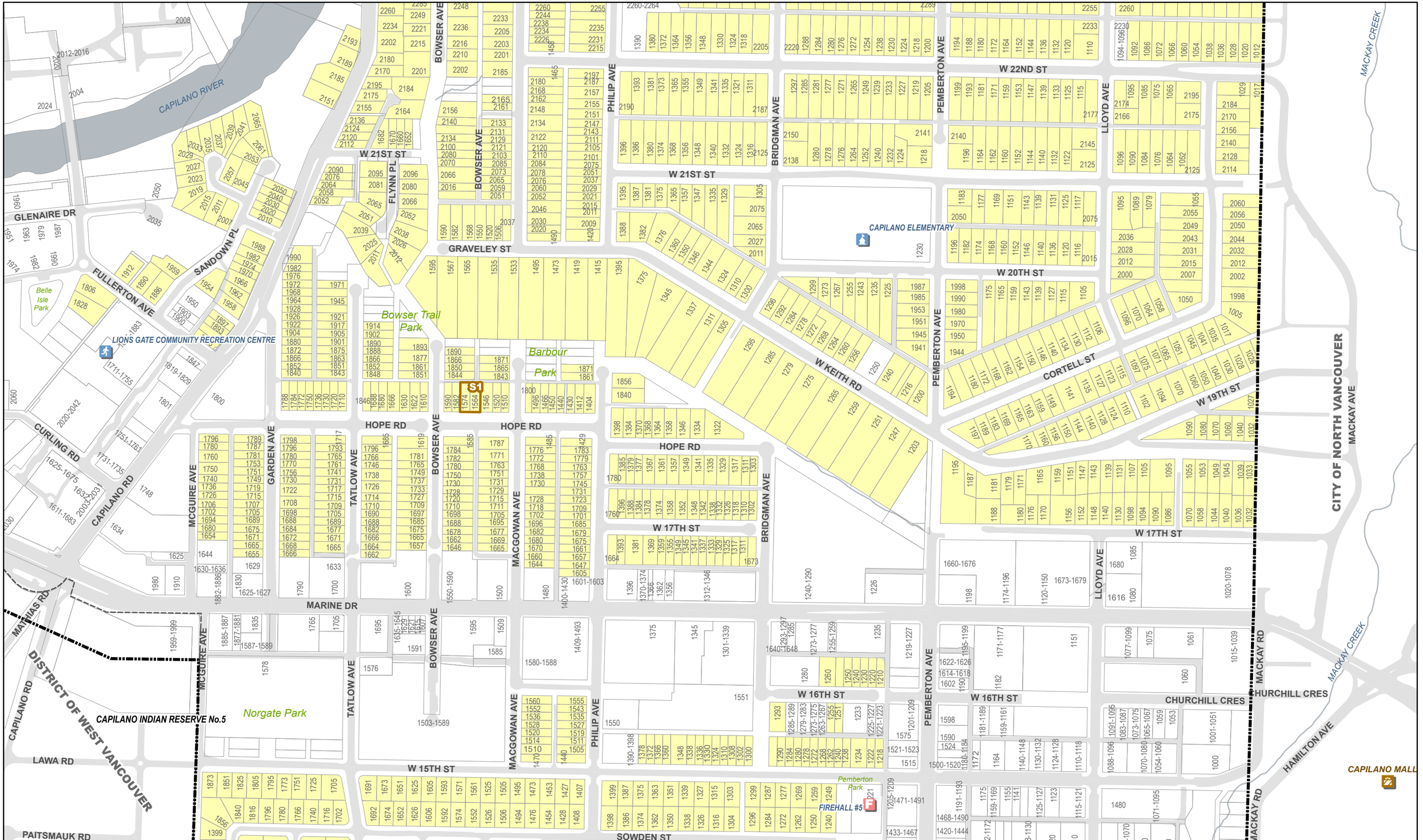
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2A07	2B07	2D07
2A05	2B05	2D05
2A03	2B03	2D03

MAP 2B05

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 127 Subdivision Modifier

0 50 100 200 Meters

1:4,200

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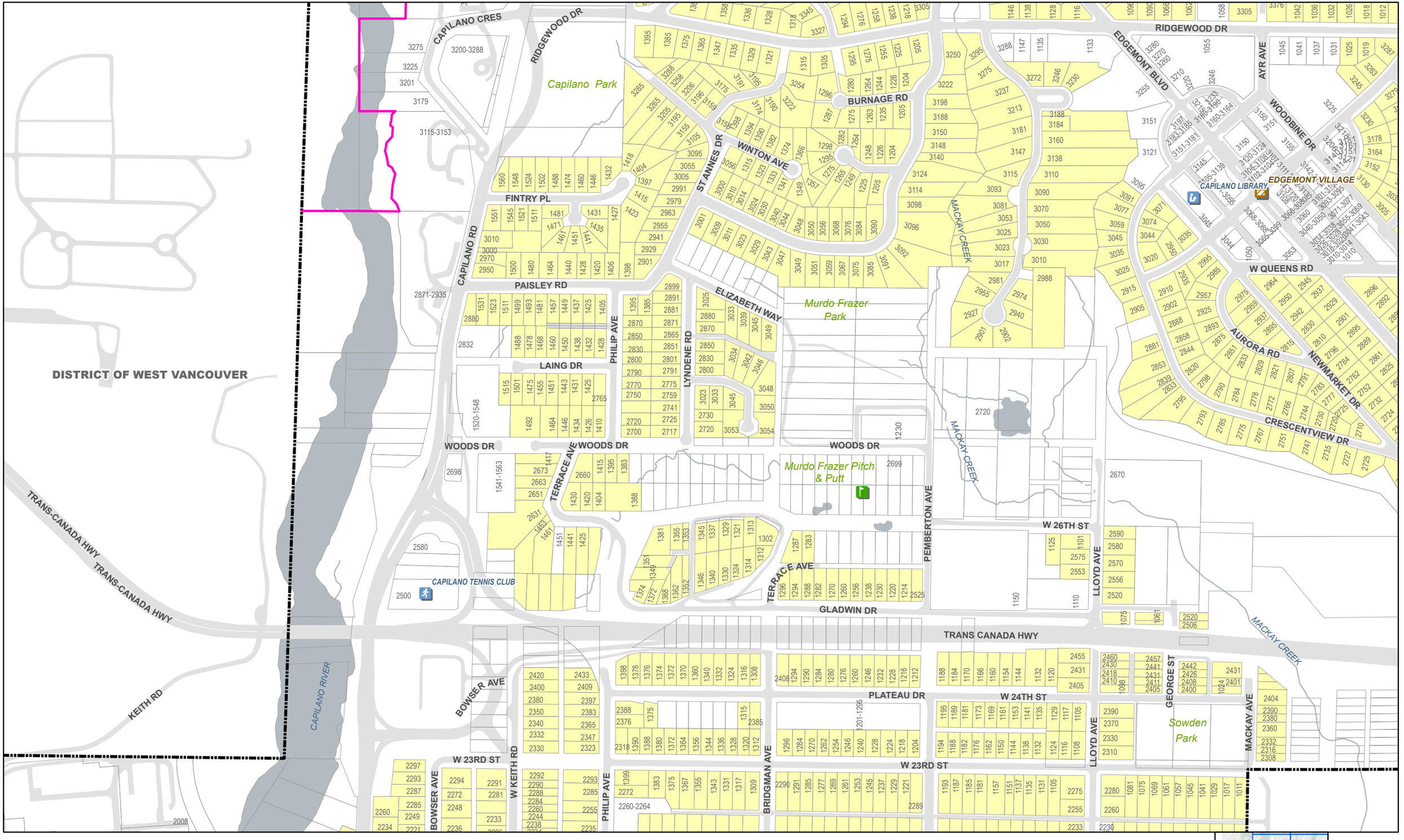
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2A09	2B09	2D09
2A07	2B07	2D07
2A05	2B05	2D05

MAP 2B07

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 128 Subdivision Modifier

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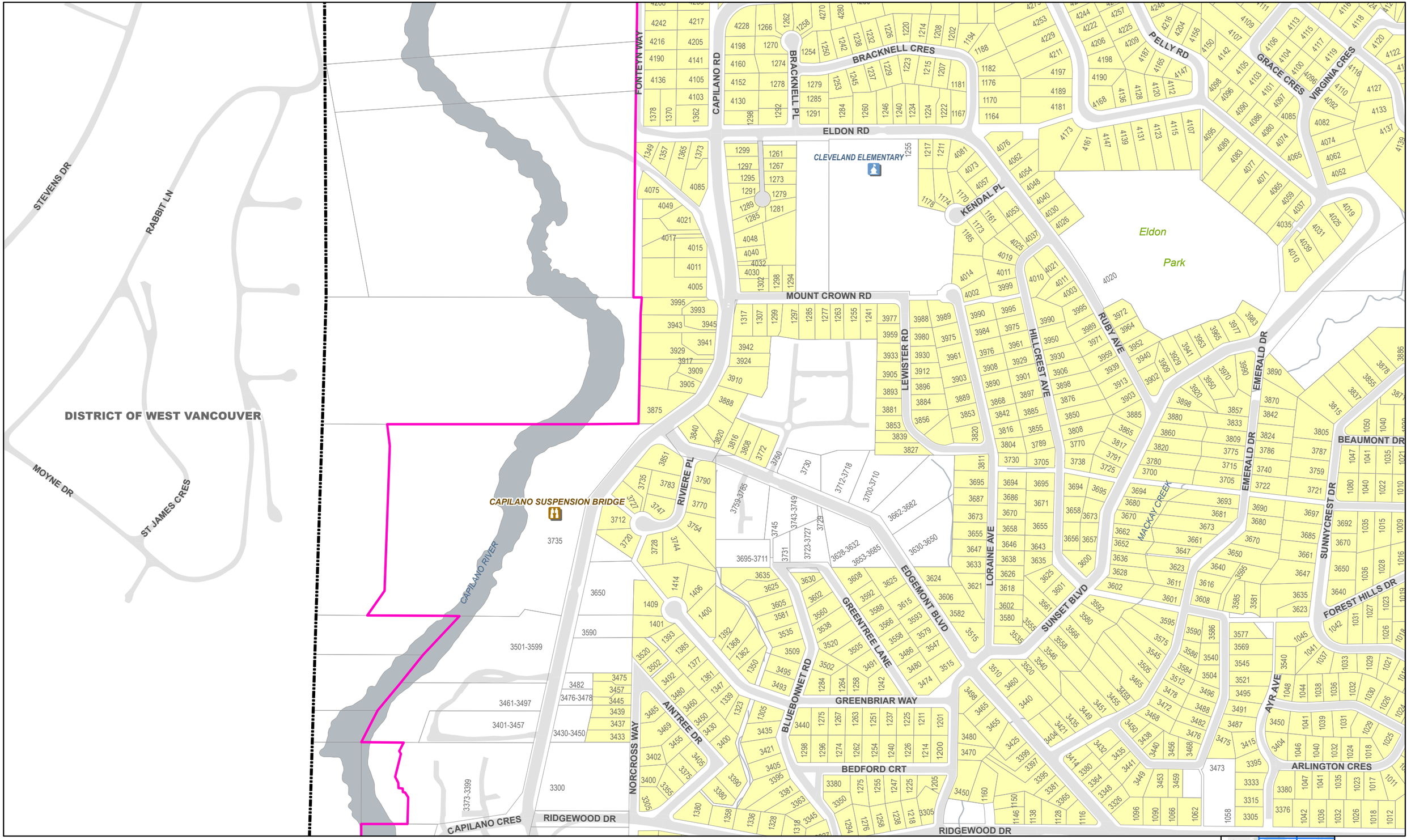
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	2B11	2D11
2A09	2B09	2D09
2A07	2B07	2D07

MAP 2B09

Published: May 19, 2026



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0 50 100 200 Meters

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R1 & R2 ZONING MAP SET

R1 R2 129 Subdivision Modifier

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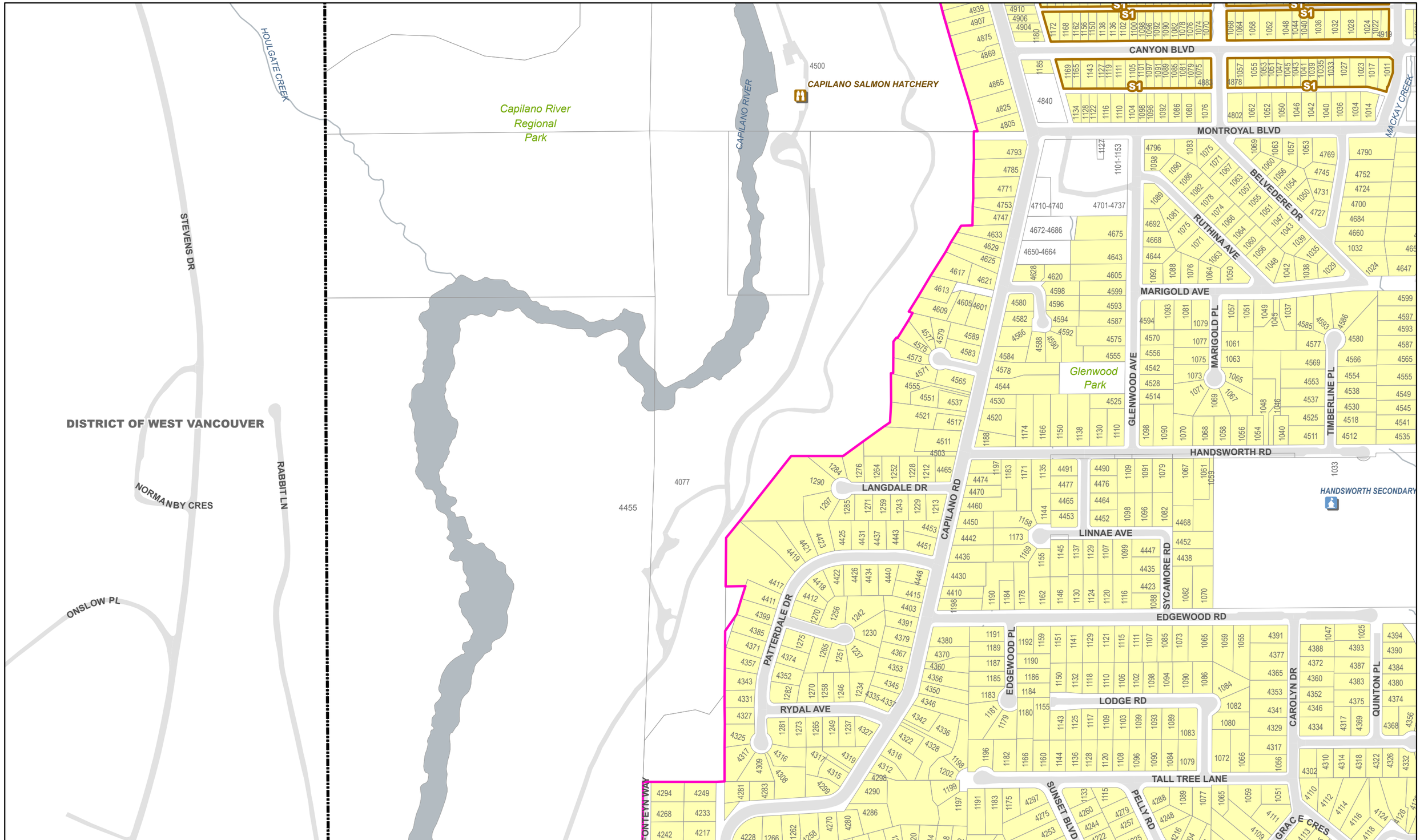
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	2B13	2D13
	2B11	2D11
2A09	2B09	2D09

MAP 2B11

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

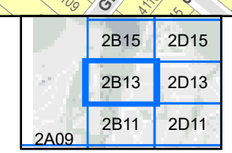
R1 R2 130 Subdivision Modifier

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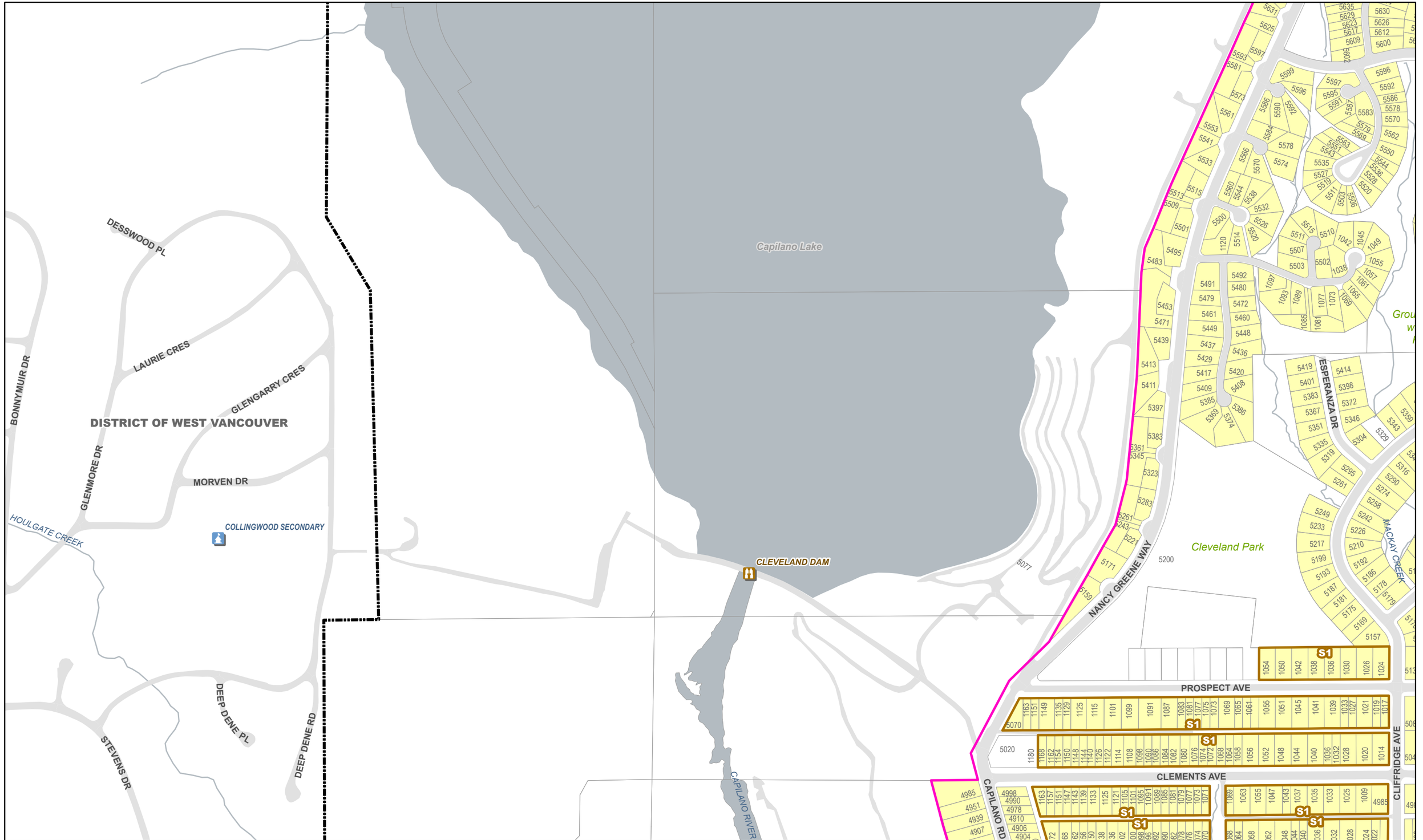
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MAP 2B13

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1:4,200

R1 & R2 ZONING MAP SET

R1 R2 131 Subdivision Modifier

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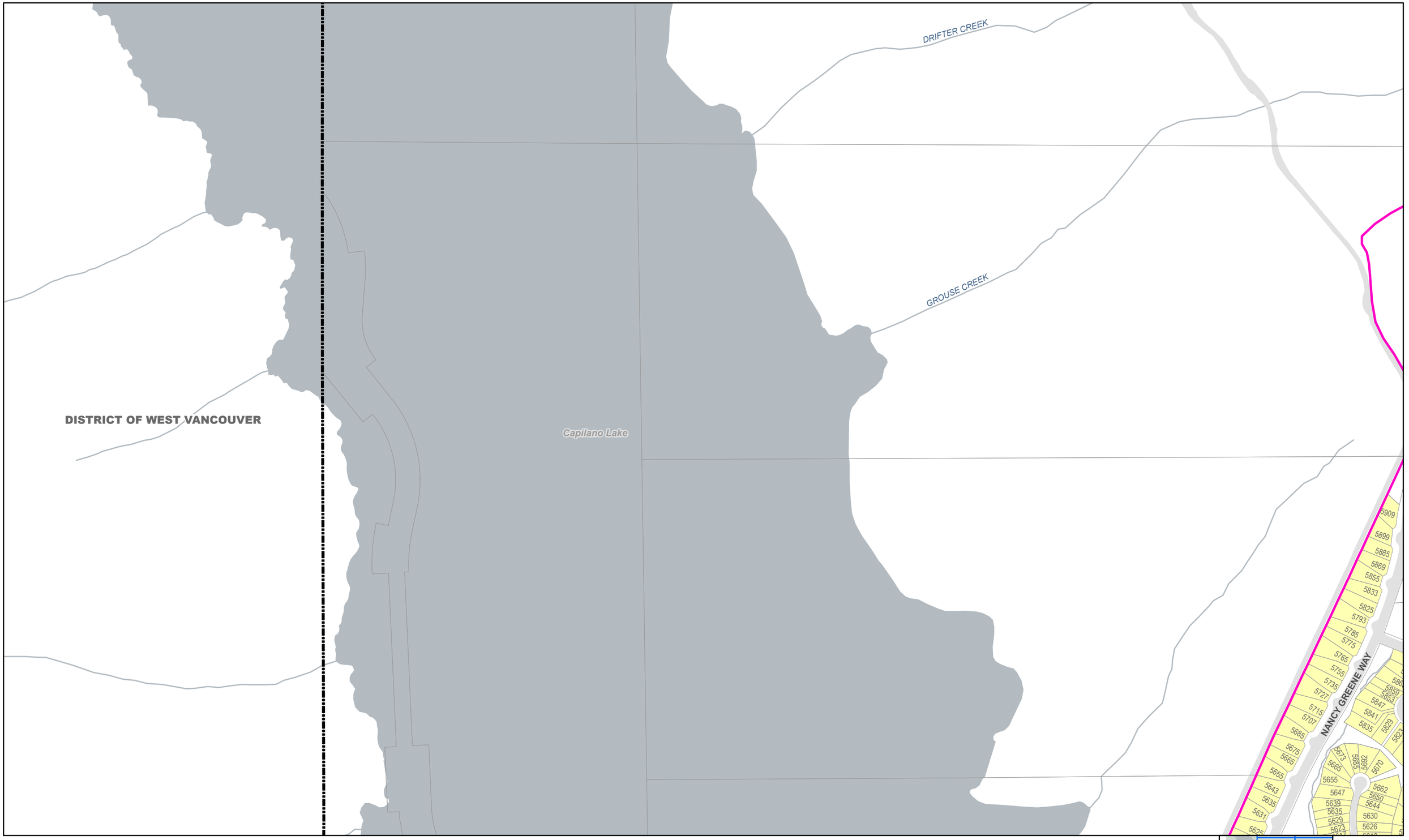
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2B17	2D17
2B15	2D15
2B13	2D13

MAP 2B15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

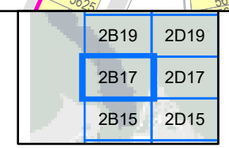
R1 R2 132 Subdivision Modifier

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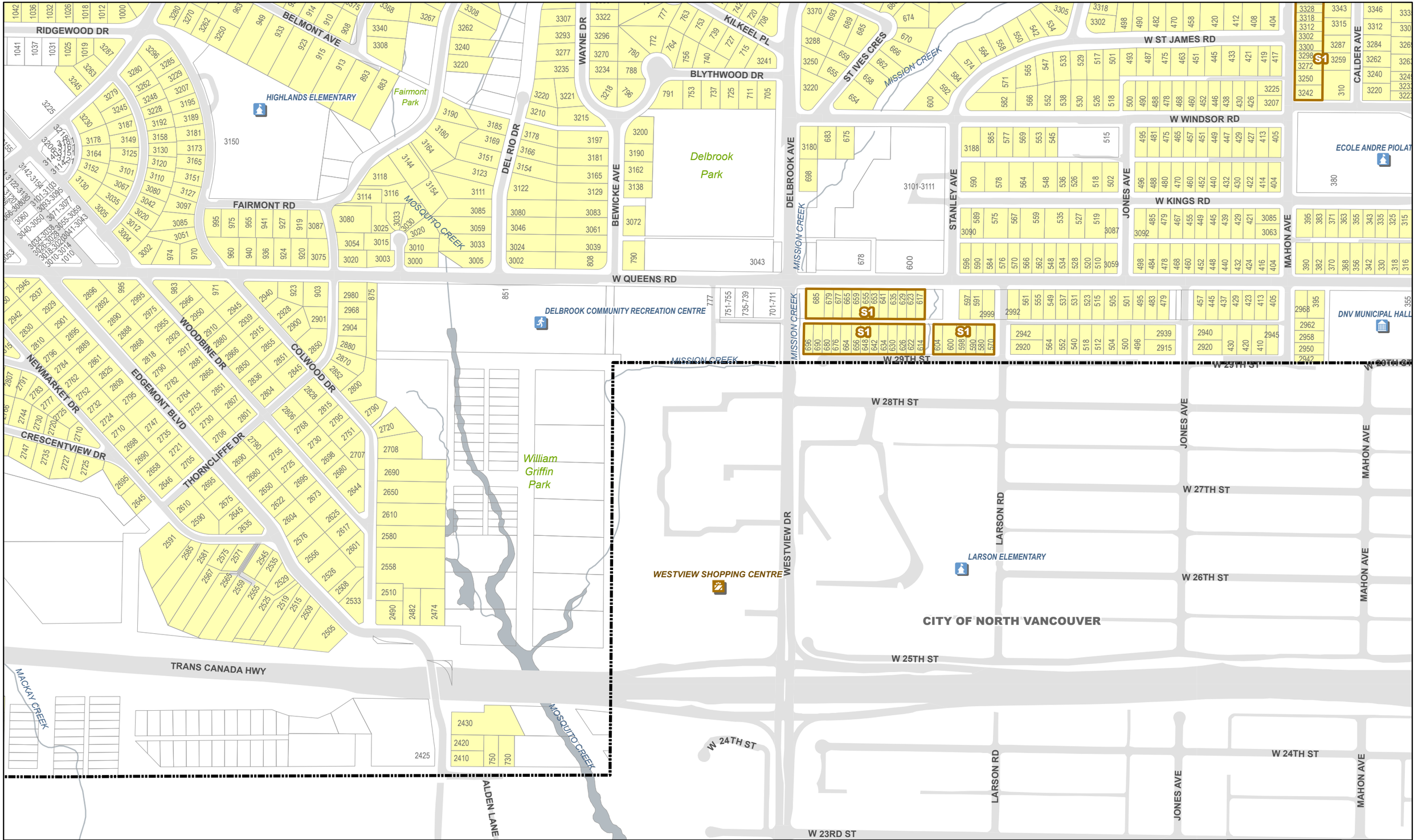
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MAP 2B17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 133 Subdivision Modifier

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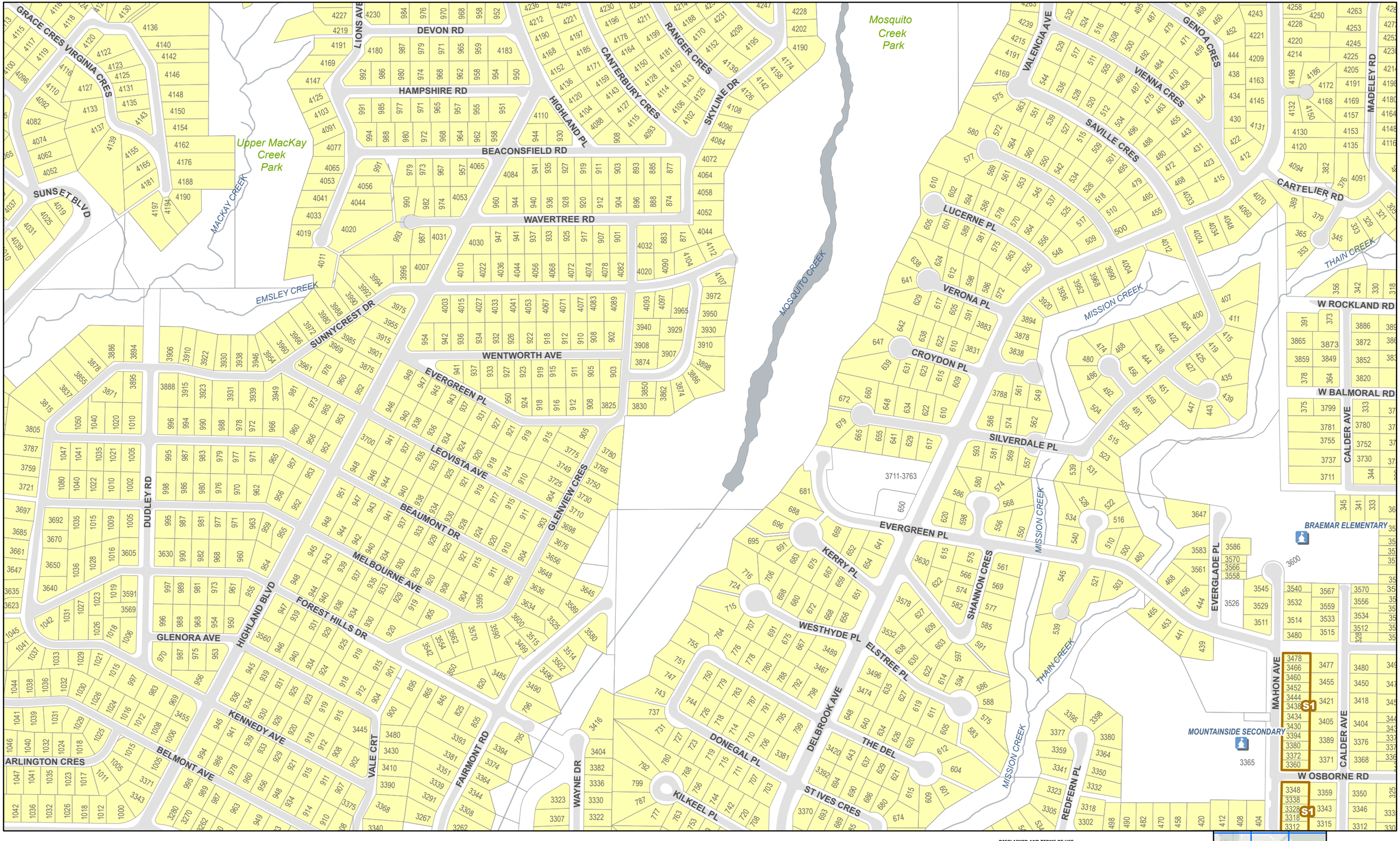
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2B11	2D11	2F11
2B09	2D09	2F09
2B07	2D07	2F07

MAP 2D09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 134 Subdivision Modifier

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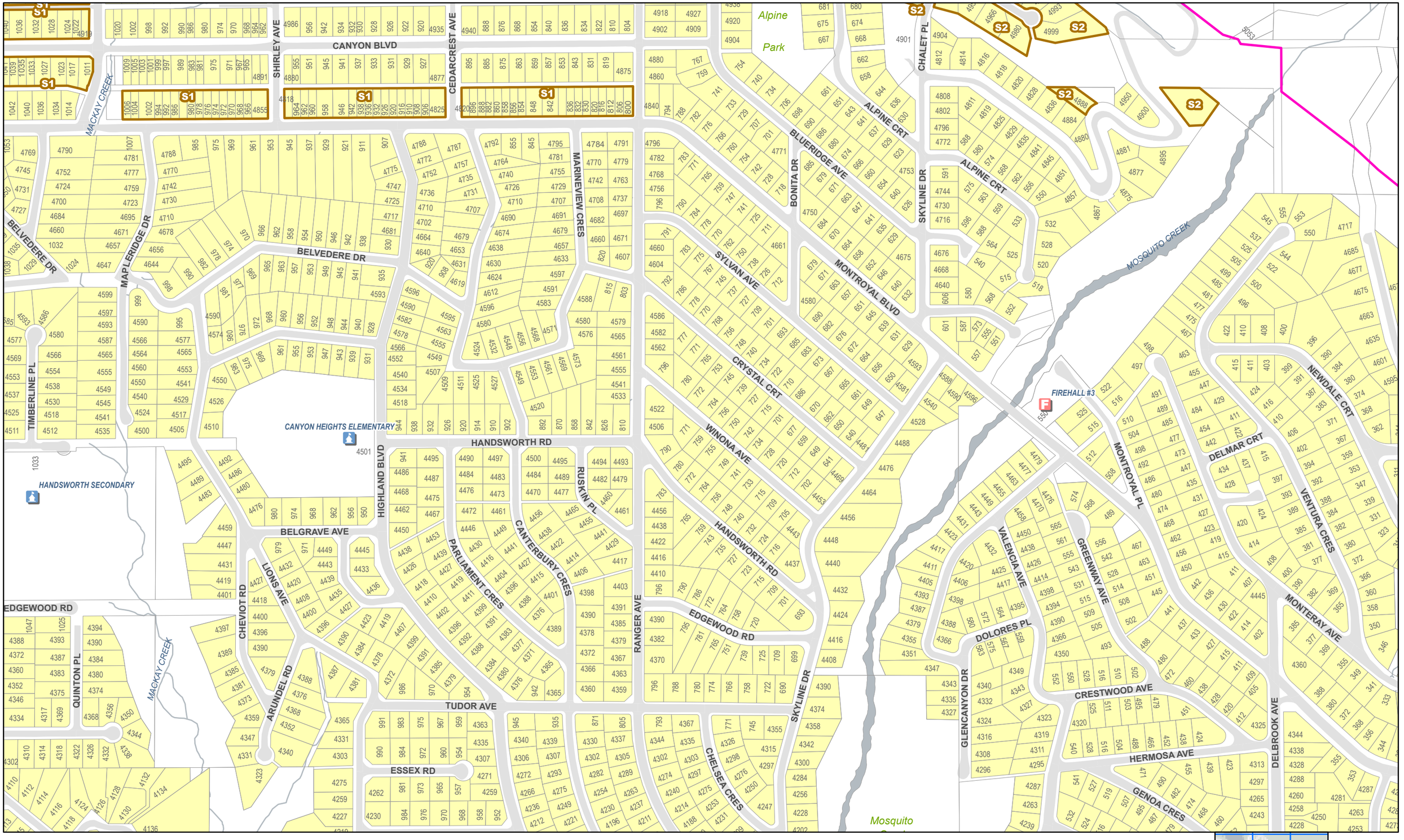
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2B13	2D13	2F13
2B11	2D11	2F11
2B09	2D09	2F09

