AGENDA

REGULAR MEETING OF COUNCIL

Monday, July 13, 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

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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, July 13, 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 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
- Bylaw 8778 – Rezoning 100 Amherst Avenue
- Bylaw 8787 – OCP Amendment District-wide Residential Zoning Update to Replace RS Zoning
- Bylaw 8799 – Rezoning District-wide Residential Zoning Update to Replace RS Zoning

1. ADOPTION OF THE AGENDA

1.1. July 13, 2026 Regular Meeting Agenda

Recommendation:
THAT the agenda for the July 13, 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

2.1. May 4, 2026 Regular Council Meeting p.15-23

Recommendation:
THAT the minutes of the May 4, 2026 Regular Council Meeting are adopted.

2.2. June 15, 2026 Special Council Meeting p.25-30

Recommendation:
THAT the minutes of the June 15, 2026 Special Council Meeting are adopted.

2.3. June 22, 2026 Special Council Meeting p.31-32

Recommendation:
THAT the minutes of the June 22, 2026 Special Council Meeting are adopted.

2.4. June 23, 2026 Public Hearing p.33-50

Recommendation:
THAT the minutes of the June 23, 2026 Public Hearing are received.

3. PUBLIC INPUT

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

4. RECOGNITIONS

5. DELEGATIONS

Nil

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 8779, 8780,8781 and 8782 – OCP Amendment, Rezoning, Road Closure and Housing Agreement for a Mixed-Use Development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road ("Lynn Valley Mall" and "Draycott Gardens") p.53-91
File No. 08.3060.20/020.25

Report: Deputy Corporate Officer, June 22, 2026
Attachment 1: Bylaw 8779
Attachment 2: Bylaw 8780
Attachment 3: Bylaw 8781
Attachment 4: Bylaw 8782

Recommendation:
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780)" is ADOPTED;

AND THAT "1246-1268 Lynn Valley Road and 3050-3174 Baird Road Highway Closure Bylaw 8781, 2026" is ADOPTED;

AND THAT "Housing Agreement Bylaw 8782, 2026 (1246-1268 Lynn Valley Road)" is ADOPTED.

8.2. Rezoning Bylaw 8736 for a 46-Unit Townhouse at 3374-3380 Mount Seymour Parkway (MSP), 2 Unaddressed Lots fronting MSP & 3382-3396 Gaspe Place p.93-101
File No. 08.3060.20/017.24

Report: Deputy Corporate Officer, July 22, 2025
Attachment 1: Bylaw 8736

Recommendation:
THAT "District of North Vancouver Rezoning Bylaw 3210 (Bylaw 8736)" is ADOPTED.

8.3. Bylaw 8741: Proposed Partial Highway Closure and Dedication Removal 3300 Block Mt. Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741, 2025 **p.103-107**
File No. 09.3900.20/000.000

Report: Deputy Corporate Officer, June 29, 2026
Attachment 1: Bylaw 8741

Recommendation:
THAT "3300 Block Mt. Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741 2025" is ADOPTED.

8.4. Development Permit 17.24 - 3374-3380 Mount Seymour Parkway and 3382-3396 Gaspe Place **p. 109-169**
File No. 08.3060.20/017.24

Report: Development Planner, June 24, 2026
Attachment 1: Development Permit 17.24

Recommendation:
THAT Development Permit 17.24 for a 46-unit, 3-storey townhouse development at 3374, 3380 Mount Seymour Parkway and 3382, 3386, 3396 Gaspe Place is ISSUED.

8.5. Development Permit 44.25 – Riverside Affordable Housing **p.171-272**
File No. 08.3060.20/044.25

Report: Development Planner, June 23, 2026
Attachment 1: Development Permit 44.25

Recommendation:
THAT Development Permit 44.25 for a six-storey multi-family rental building known as Riverside Affordable Housing located on four unaddressed lots on Riverside Drive is ISSUED.

8.6. Development Permit 7.24 – 1883-1901 Glenaire Drive **p.273-346**
File No. 08.3060.20/007.24

Report: Development Planner, June 10, 2026
Attachment 1: Development Permit 7.24

Recommendation:
THAT Development Permit 7.24 for a 12-unit townhouse development at 1883-1901 Glenaire Drive is ISSUED.

8.7. Bylaws 8802 and 8803 Heritage Designation and Revitalization Agreement for 3526 Everglade Place **p. 347**
File No.

This item to be circulated via agenda addendum.

8.8. Bylaw 8787 and Bylaw 8799 – Second and Third Reading Report for New Detached Residential Zones (R1 and R2) **p.349-490**
File No.

Report: Development Planner, June 25, 2026
Attachment 1: Bylaw 8787
Attachment 2: Rezoning Bylaw 8799, as amended at Second Reading
Attachment 3: Schedule A to Bylaw 8799, with proposed amendment
Attachment 4: Slide 5 of Staff Presentation at Public Hearing, held June 23, 2026
Attachment 5: June 23, 2026 Public Hearing Minutes

Recommendation:
THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is amended by inserting into the R1 and R2 zones the following subsection "5 (2) In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point.", and renumbering accordingly;

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

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

8.9. Proposed Partial Highway Closure and Dedication Removal 300 Block Riverside Drive Highway Closure Bylaw 8804, 2026 **p.491-501**
File No. 02.0870.30/108.000

Report: Property Services Agent, June 30, 2026
Attachment 1: Bylaw 8804
Attachment 2: Road Allowance
Attachment 3: North Shore News Publication

Recommendation:
THAT "300 Block Riverside Drive Highway Closure Bylaw 8804, 2026" is given FIRST, SECOND and THIRD Readings.

8.10. Bylaw 8807: Revised Zoning Text Amendment for 2131-2171 Old Dollarton Road, 229-291 Riverside Drive & 2102-2128 Front Street ("Maplewood Gardens") **p.503-538**
File No. 80.3060.20/048.25

Report: Development Planner, June 25, 2026
Attachment 1: Bylaw 8807
Attachment 2: CD 152 zone (blacklined version)
Attachment 3: Redline Architectural pages showing proposed changes

Recommendation:
THAT "District of North Vancouver Rezoning Bylaw 1464 (Bylaw 8807)" is given FIRST, SECOND, and THIRD Readings.

8.11. 2026-2030 Financial Plan Amendment **p.539-557**
File No.

Report: Section Manager – Financial Planning, July 2, 2026
Attachment 1: Bylaw 8800

Recommendation:
THAT "2026-2030 Financial Plan Bylaw 8790, 2026, Amendment Bylaw 8800, 2026 (Amendment 1)" is given FIRST, SECOND, and THIRD Readings;

AND THAT staff be directed to bring forward a further Financial Plan Amendment in fall 2026 to incorporate the additional operating and capital plan changes identified in the July 2, 2026 report of the Section Manager – Financial Planning entitled 2026-2030 Financial Plan Amendment.

8.12. Ageing & Older Persons Strategy – Phase 2 Update **p.559-604**
File No.

Report: Community Planner, June 29, 2026
Attachment 1: Phase 2: Listen & Learn Engagement Summary [Report on Interim Findings] (June 23,2026)
Attachment 2: Existing Policy
Attachment 3: Staff Presentation

Recommendation:
THAT Council receive for information, the report of the community planner titled "Ageing & Older Persons Strategy – Phase 2 Update", dated June 29, 2026.

8.13. Environmental Policies re: Replanting of Trees **p.605-607**
File No.

Report: Councillor Lisa Muri, June 22, 2026

Recommendation:
THAT Council direct staff to report back in a workshop setting on the following items:

1. Existing bylaws, policies, and practices related to tree protection, replacement tree requirements, and environmental compensation measures, including how these requirements are applied across various project types and development contexts; and,

2. How the District of North Vancouver measures environmental and urban tree canopy loss, including environmental impact such as increased carbon, altered water displacement and drainage patterns affecting the biodiversity of surrounding areas, and how we mitigate these critical losses to protect existing ecosystems.

9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

9.2.1 Information Reports to Council - April 2026 to June 2026 **p.611-1023**

Report: Chief Administrative Officer, June 25, 2026
Attachment 1: Information RTC re Placemaking Task Force Wrap-up Report
Attachment 2: Information RTC re Noise Exemption – 2550 Whiteley Court – April 19, 2026 – April 20, 2026
Attachment 3: Information RTC re Noise Exemption – DNV – All Road – April 12, 2026 – Nov 15, 2026
Attachment 4: Information RTC re Metro Vancouver Organic Waste Services Update
Attachment 5: Information RTC re Noise Exemption – 1510 Crown St – May 9, 2026
Attachment 6: Information RTC re Noise Exemption – 1510 Crown Street – May 23, 2026
Attachment 7: Information RTC re William Griffin Pickleball Courts
Attachment 8: Information RTC re Recreation Facility and Amenity Assessment
Attachment 9: Information RTC re Fires Station #5 (Norgate) Replacement Project Update
Attachment 10: Information RTC re Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination

Attachment 11: Information RTC re Seylynn Park Phase 2 Planning: Temporary Pilot Park
Attachment 12: Information RTC re Council World Cup Response
Attachment 13: Information RTC re 3526 Everglade Place – Virtual Public: Information Meeting
Attachment 14: Information RTC re 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
Attachment 15: Information RTC re Noise Exemption 220 Mountain Hwy June 1 -June 11
Attachment 16: Information RTC re Noise Exemption Form August 8, 2026 1510 Crown St
Attachment 17: Information RTC re Noise Exemption Form June 13, 2026 1510 Crown St
Attachment 18: Information RTC re Noise Exemption Form July 18 1510 Crown St
Attachment 19: Information RTC re Vancouver Coastal Health North Shore Services
Attachment 20: Information RTC re Noise Exemption from June 4, 2026 to June 9, 2026 1080 Marine Drive
Attachment 21: Information RTC re Fuel Price Impacts to the District's Operational Budget
Attachment 22: Information RTC re Current Housing Market Conditions and Inclusionary Zoning Update
Attachment 23: Information RTC re Poverty Reduction Partnership Update
Attachment 24: Information RTC re Artificial Turf Fields Update
Attachment 25: Information RTC re Geotechnical Investigation along Riverside Drive – Retaining Wall Stability Assessment
Attachment 26: Information RTC re North Vancouver Recreation & Culture 2025 highlights infographic
Attachment 27: Information RTC re Lynn Valley Library Refresh Project Update
Attachment 28: Information RTC re Capilano Library Refresh Project Update
Attachment 29: Information RTC re Fire Station #2 (Lynn Valley) Major Renewal Project Update
Attachment 30: Information RTC re District Hall Renewal Project Update – May 2026
Attachment 31: Information RTC re East Cates Park/Whey-ah-Wichen Washroom Replacement
Attachment 32: Information RTC re West Cates Park/ Whey-ah-Wichen Washroom Replacement
Attachment 33: Information RTC re Noise Exemption from June 28, 2026 to July 10, 2026 Lynn Valley Road (Fromme Road to Mountain Hwy)
Attachment 34: Information RTC re 2026 General Local Election Public Awareness Strategy

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

10. ADJOURNMENT

Recommendation:
THAT the July 13, 2026 Regular Meeting of Council for the District of North Vancouver is adjourned.

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MINUTES

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DISTRICT OF NORTH VANCOUVER
REGULAR MEETING OF COUNCIL

Minutes of the Regular Meeting of Council for the District of North Vancouver held at 7:07 p.m. on Monday, May 4, 2026 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

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

Staff: Mike Fox, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Tamsin Guppy, Senior Development Planner
Kevin Zhang, Senior Development Planner
Cheryl Archer, Confidential Council Clerk
Amanda Day, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. May 4, 2026 Regular Meeting Agenda

MOVED by Councillor FORBES
SECONDED by Councillor MAH
THAT the agenda for the May 4, 2026 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. April 13, 2026 Regular Meeting of Council

MOVED by Councillor BACK
SECONDED by Councillor MAH
THAT the minutes of the April 13, 2026 Regular Meeting of Council are adopted.

CARRIED

3. PUBLIC INPUT

3.1. Jarret Wall:

- Spoke regarding item 8.3 Revised Timing for the Zoning Bylaw Rewrite Project;
- Advised that he lives and operates a business in the Parkgate neighbourhood;
- Expressed support for option 2 in the staff report;
- Stated that he attended open houses regarding the project in fall 2025;
- Expressed support for streamlining processes;
- Stated that he would like more clarity on what can be built and more flexibility on options; and,
- Expressed concern that the project might not have the same momentum following the municipal election in October.

3.2. Erik Jensen:

- Spoke regarding item 8.3 Revised Timing for the Zoning Bylaw Rewrite Project;
- Expressed concern regarding delaying updates for a year;
- Commented on negative impacts
- Stated that he disagrees that commercial and residential updates cannot be separated; and,
- Stated that if the District proceeds with residential updates, provincial deadlines could be met.

3.3. Kari Wharton:

- Spoke in support of item 8.2 OCP Amendment and Rezoning Application: 1578 - 1590 Hunter Street (Student Rental Housing Development);
- Advised that she is the Vice President of University Relations at Capilano University;
- Noted housing is opening on campus for first year students;
- Stated that more than 60 percent of Capilano University students commute, some for as long as three hours;
- Commented on the impacts of long commutes on health, wellbeing, and academic success;
- Opined that senior levels of government will not provide more funding for housing;
- Stated that relationships with developers are important;
- Opined that the proposal takes a thoughtful approach and addresses student needs; and,
- Opined that shared accommodation is no longer a housing option for students on the North Shore.

3.4. Robert Armstrong:

- Spoke regarding item 8.3 Revised Timing for the Zoning Bylaw Rewrite Project and expressed support for Option 2 in the staff report;
- Expressed support for points made by previous speakers;
- Highlighted the needs of downsizing seniors and those whose children could come back to the North Shore;
- Opined that the needs of the community are not being met;
- Stated that construction costs are higher for work below ground level;
- Commented on the protection of groundwater; and,
- Stated that his basement is slightly above the four-feet level and counts toward the total floor space ratio (FSR).

3.5. Erica Wolowidnyk:

- Spoke regarding item 8.3 Revised Timing for the Zoning Bylaw Rewrite Project;
- 8.3 comments by email
- Highlighted the exemption for exterior insulation, noting that it appears to be only for renovations and not for new construction;
- Stated that homeowners building to BC Energy Step Code 4 and 5 are losing FSR due to insulation requirements; and,
- Encouraged Council to proceed with Option 2 in the staff report and to reword the exemption for insulation to include new construction.

3.6. Akua Schatz:

- Spoke regarding item 8.3 Revised Timing for the Zoning Bylaw Rewrite Project;
- Commented on coach houses and multigenerational housing;
- Advised that her company designs and builds for this type of housing;
- Commented on the decision not to proceed with small-scale multi-unit housing (SSMUH) and stated it leaves projects in an uncertain state, particularly for those outside the urban containment boundary;
- Expressed support for Option 2 in the staff report;
- Encouraged completing the changes before the election process begins; and,
- Requested that FSR, urban containment boundary limitations, and additional delegated authority be considered.

3.7. Juan Palacio:

- Spoke regarding item 8.6 Community Opinion on Consumer Fireworks Prohibition;
- Expressed opposition to a non-binding referendum question regarding prohibiting fireworks in the District on the ballot at the upcoming general local election;
- Opined that asking the question implies that prohibition is the better option;
- Commented on the number of fireworks-related injuries and opined that other activities such as playing soccer have higher risk;

- Noted fireworks are regulated under District bylaw and that permit requirements including, age as well as date and time restrictions;
- Opined that prohibition would encourage people to use fireworks from illegal sources and without permits and this would make enforcement more difficult; and,
- Commented on fireworks as a community tradition.

4. RECOGNITIONS

Nil

5. DELEGATIONS

5.1. North Vancouver Community Associations Network

Re: Local Election Process

Eric Andersen and Peter Teevan, North Vancouver Community Associations Network, provided an overview of their organization, noting that they are an association of individual Community Associations from across the District to share information and facilitate effective community associations. The delegates spoke regarding the upcoming General Local Elections, noting NVCAN is a non-partisan organization with goals to help increase voter turnout and information, including holding all-candidates meetings and exploring ideas for outreach.

MOVED by Councillor MURI
SECONDED by Councillor POPE
THAT the delegation of the North Vancouver Community Associations Network is received for information.

CARRIED

Councillor POPE left the meeting at 8:15 p.m. and returned at 8:17 p.m.

6. RELEASE OF CLOSED MEETING DECISIONS

Nil

7. COMMITTEE OF THE WHOLE REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

8.1. 2026 Tax Rates Bylaw 8795, 2026
File No.

MOVED by Mayor LITTLE
SECONDED by Councillor HANSON
THAT "Tax Rates Bylaw 8795, 2026" is given FIRST, SECOND, and THIRD Readings.
CARRIED

8.2. OCP Amendment and Rezoning Application: 1578 - 1590 Hunter Street (Student Rental Housing Development)
File No. PLN2024-00054

Public Input:
- Advised that she is the Managing Director of Forum Asset Management;
- Expressed support for Option 2 in the staff report to have staff prepare a bylaw in accordance with the applicant proposal;
- Commented on the process to date;
- Noted some current housing is being removed without other options for students;
- Stated the proposal requires a location in the Town Centre with local amenities and connections to campus;
- Stated that the proposed rental model is new;
- Opined that Council's questions and issues have been addressed;
- Commented on the changing housing market and growing need;
- Stated that housing could be delivered by the 2029-2030 school year if the bylaw is adopted prior to the 2026 General Local Election;
- Noted that the proposed FSR was reduced from 6.8 to 5.5 in response to Council's feedback;
- Stated that the proposal includes additional amenity space and that everything is included in the rent;
- Noted the shape of the building to increase access to light; and,
- Noted the proximity to transit.

MOVED by Mayor LITTLE
SECONDED by Councillor HANSON
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. below-market rental housing according to Council's direction;
b. vehicle parking, curb-side management, and transportation impacts;
c. vehicle access and garbage and recycling staging;
d. off-site servicing and infrastructure upgrades;

e. accessible units;
f. setbacks and land dedications; and,
g. architectural design.

AND THAT, subject to the resolution of the above issues, staff bring forth OCP amendment and rezoning bylaws for Council consideration for the subject application.

A member of Council proposed an amendment to delete items from the main motion.

MOVED by Councillor POPE
SECONDED by Councillor BACK
THAT the following is deleted from the motion:
a. below-market rental housing according to Council's direction;
c. vehicle access and garbage and recycling staging;
d. off-site servicing and infrastructure upgrades;
f. setbacks and land dedications; and,
g. architectural design.

DEFEATED
Opposed: Councillors FORBES, HANSON, MAH and MURI

The main motion was then considered.

MOVED by Mayor LITTLE
SECONDED by Councillor HANSON
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. below-market rental housing according to Council's direction;
b. vehicle parking, curb-side management, and transportation impacts;
c. vehicle access and garbage and recycling staging;
d. off-site servicing and infrastructure upgrades;
e. accessible units;
f. setbacks and land dedications; and,
g. architectural design.

AND THAT, subject to the resolution of the above issues, staff bring forth OCP amendment and rezoning bylaws for Council consideration for the subject application.

CARRIED
Opposed: Councillors FORBES and MURI

The meeting recessed at 9:33 p.m. and resumed at 9:38 p.m.

Councillor HANSON returned to the meeting at 9:39 p.m.

Councillor POPE returned to the meeting at 9:40 p.m.

8.3. Revised Timing for the Zoning Bylaw Rewrite Project
File No. 09.3900.30/003.001

At the request of Council, the motion was bifurcated to consider the clauses as separate propositions.

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT Council direct a phased approach of the Zoning Bylaw Rewrite with single-family zones and related regulations being advanced to be presented to Council for consideration in Q2 of 2026, while extending the overall timeline of completion of the entire Bylaw to Q4 2027.

CARRIED

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT Council direct staff to prepare amendments to the Single-Family Residential Zones (RS1 and RS2) for properties located outside the Urban Containment Boundary to permit a Coach House as an alternative to a Secondary Suite.

CARRIED
Opposed: Mayor LITTLE and Councillor HANSON

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT such amendments maintain a maximum density of two dwelling units per parcel, restricted to one Principal Dwelling and either one Secondary Suite or one Coach House.

CARRIED
Opposed: Mayor LITTLE and Councillor HANSON

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT the May 4, 2026 Regular Council Meeting is authorized to continue beyond 10:30 p.m.

CARRIED
(10:28 p.m.)

8.4. 2026 General Local Election – Voting Sites and Accessibility Enhancements
File No.

MOVED by Councillor MURI
SECONDED by Councillor POPE
THAT Council direct staff to return to the 2022 voting place map with the addition of Handsworth Secondary School and Lynn Creek Community Recreation Centre;

AND THAT the budget be increased to accommodate these changes.

CARRIED

8.5. Amendments to the Placemaking Committee Terms of Reference
File No.

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT Council amend the Placemaking Committee Terms of Reference to add an appointee from Film and Parks staff;

AND THAT the amended Terms of Reference is approved.

CARRIED

8.6. Community Opinion on Consumer Fireworks Prohibition
File No.

This item was deferred to the May 25, 2026 Regular Council meeting.

9. REPORTS

9.1. Mayor

Nil

9.2. Chief Administrative Officer

9.2.1 Quarterly Release of Information Reports to Council - January 2026 to March 2026

The following Information Reports to Council were released to the public:
1. Information RTC re Riverside Affordable Housing Site
2. Information RTC re 2025 Arts and Culture Grants Annual Report
3. Information RTC re Noise Exemption – 50 Pemberton Ave – March 1, 2026 – October 31, 2027

4. Information RTC re Noise Exemption – North Shore Wastewater Treatment Plant – January 2, 2026 – December 31, 2028
5. Information RTC re Noise Exemption – 3190 Edgemont Blvd – March 23, 2026 – April 10, 2026
6. Information RTC re Bike Bells
7. Information RTC re 2026 Deep Cove On-Street Parking Refinements
8. Information RTC re Noise Exemption – Forester St – March 14, 2026 – March 15, 2026
9. Information RTC re Inter River Artificial Turf Field Noise Exemption
10. Information RTC re Hastings Creek Trail Update 2025
11. Information RTC re Metro 2050 Amendment options consultation March 2026
12. Information RTC re Bylaw 8778 – Chemtrade Rezoning – 100 Amherst
13. Information RTC re 2025 Canadian Mortgage and Housing Corporation Rental Market Report
14. Information RTC re Public Input Meetings 328 – 332 Seymour River Place

9.3. Councillors

Nil

9.4. Metro Vancouver Committee Appointees

Nil

10. ADJOURNMENT

MOVED by Councillor FORBES
SECONDED by Mayor LITTLE
THAT the May 4, 2026 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(10:58 p.m.)

Mayor

Corporate Officer

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DISTRICT OF NORTH VANCOUVER
SPECIAL MEETING OF COUNCIL

Minutes of the Special Meeting of Council for the District of North Vancouver held at 7:06 p.m. on Monday, June 15, 2026 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

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

Staff: Mike Fox, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Caroline Jackson, General Manager – Climate Action and Parks
Dan Milburn, General Manager – Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Andy Bell, Manager – Engineering Services
Steve Jenkins, Manager – Parks
Rhonda Schell, Deputy Corporate Officer
Zeralynne Te, Manager – Community Planning
Yan Zeng, Manager – Development Planning
Sandra Corbeil, Section Manager – Parks Capital Projects
Monica Woods-Marshall, Section Manager, Urban Forestry and Natural Areas
Tamsin Guppy, Senior Development Planner
Jessica Lee, Community Planner
Cheryl Archer, Confidential Council Clerk
Amanda Day, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. June 15, 2026 Special Meeting Agenda

MOVED by Councillor MURI
SECONDED by Councillor HANSON
THAT the agenda for the June 15, 2026 Special Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. PUBLIC INPUT

3.1. Peter Teevan:

- Stated that he had objected to Council receiving new information from the applicant for 100 Amherst Street at the June 1, 2026 Regular Council Meeting;
- Opined that the information should have been provided to Council and the public prior to the May 25, 2026 Regular Council Meeting at which Council voted to reconsider the decision to abandon the bylaw;
- Expressed concern regarding the timing of the posting of the June 16, 2026 Public Hearing agenda, additional information, and public input;
- Opined that the District was intentionally withholding and delaying release of information; and,
- Opined that the Public Hearing should be delayed until all information is made public.

4. RECOGNITIONS

Nil

5. DELEGATIONS

Nil

6. RELEASE OF CLOSED MEETING DECISIONS

Nil

7. COMMITTEE OF THE WHOLE REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

8.1. Bylaw 8798 Sewer Bylaw 6656 Amendment

File No. ENGES-1988111058-113327

MOVED by Councillor MURI
SECONDED by Councillor HANSON
THAT "Sewer Bylaw 6656, 1994, Amendment Bylaw 8798, 2026 (Amendment 39)" is given FIRST, SECOND, and THIRD Readings.

CARRIED

8.2. Community Heritage Advisory Committee Motion to Council
File No.

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT staff are directed to explore potential incentives for the retention and maintenance of heritage buildings, as identified in the resolution passed by the Community Heritage Advisory Committee at the April 22, 2026, meeting, including:

a. Fast-tracking building permits and Heritage Revitalization Agreements;
b. Extending the building permit expiration date; and
c. Reducing or eliminating permit fees for heritage buildings;

AND THAT staff report back to Council with implications of implementation and options for consideration.

CARRIED

8.3. Bylaw 8787 – Due Consideration of Sections 475 and 477of the Local Government Act
File No.

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

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

CARRIED

8.4. Bylaw 8799 Amendment to Map Grid 2L03
File No.

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

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

CARRIED

8.5. Hastings Creek Trail Management Update
File No.

MOVED by Councillor BACK
SECONDED by Councillor MURI
THAT Council direct administration to decommission the central and southern sections of the Hastings Creek Trail.

CARRIED

9. REPORTS

9.1. Mayor

Mayor Little reported on FIFA attendance and activities in the Granville Street Pedestrian Zone.

9.2. Chief Administrative Officer

Nil

9.3. Councillors

9.3.1. Councillor Pope reported on her attendance as Acting Mayor at the following:

- North Shore Folk Festival on June 6, 2026; and,
- Opening day of the Shipyards FIFA Fan Zone on June 11, 2026.

9.3.2. Councillor Mah reported on his attendance at the following:

- Blueridge Good Neighbour Day with Councillors Hanson and Pope;
- The Federation of Canadian Municipalities Annual Conference and Trade Show in Edmonton June 4 to 7, 2026 with Councillor Back; and,
- A presentation to Brockton School students regarding civic matters on June 8, 2026.

9.3.3. Councillor Muri reported on the anniversary of the death of Lional Hall and his family's proposal to create *Lionel's Law* to improve boating safety and identify safer areas to for people to swim and play in the water near boaters.

9.3.4. Councillor Hanson reported on his attendance at Blueridge Good Neighbour Day.

9.4. Metro Vancouver Committee Appointees

Nil

10. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT the June 15, 2026 Special Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(8:35 p.m.)

Mayor

Corporate Officer

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DISTRICT OF NORTH VANCOUVER
SPECIAL MEETING OF COUNCIL

Minutes of the Special Meeting of Council for the District of North Vancouver held at 6:01 p.m. on Monday, June 22, 2026 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes (6:04 p.m.)
Councillor Jim Hanson
Councillor Herman Mah (6:04 p.m.)
Councillor Lisa Muri
Councillor Catherine Pope (6:02 p.m.)

Staff: Mike Fox, Chief Administrative Officer
Mike Danks, Fire Chief
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Saira Walker, General Manager – Corporate Services
Rhonda Schell, Deputy Corporate Officer
Maria de Fatima Lazo, Policy Analyst
Kaitlin Hebron, Confidential Council Clerk
Amanda Day, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. June 22, 2026 Special Meeting Agenda

MOVED by Councillor BACK
SECONDED by Councillor MURI
THAT the agenda for the June 22, 2026 Special Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. REPORTS FROM COUNCIL OR STAFF

Councillor POPE arrived at this point in the proceedings (6:02 p.m.)

Councillors FORBES and MAH arrived at this point in the proceedings (6:04 p.m.)

2.1. 2025 Annual Report
File No.

Public Input Opportunity

Corrie Kost:

- Spoke to the 2025 Annual Report referring to AI feedback;
- Commented on several key issues;
- Noted differences between and report and the AI version he prepared; and,
- Stated that his primary concern is the financial impact.

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT Council receive the District of North Vancouver 2025 Annual Report.

CARRIED

3. ADJOURNMENT

MOVED by Councillor MAH
SECONDED by Mayor LITTLE
THAT the June 22, 2026 Special Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(6:25 p.m.)

Mayor

Corporate Officer

DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING

District-wide Residential Zoning Update to Replace RS Zoning
Official Community Plan and Zoning Bylaw Amendments

REPORT of the Public Hearing held on Tuesday, June 23, 2026 commencing at 7:00 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

Absent: Councillor Betty Forbes

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Brett Dwyer, Director – Development Services
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Tamsin Guppy, Senior Development Planner
Daniel Broderick, Development Planner
Kaitlin Hebron, Confidential Council Clerk
Dennis Wong, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

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1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community on the proposed bylaw amendments as outlined in the Notice of Public Hearing.

He further noted that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- Following the staff presentation, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaws is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

2. INTRODUCTION OF BYLAWS BY CORPORATE OFFICER

Genevieve Lanz, Corporate Officer, introduced the proposed bylaws, stating that:

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

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

of each zone: Intent, Permitted Uses, Conditions of Use, Density, Height, Setbacks, Building Coverage, Landscaping, and Building Regulations, Parking, and Subdivision requirements.

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

3. PRESENTATION BY STAFF

Tamsin Guppy, Senior Development Planner, and Daniel Broderick, Development Planner, provided an overview of the proposal elaborating on the introduction by the Corporate Officer. Ms. Guppy and Mr. Broderick advised that:

- Updating of the Zoning Bylaw is driven by Council to be consistent with the Development Application Process Review (DAPR), and is intended to elevate the customer experience and streamline work;
- Clarified this is not an amendment to the zoning bylaw to permit four and six-unit small-scale multi-unit housing;
- Stated this process is about comprehensive policy implementation looking at broad changes to improve the community;
- Noted bylaws 8787 and 8799 are in respect to the single-family zones in the District;
- Noted bylaw 8799 relates to the zoning bylaw update;
- Noted bylaw 8787 is a consequential amendment to the Official Community Plan (OCP);
- Stated staff are considering an amendment to Bylaw 8799 to be presented to Council at Third reading to add regulations for accessory buildings;
- Highlighted themes from public input include:
    - Improved livability of suites;
    - Expanded housing diversity;
    - Simplified regulations and permitting times;
    - Improved building resilience; and,
    - Maintaining sufficient parking.
- Referred to the below Council-endorsed guiding principles regarding the Zoning Bylaw update:
    - Improved livability;
    - Promote climate resilience;
    - Simplified regulations;
    - Support economic development;
    - Facilitate housing diversity;
    - Respect existing character; and,
    - Maintain existing development potential.
- Highlighted the below approaches to changes in basements:
    - Getting rid of the inventive to build a basement;
    - Permitting buildings to “lift up” out of the ground; and,
    - Accommodating the same sized home above ground.

- The proposed regulations count all floor area, including basements and garages, as equal countable floor area.
- Noted a 7,500 square foot lot can still build a 5,100 square foot house per the new proposed regulations;
- Taller building heights to life basements out of the ground with a three-storey limit;
- House height is increasing by approximately 10 feet to encourage more above ground living space;
- Maximum permitted height of 33 feet for flat roofs and 38 feet for pitched roofs;
- Side entry garages are still permitted and can now be converted to living space and be two storeys in height;
- Front yard setback reduced from 25 feet to 20 feet;
- No changes to secondary suites, suites are up to 49percent of the principal building's floor area and continue to be permitted anywhere in the principal building;
- Changes to coach houses, maximum permitted size increased to 1,400 square feet;
- Providing 500 square feet of additional floor area when building a coach house to help facilitate coach house development;
- Existing height limit of two-storeys maintained to limit impacts on neighbours;
- Introduce landscape area requirements to recognize the importance of biodiversity, stormwater management, and neighbourhood character;
  - New requirements ensure sites retain some garden area and keep it simple for users;
  - Noted that, as many people continue to have backyard space, the requirement is met with a garden area of 20 feet by 20 feet;
- No changes to parking regulations, maintaining the existing parking requirements;
- Subdivision regulations are being maintained to protect existing development rights;
- The OCP amendment maintains the intent of the Rural Residential and Detached Residential designations but removes references to floor space ratio (FSR) to facilitate the proposed change in how floor area is counted;
  - The OCP designations themselves are not changing in terms of intent, use, or number of units.
- New R1 Rural and Suburban Detached Residential Zone (R1), approximately 219 lots outside the urban containment boundary, predominantly along Indian Arm, are proposed to be rezoned to R1;
- New R2 Urban Detached Residential Zone (R2), 19,693 lots inside the urban containment boundary are proposed to be rezoned to R2;
  - The R2 zone applies to lots currently zoned RS or lots in the Grousewoods area;
- 99 percent of privately owned RS Lots are included in Bylaw 8799, with the remaining one percent of privately owned RS lots requiring further study to align with the OCP; and,
- Applying the Council-endorsed principles, Bylaw 8799 represents an update to the ground oriented detached residential zones that will help ensure new housing is more resilient, more liveable, and still in keeping with community expectations;
- Stated following the close of the Public Hearing, the bylaws will proceed for consideration of Third reading in July 2026.

4. REPRESENTATIONS FROM THE PUBLIC

4.1. Chris Enns:

- Commented on the proposal;
- Noted they work closely with homebuilders and generally support the District's approach;
- Noted many concerns have been addressed through the revisions to the bylaws;
- Commented on the new Gross Floor Area (GFA) formula;
- Noted enclosed garages count towards GFA, reducing available living space;
- Noted that open sided carports remain exempt from GFA;
- Suggested maintaining a capped GFA allowance for enclosed garages due to wildlife and garbage storage needs;
- Commented on the benefits of partially submerged basements for temperature regulation and reducing building height;
- Stated that deep basements can be challenging due to terrain, topography and groundwater conditions; and,
- Expressed concern that wet lot conditions were not included in the staff report.

4.2. Brian Platts:

- Spoke in opposition to the proposal;
- Queried whether all single-family homeowners received notice of the proposed rezoning;
- Stated that the proposed changes are significant;
- Expressed concern with the timing of the public hearing;
- Spoke in opposition to the public process and proposed bylaws;
- Referred to past controversies regarding large homes in the 1990s;
- Referred to the neighbourhood-by-neighbourhood zoning approach developed through citizen committees in the 1990s;
- Noted that lot conditions vary throughout the District;
- Expressed concern that new three storey homes may be out of character within existing neighbourhoods; and,
- Referred to the public engagement process as "manufacturing consent."

4.3. Jacob Foster:

- Spoke in opposition to the proposal;
- Opined that notice of the public hearing was inadequate;
- Stated the proposal is the most significant zoning change since the 1990s;
- Opined the public hearing signage was insufficient in quantity and effectiveness;
- Expressed concerns regarding the proposed changes to square footage calculations;
- Opined the consultation questions were designed to elicit specific responses;
- Highlighted concerns regarding proposed changes to building height and basement regulations;

- Highlighted the cumulative impact of the proposed zoning amendments;
- Expressed concerns related to high water tables and on-site stormwater management requirements for new developments;
- Stated that any construction cost savings would benefit developers; and,
- Expressed uncertainty that above ground secondary suites would be incorporated into new homes.

4.4. Gurinder Biring:

- Spoke in opposition to the proposal;
- Opined that the proposed bylaw contains significant contradictions;
- Expressed concern that the changes would negatively impact the character of neighbourhoods;
- Queried whether the bylaw would improve housing affordability;
- Opined that homeowners and builders are unlikely to forgo above ground living space to incorporate rental suites;
- Opined that the bylaw would not result in increased density;
- Expressed concern that removing the basement exemption would reduce the future supply of basement suites;
- Stated that single-family basements have a lower environmental impact than larger multi-unit developments requiring excavation and concrete;
- Expressed concerns regarding the proposed increase in maximum building height to 38 feet and three storeys; and,
- Stated that taller homes could reduce privacy and block natural light.

4.5. Erica Wolowidnyk:

- Spoke in support of the proposal;
- Stated the overall permitted square footage remains largely unchanged;
- Stated that garbage space is still permitted and is now counted within total floor area calculations;
- Noted that homeowners are not losing buildable area;
- Suggested that the bylaw creates a more equitable approach between flat and sloped lots;
- Stated the proposed regulations provide a more consistent and equal framework for all properties; and,
- Expressed support for reducing zoning complexity and streamlining permit reviews.

4.6. David Wallin:

- Spoke in opposition to the proposal;
- Noted the District is under pressure to implement housing legislation introduced by the Province;
- Expressed concerns about the impacts on neighbourhood character, particularly in Pemberton Heights;

- Commented on rising housing and construction costs;
- Highlighted concerns regarding the need for infrastructure upgrades including water and sewer services;
- Noted that additional growth would require significant infrastructure investment;
- Noted that Capilano Elementary School is already operating at capacity;
- Raised concerns regarding transit, traffic, and parking constraints in Pemberton Heights;
- Suggested the District revisit the Official Community Plan (OCP) and Housing Needs Report to better reflect the unique characteristics of individual neighbourhoods; and,
- Suggested that future planning and policy reviews be undertaken on a neighbourhood-by-neighbourhood basis.

4.7. Erik Jensen:

- Commented on the proposal;
- Expressed concern about the significant impacts of the proposed bylaw;
- Expressed disappointment regarding the public notification process;
- Opined the signage was misleading and did not adequately communicate the impacts of the proposed zoning changes;
- Expressed concerns regarding the proposed increase in building heights;
- Stated the proposed zoning bylaw is easier to read and understand;
- Expressed support for the environmental objectives of the bylaw;
- Stated the proposal attempts to address below grade development issues by permitting increased above grade building mass;
- Expressed concern that the changes could negatively impact existing residents through reduced sunlight, diminished sightlines, and loss of privacy;
- Commented on potential impacts to neighbourhood character;
- Noted that taller buildings require more complex structural design and seismic engineering;
- Noted that duplexes remain excluded from the proposed changes; and,
- Suggested Council reject the proposed three-storey height allowance.

4.8. Paolo Pucci;

- Commented on the proposal;
- Expressed support for locating living space above ground;
- Commented on flooding concerns in the District; and,
- Suggested that above ground development is preferable for both environmental and livability perspectives.

4.9. Bob Olson:

- Commented on the proposal;
- Commented on the environmental impacts associated with concrete construction;

- Stated that the character of Pemberton Heights has significantly changed, with increasing influence from business activity;
- Noted that three-storey buildings without basements can still be designed to be visually appealing; and,
- Expressed concern that housing pressures are forcing people to live further away due to lack of available housing.

4.10. Bob Armstrong:

- Spoke in support of the proposal;
- Expressed support for the proposed bylaws, noting they are timely and necessary;
- Commented on the interest to build a coach house, which has been restricted under current regulations;
- Noted that existing bylaws have prevented the construction of a coach house due to basement and design constraints;
- Highlighted issues of equity and fairness in how zoning regulations are applied;
- Stated there has been extensive opportunity for public consultation; and,
- Suggested the bylaws provide improved options for multi-generational living arrangements.

4.11. Aidan Kyle:

- Spoke in support of the proposal;
- Noted that many residents wish to remain in the community and that multi-generational housing provides an alternative where homeownership is not accessible;
- Anticipated potential cost savings and reduced delays; and,
- Expressed overall support for the proposed changes as a positive improvement.

4.12. Daniel Guinniser:

- Commented on the proposal;
- Expressed support for removing below-ground basement suites;
- Noted this approach may reduce the amount of above-ground building mass required;
- Suggested introducing pro-rated allowances for above-ground secondary suites; and;
- Suggested that this could help reduce pressure on setbacks and overall site constraints.

4.13. Corrie Kost:

- Commented on the proposal;
- Suggested that applying zoning changes on a neighbourhood-by-neighbourhood basis would be easier to manage;
- Expressed concern that the proposed changes could reduce the character and diversity of the District;

- Suggested the proposed changes could diminish existing cultural and neighbourhood heritage; and,
- Noted that existing single-family homes currently provide outdoor play space and larger open areas.

4.14. David Cameron:

- Commented on the proposal;
- Expressed general support for the removal of fully submerged basements;
- Expressed concern that the proposal does not incentivize partially submerged basement designs;
- Suggested partially submerged basements provide natural cooling benefits for summer;
- Opined that 10-foot ceilings are uncommon in the District;
- Noted a missed opportunity to better integrate building height allowances with partially submerged basement design;
- Raised concerns about building form and neighbourhood character;
- Expressed concern over the perceived rushed timeline of the process; and,
- Suggested the bylaw may be premature ahead of anticipated provincial responses regarding Small Scale Multi-Unit Housing (SSMUH) compliance.

4.15. Stephanie Wilson:

- Commented on the proposal;
- Queried the timing of considering zoning amendments in relation to the provincial SSMUH timeline;
- Suggested there was a missed opportunity in waiting for further provincial direction;
- Expressed support for the proposed amendments as a way to remove existing barriers;
- Expressed support for garage conversions, noting many families no longer have multiple vehicles;
- Emphasized the need for housing regulations that accommodate diverse household needs;
- Highlighted the importance of renters in the community and noted that many rely on basement suites for housing;
- Expressed concerns about tenant uncertainty regarding the legality of secondary suites;
- Suggested the District communicate with renters in secondary suites to reassure them that zoning changes will not affect tenancy;
- Noted that population growth will require a broader range of housing options; and,
- Emphasized the need for affordability, housing stability and diverse housing options.

4.16. Jarrett Wall:

- Spoke in support of the proposal;
- Noted that there has been extensive outreach on the topic, including open houses, emails and newsletters;
- Emphasized that families are facing time constraints, making flexible housing options important;
- Expressed support for flexible housing options such as garage conversions, larger coach houses, and additional storeys;
- Emphasized the value of simplified zoning regulations within the bylaws; and,
- Commented on the high cost of "monster homes" and broader housing affordability concerns.

5. QUESTIONS FROM COUNCIL

If garage space and previously exempt basement space are now being incorporated into a new floor area calculation, how can staff assure Council that homeowners are not actually losing buildable living space compared to what is permitted today?

In response to a question from Council, staff advised that the new standardized zone is designed to provide approximately the same total buildable floor area as most existing zones. Staff conducted an analysis that looked at the spread of the lot sizes across the District and the zones. The analysis assumed maximum buildout and included testing different coefficients against various lot sizes the intent was to fairly closely match possible buildable area.

Can staff clarify treatment of partially submerged basements in flat lots?

In response to a question from Council, staff advised that basements are permitted on all lots regardless of slope and regardless of whether the lowest floor is in ground or not. Staff further noted basements are considered a storey under the definition of storeys and would be considered one of the permitted three storeys.

Do we know if in municipalities that have moved away from traditional basements, have suite rates gone up, down, or stayed about the same?

In response to a question from Council, staff advised that in other jurisdictions and neighbourhoods where conditions have either prevented basement construction or where the market is not strong enough to merit basement construction, we still see secondary suites in similar numbers to other regions. In real estate markets like Toronto, and Los Angeles, shifting away from traditional basement suites has increased the overall number of secondary suites.

Staff further noted as municipalities restrict excavation to address environmental, carbon, and flooding concerns, the local governments also concurrently pass more flexible upzoning laws. The result is a net increase in total secondary or coach house units, showing a general transition from more affordable, underground spaces toward more livable above-ground rental housing, albeit at a more expensive rental rate.

Staff further noted the stormwater management plans and geotechnical reports and studies up front at permit application are very costly for basements in addition to construction costs. There is a cost saving for the homeowner to build above ground secondary suites as well as improvements to access to light for residents, including tenants.

Why were duplexes not included as part of this zoning update?

In response to a question from Council, staff advised that the 2024 update to the Zoning Bylaw considered updating the RS zones to allow a House, Suite and Coach House. The Zoning Bylaw rewrite seeks to maintain the overall intent of the existing zones, which is to permit the three units in the specific tenure. The zoning envisioned does allow flexible building design, with suites permitted to be 49percent of the principal building they can, for all functional purposes, feel and function like a duplex.

Is the City of Vancouver able to grant FSR bonus when adding laneway houses because they are legislated under their own charter?

In response to a question from Council, staff advised that laneway houses were added as an option in most low-density areas in Vancouver and recent changes increased the maximum size of laneway houses so more houses can accommodate families with children and other larger household types. This is similar to what staff are proposing in the District and is enabled through the *Local Government Act* or *Vancouver Charter* respectively.

Can staff comment on how the new consolidated bylaw will simplify the permitting process?

In response to a question from Council, staff advised that reducing the number of zones reduces confusion and that reduces the need for resubmissions and corrections. Individual neighborhood zones include both different numbers and different ways of interpreting regulations, making the requirements very confusing for designers. Staff further noted that both the language and rules are simplified, making it easier to build a less expensive and simpler building, which reduces design time, review time, and construction times. Staff further noted that the permitting process is also being simplified with the Development Application Process Review.

What tweaks can be considered if this bylaw is passed, what cannot be tweaked?

In response to a question from Council, staff advised that if the proposed bylaw is adopted, then variances can be considered to items like height or setback but not to anything related to use or density, and that the bylaw can still be amended through a rezoning bylaw amendment process, including a change in use or density.

Why are we adding additional square footage to coach houses when the average in the region is about 900 square feet with only a couple of municipalities realizing 1,200 square feet?

In response to a question from Council, staff advised that multi-family houses are permitted to construct larger family-oriented units. The increased coach house size enables more family-oriented units up to 1,400 square feet, allowing them to become realistic housing options for families with multiple family members.

Although the maximum permitted size of coach house will be up to 1,400 square feet plus 500 square feet of additional floor area, is there still an upper limit of the amount of the GFA for the site?

In response to a question from Council, staff advised that if the principal building has been built to maximize its square footage so that there is no extra buildable area for a coach house, the proposed 500 square foot bonus would enable a small coach house to be constructed. If the main house is not using all the available square footage, then remaining square footage can be added to the 500 square feet bonus up to a maximum of 1400 square feet for the coach house.

How do you count split level formats into storeys?

In response to a question from Council, staff advised that each level is counted as a storey.

Can staff provide a comparison of bylaws in similar municipalities? Single-Family and Coach Houses.

In response to a question from Council, staff advised that most comparable municipalities have adopted Small-Scale Multi-unit Housing (SSMUH) legislation. Those communities were required to consider the guidelines of the Province, which anticipated three-storey development of four to six-units. By comparison with typical comparable municipalities, these standards are different from what is proposed in the bylaws under consideration, which is a conversion of existing single-family zones into new single-family zones, where a house, secondary suite, and coach house are permitted.

We have heard from a speaker that Burnaby height restrictions changed and are now maxed at 30 feet. Why are we considering 38 feet in DNV?

In response to a question from Council, staff advised that staff compared to most municipalities in the region in spring 2026 and found that heights in the District were typical. Staff noted that many municipalities measure to the mid-point of the roof whereas the District measures to the peak, so that while the number is larger, the resulting height is similar.

Is there a way to make sure the bonus 500 square feet is being applied to a larger coach house creating family suitable spaces rather than just making a very large primary residence?

In response to a question from Council, staff advised that the extra 500 square feet is only provided if you are building a coach house. In the zone as presented, the regulation does not require the extra 500 square feet to be used solely for the coach house.

4.17. Brian Platts SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Referenced other jurisdictions where similar zoning changes have increased rental housing;
- Referred to Vancouver special style homes as an example of above-ground secondary suites;
- Commented on the high construction costs of coach houses;
- Referred to neighbourhood zoning changes in the 1990s and noted the 26-foot maximum roof height was too restrictive; and,
- Suggested increasing the maximum roof height to allow basements to be brought partially above ground.

4.18. Jacob Foster SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Expressed support for raising the maximum building height to allow basement suites to be partially above ground, but not to 38 feet as proposed;
- Stated that homes are long-term investments and remain part of the community for many years; and,
- Opined that new, larger homes stand out in single-family neighbourhoods.

4.19. Erik Jensen SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the additional clarity provided on coach house regulations;
- Provided a visual example illustrating the scale of a three-storey home beside an existing single-family home;
- Encouraged Council to give careful consideration to the long-term implications of the proposed changes;

- Expressed concerns about potential impacts on views and property values for existing homeowners; and,
- Opined the public notification and signage were inadequate.

4.20. David Cameron SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Commented on building height calculations;
- Queried whether properties already built to maximum floor area would receive an additional 500 square foot allowance for a coach house; and,
- Requested clarification on the proposed size limits for coach houses.

4.21. Corrie Kost SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the age of their home;
- Expressed concern that some newer homes have extensive paving in front yards;
- Highlighted the benefits of basements;
- Requested clarification on how existing basements would be treated under the proposed bylaw; and,
- Noted that environmentally friendly concrete products are available.

4.22. Paolo Puccini SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the proposed building height limits;
- Commented on garages and associated floor area;
- Requested clarification on the proposed additional floor area allowances; and,
- Commented on the need for adequate parking.

4.23. Bob Olsen SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Referenced 2030 climate targets and green building technology;
- Suggested climate goals could be achieved through more sustainable building practices;
- Referenced slab-on grade and bracket house construction as alternative building approaches; and,
- Noted that basements are uncommon in Japan.

Why are the majority of condos in the District that are being approved between 500 and 800 square feet with few that are 1400 square feet, but we are encouraging coach houses to accommodate families?

In response to a question from Council, staff advised that the updated coach house size enables larger coach houses. Staff stated unit size is not restricted in multi-residential zones and larger units are permitted. Providing a larger coach house size provides more options

and flexibility when thinking about the diversity and size of housing stock. As part of the larger Zoning Bylaw Rewrite, staff will bring forward updated multi-unit residential zones as they consider options to encourage larger livable units in those zones.

Would staff be able to comment on the suggestion made by second time speaker to raise the allowable height of basement above ground from the existing 4 feet?

In response to a question from Council, staff advised that the zones under consideration do not have this limit.

We asked for the worst-case scenario during the workshops on this issue of height and removal of basements, can staff provide images to illustrate these scenarios, such as the Norgate neighborhood?

In response to a question from Council, staff advised that impacts are higher when the house is on the uphill side of the street on a street with a cross slope, depending on how residents use their side yard and rear yard. Staff further noted the proposal is a change from the existing regulations and will make homes taller and bulkier, which responds to the guiding principals to maintain the permitted development areas.

Does a fully submerged basement count against the total height or is it measured from grade?

In response to a question from Council, staff advised that building height is measured from grade, the basement would count as a storey, so they would be limited to two storeys above grade.

Are the building coverage and hard surface coverage maximums changed by this bylaw?

In response to a question from Council, staff advised that the building coverage has been increase slightly to encourage two-storey construction and not force the construction of a third storey. Staff noted that the proposal includes requirements for 35 percent landscaped area for lots under 5,000 square feet and 45percent for lots over 5,000 square feet.

Why do we feel we need to allow heights of up to 38 feet, when the basements were fully submerged only to gain full height ceiling on the main by design?

In response to a question from Council, staff advised that allowing the entire area to be above grade would impact building height considerations. The proposed approach would simplify height regulations by measuring to the roof peak and allowing the full 38-foot height, while maintaining the three-storey limit. Staff further advised these regulations originated in the 1990s in response to concerns of “monster homes” and included more restrictive eave and building height requirements, which forced basements down into the ground while maintaining a two-storey with basement home.

If this zoning bylaw is passed, does that make existing basements "non-conforming"? If so, what renovations would the owner be allowed to make to the basement? What is the general nature of restrictions on non-conforming properties?

In response to a question from Council, staff advised that basements will not become non-conforming because basements are still permitted. The regulations under consideration are more permissive than the existing zones, so it is less likely for existing dwellings to become non-conforming. Basements would count into overall FSR (where previously exempted), however, since the allowable FSR is larger in the proposed zoning, it may not be an issue.

Can staff provide the environment benefit and rationale as to how the root structure of trees on the property are protected if we are adding increase hard surface coverage? How does reducing setbacks protect root structure?

In response to a question from Council, staff advised that construction often results in the loss of existing trees, particularly when basements are excavated and that changes to drainage patterns and groundwater flow can reduce water availability to remaining trees. While construction results in impacts to existing trees, the proposed bylaw includes a landscape requirement with a suitable depth of soil, which is indented to facilitate an opportunity for tree planting in the future. Staff further noted that the proposed 20-foot setback aligns with the setback currently permitted for front entry garages. By reducing the front yard setback, the intent is to reduce the pressure on the rear yard, where most planting occurs.

Can staff provide images of flat and sloped lots with existing three storey homes with heights under existing bylaws and the same photos with the proposed max story and max height?

In response to a question from Council, staff provided an example from their presentation.

How do we reduce the developable area and allow the gentle density of coach houses and secondary suites that don't have the required FSR?

In response to a question from Council, staff advised that perspectives on housing needs vary, many people in multi-family projects currently live comfortably in units ranging from 1,000 to 1,500 square feet. Staff further noted for 5,000 square foot homes, the floor area could potentially be accommodated through multiple units. Staff also noted that reducing residents' development potential would result in some existing homes becoming non-conforming.

Has staff measured the impact on the storm system because of the increase in hard surface?

In response to a question from Council, staff advised that they have various models used to analyze water, sanitary and storm water impacts in the community. Staff noted the development servicing bylaw and storm servicing bylaw match pre-development flow with post-development flow, which scales with the scale of the hard surface.

4.24. Jarrett Wall SPEAKING FOR A SECOND TIME:

- Spoke in support of the proposal;
- Emphasized the importance of timely implementation;
- Commented on the potential role of artificial intelligence, noting the current regulations are difficult to interpret;
- Queried if performance metrics will be used to evaluate the effectiveness of the bylaw and DAPR; and,
- Requested clarification on turning distance requirements for garages.

4.25. Corrie Kost SPEAKING FOR A THIRD TIME:

- Commented on the proposal;
- Opined that the District is made up of distinct communities with unique identities; and,
- Queried whether reference to those distinct communities have been removed from the OCP materials.

4.26. David Cameron SPEAKING FOR A THIRD TIME:

- Spoke in opposition to the proposal; and,
- Opined that allowing basements without an adjustment to building height does not provide an appropriate balance.

4.27. Paolo Puccini SPEAKING FOR A THIRD TIME:

- Commented on the proposal;
- Commented on the impact of three-storey buildings in the District; and,
- Stated coach houses generally represent a reduction in overall residential square footage compared to larger single-family homes.

6. COUNCIL RESOLUTION

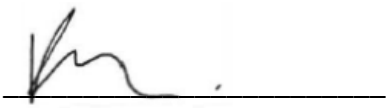
MOVED by Councillor HANSON
SECONDED by Councillor MAH
THAT the June 23, 2026 Public Hearing regarding Bylaw 8787 and Bylaw 8799 is closed;

AND THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8787, 2026 (Amendment 63)" is returned to Council for further consideration;

AND THAT “District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)” is returned to Council for further consideration.

CARRIED
(9:49 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

REPORTS

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

The District of North Vancouver
REPORT TO COUNCIL

June 22, 2026
Case: PLN2025-00020
File: 08.3060.20/020.25

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Bylaws 8779, 8780,8781 and 8782 – OCP Amendment, Rezoning, Road Closure and Housing Agreement for a Mixed-Use Development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road ("Lynn Valley Mall" and "Draycott Gardens")**

RECOMMENDATION:
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780)" is ADOPTED;

AND THAT "1246-1268 Lynn Valley Road and 3050-3174 Baird Road Highway Closure Bylaw 8781, 2026" is ADOPTED;

AND THAT "Housing Agreement Bylaw 8782, 2026 (1246-1268 Lynn Valley Road)" is ADOPTED.

BACKGROUND:
Bylaws 8779, 8780 and 8781 received first reading on March 16, 2026 (Staff Report dated February 18, 2026)

A public hearing for Bylaws 8779 and 8780 was held and closed on April 14, 2026.

Bylaws 8779, 8780 and 8781 received second and third readings on May 25, 2026. Bylaw 8782 received first, second and third readings on May 25, 2026 (Staff Report dated May 5, 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 8779
2. Bylaw 8780
3. Bylaw 8781
4. Bylaw 8782

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 8779

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 8779, 2026 (Amendment 62)".

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 5: Low Density Apartment" (RES5) to "Residential Level 6: Medium Density Apartment" (RES6), and by changing the land use designation from "Residential Level 6: Medium Density Apartment" (RES6) to "Commercial Residential Mixed Use Level 2" (CRMU2) for the lands shown on Schedule A of this bylaw;

   b) 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 March 16, 2026 by a majority of all Council members.

PUBLIC HEARING held April 14, 2026

READ a second time May 25, 2026 by a majority of all Council members.

READ a third time May 25, 2026 by a majority of all Council members.

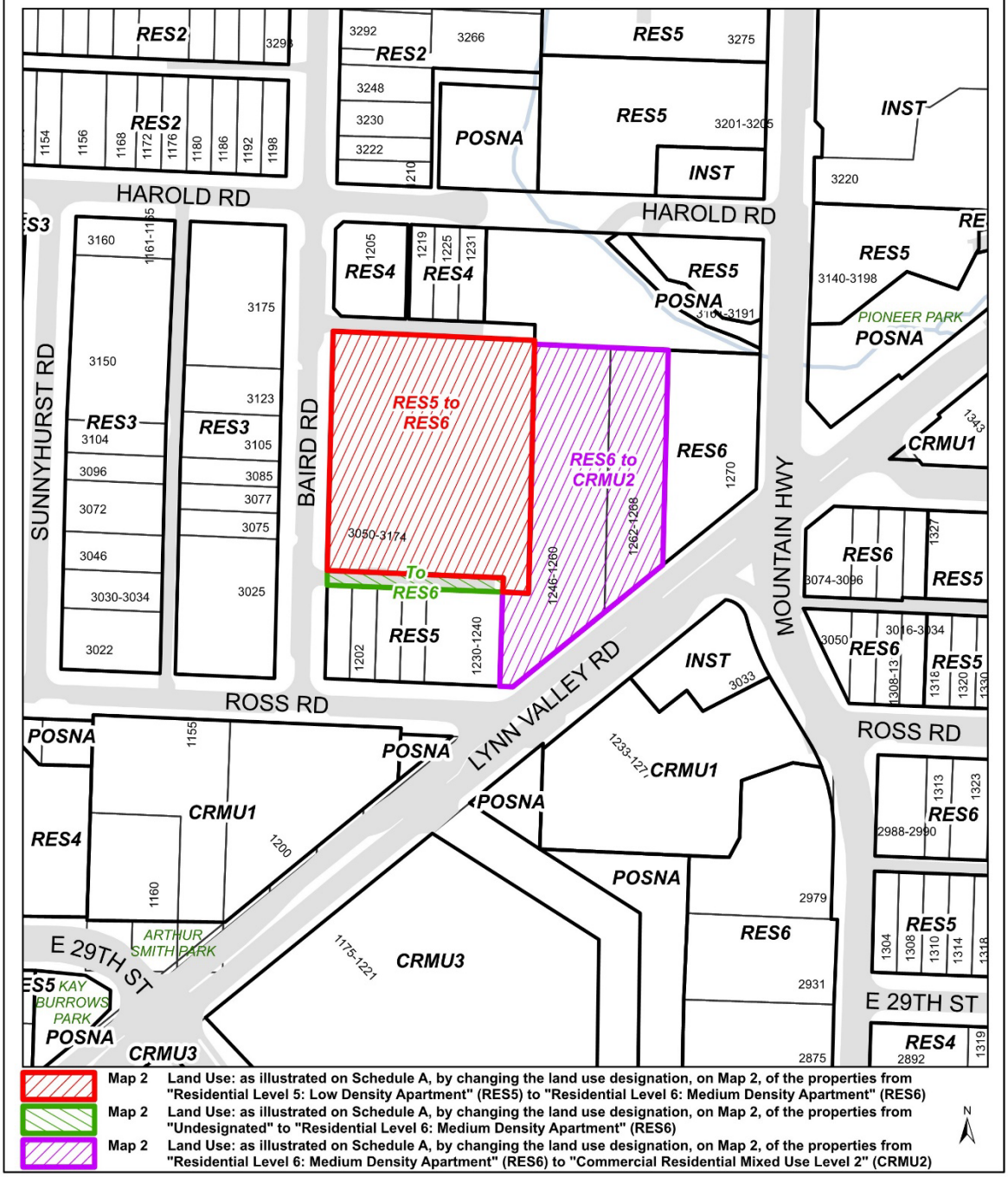
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

Schedule A to Bylaw 8779

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)



Schedule B to Bylaw 8779

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)

Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, 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 8780

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780)".

Amendments

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

    a) Part 2A, Definitions is amended by adding CD162 to the list of zones that Part 2A applies to.

    b) Part 2A, Definitions is amended by adding the following definition:

    "Instructional services" means a commercial establishment providing specialized instruction, training, or certification in specific skills, trades, or subjects. This includes, but is not limited to, professional development, language schools, driver training, and supplemental tutoring or examination preparation. These services are typically provided on a per-course or hourly basis and are distinct from a general curriculum school. This use does not include Fitness Centre, Child Care Facility, School or University.

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

    "Comprehensive Development Zone 162 CD162"

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

    "4B 162 Comprehensive Development Zone 162 CD162

    The CD162 Zone is applied to:

I. Lot 3 Block 3 District Lot 2023 Plan 14333 (007-865-473);
II. Lot 2 Block 3 District Lot 2023 Plan 13905 (007-993-994);
III. Lot B Block 3 District Lot 2023 Plan 14474 (007-800-614); and
IV. The parcel south of Lot B

all as indicated in Schedule A of this bylaw.

4B 162 - 1 Intent:

The intent of the CD162 Zone is to permit a mixed-use development including residential and commercial uses.

4B 162 - 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD162 Zone:

a) Uses Permitted Without Conditions:

Not applicable

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 162-3 Conditions of use, are met:

Animal care services, including *pet care establishments* and *veterinarian*
Business/office support services
Child care facility
Fitness centre (indoor fitness and sport)
Health service purposes (health care services)
Instructional services
Office use
Personal service
Professional office use
Residential
Restaurant use, including *neighbourhood public house with on-site brewing, retail food services,* and *take-out restaurant*
Retail use, including *liquor store*
Service use

4B 162 - 3 Conditions of Use:

a) **All conditional uses**: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

i.) All aspects of the use are completely contained within an enclosed building except for:

1. Parking and loading areas;
2. Outdoor customer service areas;
3. The display of goods, limited to 5 m^2 per commercial unit;
4. Outdoor amenity areas (plazas, roof decks, play areas, and private or semi-private outdoor space); and
5. Plazas and park areas.

b) **Animal care services**: Animal care services are only permitted when the following conditions are met:

i.) Any animal care service must have an outside public entrance, and all noise associated with the keeping of and caring for animals must be contained within the premises.

c) **Restaurant**: Restaurant use is only permitted when the following conditions are met:

i.) Any Outdoor Customer Service Area must be operationally and physically tied to the principal use premises which it serves; and
ii.) The size of an Outdoor Customer Service Area shall not exceed 50% of the total gross floor area of the principal use to which the Outdoor Customer Service Area is accessory, or 50% of the number of seats permitted for the principal use to which the Outdoor Customer Service Area is accessory, whichever is the lesser.

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

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

4B 162 - 4 Accessory Uses:

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

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

c) *Outdoor customer service areas* are permitted.

4B 162 - 5 Density:

a) The maximum permitted density is 36,083 m^2 (388,391 sq. ft.).

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

i.) Indoor common amenity areas accessory to a residential use, up to a maximum of 557.4 m^2 (6,000 sq. ft.), as identified in Figure 1;
ii.) Parking, storage, mechanical, 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;
iii.) Rooftop mechanical and electrical areas to a maximum of 100 m^2 (1,076 sq. ft.) per Building, as identified in Figure 1;
iv.) Underground parking access ramps and covered trellis areas, if applicable; and
v.) The floor area of unenclosed balconies, roof overhangs and private rooftop terraces.