MAP 2D11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 135 Subdivision Modifier

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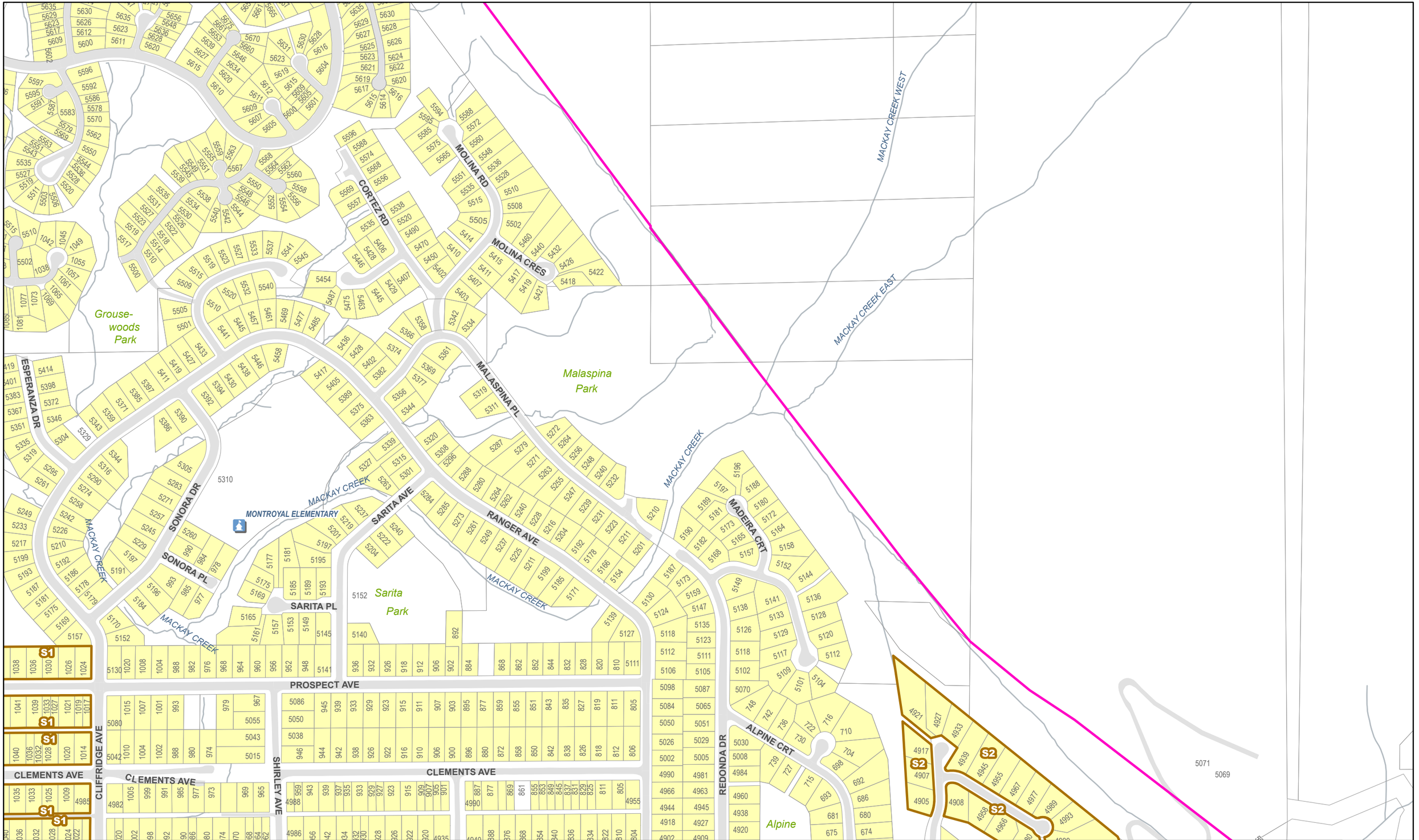
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2B15	2D15	2F15
2B13	2D13	2F13
2B11	2D11	2F11

MAP 2D13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 136 Subdivision Modifier

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

MAP 2D15

Published: May 19, 2026

GROUSE CREEK

MACKAY CREEK

GROUSE MOUNTAIN TRAM STATION

NANCY GREENE WAY

5900-5960

OWL CRT

5700-5734

GROUSEWOODS DR

MACKAY CREEK

MACKAY CREEK WEST

MACKAY CREEK EAST

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 137 Subdivision Modifier

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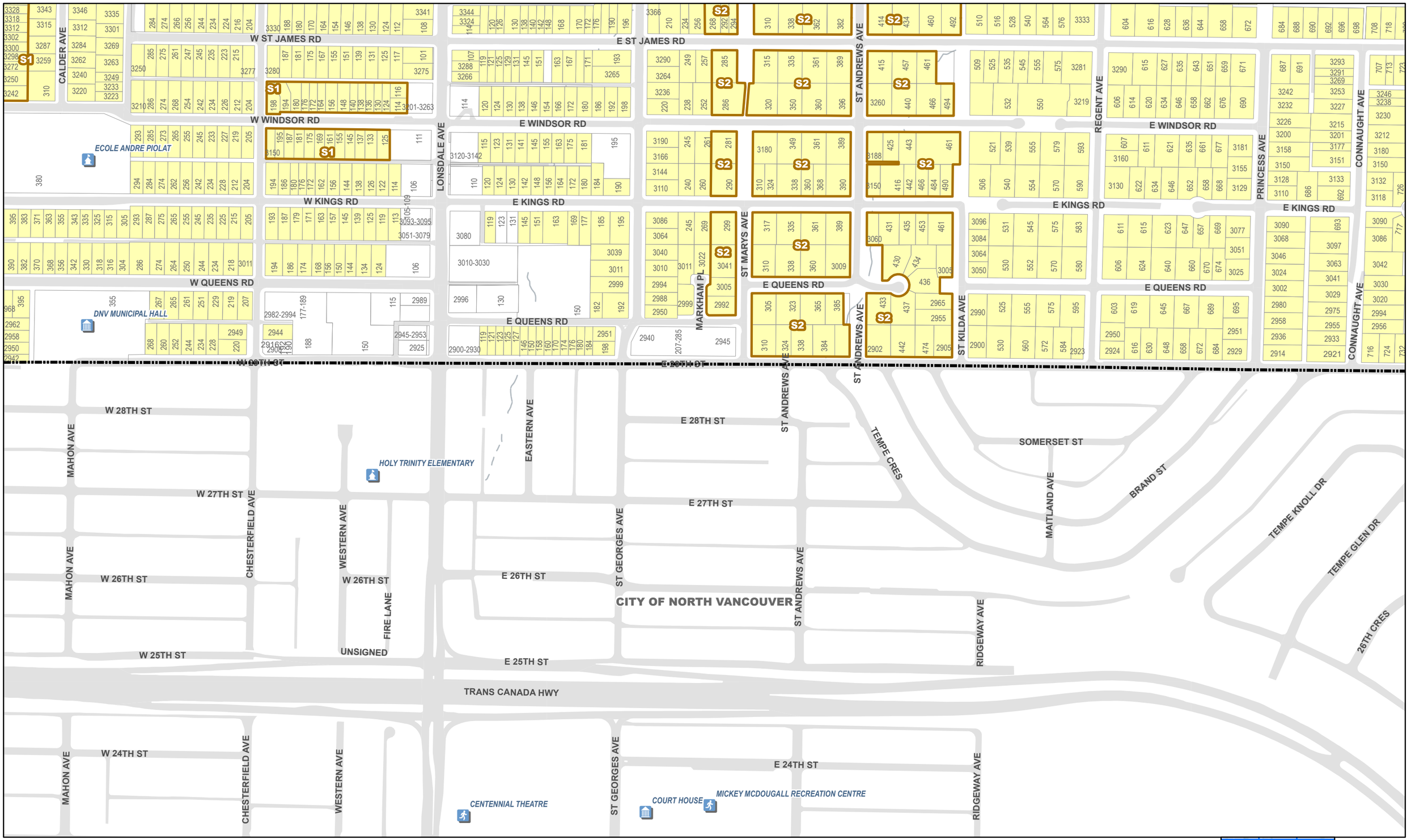
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2B19	2D19	2F19
2B17	2D17	2F17
2B15	2D15	2F15

MAP 2D17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 138 Subdivision Modifier

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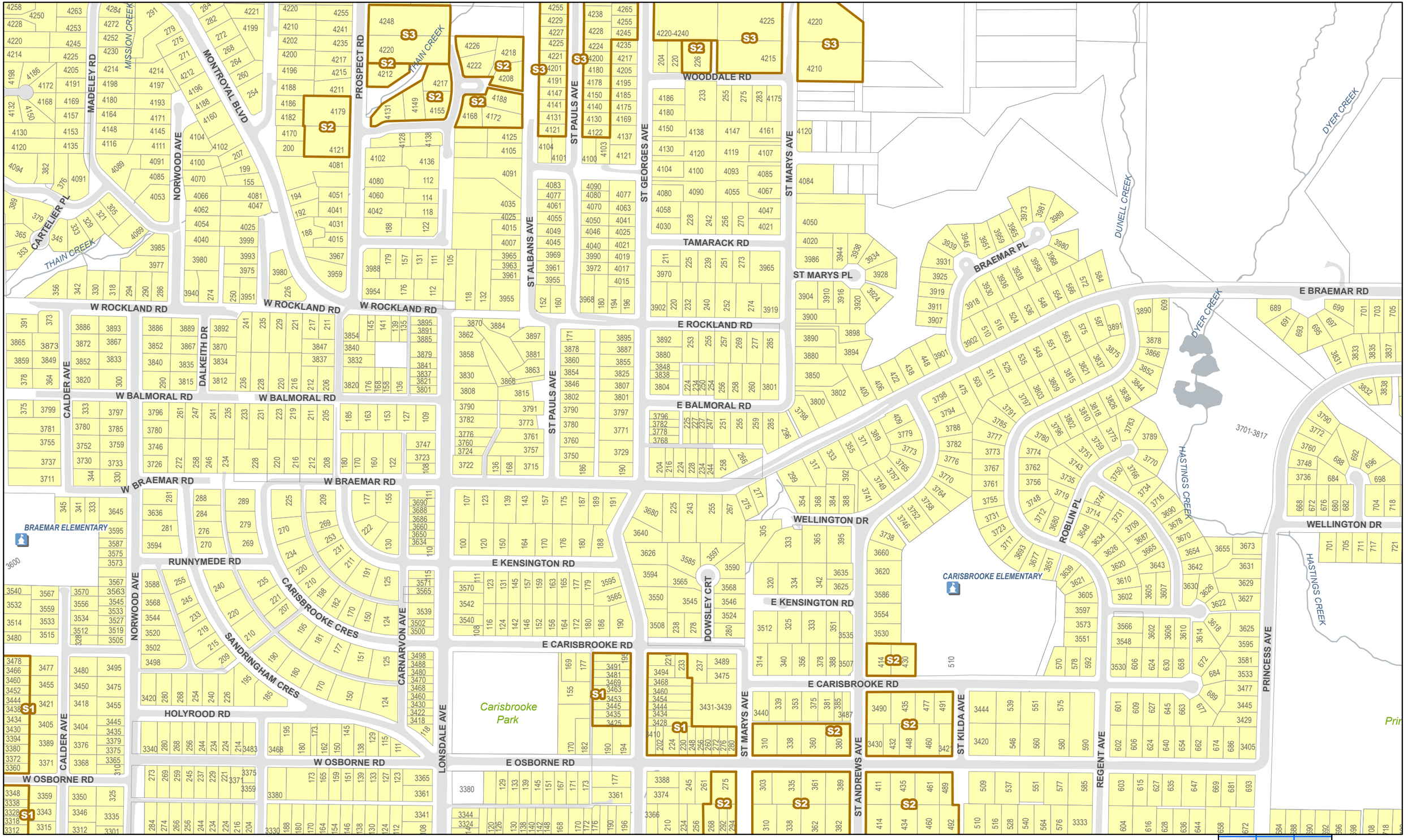
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2D11	2F11	2H11
2D09	2F09	2H09
2D07	2F07	2H07

MAP 2F09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 139 Subdivision Modifier

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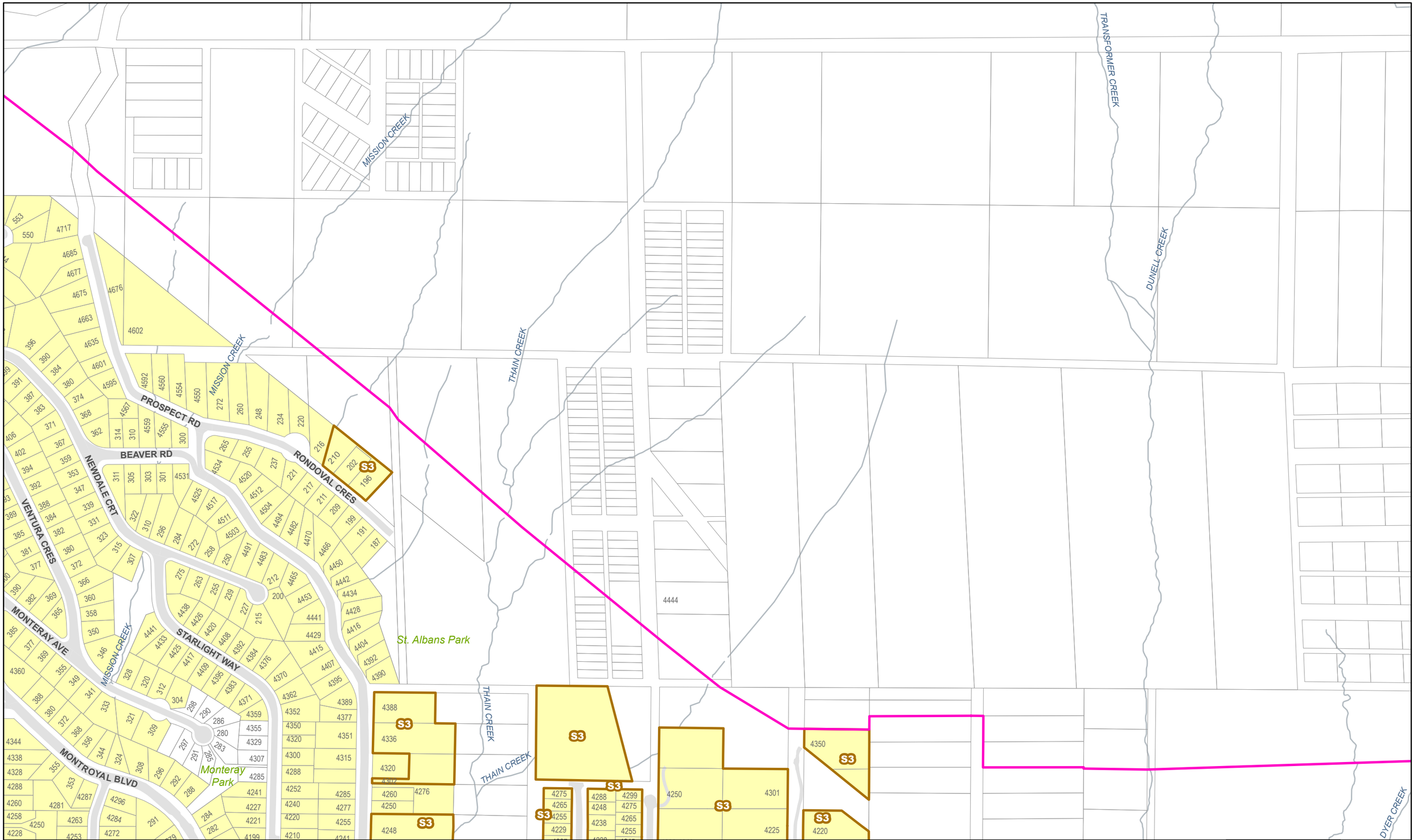
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2D13	2F13	2H13
2D11	2F11	2H11
2D09	2F09	2H09

MAP 2F11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 140 Subdivision Modifier

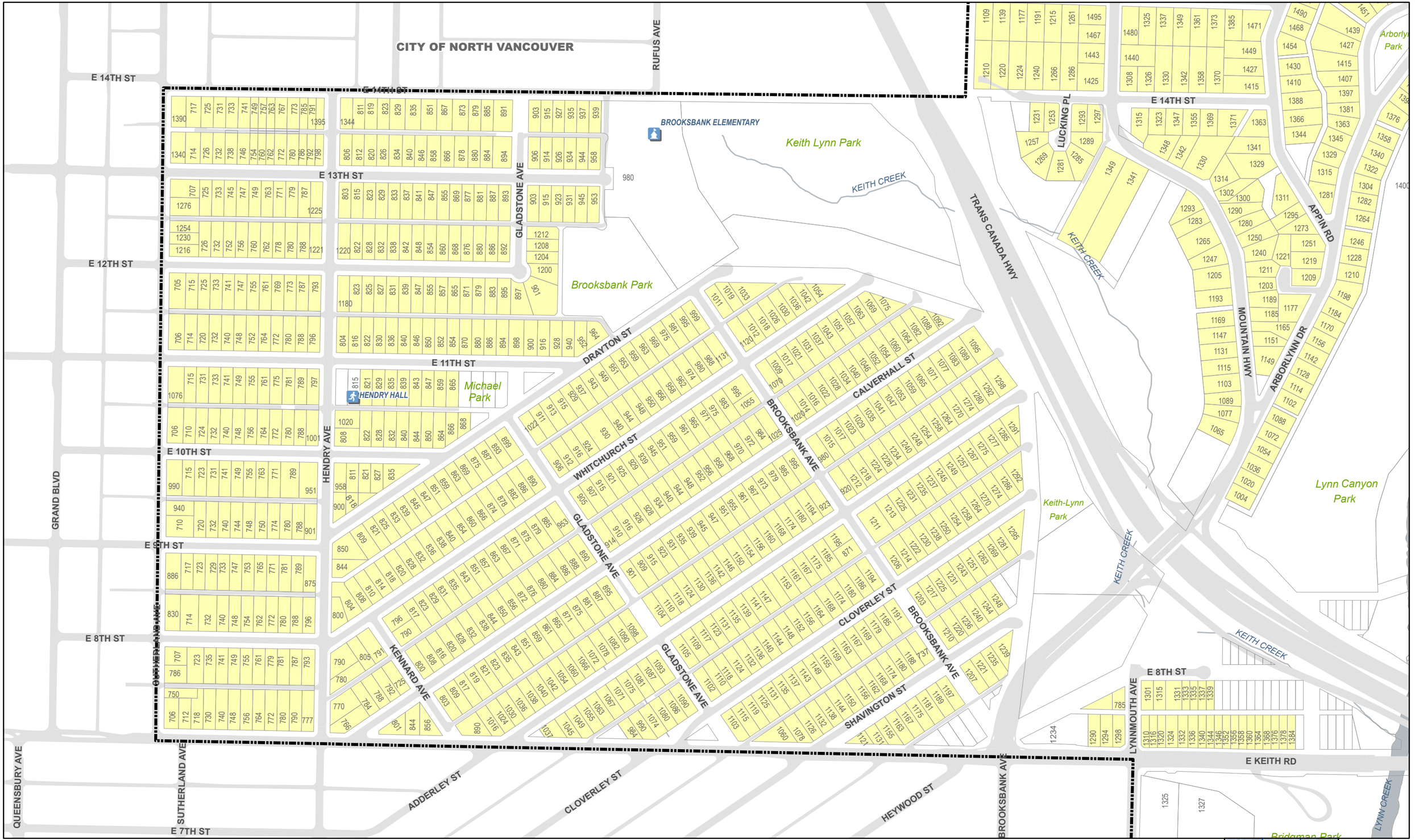
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2D15	2F15	2H15
2D13	2F13	2H13
2D11	2F11	2H11

MAP 2F13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 141 Subdivision Modifier

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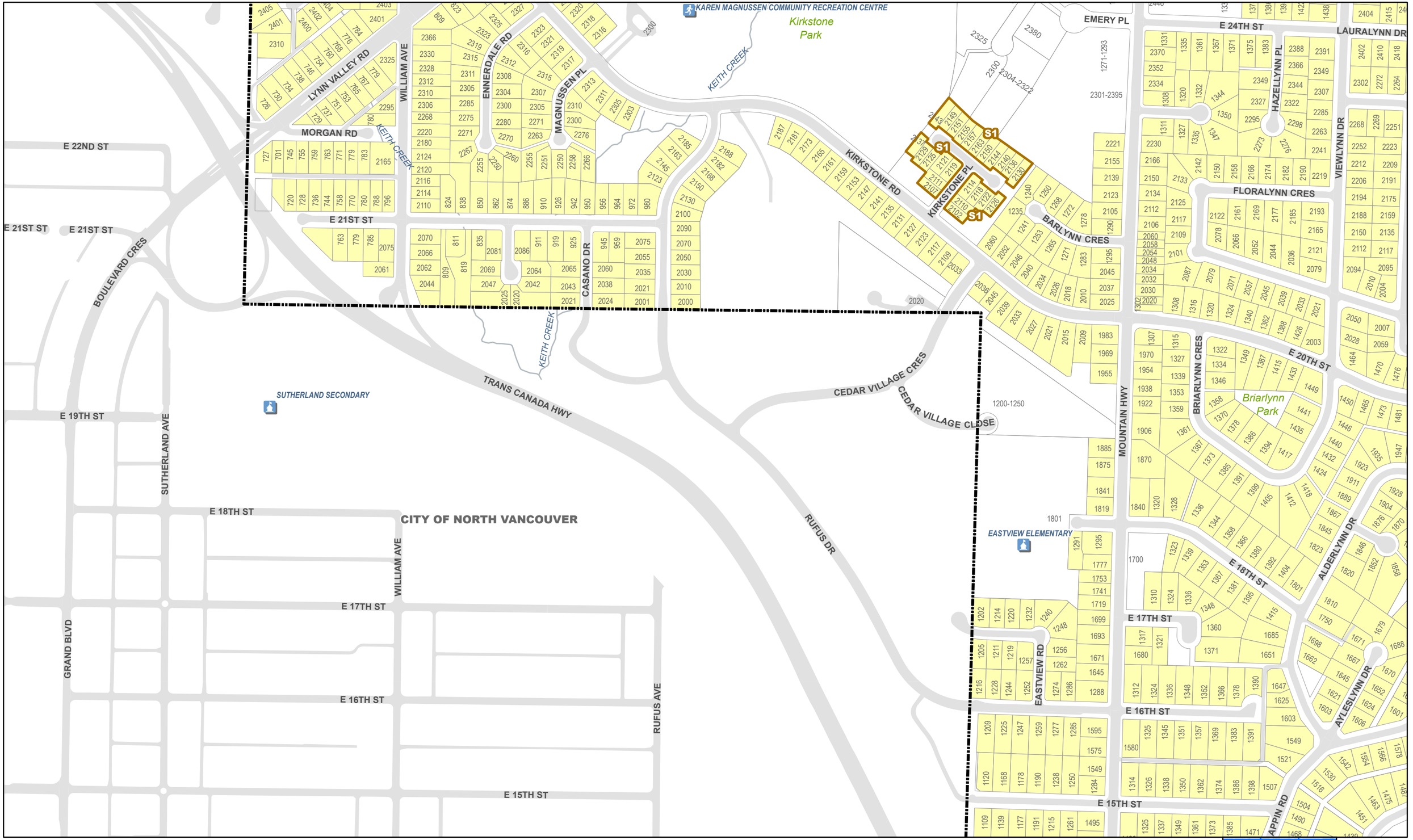
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2F07	2H07	2J07
2F05	2H05	2J05
2F03	2H03	2J03

MAP 2H05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 142 Subdivision Modifier

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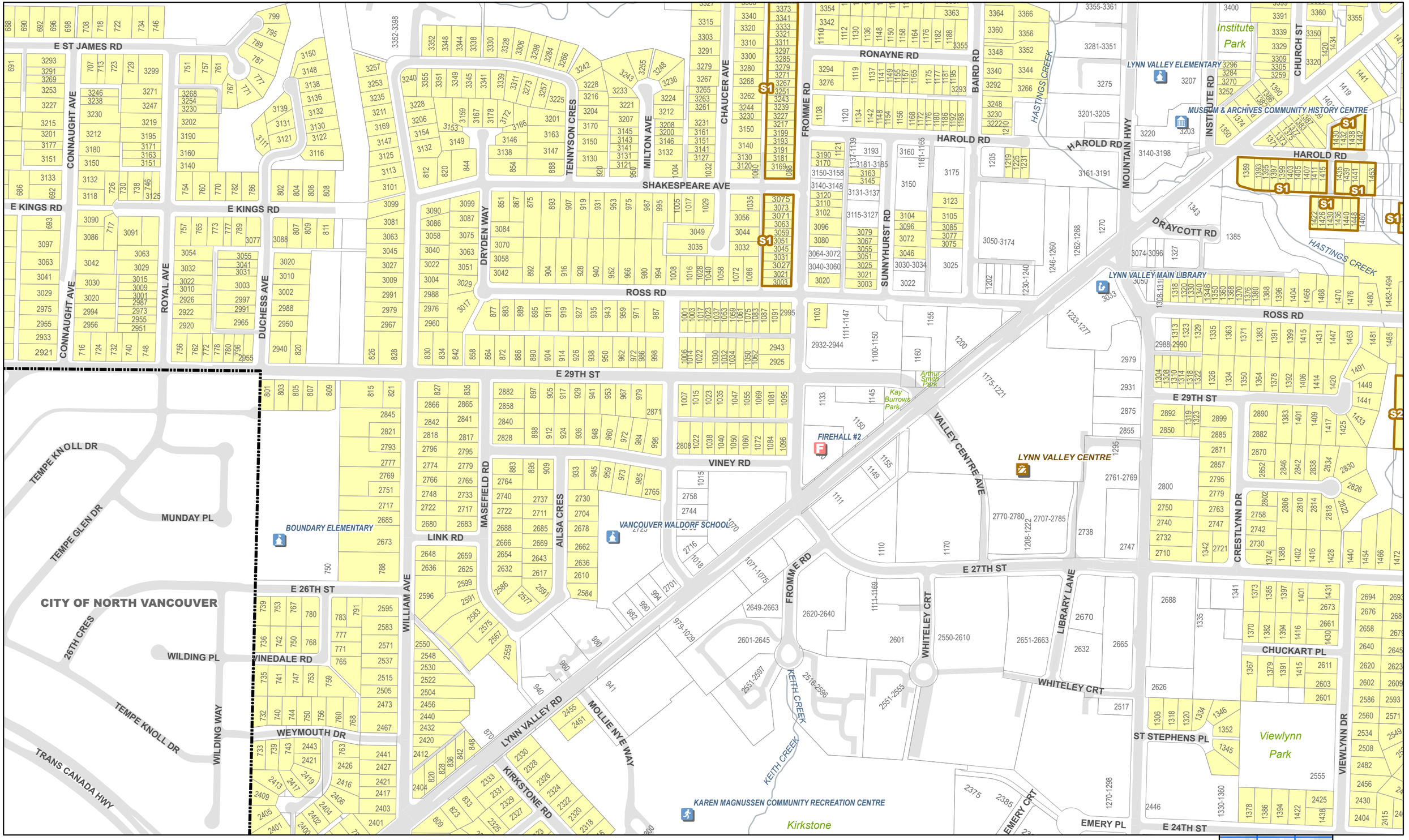
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2F09	2H09	2J09
2F07	2H07	2J07
2F05	2H05	2J05

MAP 2H07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 143 Subdivision Modifier

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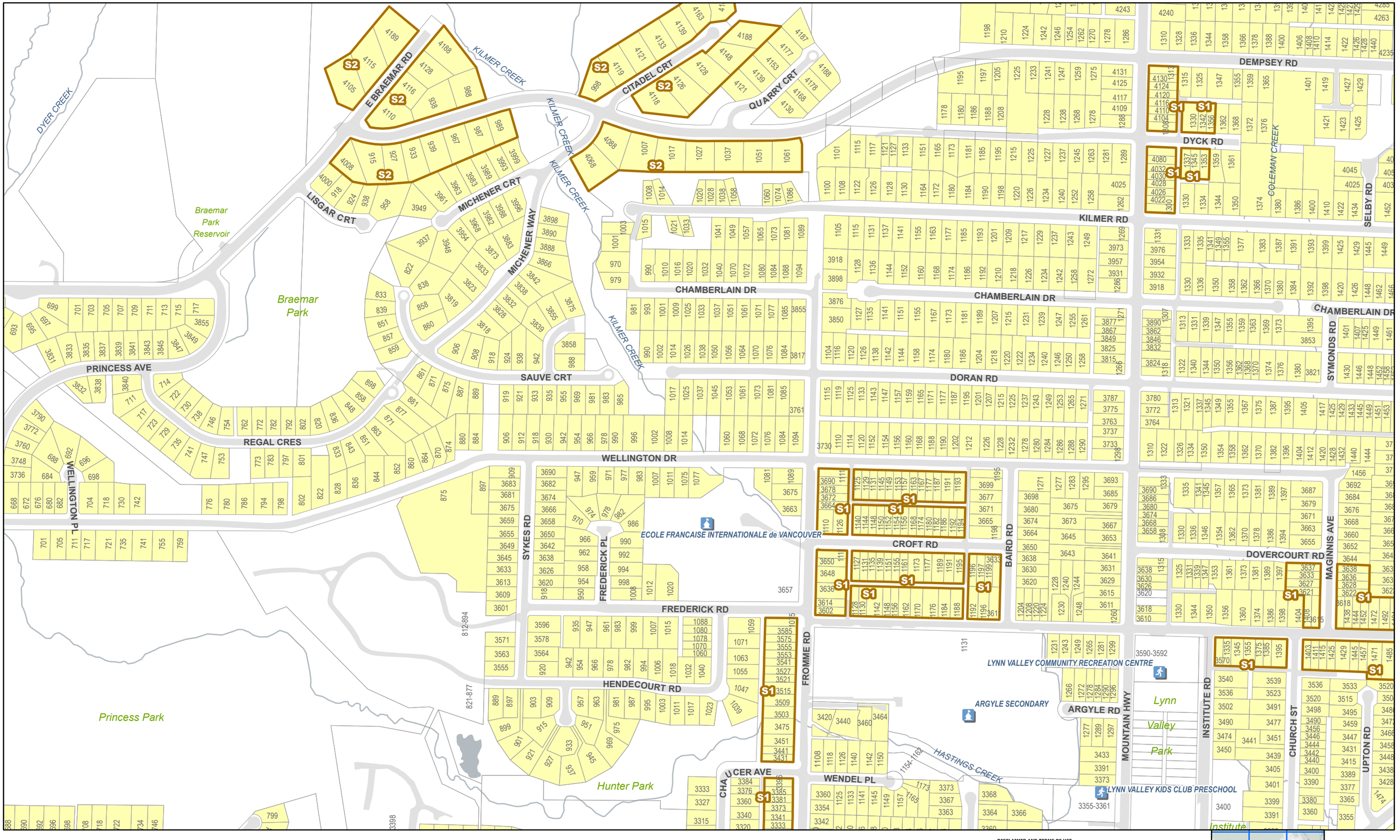
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2F11	2H11	2J11
2F09	2H09	2J09
2F07	2H07	2J07

MAP 2H09

Published: May 25, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 144 Subdivision Modifier

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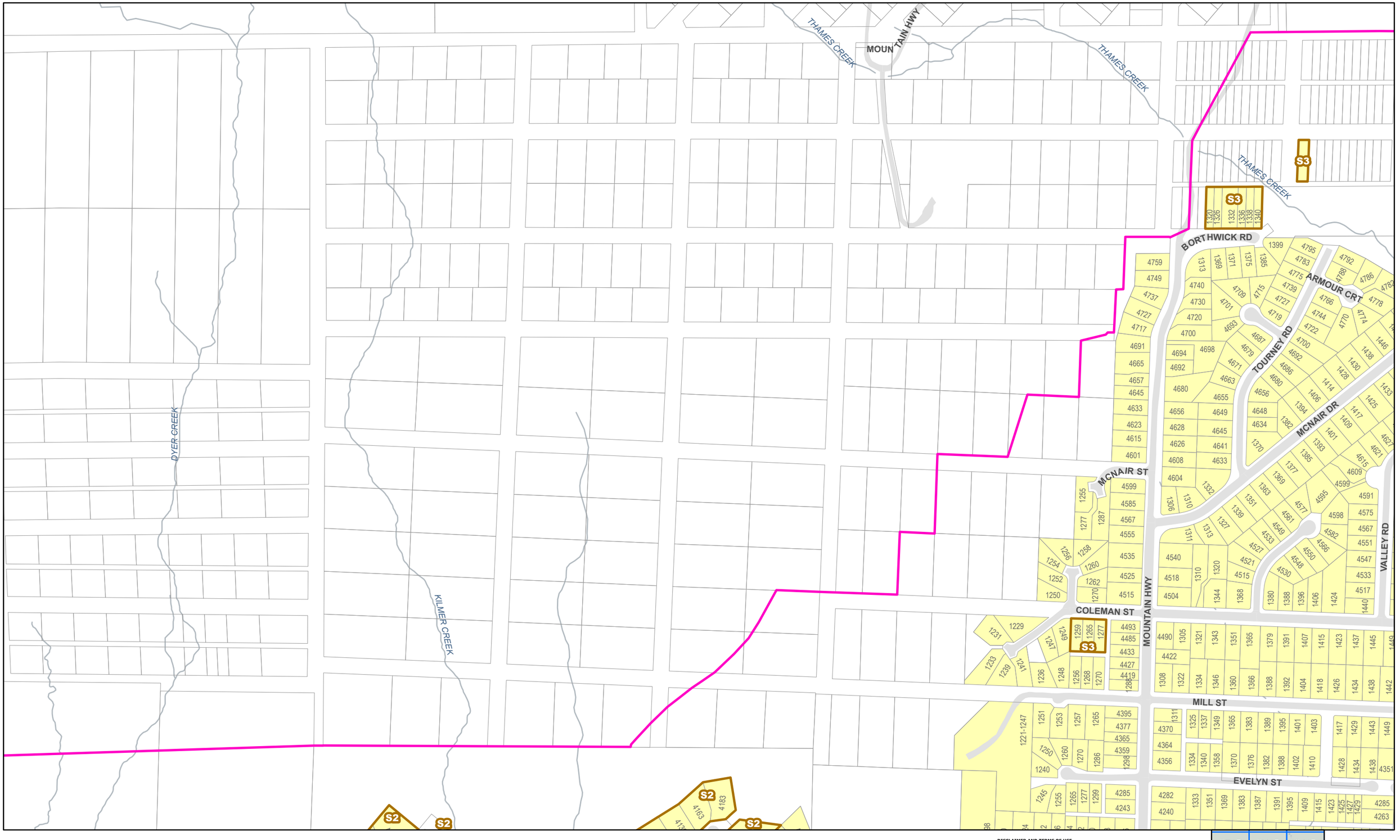
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2F13	2H13	2J13
2F11	2H11	2J11
2F09	2H09	2J09

MAP 2H11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 145 Subdivision Modifier

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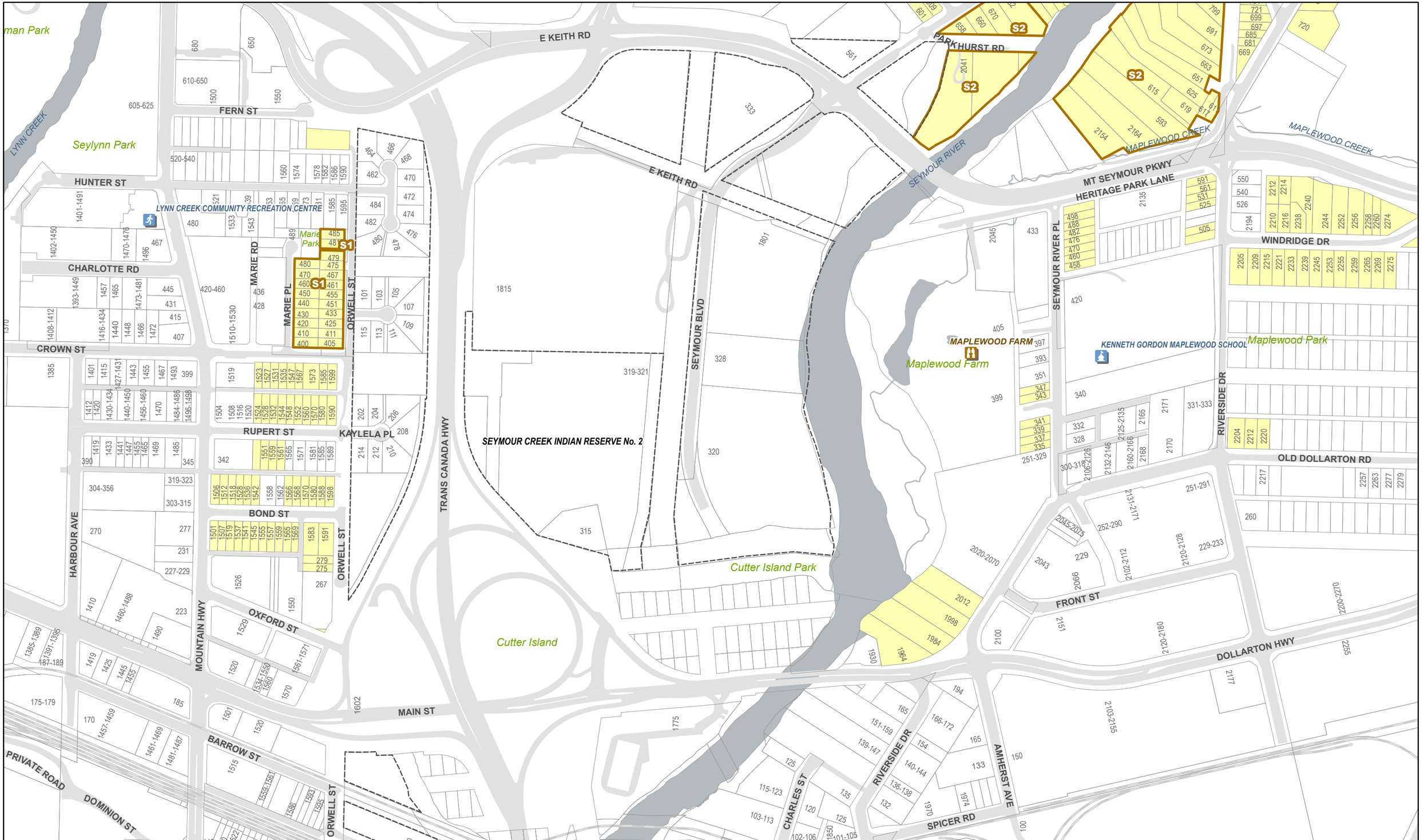
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2F15	2H15	2J15
2F13	2H13	2J13
2F11	2H11	2J11

MAP 2H13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 146 Subdivision Modifier

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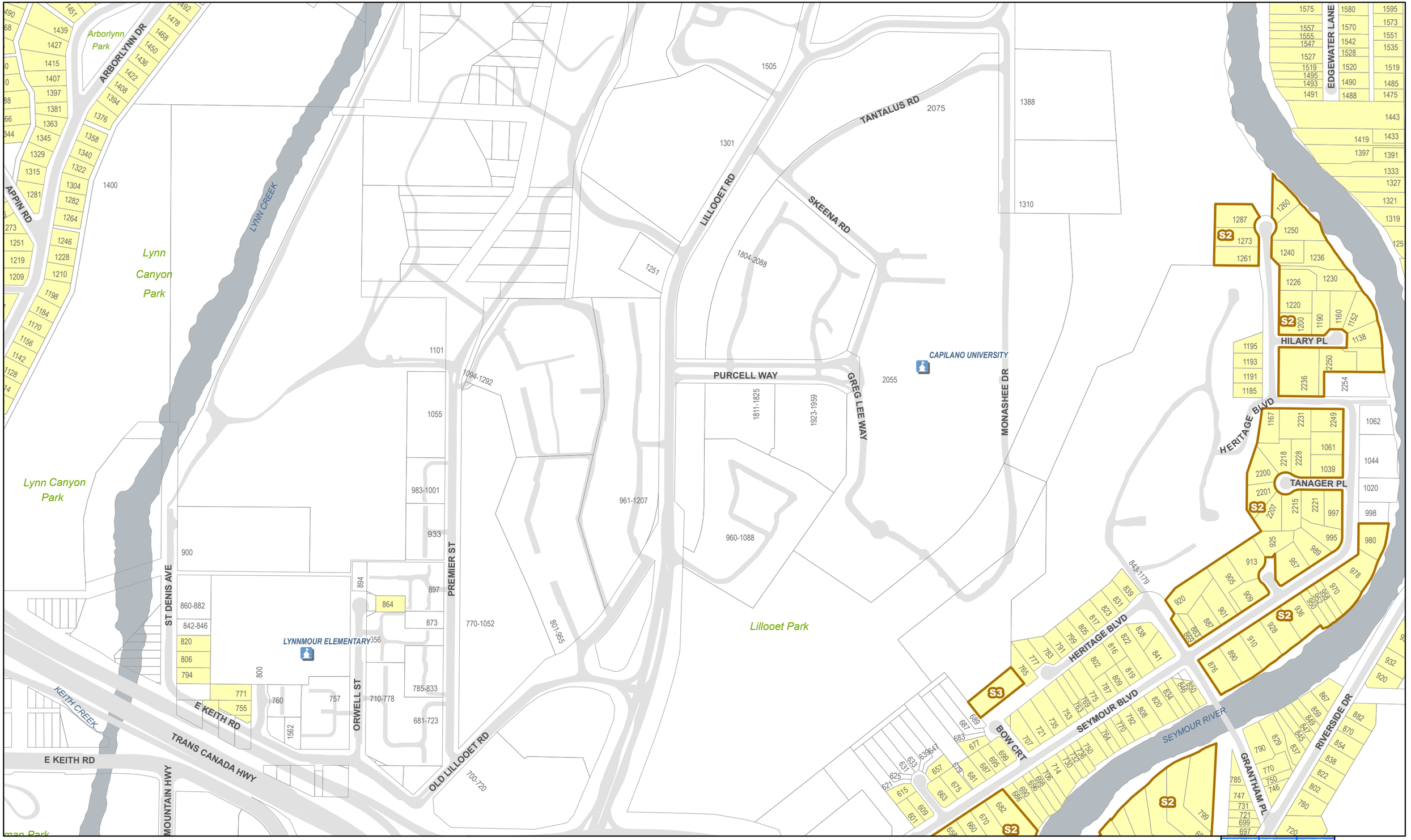
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2H05	2J05	2L05
2H03	2J03	2L03
2H01	2J01	2L01

MAP 2J03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 147 Subdivision Modifier

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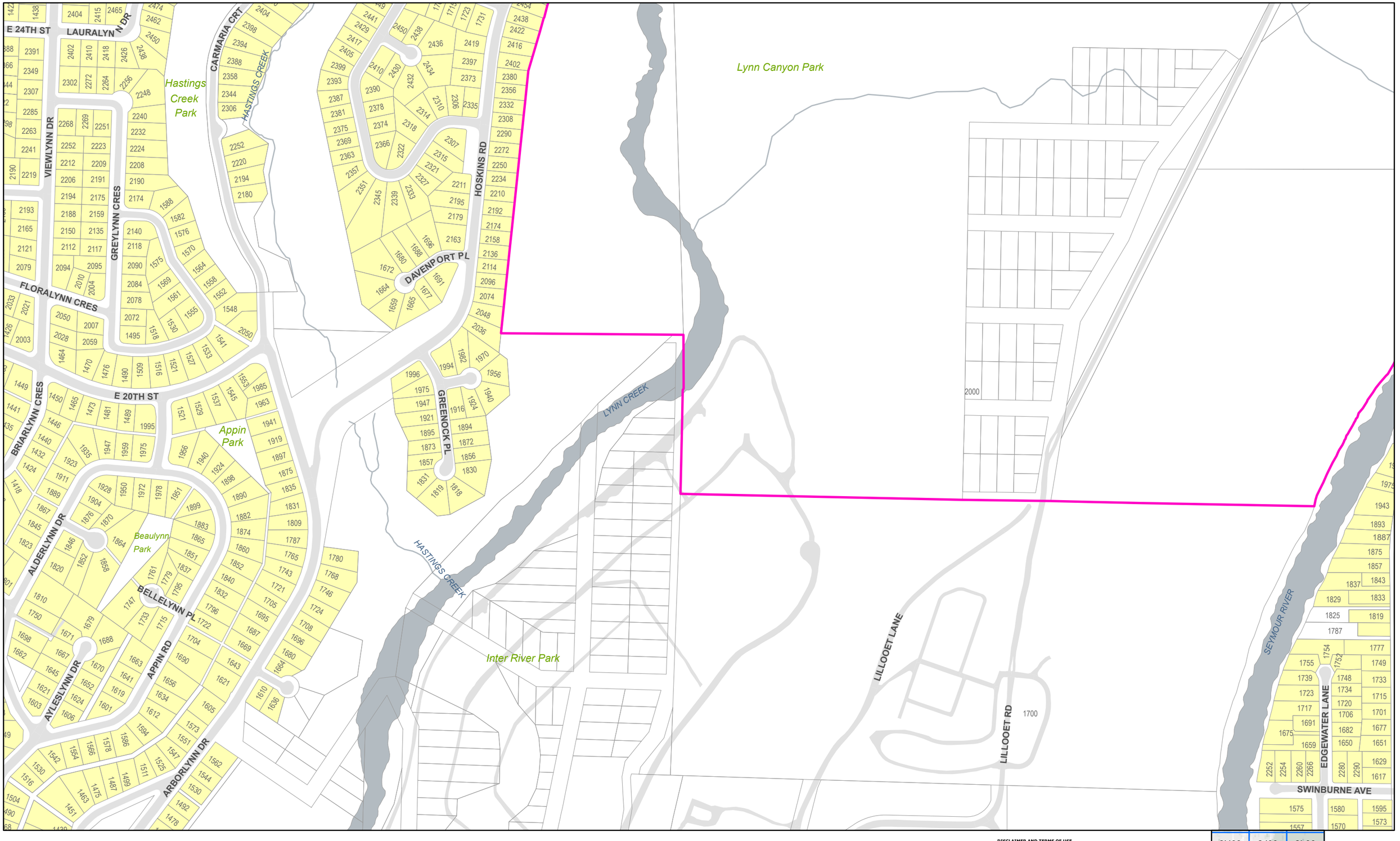
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2H07	2J07	2L07
2H05	2J05	2L05
2H03	2J03	2L03

MAP 2J05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 148 Subdivision Modifier

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

MAP 2J07

Published: May 19, 2026

R1 & R2 ZONING MAP SET

R1 | R2 149 | Subdivision Modifier

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

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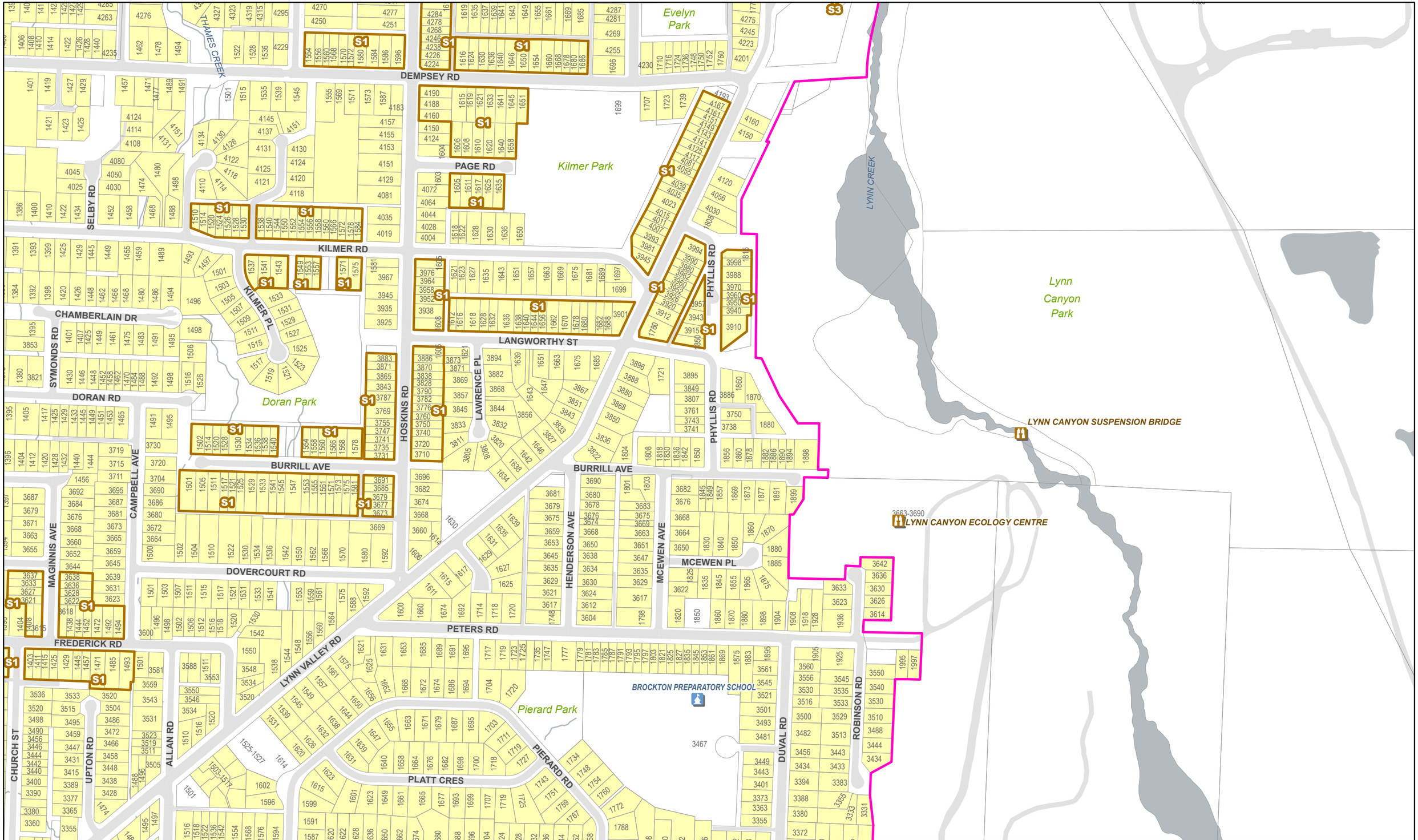
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2H11	2J11	2L11
2H09	2J09	2L09
2H07	2J07	2L07

MAP 2J09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 150 Subdivision Modifier

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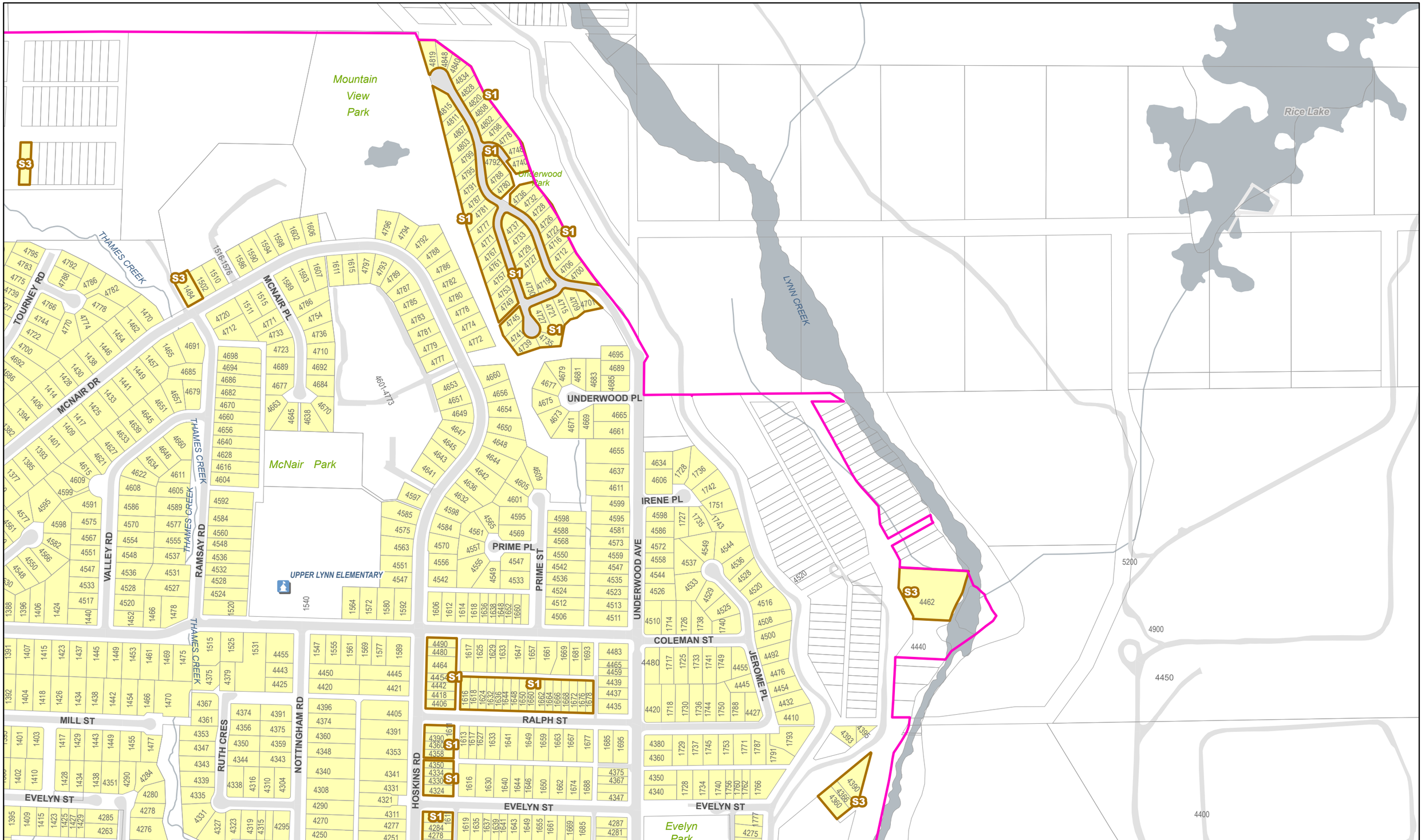
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2H13	2J13	2L13
2H11	2J11	2L11
2H09	2J09	2L09

MAP 2J11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 151 Subdivision Modifier

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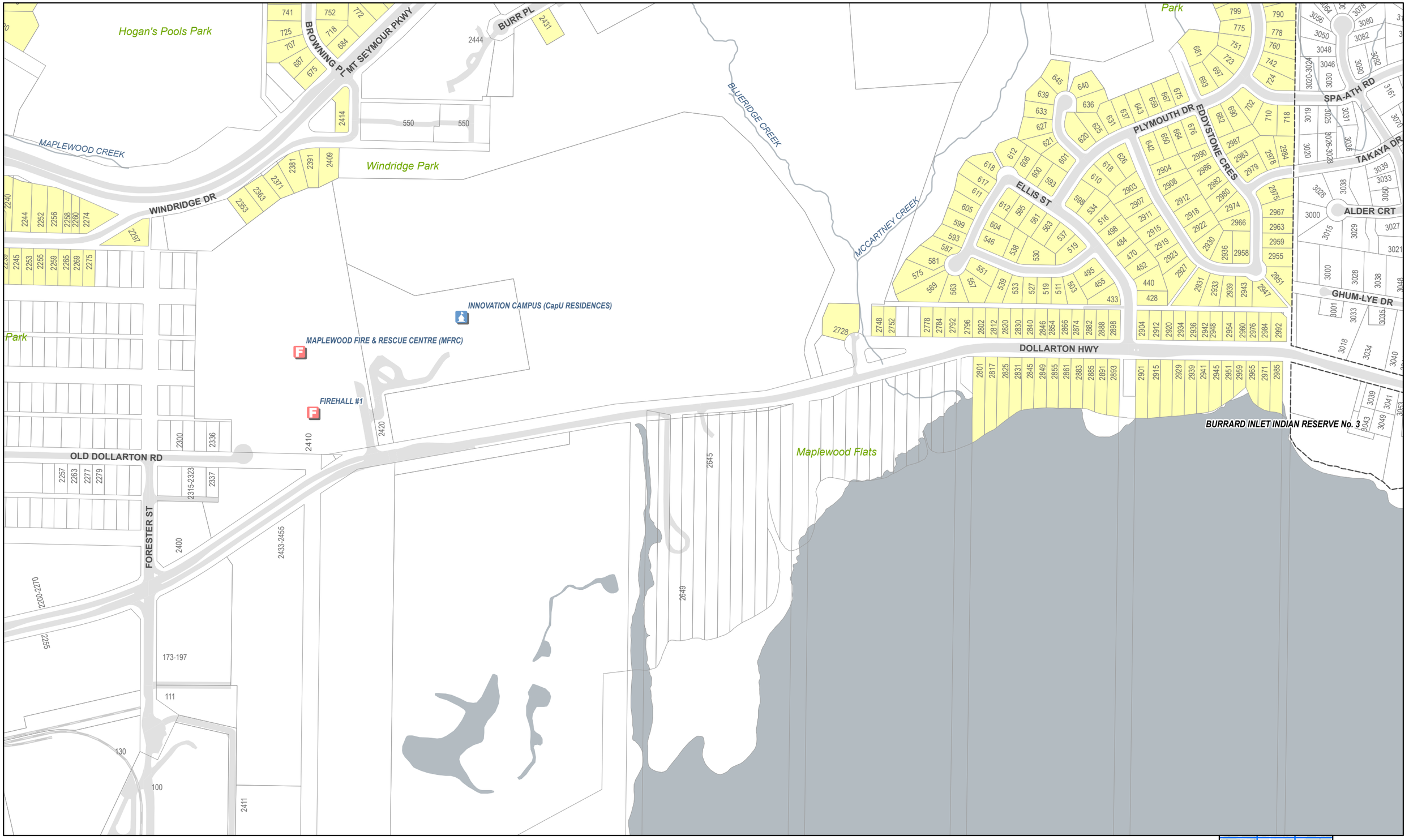
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2H15	2J15	2L15
2H13	2J13	2L13
2H11	2J11	2L11

MAP 2J13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 152 Subdivision Modifier

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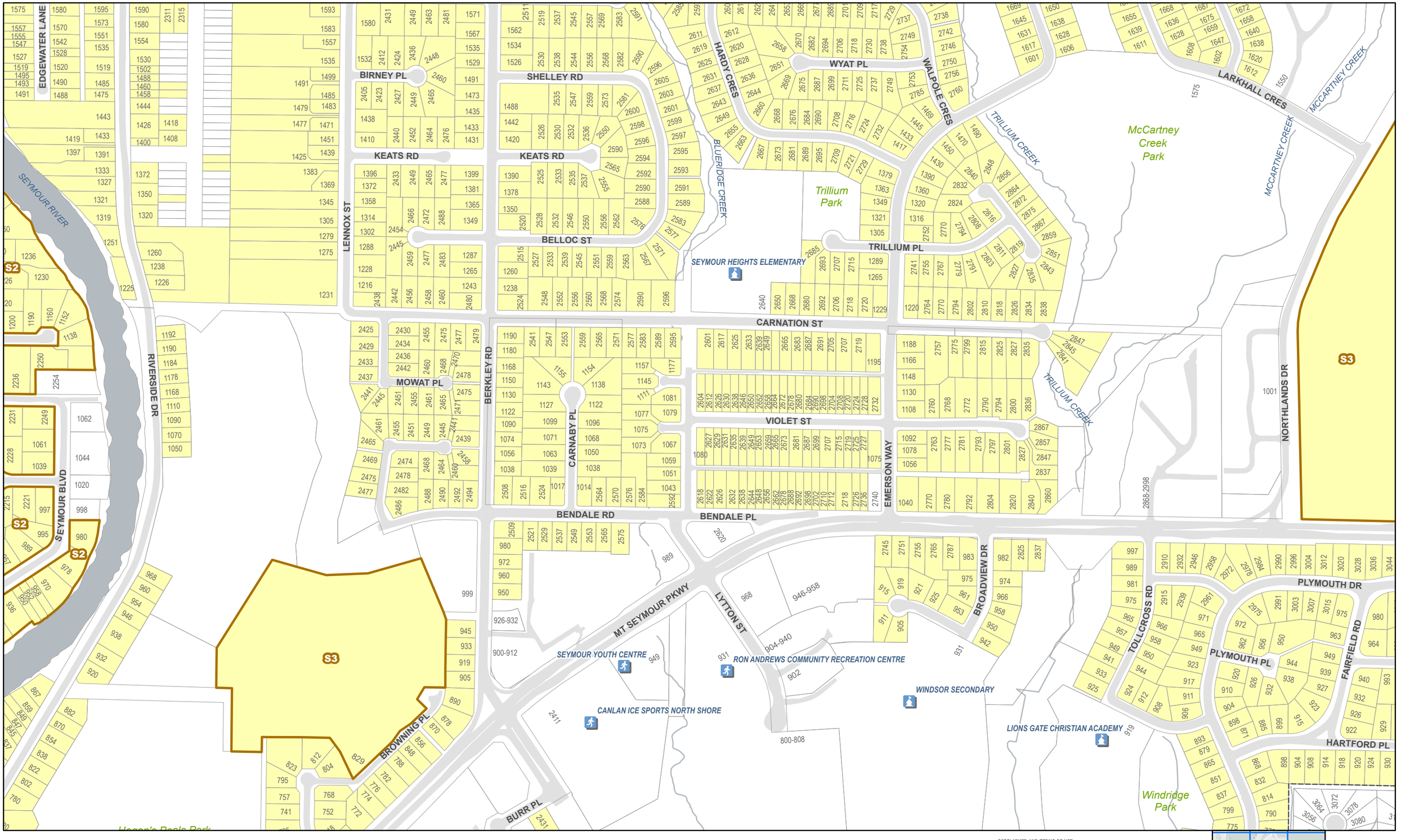
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2J05	2L05	2N05
2J03	2L03	2N03
2J01	2L01	2N01

MAP 2L03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 153 Subdivision Modifier

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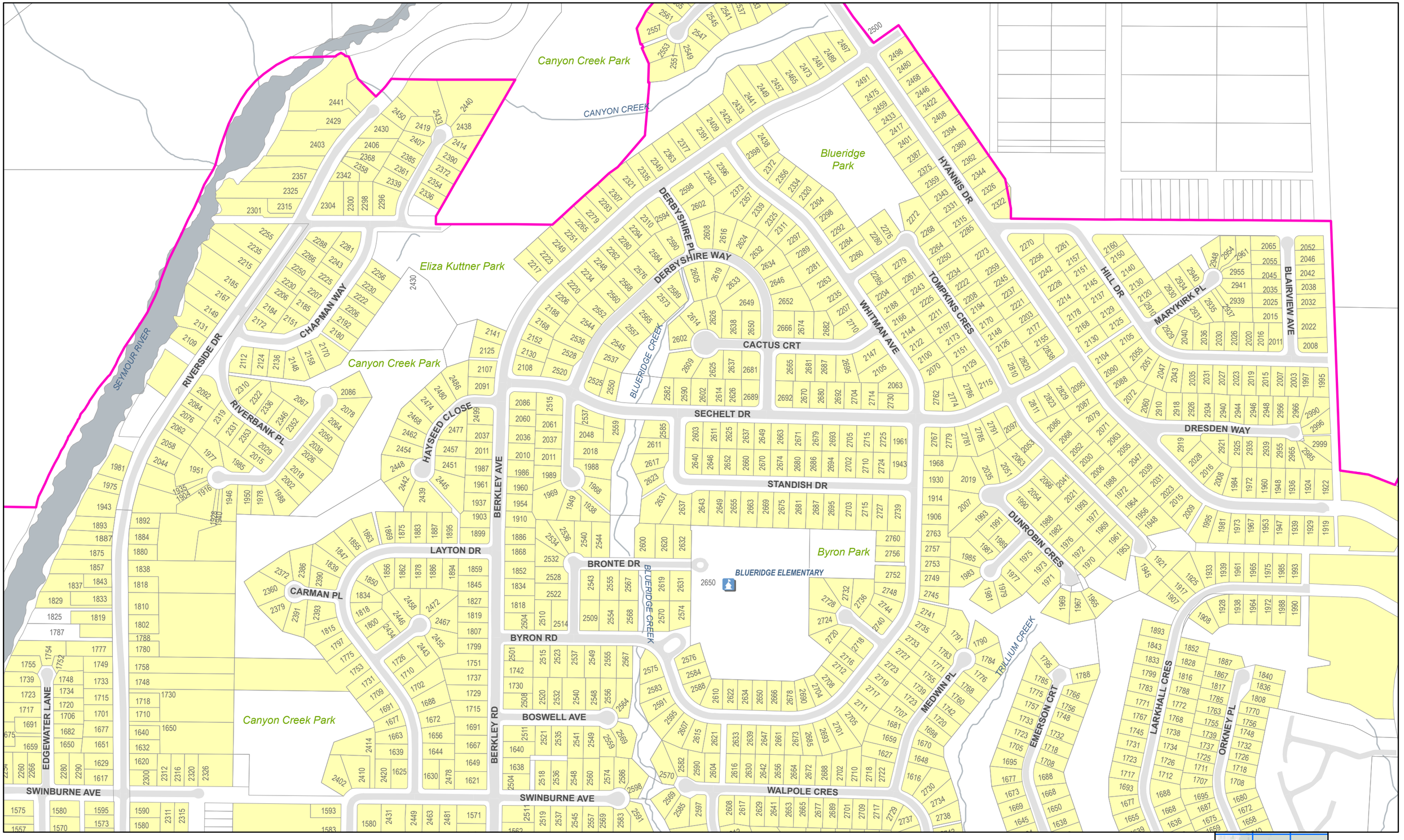
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2J07	2L07	2N07
2J05	2L05	2N05
2J03	2L03	2N03

MAP 2L05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 154 Subdivision Modifier