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 162 - 6 Setbacks:

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

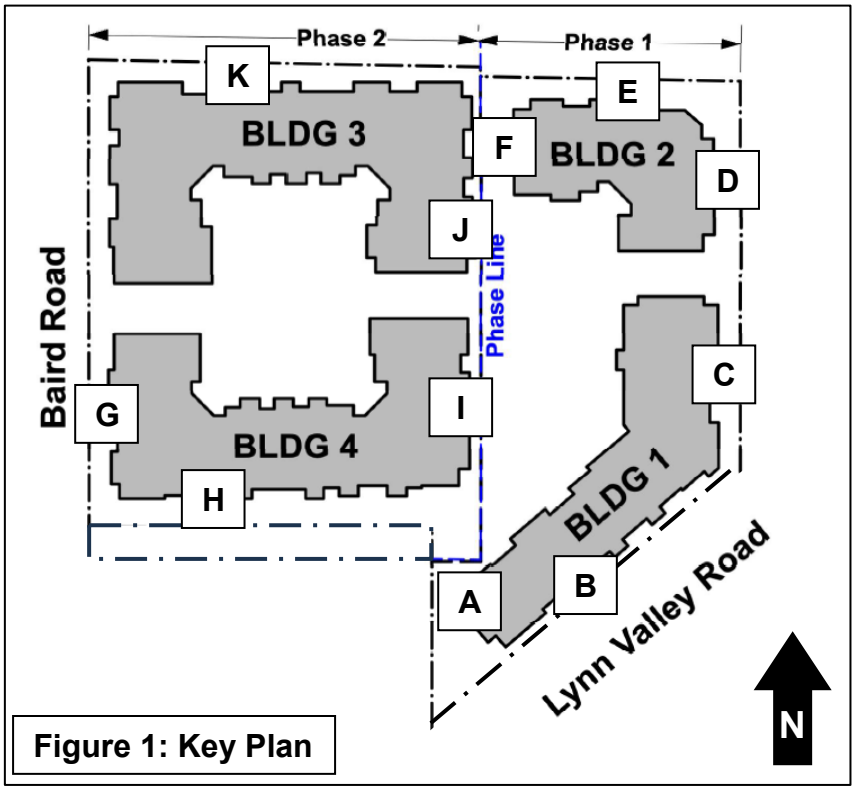


Figure 1: Key Plan

Table 1. Setbacks			
Phase	**Identifier (Figure 1)**	**Building # – Building side**	**Minimum Required Setback**
1	A	Building 1 – west	7.5 m (24.6 feet)
	B	Building 1 – south	1.5 m (5.0 feet)
	C	Building 1 – east	4.5 m (14.8 feet)
	D	Building 2 – east	4.5 m (14.8 feet)
	E	Building 2 – north	4.0 m (13.1 feet)
	F	Building 2 – west	4.5 m (14.8 feet)
2	G	Building 3 and 4 – west	4.5 m (14.8 feet)
	H	Building 4 – south	4.5 m (14.8 feet)
	I	Building 4 – east	1.8 m (6.0 feet)
	J	Building 3 – east	4.0 m (13.1 feet)
	K	Building 3 – north	4.5 m (14.8 feet)

a) Underground parking structures are excluded from the setback requirement.

b) Decks, patios, balconies, 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 162 - 7 Height

a) The maximum permitted height for any building in the CD162 Zone is as follows:

Table 2. Building Height		
Building # (see Figure 1)	**Maximum Height** Measured from Level 1	**Maximum Storeys** (above parkade)
Building 1	24.0 m	6 storeys
Building 2	21.0 m	6 storeys
Building 3	21.0 m	6 storeys
Building 4	21.0 m	6 storeys

b) The following height exemptions shall apply to the CD162 Zone;

i.) Rooftop stair enclosures, elevator penthouses, 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 162 - 8 Building Coverage:

a) Building Coverage: The maximum building coverage is 40%.

4B 162 - 9 Building Regulations – Location of Uses:

a) Within Buildings 1, 2, 3 and 4 (as labelled in Figure 1), uses are permitted in the following locations, as per Tables 3 and 4:

Table 3: Location of land uses permitted in Building 1			
Permitted land uses	**Permitted locations**		
	Ground floor	**Second floor**	**Third floor and above**
Animal care services	Yes	Yes	No
Business / office support services	No	Yes	No
Child care facility	No	Yes	No
Fitness centre	No	Yes	No
Health service purposes	No	Yes	No
Instructional services	No	Yes	No
Office use *Professional office use*	No	Yes	No
Personal service	Yes	Yes	No
Residential dwelling units	No	No	Yes
Restaurant use	Yes	Yes	No
Retail use	Yes	Yes	No
Service use	No	Yes	No

Table 4: Location of land uses permitted in Buildings 2, 3, 4		
Permitted land uses	**Permitted locations**	
	Ground floor	**Second floor and above**
Child care facility	Yes	No
Residential dwelling units	Yes	Yes

4B 162 – 10 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 162 - 11 Parking, Loading and Servicing Regulations

a) Vehicle parking is required as per Table 5:

Table 5. Vehicle Parking Requirements	
Land Use and Type of Parking	**Minimum Parking Requirements**
Vehicle Parking	
Residential Vehicle Parking Strata dwelling units Rental dwelling units	*(Rates do not include visitor parking)* 1 space / strata dwelling unit 0.89 spaces / rental dwelling unit
Residential Visitor Vehicle Parking Per dwelling unit	 0.10 spaces / dwelling unit
Commercial Parking	1 / 45 m^2 gross floor area
Accessible Parking	4.5% of all required parking spaces

b) Commercial parking is based on a blended rate for all commercial uses.

c) Commercial parking and residential visitor parking shall be shared.

d) Bicycle parking is required as per Table 6:

Table 6. Bicycle Parking Requirements	
Class 1 – Long Term	732 spaces, of which 9 must be for commercial purposes
Class 2 – Short Term	51 spaces

iii.) Except as specifically provided in this Section 4B 162-11, Parking shall be provided in accordance with Part 10 of this Bylaw."

(End of CD162 Zone)

e) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lots from Multi-Family Residential Zone 3 (RM3) and General Commercial (C2) to Natural Parkland (NPL) and Comprehensive Development Zone CD162.

f) The Siting Area Map section of the Zoning Bylaw is amended by deleting Plan Section Page R/11 and Plan Section Page C/18.

Severability

3. If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

READ a first time March 16, 2026

PUBLIC HEARING held April 14, 2026

READ a second time May 25, 2026

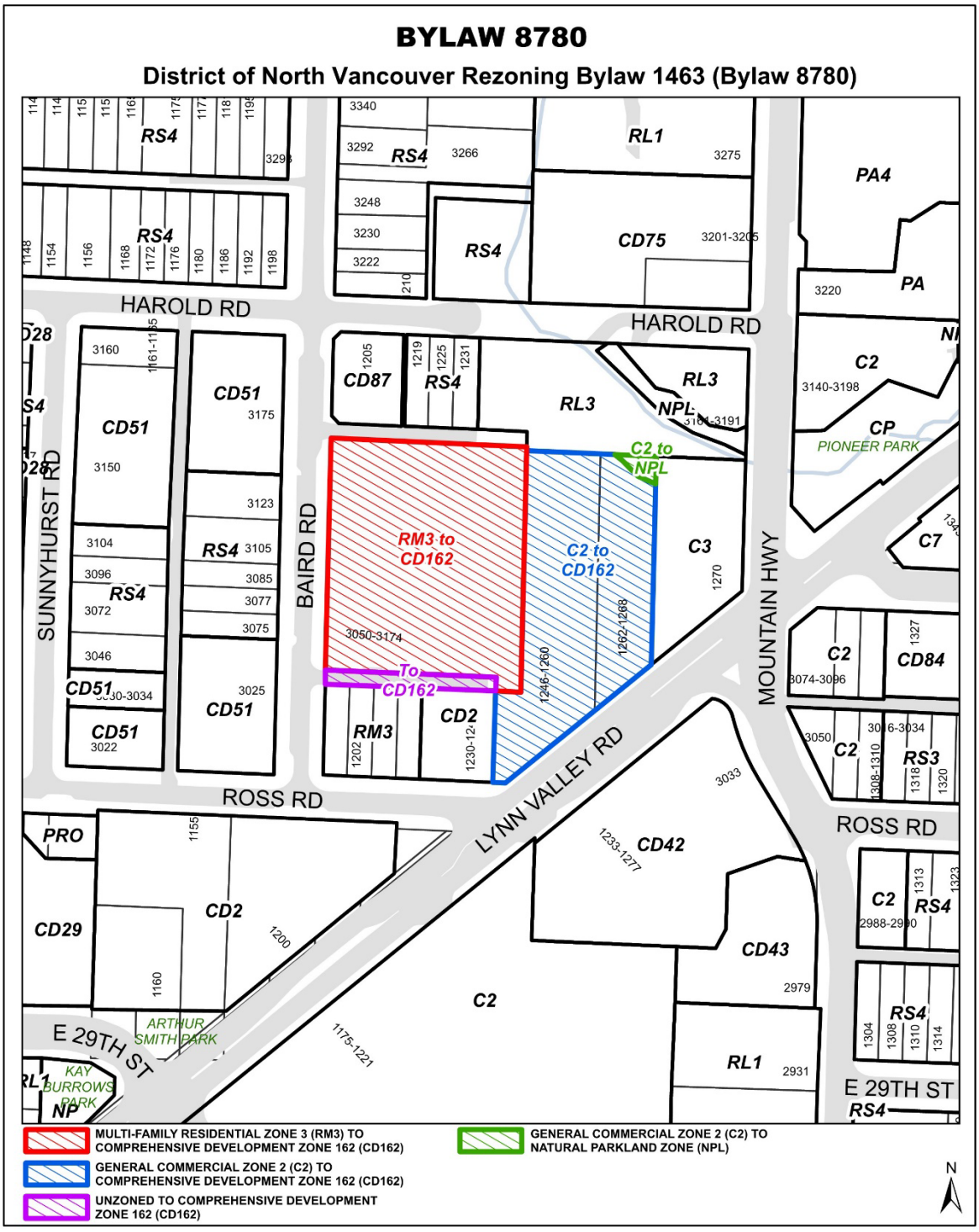
READ a third time May 25, 2026

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8780



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The Corporation of the District of North Vancouver

Bylaw 8781

A bylaw to close and remove highway dedication.

WHEREAS under the *Community Charter* the Council may close to traffic and remove the dedication of a highway; and,

WHEREAS the Council has posted and published notices of its intention to close the highway referred to in this Bylaw and remove its dedication, and has provided an opportunity for persons who consider they are affected to make representations to the Council; and,

WHEREAS the Council does not consider that the closure will affect the transmission or distribution facilities or works of utility operators;

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

1. Citation

This bylaw may be cited as "1246-1268 Lynn Valley Road and 3050-3174 Baird Road Highway Closure Bylaw 8781, 2026"

2. Bylaw to close and remove highway dedication

2.1 The portion of highway dedicated by Plan 3511 shown as Parcel A on Plan EPP151173 attached hereto as Schedule "A" is closed to all types of traffic and the dedication as highway is removed.

2.2 The Mayor and Clerk are authorized to execute and deliver such plans and other documents as are required to effect the aforesaid closure and removal of highway dedication.

3. Severability

If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

READ a first time March 16, 2026

NOTICE given under Section 94 of the *Community Charter* on March 4, 2026 and March 11, 2026.

OPPORTUNITY for representations to Council provided in accordance with Section 40 of the *Community Charter* on March 16, 2026

READ a second time March 16, 2026

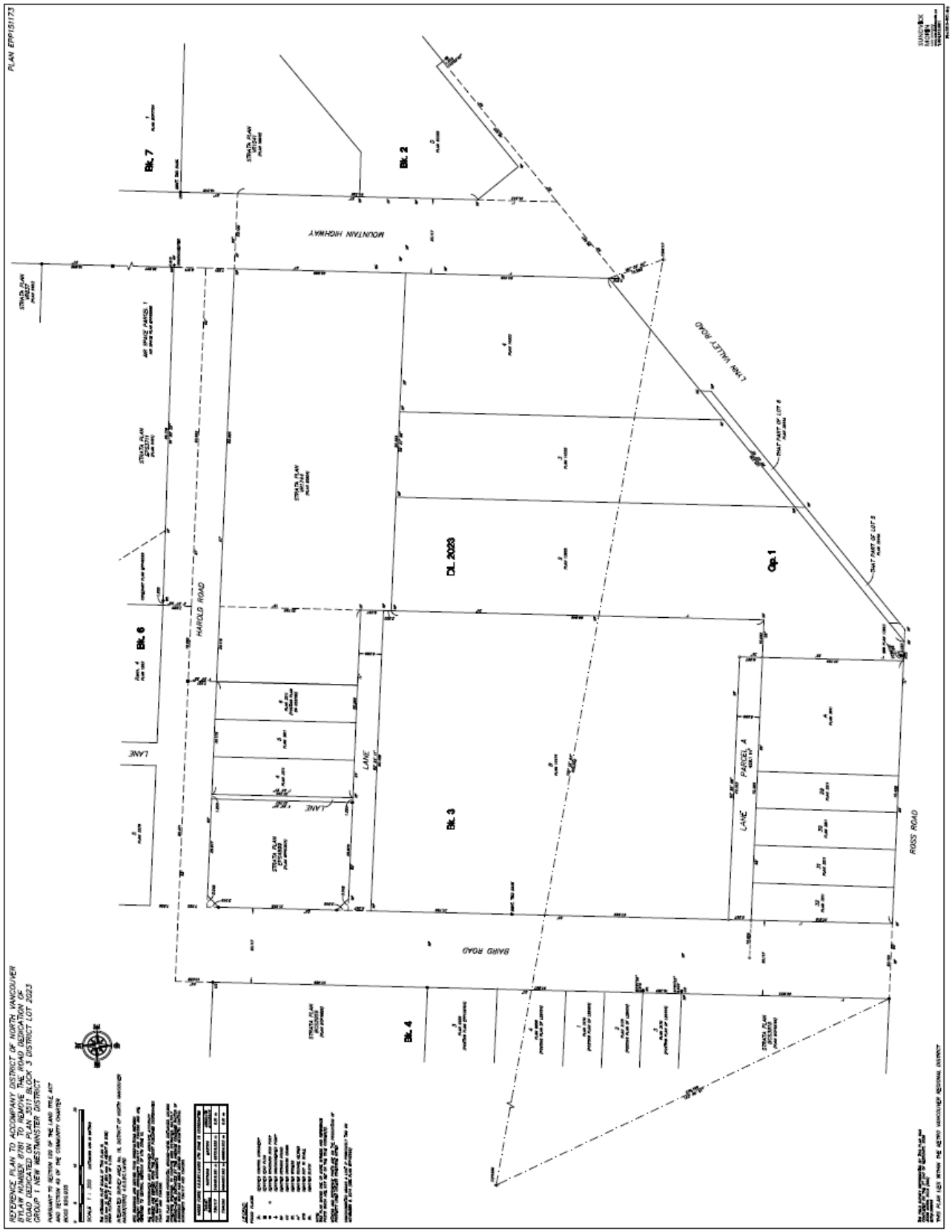
READ a third time March 16, 2026

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8781
Road Closure Plan



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The Corporation of the District of North Vancouver

Bylaw 8782

A bylaw to enter into a Housing Agreement
(1246-1268 Lynn Valley Road)

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

Citation

1. This bylaw may be cited as “Housing Agreement Bylaw 8782, 2026 (1246-1268 Lynn Valley Road)”.

Authorization to Enter into Agreement

2. The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Polygon Development 396 Ltd., substantially in the form attached to this Bylaw as Schedule A with respect to:

    a. PID:007-993-994 Lot 2 Block 3 District Lot 2023 Plan 13905; and

    b. PID:007-865-473 Lot 3 Block 3 District Lot 2023 Plan 14333.

Execution of Documents

3. The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

Severability

4. If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw

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

Schedule A to Bylaw 8782

SECTION 219 COVENANT and RENT CHARGE HOUSING AGREEMENT (RENTAL HOUSING)

THIS AGREEMENT dated for reference _____, 20__

BETWEEN:

POLYGON DEVELOPMENT 396 LTD., 900 – 1333 West Broadway, Vancouver, BC V6H 4C2

(the “Developer”)

AND:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER, 355 West Queens Road, North Vancouver, BC V7N 4N5

(the "District")

WHEREAS:

A. The Developer is the registered owner in fee simple of lands in the District of North Vancouver, British Columbia legally described in Item 2 of the Form C General Instrument Part 1 to which this Agreement is attached and which forms part of this Agreement (the “Land”);

B. Section 219 of the *Land Title Act* permits the registration of a covenant of a negative or positive nature in favour of the District in respect of the use of land, construction on land or the subdivision of land;

C. Section 483 of the *Local Government Act* permits the District to enter into a housing agreement with an owner of land, which agreement may include terms and conditions regarding the occupancy, tenure and availability of dwelling units located on the Land;

D. The elected council of the District has adopted Housing Agreement Bylaw 8782, 2026 authorizing the District to enter into this Agreement; and

E. The Developer and the District wish to enter into this Agreement to restrict the subdivision and use of, and construction on, the Land on the terms and conditions of this agreement, to have effect as both a covenant under section 219 of the *Land Title Act* and a housing agreement under section 483 of the *Local Government Act*.

NOW THEREFORE in consideration of the sum of $10.00 now paid by the District to the Developer and other good and valuable consideration, the receipt and sufficiency of which the Developer hereby acknowledges, the parties covenant and agree pursuant to Section 219 of the *Land Title Act* (British Columbia) as follows:

1. **Definitions** – In this Agreement and the recitals hereto:

   (a) "*Air Space Subdivision*" means the proposed air space subdivision of the Land as contemplated by the Air Subdivision Plan which said air space subdivision will create the CRU Air Space Parcel, the Residential Strata Remainder Parcel, and either:

      (i) the Market and Below Market Rental Airspace Parcel; or

      (ii) the Market Rental Airspace Parcel and the Below Market Rental Airspace Parcel,

   (b) "*Air Space Subdivision Plan*" has the meaning given to it in the Development Covenant;

   (c) *"At Arm's Length"* means:

      (i) not in any other contractual relationship with the Owner or any director, officer or other senior employee of the Owner;

      (ii) unrelated by blood, marriage or personal relationship to any director, officer or other senior employee of the Owner; and

      (iii) not employed by any corporate entity that is an affiliate of the Owner, as that term is defined in the *British Columbia Business Corporations Act* as of the date of this Agreement;

   (d) "*Below Market Adjustment*" means an increase or decrease (as applicable) on an annual basis in the Below Market Rental Rate at the commencement of a Subsequent Occupancy of each Below Market Rental Unit, equal to the percent change in the then most current available median rent published by the Canadian Mortgage and Housing Corporation (or by a successor or replacement organization or a similarly reputable source approved by the District acting reasonably, if such data is no longer available) in the District of North Vancouver primary rental market for 3-bedroom apartments from the commencement date of the First Occupancy of the first Below Market Rental Unit to the commencement of said Subsequent Occupancy;

   (e) "*Below Market Rental Air Space Parcel*" means the residential rental airspace parcel which may be created by the Air Space Subdivision, and

which contains or will contain the Below Market Rental Units, all located in Building 1;

(f) "*Below Market Rental Rate*" means:

(i) on the commencement date of the First Occupancy for any Below Market Rental Unit a monthly rental rate that is equal to the rental rate set out in Schedule "A" increased or decreased (as applicable) on an annual basis by the percent change in the then most current available median rent published by the Canadian Mortgage and Housing Corporation (or by a successor or replacement organization or a similarly reputable source approved by the District, acting reasonably, if such data is no longer available) in the District of North Vancouver primary rental market for 3-bedroom apartments from the referenced date of this Agreement to the commencement date of the First Occupancy of the first Below Market Rental Unit; and

(ii) updated again on the commencement date of each Subsequent Occupancy for said Below Market Rental Unit by the Below Market Adjustment; and

(iii) increased for each year of a specific tenancy by not more than the annual rent increase amount provided for in the *Residential Tenancy Act* and regulations made thereunder,

(g) "*Below Market Rental Units*" means 32 3-bedroom Dwelling Units in Building 1 as contemplated in section 9 each in the location and satisfying the criteria and requirements set out in the Development Covenant;

(h) "*Building 1*" and "*Building 2*" have the meanings given to them in the Development Covenant;

(i) "*Consumer Price Index*" means the all-items consumer price index published by Statistics Canada, or its successor in function, for Vancouver all items consumer price index;

(j) "*CRU*" has the meaning given to it in the Development Covenant;

(k) "*CRU Air Space Parcel*" means the air space parcel which will be created by the Air Space Subdivision, which said air space parcel would contain all of the commercial retail units located on the Land;

(l) "*Development Covenant*" means the covenant under section 219 of the *Land Title Act* dated for reference _____, 20__ granted by the Owner to the District and registered at the LTO against the Land under number CB_____;

(m) "*Director*" means the District's General Manager of Planning, Properties and Permits and his or her designate;

(n) *"Dwelling Unit"* means a room or set of rooms containing cooking and sanitary facilities and designed to be used for residential occupancy by one or more persons;

(o) "*Eligibility Requirements*" means:

(i) aggregate annual household gross income that is within the Middle Income range published from time to time by British Columbia Housing Management Commission (BC Housing) or a successor or replacement entity (but if BC Housing or a successor or replacement entity ceases to exist then such eligibility requirement means aggregate annual household gross income that does not exceed the 75th income percentile for families with children in BC, as determined by BC Housing (or by a successor or replacement entity) from time to time (for 2026, this figure is $212,240.00), where said aggregate income is established by way of true copies of the previous year's income tax returns for each household member or individual over the age of 17 who will reside in the Below Market Rental Unit; and

(ii) a household size and composition that is commensurate with and justifies the size of the subject Below Market Rental Unit;

(p) *"Eligible Person"* means a person meeting the Eligibility Requirements or who is a Returning Tenant;

(q) *"First Occupancy"* means the first occupancy of each Below Market Rental Unit pursuant to residential tenancy agreements in accordance with section 10, which said First Occupancy continues until the tenant vacates the Below Market Rental Unit whether or not the tenant has entered into a new or revised residential tenancy agreement with the Owner and whether or not the term of the residential tenancy agreement is otherwise extended or renewed;

(r) *"LTO"* means the Vancouver Land Title Office and any successor of that office;

(s) *"Land"* has the meaning given to it in Recital A hereto until the date upon which the Air Space Subdivision is deposited and fully registered at the LTO and after such date Land means either (i) the Market and Below Market Rental Airspace Parcel, or (ii) the Market Rental Airspace Parcel and the Below Market Rental Airspace Parcel;

(t) *"Market and Below Market Rental Air Space Parcel"* means the residential rental airspace parcel which will be created by the Air Space Subdivision

and which contains or will contain the Market Rental Units and the Below Market Rental Units, all located in Building 1;

(u) *"Market Rental Air Space Parcel"* means the residential rental airspace parcel which may be created by the Air Space Subdivision, and which contains or will contain the Market Rental Units, all located in Building 1;

(v) *"Market Rental Units"* means all of the Dwelling Units located in Building 1 which are not Below Market Rental Units, each in the location and satisfying the criteria and requirements set out in the Development Covenant;

(w) *"Master Development Plan"* has the meaning given to it in the Development Covenant;

(x) "*Owner*" means the Developer or a successor in title to the Developer, and any other person or persons registered in the LTO as owner of the Land from time to time thereafter, whether in that person's own right or in a representative capacity or otherwise;

(y) *"Proposed Development"* means the proposed development of the Land as contemplated by Development Permit No. _____ and by the Development Covenant;

(z) *"Rental Units"* means the 64 Dwelling Units which together comprise the Market Rental Units and the Below Market Rental Units;

(aa) *"Residential Strata Remainder Parcel"* means the residential strata remainder parcel which will be created by the Air Space Subdivision, and which contains or will contain strata titled dwelling units all located on Building 2;

(bb) "*Residential Tenancy Act*" means the *Residential Tenancy Act* S.B.C. 2002, c. 78 and all amendments thereto and re-enactments thereof, and includes all regulations made thereunder;

(cc) *"Residential Tenant Relocation Assistance Commitments"* has the meaning given to it in the Development Covenant;

(dd) *"Returning Tenant"* means a former tenant of a Prior Unit who is eligible for a right of first refusal for a Replacement Rental Unit under the Residential Tenant Relocation Assistance Commitments;

(ee) *"Subdivided"* means the division of land into two or more parcels by any means, including by deposit of a subdivision, reference or other plan under the *Land Title Act*, lease, or deposit of a strata plan or bare land strata plan under the *Strata Property Act* (including deposit of any phase

of a phased bare land strata plan) or by way of fractional interests, leases or otherwise;

(ff) *"Subsequent Occupancy"* means any occupancy of a Below Market Rental Unit after the First Occupancy pursuant to residential tenancy agreements in accordance with section 10, which said Subsequent Occupancy continues until the tenant vacates the Below Market Rental Unit whether or not the tenant has entered into a new or revised residential tenancy agreement with the Owner and whether or not the term of the residential tenancy agreement is otherwise extended or renewed;

(gg) *"Zoning Amendment Bylaw"* means District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780); and

(hh) *"Zoning Bylaw"* means the District of North Vancouver Zoning Bylaw No. 3210, 1965 as modified by the Zoning Amendment Bylaw and as further amended, consolidated, re-enacted or replaced from time to time.

2. **Rental Units** – The Owner covenants and agrees with the District that:

(a) Building 1 will contain the Rental Units;

(b) the Below Market Rental Units must be designed and constructed to the same standard, in terms of workmanship and materials, as all of the other Rental Units in Building 1; and

(c) the Owner shall, at the Owner's expense, apply for Approving Officer approval of the Air Space Subdivision and, upon obtaining said Approving Officer approval, the Owner will do everything necessary, at the Owner's expense, to fully register the approved air space plan at the LTO.

3. **Partial Discharge** – At the request of the Developer and at the Developer's sole expense, the District will deliver to the Developer discharge(s) in registrable form discharging this Agreement (including a discharge of the section 219 covenant and notice of housing agreement referred to in section 18) from all of the Land other than the Market and Below Market Rental Air Space Parcel, the Market Rental Air Space Parcel or the Below Market Rental Air Space Parcel, as applicable, provided that:

(a) the Air Space Subdivision Plan is deposited and fully registered at the LTO;

(b) the Director is satisfied that the Developer has met all of its obligations under all provisions of the Development Covenant that relate to the Rental Units, Building 1, the Market and Below Market Rental Air Space Parcel (or the Market Rental Air Space Parcel and the Below Market rental Air Parcel, if applicable);

(c) this Section 219 Covenant – Housing Agreement remains registered at the LTO against title to the Market and Below Market Rental Airspace Parcel, the Market Rental Air Space Parcel or the Below Market Rental Air Space Parcel, as applicable, in favour of the District in priority to all financial charges; and

(d) after said partial discharge has been registered at the LTO every reference herein to the Land shall be deemed to be a reference to the Market and Below Market Rental Air Space Parcel, the Market Rental Airspace Parcel or the Below Market Rental Air Space Parcel, as applicable.

4. **No Subdivision** – The Market and Below Market Rental Air Space Parcel, once created, and any improvements from time to time therein or thereon may not be subdivided by any means whatsoever, including, without limitation, by subdivision plan, strata plan, fractional interest, lease or otherwise. For the avoidance of any doubt, nothing contained in this Section will prevent the Owner from subdividing the Land by the Air Space Subdivision to create the Market and Below Market Rental Airspace Parcel, Market Rental Air Space Parcel or the Below Market Rental Air Space Parcel.

5. **General Restrictions on Use and Occupation**

(a) No part of the Land may be used or built upon and no buildings or structures on or to be built upon the Land shall be used or occupied unless the Owner is in full compliance with its obligations hereunder.

(b) Building 1 must contain only the Rental Units and the CRUs.

6. **Use of Market Rental Units** – The Market Rental Units may not be used for any purpose whatsoever save and except for the purpose of providing rental housing to persons pursuant to month-to-month residential tenancy agreements or residential tenancy agreements with terms not exceeding three years in duration (including all periods in respect of which any rights or renewal, contingent or otherwise have been granted, other than a right to continue in possession on a month-to-month basis after expiry of the initial term).

7. **Use of Below Market Rental Units** – The Below Market Rental Units must not be used for any purpose whatsoever save and except for the purpose of providing below market rental housing in accordance with this Agreement and all applicable laws, including, without limitation, residential tenancy laws in British Columbia. The Owner must make commercially reasonable efforts to keep the vacancy rate in relation to the Below Market Rental Units equal to or less than the vacancy rate in relation to the Market Rental Units.

8. **Location of Below Market Rental Units** – On the date that an occupancy permit is issued for Building 1 each of the Below Market Rental Units must be located as set out in the Development Covenant.

9. **Occupancy Restriction** – No Below Market Rental Unit may be occupied except by:

   (a) a person meeting the Eligibility Requirements pursuant to month-to-month residential tenancy agreements or residential tenancy agreements with terms not exceeding three years in duration (including all periods in respect of which any rights or renewal, contingent or otherwise have been granted, other than a right to continue in possession on a month-to-month basis after expiry of the initial term) between, as landlord, the Owner and, as tenant, a person who meets the Eligibility Requirements and who is At Arm's Length from the Owner, where said tenancy agreements comply with all of the requirements of section 10; and

   (b) the other members of the person's household, provided that the income of all members (other than income of legal dependents up to a maximum of $10,000 per year per dependent) is included in the determination of eligibility under the Eligibility Requirements.

   Notwithstanding the foregoing, in the event that an existing tenant who initially met the Eligibility Requirements ceases to meet those requirements (the "Occupancy Non-Compliance"), the Owner may request in writing that the Director postpone for a period of time requested by the Owner all enforcement of this Agreement in relation to the said Occupancy Non-Compliance, including without limitation postponement of the exercise of the District's rights and remedies under section 16 herein. Such written request must be received by the Director not more than 30 days after the Owner becomes aware of the Occupancy Non-Compliance. The Director's acceptance must be in writing addressed to the Owner, and must set out the date upon which the accepted postponement will expire. If the Director accepts the Owner's request, as above, then the said Occupancy Non-Compliance will not be treated as a breach of this Agreement until the expiry of the postponement period. For greater certainty, the right to request postponement of enforcement in relation to an Occupancy Non-Compliance may be exercised only by the Owner, and does not grant any right whatsoever to any tenant(s) in any of the Rental Units.

10. **Tenancy Agreements** - The Owner shall not suffer, cause or permit occupancy of any Below Market Rental Unit except pursuant to a residential tenancy agreement that:

    (a) does not, in relation to any Below Market Rental Unit, require payment of rent or any other consideration for the Below Market Rental Unit directly or

indirectly that exceeds the Below Market Rental Rate for the unit, but the tenant may be required to pay:

(i) additional consideration for parking, storage and bicycle storage provided that the additional consideration does not exceed the following amounts:

(A) for a storage locker/bicycle storage locker: an amount not exceeding the amount charged from time to time for a storage locker to tenants in the Market Rental Units;

(B) for a parking stall/bicycle storage locker: an amount that does not exceed the amount charged from time to time for a parking stall to tenants in the Market Rental Units; and

(C) for submetered utilities consumed in the Below Market Rental Units, provided that the rate for submetered utilities does not exceed the rate charged from time to time for submetered utilities to tenants in the Market Rental Units and the same submetered utilities methodology is applied to the Below Market Rental Units and the Market Rental Units; and

(ii) third party providers directly for utilities, internet services and, if approved by the Director acting reasonably, other services not usually included in rent;

(b) does not require the rent to be prepaid at an interval greater than monthly;

(c) prohibits the tenant from subletting the unit, assigning the tenancy agreement, or operating the unit on a short-term rental basis (less than one month), except to the extent that the *Residential Tenancy Act* restricts or prohibits such prohibitions;

(d) requires the tenant to provide within 30 days of demand true copies of the most recent filed income tax returns or assessment notices from Canada Revenue Agency for each occupant of the unit; and

(e) contains a provision that, if the tenant ceases to qualify for the Below Market Rental Unit because he or she no longer meets the Eligibility Requirements, the Owner may end the tenancy agreement by giving the tenant a clear six months' notice to end the tenancy in accordance with section 49.1, or any renumbering thereof, of the *Residential Tenancy Act*.

11. **Rental Application Process** – The Owner must:

(a) accept applications for residential occupancy of the Below Market Rental Units from all applicants meeting the Eligibility Requirements;

(b) maintain a housing list of all eligible applicants from whom the Owner has accepted applications;

(c) where Below Market Rental Units become available for occupancy, offer the units to persons on the housing list in the order in which their applications were made, unless:

(i) the person no longer meets the Eligibility Requirements; or

(ii) the Owner does not consider the person to be an acceptable candidate for occupancy of that Below Market Rental Units because the person does not satisfy other reasonable and fair criteria established by the Owner from time to time; and

(d) make the housing list available to the District upon request.

12. **Relaxation of Arm's Length Requirement** – The provisions in this Agreement that require a tenant to be At Arm's Length may be relaxed by the Director, in his or her sole discretion, upon the written request of the Owner on a case-by-case basis. Any such relaxation in relation to any particular residential tenancy agreement is not to be construed as or constitute a waiver of the requirements in relation to any other residential tenancy agreement. No relaxation of the restrictions in this section 12 will be effective unless it is granted in writing by the Director prior to the execution and delivery of the residential tenancy agreement to which the relaxation relates.

General Provisions

13. **Duty to Account and Report** – In addition to the other covenants and obligations to be performed by the Owner hereunder, the Owner covenants and agrees that it will:

(a) keep or cause to be kept separate true and accurate records and accounts in accordance with generally accepted accounting principles regarding the rental income earned from the Below Market Rental Units; and

(b) deliver to the District, on request of the District, copies of all current tenancy agreements in respect of the Below Market Rental Units.

14. **Statutory Declaration** – Within thirty days after receiving notice from the District, the Owner must deliver to the District a statutory declaration, substantially in the form attached as Schedule "B", sworn by the Owner under oath before a commissioner for taking affidavits in British Columbia, containing all of the information required to complete the statutory declaration.

15. **Damages and Rent Charge**

(a) The Owner acknowledges that the District requires compliance with the provisions in this Agreement for the benefit of the community. The Owner therefore agrees that for each day the Land is occupied in breach of this Agreement, the Owner must pay the District $200.00 (the "Daily Amount"), as liquidated damages and not as a penalty, due and payable at the offices of the District on the last day of the calendar month in which the breach occurred. The Daily Amount is increased on January 1 each calendar year by the 12 month average percent increase in the Consumer Price Index for the previous calendar year. The Owner agrees that payment may be enforced by the District in a court of competent jurisdiction as a contract debt.

(b) By this section, the Owner grants to the District a rent charge under section 219 of the *Land Title Act*, and at common law, securing payment by the Owner to the District of the amounts described in subsection 15(a). The District agrees that enforcement of the rent charge granted by this section is suspended until the date that is 30 days after the date on which any amount due under subsection 15(a) is due and payable to the District in accordance with subsection 15(a). The District may enforce the rent charge granted by this section by an action for an order for sale or by proceedings for the appointment of a receiver.

(c) The Director may, in his or her sole discretion, grant to the Owner full or partial relief from the obligation to pay liquidated damages on a case-by-case basis if the Owner establishes to the satisfaction of the Director, in the Director's discretion, that the breach for which the Daily Amount is payable was inadvertent. No such relief in relation to any particular default is to be construed as or deemed to constitute relief in relation to any other default.

16. **Specific Performance** – The Owner agrees that, without affecting any other rights or remedies the District may have in respect of any breach of this Agreement, the District is entitled to obtain an order for specific performance of this Agreement and a prohibitory or mandatory injunction in respect of any breach by the Owner of this Agreement. The Owner agrees that this is reasonable given the public interest in restricting occupancy of the Land in accordance with this Agreement.

17. **Modification Procedure** – Minor modifications to this Agreement may be considered and approved by the Director in his or her discretion. The Director in his or her discretion shall determine whether or not a proposed modification is "minor". All approvals must be in writing.

18. **Notice of Housing Agreement** – For clarity, the Owner acknowledges and agrees that:

(a) this Agreement constitutes both a covenant under section 219 of the *Land Title Act* and a housing agreement entered into under section 483 of the *Local Government Act*;

(b) the District is required to file a notice of housing agreement in the LTO against title to the Land; and

(c) once such a notice is filed, this Agreement, as a housing agreement under section 483 of the *Local Government Act*, binds all persons who acquire an interest in the Land in perpetuity.

19. **Cost** – The Owner shall comply with all requirements of this Agreement at its own cost and expense, and shall pay the reasonable costs and expenses incurred and payment and expenditures made by the District, including without limitation, all survey, advertising, legal fees and disbursements and the District's administration costs (as determined by the District's charge out rate for District staff time) in connection with any enforcement, modifications or discharges and partial discharges of this Agreement or any agreements contemplated in this Agreement from time to time.

20. **Interpretation** – In this Agreement:

(a) reference to the singular includes a reference to the plural, and vice versa, unless the context requires otherwise;

(b) any reference to a statute or by-law includes and is a reference to such statute or by-law and to the regulations made pursuant thereto, with all amendments made thereto and as in force from time to time, and to any statute, by-law and regulations that may be passed which have the effect of supplementing or superseding such statute, by-law and regulations;

(c) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;

(d) reference to a particular numbered section or article, or to a particular lettered Schedule, is a reference to the correspondingly numbered or lettered article, section or Schedule of this Agreement;

(e) reference to the "Land" or to any other parcel of land is a reference also to any parcel into which it is subdivided or consolidated by any means (including the removal of interior parcel boundaries) and to each parcel created by any such subdivision or consolidations;

(f) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;

(g) reference to any enactment includes any regulations, orders, permits or directives made or issued under the authority of that enactment;

(h) unless otherwise expressly provided, referenced to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced;

(i) time is of the essence;

(j) all provisions are to be interpreted as always speaking;

(k) reference to a "party" is a reference to a party to this Agreement and their respective heirs, executors, successors (including successors in title), trustees, administrators and receivers;

(l) reference to the District is a reference also to is elected and appointed official, officer, employees and agents;

(m) reference to a "day", "month", "quarter", or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided;

(n) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including"; and

(o) any act, decision, determination, consideration, opinion, consent or exercise of discretion by a party or person as provided in this Agreement must be performed, made, formed or exercised acting reasonably, except that any act, decision, determination, consideration, consent, opinion or exercise of discretion that is said to be within the "sole discretion" of a party or person may be performed, made, formed or exercised by that party or person in the sole, unfettered and absolute discretion of that party or person.

21. **Notice** – Any notice, request or demand required or permitted to be given hereunder will be sufficiently given only if personally delivered (including by nationally recognized courier, with signature obtained upon delivery) or mailed by prepaid registered post as follows:

(a) to the Owner at:

900 – 1333 West Broadway
Vancouver, BC V6H 4C2

Attention: •

(b) to the District at:

355 West Queens Road
North Vancouver, BC V7N 4N5

Attention: GM, Planning, Properties, and Permits

Any notice sent by registered mail will be deemed to have been received five business days after the date of mailing, and any notice delivered personally will be deemed to have been received on the date of actual delivery if delivered before 4:00 p.m. on a business day and otherwise on the next business day. Any party may change its address for notices hereunder by giving notice of the new address to the other party in accordance with this section. If the postal service is interrupted or is substantially delayed, any notice, demand, request or other instrument must be personally delivered.

22. **No Waiver** – No provision or breach of this Agreement, or any default, is to be considered to have been waived or acquiesced in by a party unless the waiver is express and is in writing by the party. The waiver by a party of any breach by the other party of any provision, or default, is not to be construed as or constituted a waiver of any further or other breach or the same or any other provision or default.

23. **Rights are Cumulative** – All rights and remedies of a party under or in respect of this Agreement (including its breach) are cumulative and are in addition to, and do not exclude or limit any other right or remedy. All rights and remedies may be exercised concurrently.

24. **Third Party Beneficiaries** – Except as may be expressly provided in this Agreement, this Agreement is not to be interpreted to create rights in, or to grant remedies to, any third party as a beneficiary of this Agreement or of any duty or obligation created by this Agreement.

25. **No Effect on Laws or Powers** – This Agreement and the Owner's contributions, obligations and agreements set out in this Agreement do not:

    (a) affect or limit the discretion, rights, duties or powers of the District or the Approving Officer under any enactment or at common law, including in relation to the use, development, servicing or subdivision of the Land;

    (b) impose on the District or the Approving Officer any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

    (c) affect or limit any enactment relating to the use, development or subdivision of the Land; or

(d) relieve the Owner from complying with any enactment, including in relation to the use, development, servicing or subdivision of the Land.

26. **Binding Effect** – This Agreement enures to the benefit of and is binding upon the parties and their respective heirs, executors, administrators, trustees, receivers and successors (including successors in title).

27. **Covenant Runs With the Land** - Every provision of this Agreement and every obligation and covenant of the Owner in this Agreement, constitutes a deed and a contractual obligation, and also a covenant granted by the Owner to the District in accordance with Section 219 of the *Land Title Act*, and this Agreement burdens the Land to the extent provided in this Agreement, and runs with it and binds the Owner's successors in title. This Agreement also burdens and runs with every parcel into which the Land is consolidated (including by the removal of interior parcel boundaries) by any means.

28. **Voluntary Agreement** - The Owner acknowledges that the Owner has entered into this Agreement voluntarily and has taken legal advice with regard to the entry of this Agreement and the development of the Land.

29. **Agreement for Benefit of District Only** – The Owner and the District agree that:

(a) this Agreement is entered into only for the benefit of the District;

(b) this Agreement is not intended to protect the interests of the Owner, any tenant, or any future owner, lessee, occupier or user of the property, the Land or the building or any portion thereof, including any Dwelling Unit; and

(c) the District may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

30. **Limitation on the Owner's Obligations** - The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Land.

31. **Further Acts** - the Owner must do everything reasonably necessary to give effect to the intent of this Agreement, including execution of further instruments.

32. **Joint Obligations of the Owner** - If two or more persons execute this Agreement as Owner, the liability of each such person to observe and perform all of the Owner's obligations pursuant to this Agreement will be deemed to be joint and several.

33. **Severance** - If any part of this Agreement is held to be invalid, illegal or unenforceable by a court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of

this Agreement remains in force and unaffected by that holding or by the severance of that part.

34. **No Joint Ventureship** - Nothing in this Agreement shall constitute the Owner as the agent, joint venturer or partner of the District or give the Owner any authority or power to bind the District in any way.

35. **Amendment** - This Agreement may be amended from time to time by agreement between the Owner and the District. Except as otherwise expressly provided in this Agreement, the amendment agreement must be by an instrument in writing duly executed by the Owner and the District.

36. **Deed and Contract** - By executing and delivering this Agreement each of the parties intends to create both a new contract and a deed of covenant executed and delivered under seal.

As evidence of their agreement to be bound by the above terms, the parties each have executed and delivered this Agreement under seal by executing Part 1 of the *Land Title Act* Form C to which this Agreement is attached and which forms part of this Agreement.

Schedule “A” to Section 219 Covenant

Below Market Rental Rate

Rental rate $3462.00

Schedule “B” to Section 219 Covenant

Statutory Declaration

CANADA	)	IN THE MATTER OF A HOUSING
	)	AGREEMENT with The Corporation of
PROVINCE OF BRITISH COLUMBIA	)	the District of North Vancouver (the
	)	"Housing Agreement")

I, _____, of _____, British Columbia, do solemnly declare:

1. That I am the Owner of the Land legally described as [insert legal] and make this declaration to the best of my personal knowledge.

[or]

That I am the _____ (director, officer, employee) of the Owner of the Land legally described as [insert legal] and [make this declaration to the best of my personal knowledge] [have been informed by _____ and believe the statement in this declaration to be true].

2. This declaration is made pursuant to the Housing Agreement in respect of the Land.

3. For the period from _____, _____ to _____, _____, all Below Market Rental Units on the Land were occupied by Eligible Persons, as that term is defined in the Housing Agreement, whose names and addresses appear below, pursuant to residential tenancy agreements complying with the Housing Agreement.

Name of Eligible Person	Age of Eligible Person	Other Resident(s) of Dwelling Unit	Apt. No.

4. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

SWORN BEFORE ME at the _____,	)	
in the Province of British Columbia, this _____day	)	
of _____, 20____.	)	
	)	
	)	_____
_____	)	Signature of person making declaration
A Commissioner for Taking Affidavits for British	)	
Columbia	)	

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

The District of North Vancouver
REPORT TO COUNCIL

July 22, 2025
Case: PLN2024-00017
File: 08.3060.20/017.24

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Rezoning Bylaw 8736 for a 46-Unit Townhouse at 3374-3380 Mount Seymour Parkway (MSP), 2 Unaddressed Lots fronting MSP & 3382 - 3396 Gaspe Place**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 3210 (Bylaw 8736)" is ADOPTED.

BACKGROUND:
Bylaw 8736 received first, second and third readings on July 21, 2025 (Staff Report dated July 8, 2025).

Notice was given in accordance with Section 94 of the *Community Charter* on the 9th and 16th of July, 2025.

In accordance with Section 467 of the Local Government Act, a public hearing was not held.

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 8736

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 8736

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 1452 (Bylaw 8736)".

2. Amendments

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

a) Part 2A, Definitions is amended by adding CD 156 to the list of zones that Part2A applies to.

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

"Comprehensive Development Zone 156 CD 156"

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

"4B156 Comprehensive Development Zone 156 CD156"

The CD156 zone is applied to:

I. Lot 2 District Lot 622 Plan 20967 (005-011-027)
II. Lot 3 District Lot 622 Plan 20967 (005-011-035)
III. Lot 4 District Lot 622 Plan 20967 (005-011-051)
IV. Lot 14 Block 5 Of Blocks 1 To 4 District Lot 622 Plan 2866 (010-067-612)
V. Lot 15 Block 5 Of Blocks 1 To 4 District Lot 622 Plan 2866 (008-266-484)
VI. Lot 16 Block 5 Of Blocks 1 To 4 District Lot 622 Plan 2866 (004-998-901)
VII. Lot 17 Block 5 Of Blocks 1 To 4 District Lot 622 Plan 2866 (004-998-936)
VIII. The portion of closed road.

All as indicated in Schedule A.

4B 156 – 1 Intent

The purpose of the CD156 Zone is to permit a ground-oriented multi-family residential development.

4B 156 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 156 zone:

a) Uses Permitted Without Conditions:

Not applicable.

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 156-3 Conditions of Use, are met:

Residential use.

4B 156 – 3 Conditions of Use

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

   i) Each dwelling unit has access to private or semi-private outdoor space; and
   ii) Each unit has access to an underground private storage space.

4B 156 – 4 Accessory Use

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

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

4B 156 – 5 Density

a) The maximum permitted density in the CD156 Zone is limited to a floor space ratio (FSR) of 0.45 and 5 *residential* units.

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

   i) Underground parking, storage, maintenance areas, and any other areas located below grade in a structure which has an exposed exterior wall less than 1.2 m (4 ft.) above finished grade.
   ii) Stair enclosures to roof decks totaling $15m^2$.
   iii) Elevator enclosure.

iv) Private outdoor areas including balconies, roof decks and covered entry porches.
v) Exterior site features including trellis and mailbox enclosures.

4B 156 – 6 Amenities

a) Despite Subsection 4B156 - 5, permitted density in the CD 156 Zone is increased to a maximum of 5,735m^2 (61,733 sq ft) *gross floor area* and 46 residential units, if the owner:

i) Contributes $1,050,601.70 (2024 rate) to the municipality to be used for any or all of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):

a) The Affordable Housing Fund;
b) Park, trail, environmental, plaza, or other public realm improvements;
c) Municipal or recreational service facility, or facility improvements; and/or
d) Public art and other beautification projects.

4B 156 – 7 Height

a) The permitted height for any building in the CD156 Zone, measured to from the lesser of average *natural grade* or average *finished grade* to the highest point of the roof surface, where Building numbers are listed in Schedule B, and shall be a maximum of:

Building Location	**Maximum Permitted Height**
Building 1	10.7m (35.2 ft)
Building 2	11.1m (36.4 ft)
Building 3	12.9m (42.3 ft)
Building 4	11.5m (37.7 ft)
Building 5	12.2m (40.0 ft)
Building 6	12.1m (39.7 ft)
Building 7	11m (36.1 ft)
Building 8	11.2m (36.7 ft)

b) Staircase access to roof decks, heating, cooling, ventilation and other mechanical equipment required for building operations are permitted above the maximum height limit, provided they are completely screened and integrated into the building's design and do not extend more than 1.6 metres (5.25 feet) above the highest point of the roof surface.

4B 156 – 8 Setbacks

a) Buildings must be set back from property lines to the closest building face (excluding any partially exposed underground parking structure) as established by development permit and in accordance with the following regulations:

Setback	Minimum Required Setback
North (rear to parkland)	Building 3 – 2.7m (8.9 ft) Building 1 – 5m (16.4 ft)
South (side to Mount Seymour Parkway)	Building 5 – 4.2m (13.8 ft) Building 6 – 5.3m (17.4 ft) Building 7 – 4.6m (15.1 ft) Building 8 – 5.8m (19.1 ft)
East (front to Gaspe Place)	Building 8 – 4m (13.1 ft)
East (side to single-family property at 3400 Gaspe Place)	Building 1 – 3 m (9.9 ft) Building 2 – 3.9m (12.8 ft)
West (front to public trail)	Building 5 to Property Line – 5.5m (18.2 ft) Building 5 to Statutory Right of Way – 3.7m (12.3 ft)
West (side to parkland)	Building 1 – 2.5m (8.2 ft) Building 2 – 2.7m (8.9 ft)

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

4B 156 – 9 Coverage

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

b) Site Coverage: The maximum site coverage is 50%.

4B 156 – 10 Landscaping and Storm Water Management

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

b) All utility boxes, vents or pumps, or any solid waste facility (with the exception of temporary at-grade staging areas) or loading areas that are not located underground and / or within a building, shall be screened with landscaping or fencing, or a combination thereof, in accordance with a landscape plan approved by the District of North Vancouver.

4B 156 - 11 Parking, Loading and Servicing Regulations

a) Parking and bicycle storage are required as follows:

Use	Parking Requirement
Residential Parking	Minimum of 1.39 spaces / residential unit
Residential Visitor Parking	Minimum of 0.15 spaces / residential unit
Accessible Parking	Minimum of 3 spaces
Residential Bicycle storage spaces	Minimum of 2 spaces per / residential unit
Visitor Bicycle storage spaces	Minimum of 16 spaces

b) Except as specifically provided in Section 4B 156-11, Parking and Loading shall be provided in accordance with Part 10 of this Bylaw.

2.2 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Single-Family Residential One Acre Zone (RS1) to Comprehensive Development Zone CD156.

In accordance with Section 467 of the Local Government Act, a public hearing was not held.

READ a first time July 21, 2025

READ a second time July 21, 2025

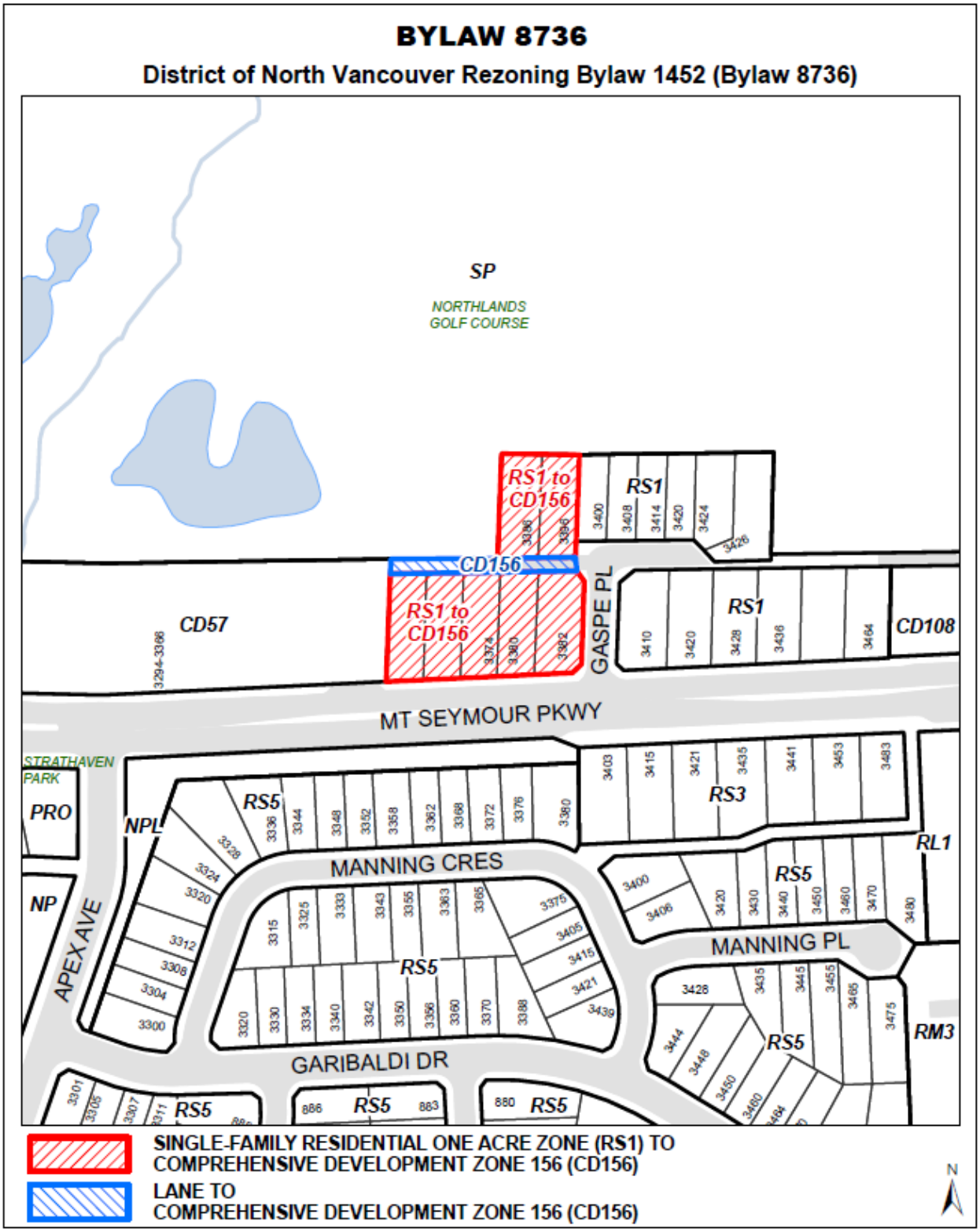
READ a third time July 21, 2025

ADOPTED

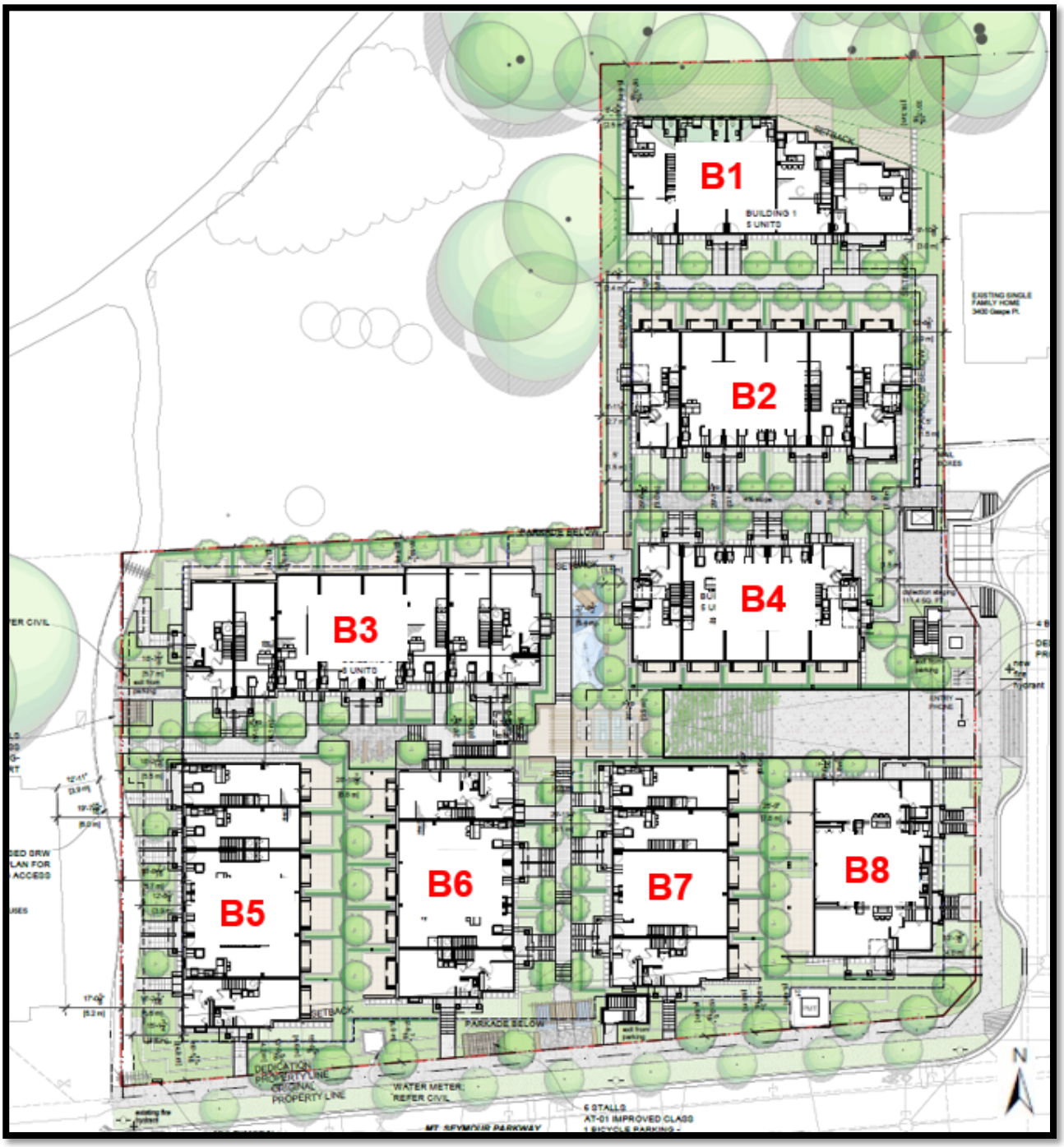
Mayor

Corporate Officer

Schedule A to Bylaw 8736



Schedule B to Bylaw 8736



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

The District of North Vancouver
REPORT TO COUNCIL

June 29, 2026
File: 09.3900.20/000.000

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Bylaw 8741: Proposed Partial Highway Closure and Dedication Removal 3300 Block Mt. Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741, 2025**

RECOMMENDATION:
THAT "3300 Block Mt. Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741, 2025" is ADOPTED.

BACKGROUND:
Bylaw number 8741 received first, second and third readings on July 21, 2025 (Staff Report dated June 23, 2025).

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 8741

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 8741

A bylaw to close and remove highway dedication.

WHEREAS under the *Community Charter* the Council may close to traffic and remove the dedication of a highway; and,

WHEREAS the Council has posted and published notices of its intention to close the highway referred to in this Bylaw and remove its dedication, and has provided an opportunity for persons who consider they are affected to make representations to the Council; and;

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

1. Citation

This bylaw may be cited as "3300 Block Mount Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741, 2025".

2. Bylaw to close and remove highway dedication

2.1 The portion of highway dedicated by Plan 2866, shown in the attached plan hereto as Schedule "A" is closed to all types of traffic and the dedication as highway is removed.

2.2 The Mayor and Corporate Officer are authorized to execute and deliver such transfers, deeds of land, plans and other documents as are required to effect the aforesaid closure and removal of highway dedication.

Severability

3. If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

NOTICE given under Section 94 of the *Community Charter* on July 9, 2025, and July 16, 2025.

OPPORTUNITY for representations to Council provided in accordance with Section 40 of the *Community Charter* on July 21, 2025.

READ a first time July 21, 2025.

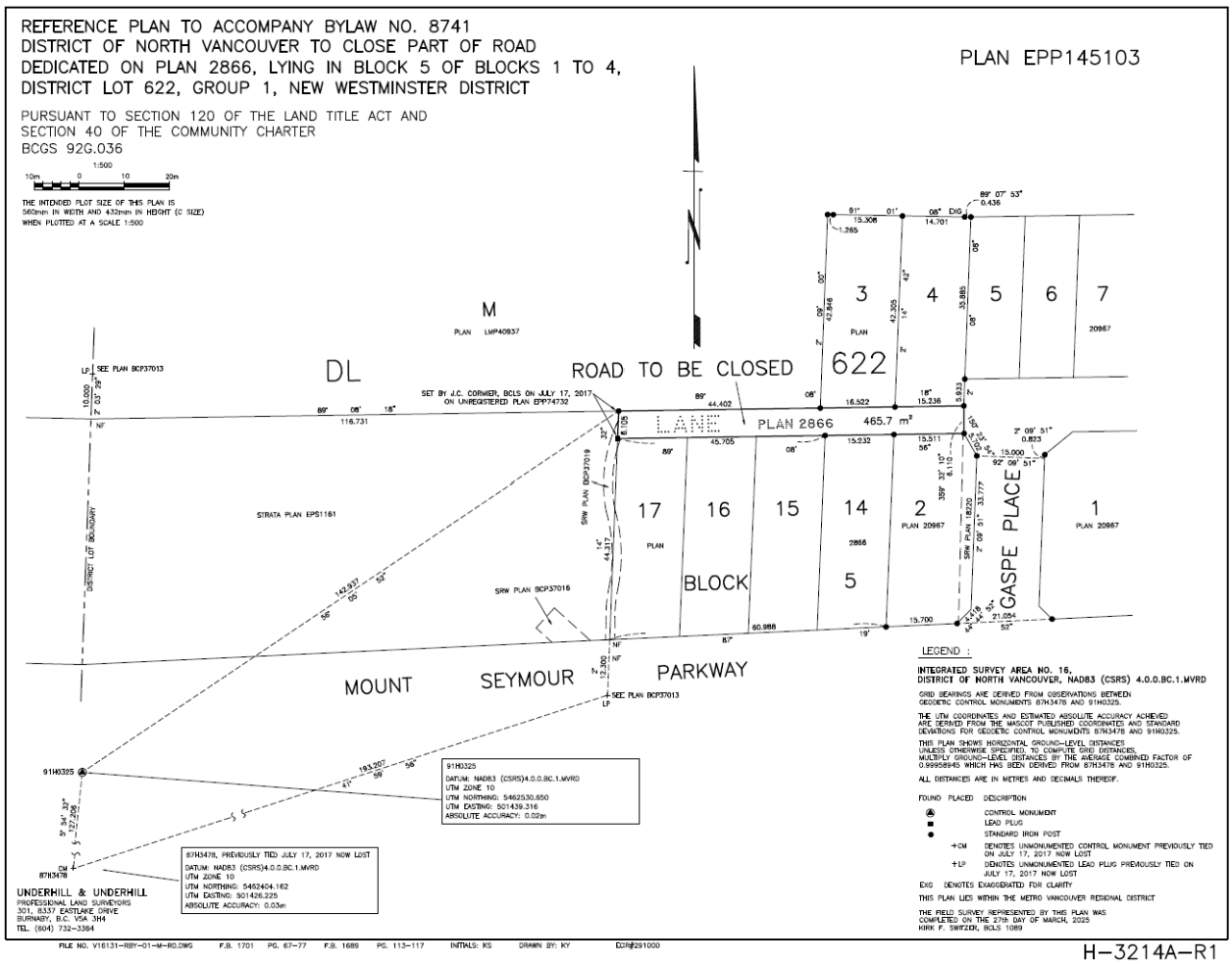
READ a second time July 21, 2025.

READ a third time July 21, 2025.

ADOPTED

Mayor	Corporate Officer

Schedule A to Bylaw 8741



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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: July 13, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 24, 2026
Case: 08.3060.20/017.24
File: 08.3060.20/017.24

AUTHOR: **Jon Maselli, Development Planner**

SUBJECT: **Development Permit 17.24 - 3374-3380 Mount Seymour Parkway and 3382-3396 Gaspe Place**

RECOMMENDATION:

THAT Development Permit 17.24 (Attachment 1) for a 46-unit, 3-storey townhouse development at 3374, 3380 Mount Seymour Parkway and 3382, 3386, 3396 Gaspe Place is ISSUED.

REASON FOR REPORT:

The site is in Development Permit Areas for Form and Character of Multi-Family Development, and Energy and Water Conservation and Greenhouse Gas Emission Reduction. The proposed 46-unit, three-storey townhouse development at 3374, 3380 Mount Seymour Parkway and 3382, 3386, 3399 Gaspe Place requires issuance of a Development Permit by Council.

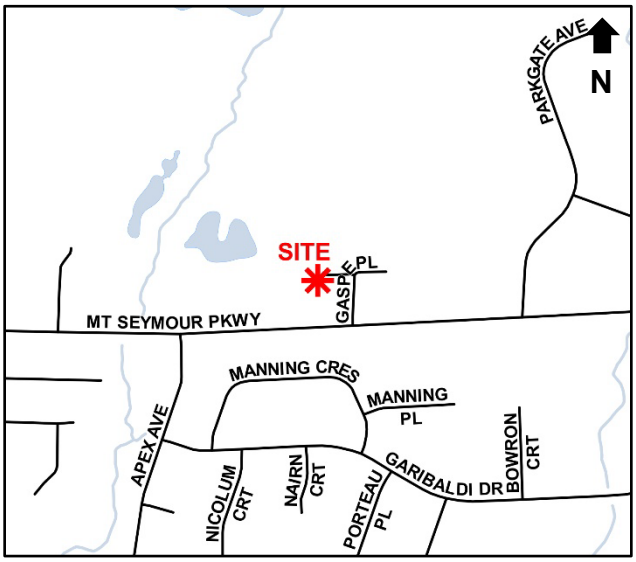

Figure 1: Site Location

SUMMARY:

Trillium Projects has applied to redevelop five existing single-family lots, two District-owned lots and a portion of a closed road allowance. The proposal consists of 46 townhouse units (including 10 lock-off suites) within eight, three-storey buildings, located above a single-level underground parkade with 71 vehicle parking spaces.

On July 21, 2025, Council granted First, Second, and Third Readings to Zoning Bylaw Amendment Bylaw 8736, which is now scheduled for consideration of Final Adoption concurrently with this report.

Links to the Council reports and meeting minutes can be found on the District's website here:

- First Reading Report (April 22, 2025)
  - Meeting Minutes (May 5, 2025)
- Revised First Reading Report (July 8, 2025)
  - Meeting Minutes (July 21, 2025)

Changes Since Third Reading

The building and landscape design were well advanced at the time of Third Reading. At that time, the proposal had been refined to address Council's direction regarding accessibility and parking. Specifically, the applicant incorporated an elevator at the Gaspe Place frontage to provide stair-free access to the parkade from 15 units. The proposal for unbundled parking was also removed, ensuring all parking spaces are sold with corresponding residential units.

Since consideration of Third Reading, the applicant has made minor refinements to the site plan in response to site servicing matters. These refinements include the relocation of the Low-Profile Transformer (LPT), the identification of an area for a fire truck turnaround statutory right-of-way on Gaspe Place, and the redistribution of Class 2 bicycle parking spaces throughout the development site. These changes do not affect the building design, unit count, or density of the project.

If Bylaw 8736 is adopted, the project is ready to be considered for the issuance of a Development Permit. This report recommends issuance of Development Permit 17.24 to accommodate redevelopment of the site under the proposed CD156 zoning.

SUBJECT PROPERTY:

The site is located at the northwest corner of Mount Seymour Parkway and Gaspe Place and is comprised of five existing single-family lots, two vacant District-owned lots, and a portion of closed road allowance.

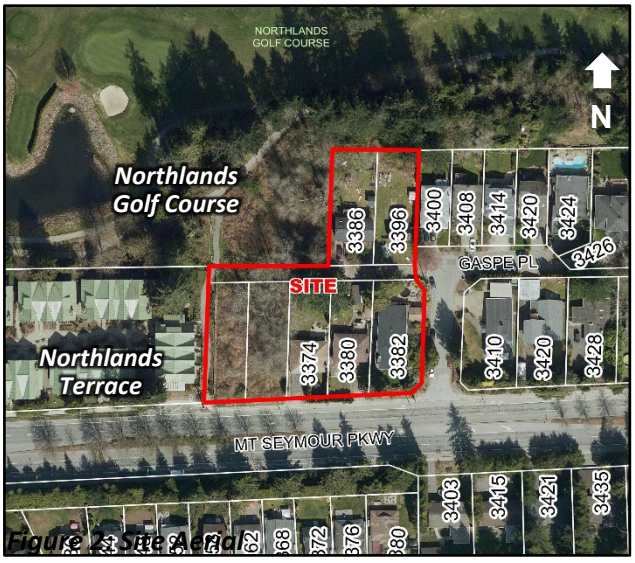

Figure 2: Site Aerial

The site is approximately 5,212 m^2 (56,101 sq. ft.) in size and is characterized by a cross slope, dropping approximately 7.7 m (25 ft.) from the highest point at Gaspe Place to the southwest corner. Surrounding land uses include Northlands Golf Course to the north, single-family homes to the east, a townhouse development (Northlands Terrace) to the west, and single-family homes to the south across Mount Seymour Parkway. The site is located in proximity to Parkgate Village Centre.

POLICY ALIGNMENT:

Official Community Plan

The site is designated as Residential Level 4: Transition Multifamily (RES4) in the Official Community Plan (OCP). This designation provides for townhouse and apartment development at a Floor Space Ratio (FSR) up to approximately 1.20.

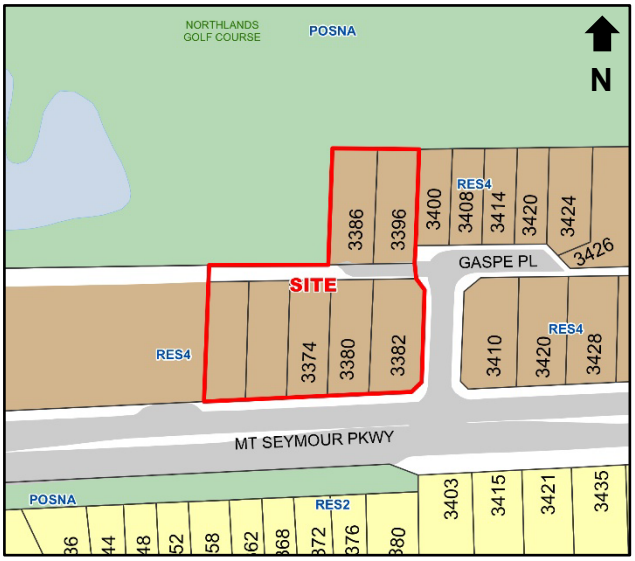

Figure 3: OCP Context Map

The proposed development, with a density of 1.10 FSR, is consistent with the OCP designation.

Zoning

The project fully complies with the CD156 zone regulations, which allows for up to 46 residential units in eight buildings with a height of three storeys and an overall density of approximately 1.10 FSR.

The CD156 zone also regulates the permitted heights for each of the buildings, the density for the project, and the vehicle and bicycle parking requirements on the site.

In addition to the CD156 zoning, development at the site must conform to the Development Covenant registered on the properties as a condition of the rezoning.

THE PROPOSAL:

The project consists of 46 strata townhouse units (including 10 lock-off suites) within eight three-storey buildings. The units are a mix of two- and three-bedroom layouts suitable for families. The units range in size from approximately 85 m^2 (923 sq. ft.) to 155 m^2 (1,669 sq. ft.). The buildings range in height from 10.7 m (35.2 ft) to 12.9 m (42.3 ft.).

The development is constructed over a single-level underground parkade with vehicle access provided from Gaspe Place. Buildings 5 through 8 front Mount Seymour Parkway and are oriented north-south to present as four separate buildings. Primary pedestrian access is from Mount Seymour Parkway, with additional access from a pathway to the west of Buildings 3 and 5 and from Gaspe Place between Buildings 2 and 4. The internal pedestrian paths lead to a central courtyard and children's play area, which is the focal point of the site. The western pathway adjacent to Buildings 3 and 5 is an existing public path secured by a statutory right-of-way in favour of the District.

The proposal includes an elevator located at the Gaspe Place frontage to provide stair-free access to the parkade from 15 units. The project also includes a bicycle maintenance facility in the parkade.

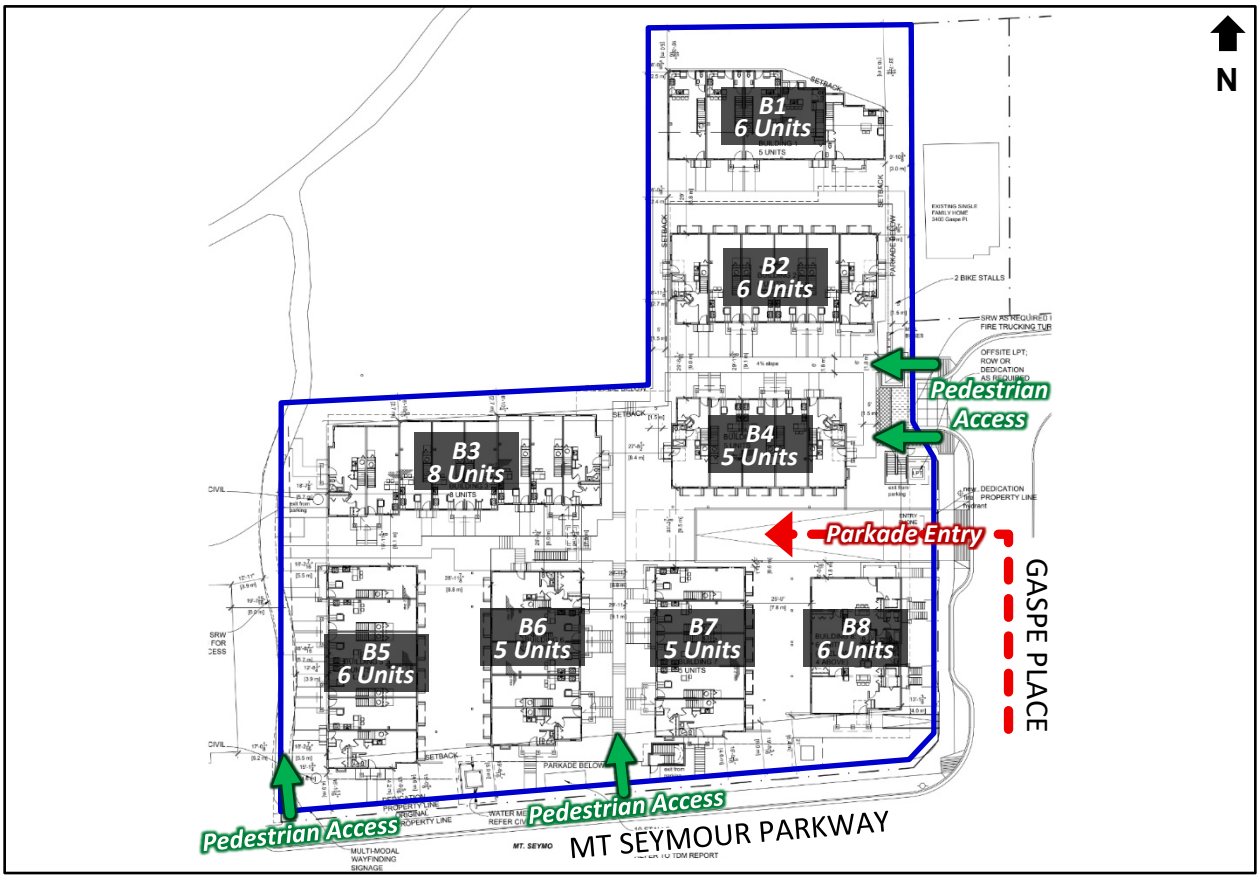

Figure 4: Site Plan

Parking

Parking is provided in a one-level underground parkade accessed from Gaspe Place at the eastern boundary of the site. A total of 71 parking spaces are proposed, with all 64 residential

parking spaces being assigned to their corresponding units and 7 visitor spaces. All 64 residential parking spaces will feature energized outlets capable of Level 2 charging.

The proposal includes 92 Class 1 "long-term" bicycle parking spaces in a secure common room within the parkade, and 16 Class 2 "short-term" spaces along Mount Seymour Parkway and the site pathways. A bicycle maintenance facility, bicycle wash station, and bicycle work room are also provided in the parkade.

The vehicle and bicycle parking proposed complies with the CD156 zoning and the District's Bicycle Parking and End-of-Trip Facilities Policy.

DPA COMPLIANCE CHECK:

DPA for the Form and Character of Multi-Family Development (Ground-Oriented Housing)

Building Design:

The design of the project utilizes a west coast contemporary aesthetic, featuring a material palette of asphalt shingle roofing, single and horizontal siding in varied profiles and colours, and wood trim details. Notable highlights from the guidelines include:

Figure 5: View from Mount Seymour Parkway (Southwest Corner)

- B2.2: Corner Sites: On corner sites, both frontages should be designed to face the street and the building should address the corner with strong massing.

  The building designs effectively address the corner of Mount Seymour Parkway and Gaspe Place. Buildings 5 through 8 are oriented north-south to present distinct frontages to Mount Seymour Parkway, avoiding a blank wall effect and creating a strong, active presence on both streets. Units fronting Gaspe Place incorporate front yard fencing and individual entry gates to establish a residential street character that is distinct from, but complementary to, the Mount Seymour Parkway frontage.

- B3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid repetition while maintaining a harmony to the streetscape.

  The eight buildings incorporate a consistent material palette but utilize varied roof forms, including gabled rooflines and shed-roof elements, along with articulated façades to create visual interest and reduce repetition.

Figure 6: West Elevation Along Public Trail

- B3.4: Unit Identity and Relationship to the Street: Buildings should be designed to provide a rhythm to the street frontage. Ground level units are encouraged to have front doors on the street, and designs that celebrate the unit identity. To add to the "eyes on the street" unit layouts that provide living space that overlooks the street are encouraged.

  The proposal includes direct street access for units along Mount Seymour Parkway and Gaspe Place, with individual entry gates and walkways that reinforce the residential character and provide "eyes on the street".

- C1.6: Setbacks: The front yard setback should relate to, or appropriately transition from, the established pattern in the area.

  The project provides appropriate setbacks, particularly along the western property line (5.5 - 5.7 m) to transition sensitively to the adjacent Northlands Terrace townhouse development.

- C3.1: Massing: The front façade of buildings should be broken up and portions stepped back to reduce the impression of bulk.

  The building façades include bay windows, porches, and generous roof overhangs. Upper storeys are stepped back in key locations to reduce visual massing and overlook onto neighbouring properties.

Figure 7: View from Mount Seymour Parkway and Gaspe Place (Southeast Corner)

Landscaping

The landscaping plan features extensive planting throughout the site, including a courtyard and children's play area. The proposal integrates a mix of private outdoor patios and shared gathering spaces, softened by new trees and shrubs.

The removal of four permit-sized trees requires a replacement ratio of 3:1. The proposal provides 98 replacement trees, including 17 native species, which meets the minimum bylaw requirements. Notable highlights from the OCP guidelines include:

- C2.4: Privacy: Incorporate planting and fencing to maximize privacy between dwelling units and neighbouring sites.

  The design incorporates layered planting, including trees and shrub beds along the western property line, to soften the interface and maximize privacy between the new units and the adjacent Northlands Terrace development.

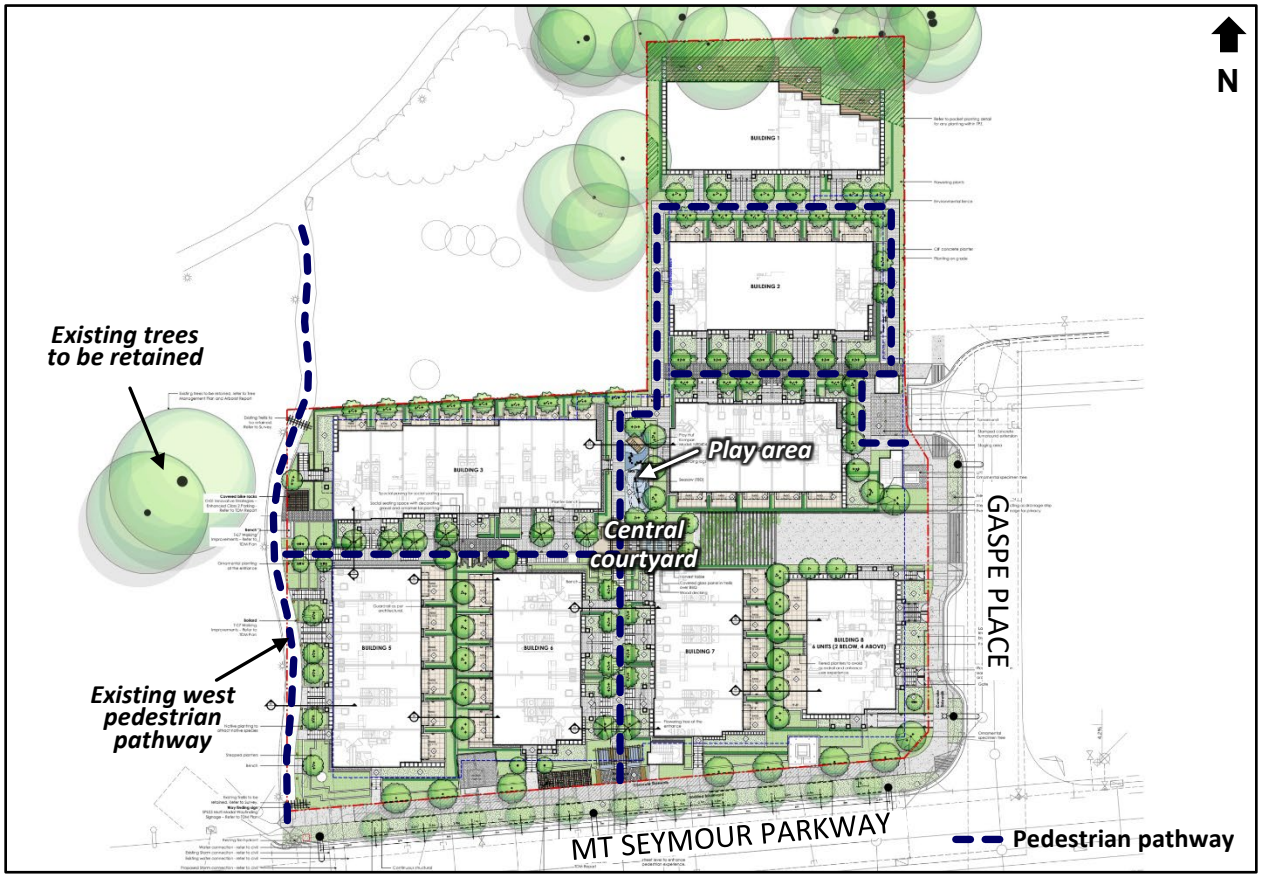

Figure 8: Landscape Plan

- C2.5: Shared Outdoor Space: Units should be clustered to create interesting shared outdoor spaces as well as usable and accessible private outdoor spaces. Encourage/integrate informal gathering, play and urban gardening opportunities.

  The buildings are arranged to frame a courtyard which serves as the primary shared amenity space. This area includes a children's play area and seating, providing a focal point for the development.

- C2.6: Private Outdoor Space: At least 9 square metres of usable private outdoor space should be provided for all units.

  Each townhouse unit is provided with private outdoor space in the form of patios and balconies that meet or exceed the minimum area requirements. Ground-level patios are screened with landscaping to balance privacy with social interaction.

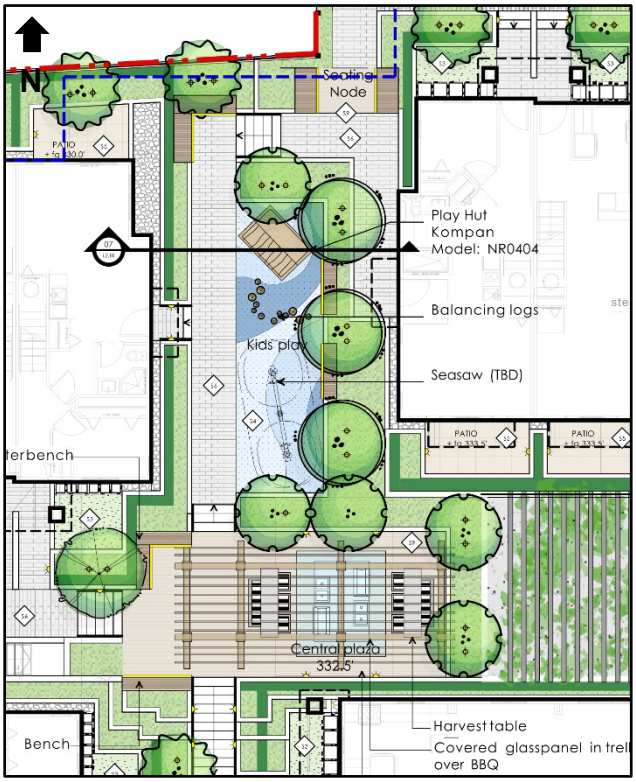

Figure 9: Central Courtyard and Play Area

Accessible Units

The proposal is compliant with the District's Accessible Design Policy for Multi-Family Housing. To address topographical constraints and facilitate aging in place, the applicant has incorporated an elevator at the Gaspe Place frontage. This elevator provides a stair-free path of travel from the underground parkade to the ground-level entries of 15 units. Three accessible parking spaces are located in proximity to the elevator.

Additionally, one unit within Building 8 and four lock-off suites are designed to meet the Basic Accessible Design guidelines, including a ramped access from the corner of Mount Seymour Parkway and Gaspe Place. Other enhanced accessibility features incorporated into the design include adequate turning radius between bedrooms and closets, side-by-side laundry facilities, and lower window openings.

DPA for Energy and Water Conservation and Greenhouse Gas Emission Reductions

In accordance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area Guidelines, the project is designed to reduce energy consumption and incorporate building performance measures that will result in reduced costs for future owners. The project will meet Step 4 of the BC Energy Step Code and Emissions Level 3 for Part 9 Buildings, as secured in the Development Covenant.

Notable highlights from the OCP guidelines include:

- Energy Conservation: An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.

  The proposal includes efficient Heat Recovery Ventilators (HRV) with Sensible Recovery Efficiency (SRE), programmable thermostats, and low-energy appliances. Passive design strategies, such as double-pane window systems with Low-E coating, are incorporated to improve thermal performance.

- Water Conservation: An integrated design process should be utilized to identify opportunities to reduce a building's water consumption.

  To reduce water consumption, the landscape design utilizes rain and moisture sensors and a drip irrigation system for shrubs and trees.

- Greenhouse Gas Emission Reductions: Building materials which are durable for the use intended should be selected.

  The project uses durable, long-lasting exterior materials including shingle and horizontal siding and asphalt roofing to reduce maintenance and replacement needs.

OFF-SITE IMPROVEMENTS & FINANCIAL CONTRIBUTIONS:

The application will deliver the following off-site improvements:

- Road and sidewalk improvements along Mount Seymour Parkway and Gaspe Place;
- Installation of conduit along the Mount Seymour Parkway frontage to accommodate future undergrounding of BC Hydro services;
- Undergrounding of BC Hydro wires and removal of poles adjacent to the site along Gaspe Place;
- Conduits for the future installation of a traffic signal at the intersection of Mount Seymour Parkway and Gaspe Place;
- Land dedications to accommodate corner cuts at the southeast corner of the site;
- Upgrade of the existing storm main along the Mount Seymour Parkway frontage; and
- Replacement of the existing sanitary main along Gaspe Place and Mount Seymour Parkway.

The estimated total value of off-site works (engineering and landscaping) is approximately $1,560,000. This estimate has been provided by the applicant and the full scope (and value) of

required off-site construction will be determined through the detailed design work at the Building Permit stage.

District of North Vancouver DCCs and Regional Transportation DCCs will be payable at the applicable rate at time of Building Permit. DCCs for this project are estimated to be $1,271,624 (District) and $780,727 (Metro Vancouver and TransLink).

The applicant has offered a Community Amenity Contribution (CAC) of $1,050,601.70. The CACs from this development may be used towards:

- The Affordable Housing Fund;
- Park, trail, environmental, plaza, or other public realm improvements;
- Municipal or recreational service facility, or facility improvements; and/or
- Public art and other beautification projects.

In accordance with Council motion on July 21, 2025 during the second and third readings of the bylaw, funds from the sale of District land would be allocated to affordable housing in and around the Seymour area. Detailed disbursement of the funds will be subject to other Council processes, independent of this application.

Lastly, the applicant is providing a voluntary cash contribution of $50,000 towards future Spirit Trail improvements and as compensation for tree removal on District lands.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN:

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP). Staff are continuing to work with the applicant on the CTMP and a final accepted version will be required prior to issuance of any building permits.

As secured in the Development Covenant, construction staging and construction access from Mount Seymour Parkway is prohibited. All construction access would be from Gaspe Place, and road closures would only be approved for roadworks and service main upgrades. Traffic impacts of varying degrees are expected on Mount Seymour Parkway to accomplish off-site utility and sidewalk upgrade work over a period of approximately 2.5 to 3 months.

In particular, the Construction Traffic Management Plan must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);

3. Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;
5. Provide a sequence and schedule of construction activities;
6. Identify methods of communication with other developments in the area;
7. Address silt/dust control and cleaning up from adjacent streets;
8. Provide a plan for litter clean-up and street sweeping adjacent to site;
9. Include a communication plan to notify surrounding businesses and residents;
10. Commit to install cameras where necessary to assist staff in monitoring construction activities; and
11. Coordinate the management of traffic with any adjacent developments.

The requirement for an accepted construction traffic management plan is secured within the Development Covenant.

CONCURRENCE:

The project has been reviewed by staff from Building, Parks, Engineering, Community Planning, Urban Design, Transportation, Real Estate, the Fire Department, and the Arts Office.

CONCLUSION:

The project has been developed in accordance with the CD156 Zone regulations and the Development Permit Area Guidelines for Form and Character of Ground-Oriented Housing and Energy and Water Conservation and Greenhouse Gas Emission Reduction in the OCP. It also addresses the policy directions in the OCP regarding housing diversity and active transportation and contributes 46 strata townhouse units (including 10 lock-off suites) to the District's housing supply. Development Permit 17.24 is now ready for Council's consideration.

OPTIONS:

The following options are available for Council's consideration:

1. Issue Development Permit 17.24 (Attachment 1) to allow for the proposed construction (staff recommendation); or

2. Deny Development Permit 17.24 and provide direction to staff.

Respectfully submitted,

Jon Maselli
Development Planner

Attachments:

1. Development Permit 17.24 and attachments

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	JR		
❑ Human Resources		❑ Bylaw Services			
❑ Review and Compliance		❑ Planning			

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

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 17.24

This Development Permit 17.24 is hereby issued by The Corporation of the District of North Vancouver to the registered owner(s) for the development of a 46-Unit, 3-Storey Townhouse Development at:

- Unaddressed: LOT 17 BLOCK 5 OF BLOCKS 1 TO 4 DISTRICT LOT 622 PLAN 2866 (PID: 004-998-936);
- Unaddressed: LOT 16 BLOCK 5 OF BLOCKS 1 TO 4 DISTRICT LOT 622 PLAN 2866 (PID: 004-998-901);
- 3374 Mt Seymour Pkwy: LOT 15 BLOCK 5 OF BLOCKS 1 TO 4 DISTRICT LOT 622 PLAN 2866 (PID: 008-266-484);
- 3380 Mt Seymour Pkwy: LOT 14 BLOCK 5 OF BLOCKS 1 TO 4 DISTRICT LOT 622 PLAN 2866 (PID: 010-067-612);
- 3382 Gaspe Pl: LOT 2 DISTRICT LOT 622 PLAN 20967 (PID: 005-011-027);
- 3386 Gaspe Pl: LOT 3 DISTRICT LOT 622 PLAN 20967 (PID: 005-011-035);
- 3396 Gaspe Pl: LOT 4 DISTRICT LOT 622 PLAN 20967 (PID: 005-011-051); and
- A portion of District lane described in "3300 Block Mount Seymour Parkway and Gaspe Place Highway Closure Bylaw 8741, 2025".

subject to the following terms and conditions:

A. The following requirement is imposed under section 490(1)(c) and section 504 of the Local Government Act:

1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.

2. Prior to expiry under B (1) above, the applicant may request an extension to the permit for a period no longer than 1 year and if granted by the District, may be subject to new conditions. The granting of an extension will be at the sole discretion of the General Manager or their designate.

3. A Construction Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.

B. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act*:*

1. The site shall be developed in accordance with the attached plans (DP 17.24-1 through DP 17.24-43).

2. Prior to the issuance of a Building Permit, the following shall be submitted to:

   i. Planning Department:

      a. Confirmation that accessible design measures as outlined in DP 17.24-19 through DP 17.24-20 have been included in the project.

   ii. Parks Department:

      a. Three copies of a final detailed landscape plan prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;

      b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and

      c. A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.

   iii. Engineering Department:

      a. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and

      b. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Mount Seymour Parkway and Gaspe Place frontages.

C. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. The site shall be developed in accordance with:

    a. the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area Compliance Strategies Report prepared by E3 ECO Group Inc dated April 22, 2024; and

    b. the Commitments to the 2050 Community Energy & Emissions Plan Letter prepared by E3 ECO Group Inc dated December 16, 2024.

2. Prior to issuance of the Building Permit, confirmation must be provided to the Planning Department that the building features included in the report and letter noted above, have been included in the project.

D. The following requirements are imposed under Subsection 502 of the Local Government Act*:*

1. Prior to issuance of the Building Permit the following deposits are required:

    i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or $100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building and environmental works.

    ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

E. Nothing in this Development Permit alters or affects in any way any of the preconditions to issuance of a Building Permit as set out in section 219 Covenants, if any, registered against the Lands in favour of the District.

_____

Mayor

_____

Corporate Officer

OR

_____

General Manager – Planning, Properties, and Permits (or designate)

Dated this _____ day of _____, _____

GASPE TOWNHOMES

3374, 3380 MT. SEYMOUR PKWY, AND 3382, 3386, 3399 GASPE PLACE, NORTH VANCOUVER BC

REZONING/ DEVELOPMENT PERMIT MAY 13, 2026

EXISTING LEGAL ADDRESS: LOTS 14 TO 17, BLOCK 5,
LOTS 1 TO 4 D.L. 622, P LAN 2866; AND LOTS 2 TO 4,
BOTH OF D.L. 622, PLAN 20967

EXISTING ZONING: RS1
PROPOSED ZONING: CD

OCP DESIGNATION: RES 4 RESIDENTIAL (1.2 FAR)

VIEW OF SITE FROM SOUTHWEST CORNER ALONG MOUNT SEYMOUR PARKWAY

ARCHITECTURAL DRAWING LIST

PAGE #	DRAWING TITLE	SCALE	ISSUE DATE
A0.00	COVERSHEET	AS NOTED	13/05/2026
A0.01	SITE SUMMARY	NA	13/05/2026
A0.02	FAR REPORT	1/32" = 1'-0"	13/05/2026
A0.03	SITE CONTEXT PLAN & PHOTOS	N.T.S.	13/05/2026
A1.00	SITE PLAN	1/16" = 1'-0"	13/05/2026
A1.00a	SITE PLAN (SIMPLIFIED)	1/16" = 1'-0"	13/05/2026
A1.10	FIREFIGHTING ACCESS PLAN	1/16" = 1'-0"	13/05/2026
A2.00	BUILDING 1 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.01	BUILDING 2 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.02	BUILDING 3 GROUND & SECOND FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.02a	BUILDING 3 THIRD FLOOR & ROOF PLANS	1/8" = 1'-0"	13/05/2026
A2.03	BUILDING 4 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.04	BUILDING 5 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.05	BUILDING 6 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.06	BUILDING 7 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A2.07	BUILDING 8 FLOOR PLANS	1/8" = 1'-0"	13/05/2026
A3.00	UNIT A PLAN	1/4" = 1'-0"	13/05/2026
A3.01	UNIT A1 PLAN	1/4" = 1'-0"	13/05/2026
A3.02	UNIT A2 PLAN	1/4" = 1'-0"	13/05/2026
A3.03	UNIT B PLAN	1/4" = 1'-0"	13/05/2026
A3.04	UNIT B END PLAN	1/4" = 1'-0"	13/05/2026
A3.05	UNIT B1 PLAN	1/4" = 1'-0"	13/05/2026
A3.06	UNIT B2 & B3 PLAN	1/4" = 1'-0"	13/05/2026
A3.07	UNIT C PLAN	1/4" = 1'-0"	13/05/2026
A3.08	UNIT D PLAN	1/4" = 1'-0"	13/05/2026
A3.09	UNIT GS1-GS2 PLAN	1/4" = 1'-0"	13/05/2026
A3.10	UNIT TH1-TH2 PLAN	1/4" = 1'-0"	13/05/2026
A3.11	UNIT TH3-TH4 PLAN	1/4" = 1'-0"	13/05/2026
A4.00	BUILDING 1 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.01	BUILDING 2 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.02	BUILDING 3 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.03	BUILDING 4 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.04	BUILDING 5 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.05	BUILDING 6 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.06	BUILDING 7 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A4.07	BUILDING 8 ELEVATIONS & SECTIONS	1/8" = 1'-0"	13/05/2026
A5.00	COLOUR & MATERIALS	1/4" = 1'-0"	13/05/2026
A5.01	RENDERS	N.T.S	13/05/2026
A5.02	RENDERS	N.T.S	13/05/2026
A5.03	RENDERS	N.T.S	13/05/2026

THESE DRAWINGS MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUM, AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT. VARIATIONS AND MODIFICATIONS TO WORK SHOWN SHALL NOT BE CARRIED OUT WITHOUT THE WRITTEN PERMISSION FROM THE ARCHITECT. COPYRIGHT RESERVED. THESE DRAWINGS AND THE DESIGN ARE, AND AT ALL TIMES, REMAIN THE EXCLUSIVE PROPERTY OF THE ARCHITECT, AND CANNOT BE USED AND / OR REPRODUCED WITHOUT THE CONSENT OF THE ARCHITECT, IN WHICH THE REPRODUCTION MUST BEAR THEIR NAME AS THE ARCHITECT.

DRAWING ISSUE(S):

1	FEB 17 2017	ISSUED FOR PRELIM. PLNG. APP	-
2	MAR 29 2018	ISSUED FOR RZ/DP	-
3	APR 29 2024	RE-ISSUED FOR RZ/DP	-
4	DEC 13, 2024	RE-ISSUED FOR RZ/DP	-
5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage ARCHITECTURE

400-602 WEST HASTINGS
VANCOUVER, B.C., V6B 1P2
(604) 428-6259
www.engagearchitecture.ca

SEAL:

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
COVER SHEET

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE:

DRAWING No.:
A0.00

DP 17.24-1

Mount Seymour Parkway and Gaspe Place			PROJECT NO: 24-01	
SITE SUMMARY			DATE: Apr-24	
Civic Address:	3374 and 3380 Mt. Seymour Parkway (plus 2 unaddressed District Lots west of 3374), 3382, 3386, 3396 Gaspe Place, North Vancouver BC			
Existing Zoning:	RS-1			
Proposed Zoning:	CD			
OCP Designation:	RES4 (Transition Multi-Family)			
Existing Total Site Area:			56100.9 sq.ft.	5211.8 m2
Dedication:			733.26 sq.ft.	68.1 m2
Net Site Area:			55367.64 sq.ft.	5143.6 m2
Permitted FSR (RES4):	1.2		67321.08 sq.ft.	6254.1 m2
Proposed FSR: (Based on gross)	1.10		61476.3 sq.ft.	5711.1 m2
Coverage (On Net)	Permitted	50%	27683.82 sq.ft.	2571.8 m2
	Proposed	38%	21433.8 sq.ft.	1991.2 m2
Net (FAR) Floor Area			61476.3 sq.ft.	5711.1 m2
Common Outdoor Amenity			1905 sq.ft.	177.0 m2
Unit Count		46 units		

COMBINED GARBAGE ROOM AND RECYCLING STORAGE SPACE			
Required space	0.31 m2 per unit + 8 m2		
		22.26 m2	239.60 sq.ft.
Flex Space required	0.5 of required garbage room and recycling storage space		
		11.13 m2	119.80 sq.ft.
Total required Garbage and recycling space		33.39 m2	359.41 sq.ft.
Provided garbage and recycling space		35.06 m2	377.4 sq.ft.

Setbacks

North (rear to park)		
Bldg 3	2.7 m	8' -10.5"
Bldg 1	5 m	16' - 4"
South (side to Mt Seymour Parkway)		
Bldg 5	4.2 m	13' - 9.3"
Bldg 6	5.3 m	17' - 4.1"
Bldg 7	4.6 m	15' - 0.3"
Bldg 8	5.8 m	19' - 0.4"
East (Front to Gaspe Place)		
Bldg 8	4	13' - 1.3"
East (Side to SF House)		
Bldg 1	3	9' - 10.4"
Bldg 2	3.9	12' - 8.9"
West (Front to Public Trail)		
Bldg 5 to PL	5.5	18' - 2.4"
Bldg 5 to SROW	3.7	12' - 3.3"
West (Side to Park)		
Bldg 1	2.5	8' - 0.6"
Bldg 2	2.7	8' - 11.1"

Mount Seymour Parkway and Gaspe Place

UNIT SUMMARY

Unit	Description	Ground Floor (sq.ft)	Second Floor (sq.ft)	Third Floor (sq.ft)	Net (FAR) Area	Unit Count	No. of lock off units	Total (FAR) Area	Ground Coverage
A	3 bedroom	532.5	532.5	393.8	1458.8 sq.ft.	2		2917.6 sq.ft.	1065 sq.ft.
A1	3 bedroom end	538.4	538.4	398.1	1474.9 sq.ft.	1	1	1474.9 sq.ft.	538.4 sq.ft.
A2	3 bedroom+ den end (lock-off)	546	555.6	567.6	1669.2 sq.ft.	1		1669.2 sq.ft.	546 sq.ft.
B	3 bedroom	461.5	461.5	353.7	1276.7 sq.ft.	23		29364.1 sq.ft.	10614.5 sq.ft.
B-end	3 bedroom end	474	474	364.9	1312.9 sq.ft.	2		2625.8 sq.ft.	948 sq.ft.
B1	3 bedroom end (lock-off)	529.3	538.9	538.9	1607.1 sq.ft.	4	4	6428.4 sq.ft.	2117.2 sq.ft.
B2	3 bedroom end (lock-off)	525.3	537.3	549.3	1611.9 sq.ft.	1	1	1611.9 sq.ft.	525.3 sq.ft.
B3	3 bedroom end (adapt. lock-off)	525.3	537.3	549.3	1611.9 sq.ft.	4	4	6447.6 sq.ft.	2101.2 sq.ft.
C	3 bedroom +den	510.2	510.2	510.2	1530.6 sq.ft.	1		1530.6 sq.ft.	510.2 sq.ft.
D	3 bedroom + den end	543.8	543.8	522	1609.6 sq.ft.	1		1609.6 sq.ft.	543.8 sq.ft.
SUB TOTAL						**40**	**10**	**55679.7 sq.ft.**	
Building 8 Suites									
GS 1	2 bedroom adapt. garden suite	982.1	0	0	982.1 sq.ft.	1		982.1 sq.ft.	982.1 sq.ft.
GS 2	2 bedroom garden suite	942.1	0	0	942.1 sq.ft.	1		942.1 sq.ft.	942.1 sq.ft.
TH 1	3 bedroom Townhouse end	0	520.6	532.7	1053.3 sq.ft.	1		1053.3 sq.ft.	0 sq.ft.
TH 2	2 bedroom townhouse	0	461.5	461.5	923 sq.ft.	1		923 sq.ft.	0 sq.ft.
TH 3	2 bedroom townhouse	0	468	468.1	936.1 sq.ft.	1		936.1 sq.ft.	0 sq.ft.
TH 4	2 bedroom Townhouse end	0	474	486	960 sq.ft.	1		960 sq.ft.	0 sq.ft.
SUB TOTAL						**6**		**5796.6 sq.ft.**	
OVERALL TOTALS						**46**	**10**	**61476.3 sq.ft.**	**21433.8 sq.ft.**

Gaspe Townhomes — Sep-25

PARKING SUMMARY

Resident Parking			
Required:	2.00 stall per unit	92 stalls	
Provided:		**64 stalls**	
Visitor Parking			
Required:	0.25 stall per unit	11.5 units	
Provided:		**7 stalls**	
Accessible Stalls			
Required:	1.00 stall per 100 stalls	1 stalls	
Provided:		**3 stalls**	
Total required parking:		104 stalls	
Total provided parking:		**71 stalls**	
No. of small cars allowed:	35% of total stalls provided	25 stalls	
Small Cars provided:	30.99% provided	**22 stalls**	
Resident Bicylcle Parking			
Required:	2 stalls per unit	92 stalls total	
Provided:		**92 stalls**	
Total Permitted Horizontal bicycle parking		Min. 75%	
Total Provided Horizontal bicycle parking	**75** stalls		**81.52%**
Total Permitted Vertical bicycle parking		Max. 25%	
Total Provided Vertical bicycle parking	**17** stalls		**18.48%**
Visitor Bicylcle Parking (at grade)			
Required:	16 stalls for a total of 20-59 units		
Provided:	16		
Total required bicycle parking:	108 stalls		
Total provided bicycle parking:	**108 stalls**		

NOTE: REFER TO TRAFFIC REPORT FOR PARKING VARIANCE

UNIT TYPES PER BUILDING

Building Number	Unit Types										Total # of Units
	A	A1	A2	B	B End	B1	B2	B3	C	D	
1	2	1	-	-	-	-	-	-	1	1	5
2	-	-	-	4	-	-	-	2	-	-	6
3	-	-	-	6	-	2	-	-	-	-	8
4	-	-	-	3	-	-	-	2	-	-	5
5	-	-	-	4	1	1	-	-	-	-	6
6	-	-	1	3	-	-	1	-	-	-	5
7	-	-	-	3	1	1	-	-	-	-	5
Total	2	1	1	23	2	4	1	4	1	1	
	TH 1	TH 2	TH 3	TH 4	GS 1	GS 2					
8	1	1	1	1	1	1					6
Total	1	1	1	1	1	1					

OUTDOOR SPACE SUMMARY

Unit	Front Yard	Back Yard	Balcony	Roof Deck	Total	
A	183.7 sq.ft.	150.5 sq.ft.	sq.ft.	138.8 sq.ft.	473.00 sq.ft.	43.9 m2
A1	255.8 sq.ft.	152.2 sq.ft.	sq.ft.	136.3 sq.ft.	544.30 sq.ft.	50.6 m2
A2	93.6 sq.ft.	125.1 sq.ft.	121.3 sq.ft.	sq.ft.	340.00 sq.ft.	31.6 m2
B	91.5 sq.ft.	90.4 sq.ft.	sq.ft.	102.9 sq.ft.	284.80 sq.ft.	26.5 m2
B-End	77.7 sq.ft.	106.5 sq.ft.	sq.ft.	sq.ft.	184.20 sq.ft.	17.1 m2
B1	113.2 sq.ft.	100.5 sq.ft.	105.3 sq.ft.	sq.ft.	319.00 sq.ft.	29.6 m2
B2	142.9 sq.ft.	148 sq.ft.	121.3 sq.ft.	sq.ft.	412.20 sq.ft.	38.3 m2
B3	82.5 sq.ft.	64 sq.ft.	121.3 sq.ft.	sq.ft.	267.80 sq.ft.	24.9 m2
C	208.5 sq.ft.	193.5 sq.ft.	sq.ft.	261.03 sq.ft.	663.03 sq.ft.	61.6 m2
D	325.8 sq.ft.	185.2 sq.ft.	sq.ft.	140.95 sq.ft.	651.95 sq.ft.	60.6 m2
GS1	sq.ft.	195 sq.ft.	sq.ft.	sq.ft.	195.00 sq.ft.	18.1 m2
GS2	sq.ft.	190.5 sq.ft.	sq.ft.	sq.ft.	190.50 sq.ft.	17.7 m2
TH1	175.9 sq.ft.	sq.ft.	106.2 sq.ft.	sq.ft.	282.10 sq.ft.	26.2 m2
TH2	115.1 sq.ft.	sq.ft.	91 sq.ft.	sq.ft.	206.10 sq.ft.	19.1 m2
TH3	116 sq.ft.	sq.ft.	91 sq.ft.	sq.ft.	207.00 sq.ft.	19.2 m2
TH4	117.4 sq.ft.	sq.ft.	91 sq.ft.	sq.ft.	208.40 sq.ft.	19.4 m2

Note: Required outdoor space 96.88sq. Ft./9m2 (DNV-OCP)
Indicated is the minimum provided by unit type; actual amount may be more

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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
400-602 WEST HASTINGS
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(604) 428-6259
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SEAL:

REGISTERED ARCHITECT — RAMON L. SMITH — BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
SITE SUMMARY

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: N.T.S

DRAWING No.: A0.01

DP 17.24-2

	Gross Area	Townhouse	FSR Exclusion	Net Area	Private Deck
Level 1	21437 sq.ft.	21437 sq.ft.	0 sq.ft.	21437 sq.ft.	8332.9 sq.ft.
Level 2	21640.9 sq.ft.	21640.9 sq.ft.	0 sq.ft.	21640.9 sq.ft.	1364.5 sq.ft.
Level 3	18519.3 sq.ft.	18519.3 sq.ft.	0 sq.ft.	18519.3 sq.ft.	1490.8 sq.ft.
Roof Level	135.8 sq.ft.	0 sq.ft.	135.8 sq.ft.	0 sq.ft.	405.1 sq.ft.
Totals	**61733 sq.ft.**	**61597.2 sq.ft.**	**135.8 sq.ft.**	**61597.2 sq.ft.**	**11593.3 sq.ft.**

FLOOR AREA OVERLAY KEY (BUILDINGS)

TOWNHOUSE (TH)
INCLUDES ALL FINISHED AREA ABOVE GRADE TO OUTSIDE FACE OF OF EXTERIOR WALLS

DECK.PRIVATE (DK)
INCLUDES PATIOS, BALCONIES AND ROOF DECKS

FSR.EXCLUSIONS (EX)
INCLUDES STAIRCASE ENCLOSURES TO ROOF DECKS

NOTE: FSR DOES NOT INCLUDE PRIVATE OUTDOOR AREAS (ROOF DECKS, COVERED ENTRY PORCHES). DOES NOT INCLUDE EXTERIOR SITE FEATURES SUCH AS TRELLIS AND MAILBOX ENCLOSURE WHICH DO NOT CONTAIN ANY FINISHED OR ENCLOSED SPACE.

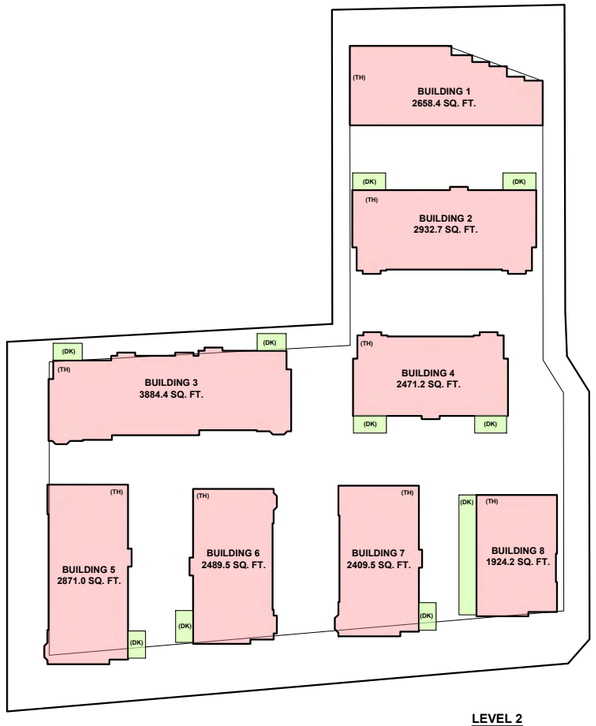
FLOOR AREA OVERLAY KEY (SITE)

COVERAGE.BUILDING (CV.B)

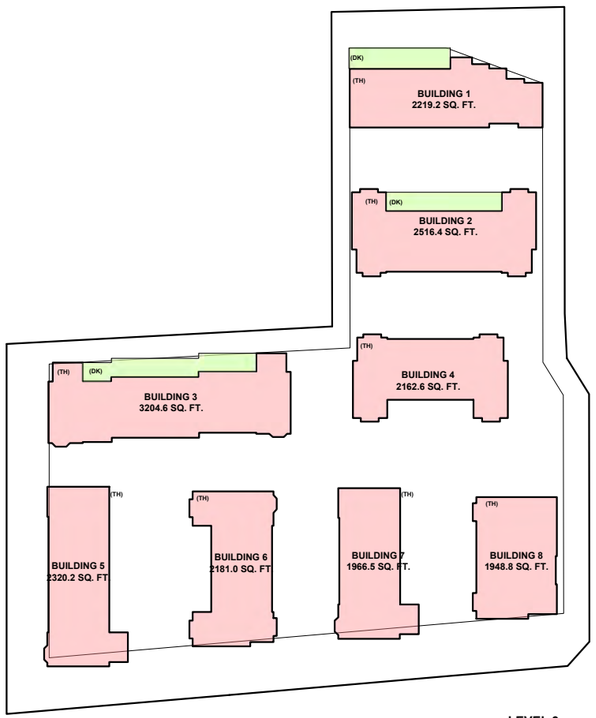
COVERAGE.DRIVEWAY (CV.D)
PARKADE RAMP

LIFT. ENCLOSURE (LT)

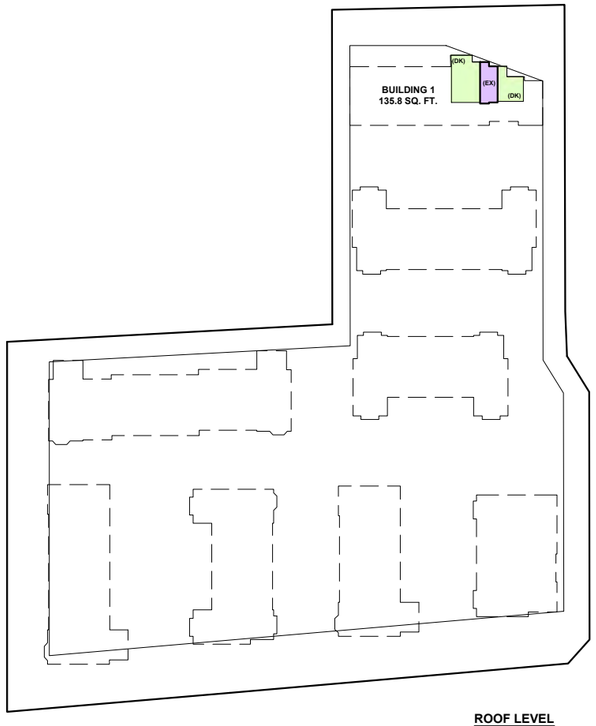
LEVEL 1
TOWNHOUSE AREA: 21437 SQ.FT.
PRIVATE DECK AREA: 8332.9 SQ. FT.



LEVEL 2
TOWNHOUSE AREA: 21640.9 SQ.FT.
PRIVATE DECK AREA: 1364.5 SQ. FT.



LEVEL 3
TOWNHOUSE AREA: 18519.3 SQ.FT.
PRIVATE DECK AREA: 1490.8 SQ. FT.



ROOF LEVEL
FSR EXCLUSION AREA: 135.8 SQ. FT.
PRIVATE DECK AREA: 405.1 SQ. FT.

SITE PLAN
COVERAGE: 21433.8 SQ. FT.
RAMP AREA: 1910.1 SQ. FT.
LIFT ENCLOSURE: 68.5 SQ. FT.

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CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT TANYA L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

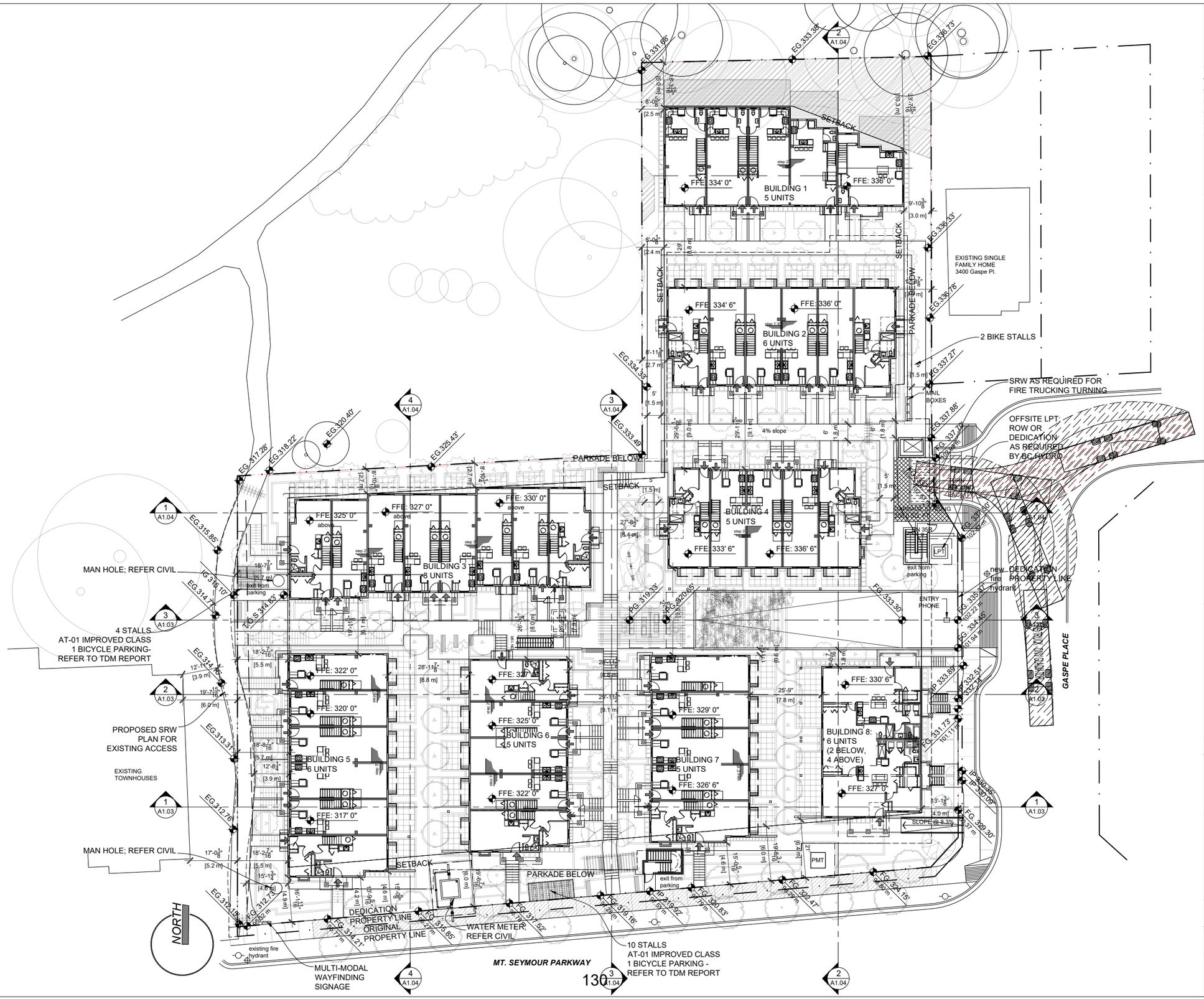
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
FSR REPORT

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/32" = 1'-0"

DRAWING No.:
A0.02

DP 17.24-3



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CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT
KAREN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:

GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING

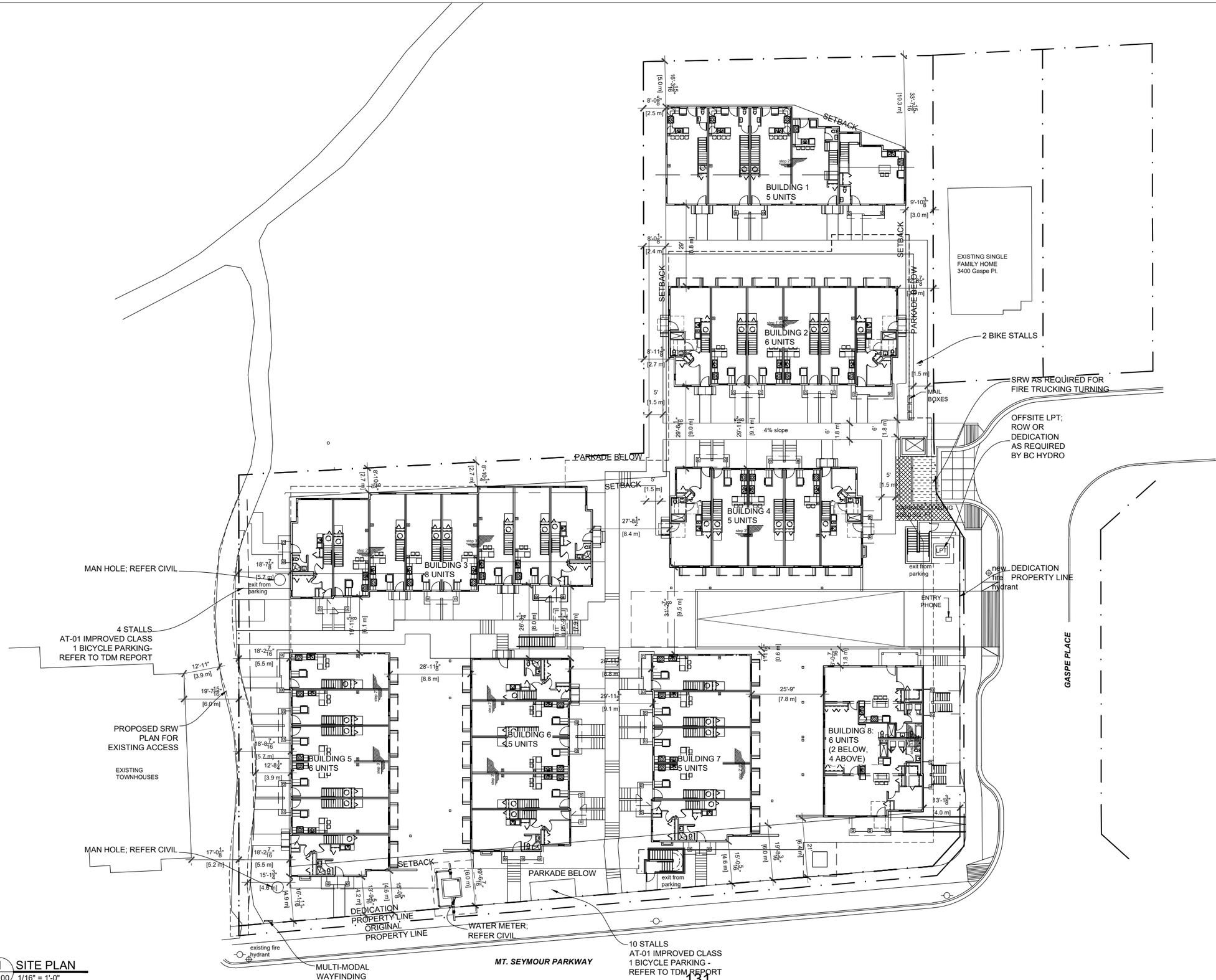
SITE PLAN

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/16" = 1'-0"

DRAWING No.:

A1.01

DP 17.24-4



1 A1.00 SITE PLAN 1/16" = 1'-0"

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CLIENT:

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SEAL:

REGISTERED ARCHITECT · JASON L. SMITH · BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

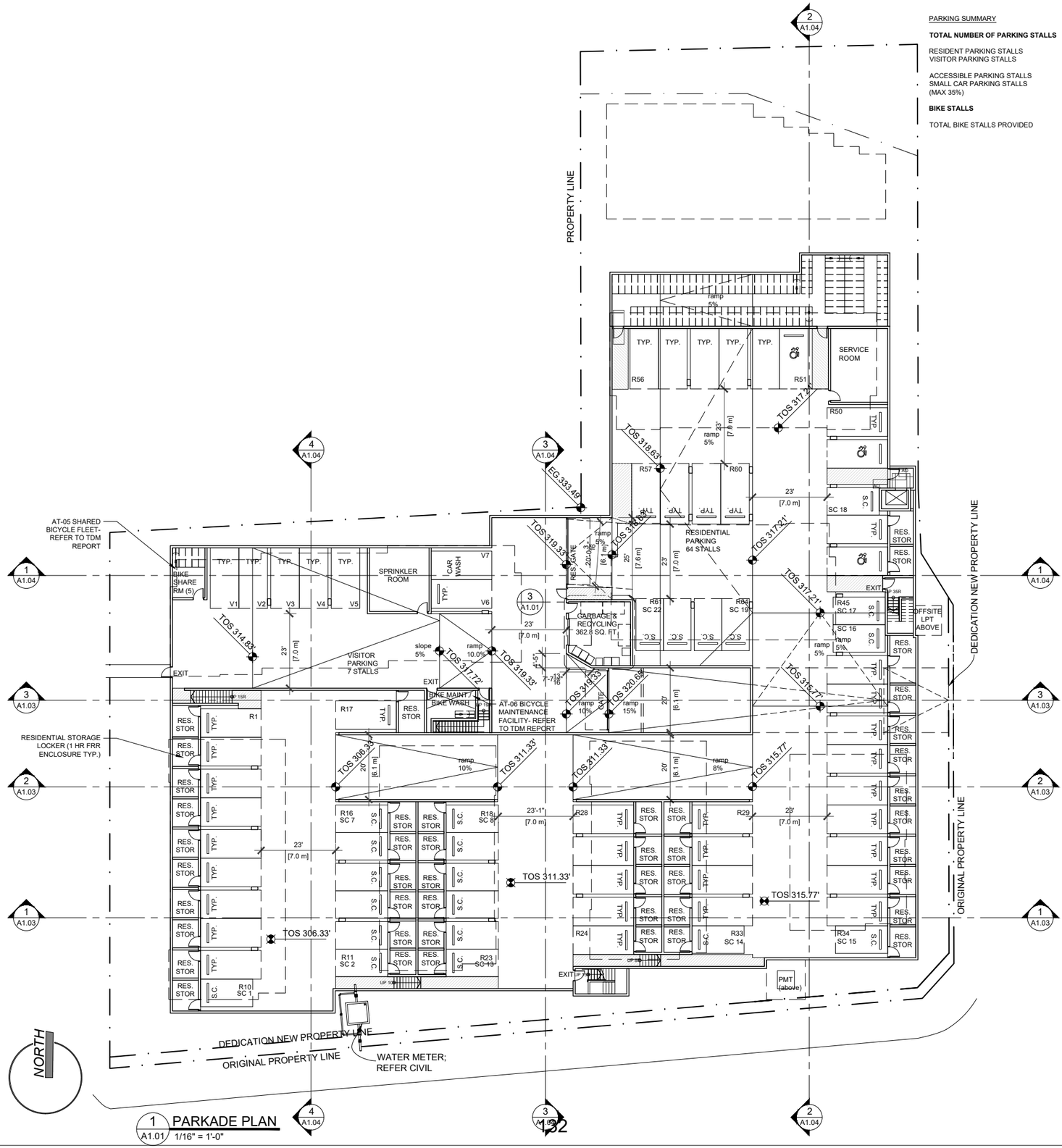
DRAWING
SITE PLAN
(SIMPLIFIED)

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/16" = 1'-0"

DRAWING No.:
A1.00a

DP 17.24-5

2 A1.01 GARBAGE & RECYCLING ROOM
1/4" = 1'-0"



1 A1.01 PARKADE PLAN
1/16" = 1'-0"

PARKING SUMMARY

TOTAL NUMBER OF PARKING STALLS	**71**
RESIDENT PARKING STALLS	64
VISITOR PARKING STALLS	7
ACCESSIBLE PARKING STALLS	3
SMALL CAR PARKING STALLS (MAX 35%)	22 (31%)
BIKE STALLS	92 Resident Stalls (Vertical: 17, Horizontal: 75) + 14 Visitor stalls at grade
TOTAL BIKE STALLS PROVIDED	111

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SEAL:

REGISTERED ARCHITECT KAREN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

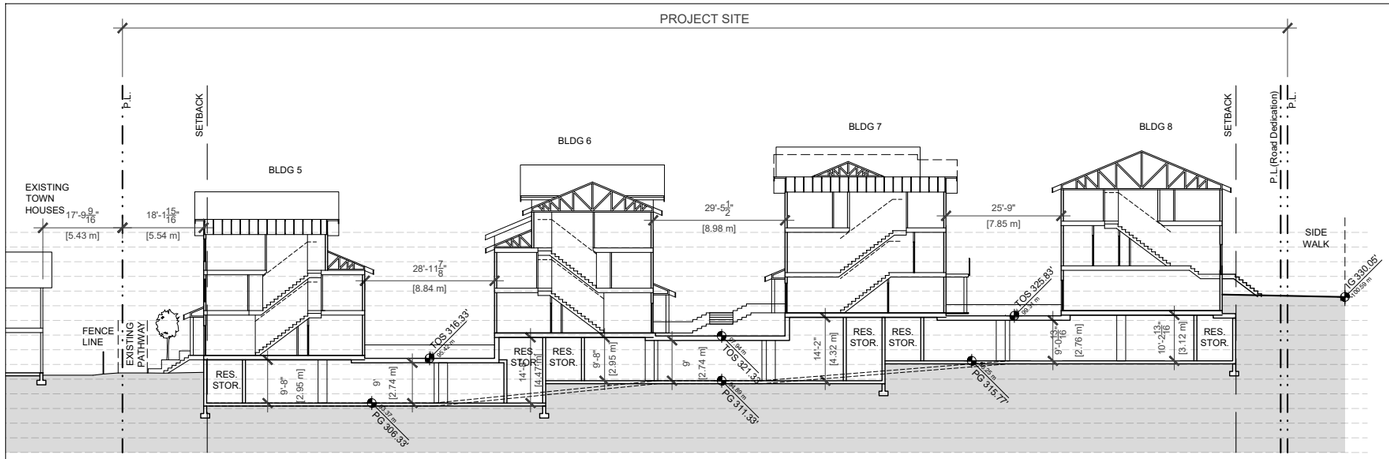
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND 3382, 3386, 3399 GASPE PLACE NORTH VANCOUVER BC

DRAWING
PARKADE PLAN

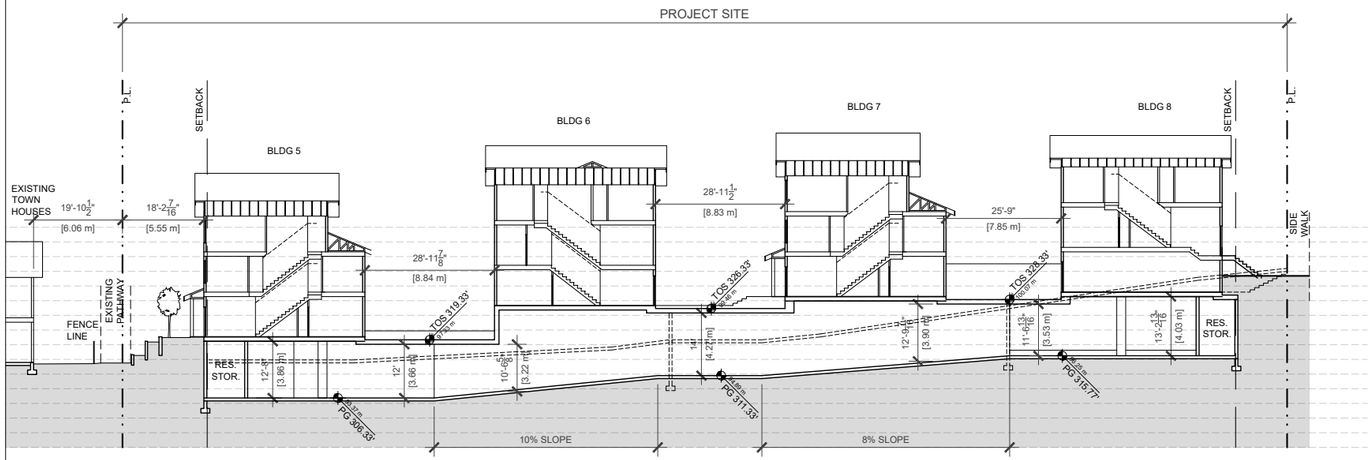
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/16" = 1'-0"

DRAWING No.:
A1.01

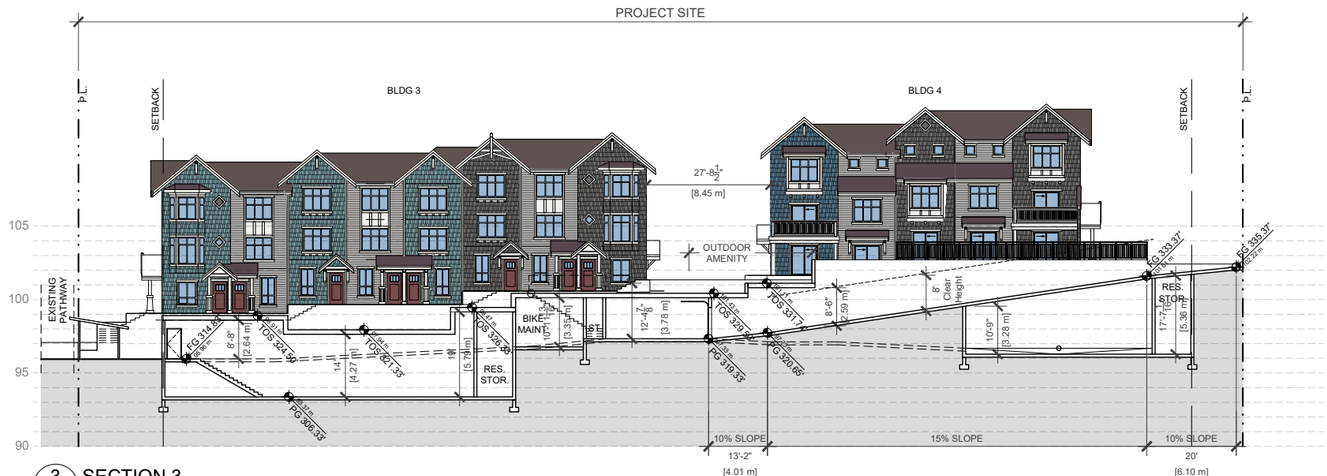
DP 17.24-6



1 SECTION 1
A1.03 1/16" = 1'-0"



2 SECTION 2
A1.03 1/16" = 1'-0"



3 SECTION 3
A1.03 1/16" = 1'-0"

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CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT JASON L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

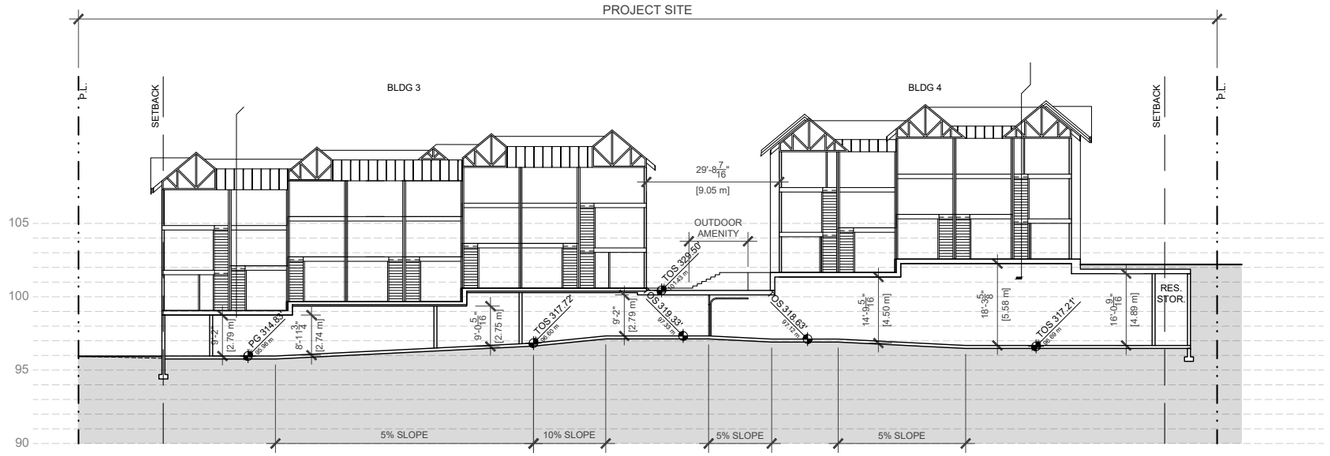
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
SITE SECTIONS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/16" = 1'-0"

DRAWING No.:
A1.03

DP 17.24-7



1 SECTION 4
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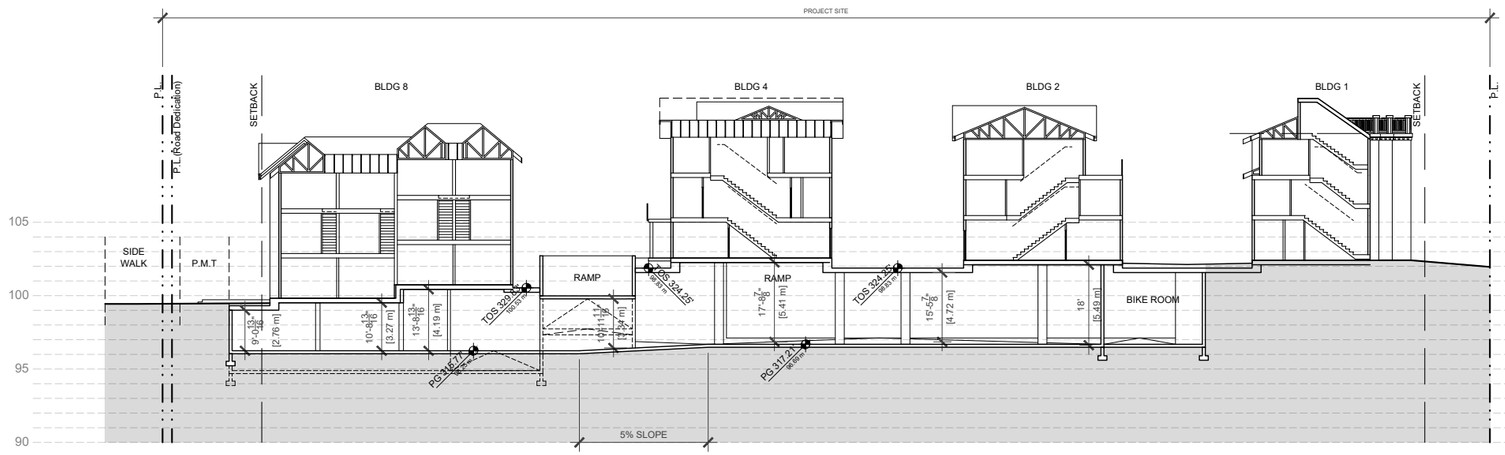

2 SECTION 5
A1.04 1/16" = 1'-0"

3 SECTION 6
A1.04 1/16" = 1'-0"

4 SECTION 7
A1.04 1/16" = 1'-0"

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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT KEVIN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
SITE SECTIONS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/16" = 1'-0"

DRAWING No.:
A1.04

DP 17.24-8

1 A1.05 WEST ELEVATION ALONG PUBLIC TRAIL
1/8" = 1'-0"

2 A1.05 STREETSCAPE ALONG MT SEYMOUR PARKWAY
1/8" = 1'-0"

3 A1.05 STREETSCAPE ALONG GASPE PLACE
1/8" = 1'-0"

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CLIENT:

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SEAL:

REGISTERED ARCHITECT KEVIN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

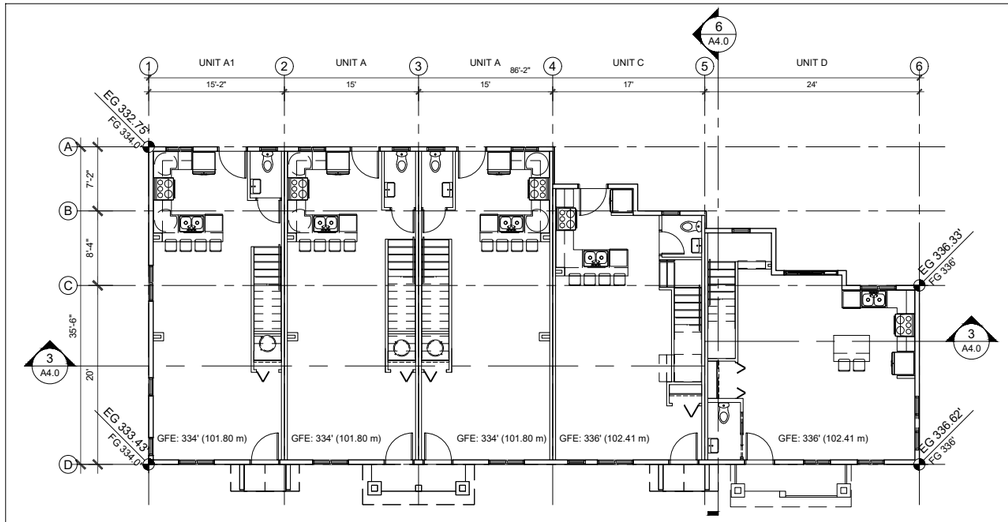
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
STREETSCAPES

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

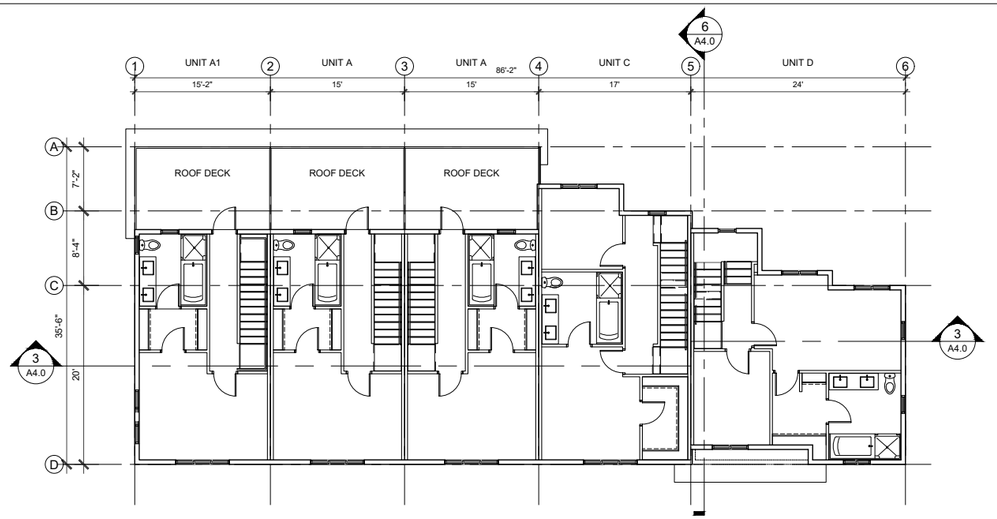
DRAWING No.:
A1.05

DP 17.24-9



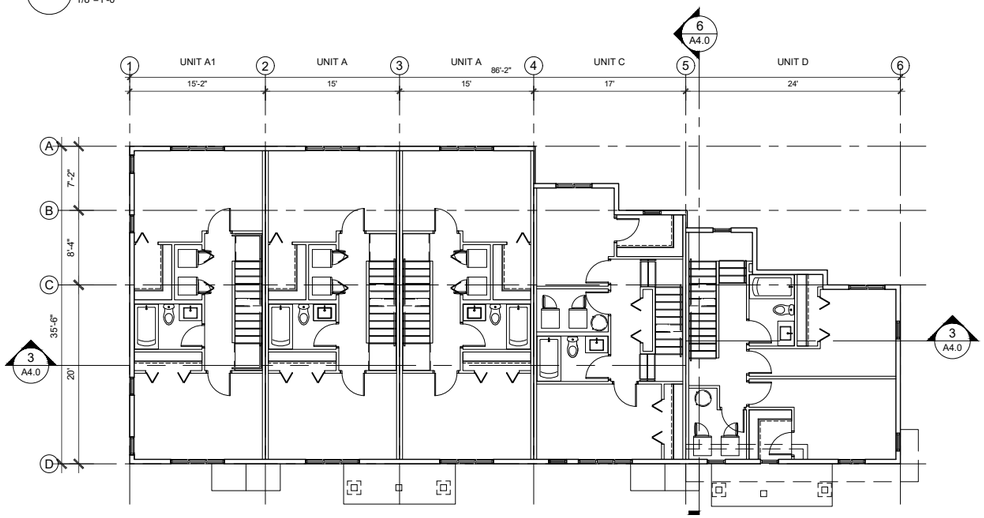
FLOOR AREA
2658.4 SQ. FT.

1 GROUND FLOOR
1/8"=1'-0"



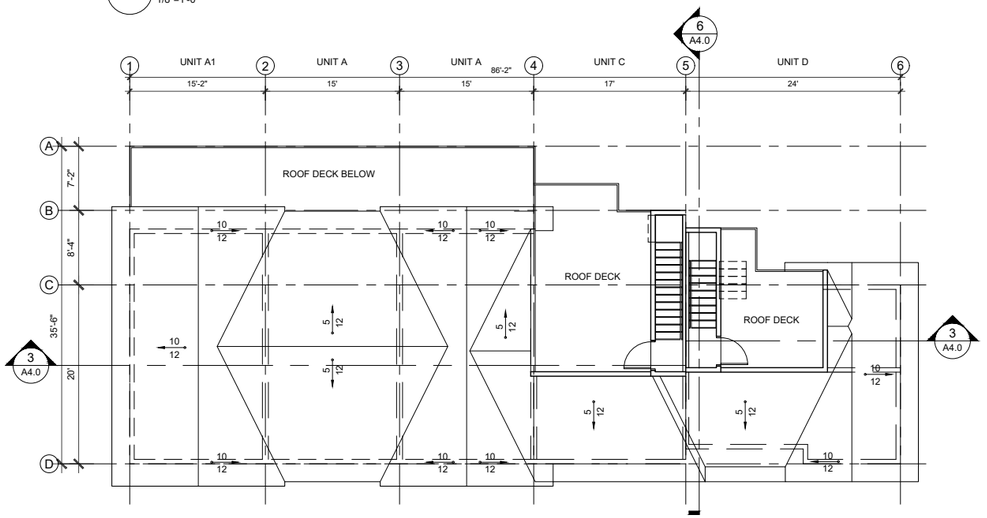
FLOOR AREA
2219.2 SQ. FT.

3 THIRD FLOOR PLAN
1/8"=1'-0"



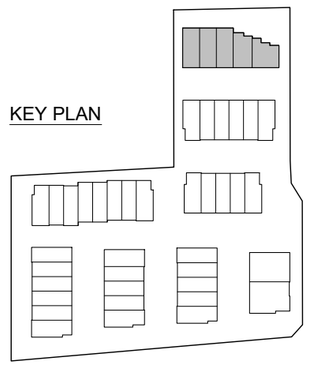
FLOOR AREA
2658.4 SQ. FT.

2 SECOND FLOOR
1/8"=1'-0"



4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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DRAWING ISSUE(S):

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5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
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SEAL:

REGISTERED ARCHITECT PATRICK L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

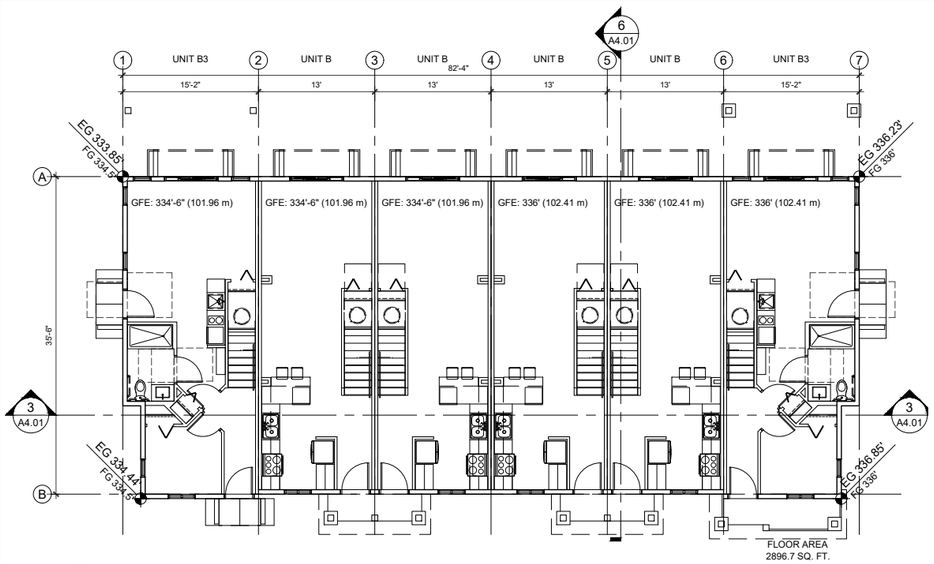
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 1
FLOOR PLANS

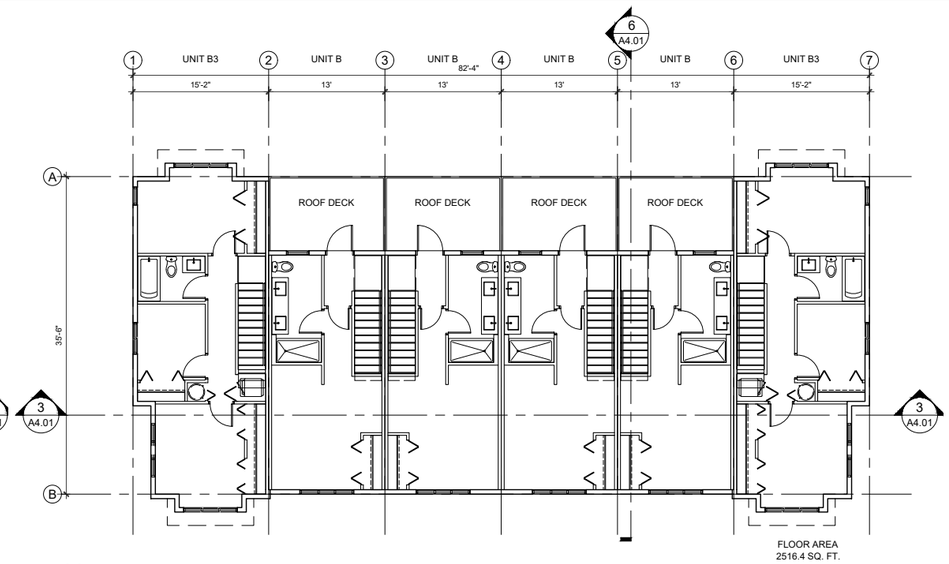
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A2.00

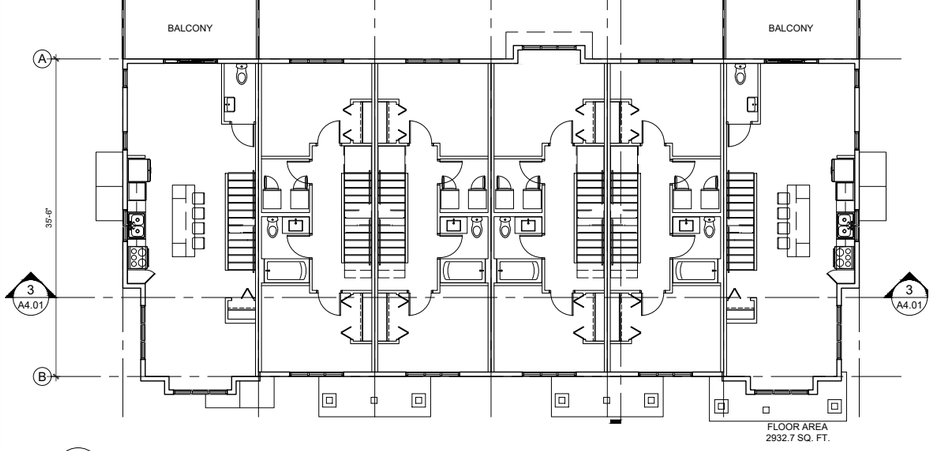
DP 17.24-10



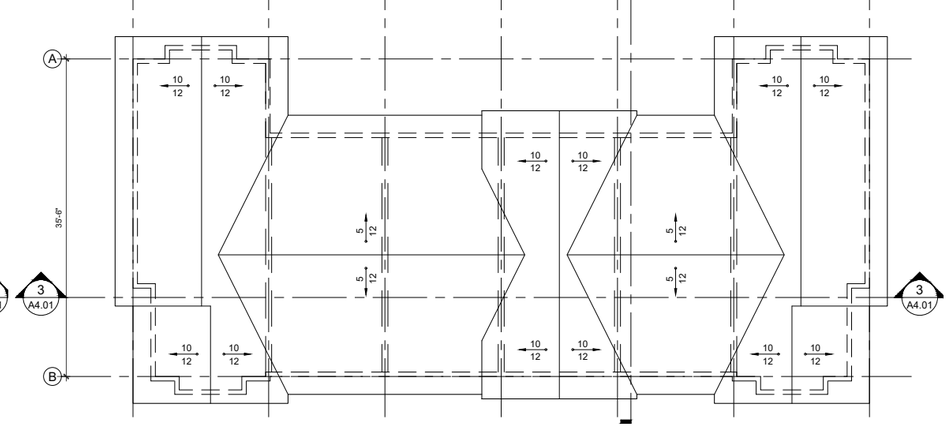
1 GROUND FLOOR
1/8"=1'-0"



3 THIRD FLOOR PLAN
1/8"=1'-0"

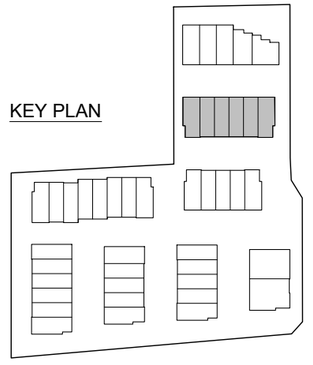


2 SECOND FLOOR
1/8"=1'-0"



4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT KAREN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

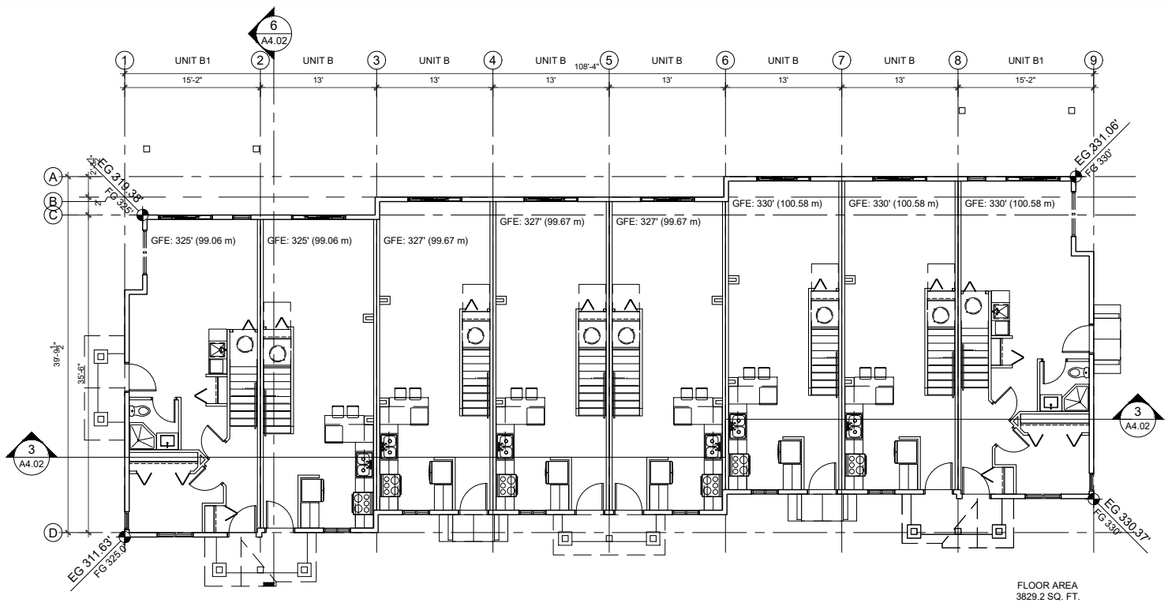
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 2
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

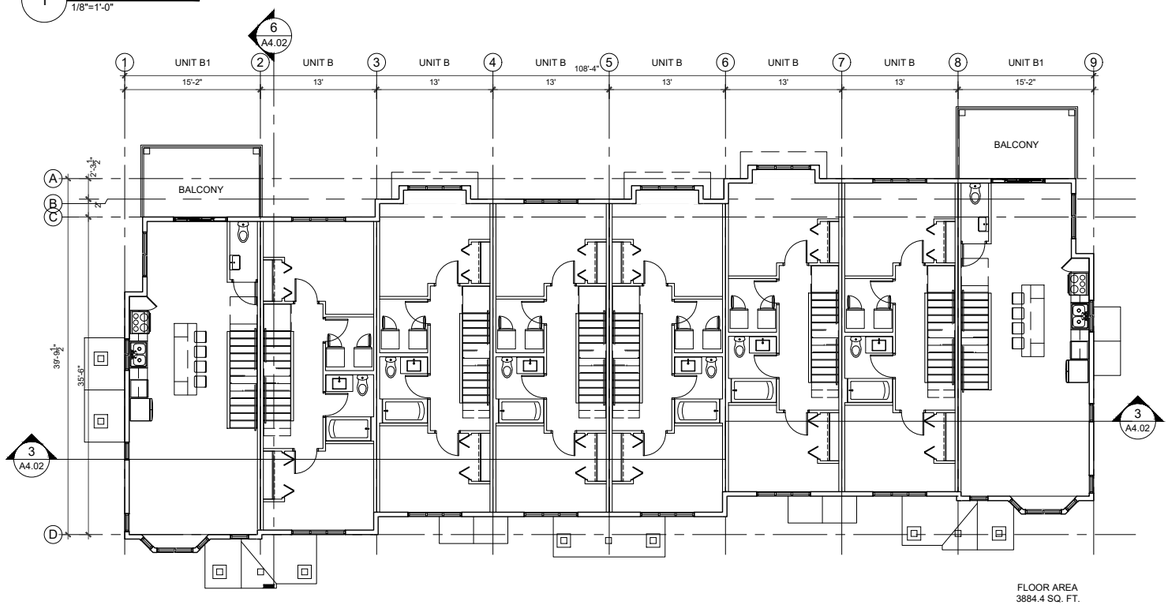
DRAWING No.:
A2.01

DP 17.24-11



FLOOR AREA
3829.2 SQ. FT.

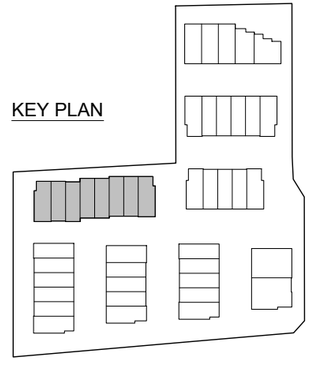
1 GROUND FLOOR
1/8"=1'-0"



FLOOR AREA
3884.4 SQ. FT.

2 SECOND FLOOR
1/8"=1'-0"

KEY PLAN



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CONSULTANT(S):

CLIENT:

engage
ARCHITECTURE

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www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

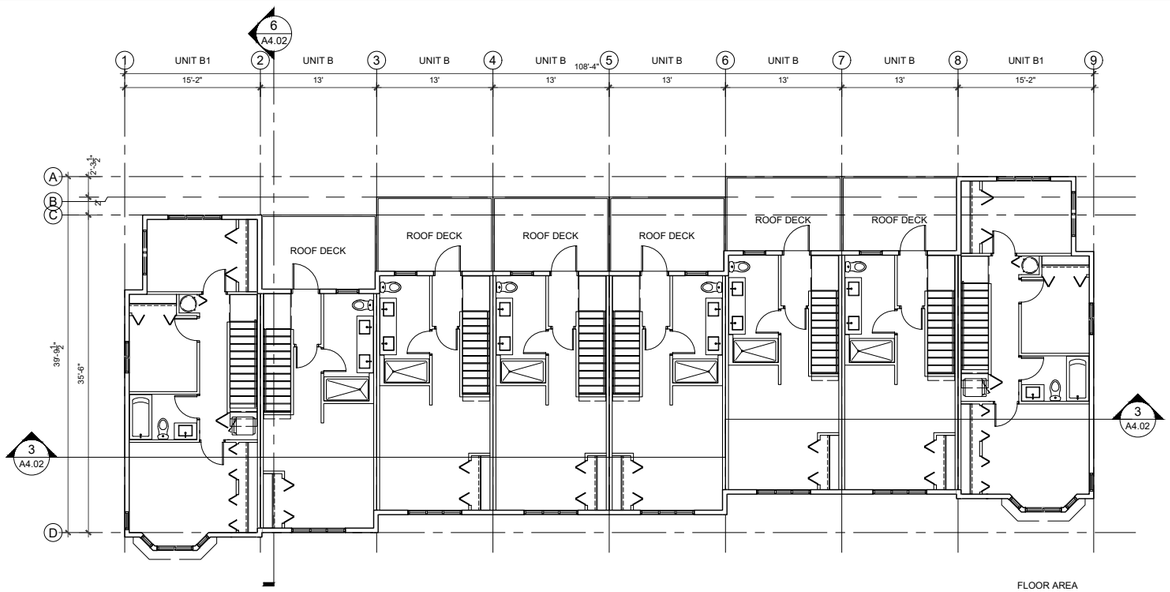
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING:
BUILDING 3
GROUND & SECOND
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

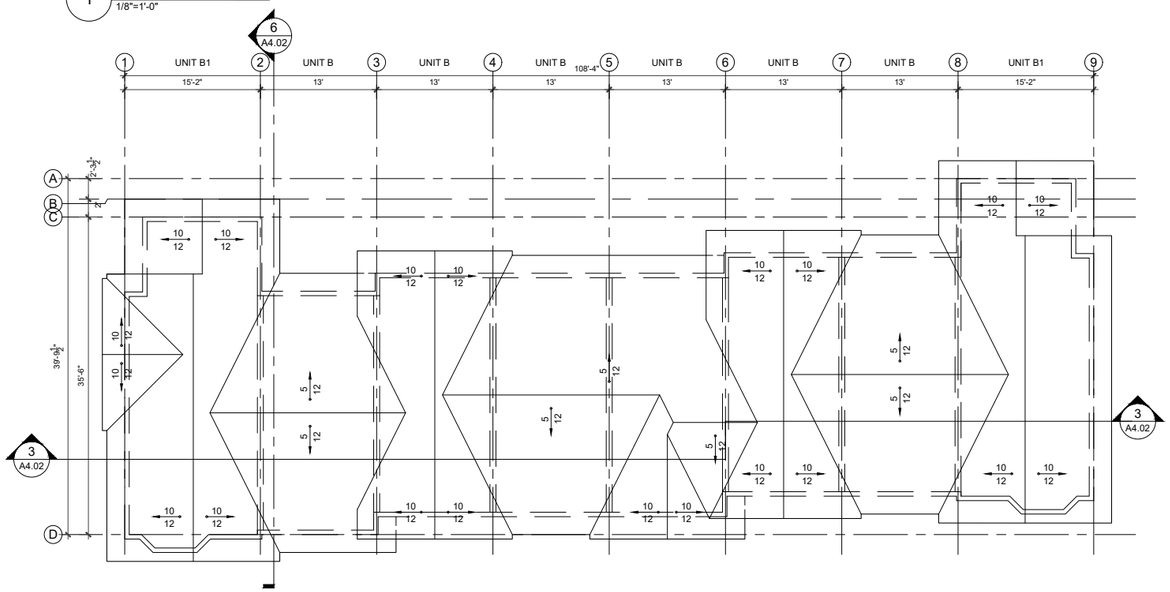
DRAWING No.:
A2.02

DP 17.24-12



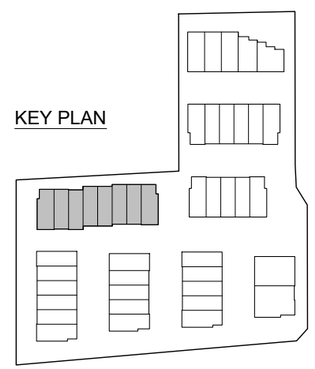
FLOOR AREA
3204.6 SQ. FT.

1 THIRD FLOOR PLAN
1/8"=1'-0"



2 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

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www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

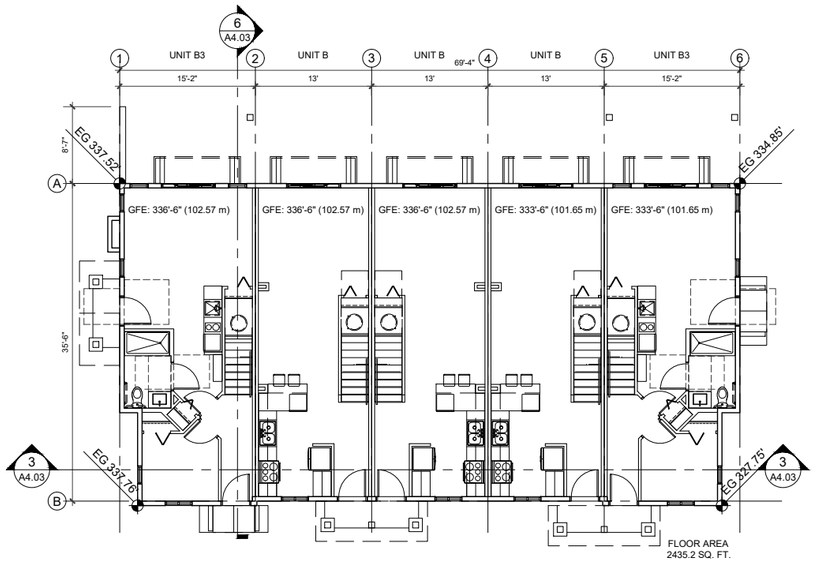
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 3
THIRD FLOOR & ROOF
PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

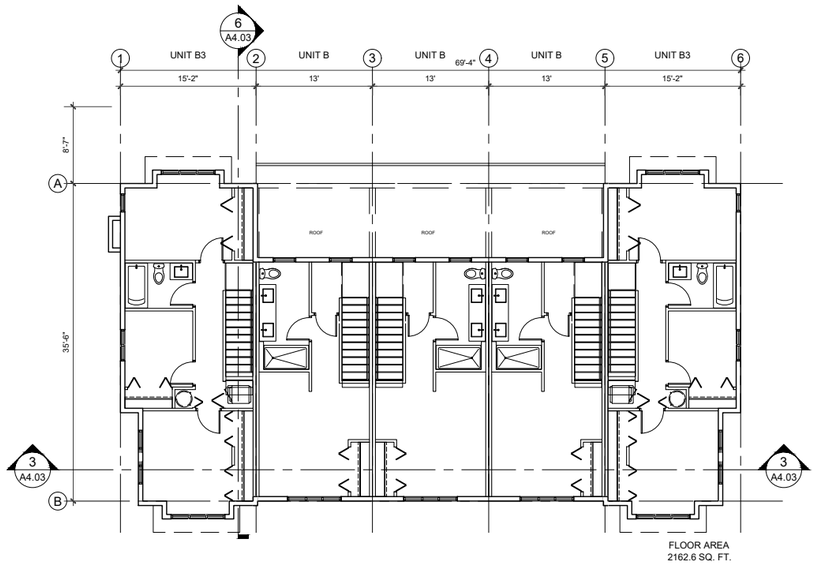
DRAWING No.:
A2.02a

DP 17.24-13

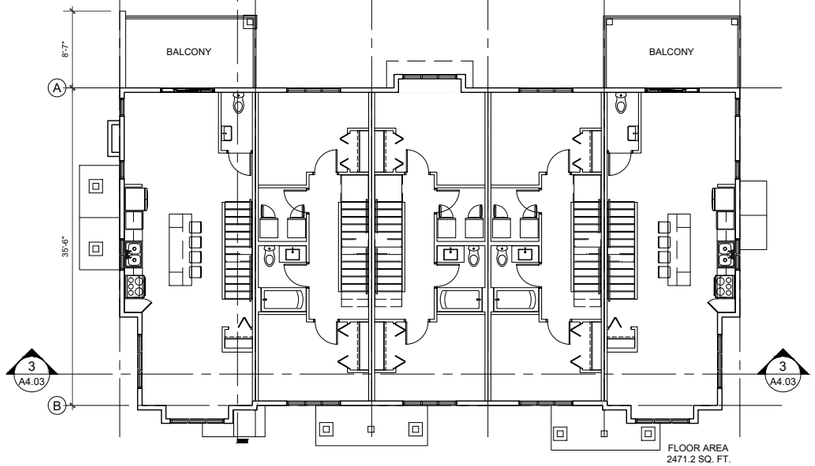


FLOOR AREA
2435.2 SQ. FT.

1 GROUND FLOOR
1/8"=1'-0"

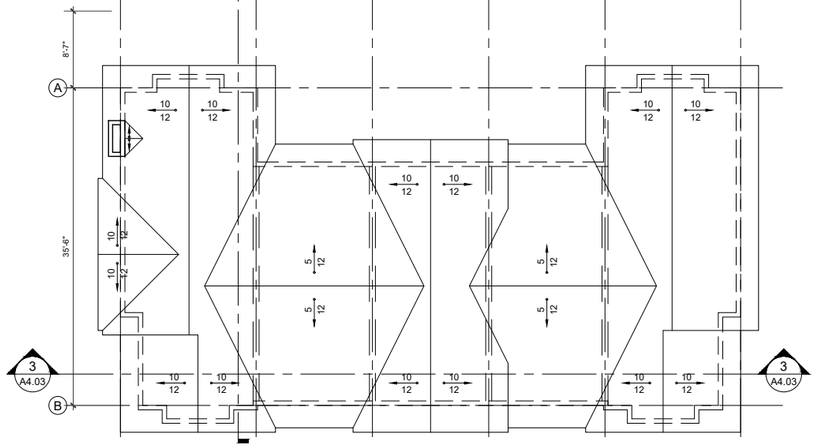


FLOOR AREA
2162.6 SQ. FT.



FLOOR AREA
2471.2 SQ. FT.

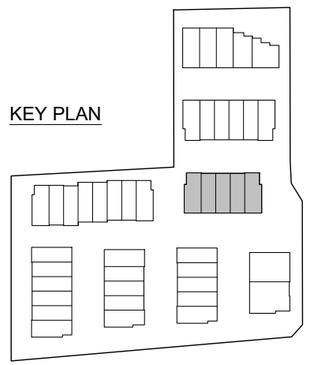
2 SECOND FLOOR
1/8"=1'-0"



3 THIRD FLOOR PLAN
1/8"=1'-0"

4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
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(604) 428-6259
www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

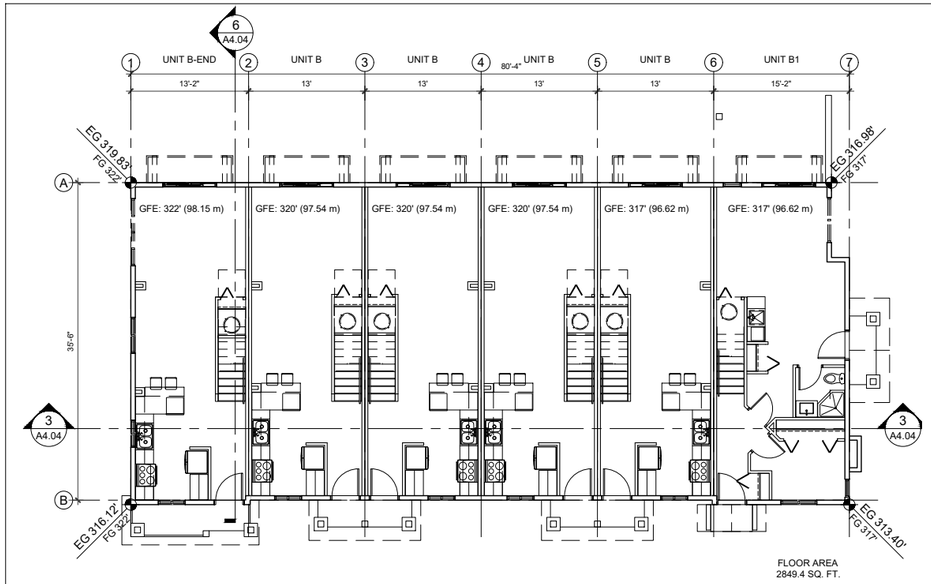
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 4
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

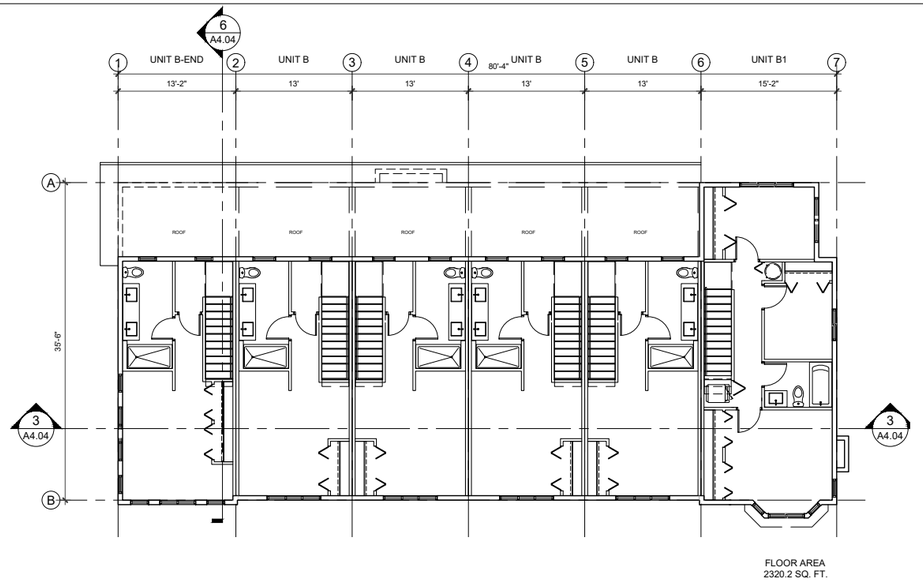
DRAWING No.:
A2.03

DP 17.24-14



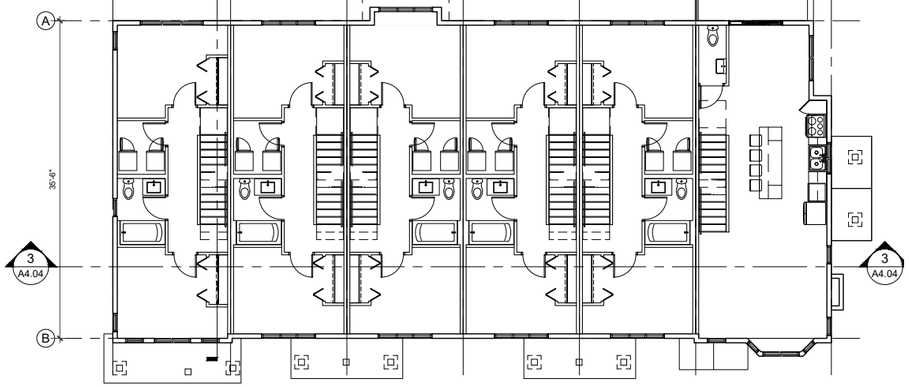
FLOOR AREA
2849.4 SQ. FT.

1 GROUND FLOOR
1/8"=1'-0"



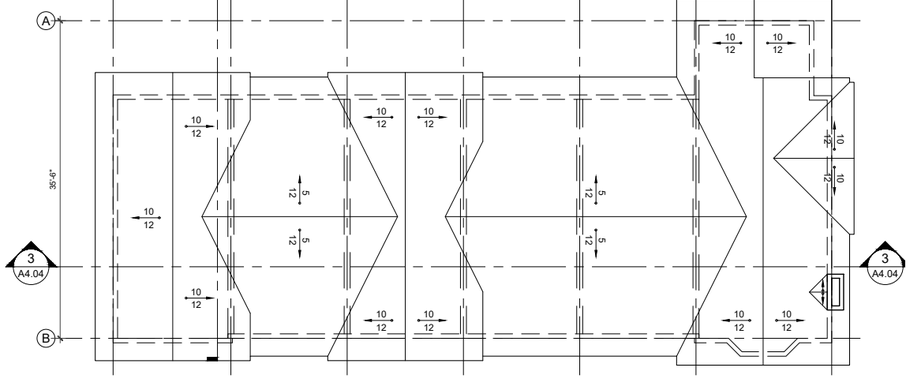
FLOOR AREA
2320.2 SQ. FT.

3 THIRD FLOOR PLAN
1/8"=1'-0"



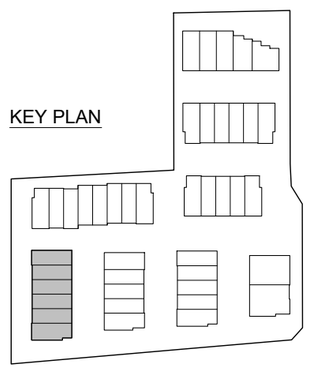
FLOOR AREA
2871.0 SQ. FT.

2 SECOND FLOOR
1/8"=1'-0"



4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
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(604) 428-6259
www.engagearchitecture.ca

SEAL:

2026-05-13

PROJECT No. 24-01

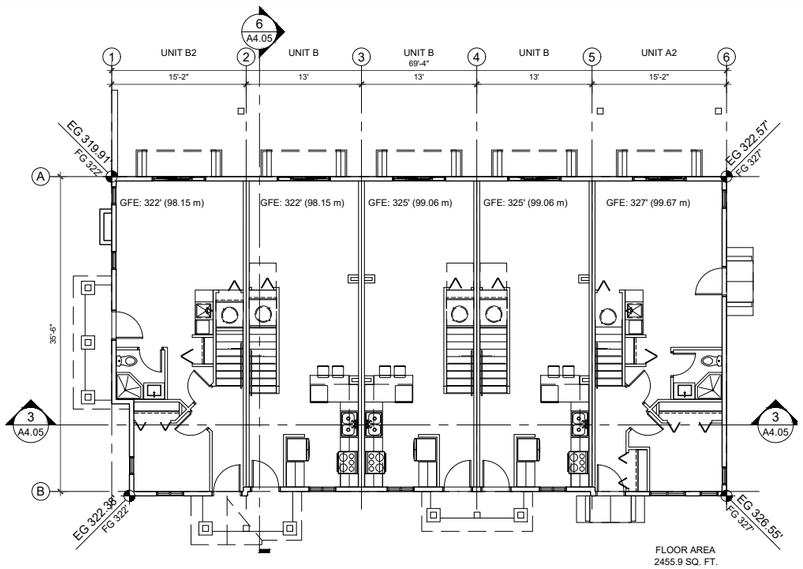
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 5
FLOOR PLANS

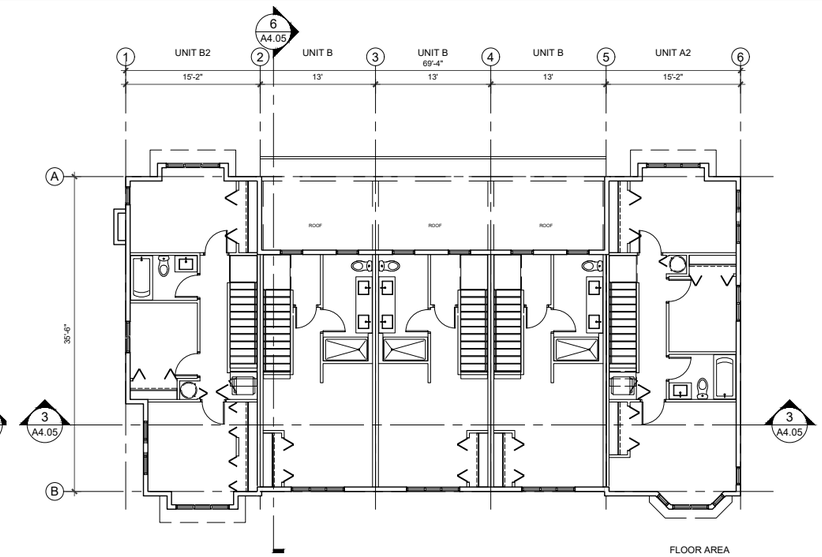
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A2.04

DP 17.24-15

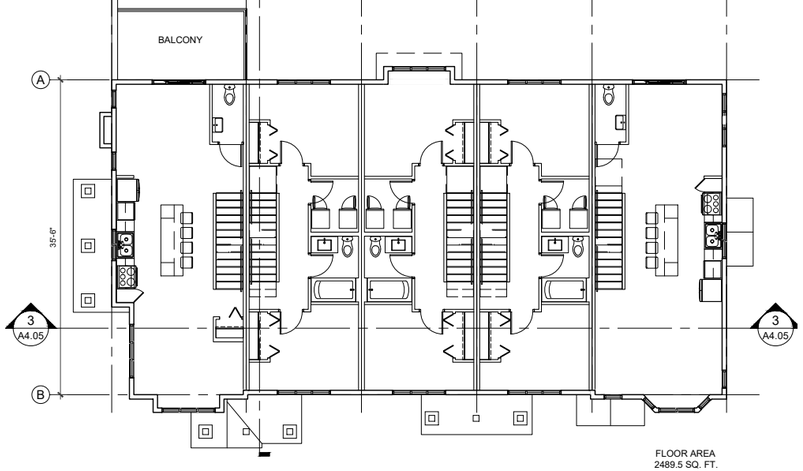


FLOOR AREA
2455.9 SQ. FT.



FLOOR AREA
2181.0 SQ. FT.

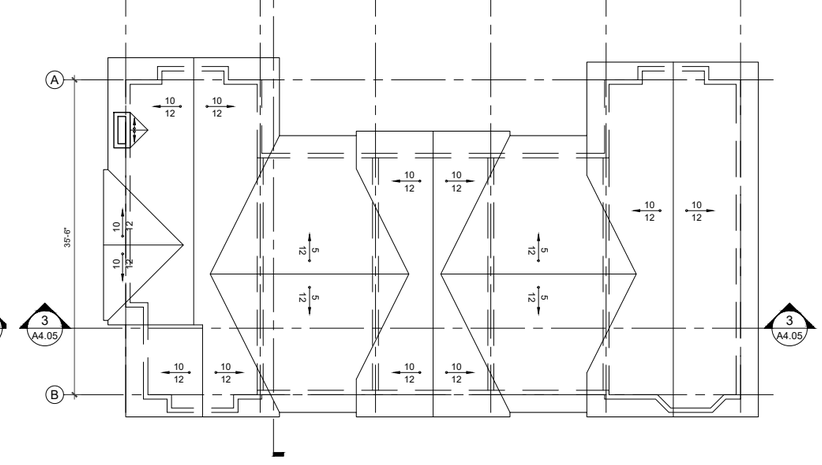
1 GROUND FLOOR
1/8"=1'-0"



FLOOR AREA
2489.5 SQ. FT.

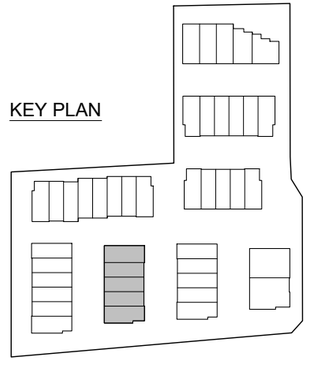
2 SECOND FLOOR
1/8"=1'-0"

3 THIRD FLOOR PLAN
1/8"=1'-0"



4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage
ARCHITECTURE

400-602 WEST HASTINGS
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SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA

2026-05-13

PROJECT No. 24-01

PROJECT:

GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING

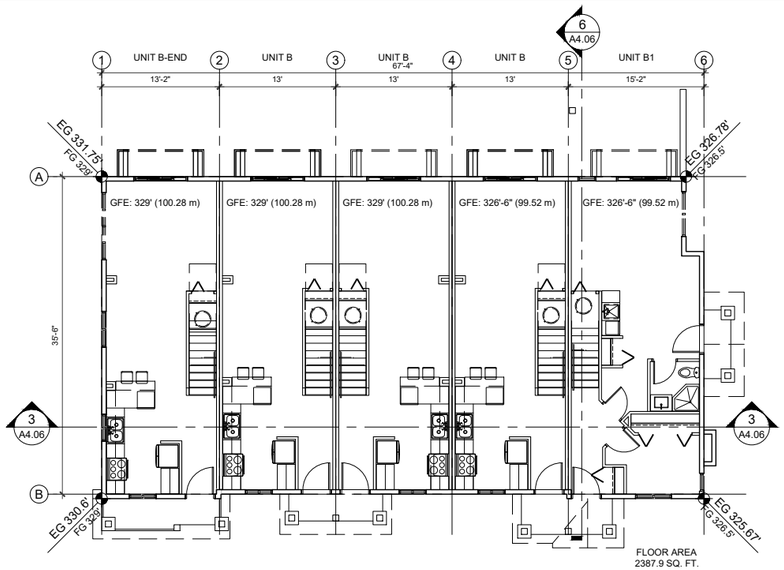
BUILDING 6
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

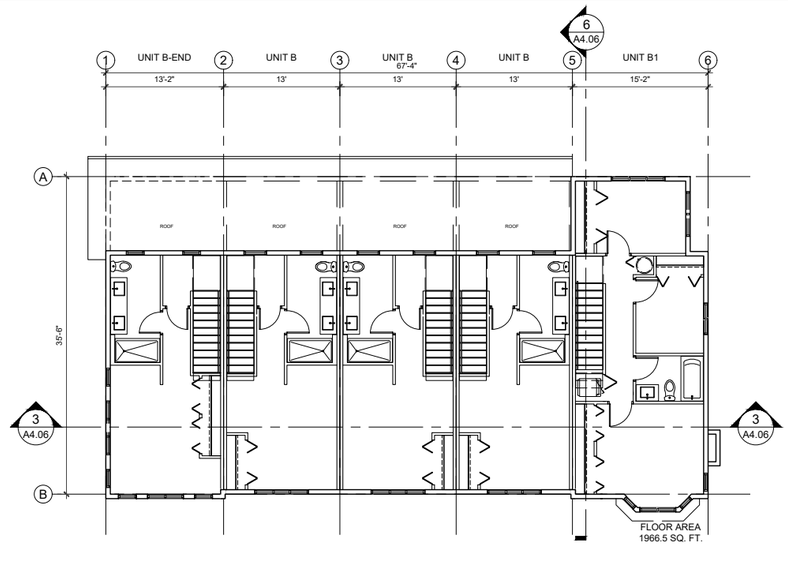
DRAWING No.:

A2.05

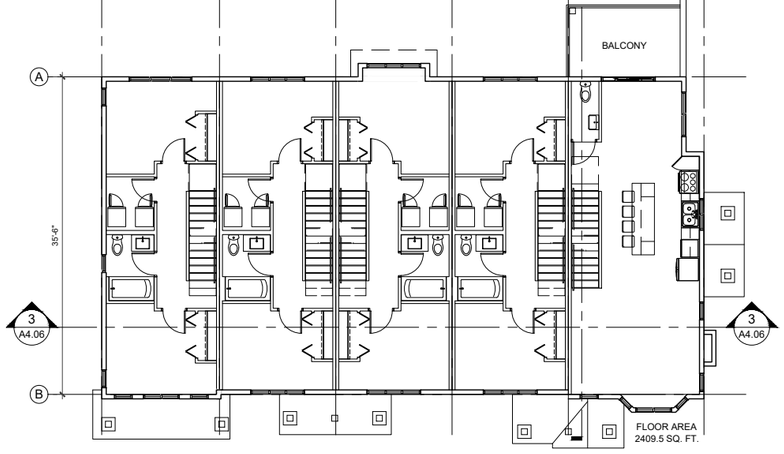
DP 17.24-16



1 GROUND FLOOR
1/8"=1'-0"



3 THIRD FLOOR PLAN
1/8"=1'-0"



2 SECOND FLOOR
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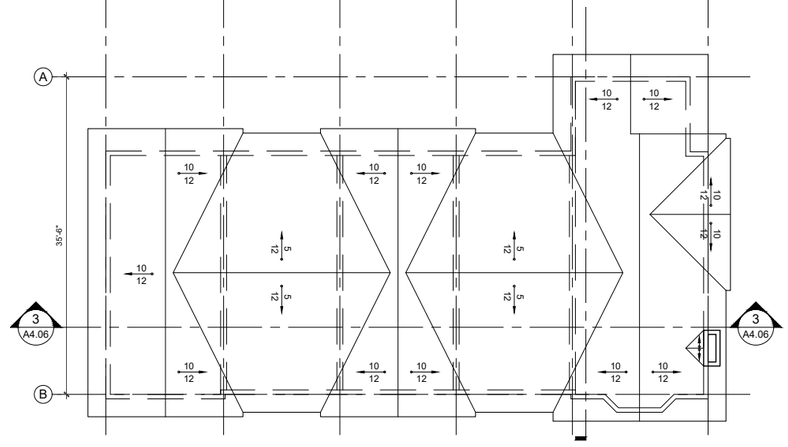
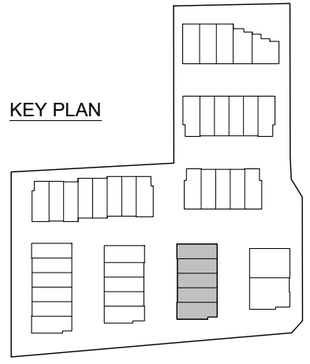


4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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CONSULTANT(S):

CLIENT:

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SEAL:

REGISTERED ARCHITECT KAREN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

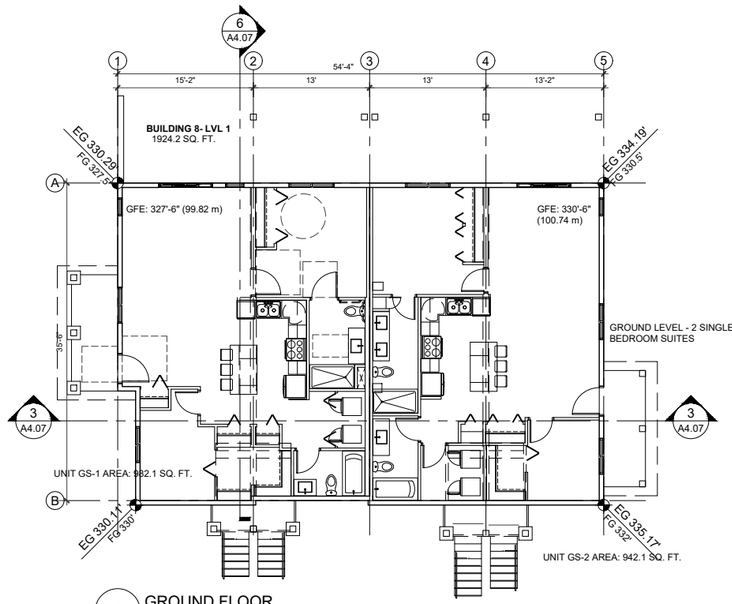
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 7
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A2.06

DP 17.24-17



1 GROUND FLOOR
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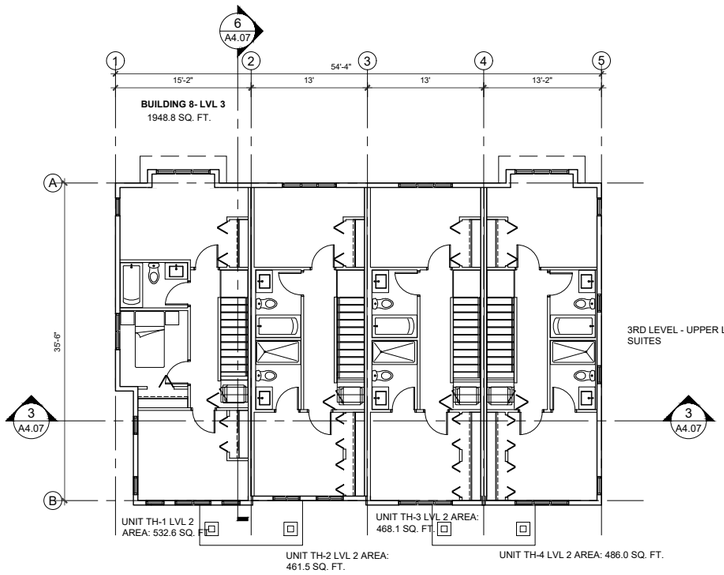
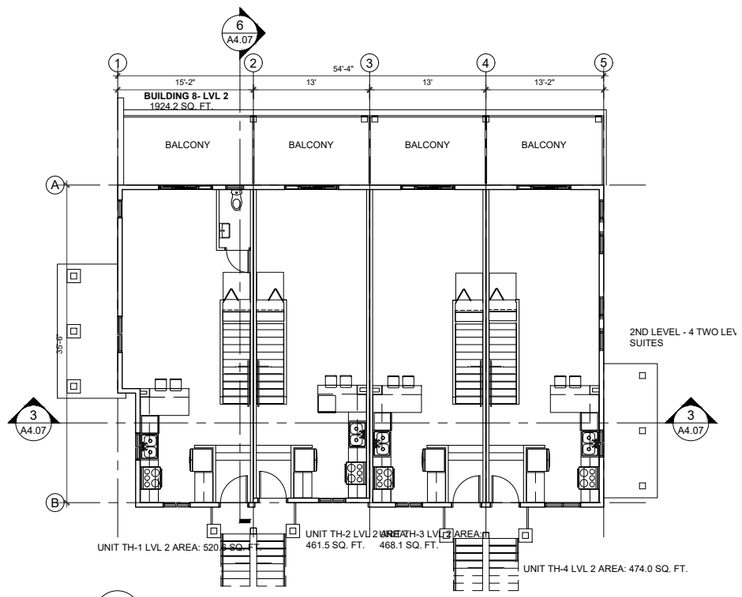
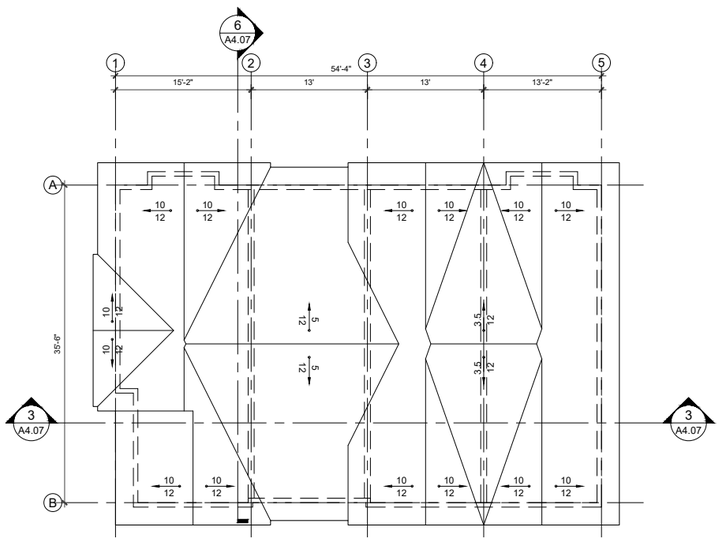


3 THIRD FLOOR PLAN
1/8"=1'-0"

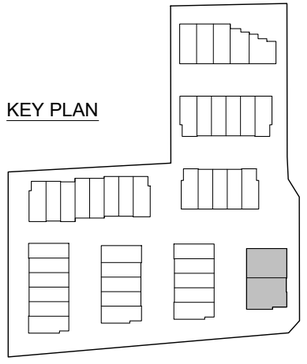


2 SECOND FLOOR
1/8"=1'-0"



4 ROOF PLAN
1/8"=1'-0"

KEY PLAN



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SEAL:

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KARIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

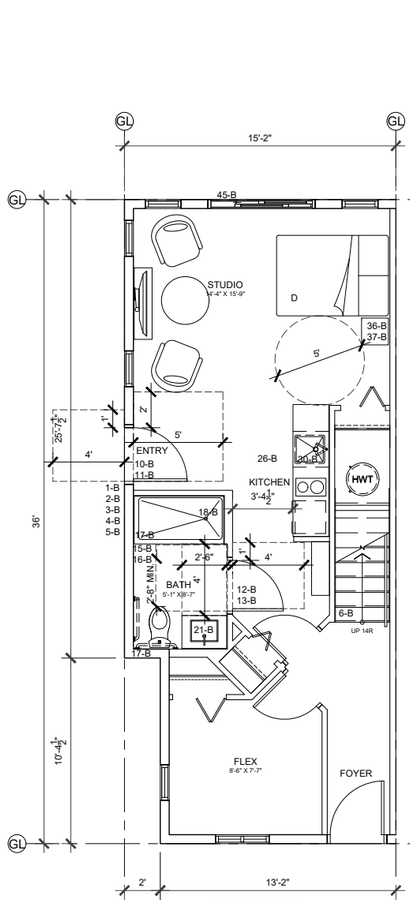
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 8
FLOOR PLANS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A2.07

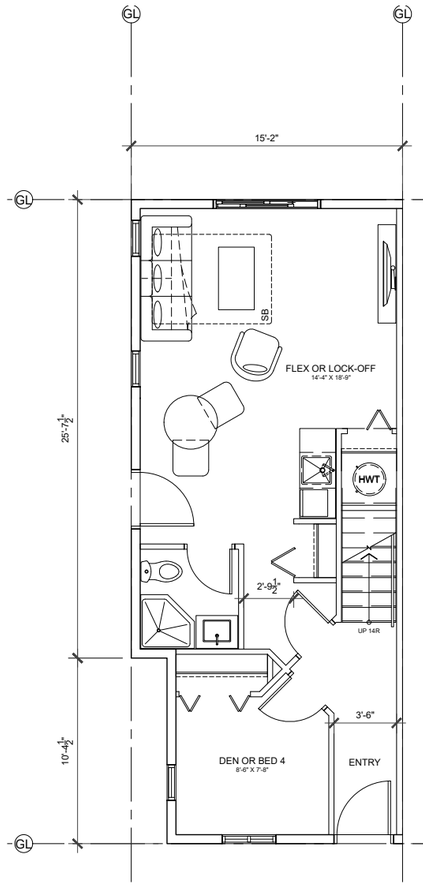
DP 17.24-18



GROUND LEVEL
525.3 SQ. FT.
of WHICH LOCK-OFF (ADAPTABLE)
360.2 SQ. FT.