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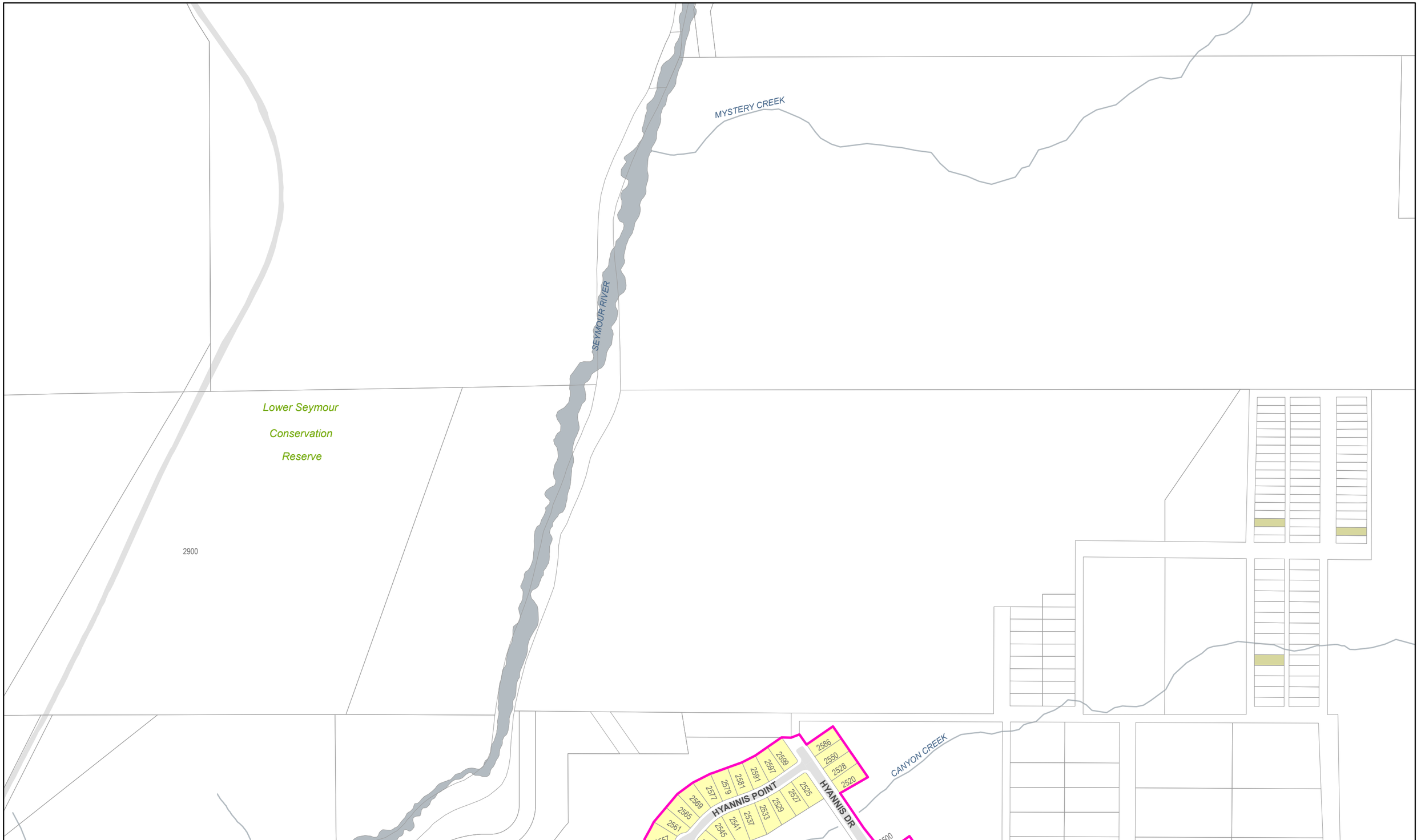
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2J09	2L09	2N09
2J07	2L07	2N07
2J05	2L05	2N05

MAP 2L07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 155 Subdivision Modifier

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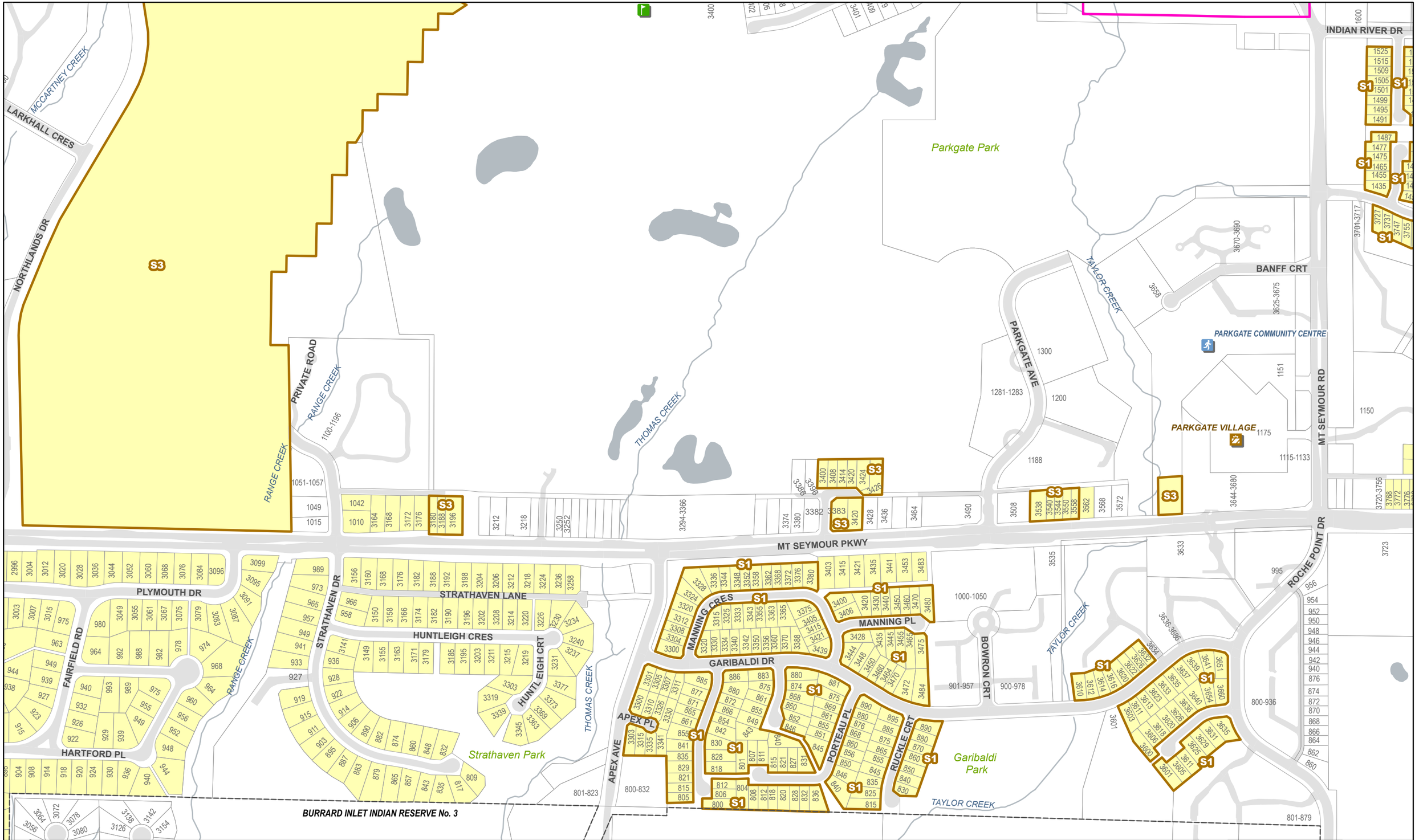
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2J11	2L11	2N11
2J09	2L09	2N09
2J07	2L07	2N07

MAP 2L09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 156 Subdivision Modifier

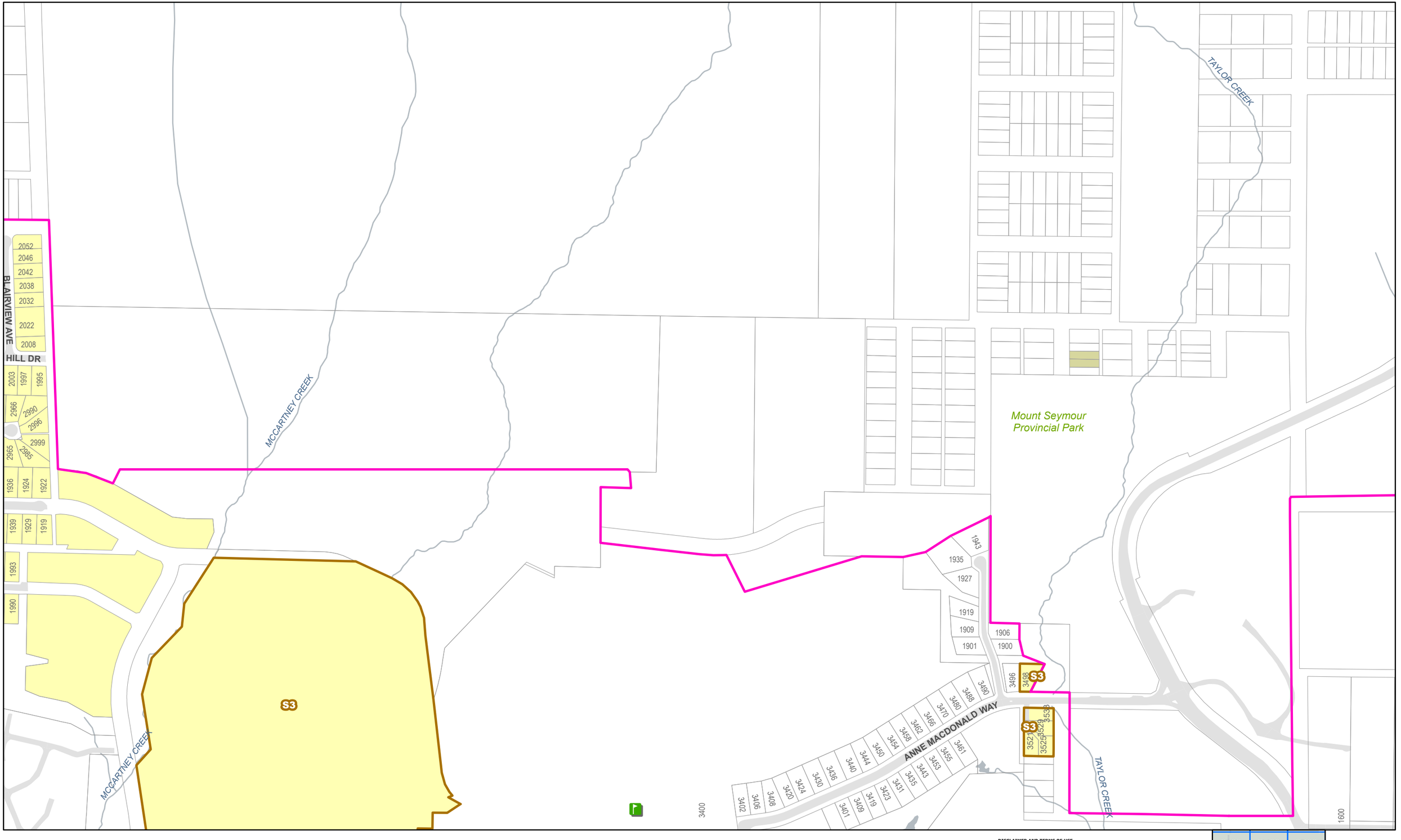
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2L07	2N07	2P07
2L05	2N05	2P05
2L03	2N03	2P03

MAP 2N05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 157 Subdivision Modifier

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

MAP 2N07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 158 Subdivision Modifier

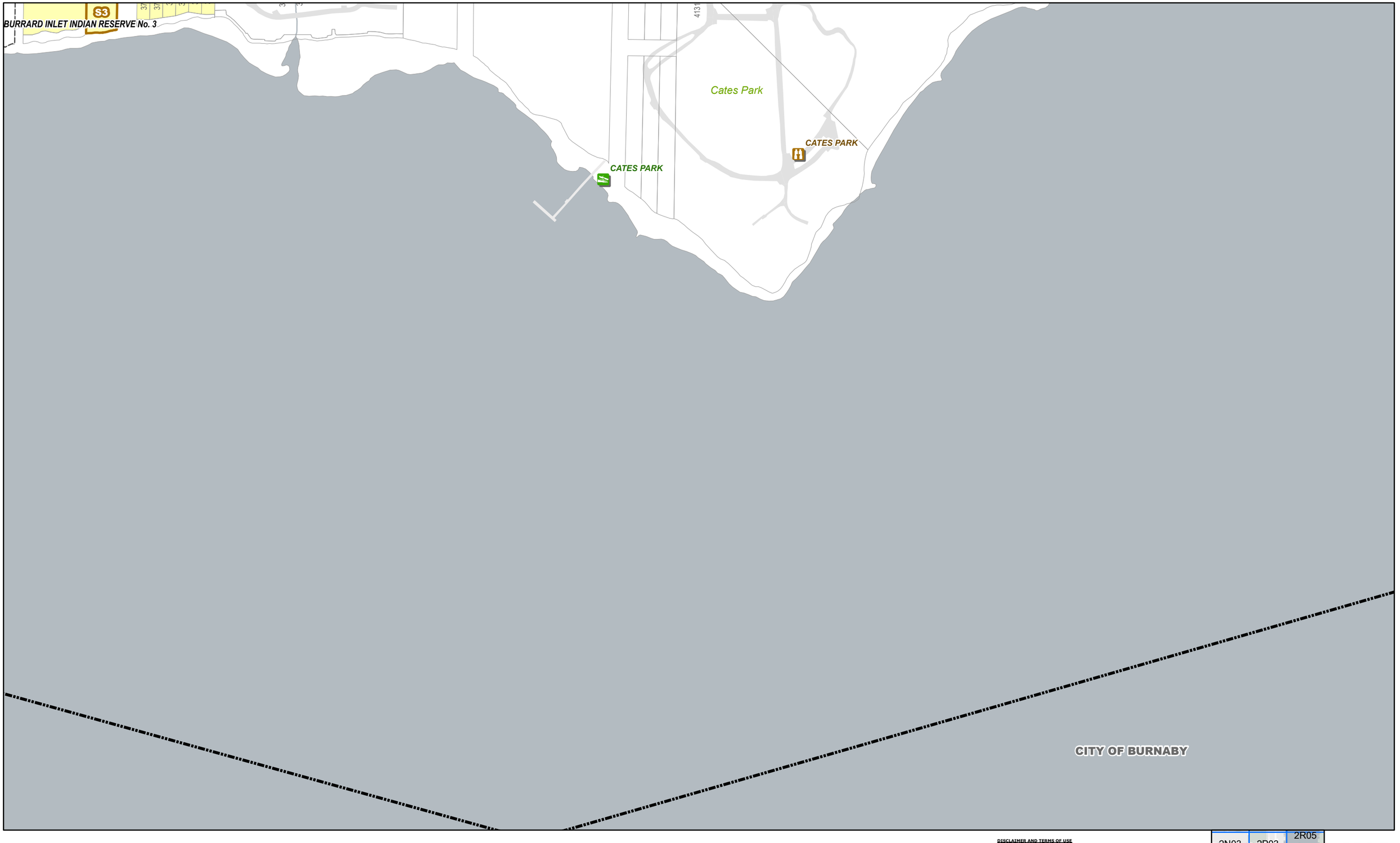
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2L11	2N11	2P11
2L09	2N09	2P09
2L07	2N07	2P07

MAP 2N09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

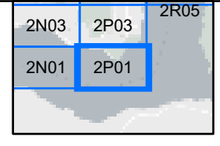
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MAP **2P01**

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 160 Subdivision Modifier

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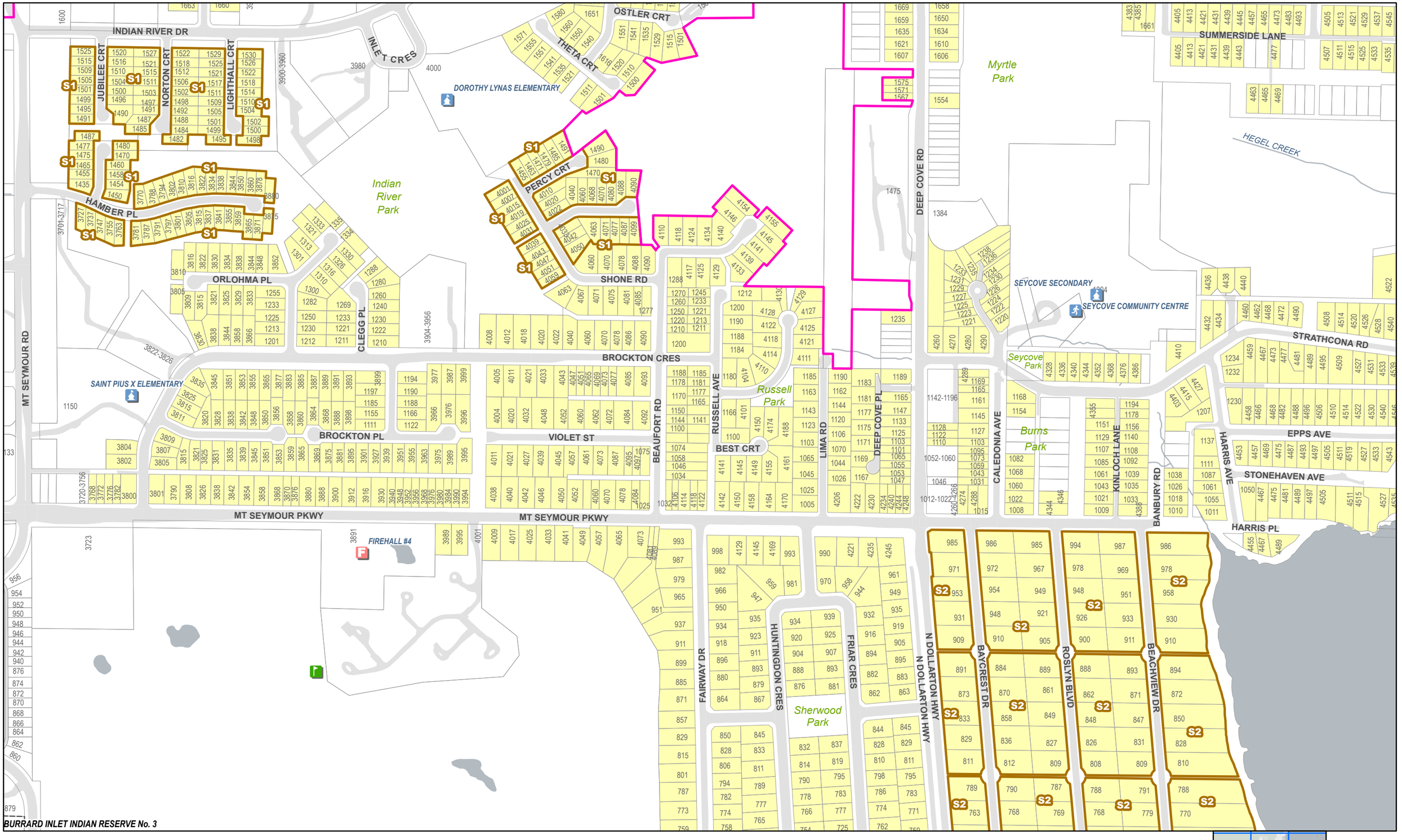
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2N05	2P05	2R05
2N03	2P03	
2N01	2P01	

MAP 2P03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 161 Subdivision Modifier

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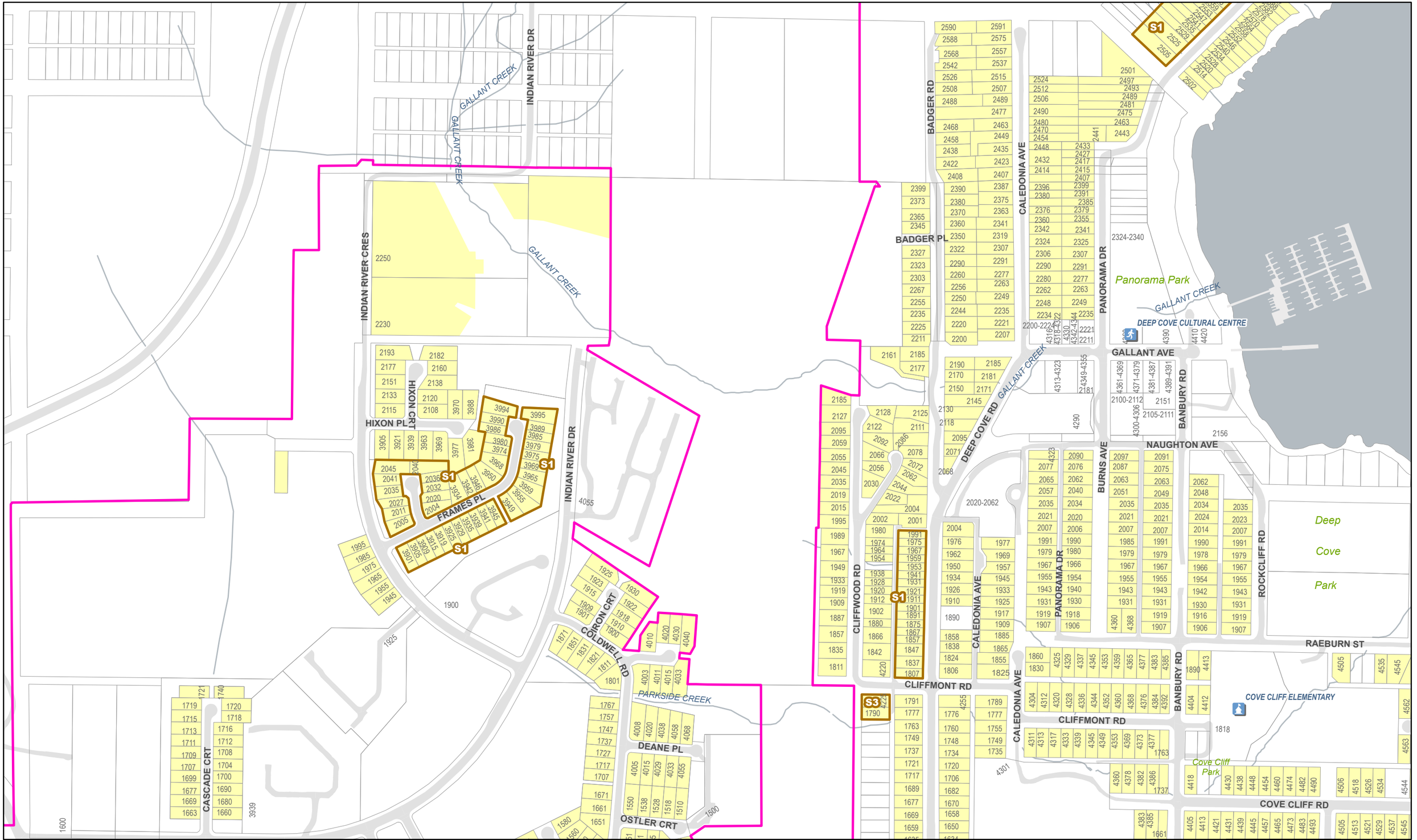
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2N07	2P07	2R07
2N05	2P05	2R05
2N03	2P03	

MAP 2P05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 162 Subdivision Modifier

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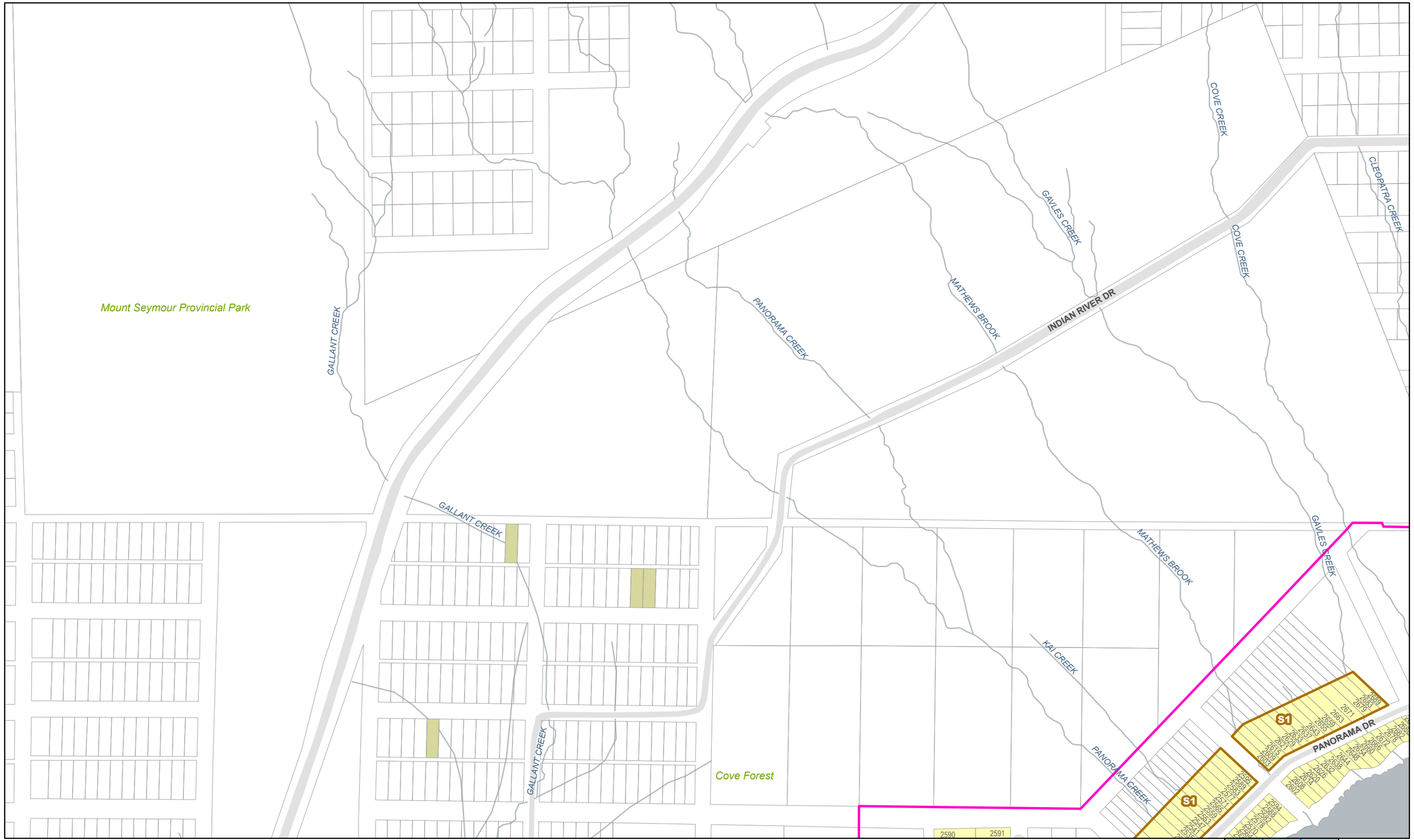
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2N09	2P09	2R09
2N07	2P07	2R07
2N05	2P05	2R05

MAP 2P07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 163 Subdivision Modifier

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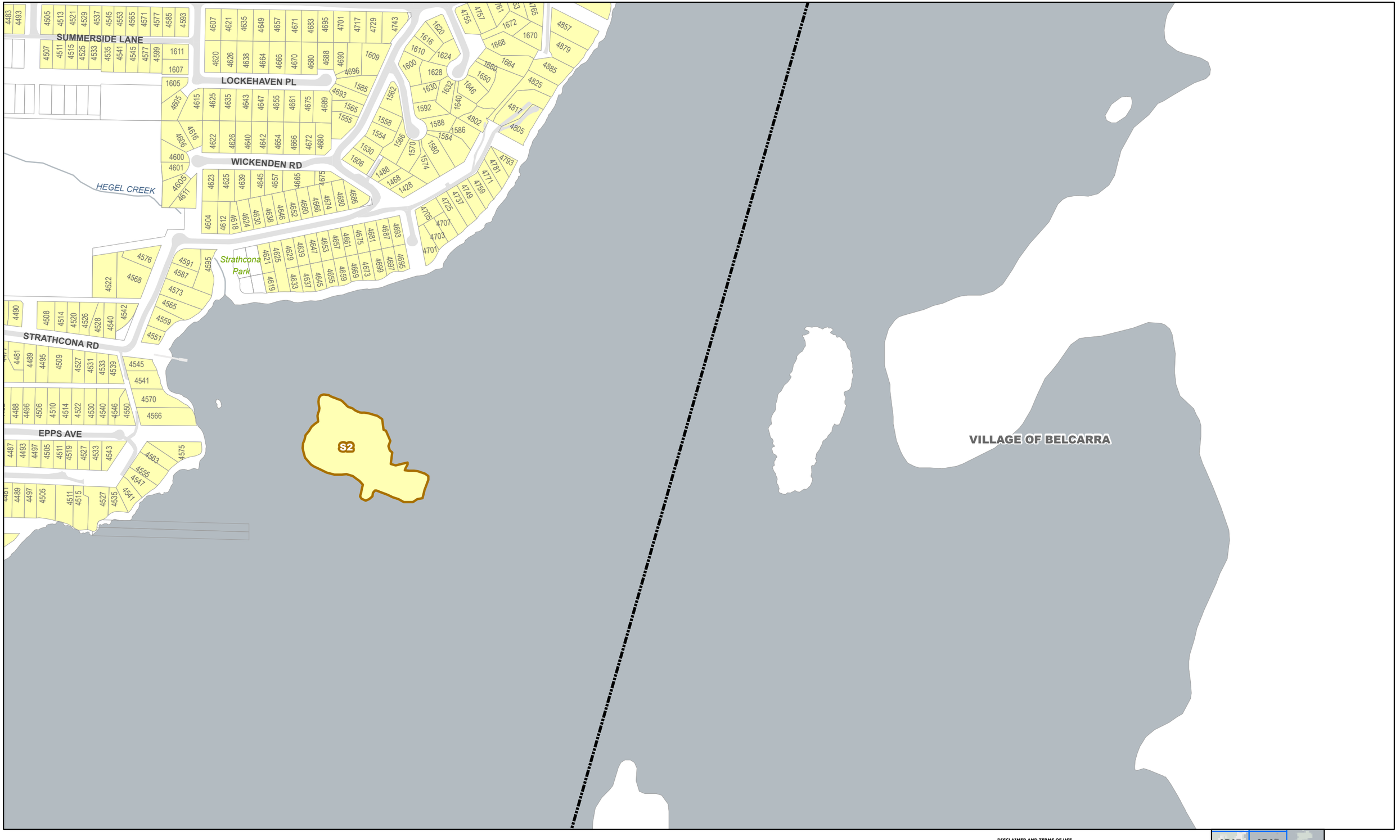
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2N11	2P11	2R11
2N09	2P09	2R09
2N07	2P07	2R07

MAP 2P09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

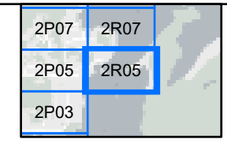
1:4,200

R1 & R2 ZONING MAP SET

R1 R2 164 Subdivision Modifier

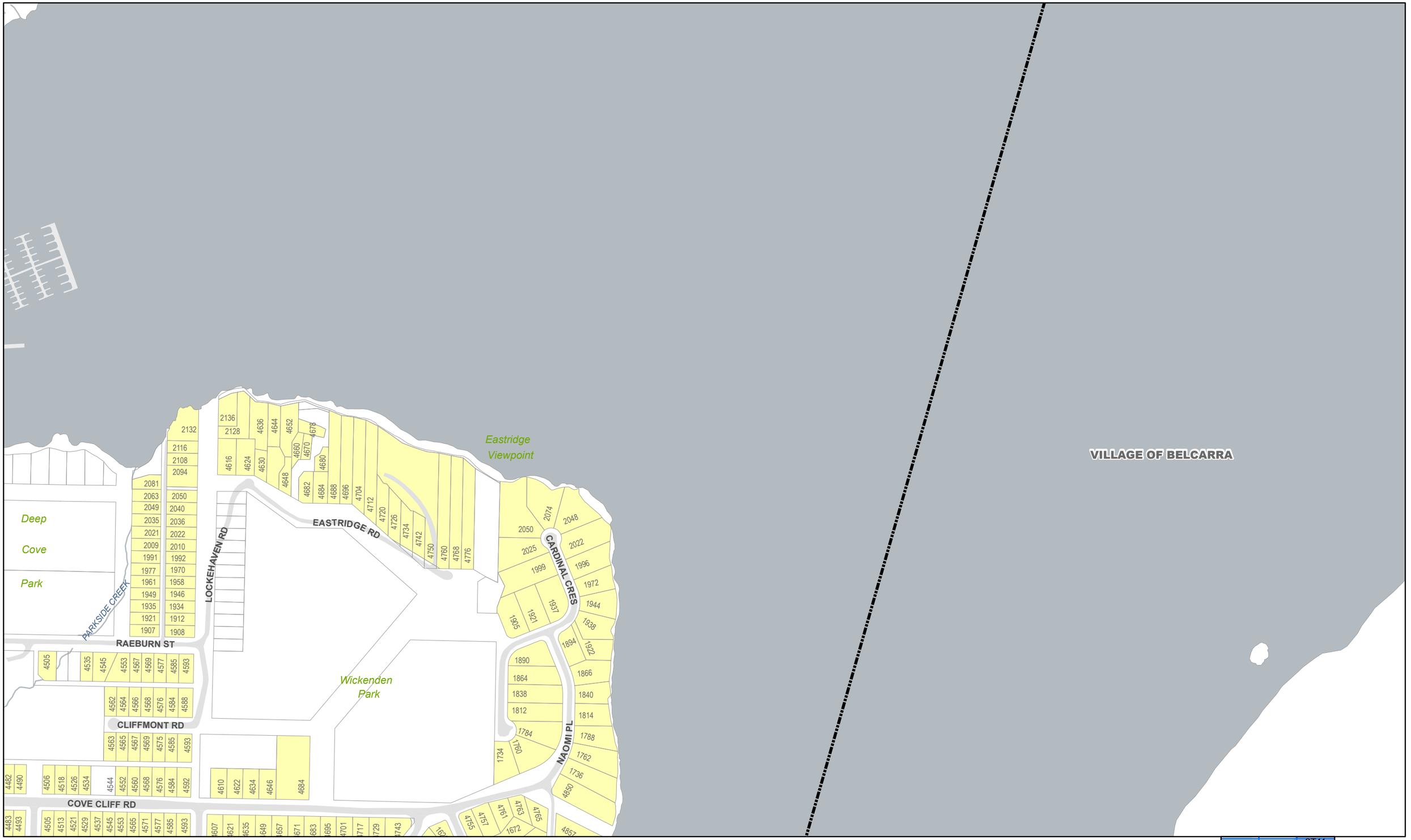
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MAP 2R05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

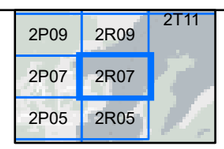
R1 R2 165 Subdivision Modifier

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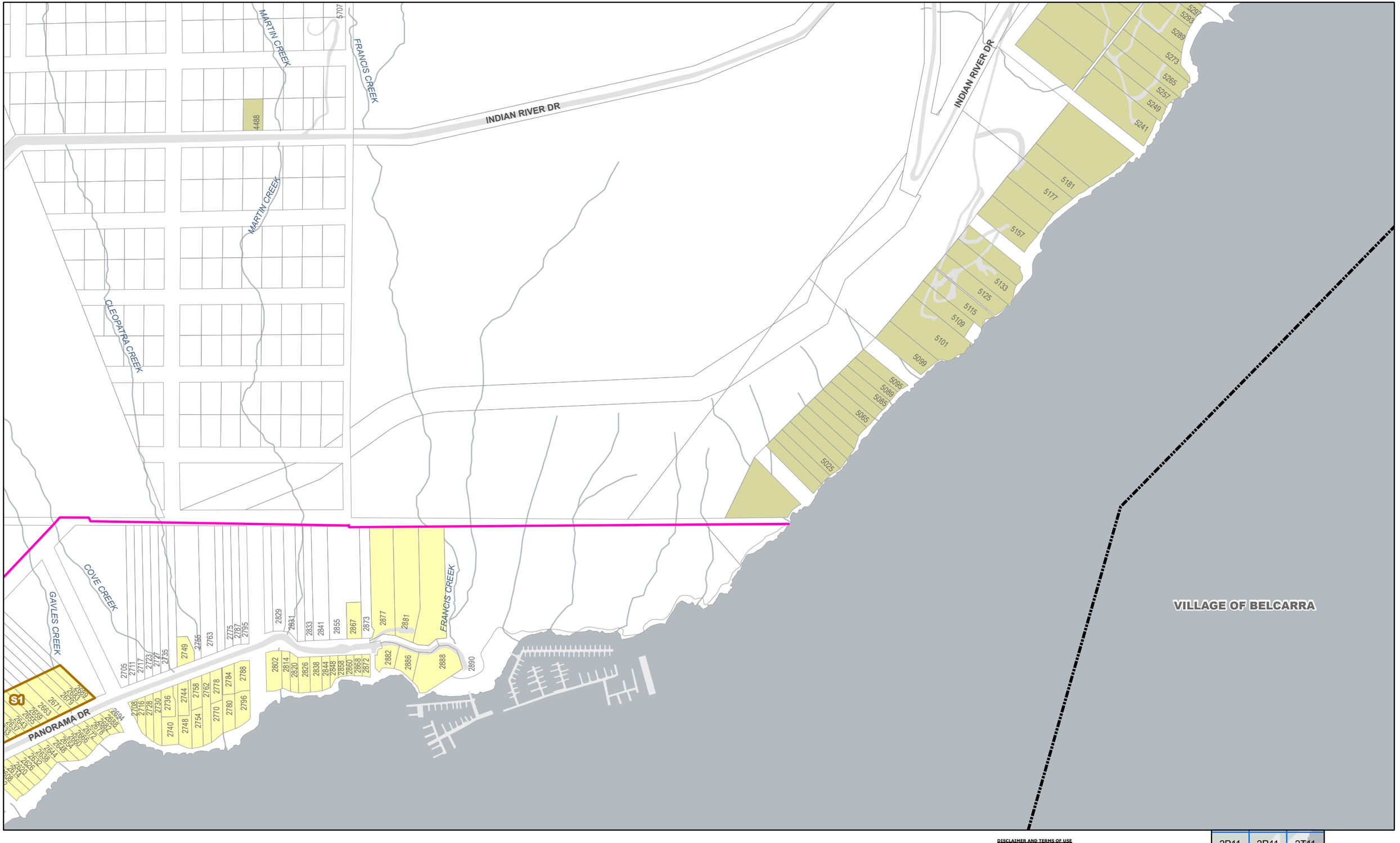
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MAP 2R07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 166 Subdivision Modifier

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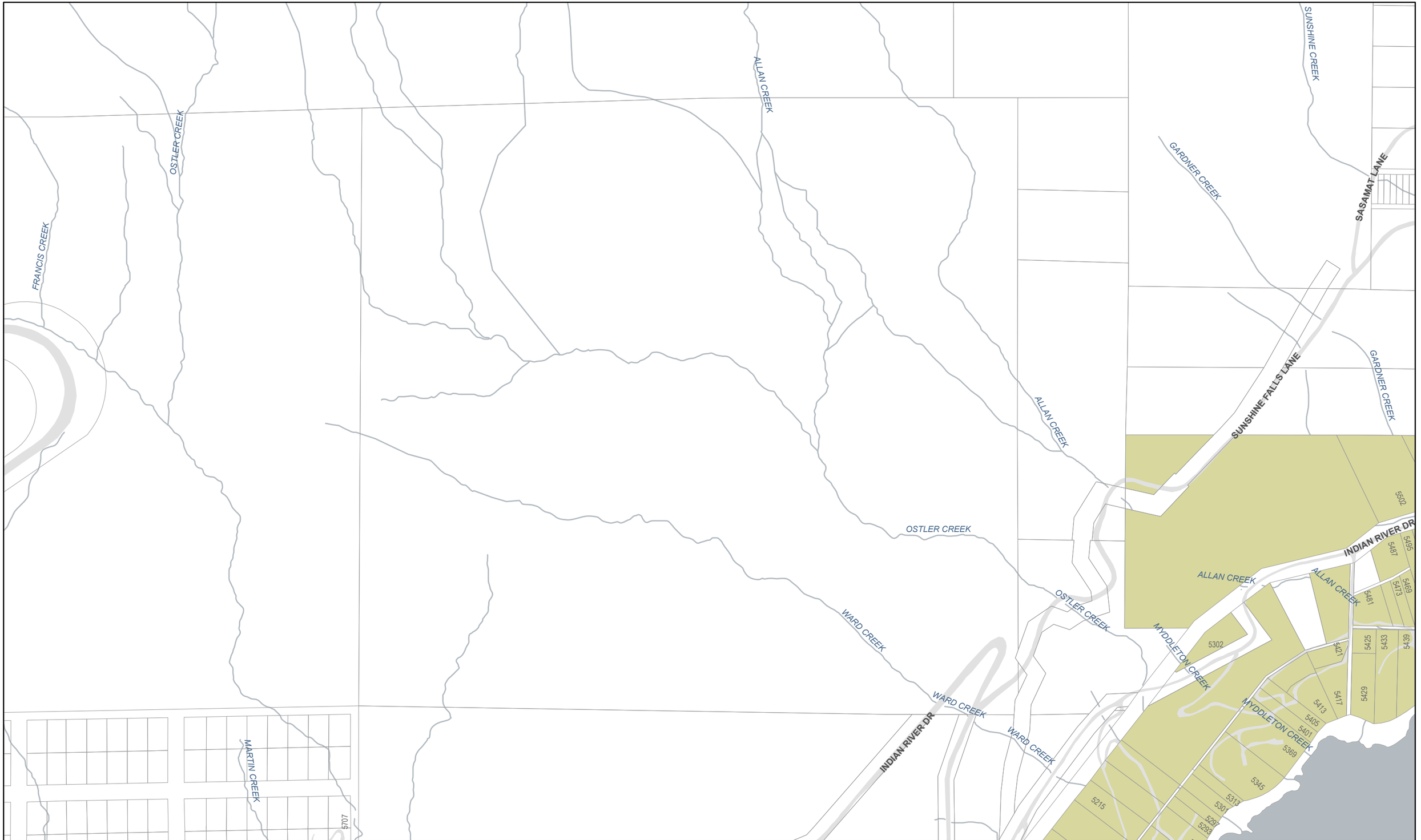
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2P11	2R11	2T11
2P09	2R09	
2P07	2R07	

MAP 2R09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 167 Subdivision Modifier

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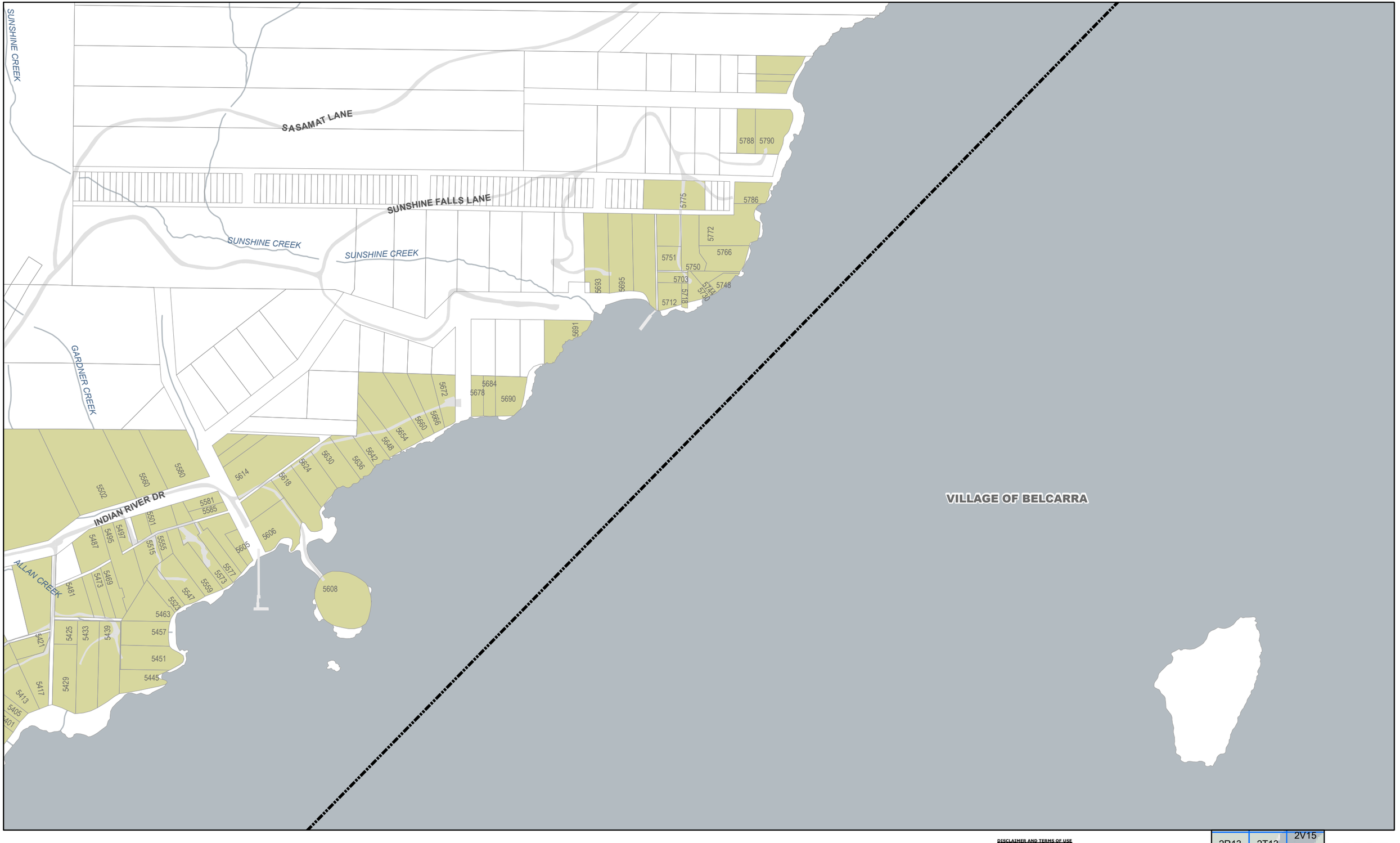
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2P13	2R13	2T13
2P11	2R11	2T11
2P09	2R09	

MAP 2R11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

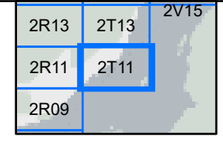
R1 R2 168 Subdivision Modifier

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MAP 2T11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 169 Subdivision Modifier

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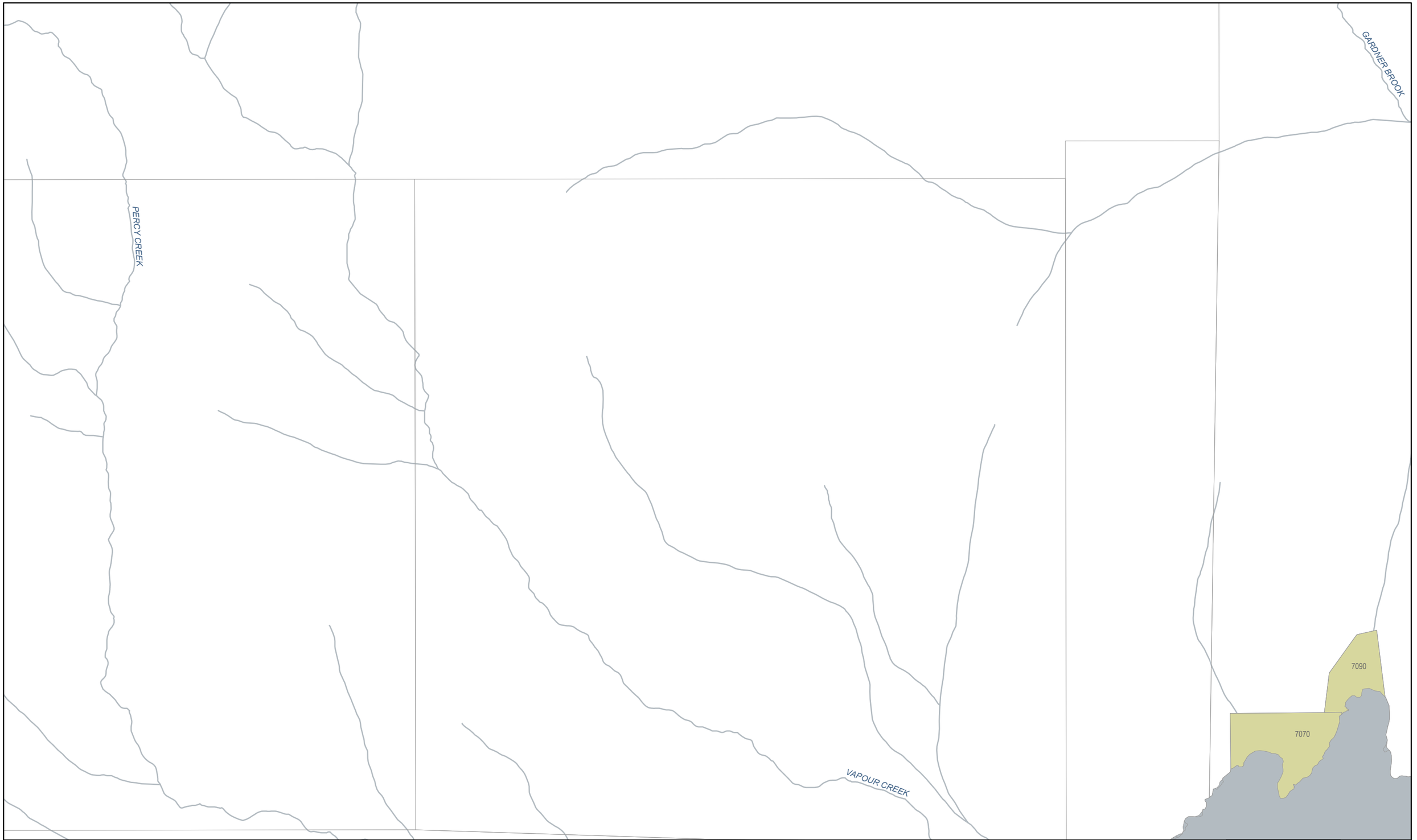
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2R15	2T15	2V15
2R13	2T13	
2R11	2T11	

MAP 2T13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 170 Subdivision Modifier

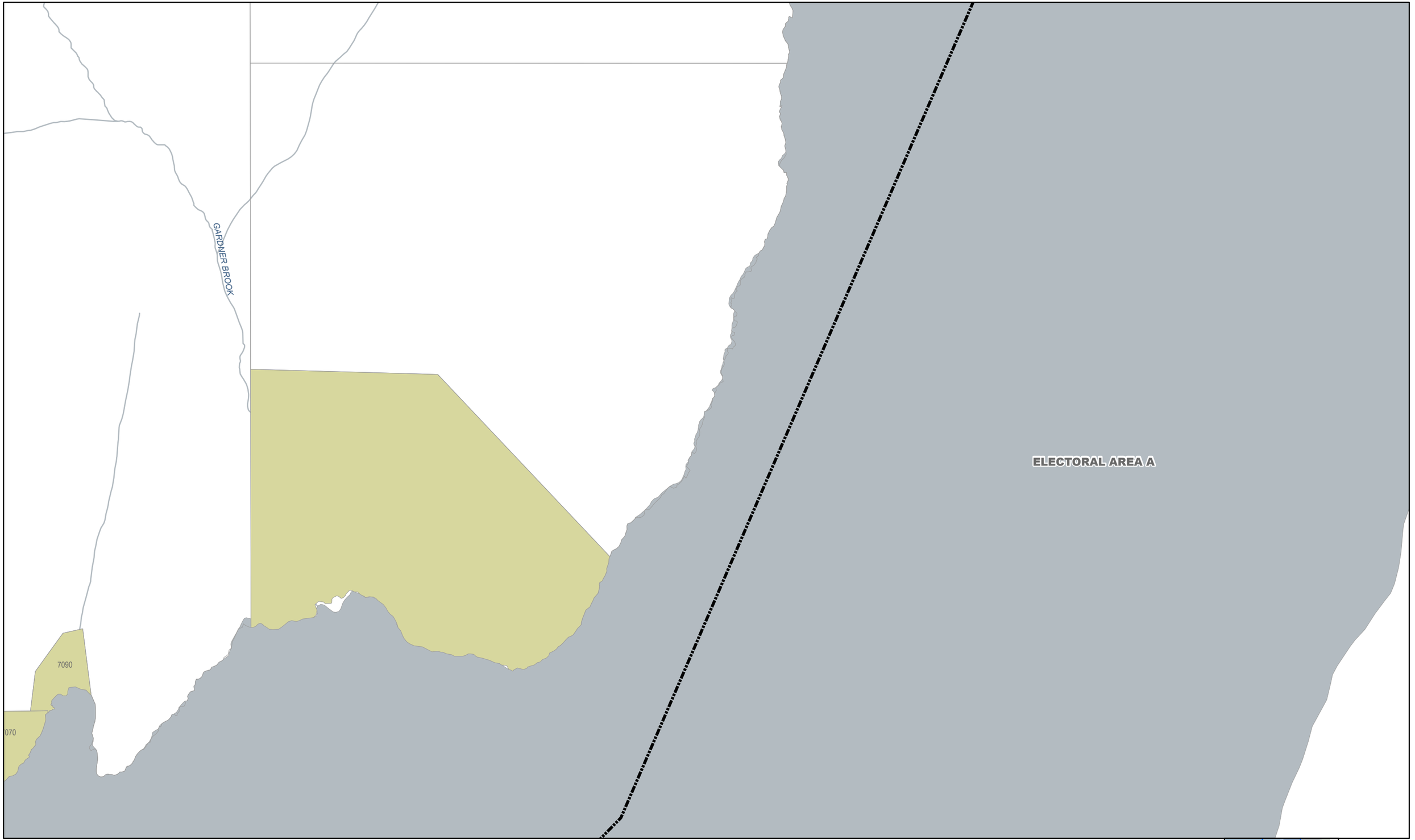
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2R17	2T17	2V17
2R15	2T15	2V15
2R13	2T13	

MAP 2T15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

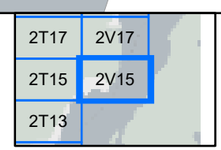
R1 R2 171 Subdivision Modifier

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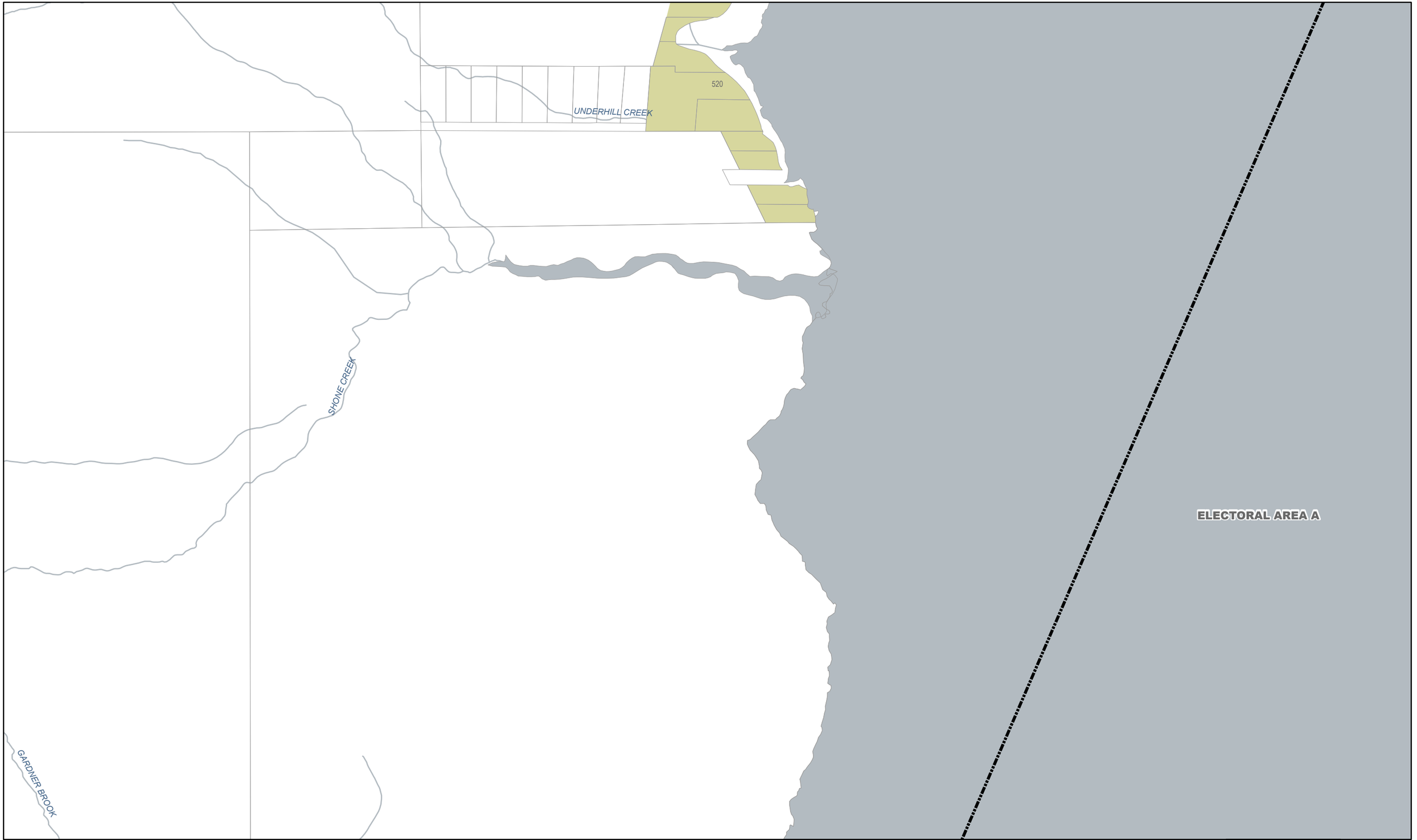
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MAP 2V15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

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R1 & R2 ZONING MAP SET

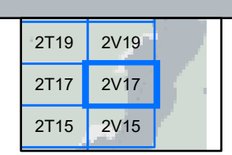
R1 R2 172 Subdivision Modifier

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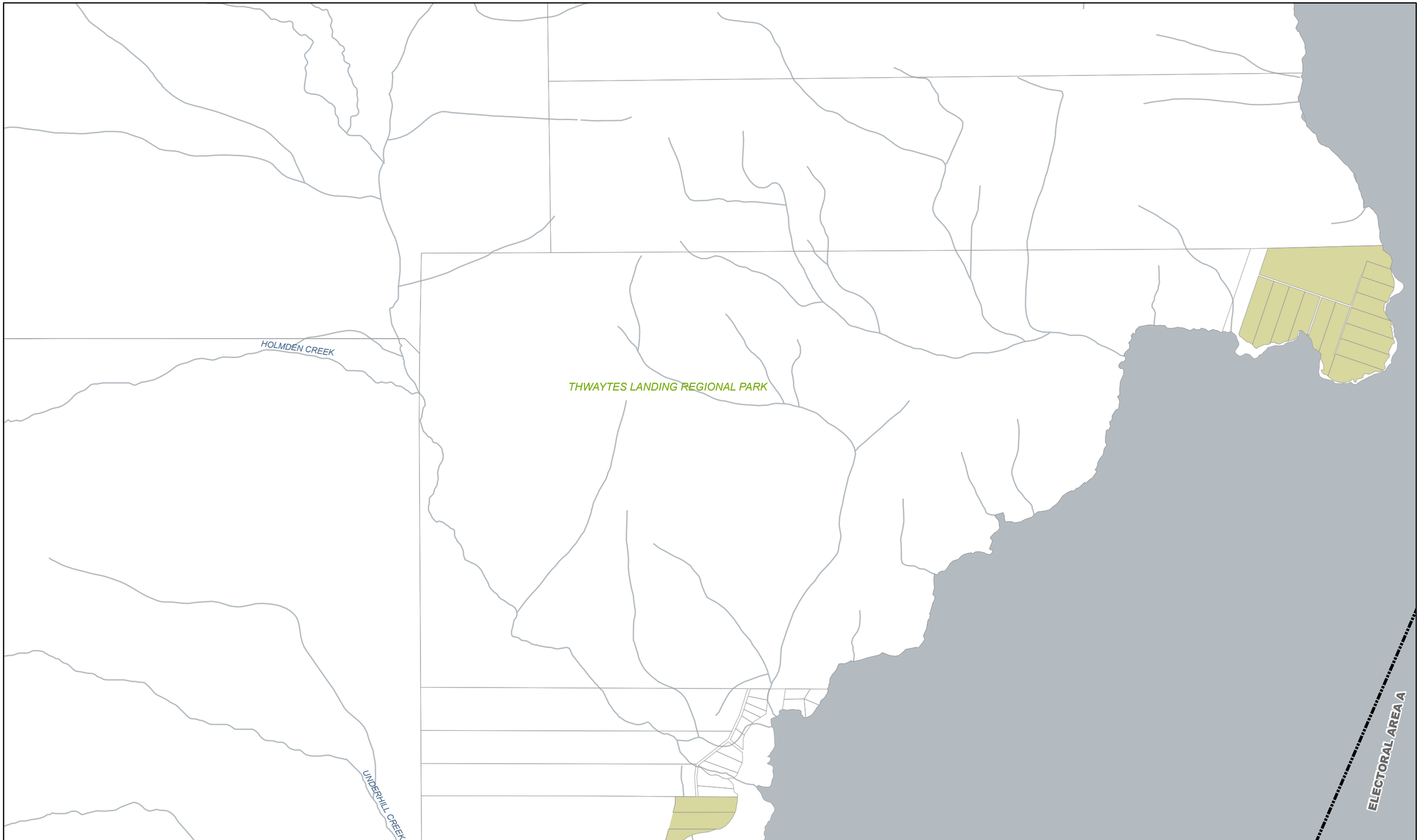
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MAP 2V17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 173 Subdivision Modifier

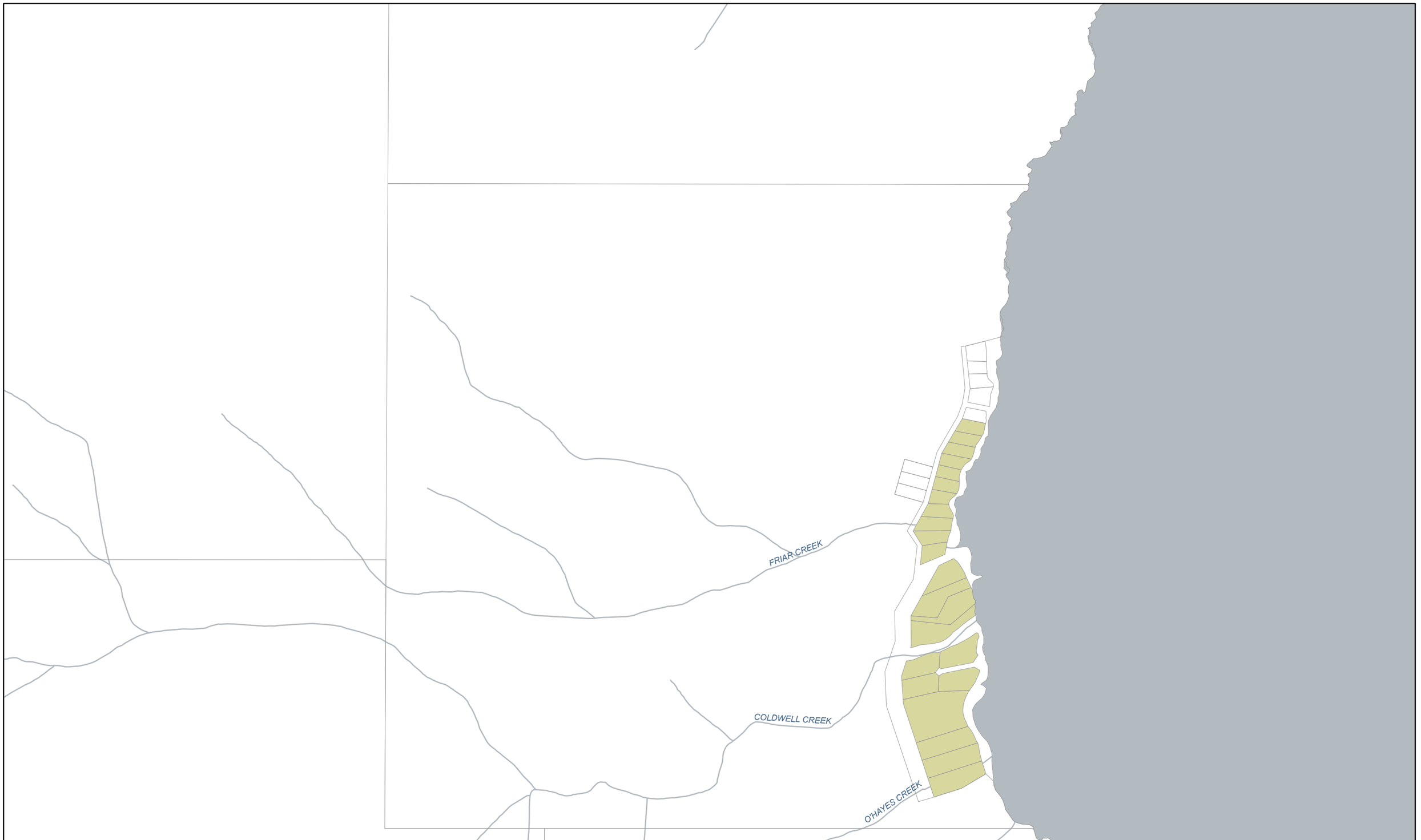
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2T21	2V21
2T19	2V19
2T17	2V17

MAP 2V19

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 174 Subdivision Modifier

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

MAP 2V23

Published: May 19, 2026

The Corporation of the District of North Vancouver

Bylaw 8787

A bylaw to amend District of North Vancouver Official Community Plan Bylaw 7900, 2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8787, 2026 (Amendment 63)".

Amendments

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC HEARING held

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

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

ADOPTED

Mayor

Corporate Officer

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: June 1st, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

May 12, 2026
File: 08.3060.20/039.25
Case: PLN2025-00039

AUTHOR: Mitch Patterson, Development Planner

SUBJECT: **OCP Amendment & Rezoning Application – 328 - 332 Seymour River Place**

RECOMMENDATION

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

a) density beyond OCP vision; and
b) housing mix and vehicle parking.

REASON FOR REPORT

Staff received an application which proposes to redevelop the subject site into a 6-storey, 40-unit (including seven (7) non-market rental units and thirty-three (33) market strata units) residential building.

The proposed land use is generally aligned with the Official Community Plan (OCP) and Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines; however, the application is seeking additional density well beyond the anticipated OCP density, while proposing a significantly reduced vehicle parking count. Staff are therefore challenged to recommend support for the application as proposed.

Despite the above-noted staff concerns being comprehensively communicated to the applicant early in the application review process, they continue to believe their application has sufficient merit and are seeking Council consideration at this time. Staff however believe that the application should not proceed as proposed and instead be referral back to staff to work with the applicant to address the key issues outlined in this report.

ANALYSIS

Site and Surrounding Area

This 1,145 m^2 (12,325 sq. ft.) site is a two-lot assembly located in the "Village Heart" of the Maplewood Village Centre and Innovation District.

Adjacent existing developments include:

- south - 3-storey townhome in a mixed-use development;
- east - 2-storey townhomes;
- north – Existing 3-storey low-rise apartment to the north; and
- west – across Seymour River Place, a mix of existing single-family homes and newer low-density townhomes (Riverside Mews).

Further, there are a few new developments just south of Old Dollarton Road that are at various stages of permit approval:

- 229 Seymour River Place - **Maplewood Plaza** – mixed-use development with 193 rental units with commercial at grade, in two (2) building at six-storeys near Occupancy Permit issuance;
- 2131-2171 Old Dollarton Road - **Maplewood Gardens Phase 1** - mixed-use development with 552 residential units in five (5) buildings at six-storeys, rezoning approved and DP issued (a text amendment application currently under review); and
- 2045 Old Dollarton Road – mixed use development with commercial at grade and 36 rental units, in one building at five-storeys, at Building Permit stage, all shown in Figure 1 – Site and Context.



Figure 1 - Site and Context

Project Description

On September 5, 2025, the District received a detailed rezoning application for the site. The application proposes a residential building with a density of 3.0 FSR in a 6-storey building form, over a one-level underground parkade.