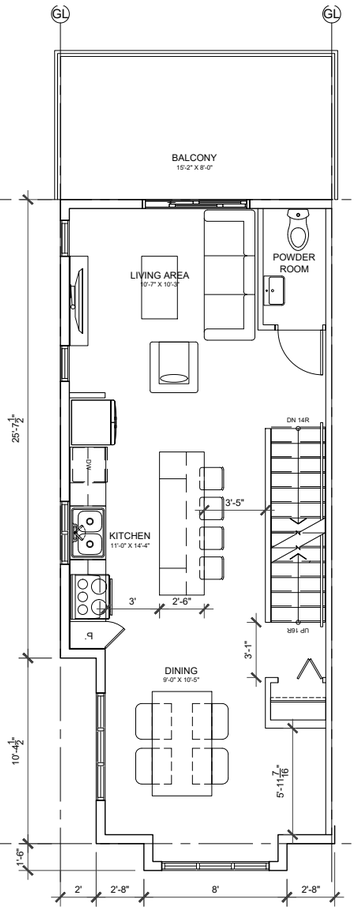
NOTE:
1. UNIT B3 HAS AN ALTERNATE GROUND LEVEL AS AN ADAPTABLE LOCK OFF UNIT. MAIN AND UPPER FLOOR OF REMAIN SAME AS UNIT B2.
2. REFER TO UNIT PLAN A3.09 FOR BASIC ACCESSIBLE DESIGN FEATURES PER. DIST OF NORTH VAN COUNCIL POLICY

1 UNIT B3 ADAPTABLE GROUND LEVEL
1/4"=1'-0"



GROUND LEVEL
525.3 SQ. FT.

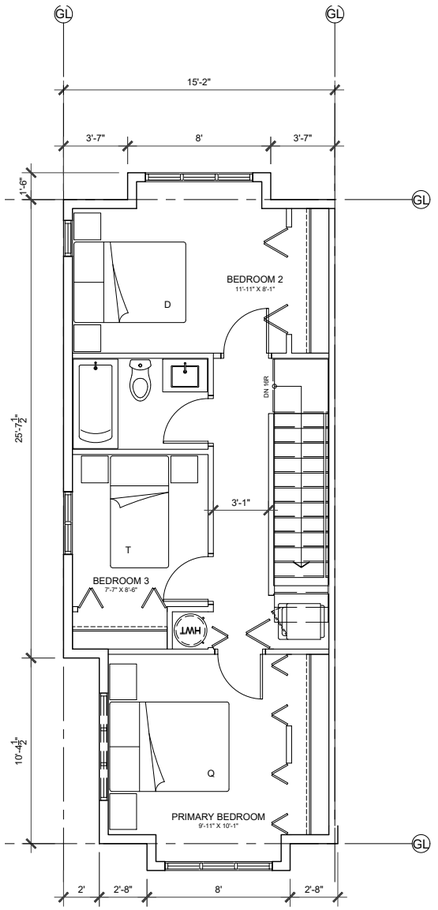
2 UNIT B2 GROUND LEVEL
1/4"=1'-0"



SECOND LEVEL
537.3 SQ. FT.

UNIT B2 & B3
LOCK OFF UNIT
Net (FSR) Area:1611.9 sf

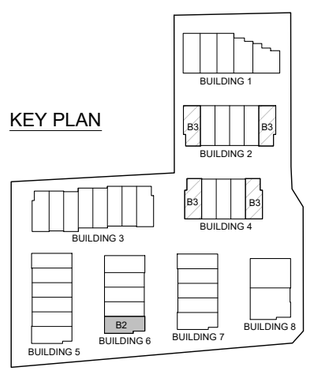
3 UNIT B2/B3 2ND FLOOR LEVEL
1/4"=1'-0"



THIRD LEVEL
549.3 SQ. FT.

4 UNIT B2/B3 3RD FLOOR LEVEL
1/4"=1'-0"

KEY PLAN



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CONSULTANT(S):

CLIENT:

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SEAL:

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KARINA L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

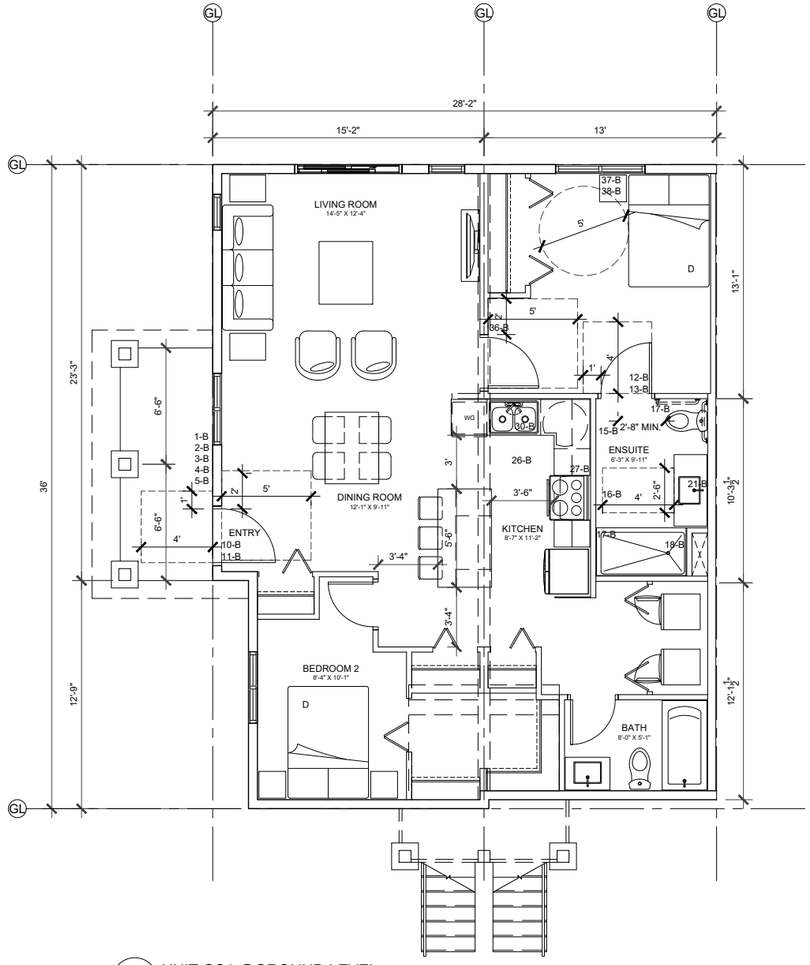
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
UNIT B2 & B3 PLAN

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/4" = 1'-0"

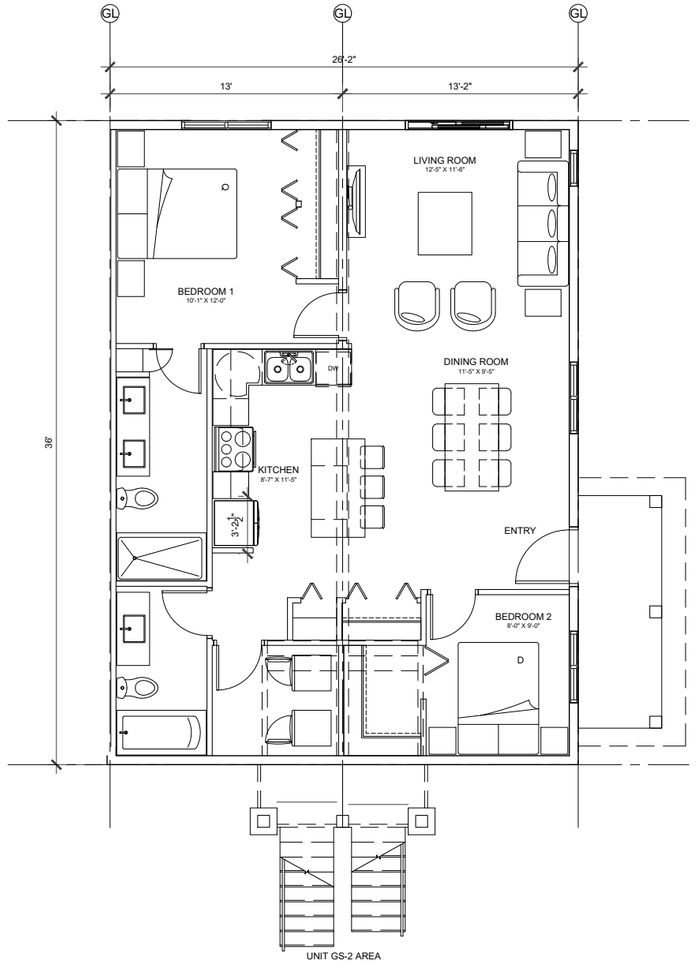
DRAWING No.:
A3.06

DP 17.24-19



1 UNIT GS1 @GROUND LEVEL
1/4"=1'-0"

UNIT GS-1 (ADAPTABLE) AREA
982.1 SQ. FT.



2 UNIT GS2 @GROUND LEVEL
1/4"=1'-0"

UNIT GS-2 AREA
942.1 SQ. FT.

BASIC ACCESSIBLE DESIGN FEATURES PER DIST. OF NORTH VANCOUVER COUNCIL POLICY

UNIT ENTRY DOOR

10-B UNIT ENTRY DOOR ASSEMBLY
- TO HAVE A CLEAR OPENING WIDTH OF NO LESS THAN 850 mm (34 IN)
- BE OPERABLE BY DEVICES, SUCH AS LEVER DOOR HANDLES, THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF THE WRIST
- BE OPERABLE 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 NO MORE THAN 13 mm (0.5 IN).

11-B UNIT ENTRY DOOR CLEARANCE
- TO HAVE A CLEAR AND LEVEL AREA WHEN THE FLOOR 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
- TO HAVE A CLEAR AND LEVEL AREA WHEN THE FLOOR SWING IS TOWARDS 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) OF CLEAR SPACE BESIDE THE LATCHING JAMB OF THE DOOR

UNIT BATHROOM

12-B BATHROOM ENTRY DOOR ASSEMBLY
- AT LEAST ONE BATHROOM IS TO PROVIDE A CLEAR OPENING WIDTH OF NO LESS THAN 600 mm (32 IN)
- BE OPERABLE BY DEVIDES, SUCH AS LEVEL DOOR HANDLES, THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF THE WRIST.
- WHERE THE THRESHOLD IS NOT FLUSH W/ THE FLOOR, THE DIFFERENCE IN LEVEL IS TO BE 13 mm (0.5 IN) IN HEIGHT OR LESS, AND BEVELED.

13-B BATHROOM DOOR CLEARANCE
- TO OPEN AWAY FROM (OR OUTSIDE) THE BATHROOM AREA
- TO HAVE A CLEAR AND LEVEL AREA OF* NOT LESS THAN 1220 mm (48 IN) LONG BY A WIDTH EQUAL TO THE DOOR ASSEMBLY, 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 (REFER ALSO TO 23-E) MAY BE USED TOWARDS MEETING CLEARANCE REQUIREMENT.

16-B BATHROOM SPACE
- AT LEAST ONE BATHROOM IS TO HAVE ENOUGH FLOOR SPACE TO BE 'MINIMALLY ACCESSIBLE' W/ A CLEAR DIMENSION FROM THE FRONT EDGE OF THE TOILET TO THE FACING WALL TO BE A MIN. OF 800 mm (32 IN)
- THE SAME BATHROOM IS TO HAVE A CLEAR SPACE FROM THE FRONT EDGE OF THE BATHTUB TO THE CENTRE OF THE TOILET TO BE A MIN. 510 mm (20 IN)
- THE SAME BATHROOM TO HAVE A CLEAR FLOOR AREA IN FRONT OF THE SINK / LAVATORY TO BE A MIN. OF 760 mm (30 IN) WIDE BY 1220 mm (48 IN) DEEP CENTERED ON THE SINK / LAVATORY

16-B BATHROOM FLOORING
- TO HAVE SLIP-RESISTANT FLOORING -- MATERIAL TO BE RECOMMENDED BY THE PROJECT ARCHITECT

17-B BATHROOM WALL REINFORCEMENT
- TO BE PROVIDED IN WALL ASSEMBLIES ADJACENT TO THE TOILET* AND BATHTUB OR SHOWER TO ACCOMMODATE FUTURE INSTALLATION OF VERTICAL, HORIZONTAL, OR DIAGONAL GRAB BARS OR TOWEL BARS -- SUCH REINFORCEMENT SHOULD PROVIDE SUPPORT TO THE BARDS 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 THE REINFORCED WALL FOR FUTURE GRAB BAR INSTALLATION -- SEE ABOVE ILLUSTRATION ALSO FOR BCBC REQUIREMENTS

18-B ADJUSTABLE HEIGHT SHOWER
- AT LEAST ONE BATHROOM CAN ACCOMMODATE AN ADJUSTABLE HEIGHT SHOWER HEAD OR HELD SHOWER HEAD ON ADJUSTABLE BRACKET.

21-B BATHROOM FAUCET LEVERS
- AT LEAST ONE BATHROOM TO HAVE LEVER FAUCET HANDLES THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF THE WRIST.

UNIT KITCHEN

26-B KITCHEN FLOORING
- PROVIDE SLIP RESISTANT FLOORING -- MATERIAL TO BE RECOMMENDED BY THE PROJECT ARCHITECT

27-B ADJUSTABLE SHELVES
- KITCHEN CABINETS ARE TO INCLUDE ADJUSTABLE SHELVES

30-B FAUCET HANDLES
- ALL KITCHEN FAUCETS WITHIN UNITS AND COMMON AMENITY AREAS ARE TO BE OPERABLE BY DEVICES (I.E. LEVER HANDLES) THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF THE WRIST.

ELECTRICAL

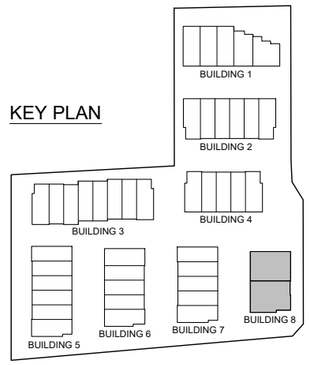
36-B ROCKER SWITCHES
- ALL SWITCH TYPES SHALL BE OPERABLE W/ A CLOSED FIST (SUCH AS ROCKER SWITCHES)

37-B TELEPHONE JACKS
- TO INCLUDE A TELEPHONE JACK IN AT LEAST ONE BEDROOM
- TELEPHONE JACKS ARE TO BE APPROX. 200 mm (8 IN) OR LESS FROM AN ELECTRICAL OUTLET

38-B BEDROOM 3-WAY SWITCH
- 3-WAY SWITCH OUTLET TO BE NEAR BED AND DOORWAY

40-B VISUAL ALARM-INSTALLATION
- INSTALL VISUAL ALARM SYSTEM IN ALL COMMON AREAS OF THE BUILDING -- WIRING TO BE TIED INTO THE FIRE ALARM SYSTEM

KEY PLAN



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CONSULTANT(S):

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PROJECT:
GASPE TOWNHOUSES
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NORTH VANCOUVER BC

DRAWING
UNIT PLANS

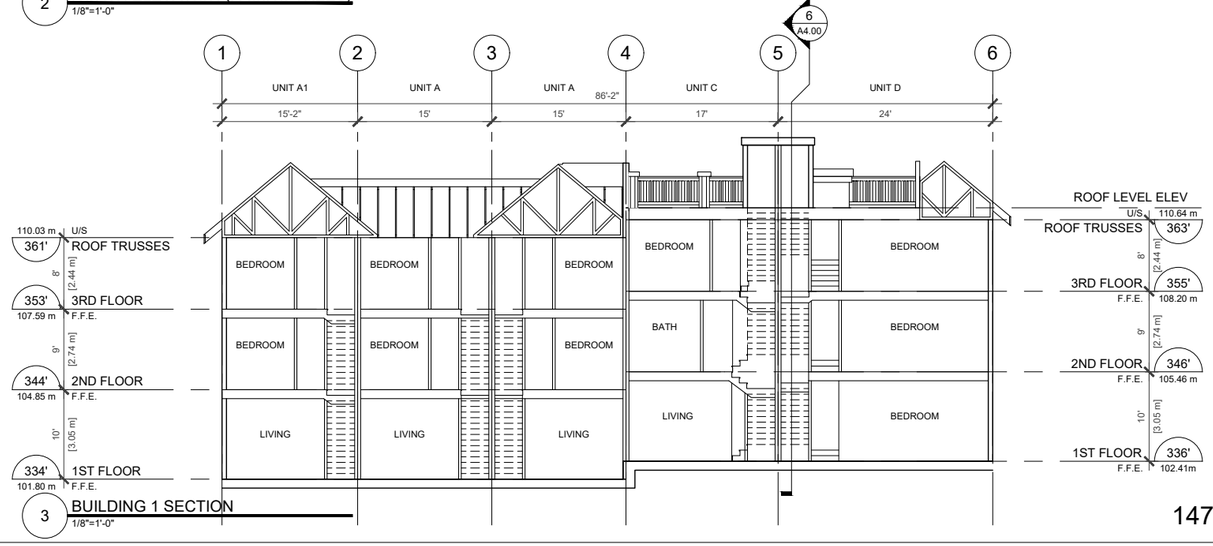
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/4" = 1'-0"

DRAWING No.:
A3.09

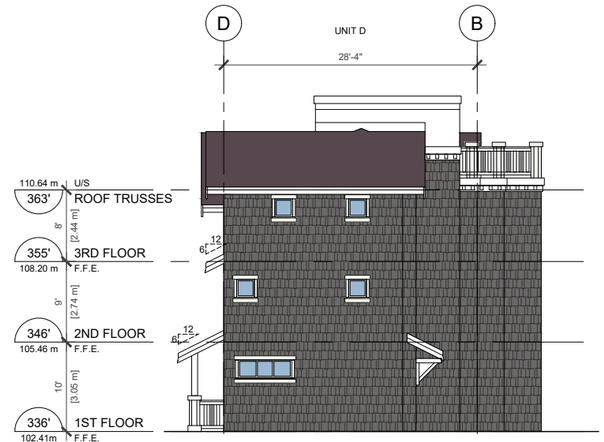
DP 17.24-20

1 SOUTH ELEVATION
1/8"=1'-0"

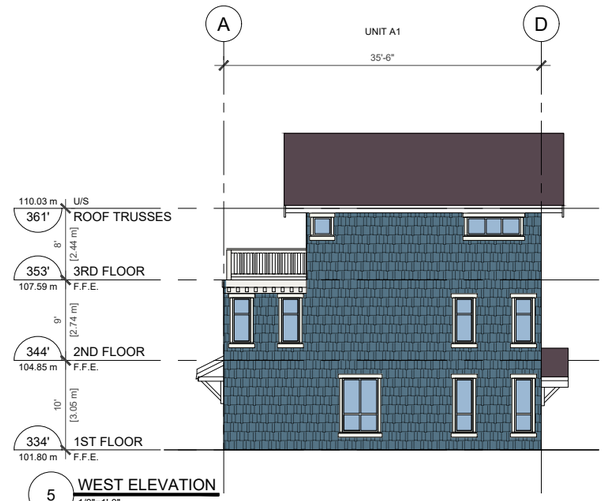
2 NORTH ELEVATION (FACING TREES)
1/8"=1'-0"



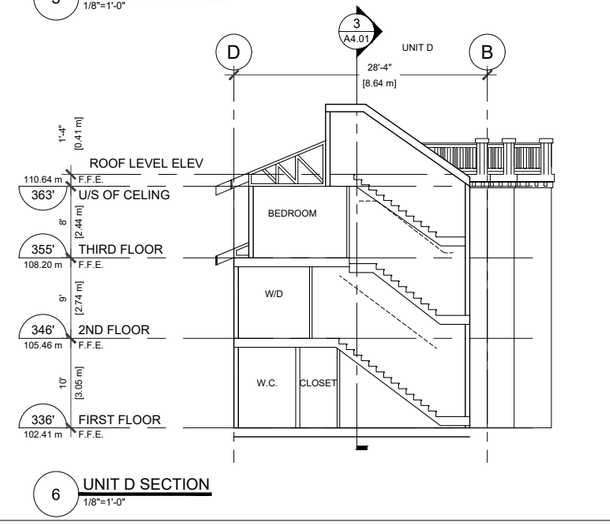
3 BUILDING 1 SECTION
1/8"=1'-0"



4 EAST ELEVATION
1/8"=1'-0"



5 WEST ELEVATION
1/8"=1'-0"



6 UNIT D SECTION
1/8"=1'-0"

COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 1

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-782 "Georgian Bay"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR
  Paint: AF-295 "Pomegranate"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

(All paint colours noted by Benjamin Moore)

THESE DRAWINGS MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUM, AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT. VARIATIONS AND MODIFICATIONS TO WORK SHOWN SHALL NOT BE CARRIED OUT WITHOUT THE WRITTEN PERMISSION FROM THE ARCHITECT. COPYRIGHT RESERVED. THESE DRAWINGS AND THE DESIGN ARE, AND AT ALL TIMES, REMAIN THE EXCLUSIVE PROPERTY OF THE ARCHITECT, AND CANNOT BE USED AND / OR REPRODUCED WITHOUT THE CONSENT OF THE ARCHITECT, IN WHICH THE REPRODUCTION MUST BEAR THEIR NAME AS THE ARCHITECT.

DRAWING ISSUE(S):

1	FEB 17 2017	ISSUED FOR PRELIM. PLNG. APP	-
2	MAR 29 2018	ISSUED FOR RZ/DP	-
3	APR 29 2024	RE-ISSUED FOR RZ/DP	-
4	DEC 13, 2024	RE-ISSUED FOR RZ/DP	-
5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage
ARCHITECTURE

400-602 WEST HASTINGS
VANCOUVER, B.C., V6B 1P2
(604) 428-6259
www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 1 ELEVATIONS & SECTIONS

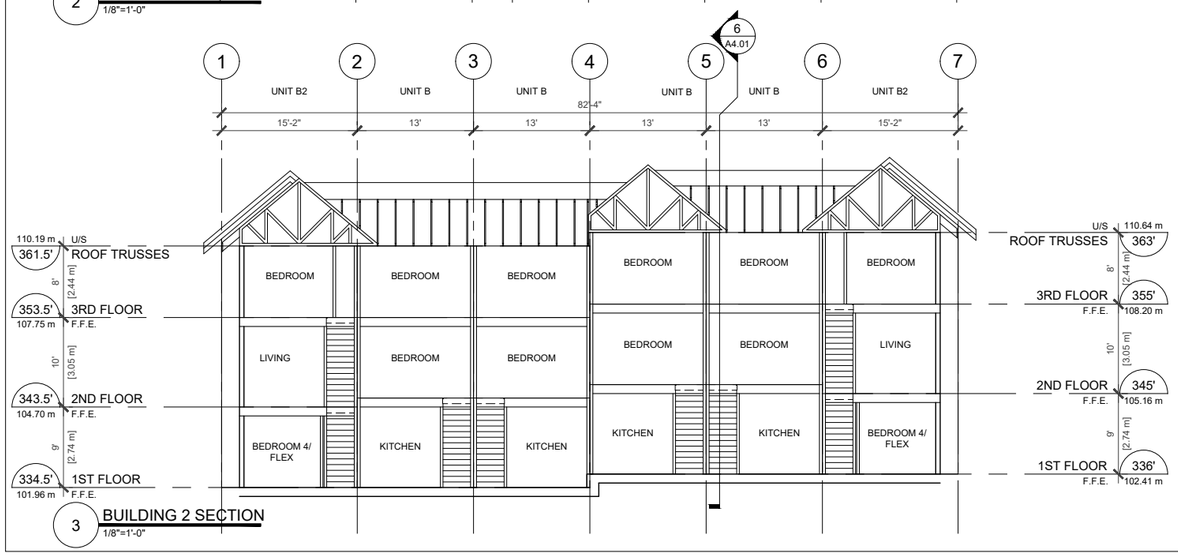
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.00

DP 17.24-21

1 SOUTH ELEVATION
1/8"=1'-0"

2 NORTH ELEVATION
1/8"=1'-0"

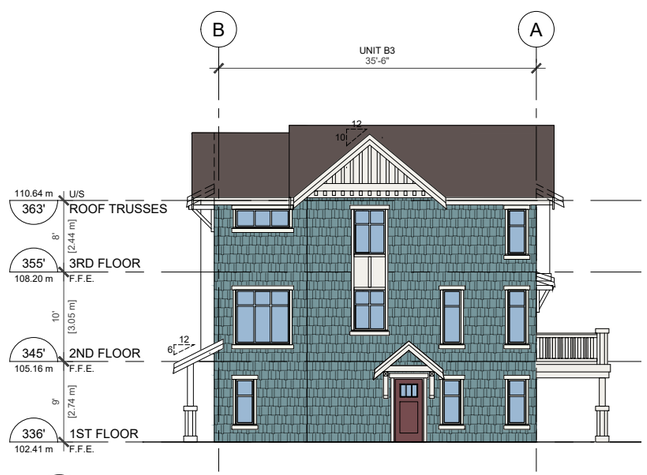


3 BUILDING 2 SECTION
1/8"=1'-0"

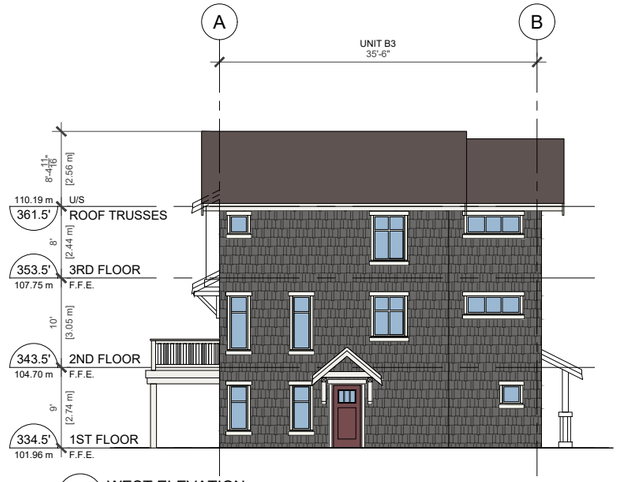
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 2

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: 2136-40 "Aegean Teal"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR @
  "Aegean Teal" CLADDING
  Paint: HC-61 "New London Burgundy"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

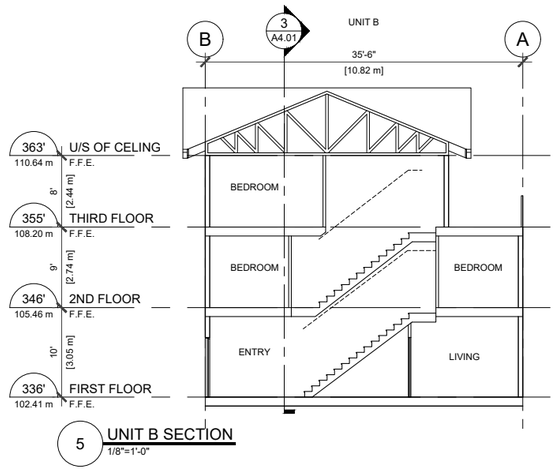
(all paint colours noted by Benjamin Moore)



3 EAST ELEVATION
1/8"=1'-0"



4 WEST ELEVATION
1/8"=1'-0"



5 UNIT B SECTION
1/8"=1'-0"

THESE DRAWINGS MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUM, AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT. VARIATIONS AND MODIFICATIONS TO WORK SHOWN SHALL NOT BE CARRIED OUT WITHOUT THE WRITTEN PERMISSION FROM THE ARCHITECT. COPYRIGHT RESERVED. THESE DRAWINGS AND THE DESIGN ARE, AND AT ALL TIMES, REMAIN THE EXCLUSIVE PROPERTY OF THE ARCHITECT, AND CANNOT BE USED AND / OR REPRODUCED WITHOUT THE CONSENT OF THE ARCHITECT, IN WHICH THE REPRODUCTION MUST BEAR THEIR NAME AS THE ARCHITECT.

DRAWING ISSUE(S):

1	FEB 17 2017	ISSUED FOR PRELIM. PLNG. APP	-
2	MAR 29 2018	ISSUED FOR RZ/DP	-
3	APR 29 2024	RE-ISSUED FOR RZ/DP	-
4	DEC 13, 2024	RE-ISSUED FOR RZ/DP	-
5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage
ARCHITECTURE

400-602 WEST HASTINGS
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SEAL:

REGISTERED ARCHITECT
KEVIN L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 2 ELEVATIONS & SECTIONS

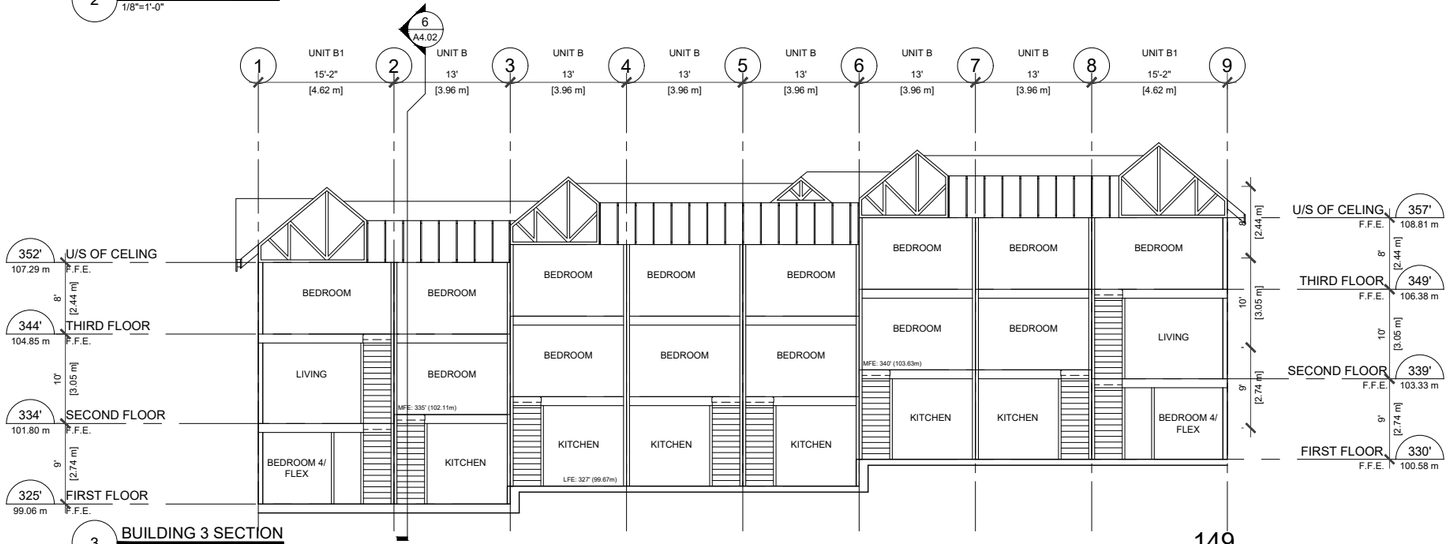
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.01

DP 17.24-22

1 SOUTH ELEVATION
1/8"=1'-0"

2 NORTH ELEVATION
1/8"=1'-0"



3 BUILDING 3 SECTION
1/8"=1'-0"

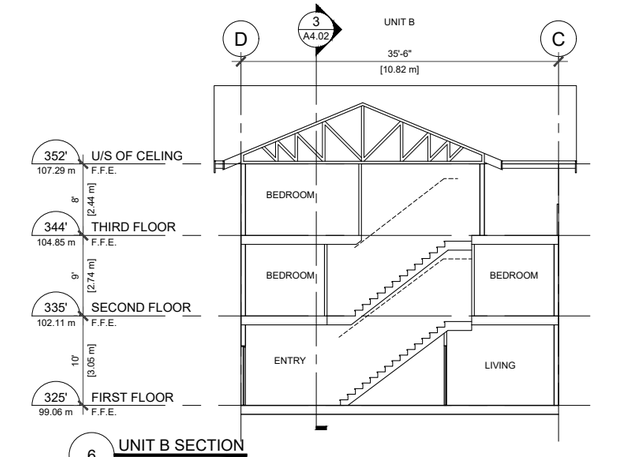
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 2

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: 2136-40 "Aegean Teal"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR @
  "Aegean Teal" CLADDING
  Paint: HC-61 "New London Burgundy"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

(all paint colours noted by Benjamin Moore)

4 EAST ELEVATION (FACING OUTDOOR AMENITY SPACE)
1/8"=1'-0"

5 WEST ELEVATION (FACING LANE)
1/8"=1'-0"



6 UNIT B SECTION
1/8"=1'-0"

THESE DRAWINGS MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUM, AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS TO BE REPORTED IMMEDIATELY TO THE ARCHITECT. VARIATIONS AND MODIFICATIONS TO WORK SHOWN SHALL NOT BE CARRIED OUT WITHOUT THE WRITTEN PERMISSION FROM THE ARCHITECT. COPYRIGHT RESERVED. THESE DRAWINGS AND THE DESIGN ARE, AND AT ALL TIMES, REMAIN THE EXCLUSIVE PROPERTY OF THE ARCHITECT, AND CANNOT BE USED AND / OR REPRODUCED WITHOUT THE CONSENT OF THE ARCHITECT, IN WHICH THE REPRODUCTION MUST BEAR THEIR NAME AS THE ARCHITECT.

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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

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400-602 WEST HASTINGS
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www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT KEVIN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 3 ELEVATIONS & SECTIONS

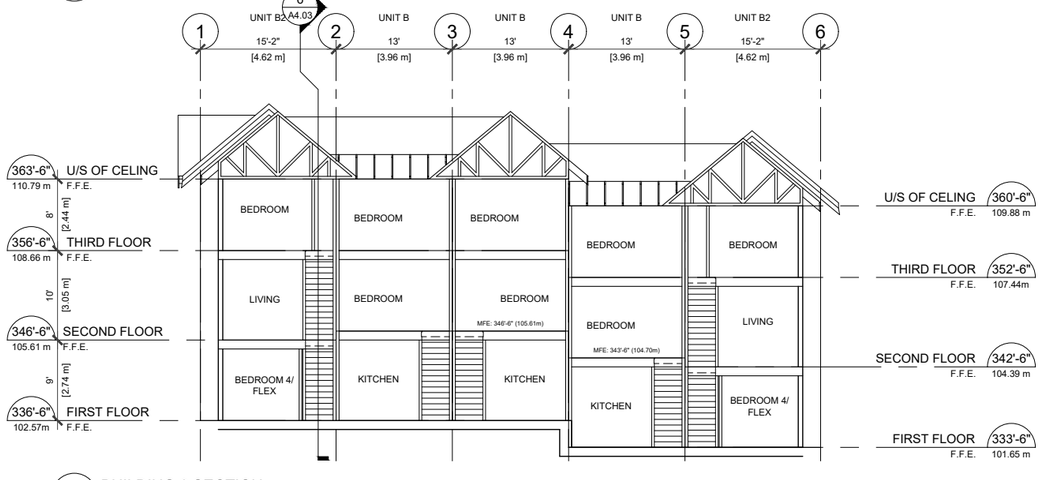
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.02

DP 17.24-23

1 NORTH ELEVATION
1/8"=1'-0"

2 SOUTH ELEVATION (FACING MT.SEYMOUR PARKWAY)
1/8"=1'-0"

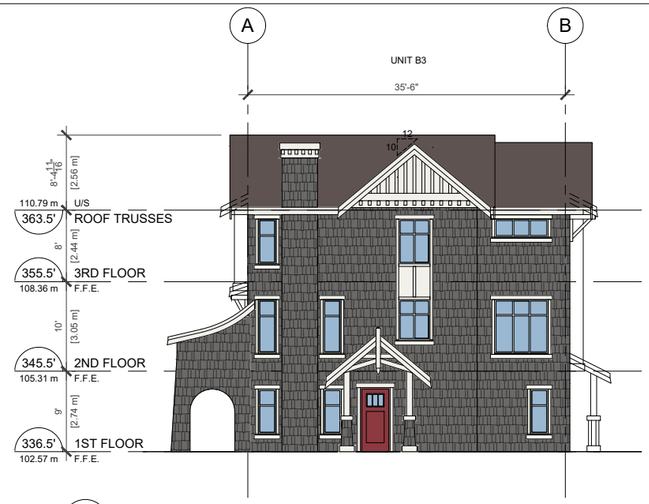


3 BUILDING 3 SECTION
1/8"=1'-0"

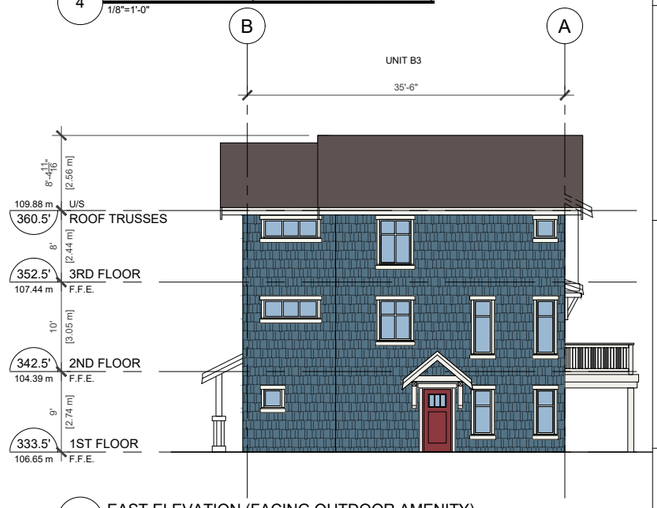
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 1

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-782 "Georgian Bay"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR
  Paint: AF-295 "Pomegranate"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

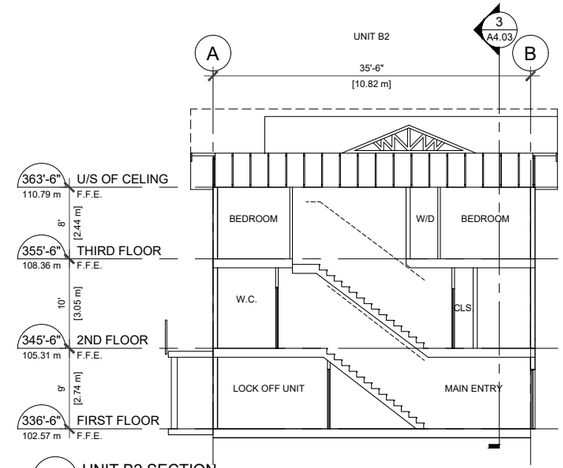
(All paint colours noted by Benjamin Moore)



4 WEST ELEVATION (FACING GASPE PLACE)
1/8"=1'-0"



5 EAST ELEVATION (FACING OUTDOOR AMENITY)
1/8"=1'-0"



6 UNIT B2 SECTION
1/8"=1'-0"

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5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
400-602 WEST HASTINGS
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(604) 428-6259
www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT K.SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 4 ELEVATIONS & SECTIONS

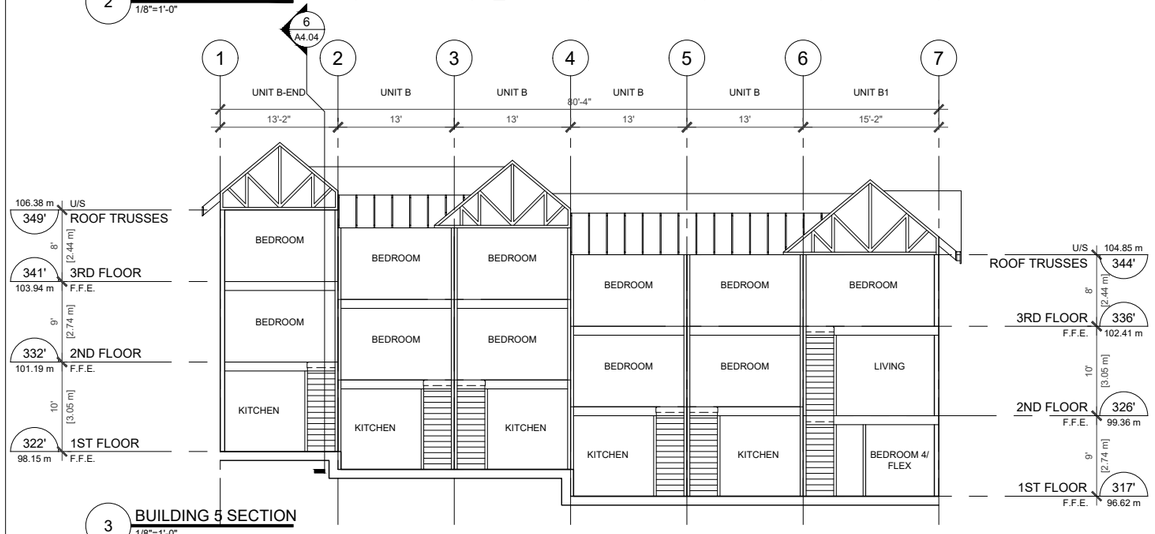
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.03

DP 17.24-24

1 SOUTH ELEVATION
1/8"=1'-0"

2 NORTH ELEVATION
1/8"=1'-0"

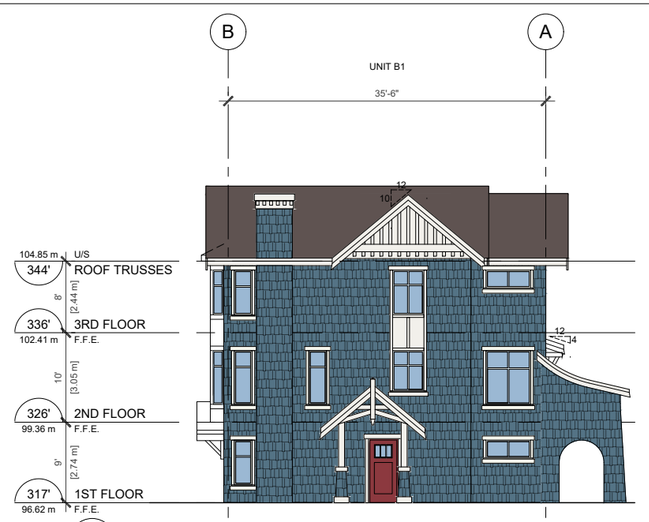


3 BUILDING 5 SECTION
1/8"=1'-0"

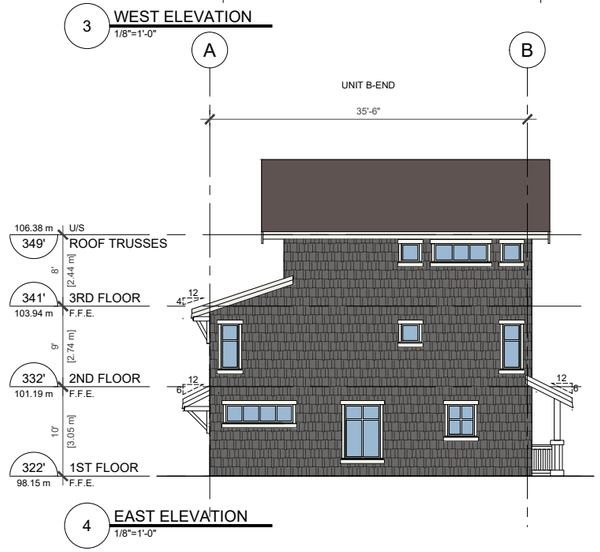
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 1

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-782 "Georgian Bay"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR
  Paint: AF-295 "Pomegranate"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

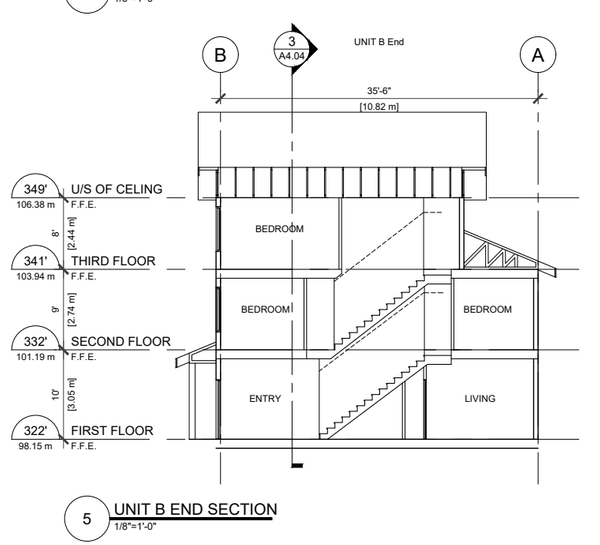
(All paint colours noted by Benjamin Moore)



3 WEST ELEVATION
1/8"=1'-0"



4 EAST ELEVATION
1/8"=1'-0"



5 UNIT B END SECTION
1/8"=1'-0"

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5	MAR 5, 2026	RE-ISSUED FOR RZ/DP	-
6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

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400-602 WEST HASTINGS
VANCOUVER, B.C., V6B 1P2
(604) 428-6259
www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT KEVIN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 5 ELEVATIONS & SECTIONS

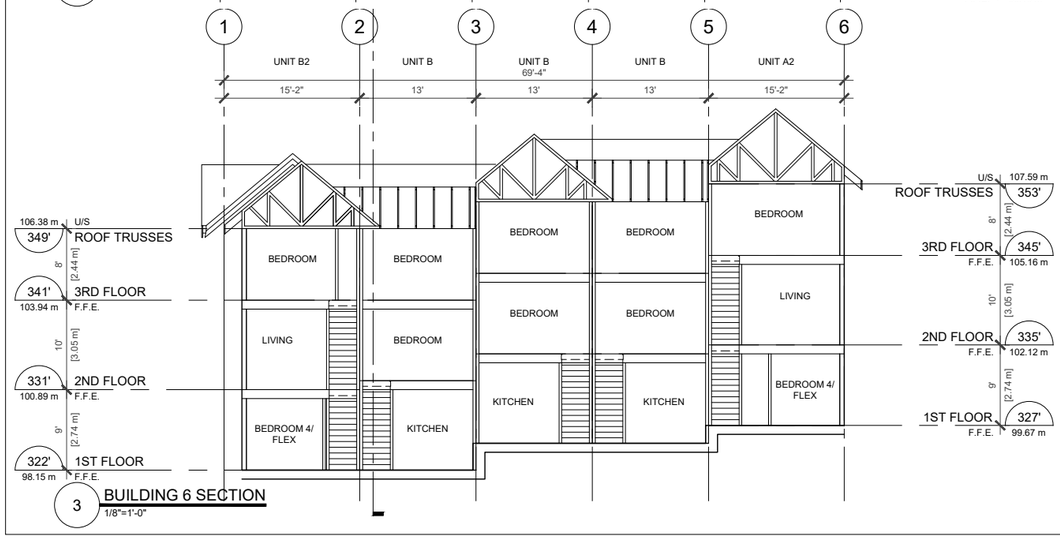
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.04

DP 17.24-25

1 EAST ELEVATION
1/8"=1'-0"

2 WEST ELEVATION
1/8"=1'-0"

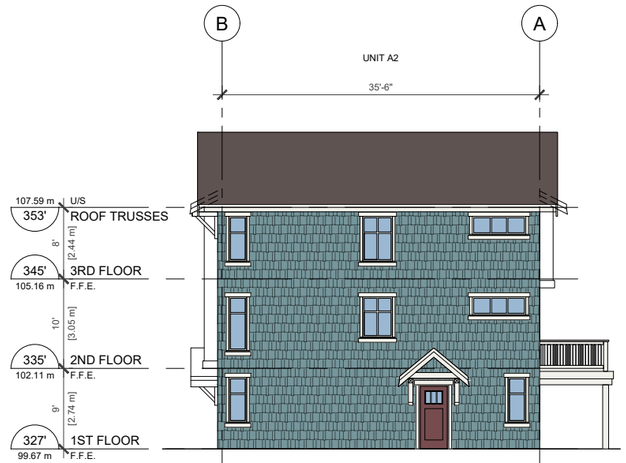


3 BUILDING 6 SECTION
1/8"=1'-0"

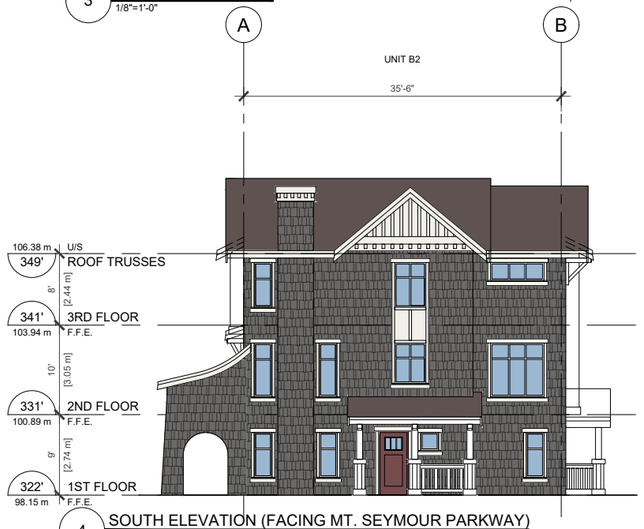
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 2

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: 2136-40 "Aegean Teal"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR @
  "Aegean Teal" CLADDING
  Paint: HC-61 "New London Burgundy"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

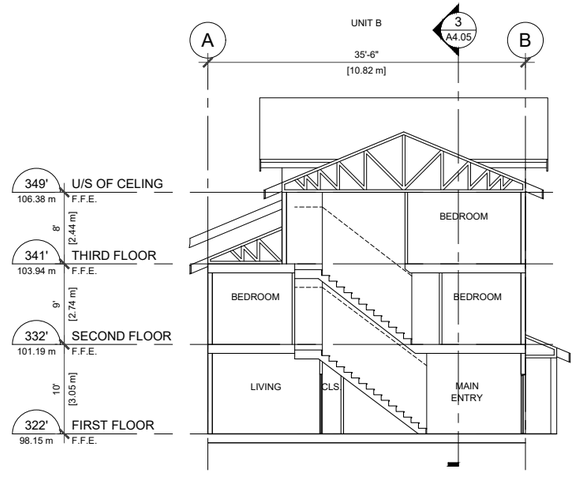
(all paint colours noted by Benjamin Moore)



3 NORTH ELEVATION
1/8"=1'-0"



4 SOUTH ELEVATION (FACING MT. SEYMOUR PARKWAY)
1/8"=1'-0"



5 UNIT B2 SECTION
1/8"=1'-0"

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DRAWING ISSUE(S):

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6	MAY 13, 2026	RE-ISSUED FOR RZ/DP	-

CONSULTANT(S):

CLIENT:

engage ARCHITECTURE
400-602 WEST HASTINGS
VANCOUVER, B.C., V6B 1P2
(604) 428-6259
www.engagearchitecture.ca

SEAL:

REGISTERED ARCHITECT · KENNETH L. SMITH · BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 6 ELEVATIONS & SECTIONS

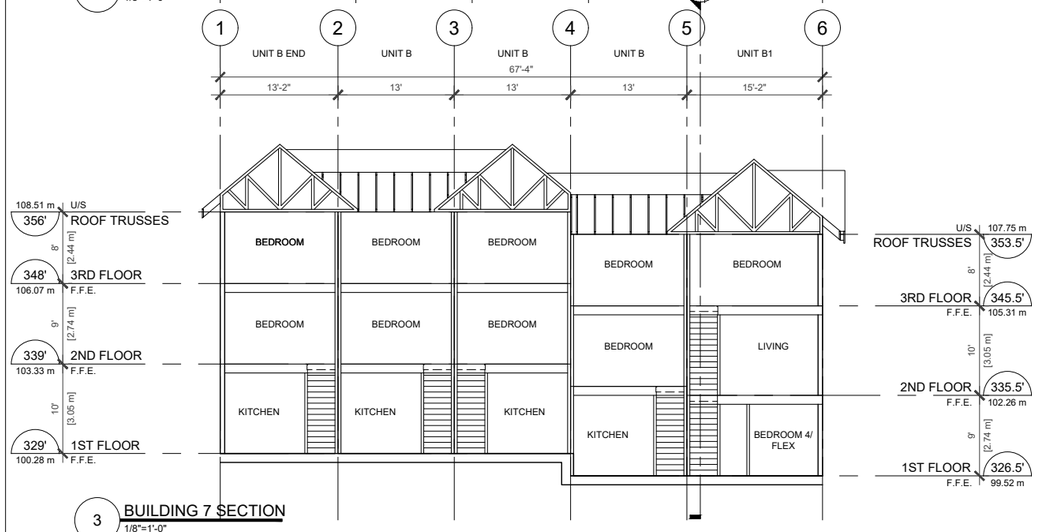
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.: A4.05

DP 17.24-26

1 WEST ELEVATION
1/8"=1'-0"

2 EAST ELEVATION
1/8"=1'-0"

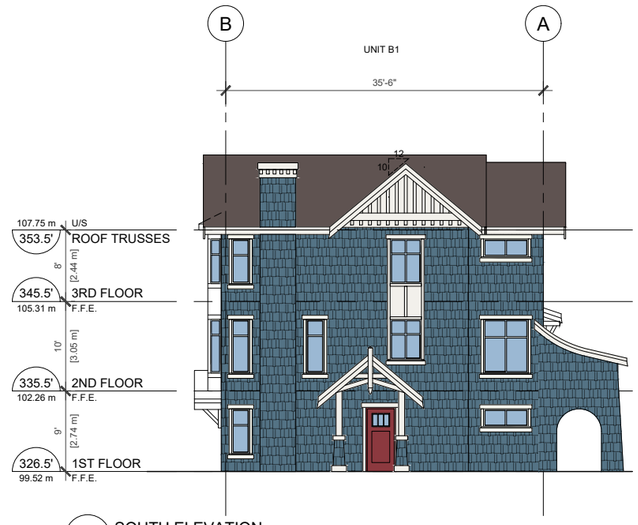


3 BUILDING 7 SECTION
1/8"=1'-0"

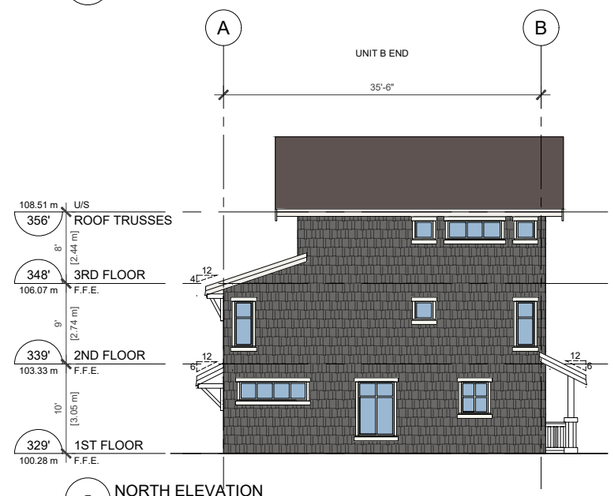
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 1

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-782 "Georgian Bay"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR
  Paint: AF-295 "Pomegranate"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

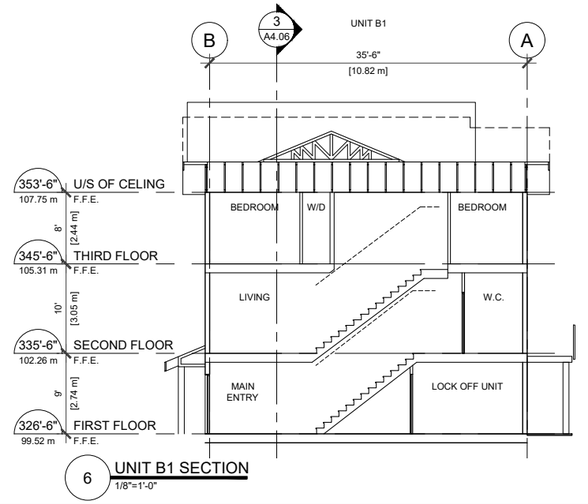
(All paint colours noted by Benjamin Moore)



4 SOUTH ELEVATION
1/8"=1'-0"



5 NORTH ELEVATION
1/8"=1'-0"



6 UNIT B1 SECTION
1/8"=1'-0"

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CONSULTANT(S):

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SEAL:

REGISTERED ARCHITECT KEVIN L. SMITH BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

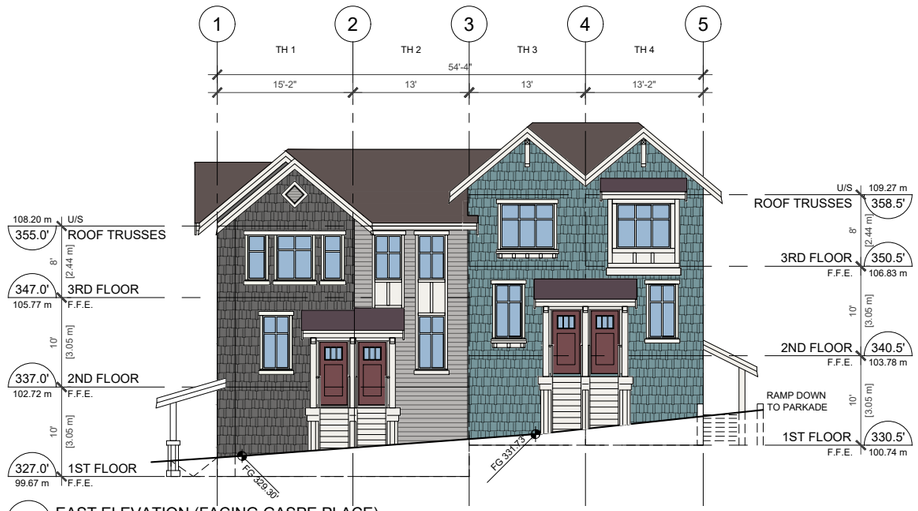
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 7 ELEVATIONS & SECTIONS

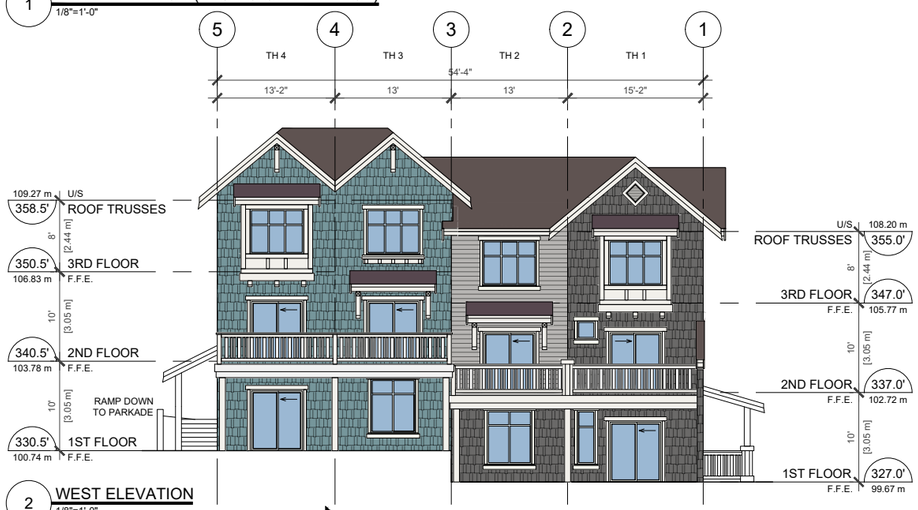
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.06