A total of 40 residential units are proposed, including 33 strata units and seven (7) below-market rental units. Of the strata units, 23 feature a lock-off suite with a full-bath, kitchen, and separate entrance to a common hallway. A total of 26 vehicle parking stalls are provided in the parkade, 4 of which are visitors stalls. Vehicle access to the underground parkade is from south lane, as shown in Figure 2, Site Plan.

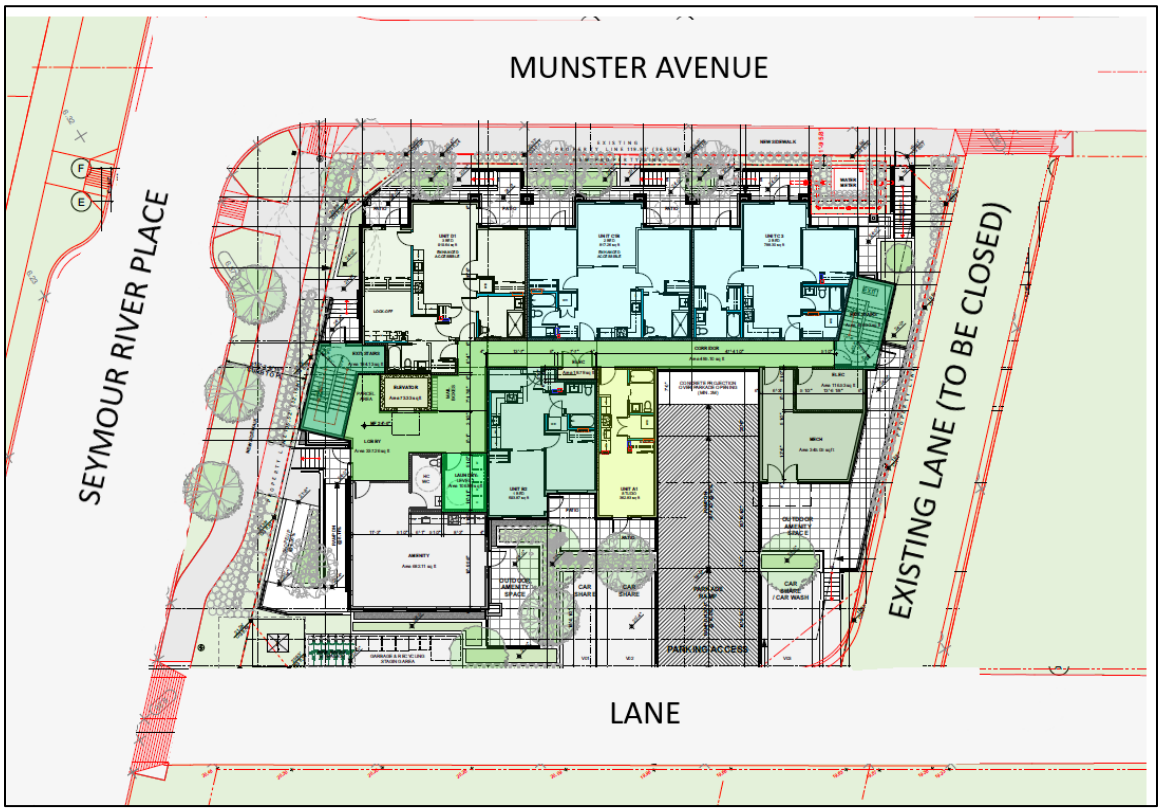


Figure 2 - Site Plan

In the applicant's design rationale document, they stated that the proposal aims to meet a mixture of demands including market sectors for single, young couples and families as well as for future investors seeking revenue streams and for those seeking affordable alternatives such as a co-housing-like option inspired by the Cornerstone Building at Simon Fraser University. In practice, living rooms in the proposed units are designed with the flexibility of conversion into a bedroom at night, turning a one-bed unit into a two-bed unit. All told, the proposed units offer flexibility in terms of bedrooms and additional financial support by means of a lock-off suite.

Proposed units include:

Type of Unit	*Studio*	*1-bed*	*2-bed*	*3+ bed*	Total # (%)
Strata	-	9	18	6	33 (82.5%)
Affordable	1	2	2	2	7 (17.5%)
Total # (%)	1 (2.5%)	11 (27.5%)	20 (50%)	7 (20%)	40 (100%)

The proposed seven (7) below-market units are targeting a 20% reduction from CMHC's DNV Median Rental rates. These units offer the same flexibility as the strata's in terms of day-and-night arrangements but do not have the option of lock-off units.

Policy Context

The two lots are currently zoned RM3, which allows low to medium density in a 4-storeys or less apartment style form. The OCP designates the lots as Residential Level 6: Medium Density Apartment (RES 6), which envisions a medium density development, with or without commercial uses, up to 2.5 FSR. At a proposed density of 3.0 FSR, this application seeks to create a new OCP designation, RES 7, in order to permit the density.

In addition, the site is located within the Maplewood Centre and Innovation District where RES 6 is limited to 4 to 6 stories in height. See figure 3 for street elevations of proposed development.

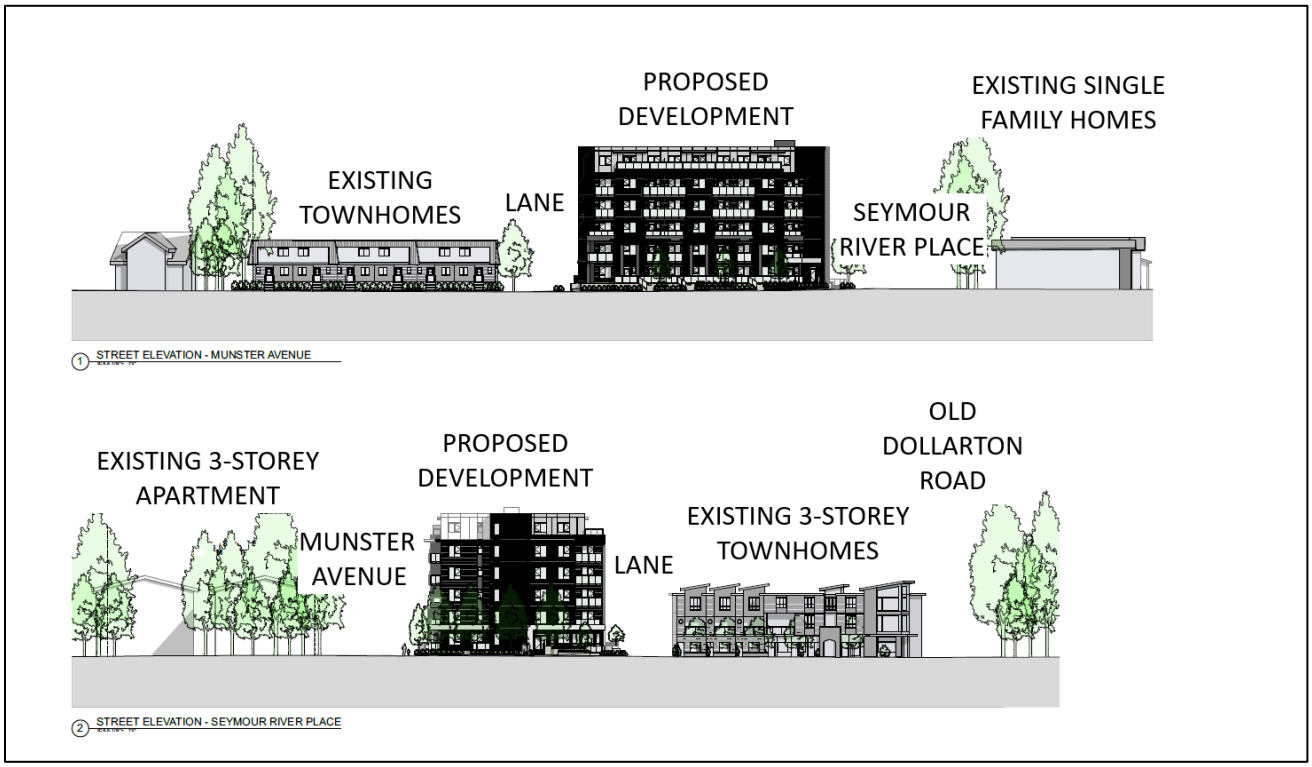


Figure 3 – Street Elevation

Key Issues

Upon an initial review of the submission, staff issued a review letter to the applicant on December 8th, 2025. The letter outlined staff's general support for the proposed residential use as well as for the inclusion of some below market rental units. However, significant challenges included that the application is seeking additional density beyond OCP while not meeting minimum parking requirements.

The site is significantly constrained in its size, in available vehicle access points, as well as a high water-table (i.e. High Flood Construction Level/FCL). A reduced parking rate than what is typically required under Zoning Bylaw may be considered when there is a substantial rationale for the proposed uses, transportation demand analysis and a fulsome suite of Transportation Demand Management (TDM) measures in accordance with the District's *Alternative Vehicle Parking Rate Policy (AVPR)*.

Staff have stated to the applicant that a Transportation Impact Assessment (TIA) as well as a TDM Plan should be submitted to allow staff to evaluate the proposed parking against the AVPR policy. To this date, staff have not received the requested information formally.

Instead, the applicant stated that the FCL prevents another level of underground parking, that there are negative impacts of "car-centric" requirements have on the environment and housing affordability, and lastly, that the prospective buyers of the development - students' and first-time homebuyers, are not likely to be looking for parking stalls as part of their purchase or rental agreement.

For information, the tables below show the proposed parking of 26 stalls in comparison with the base parking requirement under zoning, and with the AVPR policy (see also Figure 3 – At Grade Parking and Figure 4 - P1 Parkade, for parking configuration). They indicate a significant deficiency with the proposed parking.

	Base Parking Requirement	Proposed	Difference
Total Required	**74**	**26**	**-48**
Visitor	10	4	**-6**
Universal	6	2	**-4**
Effective Rate	1.85 / unit	0.65 / unit	**-1.20 / unit**

	Min. AVPR Parking Requirement*	Proposed	Difference
Total Required	**36**	**26**	**-10**
Visitor	2	4	**+2**
Universal	4	2	**-2**
Effective Rate	0.9/unit	0.65 / unit	**-0.25 / unit**

****All TDM measures will still need to be submitted by the applicant first and accepted by staff to achieve these parking rates.***

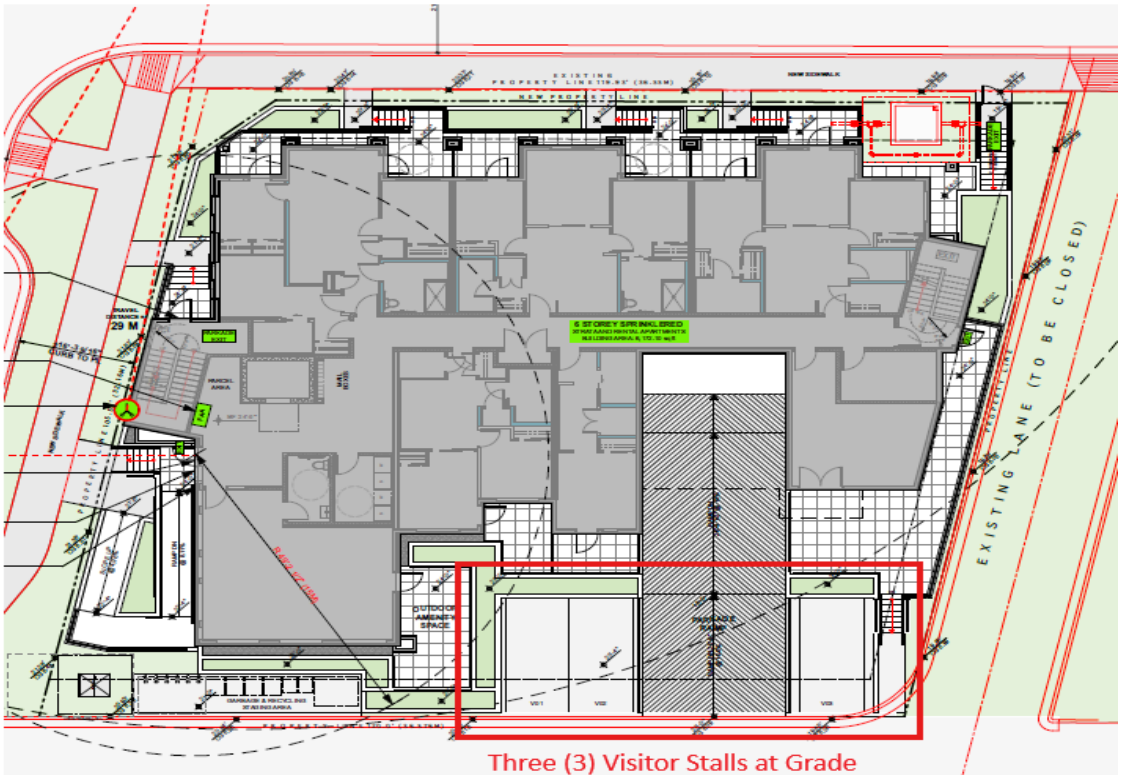


Figure 3 – At Grade Parking



Figure 4 – P1 Parkade

Given the highly constrained site, there are main two options staff can see to move toward a more supportable proposal.

One, staff recommend that the application be revised to be consistent with the minimum parking requirements found in the Districts' AVPR policy, predicated on a TIA and TDM plan that shows specific, significant, and achievable actions to mitigate impacts that the limited parking may have in the area. *This will likely require a commensurate reduction in density.*

Two, applicant may wish to consider more rental units in the development which would reduce the parking requirement.

In response to this feedback, the applicant has advised that due to market conditions and site constraints, the requested density and parking relaxations are vital for the feasibility of this project. They request that the application as proposed be presented to Council for consideration.

Another possible alternative is to construct sufficient parking that also prevents the ingress of groundwater. The applicant however does not believe this option is financially feasible.

PUBLIC ENGAGEMENT

A Virtual Public Information Meeting (VPIM) was held from April 2nd – 16th, 2026 and an In-person Public Information Meeting (PIM) on April 16th, 2026 (comment period closed on the April 30th, 2026). Staff received a total of 10 comments submitted by 8 individual participants from the VPIM. The in-person PIM resulted in no written comments, however six residents attended.

The following general comments were raised by the public during the two meetings:

- Recognition of the site's potential to provide housing and meet the District's increased housing need, including more affordable housing options;
- Concerns regarding the limited parking, including the potential for spillover impacts on surrounding residential areas and lack of rapid transit to support density in the Maplewood area;
- Mixed opinions about building height, with some supportive of 6 storeys others recommending 4 storeys; and,
- Perceptions that the scale of the development may worsen existing traffic congestion in the area.

CONCLUSION

Staff support the proposed land use of the application, which would create new housing within key growth centres and close to amenities. Further, staff are cognizant of site constraints associated with a high-water table that might limit the viability of

underground off-street parking and have requested a TIA and TDM measures to support reduced parking, which are yet to be submitted by the applicant.

Overall, the significant site constraints and limited parking supply likely mean that the proposal is pursuing too much density on the site for a strata residential development.

At the applicant's request, staff seek Council early input on this application. This will inform staff how to proceed with the application.

The following Options are for Council consideration.

Options:

1. (Staff Recommendation)
   Revise – "THAT Council direct administration to work with the applicant to resolve the following issues with the subject application, to staff's satisfaction, prior to the introduction of associated bylaws:

   a) density beyond OCP vision; and
   b) housing mix and vehicle parking

2. Reject – "*THAT Council is not supportive of this application as presented and that the application be rejected*";

3. Proceed with bylaw introduction – "*THAT Staff be directed to prepare bylaws based on the applicant's current application of density and vehicle parking rate*"; *or*

4. Other – "THAT Council provide alternative direction to staff".

Respectfully submitted,



Mitch Patterson,
Development Planner

ATTACHMENTS:
1. Architectural drawing excerpt
2. Applicant May 21 letter re. justification for increased density and parking reduction

REVIEWED WITH:

❑ Community Planning	____	❑ Clerk's Office	____	External Agencies:	
❑ Development Planning	____	❑ Communications	____	❑ Library Board	____
❑ Development Engineering	____	❑ Finance	____	❑ NS Health	____
❑ Utilities	____	❑ Fire Services	____	❑ RCMP	____
❑ Engineering Operations	____	❑ ITS	____	❑ NVRC	____
❑ Parks	____	❑ Solicitor	____	❑ Museum & Arch.	____
❑ Environment	____	❑ GIS	____	❑ Other:	____
❑ Facilities	____	❑ Real Estate	____		
❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

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Attachment 1

PROPOSED MULTI-FAMILY DEVELOPMENT

Issue 3 - PUBLIC INFORMATION MEETING

March 23, 2026

CONTACT LIST

Client	Maplewood Ventures 2017 Inc. 426 East 64th Avenue Vancouver BC, V5X 2N1	*John Khaira* *Sukhi Dakha* *Vikas Kaushal*	604.781.3322	Johnkhaira@revproperties.com sukhidakha@revproperties.com vikas@kaushal.ca
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Site				
Structural				
Mechanical				
Electrical				
Geotechnical	Davies Geotechnical Inc., 1520 Cliveden Avenue Delta BC, V3M 6J8	*Paul Davies*		pauldavies@daviesgeotechnical.com
Envelope				
Civil	CREUS Engineering 610 – East Tower, 221 Esplanade West North Vancouver BC, V7M 3J3	*Fred Ciambrelli* *Andrew Gondos*	604.987.9070	fciambrellis@creus.ca agondos@creus.ca
Landscape	Gauthier + Associates Landscape Architects Inc., 629 Atlantic Street Vancouver, BC V6A 2J9	*Bryce Gauthier* *Gabriela Carvalho*	604.317.9682	bryce@gauthierla.com gabriela@gauthierla.com
Code				
Interior Designer				
Marketing	Pacesetter 205-998 Harbourside Drive North Vancouver BC, V7P 3T2	*Nick Askew*	604.982.9880	Nick@psmarketing.ca
Acoustic				
Transportation	Bunt & Associates Engineering Ltd, 1550 – 1050 West Pender Street Vancouver BC, V6E 3S7	*Daniel Fung* *Caitlyn Quach*	604.685.6427	dfung@bunteng.com cquach@bunteng.com
Authority	District of North Vancouver 355 West Queens Road North Vancouver BC, V7N 4N5			

Civic Address:
328, 332 SEYMOUR RIVER PLACE, NORTH VANCOUVER, BC

Development Permit Number: **N/A**

Building Permit Number: **N/A**

Note: Drawings only to scale when printed on 30x42 sheets

Architectural Drawing Issues

2020-03-03	Issue 1 - Preliminary Application
2025-08-05	Issue 2 - Detailed Application
2026-03-23	Issue 3 - Public Information Meeting

Architectural Drawing Index

Cover		
A-0.000	COVER SHEET	
A-0.001	DATA SHEET	
A-0.010	SITE CONTEXT AND PHOTOS	
A-0.011	SITE CONTEXT	
A-0.020	DESIGN RATIONALE	
A-0.022	ACCESSIBILITY DESIGN POLICY	
A-0.030	RENDERINGS	
A-0.031	RENDERINGS	
A-0.070	TOPOGRAPHICAL SURVEY	
Site		
A-1.000	SITE PLAN	1/8" = 1'-0"
A-1.100	SITE PLAN - FIRE TRUCK ACCESS PLAN	1:250
Plans		
A-2.000	P1 PARKING PLAN	1/8" = 1'-0"
A-2.100	LEVEL 1 PLAN	1/8" = 1'-0"
A-2.200	LEVEL 2 PLAN (RENTAL)	1/8" = 1'-0"
A-2.300	LEVEL 3 PLAN	1/8" = 1'-0"
A-2.400	LEVEL 4 PLAN	1/8" = 1'-0"
A-2.500	LEVEL 5 PLAN	1/8" = 1'-0"
A-2.600	LEVEL 6 PLAN	1/8" = 1'-0"
A-2.700	ROOF PLAN	1/8" = 1'-0"
Enlarged Plans		
A-3.100	UNIT PLANS	
A-3.101	UNIT PLANS	
A-3.102	UNIT PLANS	
A-3.200	UNIT PLANS - RENTAL	
A-3.201	UNIT PLANS - RENTAL	
Elevations		
A-4.100	ELEVATIONS	1/8" = 1'-0"
A-4.200	ELEVATIONS	1/8" = 1'-0"
A-4.300	STREET ELEVATIONS	1/16" = 1'-0"
Sections		
A-5.000	BUILDING SECTIONS	1/8" = 1'-0"
A-5.100	BUILDING SECTIONS	1/8" = 1'-0"
Supplemental		
A-8.100	MATERIAL SAMPLE BOARD	
A-8.200	FLOOR AREA REFERENCE MODEL	
A-8.201	FLOOR AREA REFERENCE MODEL	



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

COVER SHEET

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

A-0.000

Statistics

328 & 332 Seymour River Place

Project Owner	Maplewood Ventures 2017 Inc.
Project Contact	Michael Geller - The Geller Group - michaelarthurgeller@gmail.com John Khaira - REV Properties - johnkhaira@revproperties.com Sukhi Dakha - REV Properties - sukhidakha@revproperties.com
Project Architect	Collin Truong - Integra Architecture Inc - T.604.688.4220 2330-200 Granville Street, BC V6C 1S4
Project Number	18433
Civic Address	328 & 332 Seymour River Place
Legal Description	LOT 1 BLOCK B DISTRICT LOT 791 PLAN 7151 LOT 2 BLOCK B DISTRICT LOT 791 PLAN 7151
Project Description	6 Storey Multi-family development

Total Gross Site Area	0.283 Acres	12325 sf	1145.03 m2
Dedications (TBC by Survey)	0 Acres	0 sf	0.00 m2
Net Site Area	0.283 Acres	12325 sf	1145.03 m2

Maximum Building Site Coverage	80%	9860 sf	916.02 m2
Proposed Building Site Coverage	71%	8717 sf	809.81 m2

*** Note: Building Site Coverage does not include: bay windows, roof overhangs, & floor overhangs*

Current Zoning:	RM3 Multiple-Family
Proposed Zoning:	CD
OCP Designation	Maplewood OCP
Development Permit Areas (DPA):	Creek Hazard DPA, Energy and Water Conservation and GHG Emissions Reduction DPA

			Required		Proposed	
Min. Set Backs	Front	Munster Avenue	0 ft	0 m	8 ft	2.4 m
	Front	Seymour River Pl	0 ft	0 m	0 ft	0 m
	Rear	South Lane	6 ft	1.8 m	6 ft	1.8 m
	Side	East Lane	6 ft	1.8 m	6 ft	1.8 m

	FSR		
Permitted Density	2.50	30,812.5 sf	2,863 m2
Proposed Density (Based on Gross Site Are	3.01	37,062.0 sf	3,443 m2
Market Housing Density	2.48	30,512.5 sf	2,835 m2
Affordable Rental Housing Density	0.53	6,549.5 sf	608 m2
Proposed Density (Based on Net Site Area)	3.01		

Building Height

**Note: Building height is measured from the lesser of the natural average grade and finished average grade to the highest point of the roof surface.*

Finished Grade	**NW**	**NE**	**SE**	**SW**	**Average Grade**
m	7.32	7.32	7.32	6.81	
ft	24.02	24.02	24.02	22.34	
Natural Grade *(Lesser value used to calculate average grade)*					
m	6.55	6.02	5.97	6.35	**6.22**
ft	21.49	19.75	19.59	20.83	**20.42**

Allowed Height	6 Storey			
Proposed Height	6 Storey	68.60 ft	20.91 m	

Unit Mix	Studio	1 Bed	2 Bed	3 Bed	4+ Bed	Total
Unit A1	1					1
Unit B1		4				4
Unit B1 - Rental		1				1
Unit B2		5				5
Unit B2 - Rental		1				1
Unit C1			3			3
Unit C1 - Rental			1			1
Unit C1A			1			1
Unit C1B - Enhanced Accessible			1			1
Unit C2 - Lock-off			3			3
Unit C2 - Rental				1		1
Unit C2A			1			1
Unit C3			4			4
Unit C3 - Rental			1			1
Unit C3A			1			1
Unit C4			4			4
Unit C4 - Rental				1		1
Unit D1 - Lock-off - Enhanced Accessible				1		1
Unit D2				1		1
Unit E1 - Lock-off					3	3
Unit E1 - Rental					1	1
Total	**1**	**11**	**20**	**4**	**4**	**40**
Mix	2.5%	27.5%	50.0%	10.0%	10.0%	100.0%
Family Unit %					70%	
Rental Units					7	
Market Housing Units					33	
DNV Basic Accessible Design Features	Required	100%	Provided	40	100%	
Enhanced Accessible Design Features	Required	5%	Provided	2	5%	

Unit Summary

	# Units	Saleable / Leasable Unit Area	Balcony	Deck / Patio
Unit A1	1	372	0	76
Unit B1	4	2383	170	0
Unit B1 - Rental	1	596	44	0
Unit B2	5	2972	172	96
Unit B2 - Rental	1	595	44	0
Unit C1	3	2459	303	0
Unit C1 - Rental	1	823	102	0
Unit C1A	1	748	141	0
Unit C1B - Enhanced Accessible	1	823	0	139
Unit C2 - Lock-off	3	2476	281	0
Unit C2 - Rental	1	829	99	0
Unit C2A	1	663	97	0
Unit C3	4	3167	331	120
Unit C3 - Rental	1	794	146	0
Unit C3A	1	719	97	0
Unit C4	4	3073	283	0
Unit C4 - Rental	1	768	74	0
Unit D1 - Lock-off - Enhanced Accessibl	1	942	0	132
Unit D2	1	1047	212	0
Unit E1 - Lock-off	3	3814	314	0
Unit E1 - Rental	1	1271	189	0
Unit Total	**40**	**31,335**	**3,101**	**563**

Building Summary

	Gross Floor Area (SF)						Deductions (SF)				Excluded (SF)			FSR (SF)
	A	B	C	D	E	F (B+C+D+E)	G	H	J	K (G+H+J)	L	M	N (L+M)	P (F-K)
	# Units	Saleable/Leasable Unit Area	Common Areas	Amenity	Mech Above Grade	Gross Buildable	Exterior Cladding	Amenity	Mech Above Grade	Total Deductions	Balcony	Deck / Patio	Total Excluded	Net FSR
Level 1	A1, B2, C1B, C3, D1	3,525	1,471	823	352	6,172	164	823	352	1,339	0	563	563	4,833
Level 2 (Rental)	B1, B2, C1, C2, C3, C4, E1 (Rental	5,676	991	0	0	6,667	117	0	0	117	698	0	698	6,550
Level 3	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	555	0	555	6,549
Level 4	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	580	0	580	6,549
Level 5	B1, B2, C1, C2, C3, C4, E1	5,666	991	0	0	6,657	107	0	0	107	580	0	580	6,549
Level 6	B1, B2, C1A, C2A, C3A, C4, C5	5,136	991	0	0	6,126	95	0	0	95	687	0	687	6,031
Total		**31,335**	**6,425**	**823**	**352**	**38,935**	**698**	**823**		**1,873**	**3,101**	**563**	**3,664**	**37,062**

Parking Space Calculation

			Required	Provided
Apartment Parking				
Residential Parking	0.75	spaces per unit	30	22
Visitor Parking	0.1	spaces per unit	4	4
Total Parking			34	26
Disabled Parking	4	spaces for 26-50 req. spaces (enhanced	4	2
Max. Small Cars allowed	35%	of provided spaces	9	11
Car Wash Stall	1	space per 100 units	1	1
Loading		*Class A no requirement, Class B no requirement for less than 100 dwelling units*		
Residential loading req.	0	spaces per 100 units	0	0
Parking Space Dimensions		*Required (Width x Length x Height)*		
Standard Space		2.7m (8.83 FT) x 5.7m (18.7 FT) x 2.1m (6.9 FT)		
Small Car Space		2.6m (8.5 FT) x 4.9m (16.1 FT) x 2.1m (6.9 FT)		
Disabled Space		3.7m (12.1 FT) x 5.7m (18.7 FT) x 2.1m (6.9 FT)		
Loading		3.0m (9.8 FT) x 9.0m (29.5 FT) x 4m (13 FT)		
Min. Distance to Continuous Wall		0.2m (0.67 FT) (0'-8")		
Min. Drive Aisle Width		6m (19.7 FT)(19'-8 1/2")		
Min. Maneuvering Aisle Width		7m (23 FT)		

Bicycle Space Calculation

			Required	Provided
Residential Class 1				
1.5 spaces per studio or 1 bed	12	units	18	
2 spaces per 2 bed or more	28	units	56	
				74 Stacked
Total Residential			**74**	**74**
Visitor (Residential Class 2)				
6 spaces for 20 - 59 units			6	6

Solid Waste & Recycling

Residential Garbage

Total Waste & Recycling Area Required							
	3x360L totes @ 1.36m2 per tote			4.08	m2	43.92	SF
	3x240L totes @ 1.26m2 per tote			3.78	m2	40.69	SF
	2x3yd bins @4.41m2 per bin			8.82	m2	94.94	SF
			Total Required	**16.68**	m2	**179.54**	SF
			Provided	**30.64**	m2	**329.76**	SF
Temporary Storage Area 50% of Storage Area			Required	**15.32**	m2	**164.88**	SF
			Provided	**12.64**	SF	**136.09**	SF

Mixed containers	40 Units	@ 2 tote	/31 - 40 units	2	Totes	2 Totes (360 litres)	(36"x30"x43")
Mixed Paper (no cardboard)	40 Units	@ 1 tote	/31 - 40 units	1	Totes	1 Totes (360 litres)	(36"x30"x43")
Organic waste/food scraps	40 Units	@ 2 tote	/31 - 40 units	2	Totes	2 Totes (240 litres)	(24"X28"X43")
Glass	40 Units	@ 1 tote	/31 - 40 units	1	Totes	1 Totes (240 litres)	(24"X28"X43")
Total Recycling Containers Required				**3**	Totes	3 Totes (360 litres)	(36"x30"x43")
				3	Totes	3 Totes (240 litres)	(24"X28"X43")
Garbage	40 Units	@ 1 Bin	/31 - 40 units	**1**	Bin	1 Bin (3yd)	
Cardboard	40 Units	@ 1 bin	/31 - 40 units	**1**	Bin	1 Bin (3yd)	

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[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

DATA SHEET

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

A-0.001



VIEW LOOKING AT SOUTH-WEST CORNER



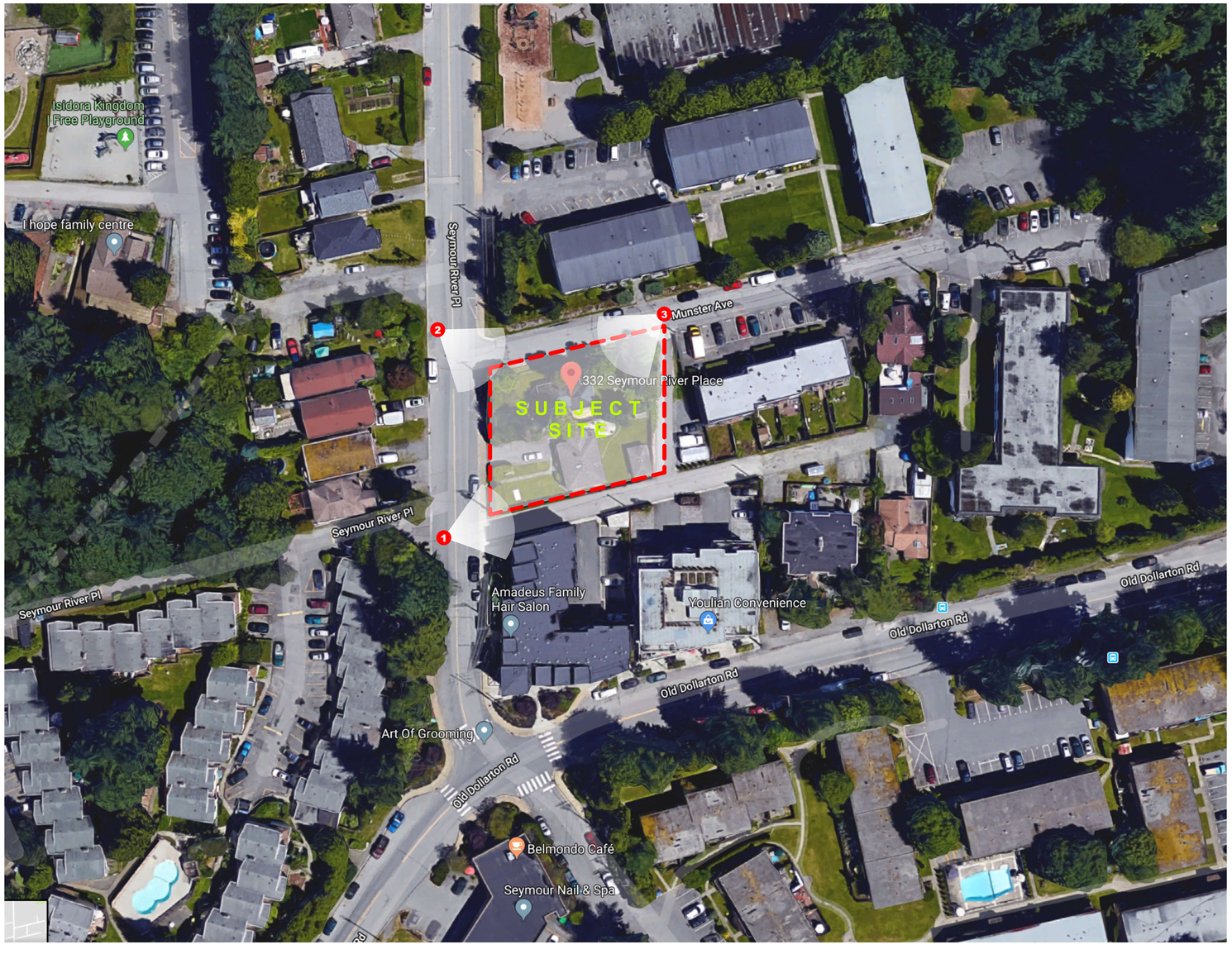
VIEW LOOKING AT NORTH-WEST CORNER



VIEW LOOKING AT NORTH-EAST CORNER



SITE - BIRD'S EYEVIEW



SITE CONTEXT PLAN

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[TITLE]