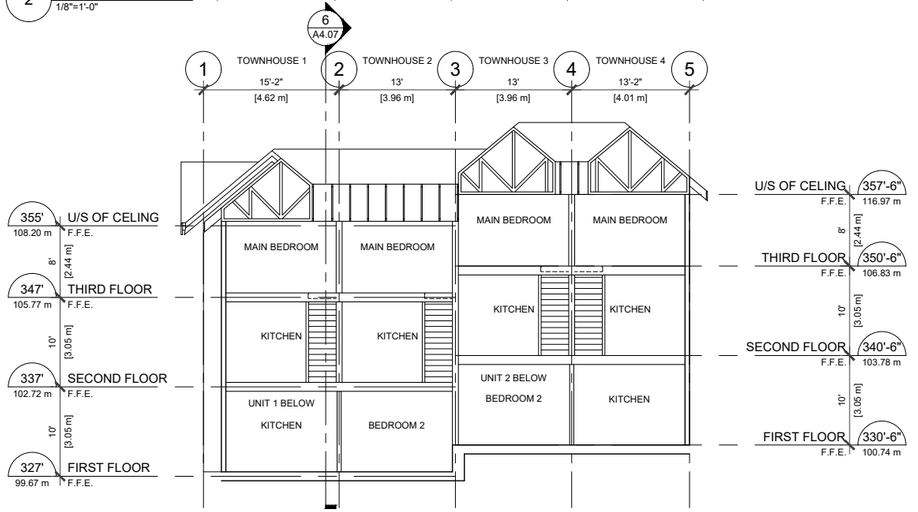
DP 17.24-27



1 EAST ELEVATION (FACING GASPE PLACE)
1/8"=1'-0"



2 WEST ELEVATION
1/8"=1'-0"

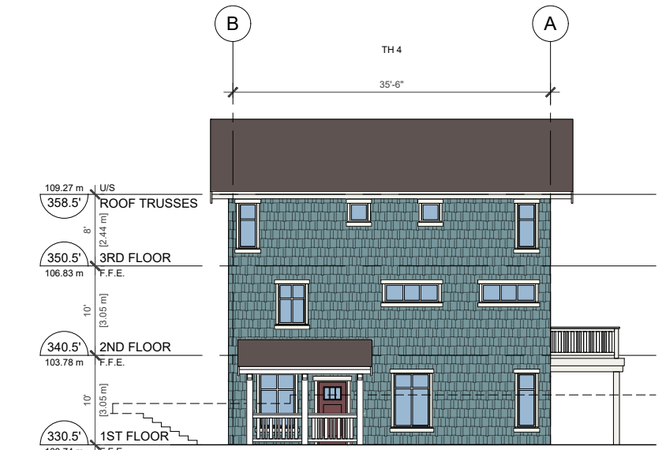


3 BUILDING 8 SECTION
1/8"=1'-0"

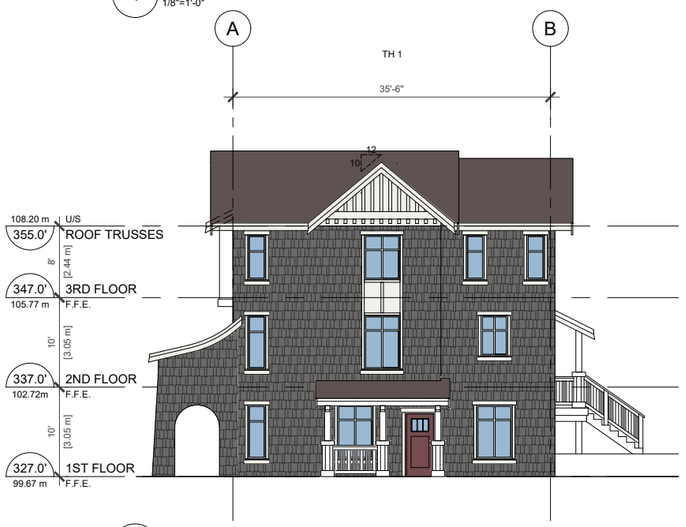
COLOUR AND MATERIAL LEGEND
COLOUR SCHEME 2

- ASPHALT SINGLE ROOF
  IKO - CAMBRIDGE "Charcoal Grey
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: 2136-40 "Aegean Teal"
- SHINGLE CLADDING
  HORIZONTAL SIDING (6" profile)
  Paint: CC-544 "Overcoat"
- HORIZONTAL SIDING (4" profile)
  Paint: AF-670 "Nightingale"
- ENTRY DOOR @
  "Aegean Teal" CLADDING
  Paint: HC-61 "New London Burgundy"
- WOOD TRIMS AND DETAILS
  Paint: OC-57 "White Heron"

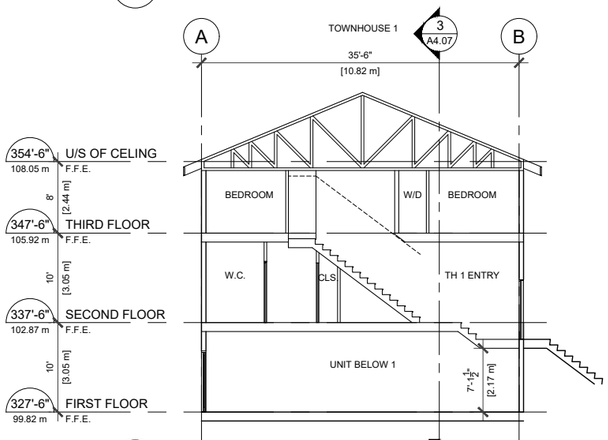
(all paint colours noted by Benjamin Moore)



4 NORTH ELEVATION
1/8"=1'-0"



5 SOUTH ELEVATION (FACING MT. SEYMOUR PARKWAY)
1/8"=1'-0"



6 TOWNHOUSE 1 SECTION
1/8"=1'-0"

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JASON L. SMITH
BRITISH COLUMBIA
2026-05-13

PROJECT No. 24-01

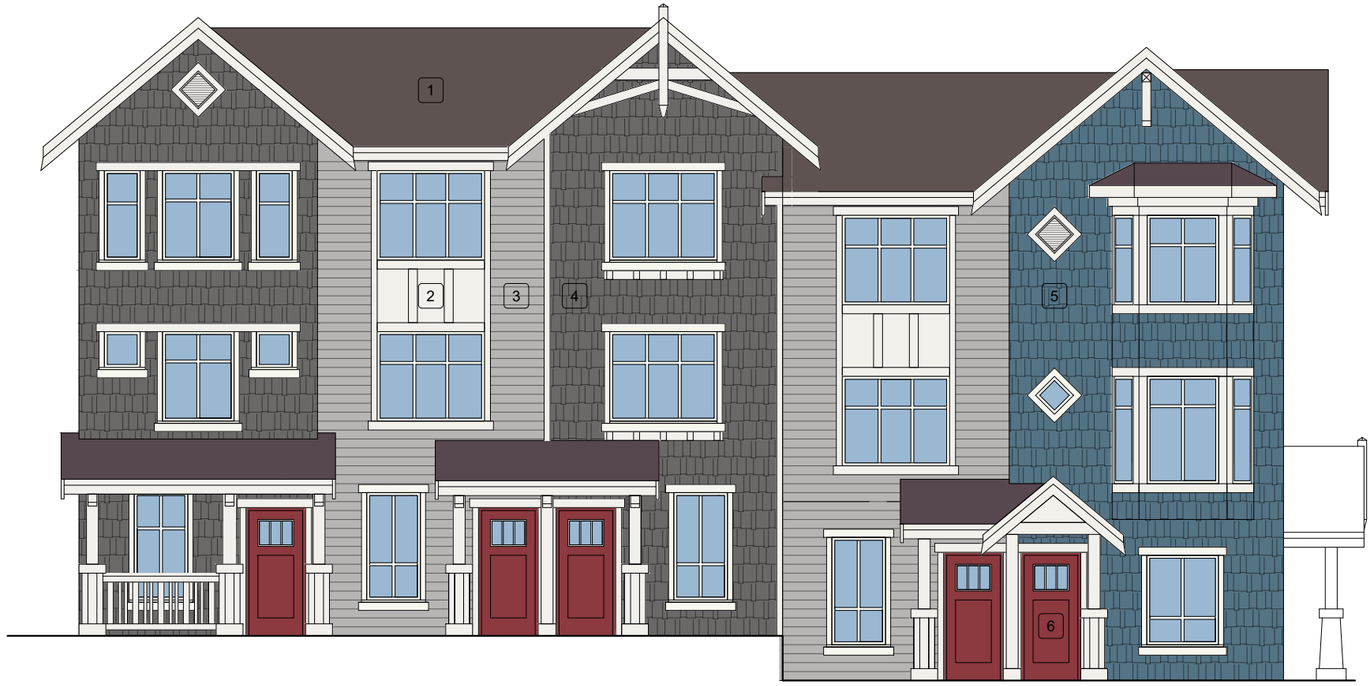
PROJECT:
GASPE TOWNHOUSES
3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
BUILDING 8 ELEVATIONS & SECTIONS

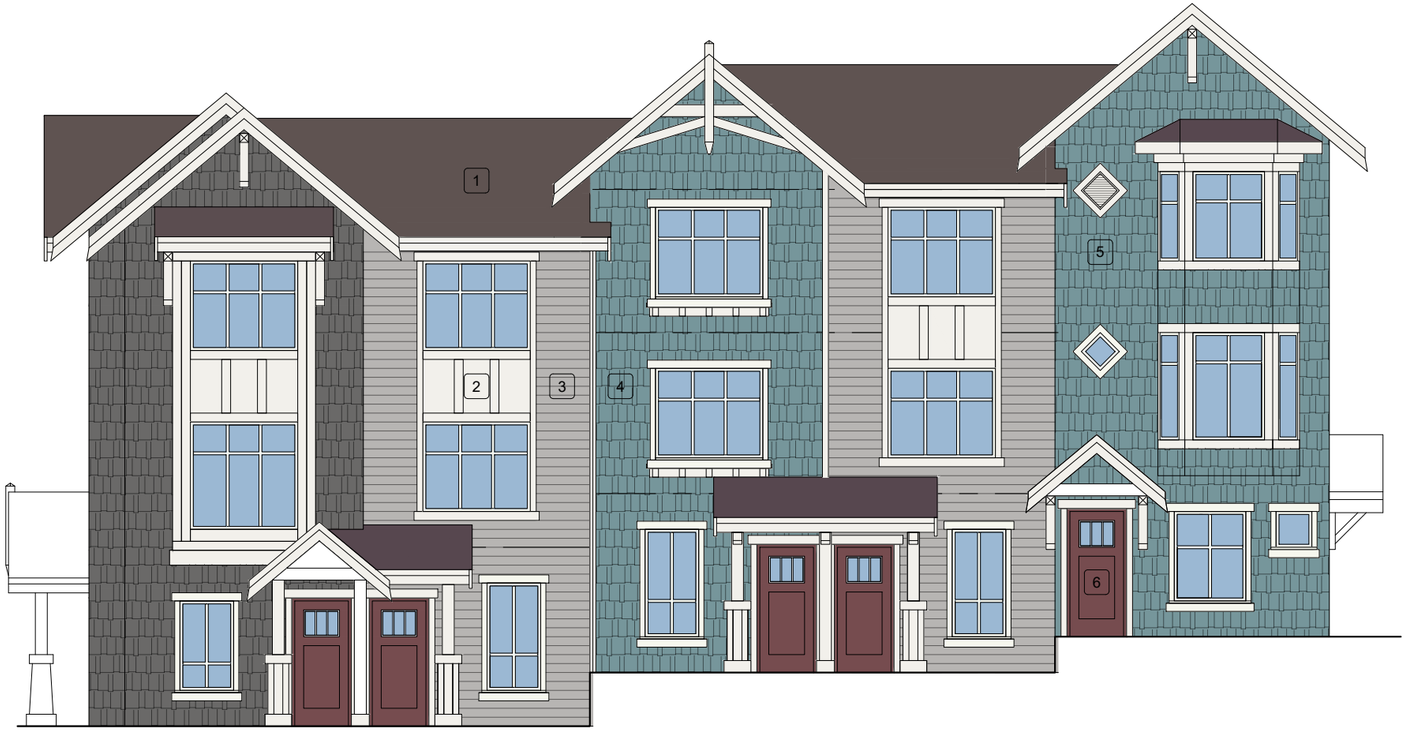
CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/8" = 1'-0"

DRAWING No.:
A4.07

DP 17.24-28



1 COLOUR SCHEME 1
A5-0 1/4"= 1'-0"



2 COLOUR SCHEME 2
A5-0 1/4"= 1'-0"

1 ASPHALT SHINGLE
IKO - CAMBRIDGE
CHARCOAL GREY

2 WOOD TRIMS, FASCIAS,
BOARD & BATTEN
PAINTED, BENJAMIN MOORE
OC-57 WHITE HERON

3 HORIZONTAL SIDING
PAINTED, BENJAMIN MOORE
AF-670 NIGHTINGALE

4 SHINGLE CLADDING
PAINTED, BENJAMIN MOORE
CC-544 OVERCOAT

5 SHINGLE CLADDING
PAINTED, BENJAMIN MOORE
CC-782 GEORGIAN BAY

6 INSULATED ENTRY DOOR
PAINTED, BENJAMIN MOORE
SF-295 POMEGRANATE

1 ASPHALT SHINGLE
IKO - CAMBRIDGE
CHARCOAL GREY

2 WOOD TRIMS, FASCIAS,
BOARD & BATTEN
PAINTED, BENJAMIN MOORE
OC-57 WHITE HERON

3 HORIZONTAL SIDING
PAINTED, BENJAMIN MOORE
AF-670 NIGHTINGALE

4 SHINGLE CLADDING
PAINTED, BENJAMIN MOORE
CC-544 OVERCOAT

7 SHINGLE CLADDING
PAINTED, BENJAMIN MOORE
2136-40 AEGEAN TEAL

8 INSULATED ENTRY DOOR
PAINTED, BENJAMIN MOORE
HC-61 NEW LONDON BURGUNDY

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SEAL:

2026-05-13

PROJECT No. 24-01

PROJECT:
GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING
COLOURS & MATERIALS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: 1/4" = 1'-0"

DRAWING No.:
A5.00

DP 17.24-29

1 A5.01 VIEW OF SITE FROM SOUTHWEST CORNER ALONG MOUNT SEYMOUR PARKWAY

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SEAL:

REGISTERED ARCHITECT TANYA L. SMITH BRITISH COLUMBIA

2026-05-13

PROJECT No. 24-01

PROJECT:

GASPE TOWNHOUSES

3374, 3380 MT. SEYMOUR PKWY AND
3382, 3386, 3399 GASPE PLACE
NORTH VANCOUVER BC

DRAWING

RENDERS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE:	SCALE:
FEB 2026	N.T.S

DRAWING No.:

A5.01

DP 17.24-30

1 A5.02 VIEW OF SITE ALONG MOUNT SEYMOUR PARKWAY

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RENDERS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE:	SCALE:
FEB 2026	N.T.S

DRAWING No.:

A5.02

DP 17.24-31

1 A5.03 VIEW OF SITE FROM SOUTHEAST CORNER ALONG GASPE & MOUNT SEYMOUR PARKWAY

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NORTH VANCOUVER BC

DRAWING

RENDERS

CHECKED BY:	DRAWN BY:
K.S	C.E
DATE: FEB 2026	SCALE: N.T.S

DRAWING No.:

A5.03

DP 17.24-32

DRAWING LIST

L-0.00	Cover Sheet	NTS
T-1.1	Existing Trees Retention and Removal Plan	1/16"=1'-0"
L-1.01	Landscape Plan	1/16"=1'-0"
L-1.02	Grading Plan	1/16"=1'-0"
L-1.03	Planting Plan	1/16"=1'-0"
L2.01	Sections	1/4"=1'-0"
L2.02	Sections	1/4"=1'-0"
L3.01	Landscape Details	As Shown
L3.02	Landscape Details	As Shown
L3.03	Landscape Details	As Shown

LEGEND

- **Property Line**
- **Extent of slab**
- **Overheard canopy**
- **Guardrail**
- **Fence**
- **Split rail fence**

General Notes
1. Refer to architectural drawings for all walls and stair layout and elevations, unless otherwise noted.
2. Refer to electrical drawings for all final landscape lighting layout and specifications.
3. Refer to architectural and mechanical drawings for all drain locations and rim elevations.

Irrigation Notes
1. All 'Soft Landscape Areas' are to be irrigated with a high efficiency design/built irrigation system to IIABC Standards., complete with Rain and Wind Sensor.
2. The irrigation system design and installation shall be in accordance with the Irrigation Industry of BC Standards and Guidelines.
3. System design and installation shall take into account elevation differences, sun orientation and other factors affecting zoning and operation of the system to minimized evapotranspiration and wind lost.
4. System design shall provide for uniform complete 'Head to Head' coverage of all lawns and planted areas.
5. Contractor shall be responsible to provide SHOP DRAWINGS a minimum of 3 weeks prior to installation of any irrigation for review and approval.
6. Should the contractor proceed without approval, any additional modifications to the irrigation systems, as directed by the Landscape Architect shall be at at contractors cost.
7. Lawns shall be irrigated on separate zones from planted areas.
8. Controller shall be located in mechanical room.
9. PRIOR to Substantial Performance, contractor shall provide a maintenance data and Operation instruction manual containing operational information for all operating components, cleansing and lubrication schedules, overhaul/adjustment schedule.
10. Record Drawings: Submit with the operating and maintenance manuals a reproducible copy of the AS-BUILT condition of the system.
11. Contractor shall instruct a designated representative of the Owner in the complete operating and maintenance procedures for the irrigation system, including winterizing for the fist time with the designated representative observing.
12. All piping shall be class 200.
13. Use GSR Schedule 40 PVC designed for solvent welding to PVC pipe except where valves, risers, etc. require threaded joints.
14. Provide sleeves under all hard surfaces and as required through walls. If under vehicular paving, cast iron piping required.
15. Solenoid valves shall be first quality, compatible with the controller selected.
16. Valve boxes shall be reinforced plastic boxes manufactured specifically for landscape irrigation, complete with captive lock bolt cover, sized to suit valves and other components with adequate room for operation and maintenance.

Planting Notes
1. All plants / planting to be per BCNTA and BCSLA standards.
2. Plant selection subject to availability at the time of planting.
3. Contractor shall source specified plant material and only after area of search has been exhausted will substitutions be considered.
4. All trees to be staked in accordance with BCNTA Standards.
5. All plants to be sourced from nurseries certified free of P. ramorum.
6. Plant sizes and related container classes are specified according to the B.C. Landscape Standards current edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the standard; for all other plants, both plant size and container calls shall be as shown in the plant list. Specifically, when the plant list calls for #5 class containers, these shall be as defined in the BCNTA (ANSI) Standard.
7. All trees to have minimum 10 cubic meters of growing medium unless otherwise specified.

Soil Preparation and Placement Notes
1. All growing medium placed on project to meet or exceed BCNTA and B.C Landscape Standards latest edition.
2. Submit sieve analysis by an approved independent soil testing laboratory for each type of growing medium being used on the project PRIOR to placement for review and approval. Clearly identify source and type for each. Resubmit as required until growing medium is approved. Provide one composite sample of each type of proposed growing medium for each different application within the project. Minimum 1 litre physical sample.
3. Submittals shall be made at least seven (7) days before
4. Contractor shall not move or work growing medium or additives when they are excessively wet, extremely dry, or frozen or in any manner which will adversely affect growing medium structure. Growing medium whose structure has been destroyed by handling under these conditions will be rejected. Growing medium s hall not be handled in wet or frozen conditions.
5. Slab drainage shall be 19mm (3/4") diameter drain gravel free from any silt and clay as shown in details.
6. Place growing medium, except structural to required finish grades and minimum depths as detailed, unless shown otherwise.

MATERIALS LEGEND

SYMBOL	DESCRIPTION
S1	**Ornamental Planting**
S2	**Privacy Hedge**
S3	**SOD Lawn**
S4	**Rubber play** Poured in play rubber safety surfacing for kids play
S5	**Hydrapressed Slabs** Patio Paving 24" x 24" Hydropressed slabs
S6	**Interlocking Pavers** **Supplier:** Belgard - VS5 **Size:** 6" x 12", **Colour:** Grey **Pattern:** Staggered running bond
S7	**Interlocking Pavers** **Supplier:** Belgard - VS5 **Size:** 6" x 12", **Colour:** Tofino grey, Midnight **Pattern:** Staggered running bond
S8	**Clear western red cedar deck**
S9	**Special paving**
S10	**CIP Concrete Paving** **Colour:** Natural grey, **Finish:** Broom **Pattern:** Saw cut
S11	**CIP Concrete Paving** Standard City Sidewalk Broom finish
S12	**Asphalt Paving** District of Northvancouver Parks standards
S13	**Stamped Concrete** **Colour:** Natural grey, **Finish:** Broom **Pattern:** Staggered

FURNITURE LEGEND

SYMBOL	DESCRIPTION
	Kitchen counter with BBQ
	Harvest table
	Bike racks Hi-Lo Bike racks **Supplier:** Advantage Bike racks
	Trellis
	Existing Trellis
	Play Equipment Play Hut **Supplier:** Kompan
	Play Equipment Balancing logs **Supplier:** Kompan
	Play Equipment Seesaw **Supplier:** Kompan
	Planter Bench

ONSITE PLANT LIST

TREES

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/COMMENTS
	7	Acer griseum	Paperbark maple	5cm cal. B&B
	21	Acer palmatum	Japanese maple	5cm cal, B&B
	17	Acer rubrum 'Autumn flame'	Autumn flame red maple	5cm cal. B&B
	8	Amelanchier grandiflora	Serviceberry	5cm cal., B&B
	25	Cercis canadensis	Eastern redbud	5cm cal. B&B
	30	Cornus kousa 'Satomi'	Kousa Dogwood	5cm cal., B&B
	2	Prunus x yedoensis 'Akebono'	Akebono yoshino cherry	5cm cal., B&B Specimen

SHRUBS

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/COMMENTS
ar	46	Arctostaphylos uva-ursi	Kinninnick	#2 pot, 24" o.c.
AH	420	Azalea 'Hino crimson'	Azalea	#2 pot, 18" o.c.
Ap	308	Azalea 'Fashion Pink'	Azalea	#2 pot, 18" o.c.
CT	65	Choisya ternata 'Sundance'	Mexican orange blossom	#2 pot, 24" o.c.
Hm	7	Hydrangea macrophylla	Big leaf hydrangea	#3 pot, 30" o.c.
Lp	14	Lonicera pileata	Privet honeysuckle	#2 pot, 24" o.c.
Pj	23	Pieris japonica	Japanese andromeda	#3 pot, 36" o.c.
Rh	83	Rhododendron 'Cunningham's blush	Rhododendron	#2 pot, 24" o.c.
	1568	Taxus x media 'hicksii'	Yew hedge	4' ht. B&B

GROUNDCOVERS / PERRENIALS / GRASSES

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/COMMENTS
A	277	Achillea millefolium	Common yarrow	#1 pot, 12" o.c.
Ca	120	Carex oshimensis 'Evergold'	Japanses Sedge	#1 pot, 16" o.c.
Dr	103	Dryopteris erythrosora	Autumn fern	#1 pot, 16" o.c.
Er	231	Erica carnea	Winter Heath	#1 pot ,10" o.c.
Ed	64	Erica carnea 'December red'	Winter Heath	#1 pot ,10" o.c.
	1992	Galium odoratum	Sweet woodruff	#1 pot, 6" o.c./18" o.c.
H	538	Hakonechloa macra	Japanese forest grass	#1 pot, 14" o.c.
Ho	325	Hosta 'Takudama'	Plantain	#2 pot, 18" o.c.
la	80	Lavandula angustifolia 'Hidcote'	English Lavender	#1 pot, 16" o.c.
li	914	Liriope muscari	Lilyturf	#1 pot, 12" o.c.
N	124	Nepeta faassenii	Catmint	#1 pot, 18" o.c.
p	64	Pachysandra terminalis	Japanese pachysandra	#1 pot, 12" o.c.
Pm	67	Polystichum munitum	Western sword fern	#2 pot, 18" o.c.
T	635	Tiarella 'Sugar and spice'	Foamflower	#1 pot, 12" o.c.
St	25	Stipa tenuissima	Mexican Feather Grass	#1 pot, 16" o.c.

OFFSITE PLANT LIST - MOUNT SEYMOUR PARKWAY

OFFSITE TREES

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/COMMENTS
	9	Acer x freemanii 'Armstrong'	Armstrong maple	6cm cal., B&B

LIGHTING LEGEND

- **Step Lights**
- **Uplighter**
- **LED strip light**
- **Bollard Lights**

Landscape lighting shown for locations only. Refer to electrical drawing for light fixtures.

GRADING LEGEND

+ tw	Top of Wall
+ fg	Finished Grade
+ B.G.	Building Grade
+ I.G.	Interpolated Grade
+ Civil	Civil Grade
FFE	Finished Floor Elevation
2% →	Direction of Slope

no.:	date:	item:
06	May 14, 2026	Re-Issued for DP
05	Mar 03, 2026	Re-Issued for DP
04	Dec 16, 2024	Re-Issued for DP
03	Apr 12, 2024	Issued for DP
02	Apr 05, 2024	Issued for coordination
01	Mar 15, 2024	Progress set

Revisions:

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Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Coversheet

Project No.:
24006

Sheet No.:

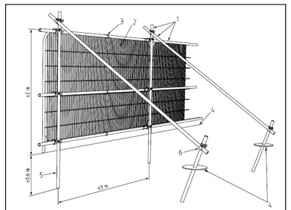
L-0.0

DP 17.24-33

DRAWING KEY

- Extent of drip line of existing tree, location from survey by BCLS Land Surveyor
- Extent of drip line of existing tree, approximate location as observed on site by DK
- Tree recommended for Removal (marked are by-law sized, non by-law sized and dead trees, refer to summary of tree removal in paragraph 5.0 in attached arborist report for exact number of by-law sized trees recommended for removal)
- 2 — Tree Number referred to in existing trees list and report for protected trees (per District of North Vancouver Tree Removal - Bylaw and Policy Guidelines, removal permit required)
- 2 — Tree Number referred to in existing trees list and report for protected trees (per District of North Vancouver Tree Removal - Bylaw and Policy Guidelines, removal permit not required)

- D — Dead trees, still standing. See inventory list for extent of remaining crown.
- R — Trees no longer existing and removed since the survey had been done.
- Location of protective barrier for tree protection throughout construction:
  - Protective barrier to be installed before start of other work on site.
  - No excavation shall be allowed within extent of protective barrier.
  - All work within this area shall be coordinated with the consulting arborist.
- Extent of proposed building footprint.
- Extent of proposed underground parking structure.



Tree Protection Fencing for Public Trees North of Site
scale: nts

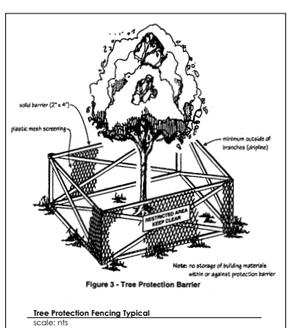
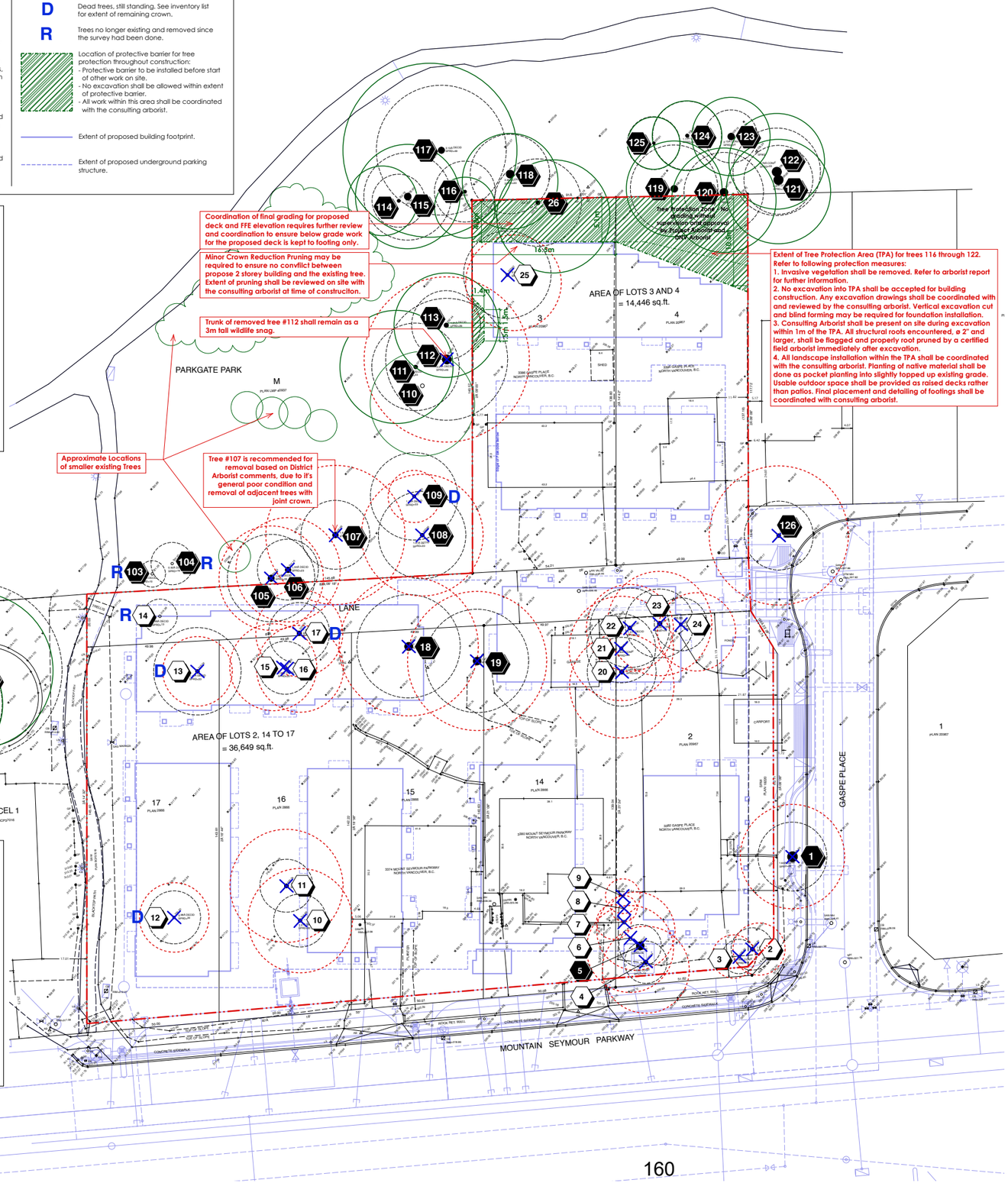


Figure 3 - Tree Protection Barrier

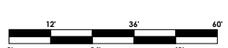
Tree Protection Fencing Typical
scale: nts

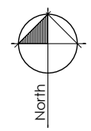


Tree No.	Species	# of Stems	DBH - cm	Spread - m	Height - m	Field Observations	Dead	Poor	Good	Remove	Relocate	Note
ON SITE												
1	*Thuja plicata* (western red cedar)	11	115	12	12	Base on slope. Main trunk and +/- 10 sub-dominant leaders. Sub-dominant leaders ø 15cm to 28cm. Basket chair limb(s). Pruning wounds on trunk. Woundwood development is good. Previously topped at 5 above ground. Live crown ratio 80%.			◆		◆	
2	Chamaecyparis var. (false cypress)	2	46	6	10	Asymmetrical crown (50% crown volume only, crown on east side removed for line clearance.) Co-dominant leaders at 3m above ground. One other stem removed at base. Included bark. Deadwood within inner crown. Live crown ratio 30%.			❖		❖	
3	*Thuja plicata* (western red cedar)		30	5	12	Fence brace nailed to trunk. Joint crown. Asymmetrical crown. Live crown ration 90%.			◆	❖		
4	*Thuja plicata* (western red cedar)		45	10	16	Multiple co-dominant leaders at 8m above ground, leading to potentially weak connections. Ramshorn at trunk from base to 2m above ground. Included bark. Joint crown. Asymmetrical crown. Crown 2m clear of power line. Live crown ratio 95%.			❖		❖	
5	Chamaecyparis var. (false cypress)	3	91	10	12	3 co-dominant leaders at base. 2 stems have 2 co-dominant leaders at 2m above ground. Suppressed by adjacent trees. Joint crown. Asymmetrical crown. Deadwood within inner crown. Live crown ratio 60%.			◆		◆	
6	*Prunus laurocerasus* (laurel)	3	41	9	10	Suppressed by adjacent trees. Asymmetrical crown. Joint crown.				❖	❖	
7	*Thuja occidentalis* (white cedar)	3	42	4	10	Part of hedge. Poor structure. Live crown ratio 80%.			❖		❖	
8	*Thuja occidentalis* (white cedar)		15	3	7	Part of hedge. Poor structure. Large limb torn out, leaving wound with fair woundwood development. Live crown ratio 60%.			❖		❖	
9	*Thuja occidentalis* (white cedar)	2	26	4	6	Part of hedge. Poor structure. Included bark. Live crown ratio 80%.			❖		❖	
10	*Alnus rubra* (red alder)		32	12	14	Sweep. 3 Co-dominant leaders at 4m above ground. Joint crown. Poor structure.			❖		❖	
11	*Prunus emarginata* (bitter cherry)	2	47	13	15	2 co-dominant leaders at base. Included bark to 1m above ground. Joint crown.			❖		❖	
12	*Rhamnus purshiana* (cascara)		27	8	13	Dead. Remains standing with scaffold limbs.	❖				❖	
13	*Prunus emarginata* (bitter cherry)		42	8	15	Dead. Remains standing with scaffold limbs.	❖				❖	
14	Removed		0	0	0							
15	*Prunus emarginata* (bitter cherry)		21	10	18	Base in immediate proximity to tree # 16. Sweep. Joint crown. Asymmetrical crown.			❖		❖	
16	*Prunus emarginata* (bitter cherry)		29	10	18	Base in immediate proximity to #15. Sweep. Joint crown. Asymmetrical crown.			❖		❖	
17	*Alnus rubra* (red alder)		50	10	18	Dead. Remains standing with scaffold limbs.	❖				❖	
18	*Pseudotsuga menziesii* (Douglas fir)		95	16	21	Large buttress roots to south and east. Natrual shedding of lower branches. Live crown ratio 95%.					◆ ◆	
19	*Pseudotsuga menziesii* (Douglas fir)		91	16	20	Base on slope in immediate proximity to driveway. Large buttress roots to south and west. Live crown ratio 95%.					◆ ◆	
20	Chamaecyparis var. (false cypress)		51	12	16	Base in immediate proximity to garage. Brace from adjacent structure nailed to trunk. Asymmetrical crown. Joint crown with tree # 19. Dieback throughout crown. Live crown ratio 80%.			❖		❖	
21	Chamaecyparis var. (false cypress)		38	12	16	Base in immediate proximity to shed. Asymmetrical crown. Joint crown. Dieback throughout crown. Live crown ratio 80%.			❖		❖	
22	*Ilex aquifolium* (English holly)	10	45	10	10	Suppressed by adjacent trees. Dieback substantial in lower crown.	◆				❖	
23	Chamaecyparis var. (false cypress)		53	12	16	2 Co-dominant leaders at 4m above ground. Substantial included bark for 2m length. Potential weak connection. Dieback within lower crown substantial. Live crown ratio 80%.	❖				❖	
24	Chamaecyparis var. (false cypress)		34	9	14	2 Co-dominant leaders. Included bark. Suppressed by adjacent trees. Corrected lean. Asymmetrical crown. Dieback within lower crown substantial. Reduced vigor. Live crown ratio 80%.	❖				❖	
25	*Juglans regia* (English walnut)		34	11	14	Asymmetrical crown. Slight lean to west. Reverse taper on some scaffold limb(s). Substantial sapsucker damage present.			❖		❖	
26	*Robinia* var. (locust)		46	13	19	Asymmetrical crown. Phototropic lean east.				❖		◆
OFF SITE												
101	*Thuja plicata* (western red cedar)		85	15	23	Joint crown. Slight crook in main stem near top. Slight phototropic lean. Live crown ratio 90%.				◆		◆
102	*Pseudotsuga menziesii* (Douglas fir)		133	18	16	Joint crown. Live crown ratio 85%.				◆		◆
103	Removed		0	0	0							
104	Removed		0	0	0							
105	*Alnus rubra* (red alder)	2	73	12	18	2 co-dominant leaders at base. Sweep and reaction wood near base. Joint crown. Deadwood within upper crown is substantial.	◆				◆	
106	*Alnus rubra* (red alder)	2	65	12	18	2 co-dominant leaders at base. Sweep. Joint crown. Deadwood within upper crown.			◆		◆	
107	*Alnus rubra* (red alder)		65	16	18	Deadwood within upper crown substantial.	◆				◆	
108	*Alnus rubra* (red alder)		53	14	18	Trunk damage near base substantial. Woundwood development is good. Compartmentalisation is good. Deadwood within inner crown.			◆		◆	
109	*Alnus rubra* (red alder)	8	32	6	11	Dead. Remains standing with scaffold limbs.	❖				❖	
110	*Alnus rubra* (red alder)		44	12	18	Phototropic lean. Lean south. Asymmetrical crown. Sapsucker damage present.			◆			◆
111	*Prunus emarginata* (bitter cherry)		43	13	18	Phototropic lean. Substantial lean west. Suppressed by adjacent trees. Large trunk wound. Indicator of internal decay. Substantial sapsucker damage present at lower trunk. Asymmetrical crown. Poor structure.	◆					◆
112	*Populus trichocarpa* (black cottonwood)		103	19	21	3 scaffold limb(s) shed, leaving long stubs. Dieback minimal. Hanger.			◆	◆		
113	*Prunus emarginata* (bitter cherry)		51	12	18	Asymmetrical crown. Suppressed by adjacent trees. Poor structure.			◆			◆
114	*Alnus rubra* (red alder)		36	8	15	Phototropic lean west. Corrected lean. Asymmetrical crown.			◆			◆
115	*Alnus rubra* (red alder)	3	80	12	15	Suppressed by adjacent trees. Asymmetrical crown. Trunk wound. Woundwood development is good. Potential for internal decay. Deadwood within upper crown.			◆			◆
116	*Prunus emarginata* (bitter cherry)		34	7	15	Sweep. Phototropic lean and bow south. Trunkwound near base. Development of reaction wood is good. Asymmetrical crown.			◆			◆
117	*Acer macrophyllum* (big leaf maple)		73	20	19	2 co-dominant leaders at 1.2m above ground. Included bark. 1 sub-dominant leader with DBH Ø 15cm at base. Asymmetrical crown. Deadwood minimal.					◆	◆
118	*Thuja plicata* (western red cedar)		92	11	19	Asymmetrical crown. Joint crown. Reduced vigor. Live crown ratio 100%.			◆			◆
119	*Thuja plicata* (western red cedar)		79	11	19				◆			◆ a)
120	*Pseudotsuga menziesii* (Douglas fir)		89	12	23	Ivy removed from trunk, bark chipped in places. Asymmetrical crown. Joint crown. Live crown ratio 40%.			◆			◆
121	*Pseudotsuga menziesii* (Douglas fir)		109	12	23	Joint base with #122. Joint crown. Asymmetrical crown. Live crown ratio 75%.			◆			◆
122	*Thuja plicata* (western red cedar)		108	11	19	Joint base with #121. Live crown ratio 95%.			◆			◆
123	*Pseudotsuga menziesii* (Douglas fir)		78	9	23	Phototropic bow. Base over large boulder. Joint crown. Asymmetrical crown. Live crown ratio 40%.			◆			◆
124	*Pseudotsuga menziesii* (Douglas fir)		39	8	23	Asymmetrical crown. Joint crown. Live crown ratio 40%.			◆			◆
125	*Thuja plicata* (western red cedar)		29	6	15	Sweep. Suppressed by adjacent trees. Vertical trunk wound from base. Reaction wood is good. Compartmentalisation is good. Joint crown. Asymmetrical crown. Live crown ratio 100%.			◆			◆
126	*Acer rubrum* (Red maple)		45	16	16	Critical Root Zone south of tree has been compacted by lane traffic. Asymmetrical base. Surface roots and strong buttress north and west of tree. Poor pruning for line clearance. Woundwood development is poor. Poor structure.			◆	◆		

TREE NOTES

❖ Trees that are not protected per District of North Vancouver Tree Removal - Bylaw and Policy Guidelines, no permit is required for removal.
◆ Trees that are protected per District of North Vancouver Tree Removal - Bylaw and Policy Guidelines, permit is required for removal.
a) An ISA Level 2 Basic Assessment has been performed to generate this tree inventory. For safe retention of this tree, the performance of an ISA Level 3 Advanced Techniques Assessment is recommended to verify structual integrity. This ISA Level 3 Assesment may include measures such as aerial inspection of the trunk wound for extent of decay and possible performance of sonic tomography.





Observations and recommendations by Florian Fisch, ISA Certified Arborist PN-7921A.

Observations made March 28, 2024.

This drawing shall be read in conjunction with Existing Trees Report for this site by Durante Kreuk, dated December 16, 2024.

no.:	date:	item:
15	May 14_26	Re-Issued for DP
14	Mar 03_26	Re-Issued for DP
13	Mar 02_26	Issued for Coordination
12	Dec 16_24	Re-Issued for DP
11	Apr 12_24	Issued for DP
10	Apr 05_24	Issued for Coordination
09	Mar 15_24	Progress Review
08	Mar 01_24	Progress Review
07	Jun 07_18	Issued for ADP
06	Mar 28_18	Issued for Rezoning/DP
05	Mar 26_18	Re-Issued for Coordination
04	Mar 23_18	Issued for Coordination
03	Mar 22_18	Progress
02	Mar 21_18	Progress
01	Mar 16_18	Progress Review

Revisions:

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www.dkl.bc.ca

Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	FF
Checked by:	SV
Date:	December 16, 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Existing Trees
Retention and Removal
Plan

Project No.: 24006

Sheet No.: **T-1.1**

DP 17.24-34

North

Landscape Pre Construction Meeting:
The project landscape contractor, the project landscape architect and a District of North Vancouver Parks (DNV Parks) representative must be present at the project pre-construction meeting. **If this is not possible, the developer must make sure that all three groups meet before ANY landscape construction work takes place onsite.**

Landscape Plant Material:
All plant material used in this project must first be inspected by a representative of the District of North Vancouver parks department (DNV Parks) before installation. **The District of North Vancouver has the right to refuse any or all of the selected plant material if it does not meet current BCLNA standards.**

Offsite Notes:
1. Final approval/selection of any off-site street trees/site furniture will be made by DNV staff. The tree species/furniture types specified on this plan could be subject to change. Please contact DNV Park & Urban Designer Dimitri Samaridis (samaridisd@dnv.org or 604-990-2495) to confirm tree and site furniture types prior to purchase.

2. A minimum of 10m3 of soil volume per tree will be provided, with continuous structural soil trenches between tree pits. Structural soil will be installed to a depth of 1000mm below the underside of sidewalk.

Offsite Landscape Maintenance Note:
"The District of North Vancouver is responsible for the on-going maintenance of street trees on off-site areas. Please ensure that the developer is aware that on-going maintenance of shrubs/groundcover on off-site areas (i.e., boulevards) is the responsibility of the future property owner".

Offsite Tree Clearances

Lamp Posts	6.0m
Stop Signs & Traffic Signals	6.0m
Utilities (Water, Sanitary, Storm, Gas, Communication, Hydro)	0.75m
Hydrants	2.0m
Manholes, valve boxes	1.2m
Driveways	2.0m
Planting Strip area (B/W sidewalk and curb)	
- Face of curb	0.75m
- Edge of Sidewalk	0.60m

SCALE - 1/16" = 1'-0"

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08	Mar 01_24	Progress Review
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05	Mar 26_18	Re-Issued for Coordination
04	Mar 23_18	Issued for Coordination
03	Mar 22_18	Progress
02	Mar 21_18	Progress
01	Mar 16_18	Progress Review

Revisions:

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Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	December 16, 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Landscape Plan

Project No.:
24006

Sheet No.:

L-1.1

DP 17.24-35

North

SCALE - 1/16" = 1'-0"

no.:	date:	item:
15	May 14_26	Re-Issued for DP
14	Mar 03_26	Re-Issued for DP
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10	Apr 05_24	Issued for Coordination
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08	Mar 01_24	Progress Review
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05	Mar 26_18	Re-Issued for Coordination
04	Mar 23_18	Issued for Coordination
03	Mar 22_18	Progress
02	Mar 21_18	Progress
01	Mar 16_18	Progress Review

Revisions:

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Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	December 16, 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Grading Plan

Project No.:
24006

Sheet No.:

L-1.2

DP 17.24-36

North

no.:	date:	item:
15	May 14_26	Re-Issued for DP
14	Mar 03_26	Re-Issued for DP
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03	Mar 22_18	Progress
02	Mar 21_18	Progress
01	Mar 16_18	Progress Review

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North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	December 16, 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Planting Plan

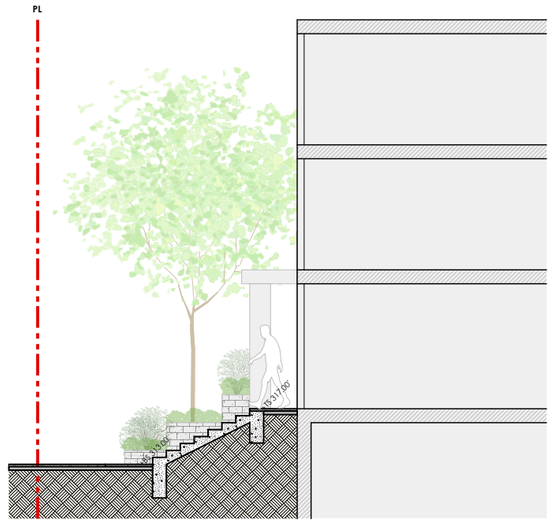
Project No.:
24006

Sheet No.:

L-1.3

DP 17.24-37

12' 36' 60'
0' 24' 48'
SCALE - 1/16" = 1'-0"



01 L1.01 SECTION THROUGH BUILDING 5'S MAIN ENTRANCE
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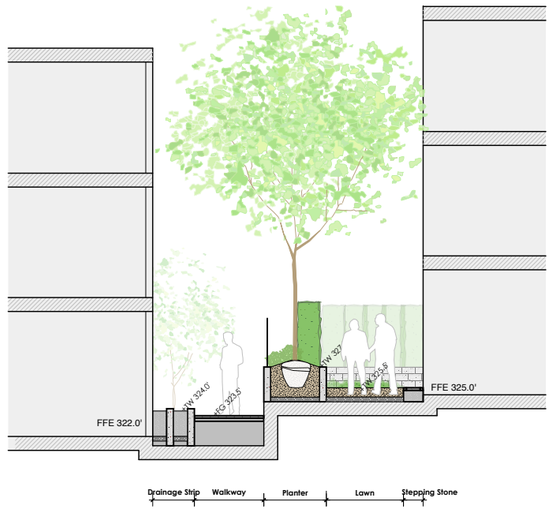
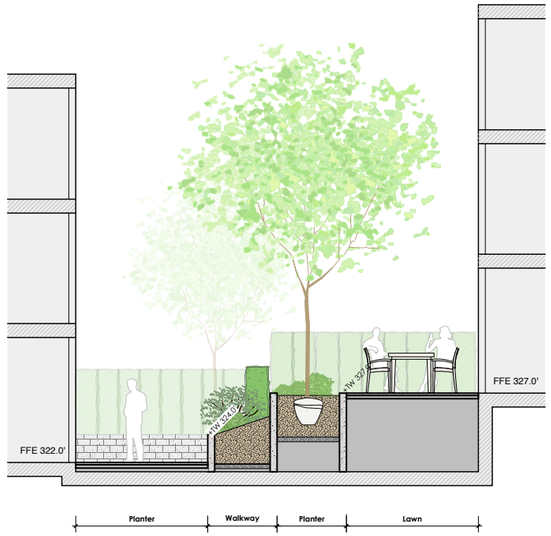
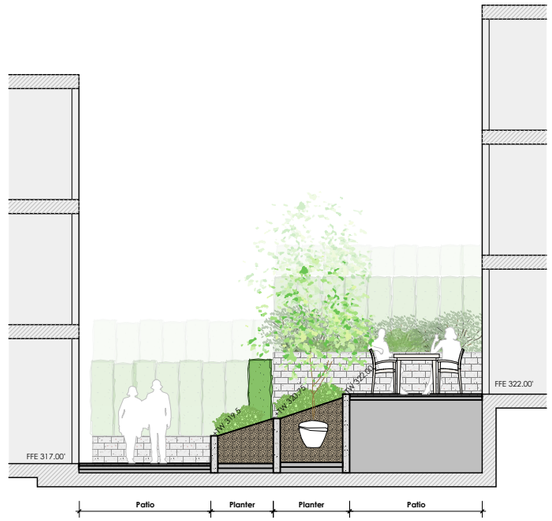


02 L1.01 SECTION THROUGH WALKWAY AND LAWN BETWEEN BUILDING 3 AND 5
SCALE = 1:48 (1/4"=1' 0")

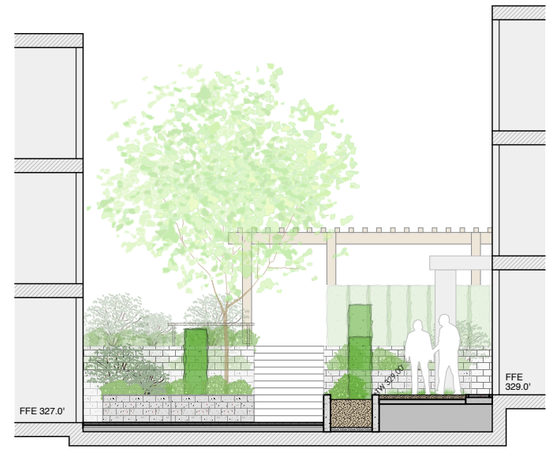


03 L1.01 SECTION THROUGH WALKWAY AND LAWN BETWEEN BUILDING 3 AND 5
SCALE = 1:48 (1/4"=1' 0")



04 L1.01 SECTION THROUGH BUILDING 5 AND 6 PATIOS
SCALE = 1:48 (1/4"=1' 0")

05 L1.01 SECTION THROUGH MAIN ENTRANCE
SCALE = 1:48 (1/4"=1' 0")



06 L1.01 SECTION THROUGH BUILDING 6 AND 7 TH ENTRANCE
SCALE = 1:48 (1/4"=1' 0")

no.:	date:	item:
03	Mar 03, 2026	Re-Issued for DP
03	Dec 16, 2024	Re-Issued for DP
02	April 12, 2024	Issued for DP
01	Mar 15, 2024	Progress set

Revisions:

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www.dkl.bc.ca

Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Landscape Sections

Project No.:
24006

Sheet No.:

L-2.1

DP 17.24-38

07 L1.01 SECTION THROUGH AMENITY SPACE
SCALE = 1:48 (1/4"=1'-0")

08 L1.01 SECTION THROUGH PATIOS BETWEEN BUILDING 7 AND 8 (NORTH)
SCALE = 1:48 (1/4"=1'-0")

09 L1.01 SECTION THROUGH PATOS BETWEEN BUILDING 7 AND 8 (SOUTH)
SCALE = 1:48 (1/4"=1'-0")

no.:	date:	item:
03	Dec 11 2024	Re-Issued for DP
02	Apr 12 2024	Issued for DP
01	Mar 14 2024	Progress set

Revisions:

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Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Landscape Sections

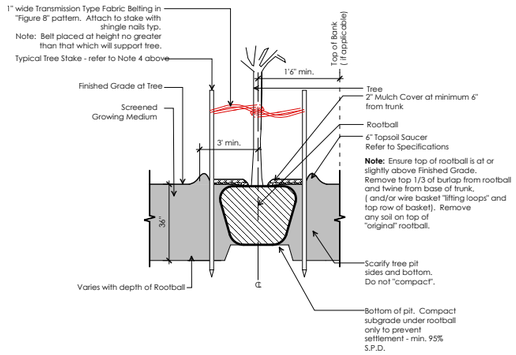
Project No.:
24006

Sheet No.:

L-2.2

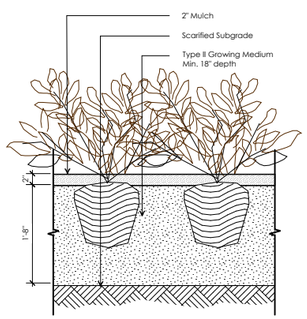
DP 17.24-39

General Notes:
1. Do not cut Tree Leader.
2. Protect tree from damage during planting. Ensure rootball protected from Sun, Frost or Dessication.
3. Ensure tree location does not conflict with Underground Services. "Call before digging".
4. All street trees to be staked with 2 - 4"Ø x 8' long. Minimum depth of stake embedment is 3'. Ensure stakes do not penetrate or damage rootball. Ensure all stakes are aligned parallel to sidewalk/road on tree pit centreline.
5. Provide min. 5 cubic meters of growing medium per tree.
6. Refer to Growing Medium Chart below for surface area depth of Growing Medium.



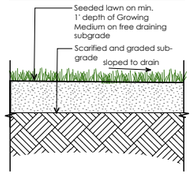
Depth of Growing Medium Total (mm)	Area (M2)	Variation 1 Size of Surface Square	Variation 2 Size of Surface Circle
450	11.11	3.3 M x 3.3 M	3.80 M Ø
600	8.33	2.9 M x 2.9 M	3.25 M Ø
750	6.67	2.6 M x 2.6 M	2.90 M Ø

Ld-01 L-3.1 **Tree Planting on Grade**
Not to Scale

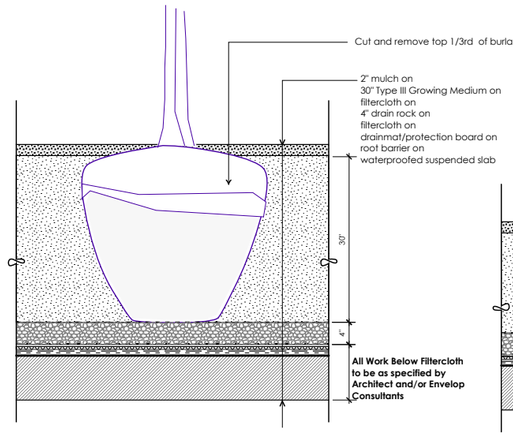


Ld-01 L-3.1 **Shrub Planting on Grade**
Scale 1" = 1'-0"

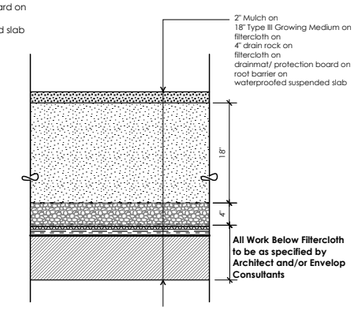
Note:
1) See specifications for all seeded lawn and meadow requirements.
2) Refer to landscape plan for lawn area grading and elevation information.
3) Ensure entire lawn/meadow area is free of existing debris such as organic material (stumps/roots/weeds) and rocks etc. Ensure level and consistent scarified sub-grade throughout entire lawn area.



Ld-03 L-3.1 **Sodded Lawn on Grade**
Scale 1" = 1'-0"



Ld-04 L-3.1 **Tree Planting on Slab**
Scale 1" = 1'-0"



Ld-05 L-3.1 **Shrub Planting on Slab**
Scale 1" = 1'-0"

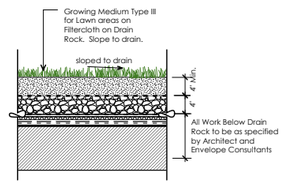
Note: No Trowel Marks. All areas are saw cut.

Ld-06 L-3.1 **Pedestrian C.I.P. Concrete Paving on Grade**
Scale 1" = 1'-0"

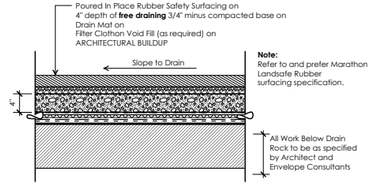
Note:
Cut all Pavers as required to maintain pattern/layout as shown on Layout Plans. All pavers to be cut with Concrete Stone Saw, **no guillotine cuts will be allowed.**

Vibrate/tamp pavers in place, sweep polymer jointing sand in joints.

Ld-07 L-3.1 **Pedestrian Interlocking Pavers on Grade**
Scale 1" = 1'-0"

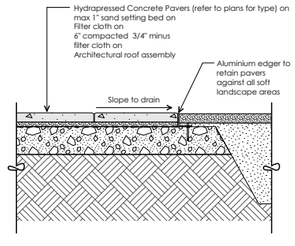


Ld-08 L-3.1 **Sodded lawn on Slab**
Scale 1" = 1'-0"



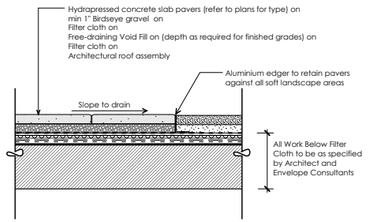
Ld-09 L-3.1 **Pour in place rubber**
Scale 1" = 1'-0"

Paver Notes:
1. Install as per manufacturer's reccomendations.
2. Cut all Pavers as required to maintain pattern/layout as shown on Plans. All cut pavers to be minimum 1/3 of total paver size, sliver cuts will be rejected.
3. All pavers to be sawcut, no guillotine cuts will be accepted

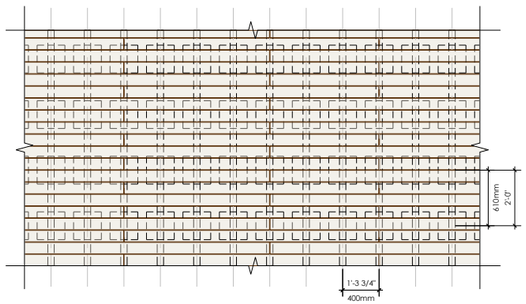


Ld-10 L-3.1 **Hydrapressed Pavers on Grade**
Scale 1" = 1'-0"

Paver Notes:
1. Install as per manufacturer's reccomendations.
2. Cut all Pavers as required to maintain pattern/layout as shown on Plans. All cut pavers to be minimum 1/3 of total paver size, sliver cuts will be rejected.
3. All pavers to be sawcut, no guillotine cuts will be accepted

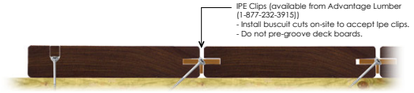


Ld-11 L-3.1 **Hydrapressed Pavers on slab**
Scale 1" = 1'-0"

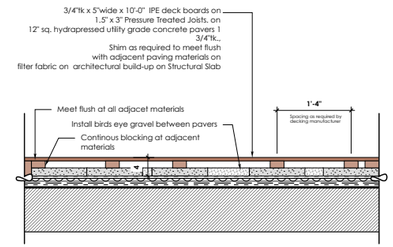


IPE DECKING NOTES:
1. END SEALING: All cut ends of IPE decking to be treated with end grain sealant within 24 hours of cutting. Do Not apply end grain sealant to surface of decking. Sealant to be wiped off surface of deck boards immediatly.
2. CUTTING AND DRILLING: Due to the hard nature of IPE premium carbide tipped saw blades to be used for cutting. Use Brad point drill bits or fastner bits to provide cleaner holes.
3. FASTERNERS: Use only 305 or higher grade stainless steel fasteners to fasten hardwood IPE decking. Pre-drilling is required. Pre-drill all holes with appropriatly sized drill bit for your screw size. Use Ipe Clip® Extreame4 hidden deck fasteners to fasten the deck boards to pressure treated sleepers. Available through http://www.advantagelumber.com

Ld-12 L-3.1 **IPE Typical decking plan detail**
Scale 1/2" = 1'-0"



IPE Decking Installation - IPE Clip in Biscuit Joint



Ld-13 L-3.1 **IPE Decking section detail**
Scale 1" = 1'-0"

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Drawing Title:

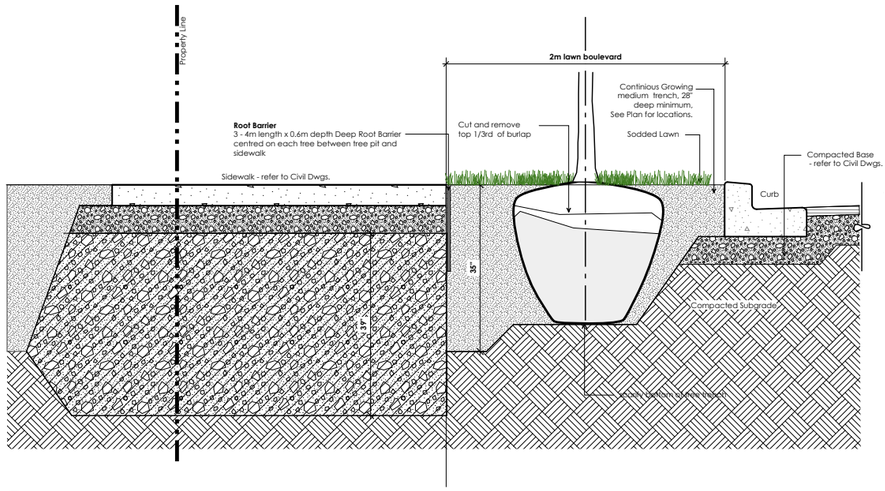
Landscape Layout and Material Plan

Project No.:
24006

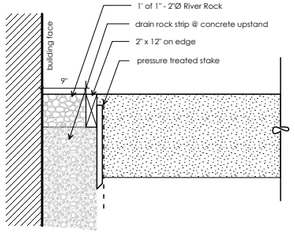
Sheet No.:

L-3.1

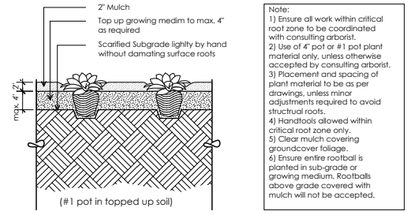
DP 17.24-40



Ld-01 L-3.2 Street Tree Planting
Scale 1" = 1'-0"

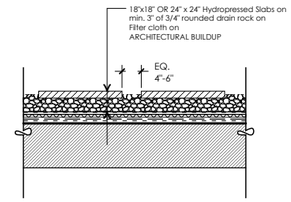


Ld-02 L-3.2 Drain Strip at Building Face on Grade and on Slab
Scale 1" = 1'-0"

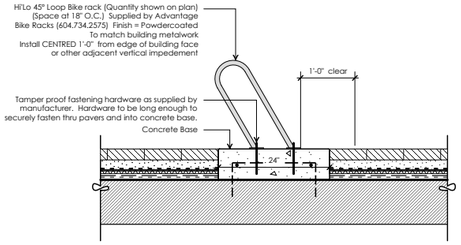


Note:
1) Ensure all work within critical root zone to be coordinated with consulting arborist.
2) Use of 4" pot or #1 pot plant material only, unless otherwise accepted by consulting arborist.
3) Placement and spacing of plant material to be as per drawings, unless minor adjustments required to avoid structrual roots.
4) Handtools allowed within critical root zone only.
5) Clear mulch covering groundcover foliage.
6) Ensure entire rootball is planted in sub-grade or growing medium. Rootballs above grade covered with mulch will not be accepted.

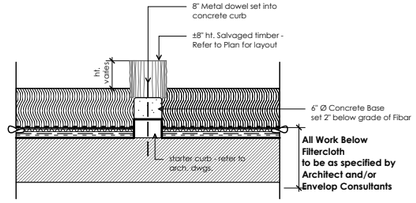
Ld-03 L-3.2 Pocket Planting in Tree Protection Zone
Scale 1" = 1'-0"



Ld-04 L1.1 Step stones
Scale 1" = 1'-0"



Ld-04 L-3.2 Metal Bike Rack Mounting on Grade
Scale 1" = 1'-0"



Ld-05 L-3.2 Balance Logs at Kid's Play Area
Scale 1" = 1'-0"

Entry Seesaw, 2 persons

NRO105

KOMPAN Let's play

Item no. NRO105-1001	
General Product Information	
Dimensions LxWxH	412x50x115 cm
Age group	5 - 12
Play capacity (users)	2
Colour options	

The Seesaw is a playground classic. It still attracts players again and again, as it has for generations. The archaic play event is still with us for a reason: the tickling in the stomach when going up high, going down fast is eternally appealing. The Seesaw develops the sense of space and rhythm and leg muscles of children. These are crucial motor skills that help children navigate the world securely, e.g. in the street when estimating time, movement and objects. The social dimension and degree of trust in your peer that is demanded when seesawing, is great training of social-emotional life skills such as turn- taking and cooperation. Empathy is trained as well, as players consider others' limits and limitations. Or as they get inspired to try out things they didn't dare to do before, because other children dare to.

1 / 03/30/2024

Data is subject to change without prior notice.

Ld-06 L-3.2 Play equipment - See saw
Scale N.T.S

NRO404 Village Shop

KOMPAN Let's play

Elevated Activities: 0	Accessible Elevated Activities	Accessible Ground Level Activities	Accessible Ground Level Play Types
Present	0	1	1
Required	0	1	1

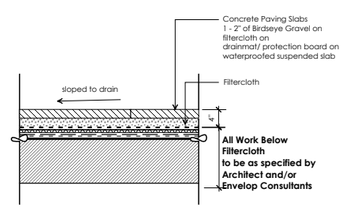
Playhouse with classic roof. Inside the playhouse there are a couple of corner benches and a small disk. The product is available in 3 versions: 1: Untreated Robinia wood. 2: Brown oiled wood. 3:Combined color and unthreated wood. FSC certified robinia wood on request.

Product Line	Organic Robinia
Category	Playhouses
Age from	2-5
Max. fall height (CM)	50
Total height (CM)	256

GATHERING PRETENDING EXPERIMENTING ASTM

Ld-07 L-3.2 Play equipment - Play Hut
Scale N.T.S

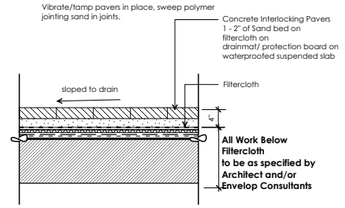
Note:
Cut all Pavers as required to maintain pattern/layout as shown on Layout Plans. All pavers to be cut with Concrete Stone Saw, **no guillotine cuts will be allowed. Pavers laid directly on rigid insulation will be rejected.**



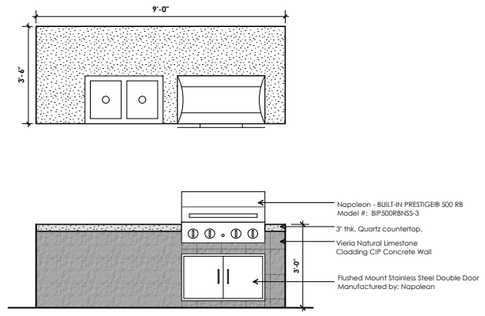
Ld-08 L-3.2 Patio Concrete Paving Slabs on Slab
Scale 1" = 1'-0"

Note:
Cut all Pavers as required to maintain pattern/layout as shown on Layout Plans. All pavers to be cut with Concrete Stone Saw, **no guillotine cuts will be allowed. Pavers laid directly on rigid insulation will be rejected.**

Vibrate/tamp pavers in place, sweep polymer jointing sand in joints.

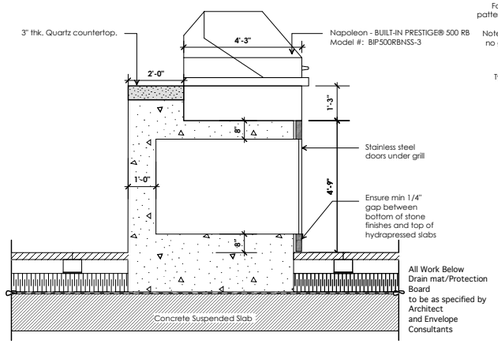


Ld-09 L-3.2 Pedestrian Interlocking Pavers on Slab
Scale 1" = 1'-0"



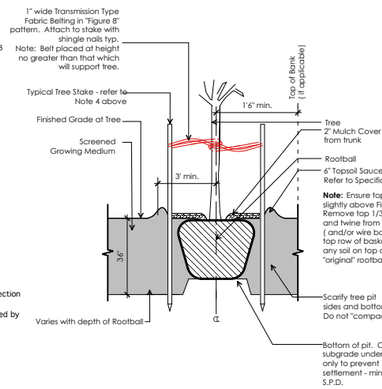
General Notes:
1. Provide stamped Engineered Shop Drawings for all specified prior to manufacturing for review by Landscape Architect.

Ld-09 L-3.2 BBQ Detail Plan
Scale N.T.S



Section A

Ld-10 L-3.2 BBQ Detail Section
Scale N.T.S



Note: Ensure top of rootball is at or slightly above Finished Grade. Remove top 1/3 of burlap from rootball and twine from base of trunk, (and/or wire basket "lifting loops" and top row of basket). Remove any soil on top of "original" rootball.

General Notes:
1. Do not cut Tree Leader.
2. Protect tree from damage during planting. Ensure rootball protected from Sun, Frost or Dessication.
3. Ensure tree location does not conflict with existing tree roots. "Call before digging".
4. All street trees to be staked with 2 - 4"Ø x 8' long. Ensure stakes do not penetrate or damage rootball. Ensure all stakes are aligned parallel to sidewalk/road on tree pit centreline.
5. Provide min. 15 cubic meters of growing medium per tree.
6. Refer to Growing Medium Chart below for surface area depth of Growing Medium.

Depth of Growing Medium Total (mm)	Area (M2)	Variation 1 Size of Surface Square	Variation 2 Size of Surface Circle
450	11.11	3.3 M x 3.3 M	3.80 M Ø
600	8.33	2.9 M x 2.9 M	3.25 M Ø
750	6.67	2.6 M x 2.6 M	2.90 M Ø

Ld-03 L-3.3 Tree Planting in forested area
Not to Scale

no.:	date:	item:
04	Mar 03 2026	Re-Issued for DP
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North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

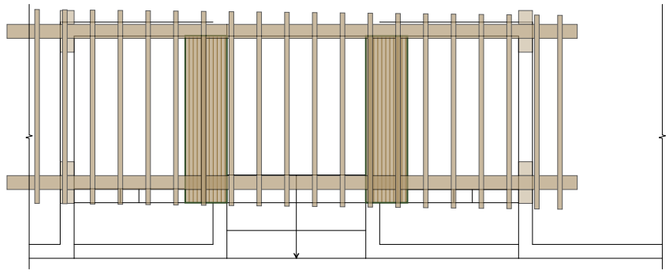
Landscape Layout and Material Plan

Project No.:
24006

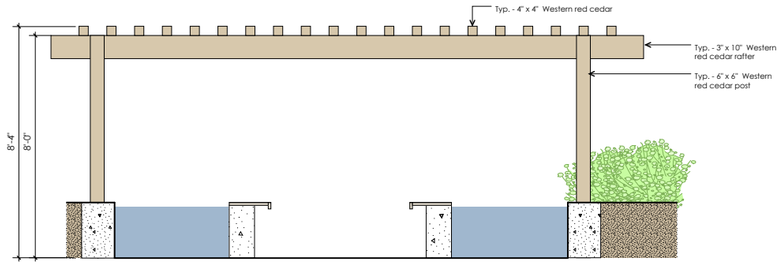
Sheet No.:

L-3.2

DP 17.24-41

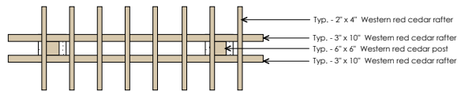


PLAN

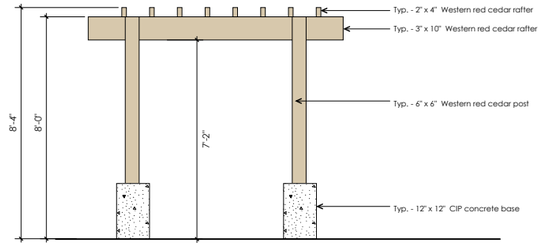


ELEVATION

Ld-01 / L-3.3 **Mount Seymour Trellis**
Scale 1/2" = 1'-0"

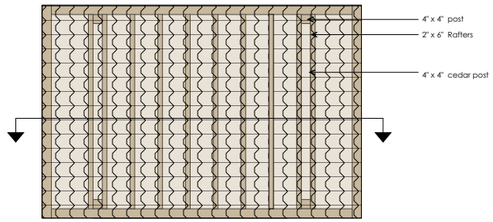


PLAN

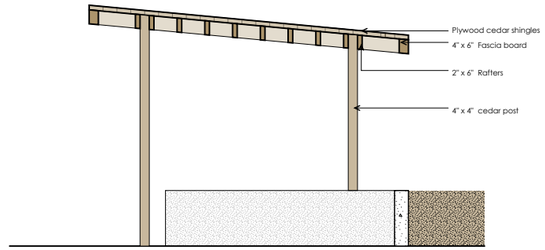


ELEVATION

Ld-02 / L-3.3 **Small Trellis**
Scale 1/2" = 1'-0"



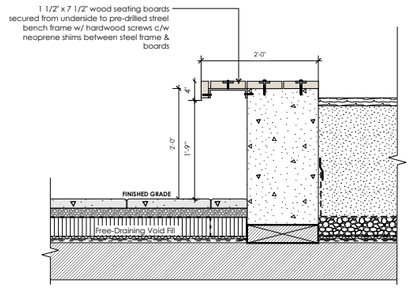
PLAN



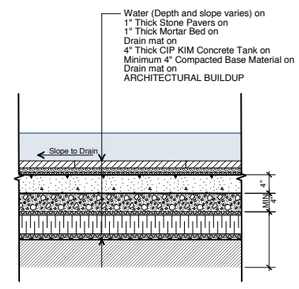
ELEVATION

Ld-02 / L-3.3 **Small Trellis**
Scale 1/2" = 1'-0"

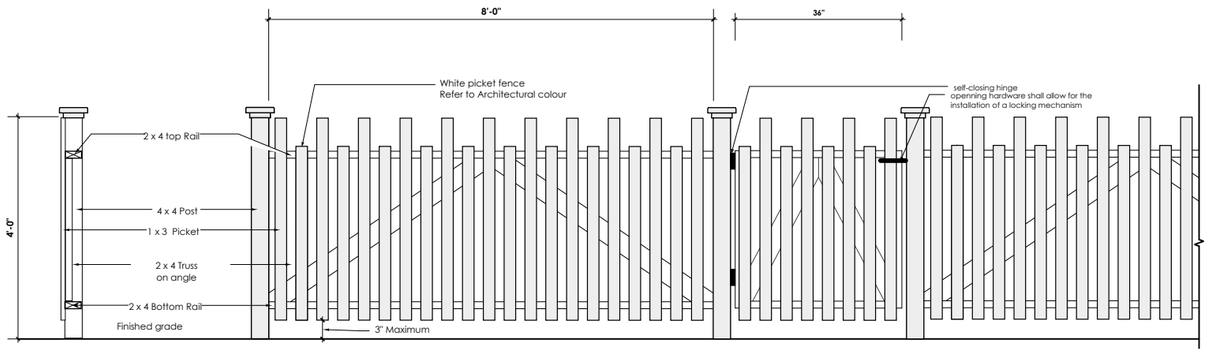
GENERAL NOTES:
1. Measure on-site to determine exact dimensions of benchtop prior to fabrication.
2. Submit shop drawings for Landscape Architect review and approval prior to fabrication.
3. Wood can be either Ipe or Jarrah hardwood.
4. All metal components to be galvanized. All metal parts to be drilled prior to galvanizing.
5. Bench frames are to be weld and mechancial connections. All weld faces to be ground smooth.
6. All hardware to be galvanized unless otherwise noted.
7. Provide shop drawing for all metal work and layout in plan of each segment.
8. Reinforcement drawings to be provided by Structural Engineer.



Ld-03 / L-3.3 **Planter bench**
Scale 1" = 1'-0"



Ld-04 / L-3.3 **Typical water feature bottom**
Scale 1" = 1'-0"



Ld-03 / L-3.3 **4' high picket fence and gate**
Scale 1" = 1'-0"

no.:	date:	item:
04	Mar 03 2026	Re-Issued for DP
03	Dec 16 2024	Re-Issued for DP
02	Apr 12 2024	Issued for DP
01	Mar 28_18	Issued for Rezoning/DP

Revisions:

Durante Kreuk Ltd.
102 - 1637 West 5th Avenue
Vancouver BC V6J 1N5
t: 604 684 4611
f: 604 684 0577
www.dkl.bc.ca

Project:

GASPE
3382-3396 Gaspe Pl &
3374-3380 Mt Seymour Parkway
North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

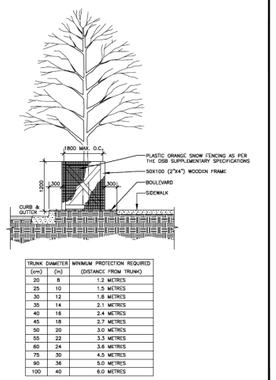
Landscape Layout and Material Plan

Project No.:
24006

Sheet No.:

L-3.3

DP 17.24-42

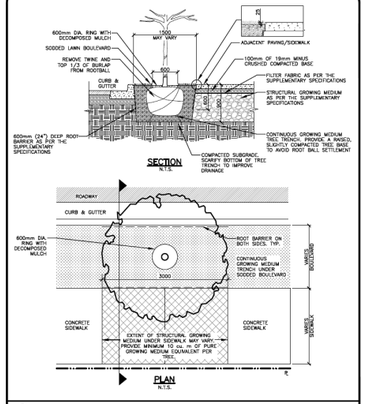


TRUNK DIAMETER (cm)	(in.)	MINIMUM PROTECTION REQUIRED (DISTANCE FROM TRUNK)
20	8	1.2 METRES
25	10	1.5 METRES
30	12	1.8 METRES
35	14	2.1 METRES
40	16	2.4 METRES
45	18	2.7 METRES
50	20	3.0 METRES
55	22	3.3 METRES
60	24	3.6 METRES
75	30	4.5 METRES
90	36	5.0 METRES
100	40	6.0 METRES

Title: TREE PROTECTION FENCE - TYPICAL SECTIONS

DISTRICT OF NORTH VANCOUVER | Drawn By: BB | Approved By: SB | Date: MARCH 2017 | SSD-L.10

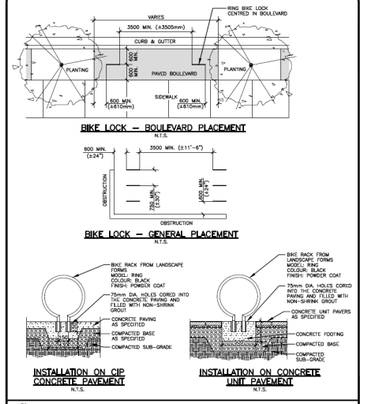
Ld-01 / L-3.4 **DNV - Tree Protection Fence**
Scale N.T.S.



Title: TREE IN SODDED GRASS BOULEVARD

DISTRICT OF NORTH VANCOUVER | Drawn By: BB | Approved By: SB | Date: MARCH 2017 | SSD-L.3

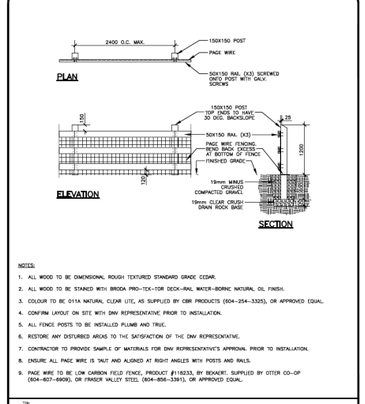
Ld-02 / L-3.4 **DNV - Tree in Sodded Grass Boulevard**
Scale N.T.S.



Title: BIKE LOCK - TYPICAL DETAILS

DISTRICT OF NORTH VANCOUVER | Drawn By: BB | Approved By: SB | Date: MARCH 2017 | SSD-L.9

Ld-03 / L-3.4 **DNV - Bike rack**
Scale N.T.S.



NOTES:

1. ALL WOOD TO BE DIMENSIONAL ROUGH TEXTURED STANDARD GRADE CEDAR.
2. ALL WOOD TO BE STAINED WITH BRODA PRO-TEK-TOR DECK-RAIL WATER-BORNE NATURAL OIL FINISH.
3. COLOUR TO BE 011A NATURAL CLEAR LITE, AS SUPPLIED BY CBR PRODUCTS (604-254-3325), OR APPROVED EQUAL.
4. CONFIRM LAYOUT ON SITE WITH DNV REPRESENTATIVE PRIOR TO INSTALLATION.
5. ALL FENCE POSTS TO BE INSTALLED PLUMB AND TRUE.
6. RESTORE ANY DISTURBED AREAS TO THE SATISFACTION OF THE DNV REPRESENTATIVE.
7. CONTRACTOR TO PROVIDE SAMPLE OF MATERIALS FOR DNV REPRESENTATIVE'S APPROVAL PRIOR TO INSTALLATION.
8. ENSURE ALL PAGE WIRE IS TAUT AND ALIGNED AT RIGHT ANGLES WITH POSTS AND RAILS.
9. PAGE WIRE TO BE LOW CARBON FIELD FENCE, PRODUCT #150333, BY KENAWIC SUPPLIED BY OTTER CO-OP (604-607-6909), OR FRASER VALLEY STEEL (604-856-3391), OR APPROVED EQUAL.

Title: ENVIRONMENTAL FENCE DETAIL

DISTRICT OF NORTH VANCOUVER | Drawn By: BB | Approved By: SB | Date: MARCH 2017 | SSD-L.5

Ld-04 / L-3.4 **DNV - Environment Fence Detail**
Scale N.T.S.

no.:	date:	item:
04	Mar 03 2026	Re-Issued for DP
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GASPE
3382-3396 Gaspe Pl &
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North Vancouver

Drawn by:	AB
Checked by:	SV
Date:	March 01 2024
Scale:	1/16" = 1'-0"

Drawing Title:

Landscape Layout and Material Plan

Project No.:
24006

Sheet No.:

L-3.4

DP 17.24-43

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: July 13, 2026			
☐ Council Workshop	Date:			
☐ Information Report	Date:			
☐ Other	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 23, 2026
Case: PLN2025-00044
File: 08.3060.20/044.25

AUTHOR: **Mackenzie Stonehocker, Development Planner**

SUBJECT: **DEVELOPMENT PERMIT 44.25 – Riverside Affordable Housing**

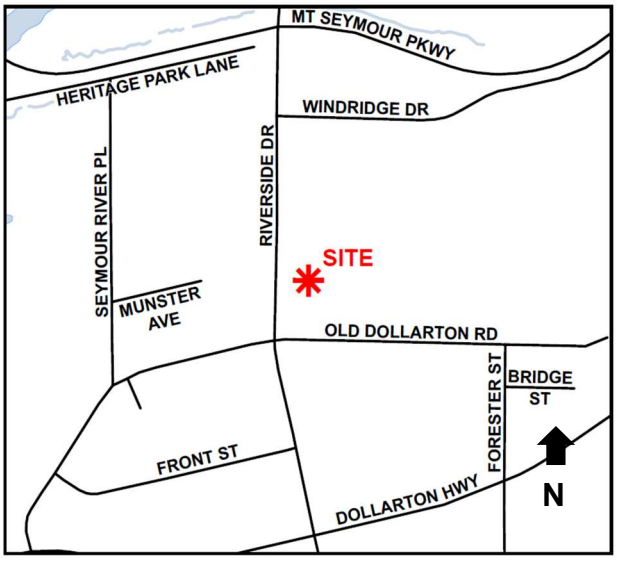
RECOMMENDATION

THAT Development Permit 44.25 for a six-storey multi-family rental building known as Riverside Affordable Housing located on four unaddressed lots on Riverside Drive is ISSUED.

REASON FOR REPORT

The site is in Development Permit Areas for Form and Character, Creek Hazard, Protection of the Natural Environment, Streamside Protection, and Energy and Water Conservation and GHG Emission Reduction.

The proposed development requires issuance of a Development Permit by Council.



SUMMARY

Integra Architecture has applied on behalf of Metro Vancouver Housing Corporation (MVHC) to redevelop the subject site as a six-storey multi-family rental building containing 81 units of affordable rental housing. MVHC is one of the largest non-profit housing providers in British Columbia, delivering safe and affordable homes primarily for families, seniors, and people with disabilities.

Background

This District-owned site was rezoned by the District in 2021 to support the development of affordable housing.

- November 1, 2021 – First reading of Bylaw 8538[1].
- November 23, 2021 – Public Hearing held[2].
- December 13, 2021 – Rezoning adopted[3], then the site was submitted to MVHC for an affordable housing partnership.
- March 25, 2022 – Site endorsed by the MVHC Board[4].
- 2024 – MVHC announced their partnership with BC Housing[5] to build homes on this site, and conducted site investigations and geotechnical work.
- 2025 – Development Permit application submitted to the District.

The project is now ready to be considered for the issuance of a Development Permit.

SITE AND SURROUNDING AREA

Located in Maplewood, the subject site is approximately 2,492 m^2 (26,824 sq. ft.) in size, with the western-most parcel located on Riverside Drive.

- To the north and east is Maplewood Park.
- To the south are detached residential homes and District-owned lots along Old Dollarton Road.
- To the west and southwest are other multi-family residential development sites.

Shops and services are a five-minute walk from the site at Northwoods Village. Transit is available 300m north or south of the site, on Mount Seymour Parkway and Dollarton Highway.

POLICY ALIGNMENT

Official Community Plan

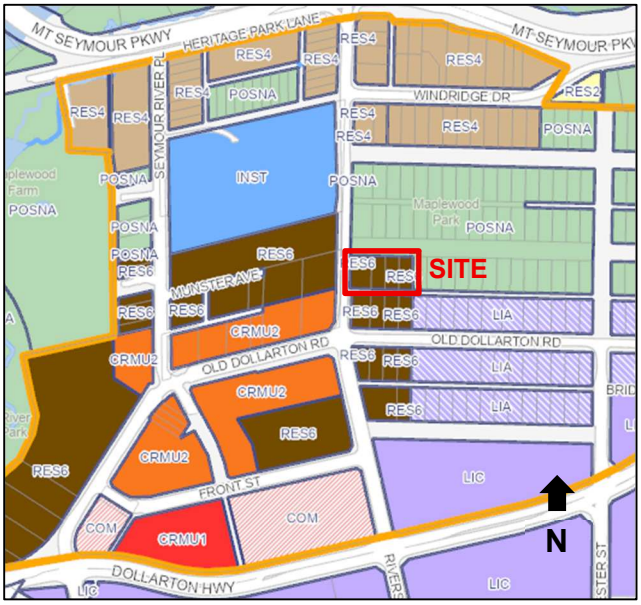
The site is located within the Maplewood Village Centre and is designated as Residential Level 6: Medium Density Apartment in the Official Community Plan (OCP), which envisions multi-family housing such as medium-rise apartments at a density of up to about 2.5 FSR (Floor Space Ratio). With 81 units of secured below-market rental housing, the proposal contributes to the

[1] First reading report https://app.dnv.org/OpenDocument/Default.aspx?docNum=5006742
[2] Public hearing minutes https://app.dnv.org/OpenDocument/Default.aspx?docNum=5187021
[3] Adoption report https://app.dnv.org/OpenDocument/Default.aspx?docNum=5123697
[4] MVHC endorsement https://metrovancouver.org/boards/MVHC/HC_2022-Mar-25_RCL.pdf
[5] MVHC announcement https://metrovancouver.org/media-room/media-release/844

objectives of the OCP, the Targeted OCP Review Action Plan, the Rental and Affordable Housing Strategy, and the Housing Needs Report

Zoning

The existing CD139 zoning allows for a six-storey residential building up to a maximum density of 2.5 FSR. For additional details, see Analysis section.



Development Permit Areas

The site is designated as a Development Permit Area (DPA) for the following purposes:

- Form and Character;
- Energy & Water Conservation and GHG Emission Reduction;
- Protection of The Natural Environment;
- Creek Hazard; and
- Streamside Protection (exempt, see DPA section).

PROPOSAL

The housing operator, MVHC, is entering into a 60-year lease of the site from the District. The proposal is for a six-storey residential building containing 81 units of affordable rental housing.

The proposal is designed within the constraints of the site. For example, direct vehicle access off Riverside Drive is not supported (for more information, see Access section) and groundwater impacts the parkade and tree retention (see Creek Hazard section).

Unit Mix and Affordability as Approved Through Rezoning

While not the focus of this Development Permit report, the following unit mix and affordability information is provided as background information.

The units range from studios to three-bedroom units, from about 45 to 100 m^2 in size (approximately 485 to 1100 sq. ft.). In addition, one ground-level unit has been designed with extra outdoor space, enabling a future resident the opportunity to operate a childcare business from home.

Table 1: Unit Mix	**Studio**	**1-bed**	**2-bed**	**3-bed**	**Total**
Number of units	5	38	27	11	**81 units**
Affordability					
Rent Geared to Income (RGI) – Income Assistance Flat Rate	1	5	4	2	12 units (15%)
RGI – 30% of household income based on HILs	1	5	4	2	12 units (15%)
Low end of market	3	28	19	7	57 units (70%)

In terms of housing affordability, the project will contain three levels of rents, which are secured in MVHC's lease:

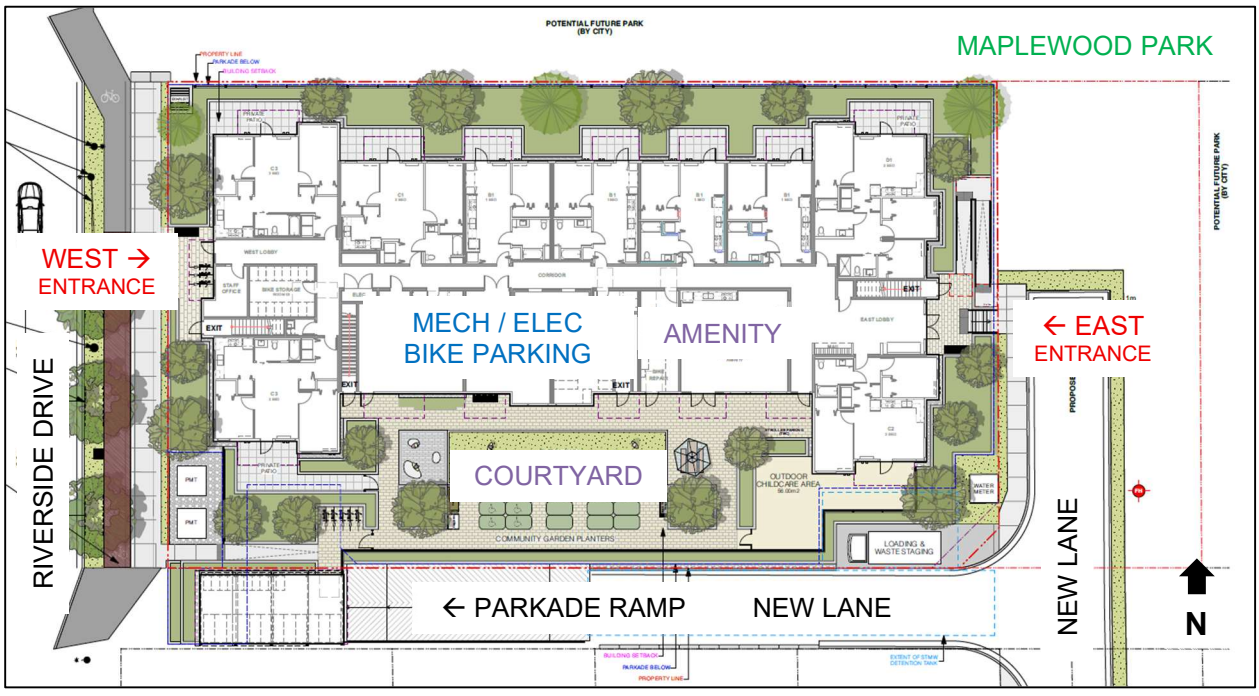
- 15% of units will be "Rent Geared to Income" with rents set at BC Housing Income Assistance Flat Rate;
- 15% of units will be "Rent Geared to Income" with rents up to 30% of household income, based on BC Housing's Housing Income Limits for the area[6]; and
- 70% of units will be "Low End of Market" with rents set 10-20% below market rent.

The table below translates those levels of affordability into estimated rents, *if the units were rented in 2026*. By the time the building is complete, BC Housing rates, market conditions, and resulting rents are likely to shift.

For comparison, the table also includes the 2025 statistics for CMHC median rents. The CMHC median includes all units regardless of age, whereas 'newer buildings' are those constructed after year 2000.

[6] https://www.bchousing.org/sites/default/files/media/documents/Housing-Income-Limits-Dec-2025.pdf

Table 2: Rents	Studio	1-bed	2-bed	3-bed
Anticipated rents – 2026 estimates				
Rent Geared to Income (RGI) – Housing Income Assistance Flat Rate	$445	$445	$635	$725
RGI – 30% of household income based on HILs	$445	$562	$800	$850
Low end of market	$1,975	$2,175	$2,950	$3,500
CMHC median rents – 2025 statistics *(includes buildings of all ages)*				
Metro Vancouver	$1,700	$1,779	$2,295	$2,600
District of North Vancouver	N/A	$2,500	$2,755	$2,551
CMHC median rents *for newer buildings* – 2025 statistics *(constructed after 2000)*				
Metro Vancouver	$1,950	$2,200	$2,820	$3,600
District of North Vancouver	N/A	$2,575	$3,295	$4,200
Reference: CMHC rents are median monthly rents for row/apartments as of October 2025.				



Site Planning

High groundwater and vehicle/pedestrian access inform the overall design. Pedestrians can access the building from either west (Riverside Drive) or east (new lane) directions.

Riverside Drive is an arterial route and oversized truck route, so vehicle and emergency access is provided from Old Dollarton Road. Parking is limited to a single level underground, and all mechanical/ electrical rooms must be located above the Flood Construction Level (i.e. on the ground floor) (see Creek Hazard section).

The shape of the building provides a natural courtyard space that allows for sunlight from the south and an ample outdoor amenity area. The interior amenity space is located adjacent to the east entrance and has direct access to the courtyard.

Vehicle Access

For vehicle access and emergency response, a new lane will run north from Old Dollarton Road to the east entrance. To access the parkade, the lane leading west to the parkade will be closed to traffic through a road closure bylaw, in order to accommodate the entrance ramp to this project and a knock-out panel for any future development on the adjacent Old Dollarton lands.

West Façade (Riverside Drive)

East Façade (New Lane)

Vehicle Parking and Bicycle Storage

Vehicle parking is provided in a single-level parkade with a total of 59 parking stalls (51 resident and 8 visitor) as per the rates in the CD139 zone. This is a rate of 0.73 stalls per unit (including visitor parking) or 0.63 stalls per unit (excluding visitor parking).

Electric charging will be available for both vehicles and bicycles. The parkade includes a car wash stall connected to the sanitary sewer.

Bicycle parking is provided as per the rates in the CD139 zone. However, 50% of the Class A bicycle parking will be vertical, which is higher than the recommended ratio in the Bicycle Parking and End of Trip Facilities Policy (25%). The policy allows staff to consider alternative approaches, which the applicant has pursued (e.g. stacking racks) to the maximum potential of the site. Staff support the proposed bicycle parking given the constraints of the site and the need to accommodate other necessary functions (e.g. vehicle parking, mechanical/electrical rooms, and waste management).

Vehicle Parking	***Bicycle Parking***
51 spaces – Resident Parking	119 spaces – Class A (Long-Term)
8 spaces – Visitor Parking	16 spaces – Class B (Short-Term)
59 spaces – Total	**135 spaces – Total**

ZONING COMPLIANCE CHECK

Zoning

The DP application has been evaluated against CD139 zone and found in compliance with the exception of two minor variances: 1) a minor reduction in the west setback, and 2) an increase in the number of small car spaces.

West setback:

- Minimum required setback along Riverside Drive is 3 m (9.8 ft.). While *most* of the proposed building is located 3.5 m (11.75 ft.) from the west property line, a small portion of the building (containing bedrooms and stairs) extends approximately 0.3m (1 ft) into the setback. Staff are supportive of this variance because it is minimal in nature, and results in achieving building code compliance and the minimum space requirements of the BC Housing Design Guidelines.

Small car spaces:

- Zoning requires that a maximum of 35% of parking spaces can be small car spaces (i.e. 21 small car spaces in a parkade with 59 total spaces). The parkade is efficiently designed, yet due to site constraints, an extra 2 small car spaces are needed, for a total of 23 small car spaces. Staff are supportive of this variance because it is minimal in nature and is a result of site constraints.

Development Permit Areas

The property is designated as a Development Permit Area for the following purposes:

- Streamside Protection (exempt, see below);
- Form and Character;
- Energy & Water Conservation and GHG Emission Reduction;
- Creek Hazard; and
- Protection of The Natural Environment.

Any new development within these Development Permit Areas is required to attain a development permit, and proposals are measured against the OCP's Schedule B Development Permit Area Guidelines.

Development Permit Area Guidelines for Streamside Protection

This site is included in the DPA for Streamside Protection. However, a Qualified Professional has confirmed no streams or wetlands are present or adjacent to the development area; therefore the project is exempt from this DPA.

Development Permit Area Guidelines for Form and Character of Multi-Family Housing

Building Design – The project has been reviewed against the OCP's Guidelines for Multi-Family Housing, and the project complies with the guidelines. Notable highlights include:

- *B1.3 Solar Orientation: When siting development, careful consideration should be given to maximizing the benefits of sunshine exposure to public open spaces, and to minimizing the impacts of shading on adjacent properties.*

View of west entrance (Riverside Drive), bicycle storage shed, and south side of building

The shape of the building creates a courtyard that allows for sunlight from the south, an ample outdoor amenity area, and views of the outdoor area from many units above.

- *B1.5 Hierarchy of Public and Private Space: In considering the connections through a development site, …the project must define those spaces that are entirely public, and those which are semi-private and private, and design them accordingly.*

The design includes welcoming public entries at both ends of the building, and a more discreet access to the shared courtyard with bicycle parking for visitors.

- *B1.6 Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection.*

- *B3.14 Private Outdoor Space: Private or semi-private outdoor spaces should be provided for each dwelling unit in the form of patios, balconies or rooftop decks that allow for outdoor seating.*

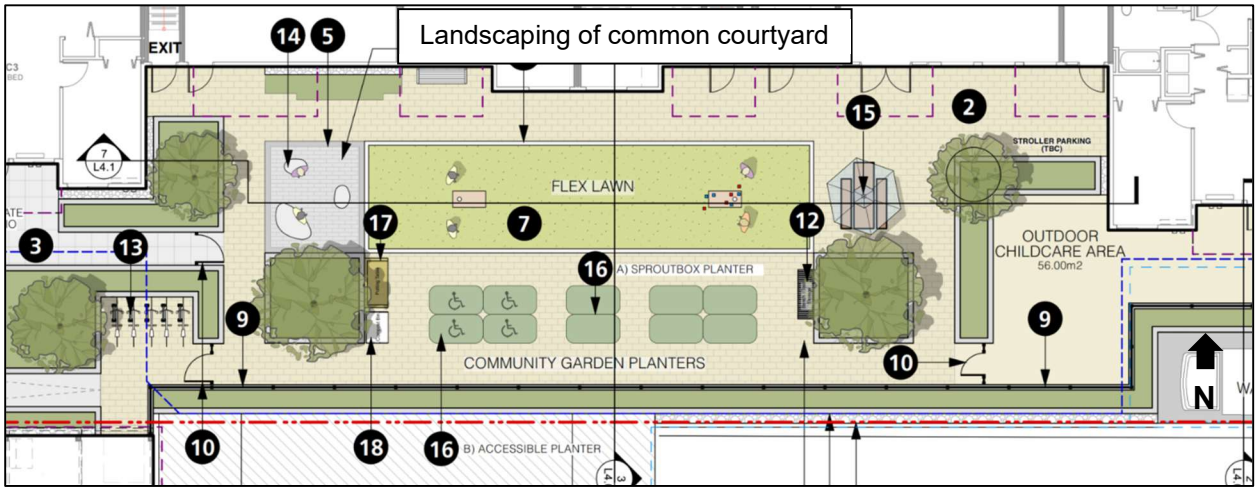
The south-facing shared courtyard is conveniently accessible and directly connected to the indoor amenity room.

- *B3.3 Legibility: Design of new development should ensure the identity, function and access to the building is easily understood.*

The design accommodates first responders and transportation priorities on Riverside Drive, and provides practical access for residents and visitors, whether they're arriving on foot, by bike, vehicle, or transit.

View of west entrance (Riverside Drive)

Landscaping – The proposed landscaping has been reviewed against the Guidelines for Multi-Family Housing, and the project complies with the guidelines. For details of tree removal and replacement, see the Protection of the Natural Environment section.



Notable highlights from the guidelines include:

- *B2.5 Sustainable Landscape Design: Landscape design is coordinated with building design, site servicing, utility placement and neighbourhood streetscape objectives.*

The design considers pedestrian and vehicle wayfinding, incorporates appropriate tree species in different locations, and addresses long-term maintenance for both the District and the operator.

- *B3.17 Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public ream are encouraged to improve residential liveability.*

Layered landscaping provide screening between the courtyard and the lane and increases privacy between patios on the north side of the building and Maplewood Park.

Advisory Design Panel – The application was considered by the Advisory Design Panel on January 8, 2026 and the Panel recommended approval of the project subject to refinements of entrance hierarchy and clarity, material and colour strategy, massing articulation, bicycle storage integration, and servicing/layout efficiencies.

In response to the Panel's discussion, the applicant has increased clarity between the west (Riverside) and east (new lane) entrances; improved the façade composition; and redesigned the parkade to accommodate maximum functionality. Staff are satisfied with the resolution of these items.

Acoustic Performance – Development Permit 44.25 includes the District's residential acoustic regulations for maximum noise levels in the bedrooms, living areas and other areas of the units. Prior to issuance of a Building Permit, the applicant must submit a report from a qualified noise consultant demonstrating that the design enables these standards to be met.

Accessible Units – In accordance with the District's Accessible Design Policy, 81 units (100%) of units will be designed with 'basic' accessible design features, and 5 units (6%) will be designed with 'enhanced' features.

Development Permit Area Guidelines for Energy & Water Conservation and GHG Emission Reduction

In accordance with the Energy & Water Conservation and GHG Emission Reduction DPA Guidelines, the project is designed to reduce energy consumption and incorporate building performance measures that will result in reduced costs for future residents and the building operator. Notable highlights from the OCP guidelines include:

- *Energy Conservation*: Heat pump heating and cooling systems serving both residential and amenity areas; high-efficiency ERVs providing ventilation to residential and amenity spaces.
- *Building Envelope*: High-performance double-glazed vinyl windows and glazed patio doors for residential spaces.
- *Water Conservation*: Low flow toilets and faucets; efficient dishwashers and washers.
- *Greenhouse Gas Emission Reduction*: High-efficiency electric storage tanks providing domestic hot water; low VOC interior finishes.
- The project is designed to Energy Step Code 3 and Emissions Level 3.

Development Permit Area Guidelines for the Protection from Hazardous Conditions – Creek Hazard

The project is located within the Creek Hazard DPA, which requires a Flood Hazard Assessment to confirm a safe Flood Construction Level. Impacts on building design are that the parkade must be tanked, and that mechanical or electrical equipment must be located aboveground (not in the parkade).

Development Permit Area Guidelines for Protection of the Natural Environment, Ecosystems & Biodiversity

Knotweed

There is a small patch (approximately 10 m^2) of invasive Japanese knotweed located within the development area. Treatment has started as per the recommendations of the Qualified Professional.

Existing forest conditions and new forest edge

Maplewood Park is currently heavily forested. The trees are primarily red alders, black cottonwoods, and bigleaf maples, with a few conifers and other deciduous species. There are three young cedars in good health located in Maplewood Park near the development site that are expected to be retained.

Because the site is entirely treed at this time, development will create in a new forest edge. Site conditions such as shallow rooting (due to high groundwater), poor soil anchorage, high height-to-diameter ratios, and limited wind acclimation contribute to a high likelihood of windthrow along the newly created forest edges. Certain tree species present in this area are more prone to failure, such as bigleaf maple, black cottonwood, red alder, and western hemlock. Therefore, a Qualified Professional has provided a Stand Stability Assessment with recommendations to safely establish a new forest edge which minimizes the risk of windthrow.

Tree removal, retention and replanting

Tree removal will be conducted step by step: removing hazard trees; clearing the site itself; evaluating the new forest edge; removing additional trees as needed to windfirm the new forest edge in Maplewood Park; and ongoing monitoring and subsequent removal of any hazard trees.

MVHC is exploring opportunities with the Squamish Nation for use of the felled trees.

Tree removal:

- Hazard – near the north edge of the development site, there are 5 trees (1 maple, 1 cottonwood, 3 alders) that pose a high or extreme risk of failure. For safety reasons, these trees will be felled first.
- Onsite – about 125 trees will be removed in total, approx. 110 trees from the development site and roughly 15 trees from the new lane. Of the 125 trees only 2 are large diameter

trees: #9510, an 80 cm cottonwood within the development site, and #DNV2, an 80 cm cottonwood within the new lane.

- Maplewood Park – beyond the 5 hazard trees, the total number of trees that will be removed along the new forest edge is unknown at this point. Once the site has been cleared, arborists will choose the best available trees to create a new forest edge.

Tree replacement:

- Onsite – 20 new trees will be planted within the new development.
- Offsite – 3 new street trees will be planted along Riverside Drive.
- Other locations – to achieve a 1:1 replacement ratio for trees removed from the lane and development site, approximately 100 trees will be planted in other parts of the District. As additional trees are removed from Maplewood Park to create a windfirm forest edge, a commensurate number of trees will be replanted elsewhere. District Forestry staff have several locations in natural parkland available for replanting.

OFF-SITE IMPROVEMENTS

As part of this application, the applicant will be responsible for off-site improvements including the construction of a new lane and a new sidewalk and bike lane on Riverside Drive. As per Council's motion of September 27, 2021[7], the District is contributing approximately $600,000 towards the design and construction of the off-site improvements from the Affordable Housing Fund. The estimated total value of off-site landscaping along Riverside Drive is $11,500, to be covered by MVHC.

During the rezoning process, Bylaw 8539 waived District Development Cost Charges (DCCs) for affordable housing on the subject site.

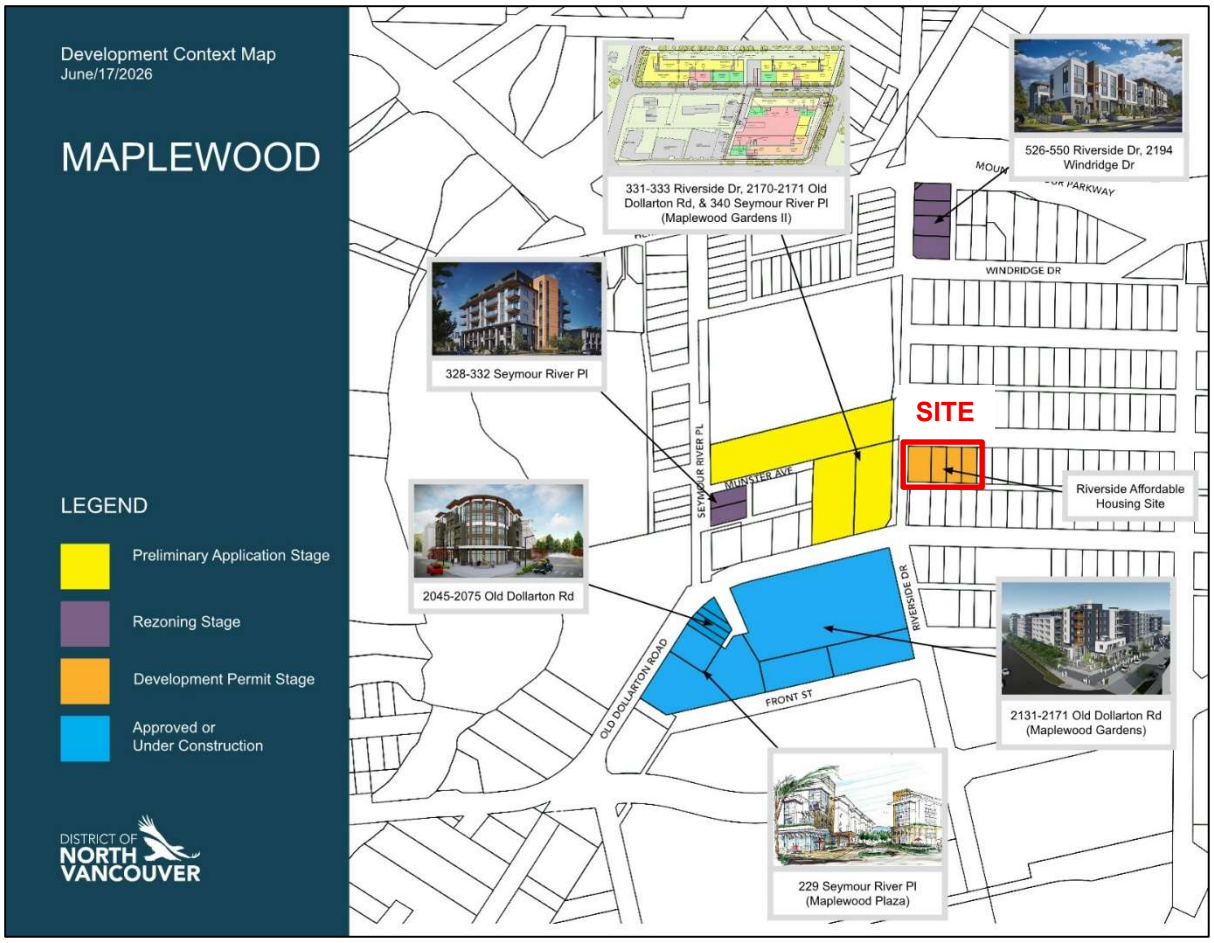
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The image on the next page shows the site in relation to other residential construction projects and potential development projects.

To minimize construction impacts on pedestrian and vehicle movement, the applicant is required to provide a Construction Traffic Management Plan (CTMP) that is coordinated with other projects in the area. Staff are continuing to work with the applicant on the CTMP, and a final version must be accepted prior to issuance of any building permits.

For this site, key issues are maintaining appropriate access to Riverside Drive as the oversized truck route, and accessing the site via the new lane off Old Dollarton.

[7] Minutes https://app.dnv.org/OpenDocument/Default.aspx?docNum=5186948



In addition, the Construction Traffic Management Plan must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
3. Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;
5. Provide a sequence and schedule of construction activities;
6. Identify methods of communication with other developments in the area;
7. Address silt/dust control and cleaning up from adjacent streets;
8. Provide a plan for litter clean-up and street sweeping adjacent to site;
9. Include a communication plan to notify surrounding businesses and residents; and,
10. Commit to install cameras where necessary to assist staff in monitoring construction activities.

CONCURRENCE

The project has been reviewed by staff from Community Planning, Urban Design, Building, Engineering, Transportation, Parks, Real Estate, Finance, and the Fire Department.

FINANCIAL IMPLICATIONS

As per Council's motion of September 27, 2021[8], the District has taken action to support the financial viability of this project, including directing funds from the Affordable Housing Fund to contribute to related off-site costs (e.g. lane construction, tree replanting).

PUBLIC INPUT

In 2021, at the time of rezoning, a development concept had not yet been created, so staff informed Council and the public that, should the project proceed, there would be a new round of community information sharing.

The applicant held an in-person Public Information Meeting (PIM) on February 11, 2026, and a virtual PIM from February 9 to 20, 2026.

Notices were mailed to approximately 1,132 neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. Three bidirectional signs were installed to notify passersby of the meeting, and three advertisements were placed in the North Shore News.

Approximately 15 members of the public attended the in-person meeting; 22 visitors attended the virtual PIM landing page; and the applicant's video presentation was viewed 28 times. Approximately 18 pieces of public input were received in total. Attachment 2 contains a summary of public engagement.

The majority of respondents expressed support for this specific proposal or for affordable housing in general.

The most common concern was that the proposed parking was insufficient. Other common concerns were transportation or infrastructure concerns (e.g. congestion; increased demand on community centres and parks; the need for improved transit, cycling infrastructure and car share options).

Responses to Public Input

The parkade design maximizes the number of parking stalls, which meets the requirements of CD139 zone. A second level of parking is not financially feasible in this location due to high groundwater, given the non-market nature of the development.

CONCLUSION

The project has been developed in accordance with the CD139 Zone regulations and the Development Permit Area Guidelines for Form and Character of Multi-Family Housing; for Energy and Water Conservation and GHG Emission Reduction; for Creek Hazard; and for Protection of the Natural Environment. It also contributes to a key OCP goal to build "a diverse

[8] Minutes https://app.dnv.org/OpenDocument/Default.aspx?docNum=5186948

mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life". Development Permit 44.25 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Issue Development Permit 44.25 (Attachment 1) to allow for the proposed development (staff recommendation); or
2. Deny Development Permit and provide direction to staff.

Respectfully submitted,

Mackenzie Stonehocker
Development Planner

Attachments:

1. Development Permit 7.24
2. Summary of Public Engagement

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	JR		
❑ Human Resources		❑ Bylaw Services			
❑ Review and Compliance		❑ Planning			

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

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 44.25

This Development Permit 44.25 is hereby issued by The Corporation of the District of North Vancouver to the applicant for the development known as Riverside Affordable Housing on the four parcels located on Riverside Drive, legally described as:

1. LOT 34 BLOCK 40 DISTRICT LOT 611 PLAN 2353 (PID: 013-881-931)
2. LOT 33 BLOCK 40 DISTRICT LOT 611 PLAN 2353 (PID: 013-881-922)
3. LOT 32 BLOCK 40 DISTRICT LOT 611 PLAN 2353 (PID: 013-881-914)
4. LOT 31 BLOCK 40 DISTRICT LOT 611 PLAN 2353 (PID: 013-881-906)

subject to the following terms and conditions:

A. The following Zoning Bylaw regulations are varied under Part 14, Division 7, Subsection 490 (1) (a) of the Local Government Act:

   1. Section 4B-139-6 (a) is varied such that the west setback may be decreased to 2.7 m (8.8 ft); and

   2. Section 1007.1 (a) is varied such that small car spaces shall not exceed 40% of the required parking spaces.

B. The following requirements are imposed under Subsection 490 (1) (c) and section 504 of the Local Government Act:

   1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.

   2. Prior to expiry under B (1) above, the applicant may request an extension to the permit for a period no longer than 1 year and if granted by the District, may be subject to new conditions. The granting of an extension will be at the sole discretion of the General Manager or his/her designate.

   3. A Construction Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.

C. The following requirements are imposed under Subsection 491 (1) of the Local Government Act:

   1. No work shall take place except to the limited extent shown on the attached plans, and in accordance with the following specifications:

      i. The site shall be developed in accordance with the recommendations in:

a. The Knotweed Management Report dated April 27, 2026 prepared by Diamond Head Consulting; and

b. The Knotweed Treatment Plan dated April 27, 2026 prepared by Diamond Head Consulting.

2. Prior to the issuance of a Building Permit, the Registered Professional(s) shall confirm that mitigation measures have been carried out in accordance with the above-mentioned Reports.

3. Prior to the issuance of an Occupancy Permit, a post-construction report by the Registered Professional(s) shall be submitted, stating that the development has been carried out in accordance with the above-mentioned Reports, including but not limited to:

i. Invasive species (knotweed) treatment and management.

D. The following requirements are imposed under Subsection 491 (1) of the Local Government Act:

1. No work shall take place except to the limited extent shown on the attached plans, and in accordance with the following specifications:

i. The site shall be developed in accordance with the recommendations in:

a. The Tree Management Plan dated April 21, 2026 prepared by Diamond Head Consulting;

b. The Arboricultural Inventory and Report dated April 28, 2026 prepared by Diamond Head Consulting; and

c. The Stand Stability Assessment dated April 28, 2026 prepared by Diamond Head Consulting.

2. Prior to the issuance of a Building Permit, a qualified environmental professional shall confirm that:

i. windthrow hazard mitigation measures have been carried out in accordance with the recommendations of the reports referenced above, and to the satisfaction of the District of North Vancouver; and

ii. monitoring will continue throughout construction.

3. Prior to the issuance of an Occupancy Permit, a post-construction report by the Registered Professional(s) shall be submitted, stating that the development has been carried out in accordance with the above-mentioned Reports, including but not limited to:

i. Tree clearing and wind-firming in Maplewood Park has been completed to the satisfaction of the District of North Vancouver;

ii. Monitoring of hazard trees and potential windthrow risk will continue for five years after site clearing, to the satisfaction of the District of North Vancouver; and

iii. Planting of replacement trees has occurred in accordance with the attached plans (DP 44.25 – 1 through 49) and in cooperation with the Parks Department.

E. The following requirements are imposed under Subsections 491 (2) of the Local Government Act:

1. No work shall take place except to the limited extent shown on the attached plans, and in accordance with the following specifications:

   i. The site shall be developed in accordance with the recommendations in:

      a. The Geo-Environmental Report dated June 10, 2025 prepared by Stantec Consulting;

      b. The Construction Dewatering Assessment dated September 5, 2025 prepared by Stantec Consulting;

      c. The Flood Hazard Assessment dated September 2, 2025 and the Flood Hazard Assessment Confirmation dated June 23, 2026, both prepared by Stantec Consulting; and

      d. The Geotechnical Report dated September 5, 2025 prepared by Stantec Consulting.

2. Prior to the issuance of a Building Permit, a qualified professional engineer shall confirm that the building permit drawings meet the recommendations of the reports referenced above, or that the building permit drawings meet an equivalent or higher degree of protection.

3. Prior to the issuance of an Occupancy Permit, a post-construction report by a qualified professional engineer shall be submitted, stating that the development has been carried out in accordance with the above-mentioned Reports, including but not limited to:

   i. Creek hazard mitigation measures as outlined in the above-mentioned Reports have been constructed and inspected to the satisfaction of the qualified professional engineer; and

   ii. Details on any monitoring of conditions, structures or devices associated with the development.

F. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

1. The site shall be developed in accordance with the attached plans (DP 44.25 – 1 through 65).

2. All signage, including construction hoarding and real estate signage, must comply with the District of North Vancouver Sign Bylaw.

3. Prior to the issuance of a Building Permit, the following shall be submitted to:

   i. Building Department:

      a. Confirmation of registration of the consolidation and dedication plan (subdivision application);

      b. Confirmation of registration of the stormwater management covenant; and

      c. A completed report prepared by a qualified acoustic professional verifying compliance with the acoustic guidelines as follows:

         - Compliance with the District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment, and

         - That noise levels for dwelling unit occupants will not exceed those listed below:

Portion of Dwelling Unit	Noise Level (Decibels)*
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

         *For the purpose of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

   ii. Planning Department:

      a. Confirmation that accessible design features are included in the project as outlined on the attached plans (DP 44.25 – 50 through 63); and

      b. Confirmation that bicycle parking and charging, electric vehicle charging, and car wash facilities are included in the project as outlined on the attached plans (DP 44.25 – 1 through 37).

   iii. Parks Department:

      a. A final detailed landscape plan, substantially in alignment with the attached plans (DP 44.25 – 38 through 49), prepared by a Landscape Architect

Document: 6711802

registered in British Columbia for the approval of the General Manager of Engineering or their designate;

b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and

c. A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.

iv. Engineering Department:

a. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and

b. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Riverside Drive and the new lane from Old Dollarton Road.

G. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. Prior to issuance of the Building Permit, the following is required:

i. Confirmation of the green building features included in the project to fulfil the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit area guidelines as shown on the attached plans (DP 44.25 – 64 through 65).

H. The following requirements are imposed under Subsection 502 of the Local Government Act:

1. Prior to issuance of the Building Permit, the following deposits are required:

i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or $100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building, hazard mitigation, and environmental works.

ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

_____

Mayor

_____

Corporate Officer

Dated this _____ day of _____, _____

RIVERSIDE DRIVE

ISSUE 04 - DP RESUBMISSION

2026-05-22

CIVIC ADDRESS:
RIVERSIDE DR & OLD DOLLARTON RD, DNV, BC

DEVELOPMENT PERMIT NUMBER: **N/A**

BUILDING PERMIT NUMBER: **N/A**

NOTE: DRAWINGS ONLY TO SCALE WHEN PRINTED ON 30x42 SHEETS

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Fire Suppression	Cardinal Engineering 688 W Hastings St Suite 470 Vancouver, BC V6B 1P1	Ryan Pavey		ryanpavey@cardinalfire.ca
Geotechnical	Stantec 500, 4515 Central Blvd Burnaby, BC V5H 0C6	Ben Huynh	778.331.0215 (d) 778.227.7443 (c)	ben.huynh@stantec.com
Interior Designer	Portico Design Group 300-1508 West 2ND Avenue Vancouver, BC V6J 1H2	Natalia Kwasnicki	604.275.5470	nkwasnicki@porticodesign.com
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Specifications	NBS St Nicholas Street, Newcastle Upon Tyne, UK NE1 1RH	Nicole Hildebrand	604.240.2113	nicole.seger@thenbs.com
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[PROJECT TEAM]

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

ARCHITECTURAL DRAWING ISSUES

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2026-04-28	ISSUE 04 - DP RESUBMISSION

[ARCHITECT SEAL]

[CLIENT]

METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

COVER

24666 [PROJECT]

[SCALE]

2026-05-22 [DATE]

ISSUE 04 - DP RESUBMISSION [ISSUE]

[DRAWING]

A-0.000

RIVERSIDE DRIVE

PROJECT OWNER:	Metro Vancouver Housing			
PROJECT CONTACT:		MVHC		
PROJECT ARCHITECT:	Shamus Sachs	Integra Architecture Inc.	2330-200 Granville Street, Vancouver, BC V6C 1S4	T.604.688.4220
PROJECT NUMBER:	24666			
CIVIC ADDRESS:	N/A			
LEGAL DESCRIPTION:	Lot 31 Block 40 District Lot 611 Plan 2353 (PID: 013-881-906) Lot 32 Block 40 District Lot 611 Plan 2353 (PID: 013-881-914) Lot 33 Block 40 District Lot 611 Plan 2353 (PID: 013-881-922) Lot 34 Block 40 District Lot 611 Plan 2353 (PID: 013-881-931)			
PROJECT DESCRIPTION:	6-Storey Multi-Family Aparment			
ZONING:				
Existing Zoning:	CD 139			
Proposed Zoning:	CD 139			
OCP Designation				
Development Permit Area				
ISSUE:	Issue 04 - DP Resubmission			
DATE:	2026-05-22			

SITE AREA

Total Site Area

Total Gross Site Area	0.616 Acres	26,824 SF	2,492.01 m^2	

**Note: Total Gross Site Area is taken from DNV Bylaw 8538*

FLOOR AREA RATIO (FAR)

Maximum FAR

Maximum Floor Area	2.50	**67,060.0 SF**	**6,230.0 m^2**	

Proposed FAR

Proposed Floor Area	2.49	**66,889.01 SF**	**6,214.1 m^2**	

EXCLUSION AREA

	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6		Total SF		Total m2		
Mechanical (above grade)	459.61	37.92	37.92	37.92	37.92	37.92		**649.21**		**60.31**		
Bike Storage (above grade) **per CD139 up to max. 90m2 or 968.75sf*	861.21							**861.21**		**80.01**		
Amenity **per BCH min. 760sf and max. 1500sf*	959.83							**959.83**		**89.17**		
Total	2280.65	37.92	37.92	37.92	37.92	37.92		**2470.25**		**229.49**		

COMMON AREA

	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6		Total SF		Total m2		
Corridor	1047.84	842.11	842.11	842.11	842.11	842.11		**5258.39**		**488.52**		
Elevator	170.95	170.95	170.95	170.95	170.95	170.95		**1025.70**		**95.29**		
Lobby	483.77							**483.77**		**44.94**		
Staff Office	128.37							**128.37**		**11.93**		
Mail & Parcels	50.08							**50.08**		**4.65**		
Janitor	32.08							**32.08**				
Exit Stairs	346.94	316.15	282.66	282.66	282.66	282.66		**1793.73**				
Electrical (above grade)	570.16	37.92	37.92	37.92	37.92	37.92		**759.76**				
								0.00				
Total	2830.19	1367.13	1333.64	1333.64	1333.64	1333.64		**9531.88**		**645.33**		

UNIT AREA

Unit Types	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Number of Units	Total SF	Average SF	Total m2	Average m2	% of Units
A1 - studio	0	1	1	1	1	1	5	**2424.96**	**484.99**	**225.28**	45.06	6.2%
B1 - 1 bed	4	6	6	6	6	6	34	**18890.20**	**555.59**	**1754.94**	51.62	46.9%
B2 - 1 bed	0	2	2	0	0	0	4	**2018.08**	**504.52**	**187.48**	46.87	
C1 - 2 bed (accessible)	1	2	2	2	2	2	11	**8448.88**	**768.08**	**784.92**	71.36	33.3%
C2 - 2 bed	1	0	0	0	0	0	1	**802.30**	**802.30**	**74.54**	74.54	
C3 - 2 bed	2	2	2	2	2	2	12	**10269.36**	**855.78**	**954.05**	79.50	
C4 - 2 bed	0	0	0	1	1	1	3	**2678.40**	**892.80**	**248.83**	82.94	
D1 - 3 bed & 2 bath	1	2	2	2	2	2	11	**11824.95**	**1075.00**	**1098.56**	99.87	13.6%
Total	9	15	15	14	14	14	**81**	**57,357.13**		**5,328.61**		**100%**

GROSS FLOOR AREA (GFA)

	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6		Total SF		Total m2		% of Area
Exclusion Area	2280.65	37.92	37.92	37.92	37.92	37.92		**2470.25**		**229.49**		3.6%
Common Area	2830.19	1367.13	1333.64	1333.64	1333.64	1333.64		**9531.88**		**885.53**		13.7%
Unit Area	6519.64	10210.45	10243.94	10127.70	10127.70	10127.70		**57357.13**		**5328.61**		82.7%
Total	11630.48	11615.50	11615.50	11499.26	11499.26	11499.26		**69,359.26**		**6,443.63**		**100%**
Efficiency (unit area / gross floor area)	56%	88%	88%	88%	88%	88%						

OFF-STREET PARKING

Vehicle Parking

Underground Parking

Residential Parking	0.50 Spaces Per Studio & 1 Bed Units	22 Spaces Required	51 Spaces Provided
Residential Parking	0.65 Spaces Per 2 Bed Units	18 Spaces Required	
Residential Parking	1.10 Spaces Per 3 Bed Units +	12 Spaces Required	
Visitor Parking	0.10 Spaces Per Per Dwelling Unit	8 Spaces Required	8 Spaces Provided
Accessible Parking	1 Space For Every 100 Parking Spaces +6 Spaces When 51-100 Total Parking is Provi	6 Spaces Required (inclusive)	6 Spaces Provided (inclusive)
Max. Small Cars	0.35 of Provided Spaces (up to a max. of 35% of the required parking spac	21 Spaces Max. (inclusive)	23 Spaces Provided (inclusive)
Total based on the Zoning Bylaw for CD 139		**59 Spaces Required**	**59 Spaces Provided**

Parking Space Dimensions	Required (Width x Length x Height)	Provided (Width x Length x Height)
Standard Space	2.7m (8.83 FT) x 5.7m (18.7 FT) x 2.1m (6.89 FT)	2.7m (8.83 FT) x 5.7m (18.7 FT) x 2.1m (6.89 FT)
Small Cars	2.6m (8.5 FT) x 4.9m (16.1 FT) x 2.1m (6.89 FT)	2.6m (8.5 FT) x 4.9m (16.1 FT) x 2.1m (6.89 FT)
Accessible Space	3.7m (12.1 FT) x 5.7m (18.7 FT) x 2.1m (6.89 FT)	3.7m (12.1 FT) x 5.7m (18.7 FT) x 2.1m (6.89 FT)
Loading Space	3m (9.8 FT) x 9m (29.5 FT) x 4m (13 FT)	3m (9.8 FT) x 9m (29.5 FT) x 4m (13 FT)
Min. Distance to Continuous Wall	0.2m (0.66 FT)	0.2m (0.66 FT)
Min. Drive Aisle Width	7m (23.0 FT)	7m (23.0 FT)

**Note: Support columns are not permitted to encroach into the required width of parking spaces; the required clear height of parking spaces must be maintainted over the entire area of the space.*

BICYCLE STALLS

Bicycle Spaces

Short-Term Bicycle Spaces Required	0.2 Bicycle Stalls Per Unit	16 Spaces Required	16 Horizontal Bike Racks
Long-Term Bicycle Spaces Required	1.0 Bicycle Stalls Per Studio & 1 Bed Units	43 Spaces Required	35 Horizontal Bike Racks
(max. 25% vertical stalls)	2.0 Bicycle Stalls Per 2 & 3 Bed Units	76 Spaces Required	60 Vertical Bike Racks
			13 Horizontal Stacked Bike Racks
		119 Long-Term Bicycle Spaces Required	108 Long-Term Bicycle Racks Provided
Total		**135 Total Spaces Required**	**124 Stalls Provided***

**refer to Variance Request Letter*

BUILDING HEIGHT

**Note: Maximum Height refers to the vertical distance from the existing grade adjoining a building or structure to the mean point between the highest point of a roof and the highest U/S ceiling line.*

Maximum Height = 21.4m (70.2 ft)

	Existing Grades NW	NE	SE	SW	Average Existing Grade	Max. Height
m	7.57	5.18	5.63	6.10	**6.12**	**27.52**
ft	24.84	17.00	18.47	20.01	**20.08**	**90.28**

Proposed Height

	Highest Point of U/S of Ceiling Structure	Highest Point of T.O. Roof Structure	Proposed Height (Mean Elevation)
m	25.75	26.17	**25.96**
ft	84.50	85.85	**85.18**

BUILDING SITE COVERAGE

Note: See Sheet A-8.100 for Overlays

Maximum Building Site Coverage	80.0%	21,459.20 SF	1,993.61 m^2	
Proposed Building Site Coverage	**43.36%**	11,630.48 SF	1,080.50 m^2	

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

Additional Notes:

Note 1: *Unit areas are measured to the CL of Party Walls, Exterior of sheathing for Exterior Walls, Exterior of Exterior Concrete Walls, Exterior of Stud / Sheathing of Shaft Walls; Wall Furouts are not included (exterior walls with a width greater than 6").*

Note 2: *The proposed FAR excludes Parking Areas, Open to Below Spaces, Patios and Balconies.*

DESIGN GUIDELINES & REQUIREMENTS

DNV Basic Accessible Design Features Targets	100%	81 Units Required	100%	81 Units Provided
DNV Enhanced Accessible Design Features Targets	5%	4 Units Required	6%	5 Units Provided
CMHC Universal Design Guidelines	100%	81 Units Required	100%	81 Units Provided
CMHC Accessible Design Guidelines	5%	4 Units Required	6%	5 Units Provided
BC Housing Design Guidelines	100%	81 Units Required	100%	81 Units Provided
BCBC 2024 Adaptable Requirements	20%	16 Units Required	100%	81 Units Provided
BCBC 2024 Accessible Requirements	0%	0 Units Required	6%	5 Units Provided

**Note: The number of accessible units is determined by the Type of Development - Multi-Family Apartments.*

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[PROJECT TEAM]

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[ARCHITECT SEAL]

[CLIENT]

METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

PROJECT STATISTICS

24666 [PROJECT]

[SCALE]

2026-05-22 [DATE]

ISSUE 04 - DP RESUBMISSION [ISSUE]

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INTENT

This application for Detailed Planning submission is a proposal to develop Lot Assembly next to Riverside Drive – PID: 013-881-926 in the District of North Vancouver, BC. The site area is approximately 0.616 Acres (26,824 SF or 2,492 SM). On the west side of the site, a road dedication of approximately 2,203.38 SF (204.70 SM) is implemented. On the south-east corner of the site, a corner cut of 3m by 3m is dedicated (48.45 SF or 4.5 SM). This leaves a net site area of 0.566 Acres (24,687.80 SF or 2,293.57 SM).