SITE CONTEXT AND PHOTOS

18433 [PROJECT]

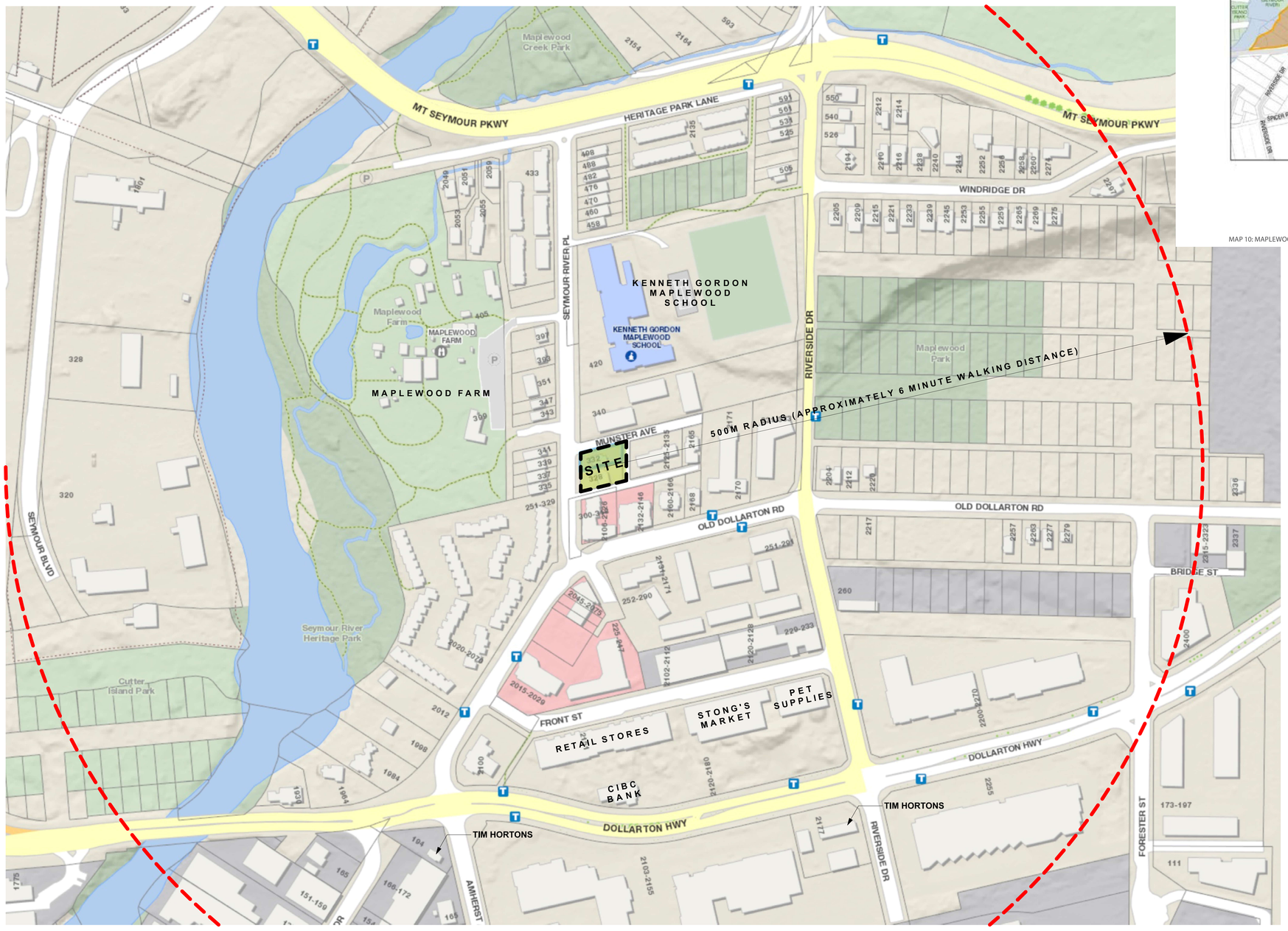
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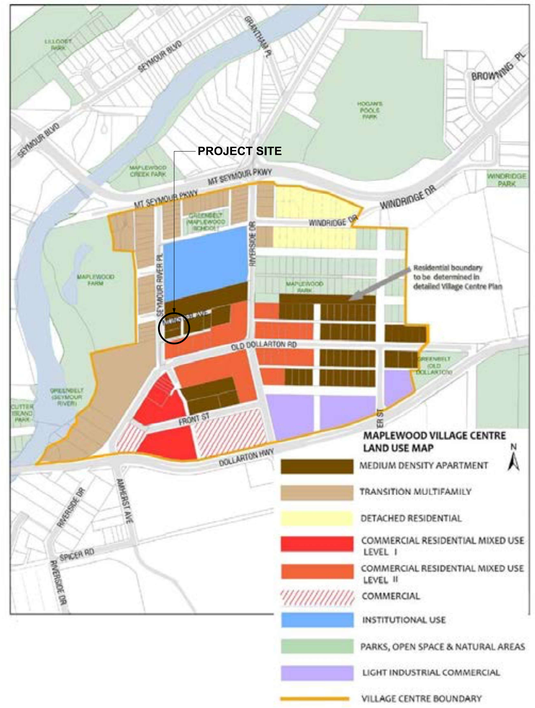
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MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP

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[TITLE]

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DESIGN RATIONALE

328, 332 Seymour River Place, North Vancouver, BC

INTENT

This rezoning submission proposes to change the zoning of the south-east corner block of Seymour River Place and Munster Avenue (collectively the “Site”) from RM3 (multi-family residential zone 3) to Comprehensive Development CD District. Two legal properties currently comprise the site area and are proposed to be consolidated to create a development site area of approximately 12,325 ft2 (1,145 m2). The two properties are each currently occupied by a single-family house, with civic addresses of 328 and 332 Seymour River Place.

The intent of the development is to provide 40 units of much needed housing. 33 units are strata-titled market housing, they are expected to be sold to both end-users seeking affordable housing choices and investors who will be renting out their units.
There are also 7 units of below market rental housing, located entirely on the second floor in an air space parcel. Many of the one-bedroom suites have a unique design layout to facilitate sharing by two unrelated people. Seven (7) units have lock-off suites to provide flexibility and affordability, suitable for co-living.

The apartment unit mix ranges from studio to 4-bedroom units. The proposed residential area is 37,062 sf (3,443 m2) achieving an FSR of 3.01.

NEIGHBOURHOOD CONTEXT

The subject site is located in the Maplewood Neighbourhood. It is a parallelogram shaped site consisting of 2 single family residential lots. The site is adjacent to 3 storey townhomes on the south, 2 storey townhomes on the east, a multiple-family development on the North and single-family residences to the west.

The site is within the Maplewood OCP designated for Medium Density Apartment uses up to 6-storeys at a 2.5 FSR.

SITE PLAN CONCEPT

Orientation of the proposed building is parallel to the street, providing a strong street presence consistent with existing Seymour River Place building forms. The project provides a transition between existing townhomes to the east and south, single-family residences to the west and a multi-family development to the north along Seymour River Place. The building has ground oriented units facing the streets that enhance the public realm. The apartment units are on the upper levels and are accessed off the central entry lobby facing Seymour River Place.

All residential units at grade are proposed to have ground-oriented entrances with patios. This approach is central to our design philosophy, which focuses on creating a vibrant, pedestrian-friendly environment that enhances the community and animates the public realm. Vehicular parking is provided below grade, with access to the underground parking off the south lane to minimize the impact to adjacent homes.

FORM OF DEVELOPMENT

The proposed development has a gross floor area of 37,062 sf (3,443 m2) at 3.01 FSR. An indoor amenity space is provided, as well as a single-level underground parkade. The proposed development provides a total of 26 vehicle parking stalls – 23 located underground and 3 at grade. Bicycle parking includes 74 Class 1 spaces in the underground parkade and 6 Class 2 visitor spaces at grade.

The 40 Residential Apartment Units are accessed from a common lobby located central of the development fronting Seymour River Place with ground-oriented units facing Munster Avenue.

The development includes a mixture of studio, one-, two-, three- and four-bedroom apartment units for singles, young couples, and families. The units range in size from 372 ft2 to 1,271 ft2 (34.6m2 – 118 m2).

The unit breakdown includes:

- 1 x Studio Units – 2.5% of Total Number of Units
- 11 x 1 Bedroom Units – 27.5 % of Total Number of Units
- 20 x 2 Bedrooms Units – 50% of Total Number of Units
- 4 x 3 Bedrooms Units – 10% of Total Number of Units
- 4 x 4 Bedrooms Units – 10% of Total Number of Units

7 Units out of 40 will be for below market rental housing, all located on the second floor. 33 Units out of 40 will be strata-titled with some featuring “lock-off” suites, to provide flexibility and affordable options.

ARCHITECTURAL CHARACTER

Architecturally, the 6-storey massing of the development reflects the transitional multifamily neighbourhood. The rectilinear massing reflects the character of emerging adjacent developments. Ground oriented units front Munster Avenue that fit comfortably with the adjacent neighborhood context. The upper level is stepped back from the lower levels to reduce height differentiation within the existing neighbourhood and reduces the apparent massing from the pedestrian perspective from the surrounding streets and lane. The recessed upper floor reduces shadowing and provides a varied street frontage expression. The lower two-storeys are designed with brick cladding to create a townhome expression to provide a transitional relationship to the adjacent Townhome buildings.

The Architectural Character is Industrial-Marine Contemporary that aligns with the Maplewood OCP. Industrial-Marine influences guided our choice of materials for this development. Wood cladding, metal siding and brick are some of the materials we see today along our waterfronts and on our shipyards. Materials proposed for our development include cedar wood-look elements at the main entries, brick masonry to create a townhome building form expression on the lower levels, cementitious siding/panel elements and corrugated metal siding at the mid-levels of the building.

Large roof overhangs with strong roof lines provides weather protection and solar shading. Boxed projections at the mid-levels with corrugated metal siding provide an undulating building form and an industrial look. The main entry has a vertical element expression that is clad with cedar wood-look siding to provide warmth and distinction. Fibre-cement panels are proposed to highlight the subtle building form and oversized glazing allows abundance of natural light. Storey 6 has been stepped back from Seymour River Place and Munster Avenue. Along Munster Avenue, stepped planters are provided in the space between the sidewalk and the building, softening its appearance and contributing to a greener and pedestrian friendly realm.

SUSTAINABILITY

The development will be designed to Step 3 of the BC Energy Code. Measurable environmentally responsible and sustainability targets will be developed and assessed for the project. Sustainability strategies such as high-performance envelope systems, recycled content of building materials, low VOC interior finishes, waste diversion, parking spaces pre-wired for electric vehicle charging as well as high energy efficient appliances & fixtures will be considered. This development is intended to contribute to the Maplewood neighbourhood, by creating a more sustainable and livable community.

CPTED (Crime Prevention Through Environmental Design)

The project has taken CPTED into consideration by ensuring the following, but not limited to:

<u>Natural Surveillance</u>

- Windows overlooking public and private areas.
- Transparency at building entrances and exits.
- Landscape design that provides surveillance and visibility
- Ensuring problem areas are well lit (eg. pathways, stairs, entries/exits etc., parking areas)
- Provide visibility though screens/fences

<u>Natural Access Control</u>

- Clearly identifiable point of entries
- Eliminate design features that provide access to roofs and upper levels

<u>Natural Territorial Reinforcement</u>

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Restricted private activities to defined private areas.
- Display security system signage at access points.
- Scheduling activities in common areas to increase proper use, attracts more people and increases the perception that these areas are controlled.

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[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

DESIGN RATIONALE

18433 [PROJECT]

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A-0.020

BASIC AND ENHANCED ACCESSIBLE DESIGN ELEMENTS

Attachment 1

Building Access and Main Entrances

	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability of Accessible Design to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw
1-B	Unobstructed access to main building entrances	An accessible path of travel is to be provided: • from the street and private parking area to at least one main entrance • from the main entrance to all suite entry doors (unless prohibited by the terrain or unusual site conditions) • from the main entrance to the elevator • from the main entrance to each common amenity area (e.g. recreational, storage and laundry facilities, mailbox areas, garbage/ recycling areas)		**Yes –** The accessible path applies to the building main entrance, if units are accessed via a corridor or passageway, and/or to a unit entrance of those identified ground floor level entrance ground-oriented m/fs that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	3.8.5.2 Construction Requirements 3.8.5.3 Building Access Requirements 3.8.2.27 Apartment and Condo Buildings 3.8.3.2 Paths of Travel
2-B	Accessible path of travel	The accessible path of travel is to be: • continuous with no steps • have a permanent, firm, non-slip finish • an uninterrupted clear width of 1520m (5ft) • a gradient not more than 1:20 • a different/distinctive texture to adjacent paved surfaces • be free of obstructions lower than 196cm (77in) • be designed as a ramp where gradient exceeds 1:20 (5%) (excludes vehicular underground parking ramp) • have no grating openings that will allow the passage of a sphere more than 13mm (0.5in) in diameter.		**Yes –** The accessible path to unit entrance applies to those identified ground floor level entrance ground-oriented m/fs that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	3.8.3.2 Paths of Travel 3.8.3.3. Ramps 3.4.6.1 Slip Resistance of Ramps and Stairs
3-B/E	Lighting, weather protection, intercom, address numbering and mailbox	Building entrances in accessible paths of travel are to: • provide weather protection with a min. 152cm x152cm (60in x 60in) canopy over the main entrance and door-phone. • have an intercom system installed with user functions located no more than 1375mm (54in) above paved area. • have good lighting outside & inside building entrance - 100 lux • have mailbox units installed no more than 1375 mm (54 in) above the finished paved area. • have address numbering that is glare free, approx. 60 in above finished floor, highly contrasting (color) and sized as follows depending on distance from the street: At 0-15 m from road, numbering are to be 10cm (4 in). At 15-20 m numbering are to be 15cm (6 in) and at >20m from road, numbering are to be 20cm (8 in).		**Yes –** Basic accessible design applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design. May have door- bell instead of intercom system.	Provide shelter to any person while unlocking the front door, and easy entry to assist the frail, or persons with stroller, trolley, wheelchair, and visually impaired	3.8.2.27 Apartment and Condo Buildings DNV Building Bylaw Part 9
4-B	Entrance door assembly and operation	Door assemblies in the accessible path of travel are to: • provide a clear opening width of no less than 850mm (34in) if there is only 1 door leaf • have the active leaf providing a clear opening of no less than 850 mm (34in) (in a doorway with multiple leaves) • have power-operated doors, functioning for passage in both directions • be operable by devices that do not require tight grasping or twisting • have a push plate or latch releasing device.		**Yes –** Applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design.	To permit easier entry by a person in wheelchair, stroller, trolley (for moving furniture into/out of building).	3.8.5.3 Building Access Requirements 3.3.1.13 Doors

	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Building Access and Main Entrances – Continued

5-B	Entry door clearance	• Doorways in accessible paths of travel are to have a clear and level area on either side of the door. • Doorway thresholds in accessible paths of travel are to be no more than 13 mm (0.5in) above the floor and bevelled. • The entry foyer shall have a non-slip surface.		**Yes –** Applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design.	To permit easier entry by person in wheelchair, stroller, trolley (for moving furniture etc).	3.8.5.3 Building Access Requirements 3.3.1.13 Doors
6-B	Tactile warning strip on stairs	• Provide tactile warning strips at the top of stairways, on all emergency stairs, and at landings intercepted by other paths of travel.		**Yes**	To assist visually impaired with way-finding	3.8.3.11 Tactile Warning Systems
7-B	Colour contrast	• Provide contrasting colours on signs, address numbers, corridor walls and unit entries.		**Yes**	To assist visually impaired with way-finding	3.8.3.12. Directional Signs 3.4.6.16

Corridors and Circulation

8-B	Corridor and passageway width	Corridors and passageways providing access to unit entrances and common facilities should: • be no less than 1220mm (48in) in width and • provide a clear area no less than 1500mm x 1500mm (60 in) adjacent to the elevator entrance at intervals no more than 10m (394in). Corridor doors installed in series are to be separated by a space no less than 1220mm (48 in) plus the width of any door swinging into the separating space. See also 4-B and 5-B above for door assembly and clearance in accessible paths of travel.		**Yes –** Applies to identified ground-oriented m/f unit corridors and passageways, if included in the project design.	Permit mobility of those with walkers and wheelchairs, strollers, trolleys for moving furniture etc.	3.8.5.3 Building Access Requirements 3.8.2.27 Apartment and Condo Buildings
9-E	Access to upper levels **– Applies to identified ground-oriented m/f units only**		Explore opportunities to facilitate future adaptation for a personal elevator or stair lift.	**Yes –** Applies to identified ground-oriented m/f units only	To facilitate access by a person in a wheelchair to upper floors in a town house unit.	

	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Residential Unit – Entry Door

10-B	Unit entry door assembly	Unit entry doors should: • have a clear opening width of no less than 850mm (34in) • be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist • operate when a force of not more than 22 N is applied at the handle, push plate or latch releasing device • Where the threshold is not flush with the floor, the difference in level is to be not more than 13 mm and shall be bevelled.		**Yes –** Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	3.8.5.3 Building Access Requirements 3.3.1.13 Doors
11-B	Unit entry door clearance	Door assemblies for unit entry are to have a clear and level area*: • when the door swing is away from this area, not less than 1220 mm (48 in) long by a width equal to the door assembly width plus not less than 300 mm (12 in) of clear space beside the latching jamb of the door • when the door swing is toward this area, not less than 1500 mm (60 in) long by a width equal to the door assembly width plus not less than 600 mm (24 in) clear space beside the latching jamb of the door * Alternative solutions (such as power door installation) will be considered for potential equivalency.		**Yes –** Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	3.8.5.3 Building Access Requirements 3.3.1.13 Doors

Residential Unit – Bathroom

12-B	Bathroom entry door assembly	At least one bathroom is to: • provide a clear opening width of no less than 800mm (32in) • be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist Where the threshold is not flush with the floor, the difference in level is to be 13mm (0.5in) in height or less and bevelled.		**Yes –** Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To enable a person in a wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Doorways 3.3.1.13 Doors
13-B	Bathroom door clearance	Door assemblies for the above bathroom shall: • open away from (or outside) the bathroom area • have a clear and level area of*: not less than 1220 mm (48 in) long by a width equal to the door assembly with plus not less than 300 mm (12 in) clear space beside the latching jamb of the door. *Except where a pocket door is provided as an alternative to a swing door. The space under the sink (see 24-E) may be used towards meeting clearance requirements.		**Yes –** Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To enable a person in a Dwelling Unit wheelchair to gain access to and from the bathroom	3.8.5.4 Adaptable Dwelling Unit Doorways 3.3.1.13 Doors
14-E	Pocket doors		• A minimum of one bathroom is to provide a pocket door. • Doors providing access are to have heavy duty hardware and D-shaped handles.	**Yes –** Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To facilitate wheelchair access to small bathroom spaces	

	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Residential Unit – Bathroom Continued

15-B	Bathroom space	At least one bathroom is to have enough floor space to be 'minimally accessible' per the following: • A clear dimension from the front edge of the toilet to the facing wall is to be a min. of 800mm (32in). • Space from the front edge of the bathtub to the centre of the toilet is to be a min. 508mm (20in). Clear floor area in front of the sink/lavatory is to be a minimum of 760mm (30in) wide by 1220mm (48in) deep centred on the sink/lavatory.		**Yes –** Applies to at least one bathroom of the identified ground-oriented m/f units.	To enable a person in a wheelchair to use the toilet	3.8.5.5 Adaptable Dwelling Unit Bathrooms
16-B	Bathroom flooring	• Slip resistant flooring – material as recommended by the applicant's architect.		**Yes –** Applies to at least one bathroom of the identified ground-oriented m/f units.	To reduce risk of slipping	
17-B	Bathroom wall reinforcement	Reinforcement provided in wall assemblies adjacent to a toilet* and bathtub or shower are to accommodate the future installation of vertical, horizontal or diagonal grab bars or towel bars and such reinforcement should provide sufficient support to the bars so they can resist a vertical or horizontal load of not less than 1.3 kiloNewtons (kN). *In at least one bathroom, the toilet is to be located next to a reinforced wall for future grab bar installation.		**Yes –** Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To permit installation of grab bars	3.8.5.5 Adaptable Dwelling Unit Bathrooms 3.7.2.10 Accessible Bathrooms
18-B	Adjustable height shower	At least one bathroom can accommodate an adjustable height shower head or hand held shower head on adjustable bracket.		**Yes –** Applies to at least one ground floor level bathroom of the identified ground-oriented m/f units.	To enable sit down bathing	
19-E	Pressure and temperature control valves		• Pressure balanced tub and shower valves should minimize risk of scalding (maximum water temperature of approximately 49° C is suggested).	**Yes –** Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To prevent scalding	7.2.10.7 Baths
20-E (S)	Tub control valve position		• Tub control valve is to be provided at the outer edge of tub with spout in middle.	**N/A**	To permit filling tub without bending or reaching	
21-B	Bathroom Faucet levers	At least one bathroom is to have lever faucet handles that that do not require tight grasping or twisting.				
22-E (S)	Accessible shower		• A min. of one bathroom is to be adaptable to facilitate future installation of a wheelchair accessible shower.	**N/A**	To enable installation of a future wheel-in shower	
23-E	Space under sink		• A min. of one bathroom is to provide space under sink no less than 81 cm (32 in) wide. This space can also be achieved by providing a removable vanity cabinet.	**N/A**	To allow a wheelchair to slide under the sink	

(S) – Applies only enhanced accessible design units in senior's buildings and units in other buildings that are intended specifically for people with disabilities.

	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Residential Unit – Bedroom

24-E	Space next to bed		• A min. of one bedroom to provide no less than 152cm (60 in) of manoeuvring space between closet & double bed.	**Yes –** Applies to at least 1 bedroom on the ground floor level of identified ground-oriented m/f units	To enable a person in a wheelchair to access the bed	

Residential Unit – Kitchen

25-E	Turning radius		Provide 152cm (60 in) turning radius in the kitchen (centre islands may not work).	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable sufficient space for wheelchair movements	
26-B	Kitchen flooring	• Slip resistant flooring – material as recommended by the applicant's architect.		**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To reduce risk of slipping	
27-B	Adjustable shelves	• Kitchen cabinets are to include adjustable shelves		**Yes –** Applies to the kitchen of identified ground-oriented m/f units	Ergonomic, easier to reach shelves	
28-E (S)	Cupboards – Lowest Shelf		• Design cupboards above countertops so that the lowest shelf is no more than 137cm (54 in) above the finished floor.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable easy reach by a person with frailties and/or in a wheelchair	
29-E	Cabinet Handles		• Provide D-shaped cabinet handles for all kitchen cupboards that are intended to be accessible.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	Permit use by persons with disabilities and/ or frailties	
30-B	Faucet handles	• All kitchen faucets within units and common amenity areas are to be operable by devices (e.g. "lever" handles) that do not require tight grasping or twisting.		**Yes –** Applies to the kitchen of identified ground-oriented m/f units	Ergonomic and easier to use by a person with mobility impairments or frailties.	
31-E	Future modification (appliances)		• Provide sufficient space for future installation of cook top, wall oven and side-by-side fridge/freezer or bottom mounted freezer.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To facilitate future use of appliances by a person in a wheelchair	
32-E	Sink adjacent to stove		• Kitchen to be designed so that the range and sink are adjacent or can have a continuous counter space between them.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to move heavy pots between sink & stove	3.8.5.6 Adaptable Dwelling Unit Kitchens
33-E (S)	Countertop & sink height		• Facilitate future ability to remove the sink cabinet and lower the countertop height. • Ensure that the kitchen taps are reachable by a person in a wheelchair.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable full use of the sink by a person in a wheelchair	
34-E (S)	Workspace area		• Provide an adjustable height workspace min. 81cm (32 in) between sink and stove.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to prepare meals	

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	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Residential Unit – Electrical

35-E	Kitchen - electrical outlet		• Ensure ready and safe access to at least one electrical outlet units.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to reach plugs for kettle, toaster etc.	
36-B	Rocker switches	• All switch types shall be operable with a closed fist (such as rocker switches)		**Yes –** Applies to identified ground-oriented m/f units	Ergonomic design	
37-B	Telephone jacks	• Include a telephone jack in at least one bedroom • Telephone jacks are to be approx. 200 mm or less from an electrical outlet.		**Yes –** Applies to identified ground-oriented m/f units	To enable telephone use from bed	
38-B	Bedroom – 3-way switch	• Three way switched outlet near bed and doorway		**Yes –** Applies to identified ground-oriented m/f units	Allows a person in bed to control lights and/or fan.	
39-E	Electrical switches and outlets		• Controls for the operation of building services or safety devices, including electrical switches, thermostats and intercom switches are to be accessible to a person in a wheelchair, operable with one hand, and be located between 900 mm (35 in) and 1200 mm (47 in) above the floor. • Electrical, telephone, cable and data outlets for occupant use are to be located between 455 mm (18 in) and 1200 mm (47 in) above the floor.	**Yes –** Applies to identified ground-oriented m/f units	To allow wheelchair users to easily reach	3.8.5.7 Outlets, Switches and Controls
40-B	Visual alarm- installation	• Install visual alarm system in all common areas of the building. Wiring for a visual alarm is to be tied into the fire alarm system.		**Yes**	To alert a person with hearing disabilities of an emergency	3.2.4.19 and 20 Visual Signals
41-E	Visual alarm - wiring		• Install wiring for visual alarm system in living room and at least one bedroom. Wiring to be connected to the building's fire alarm system.	**Yes –** Applies to identified ground-oriented m/f units	To enable future installation of a warning alarm for hearing impaired	3.2.4.19 and 20 Visual Signals
42-E (S)	Visual alarm- installation		• Connection for visual alarm signals to be installed in each suite of a building intended for seniors and be appropriately labelled. • Visual alarm signals are required for suites intended for use by people with a hearing impairment. • A visual alarm system is to be installed in the living room and the accessible bedroom. Wiring for a visual alarm is to be tied into the fire alarm system. When visual signals are required a Strobe light must be installed beside every smoke Alarm. Strobe must have the word 'smoke' visible on the lens.		Strobe or other device for the hearing impaired	3.2.4.19 and 20 Visual Signals

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	Item	Basic (B) Accessible Design Elements	Enhanced (E) Accessible Design Elements	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Relevant Sections in BC Building Code or Bylaw

Residential Unit – Laundry

43-E (S)	Laundry facilities		Provide front loading side-by-side washer/dryer in the unit or in the accessible common area with 122 cm (48 in) for manoeuvring space in front of washer/dryer.	**Yes –** If laundry facilities are located on the accessible ground floor	To facilitate use by a person in a wheelchair	

Residential Unit – Windows, Patios and Balconies

44-E	Balconies and patios – threshold		Decks, balconies or patios provided for use by occupants of a dwelling unit are to • be accessible to persons using wheelchairs by a design that does not compromise the water resistance of the building envelope. • have a minimum 86 cm (34 in) clear opening door width. • be no less than 152 cm (60 in) deep from the outside face of the exterior wall to the inside edge of the balcony, deck or patio.	**Yes –** Applies to ground floor patio	To enable balcony use by a person in a wheelchair, and also to provide temporary refuge in case of building fire	3.8.3.14 Sleeping Units 3.8.3.19 Egress from Floor Areas
45-E	Window openings and window sill height		• Windows are to have an opening mechanism no more than 117 cm (46 in) above the floor and be operable by devices (such as "levers") that do not require tight grasping or twisting. • Window sills are to be located no more than 76 cm (30 in) above the floor.	**Yes –** Applies to ground floor level of identified ground-oriented m/f units	To enable operation and use by a person in a wheelchair	

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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

ACCESSIBILITY DESIGN POLICY

18433 [PROJECT]

[SCALE]

March 23, 2026 [DATE]

Detailed Application [ISSUE]

[DRAWING]

A-0.022



PERSPECTIVE VIEW ALONG SEYMOUR RIVER PLACE



PERSPECTIVE VIEW - LOOKING SOUTH-EAST

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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

RENDERINGS

18433	[PROJECT]
	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

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A-0.030



PERSPECTIVE VIEW ALONG MUNSTER AVENUE



PERSPECTIVE VIEW - MAIN ENTRY

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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

RENDERINGS

18433	[PROJECT]
	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

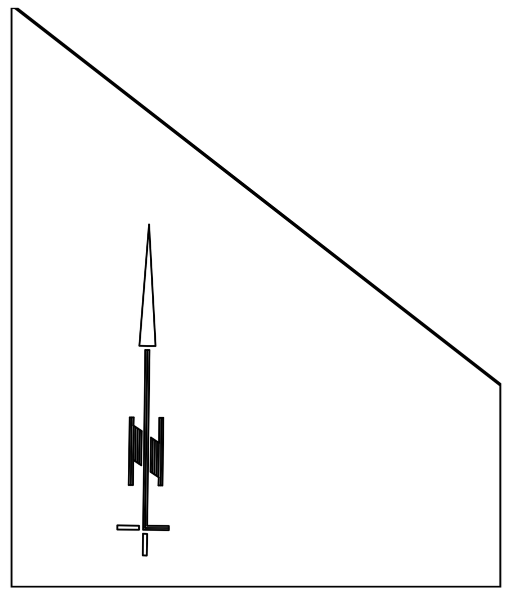
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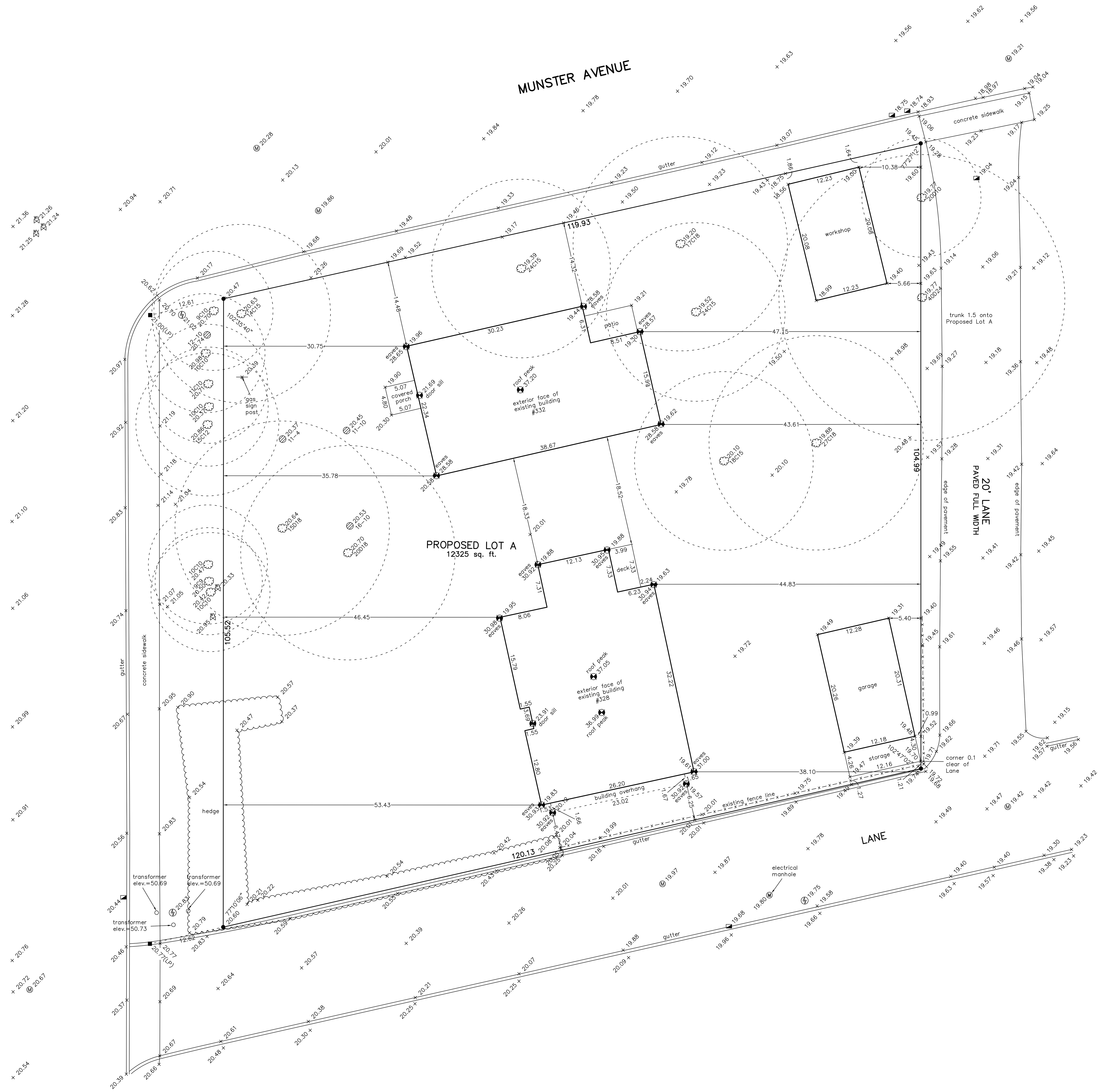
A-0.031

SURVEY PLAN OF PROPOSED LOT A, CURRENTLY:
LOT 1 & 2, BOTH OF BLOCK B, DISTRICT LOT 791
NEW WESTMINSTER DISTRICT, PLAN 7151

SCALE 1" = 8'

All distances are in feet.





NOTES:

- Lot dimensions are derived from field survey.
- Elevations are based on the CVD28GVRD Datum of North Vancouver and are derived from control monument 6691 situated at the intersection of Seymour River Place and Old Dollarton Road. Elevation = 18.21 feet.
- For elevation control, use control monument or lead plugs in concrete sidewalk only. Elevation control must be checked against second source. Contractor assumes all responsibilities and risk when carrying out work using elevation control.
- All trees and stumps shown as required by municipal bylaws.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

● denotes standard iron post (IP).
■ denotes lead plug (LP).
denotes hydro pole.
denotes catch basin
denotes manhole
denotes water valve
denotes sign post
denotes tree stump.

8–10
height (inches)
diameter (inches)

denotes tree.

8C10
drip line radius (feet)
C=coniferous
D=deciduous
diameter (inches)

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CIVIC ADDRESS
328–332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, B.C.

ZONING: RM3

CERTIFIED CORRECT.
DATED THIS 26TH DAY OF APR., 2018

LOUIS NGAN B.C.L.S.

L N L S METRO VANCOUVER LAND SURVEYORS

(Lot 1)PID: 010–713–409
(Lot 2)PID: 010–713–441
FILE: 18497_03TP

4932 VICTORIA DRIVE, VANCOUVER, BC, V5P 3T6
T 604.327.1535 WEB WWW.LNLS.CA

NOTE: THIS DRAWING IS FOR REFERENCE ONLY AND HAS BEEN MODIFIED TO SUIT THIS LAYOUT

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[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

TOPOGRAPHICAL SURVEY

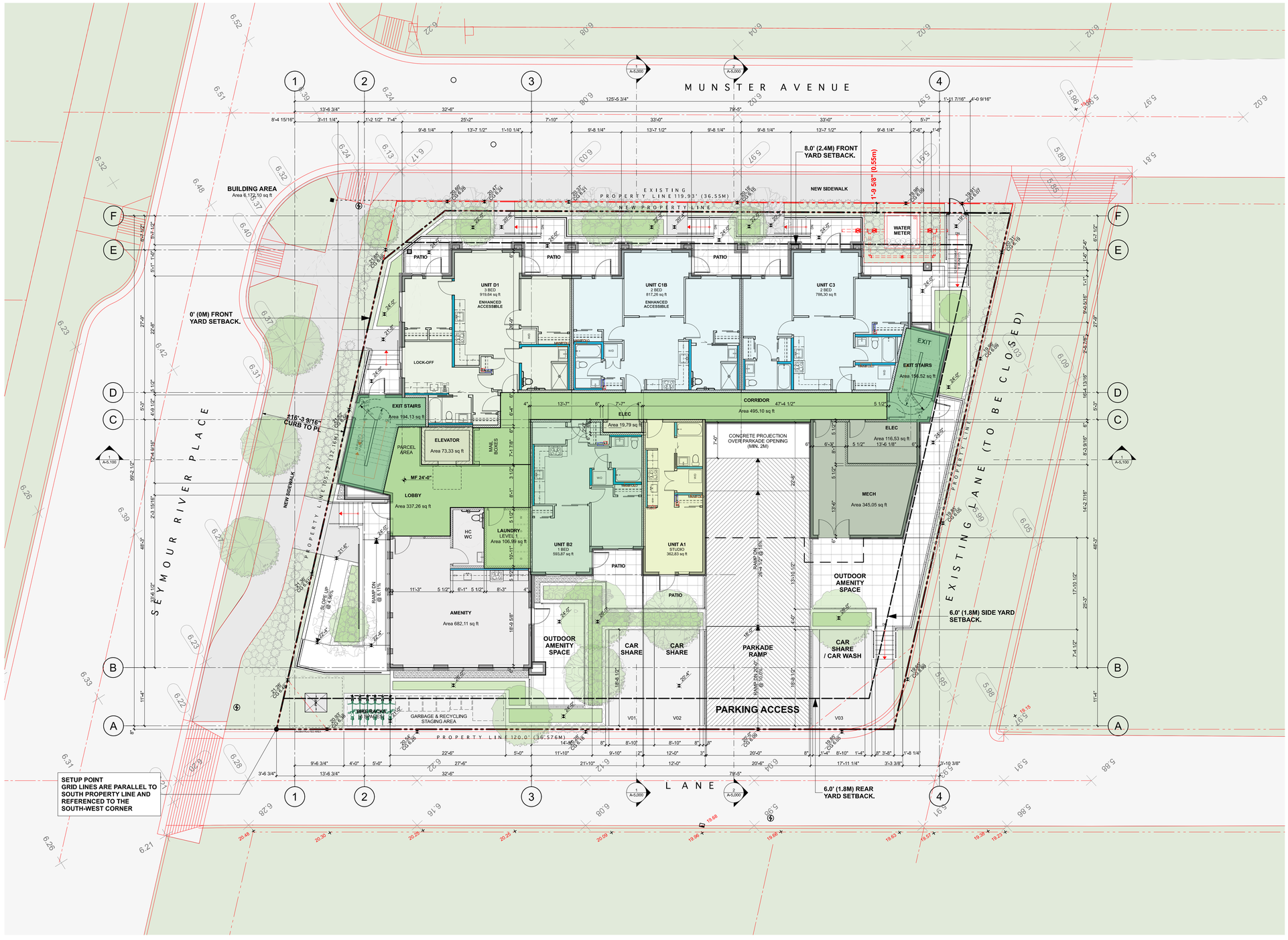
[PROJECT]
18433

[SCALE]

[DATE]
March 23, 2026

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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

SITE PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

[DRAWING]

A-1.000

EXISTING FIRE HYDRANT.

FIRE DEPARTMENT ACCESS TO BELOW-GRADE.

FIRE ALARM ANNUNCIATOR PANEL.

FIRE DEPARTMENT CONNECTION.

FIRE DEPARTMENT PRINCIPAL ENTRANCE.

FIRE DEPARTMENT ACCESS TO ABOVE-GRADE.

FIRE DEPARTMENT KEY LOCK BOX.

R 147'-7 5/8" (45M)

MUNSTER AVENUE

21'-11 13/16" (6.7M)

21'-7 7/8" (6.6M)

TRAVEL DISTANCE = 28 M

TRAVEL DISTANCE = 29 M

TRAVEL DISTANCE = 12 M

±16'-3 9/16" CURB TO PL

SEYMOUR RIVER PLACE

NEW SIDEWALK

EXISTING PROPERTY LINE 119.93' (36.55M)

NEW PROPERTY LINE

PROPERTY LINE 103.32' (31.49M)

PROPERTY LINE 120.0' (36.576M)

R 49'-2 1/2" (15M)

6 STOREY SPRINKLERED
STRATA AND RENTAL APARTMENTS
BUILDING AREA: 6,172.10 sq ft

PARKADE EXIT

PARCEL AREA

MAIL BOXES

FAA

MF 24'-0"

RAMP DN @ 8.1%

SLOPE UP @ 4.36%

OUTDOOR AMENITY SPACE

PARKADE RAMP

RAMP DN 20'-4" @ 8.5%

RAMP DN 20'-4" @ 8.5%

GARBAGE & RECYCLING STAGING AREA

V01

V02

V03

EXIT

PARKADE EXIT

NEW SIDEWALK

EXISTING LANE (TO BE CLOSED)

PROPERTY LINE

L A N E

FIRE SAFETY LEGEND

- FIRE HYDRANT
- SPRINKLER / STANDPIPE CONNECTION
- FAA — FIRE ALARM ANNUNCIATOR PANEL
- TRAVEL DISTANCE

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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

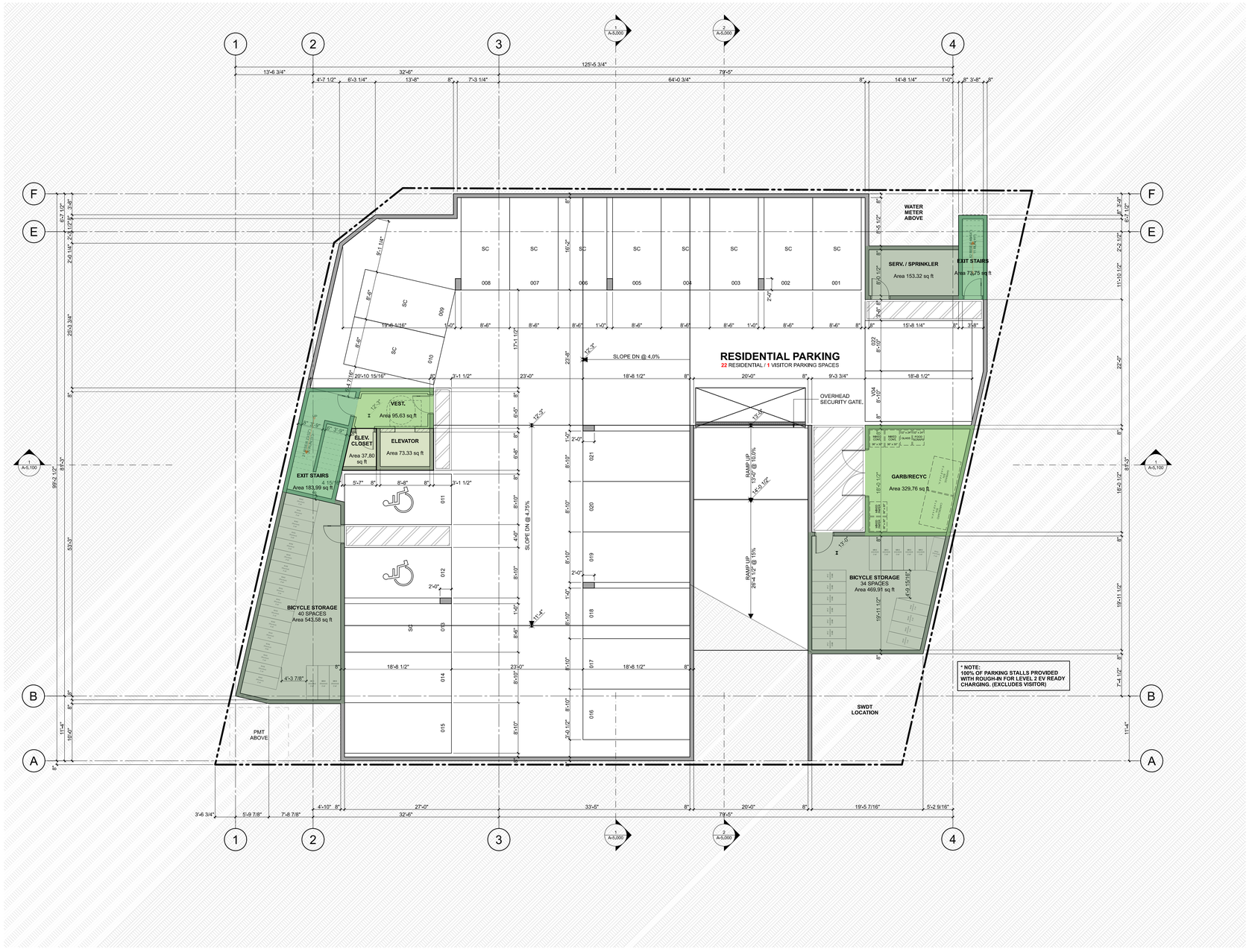
[TITLE]

SITE PLAN - FIRE TRUCK ACCESS PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
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A-1.100



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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

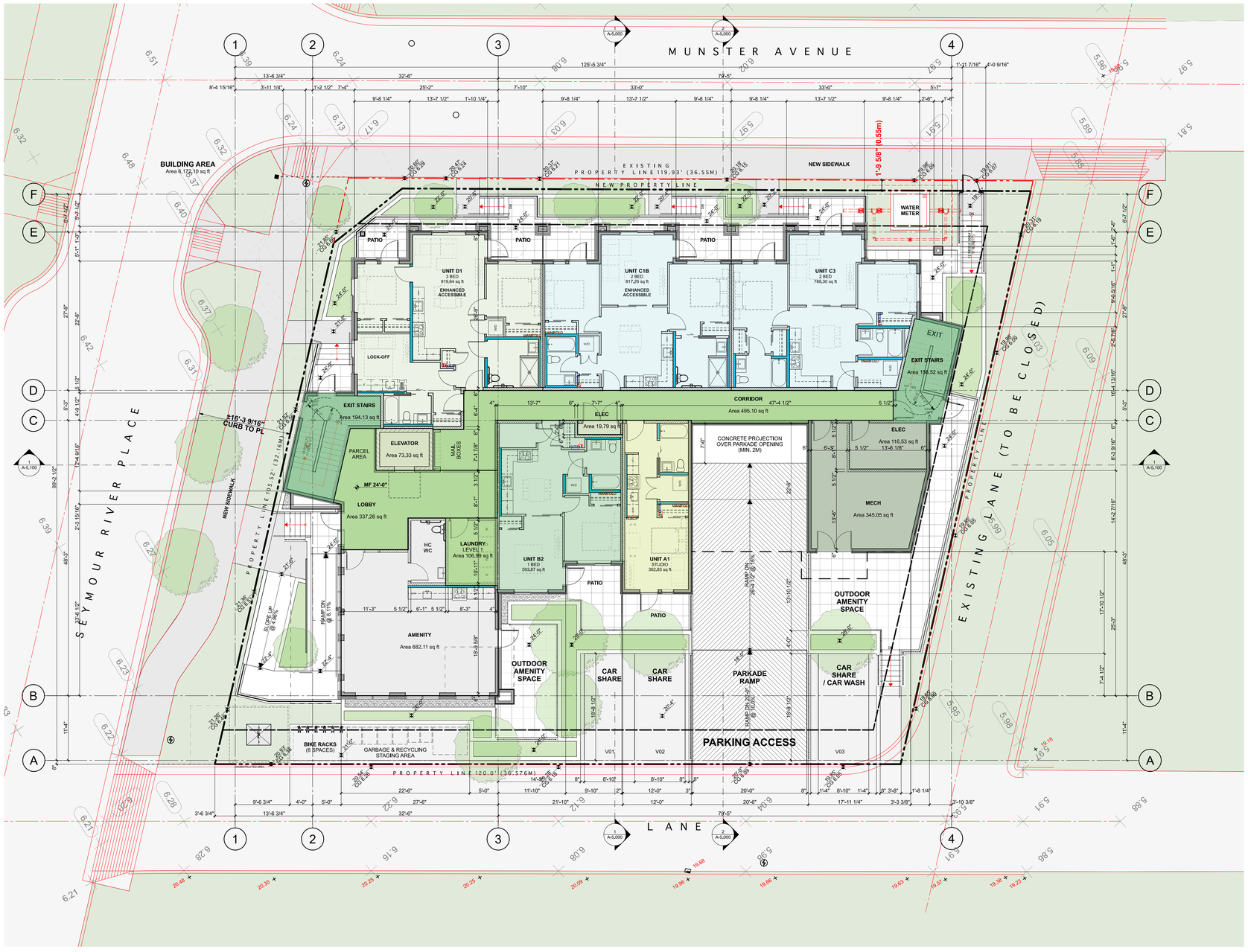
[TITLE]

P1 PARKING PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

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A-2.000



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[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 1 PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

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A-2.100

AFFORDABLE RENTAL HOUSING FLOOR



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PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 2 PLAN (RENTAL)

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

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[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 3 PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

[DRAWING]

A-2.300



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 4 PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

[DRAWING]

A-2.400



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[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

LEVEL 5 PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

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A-2.500



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[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

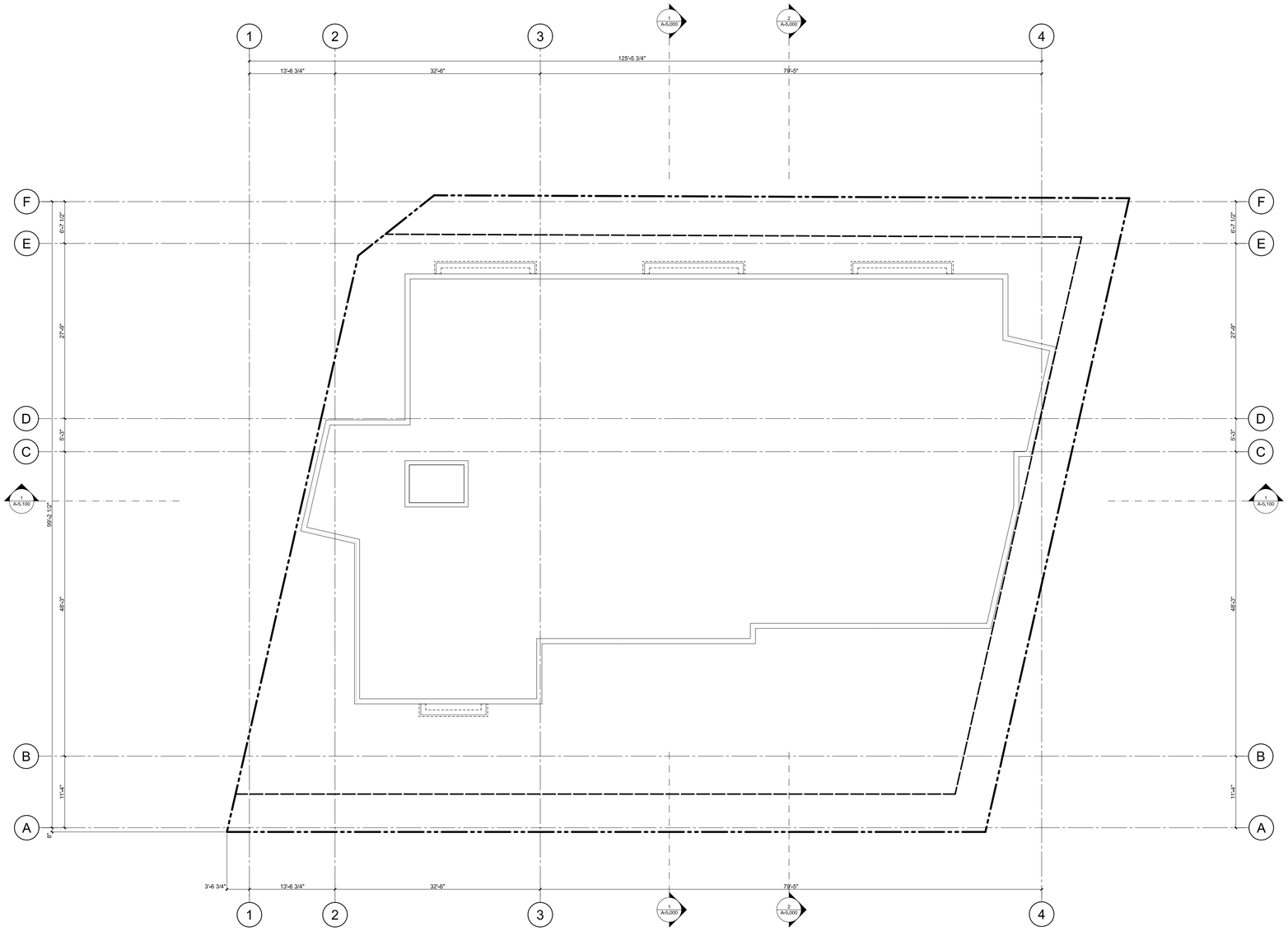
[TITLE]

LEVEL 6 PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

[DRAWING]

A-2.600



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N

[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENT]

Maplewood Ventures 2017 Inc.

[PROJECT]

PROPOSED MULTI-FAMILY DEVELOPMENT
328, 332 SEYMOUR RIVER PLACE
NORTH VANCOUVER, BC

[TITLE]

ROOF PLAN

18433	[PROJECT]
1/8" = 1'-0"	[SCALE]
March 23, 2026	[DATE]
Detailed Application	[ISSUE]

[DRAWING]

A-2.700

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328-332 SEYMOUR RIVER PLACE, DISTRICT OF NORTH VANCOUVER

Justification for increased density above and beyond OCP Designated Density; and significant reduction in number of parking spaces.

INTRODUCTION. This innovative 40-unit six-storey residential development offers a mix of 33 strata-titled ownership and 7 below market purpose-built rental suites. It has been designed to cater to faculty, staff and students at Capilano University and others wanting to live in Maplewood, an evolving Town Centre Neighbourhood.

It is expected that many of the strata-titled suites will be purchased by investors intending to rent to people affiliated with the university. Others will cater to first-time buyers seeking more affordable housing choices without the cost of parking. Rental suites are expected to appeal to those affiliated with the university.

Project history. When planning for this development first began in 2018, it was conceived as 100% purpose-built rental building at a 2.5 FAR. However, since then, the financial feasibility of 100% rental buildings has become extremely challenging due to high land, construction, and interest costs, combined with reduced rents.

While lower rents are good news for governments and tenants, they have negatively impacted on the viability of new purpose-built rental projects, especially those with a below market component.

A 'ghost pipeline'. As a result, many projects across Metro Vancouver are no longer financially viable. Thousands of approved units have not moved into construction. Two local examples are the Travelodge project near Capilano and Marine and 1569–1589 Rupert Street, both of which went into receivership.

These projects are now often referred to as being in the 'ghost pipeline'.

CONFORMANCE WITH DISTRICT OCP GOALS

The following summarizes the justification for approving the 0.5 FAR increase and the significant reduction in required parking when compared with key District's OCP goals.

OCP GOAL 2. Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

The proposed development enables housing diversity by offering 70% 2+ bedroom units and only 30% 1-bedroom units. With comparably large square footage, the 2+ bedrooms are intended for families and investors whereas the smaller units are intended for students and first-time homebuyers entering the market.

Lock-off suites within some units can become 'mortgage-helpers in the sky', appealing to buyers wanting to buy a larger unit to accommodate a growing family over time.

Other 1-bedroom and 2-bedroom strata-titled units have been designed to appeal to those willing to share, providing a greater level of housing affordability. These buyers will be pleased to not have to pay the additional cost of a parking space.

There are 7 non-market rental units within the building, representing 17.5% of all units. They vary in size from 1 to 4 bedrooms and are located on the second floor. The rents will be secured at 20% of the DNV median for the life of the building, representing a significant investment in community as a whole and the Maplewood area, specifically.

The rental units, which equate to 0.52 FAR, will be located within a separate air-space parcel.

All units will meet DNV accessibility standards, including 100% basic and 5% enhanced (2 units at grade).

Urban Design Fit. This additional density can easily be accommodated on this property since it is a corner lot, separated from adjacent properties by two dedicated streets and two public lanes. As a result, from an urban design perspective, there will be minimal negative impacts on neighbouring properties.

OCP Goal 3. Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents

The building design incorporates several lessons learned at SFU's UniverCity community.

While many individuals often think they will prefer living on their own, this can often lead to social isolation. This is particularly true for university students. For this reason, many suites in this building have been designed to facilitate sharing, even the one-bedroom units. Furthermore, lock-off suites, that were so successful at Simon Fraser University, have been included in this building to contribute to social well being.

OCP Goal 5. Provide a safe, efficient and accessible network of pedestrian, bike and roadways and enable viable alternatives to the car through effective and coordinated land use and transportation planning

OCP Goal 7. Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

An accessible location. This development is well located within a safe and accessible pedestrian, bike and roadway network. The Phibbs Exchange is 3 minutes by bicycle; 5 minutes by transit; and 25 minutes by walking. Capilano University is 13 minutes by bicycle, 18 minutes by transit; and a 29-minute walk.

The seven below market rental units are expected to appeal to lower income households who will not own cars.

Many of the home purchasers will also not need to own a car. Like some people who attended the Public Information Meetings, they may not even have a driver's license. Others will prefer to share a car, as is increasingly the case throughout Metro. In this way, the building will positively contribute to reducing greenhouse gas emissions and addressing climate change.

The cost of parking. Metro Vancouver's 2025 Regional Parking Study, undertaken by Bunt & Associates, Transportation Planners and Engineers, concluded that underground parking significantly drives up the cost of new housing, with construction costs ranging from $117,400 to $137,000 per stall on average, and up to $230,000 on challenging urban or geotechnical sites.

Adding a single dedicated parking stall to a unit can require a household to earn an extra $31,000 to $36,000 annually to qualify for a mortgage.

https://metrovancouver.org/services/regional-planning/Documents/regional-parking-study-final-report-2025.pdf

Given the high-water table on this property, only one level of underground parking is financially feasible. A few additional spaces have been provided at grade. The result is 26 parking spaces.

Four of the 26 parking spaces will be reserved for visitors. The remaining 22 spaces will be 'unbundled' and sold separately, rather than be included in the purchase price. As a result, those who choose not to buy a parking space will be able to save a considerable amount of money, in addition to the cost of a car.

A BROAD ARRAY OF TRANSPORTATION DEMAND MEASURES

To compensate for the reduced parking and enhance affordability, the developer and Bunt & Associates have identified a broad array of transportation demand measures to offset the need for a personal car. These include free 2-zone transit passes for renters and strata purchasers who do not purchase a parking space; free EV bikes for strata purchasers who do not purchase a parking space, and incentives for carsharing.

Other measures include the inclusion of Bicycle Maintenance Facilities, Multi-modal Wayfinding Information, and Transportation Marketing Services.

Carsharing. Elsewhere in the Lower Mainland, parking requirements in new developments have been significantly reduced because of the availability of carshare programs. Since carshare is not currently available in this neighbourhood, discussions are underway with both EVO and MODO, and by the time this development is completed, the developer is confident that carshare will be available for neighbourhood residents.

To incentivize a carshare program, the developer has offered to donate a vehicle to the carshare supplier. This was the case at SFU's UniverCity, since Modo (originally the Co-operative Auto Network) was first conceived there by Tracy Axelson as her university thesis.

Once carshare is in place, the developer will provide a free one-year car-share membership to every homebuyer who does not purchase a parking space.

OCP Goal 8. Provide infrastructure to support community health, safety and economic prosperity, and facilities that enhance recreational opportunities, cultural activity and artistic expression

If approved, this development will result in considerable infrastructure upgrades around the property and contribute significant Amenity Cost Contributions and Development Cost Charges to offset the cost of additional infrastructure improvements elsewhere in the neighbourhood.

New residents will also support nearby neighbourhood shops and services, all within a short walking distance.

OTHER CONSIDERATIONS.

Prohibition on overnight on-street parking. Given the innovative nature of this development, the developer is prepared to explore with the District how building residents can be deterred from parking overnight on nearby streets. This might include clauses in the rental and purchase and sale agreements. While some may question the enforceability of such arrangements, this could still be an effective way to address potential neighbourhood concerns.

Financial benefits of not owning a car. To highlight the longer-term financial benefits of investing in a home, rather than a car and parking space, the project marketing materials will illustrate what happens to a $50,000 investment in a home compared with the same investment in a car, over a five- and ten-year period.

SUMMARY

Approval of this application, albeit at a slightly higher FAR and with a significant parking reduction when compared with previous projects, will offer numerous community benefits. Moreover, it will address many of the District's planning priorities and goals, particularly related to the environment.

With a mix of tenures, creative and flexible suite designs, and reduced parking, this development will offer more affordable housing choices compared to other developments. Furthermore, it can be financially feasible and able to proceed to construction once all the necessary permits have been issued. Unlike too many other projects, it will not end up in the 'ghost pipeline' or a receivership.

It is therefore hoped this summary encourages Council to depart from longstanding requirements and support this request for additional FAR and reduced parking. After all, given the negative impacts of private automobiles, including environmental degradation, significant costs for owners, public health crises from air pollution and sedentary lifestyles, systemic social inequality, and urban space consumption, governments should be discouraging, not requiring, more parking in a new housing developments.

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

The District of North Vancouver
REPORT TO COUNCIL

May 19, 2026
File: ENGIPG-964173360-173476

AUTHOR: Peter Cohen – General Manager, Engineering Infrastructure Services

SUBJECT: **Access to Deep Cove – near-term active transportation considerations**

RECOMMENDATION:

(i) THAT Council receive the Report for information;

(ii) AND THAT Council endorse staff undertaking limited, preliminary work to explore potential low-cost, interim active transportation improvements between Parkgate Village and Deep Cove, that can be delivered in the near-term without prejudice to the long-term Spirit Trail Eastern Extension vision or alignment.

REASON FOR REPORT:
Completing the Spirit Trail to Deep Cove continues to be a priority; however, until senior government funding is secured, Council is being asked whether staff should explore modest, cost-conscious ways to improve active transportation connections in the area.

SUMMARY:
The Spirit Trail Eastern Extension remains a long-term, Council-supported vision to create a safe and comfortable active transportation corridor across the North Shore. Staff continue to recognize the importance of completing the Spirit Trail to Deep Cove; however, progress further east of its current terminus at Berkley Road remains constrained by the continued absence of senior government funding availability – a critical project requirement as directed by Council (i.e. minimum 50% externally funded). This fiscal reality limits the ability to advance further discussions with Council and the community on matters such as route option selection, timelines, treatments, and impacts until greater funding certainty is achieved.

At the same time, staff continue to hear consistent concerns regarding limited transportation choices to Deep Cove, particularly during the peak summer season when congestion is highest. While a meaningful alternative of driving to Deep Cove may not be fully addressed without delivery of the Spirit Trail, there may be opportunities to explore modest, low-cost, interim measures that could improve comfort and safety for a portion of users and contribute to incremental congestion relief.

This Report seeks Council's direction on whether staff should undertake preliminary work to explore such interim options, recognizing that any future Spirit Trail alignment, scope, and delivery would continue to be subject to separate Council decisions, external funding availability, and comprehensive public engagement.

BACKGROUND:
Council has consistently supported the Spirit Trail as a cornerstone of the District's active transportation network over many years. The eastern extension to Deep Cove remains a key component of this vision; however, delivery of this portion is dependent on securing a significant level of senior government funding and aligning the project with broader fiscal priorities. As reported previously, the current funding environment continues to present challenges to advancing the project in the near term given the funding requirement that a minimum of 50% must be funded from external sources.

EXISTING POLICY:
The recommendation to pursue an interim connection is supported by several long-standing District frameworks, including the OCP, the OCP Action Plan, the Community Energy and Emissions Plan, the Transportation Plan and the Bicycle Master Plan.

ANALYSIS:
Current context
Despite ongoing advocacy, there has been no material improvement in the availability or timing of senior government funding opportunities sufficient to advance the Spirit Trail Eastern Extension in the near-term. At the same time, traffic congestion, safety concerns, and limited travel choices between Parkgate Village and Deep Cove persist, particularly during summer months when recreational travel peaks.

Staff recognize that the Spirit Trail, once completed, would best address these issues; however, its implementation will take time and remains contingent on external funding. As such, schedule certainty on delivering the Spirit Trail Eastern Extension vision is challenging to predict at this time based on Council's established project criteria. In the interim, there may be value in examining whether smaller-scale, lower-cost measures could modestly improve conditions for some users, without foreclosing future Spirit Trail delivery.

Interim options – seeking Council direction to explore options and report back
The purpose of this Report is not to identify or advance a specific solution, design concept, or routing for the Spirit Trail Eastern Extension. Rather, staff are seeking Council's support to undertake limited preliminary work to understand whether any feasible, low-cost interim improvements may exist and warrant further consideration to identify a nearer-term connection to Deep Cove. Any options explored by staff, if brought back to Council, would be illustrative in nature and may include considerations such as:

- Substantial use of existing trails, connections or road segments – possibly with localized spot improvements;
- A recognition that the interim connections may not meet a 'comfortable for all' condition (a goal of the Spirit Trail Eastern Extension), which would restrict use for some users; and

- Low cost to the District.

Any potential options identified through this work would be brought back to Council for further consideration and potential endorsement. This short-term exploratory work is expected to be accommodated within existing Engineering Infrastructure Services resources and current work planning.

Financial Impacts:
This Report has no direct financial implications to the District. Exploratory work will be undertaken by existing resources within Engineering Infrastructure Services, within approved work programs. The future report-back to Council, once options have been explored, will include estimated costs and funding approach.

Conclusion:
Staff remain committed to Council's long-term vision of improving active transportation access to Deep Cove; however, current fiscal conditions and funding uncertainties limit the ability to advance major projects such as the Spirit Trail Eastern Extension in the near term. This Report seeks Council's direction on whether limited staff resources should be allocated to explore potential low-cost, interim measures that could modestly improve access and choice for some users to Deep Cove, with any findings to be reported back to Council without prejudice to long-term plans for the Spirit Trail.

Respectfully submitted,



Peter Cohen – General Manager, Engineering Infrastructure Services

REVIEWED WITH:

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

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AGENDA INFORMATION

❒ Regular Meeting Date:_____
❒ Other: Date:_____

AUTHOR: Councillor Jordan Back
Councillor Lisa Muri

SUBJECT: Vape Shops

RECOMMENDATION:
THAT staff be directed to report back to Council with options for limiting vape shops within the District of North Vancouver.

REASON FOR REPORT:
To clarify the District's current regulatory authority and identify potential options for limiting vape shops within the District moving forward.

SUMMARY:
Vape shops are currently permitted as a retail use under the District's zoning and business licensing bylaws in various commercial and mixed-use zones. Federal and provincial governments regulate the manufacture, sale, and safety of vaping products. The District's role is limited to land use regulation and business licensing. This report requests that staff bring forward options for limiting vape shops within the District, within the scope of municipal authority.

BACKGROUND:
Questions have been raised by members of Council and the public regarding the appropriateness of vape shops in certain commercial areas, including at-grade retail locations in village centres.

Under current zoning, vape stores are categorized as retail uses and are permitted in zones such as General Commercial (C2), including sites such as the former post office in Edgemont Village.

EXISTING POLICY:
Zoning Bylaw: Permits retail uses, including vape shops, in designated commercial and mixed-use zones.

Business Licensing Bylaw: Requires businesses to obtain and maintain a valid licence; licences may be suspended or revoked for non-compliance with applicable regulations.

Federal Regulation: The Government of Canada regulates vaping products, including manufacturing, labelling, and promotion.

Provincial Regulation: The Province of British Columbia regulates the retail sale of vaping products, including age restrictions (19+), licensing requirements, and enforcement.

Public Input:
Public feedback has been received informally through correspondence and community discussion regarding vape shop locations, particularly in village centres. No formal public engagement has been conducted specific to this issue to date.

Conclusion:
Vape shops are a legal and regulated business type in Canada and British Columbia and are currently permitted under the District's zoning bylaws. The District's authority is limited to land use and licensing; however, Council may choose to explore additional regulatory tools within that scope. A staff report would provide a detailed review of feasible options.

Options:
1. That the motion, as presented, be supported; or,
2. That the motion, as presented, be amended; or,
3. That the motion, as presented, is not supported.

Respectfully submitted,

Jordan Back
Councillor

Lisa Muri
Councillor

REVIEWED WITH:

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