The intent of the development is to provide one six-storey apartment building with 81 units of rental housing, over one level of underground parking.

The proposed variety of 1-bedroom, 2-bedroom and 3-bedroom units is in support of the city's vision for sustainable growth by providing housing options suitable for a diverse group of residents. The proposed residential area is 66,911 SF (6216 m2) achieving an FAR of 2.49.

NEIGHBOURHOOD CONTEXT

The subject site is located within the Maplewood Neighborhood within the District of North Vancouver, BC. Located north of the Old Dollarton Road. It is currently a forested site and has been rezoned as CD 139. The neighborhood is characterized by both multi-storey apartment buildings, townhomes, single-family residences, commercial spaces, and forested parks.

The site is served by public transit and bike routes along Riverside Drive and is walking distance to commercial and retail businesses along Dollarton Highway.

SITE PLAN CONCEPT & URBAN DESIGN RATIONALE

One six storey building sits on the site, fronting Riverside Drive with a proposed connection to Old Dollarton Road. This connection is via a new lane running north-south at the east side of the site so that the east lobby of the building serves as the primary access point, for the Fire Department, Canada Post, and residents of the building. The northern-most end of the lane is equipped with adequate signage to indicate that the area is for Fire access only. The west lobby that faces Riverside Drive provides residents with direct sidewalk access to the bike route along this main road.

The interior amenity space is located adjacent to the east lobby and has direct access to the outdoor amenity space. The 'C' shape of the building provides a natural courtyard space that allows for sunlight from the south and an ample outdoor amenity area. A mix of hardscape and softscape complement the programming of community gardens, and planting is used as buffer between the courtyard and the site boundaries.

Streetscape design has been carefully considered with generous landscaping, private yards, and thoughtful layering to add interest to the pedestrian realm. All residential units at grade have ground-oriented patios to activate the public realm and provide "eyes on the street".

At the south edge of the site there is an east-west lane dedication that is used as an access to the underground parkade. Appropriate design will be provided so that the parkade entry ramp can be shared with the future development of the neighbouring site to the south. Directly above the entrance to the parkade, there is an exterior bike shed which provides additional space for long-term residential bike parking.

The building elevation is positioned on this site to accommodate multiple factors: the flood construction level, access to the underground parkade, and the accessibility of the building from the street. Flood hazard and assessments have been conducted for this site, and the resulting flood construction level is 6m. This is the level below which no electrical, mechanical, or living spaces can be constructed because they are at risk of damage in the event of a flood. The highest existing corner grade of this site is 7.57m and the lowest existing corner grade is 5.18m. In order to make the building the most accessible from the street at both east and west lobbies, the first level of the building is located at 6.85m elevation. This means the elevation of the single level of underground parkade is below the flood construction level. Therefore, services that would typically be within the parkade are within the first floor of the building, taking up space that would otherwise be allocated for more homes. These elevation grades and the resulting impacts on the efficiency of the building are driving factors of the design within this site.

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FORM OF DEVELOPMENT

The proposed development consists of one six-storey apartment building, that sits over a single level of underground parkade with visitor, residential, and accessible parking spaces, and long-term bicycle spaces.

The development includes a mixture of studio, one, two and three bedroom apartment units for singles, young couples, and families. The units range in size from approximately 465.67ft^2 to 1082.08ft^2 (43.26m^2 – 100.53m^2). The percentage of family-oriented homes is 47%.

The unit breakdown is as follows:

81 Units

- 4 x Studio Units – 6% of Total Number of Units
- 38 x 1 Bedroom – 47% of Total Number of Units
- 27 x 2 Bedroom Units – 33% of Total Number of Units
- 11 x 3 Bedroom Units – 14% of Total Number of Units

Architecturally, modern rectilinear massing reflects a distinct character of an emerging neighborhood the District of North Vancouver. The exterior building materials are high quality, durable and non-combustible as per the requirements for a six-storey building and include brick masonry, fibre-cement panels, and fibre-cement siding with wood-grain finish as an accent finish.

The east and west façades of the building are both designed to stand out with prominent street presence and visually signify as main entrances. The north façade faces the potential future park, with ground-oriented homes and private patios and balconies. The south façade maximizes solar exposure for both the common amenity spaces and the homes. The building is anchored at the south corners with large family-oriented units and generous patios. The building form has simple elegance in its disciplined massing and select projections.

ARCHITECTURAL CHARACTER & BUILDING DESIGN RATIONALE

The development proposes a contemporary architectural character that bridges Nature with Urban, which considers its surrounding natural landscape. A marriage of modern and Westcoast design complements the existing streetscape diversity while further developing architectural excellence with high quality materials in the neighbourhood.

The massing is articulated with materials and a contemporary colour palette of white, dark greys, and black with warm wood-toned overhangs. The metal picket of the balconies create visual intrigue and feature brick at the south corners help anchor the building entrances.

The buildings are broken down visually with the use of colour and materials. White and light brown toned fibre-cement panels and siding form the base colour of the building, which is broken up with dark grey windows and panels to create a rhythm of movement that carries the eye across the façade. Near the lobbies, high quality brick masonry in a textured grey-brown tone is featured to showcase corner elements that further break down the vertical expression of the façade and hierarchy of forms. As a Westcoast design feature, wood-look soffits add warmth from the pedestrian view at street level.

SUSTAINABILITY

The proposed development will be designed and built, in accordance with the BC Energy Step Code Level 3.

Features such as storm-water retention are to be finalized in the design development phase to confirm practical implementation of these objectives.

Sustainability strategies such as high-performance envelope systems, 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.

All residential stalls will be provided with level 2 EV charging capabilities.

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CPTED (Crime Prevention Through Environmental Design)

The project has taken CPTED into consideration by ensuring the following, but not limited to:

Natural Surveillance

- 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

Natural Access Control

- Clearly identifiable point of entries
- Eliminate design features that provide access to roofs and upper levels

Natural Territorial Reinforcement

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Restricted private activities to defined private areas.
- 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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METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

RATIONALE

24666 [PROJECT]

[SCALE]

2026-05-22 [DATE]

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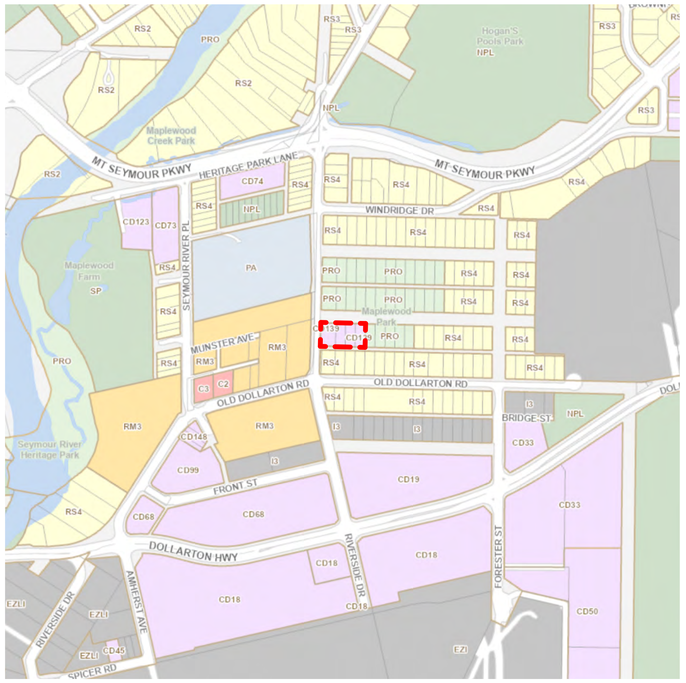
A-0.201



A NORTHEAST CORNER

B SITE ACCESS

C RIVERSIDE DRIVE

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EAST FACADE

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WEST FACADE

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SOUTH ELEVATION

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SOUTHWEST CORNER

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WEST LOBBY ENTRANCE

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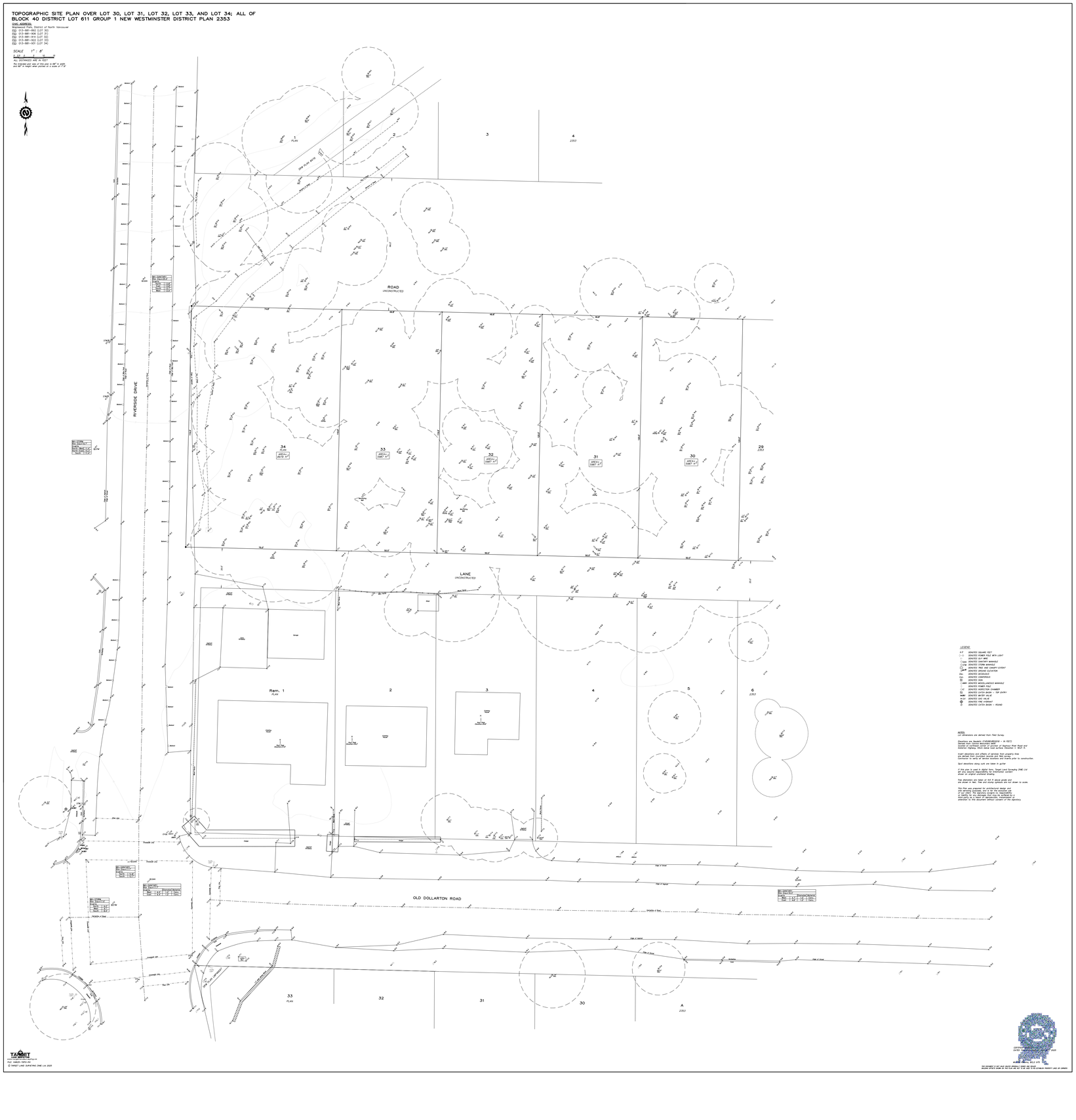
TOPOGRAPHIC SITE PLAN OVER LOT 30, LOT 31, LOT 32, LOT 33, AND LOT 34; ALL OF BLOCK 40 DISTRICT LOT 611 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 2353

CIVIC ADDRESS:
Maplewood Park, District of North Vancouver
PID: 013-881-906 (LOT 30)
PID: 013-881-949 (LOT 31)
PID: 013-881-914 (LOT 32)
PID: 013-881-892 (LOT 33)
PID: 013-881-931 (LOT 34)

SCALE 1" : 8'

ALL DISTANCES ARE IN FEET

The intended plot size of this plan is 30" in width and 42" in height when plotted at a scale of 1":8'



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SURVEY PLAN

24666	[PROJECT]
NOT TO SCALE	[SCALE]
2026-05-22	[DATE]
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[DRAWING]

A-1.100

POTENTIAL FUTURE PARK
(BY CITY)

RIVERSIDE DRIVE

WEST LOBBY

BUILDING FFE 22'-6" (6.85M)

EAST LOBBY
(PRIMARY ENTRY)

AMENITY

IN-SUITE
DAYCARE

OUTDOOR
CHILDCARE AREA
56.00m2

PMT

PMT

LOADING / WASTE STAGING

BIKE STORAGE
EXTERIOR
Area 611.56 sq ft
38 BIKES

PARKADE
ENTRY
RAMP

EAST-WEST LANE
DEDICATION

NORTH-SOUTH
LANE DEDICATION

POTENTIAL FUTURE PARK
(BY CITY)

OLD DOLLARTON ROAD

0 8' 16' 32'

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SITE PLAN

24666	[PROJECT]
3/32" = 1'-0"	[SCALE]
2026-05-22	[DATE]
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[DRAWING]

A-1.200

POTENTIAL FUTURE PARK
(BY CITY)

GROSS SITE AREA
Area 28,939.63 sq ft

DEDICATION
Area 2,360.77 sq ft

NET SITE AREA
Area 24,530.41 sq ft

DEDICATION
Area 48.45 sq ft

RIVERSIDE DRIVE

POTENTIAL FUTURE PARK
(BY CITY)

OLD DOLLARTON ROAD

0 8' 16' 32'

LOT COVERAGE AREAS

- GROSS SITE AREA
- DEDICATION AREA
- NET SITE AREA

NOTES:
1. GROSS SITE AREA IS MEASURED TO EXISTING PROPERTY LINES.
2. NET SITE AREA IS MEASURED TO THE PROPOSED PROPERTY LINES.

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LOT COVERAGE PLAN

24666	[PROJECT]
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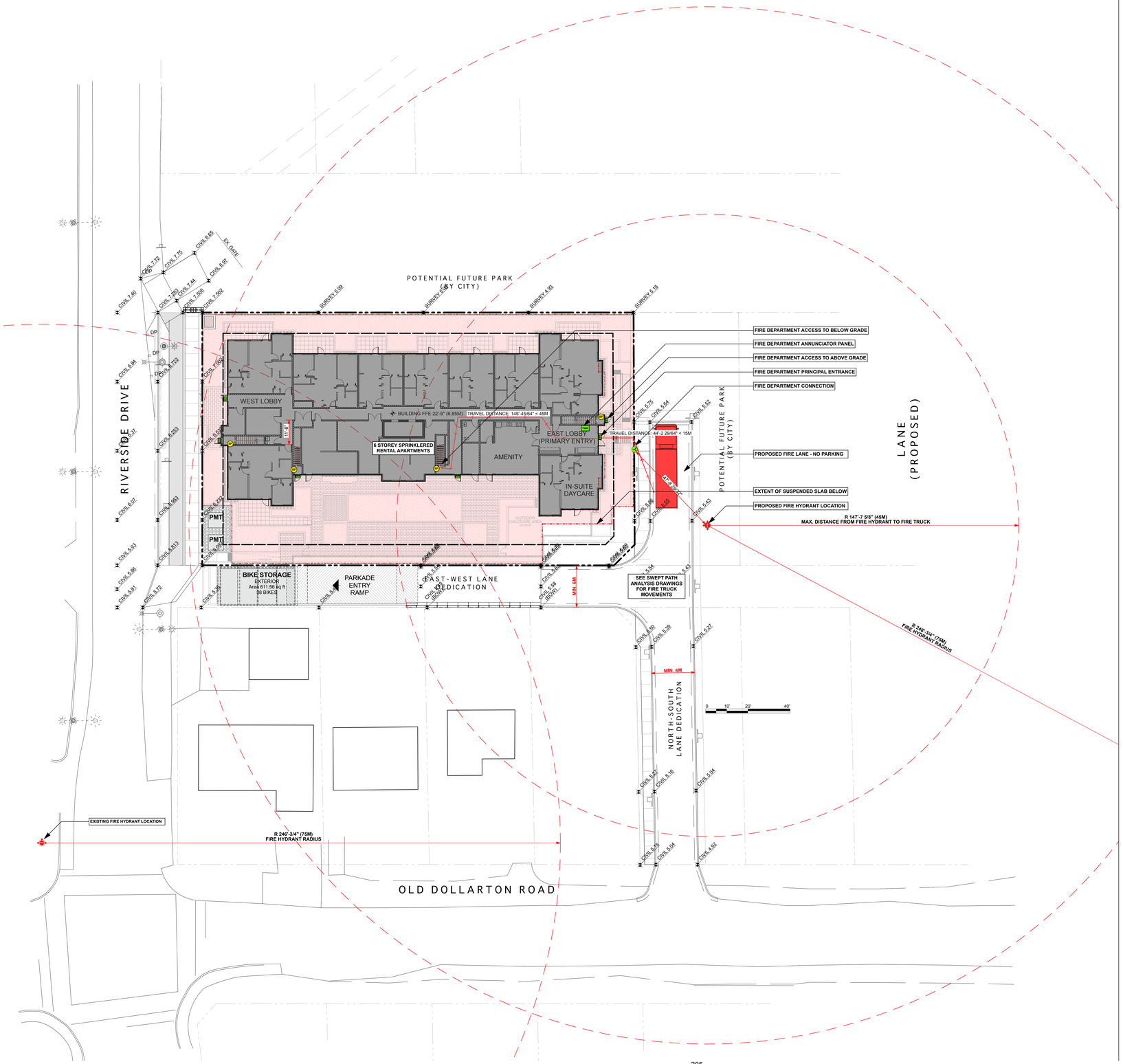
[DRAWING]

A-1.300



FLOOR AREAS

- FAA — FIRE DEPARTMENT ANNUNCIATOR PANEL
- FIRE DEPARTMENT CONNECTION
- EXIT
- SP — STANDPIPE
- FIRE HYDRANT
- TRAVEL DISTANCE

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[CLIENT]

METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

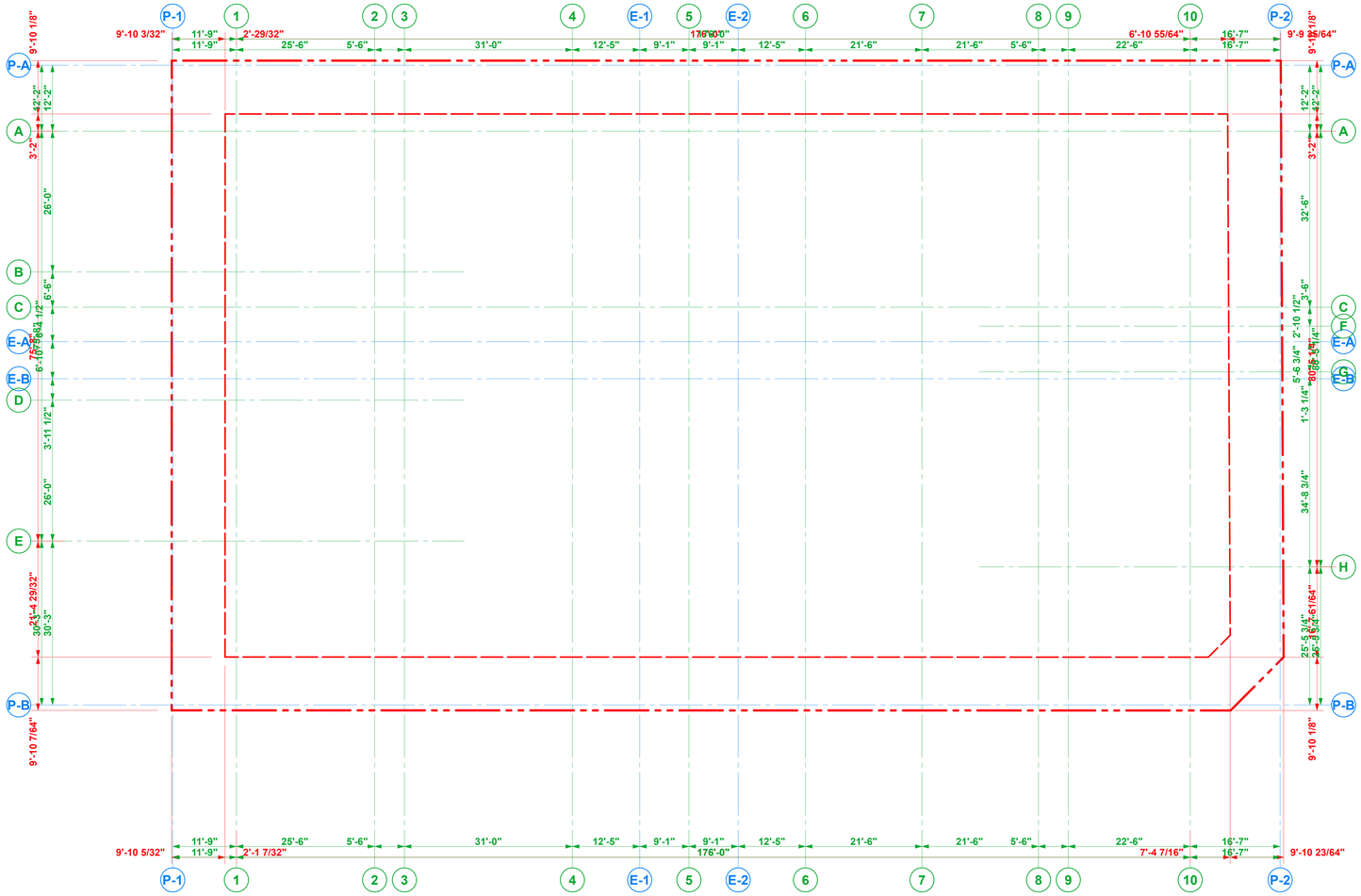
[TITLE]

FIREFIGHTER ACCESS PLAN

24666	[PROJECT]
1" = 20'	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-1.400



GRIDLINE DIMENSIONING

- PROPERTY LINE
- SETBACK LINE
- BUILDING GRIDLINE - ABOVE GRADE
- BUILDING GRIDLINE - BELOW GRADE

NOTES:
1. BUILDING GRIDLINES ARE SET TO THE EXTERIOR FACE OF SHEATHING.

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DNV, BC

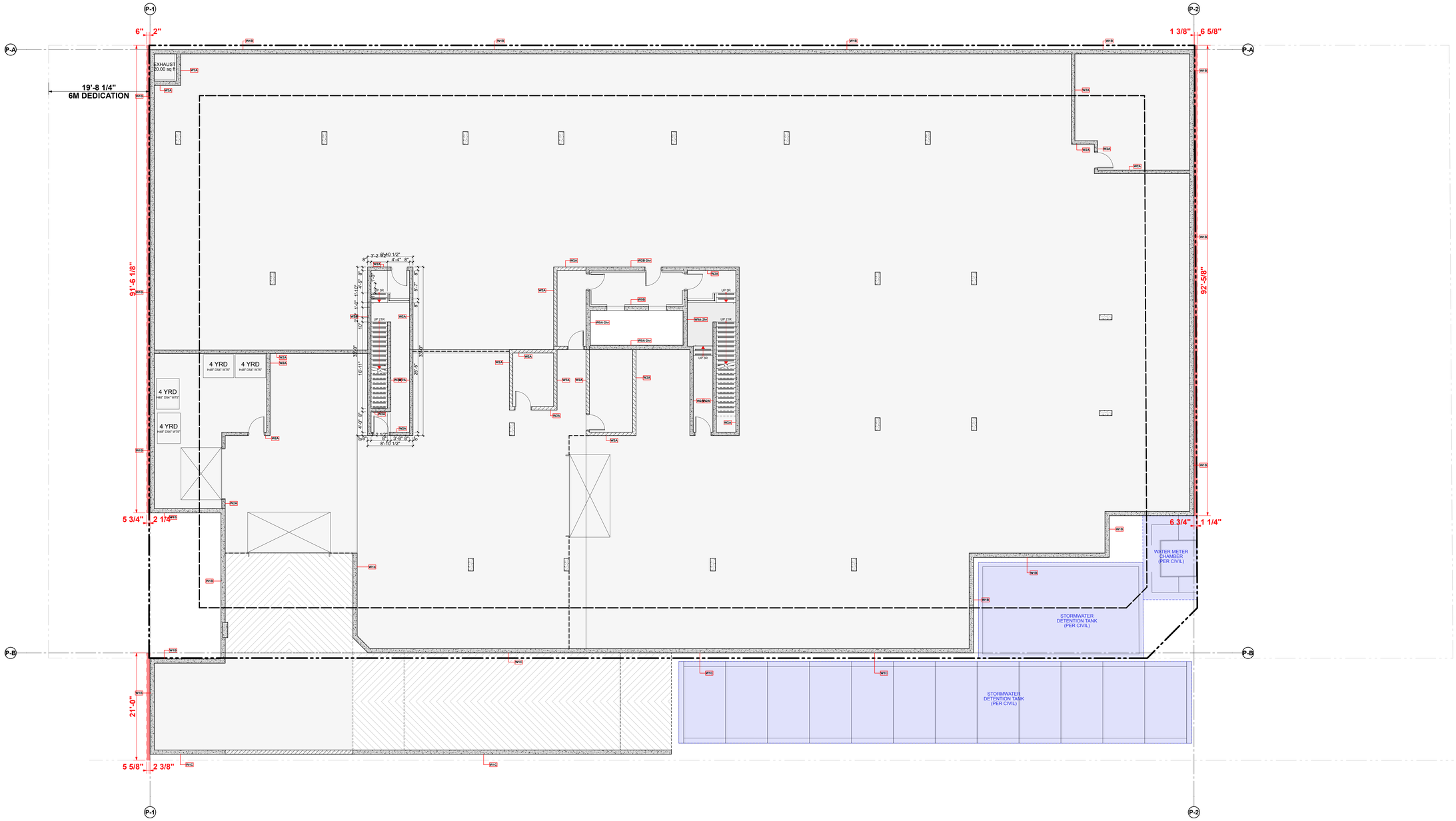
[TITLE]

GRIDLINE PLAN

24666	[PROJECT]
3/32" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-1.500



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[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

BELOW GRADE ENCROACHMENT PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[NOTE]

[DRAWING]

A-1.601

DP 44.25 - 16

POTENTIAL FUTURE PARK
(BY CITY)

RIVERSIDE DRIVE

POTENTIAL FUTURE PARK
(BY CITY)

EXHAUST
20.00 sq ft

19'-8 1/4"
6M DEDICATION

9'-10 1/8"
3M
SETBACK

1'-0"

9'-0"

11 7/8"

WATER METER
CHAMBER
BELOW
(PER CIVIL)

STORMWATER
DETENTION TANK
BELOW
(PER CIVIL)

STORMWATER
DETENTION TANK
BELOW
(PER CIVIL)

0 4' 8' 16'

208

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[PROJECT]

RIVERSIDE DRIVE

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DNV, BC

[TITLE]

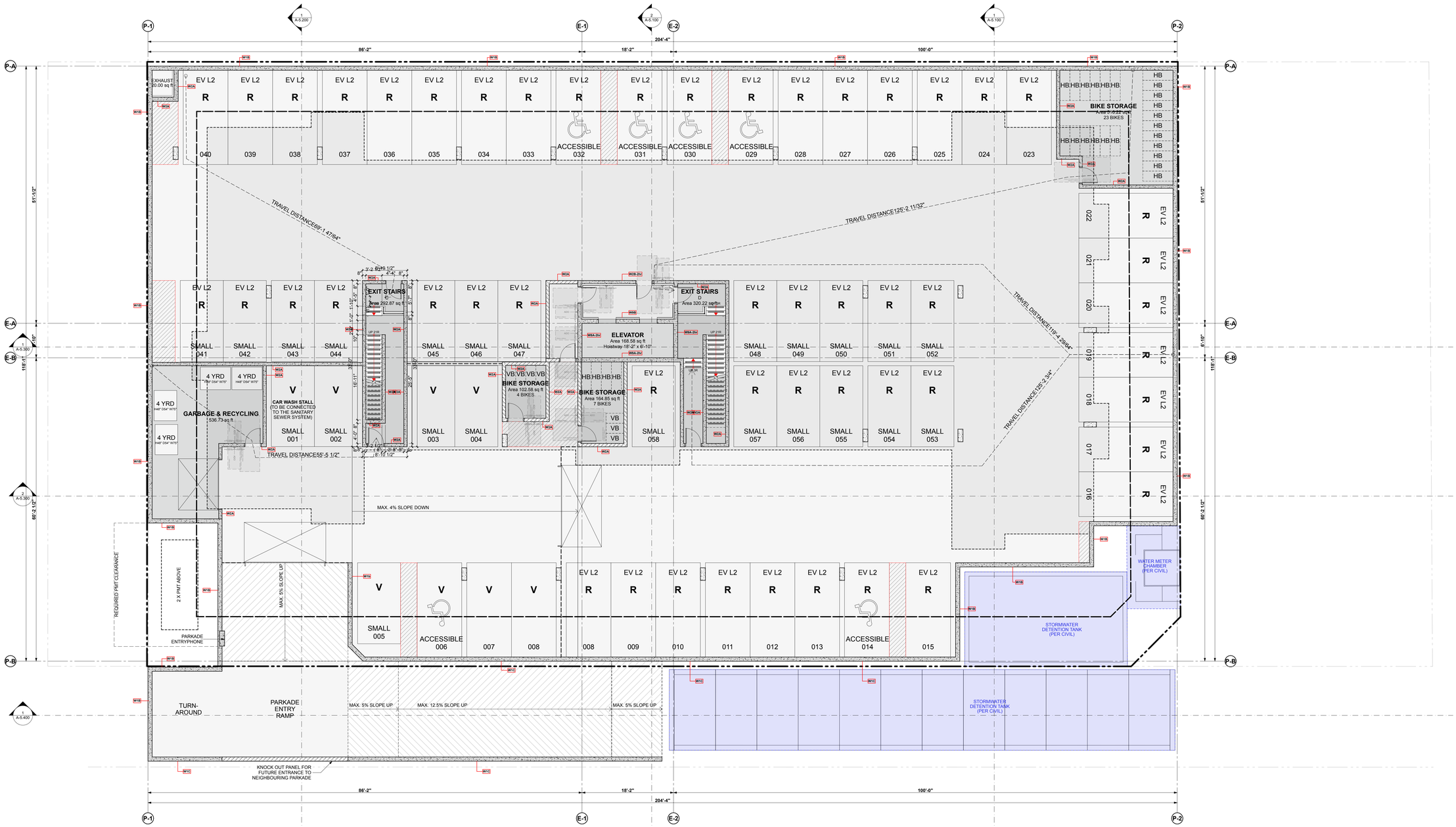
ABOVE GRADE ENCROACHMENT PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

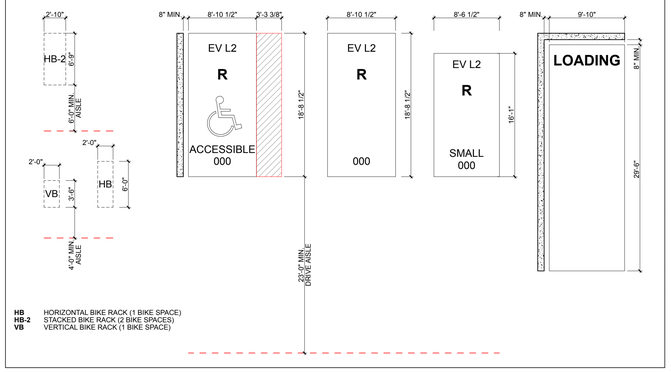
[DRAWING]

A-1.602

DP 44.25 - 17



PARKING LEGEND



HB HORIZONTAL BIKE RACK (1 BIKE SPACE)
HB-2 STACKED BIKE RACK (2 BIKE SPACES)
VB VERTICAL BIKE RACK (1 BIKE SPACE)

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RIVERSIDE DRIVE

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DNV, BC

[TITLE]

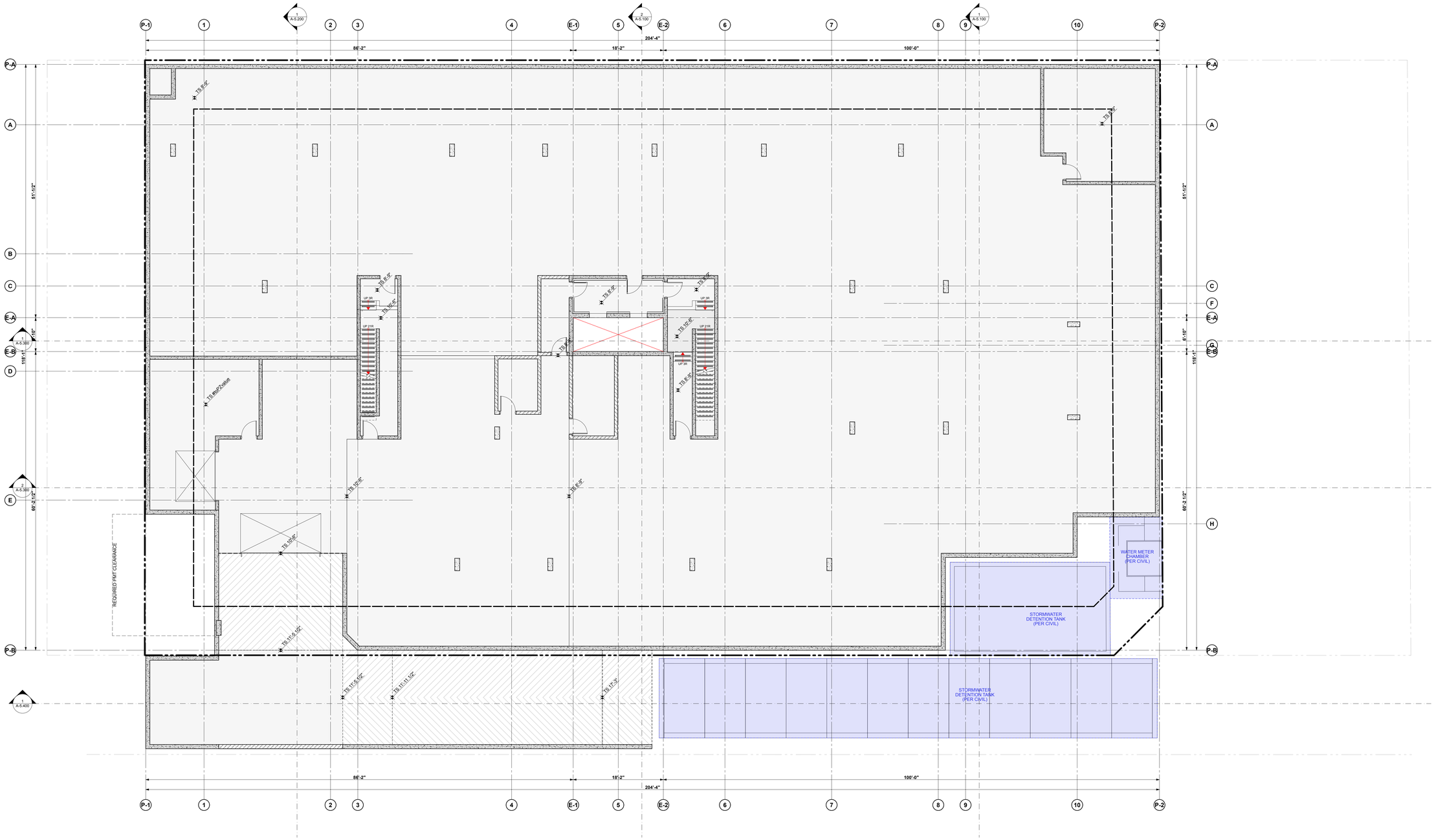
LEVEL P1 PARKING PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-2.010

DP 44.25 - 18



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[PROJECT]

RIVERSIDE DRIVE

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DNV, BC

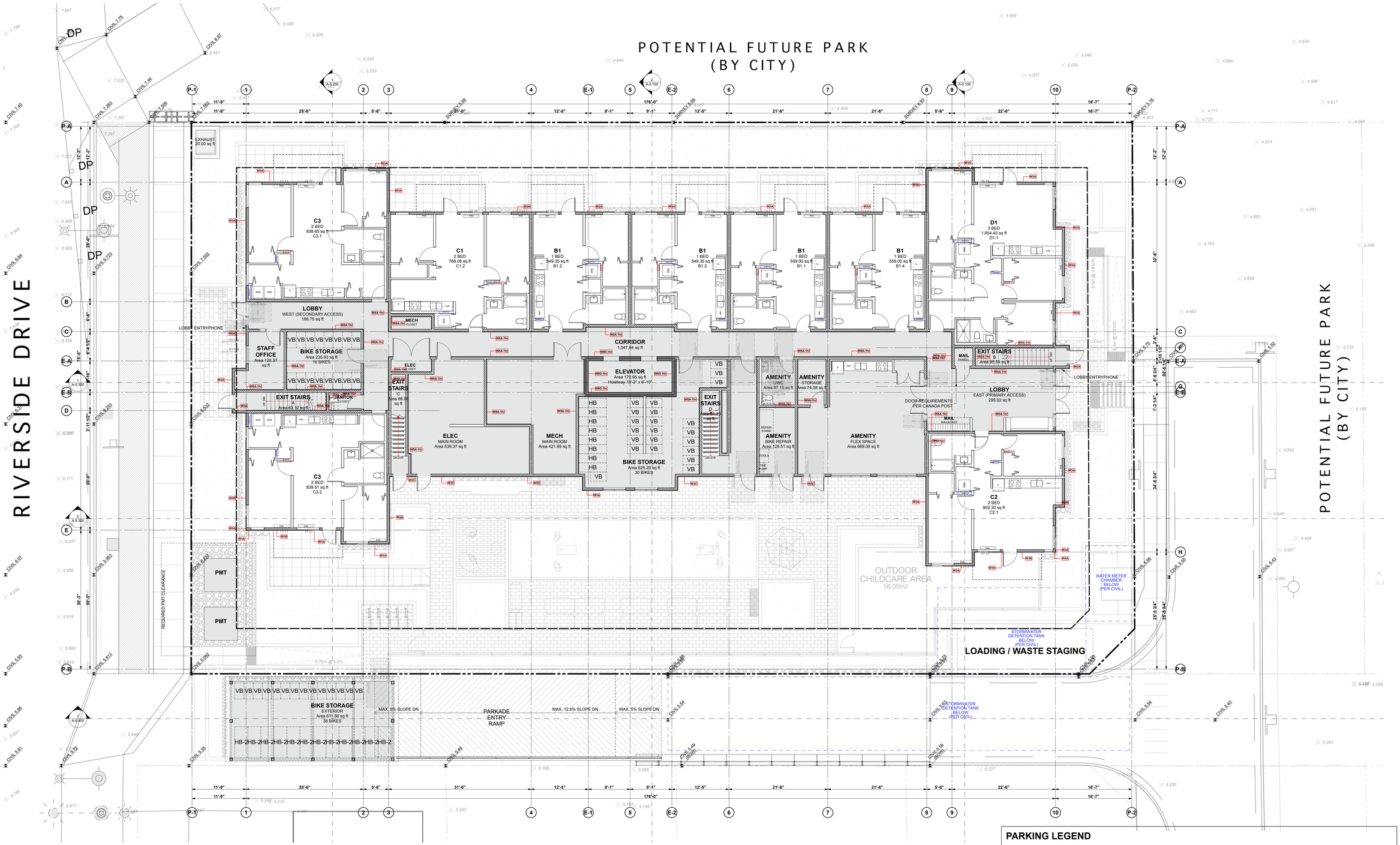
[TITLE]

LEVEL P1 SLAB PLAN

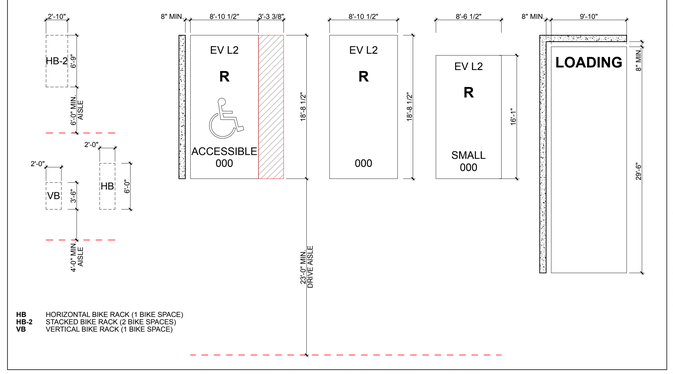
24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[NOTE]

[DRAWING]

A-2.011



PARKING LEGEND



HB HORIZONTAL BIKE RACK (1 BIKE SPACE)
HB-2 STACKED BIKE RACK (2 BIKE SPACES)
VB VERTICAL BIKE RACK (1 BIKE SPACE)

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RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

LEVEL 1 FLOOR PLAN

[PROJECT]

24666

[SCALE]

1/8" = 1'-0"

[DATE]

2026-05-22

[ISSUE]

ISSUE 04 - DP RESUBMISSION

[DRAWING]

A-2.100

POTENTIAL FUTURE PARK
(BY CITY)

RIVERSIDE DRIVE

POTENTIAL FUTURE PARK
(BY CITY)

REQUIRED PMT CLEARANCE

PARKADE
ENTRY
RAMP

MAX. 5% SLOPE DN

MAX. 12.5% SLOPE DN

MAX. 5% SLOPE DN

WATER METER
CHAMBER
BELOW
(PER CIVIL)

STORMWATER
DETENTION TANK
BELOW
(PER CIVIL)

STORMWATER
DETENTION TANK
BELOW
(PER CIVIL)

11'-9" | 25'-6" | 5'-6" | 31'-0" | 12'-5" | 9'-1" | 9'-1" | 12'-5" | 21'-6" | 21'-6" | 5'-6" | 22'-6" | 16'-7"
11'-9" | 176'-0" | 16'-7"

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[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

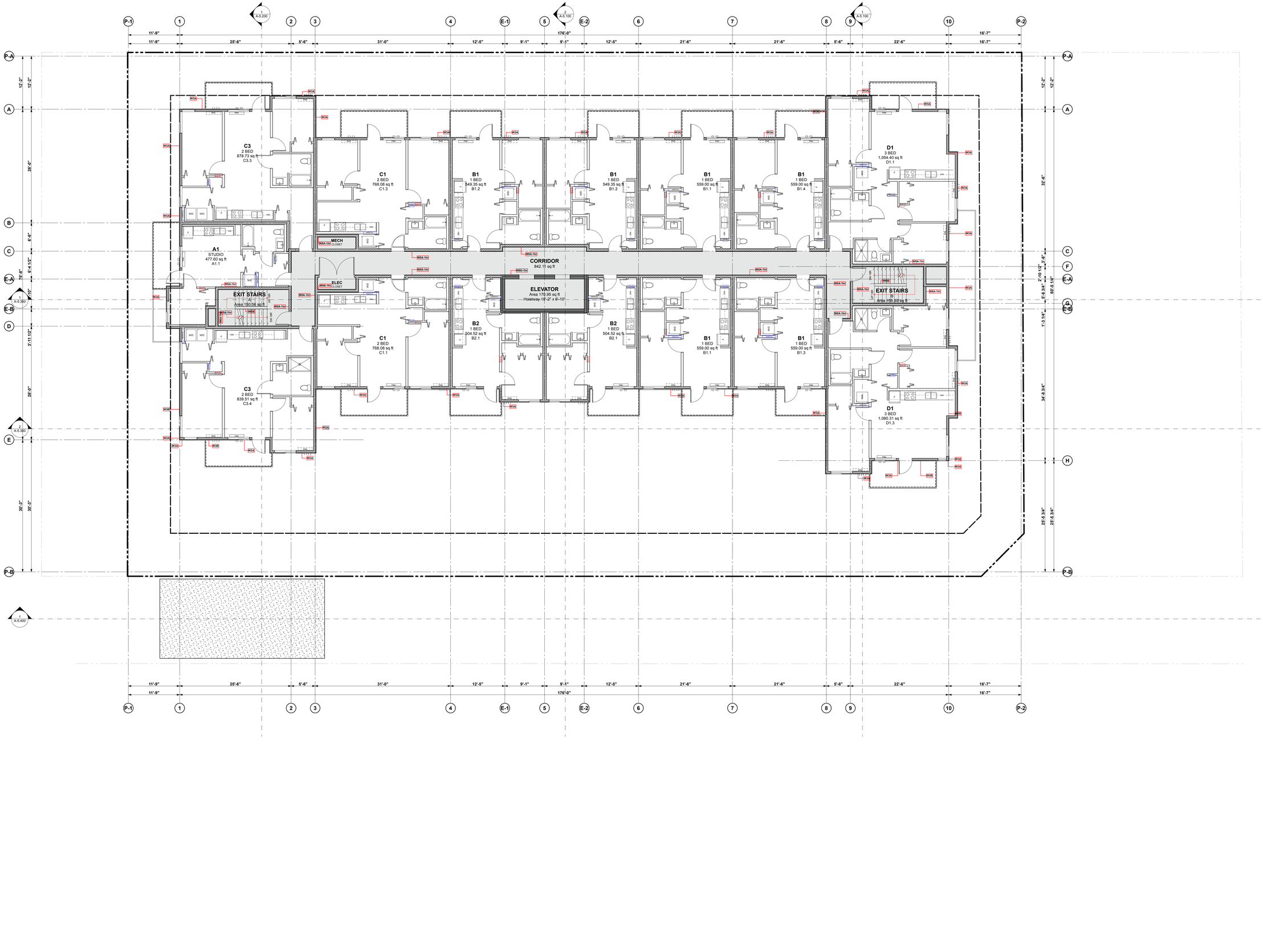
LEVEL 1 SLAB PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-2.101

DP 44.25 - 21



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RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

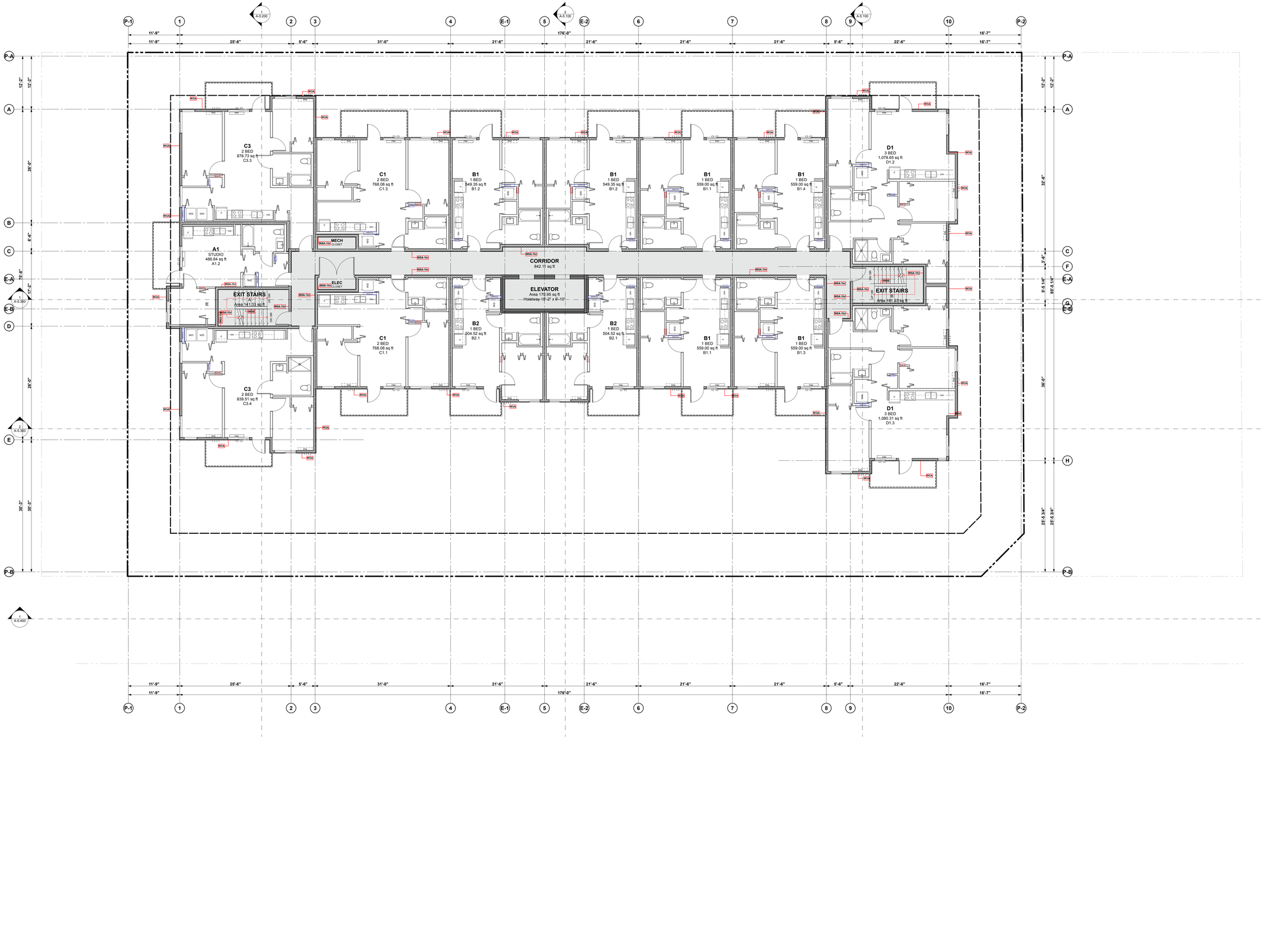
LEVEL 2 FLOOR PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-2.200

DP 44.25 - 22



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[PROJECT]

RIVERSIDE DRIVE

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DNV, BC

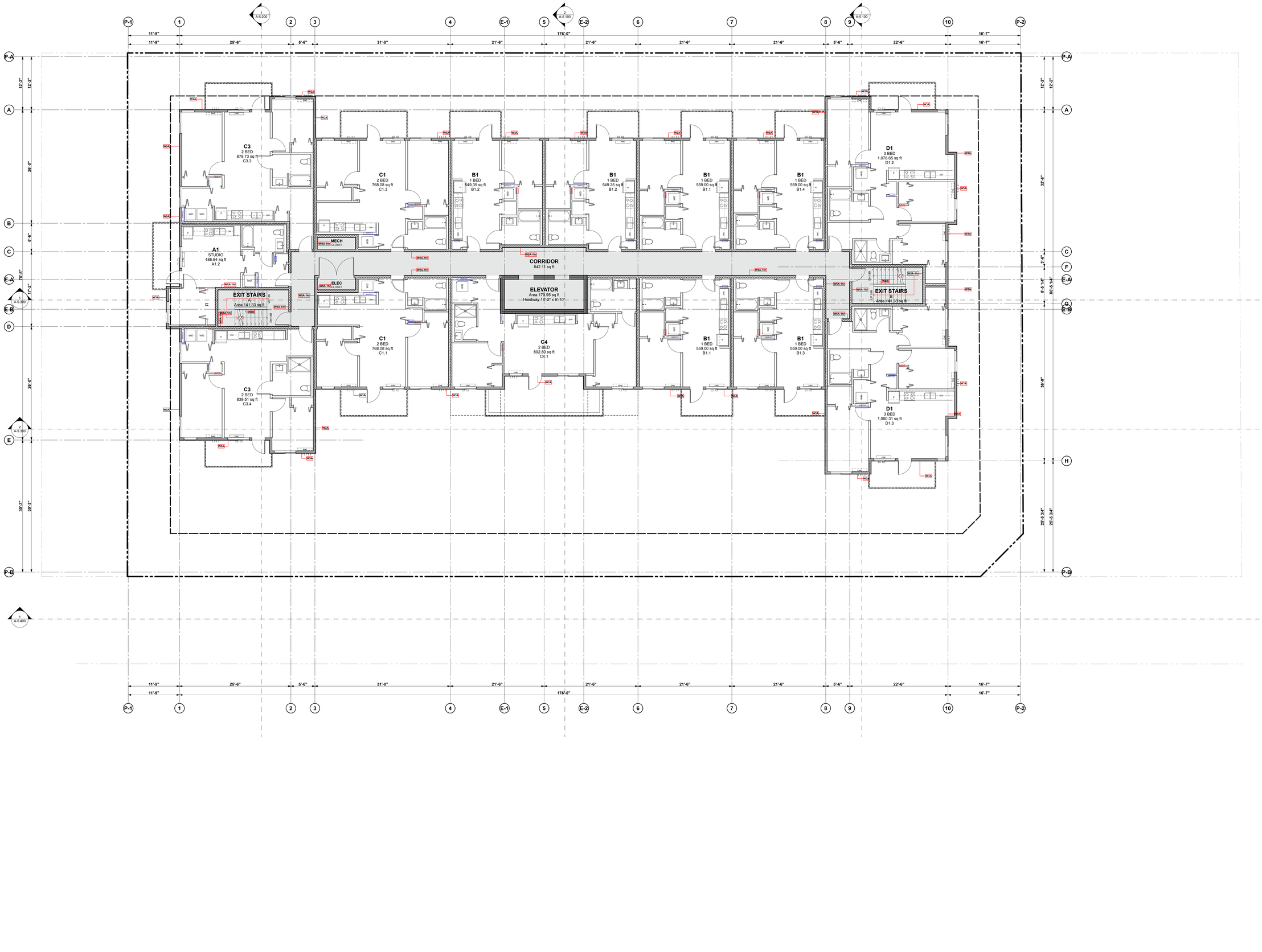
[TITLE]

LEVEL 3 FLOOR PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[STATUS]

[DRAWING]

A-2.300



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[PROJECT]

RIVERSIDE DRIVE

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DNV, BC

[TITLE]

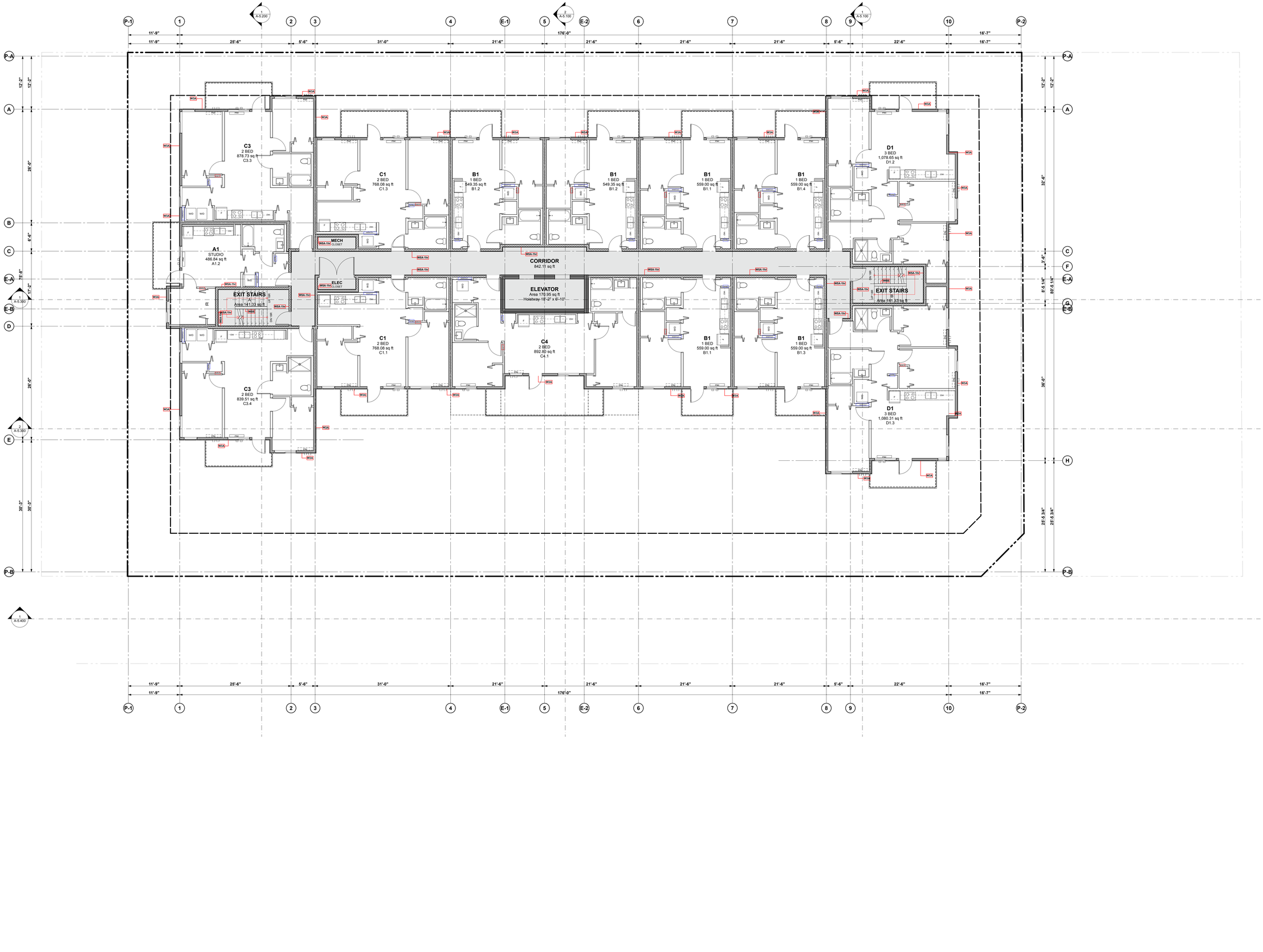
LEVEL 4 FLOOR PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[STATUS]

[DRAWING]

A-2.400

DP 44.25 - 24



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RIVERSIDE DRIVE

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[TITLE]

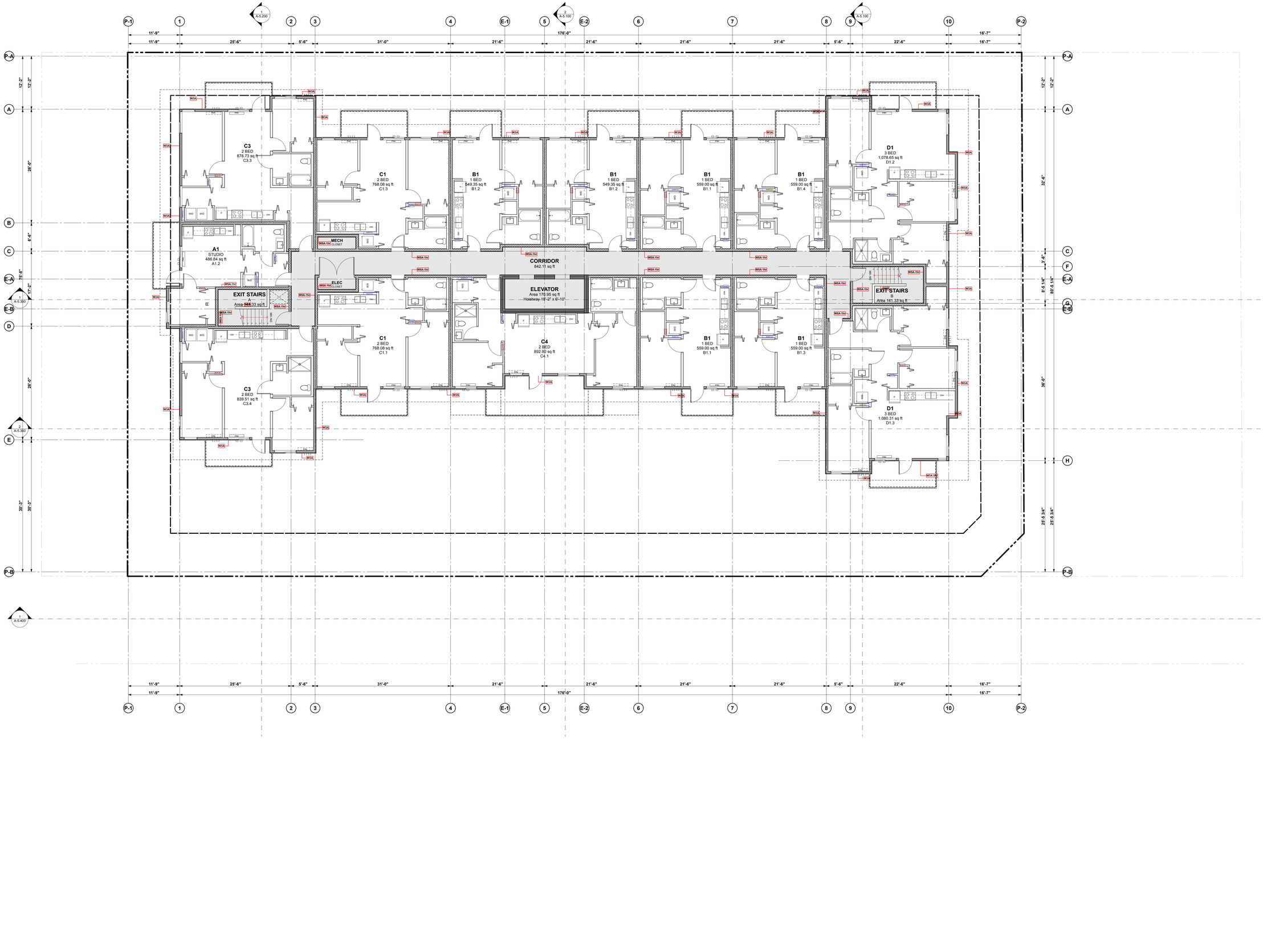
LEVEL 5 FLOOR PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[STATUS]

[DRAWING]

A-2.500

DP 44.25 - 25



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RIVERSIDE DRIVE

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DNV, BC

[TITLE]

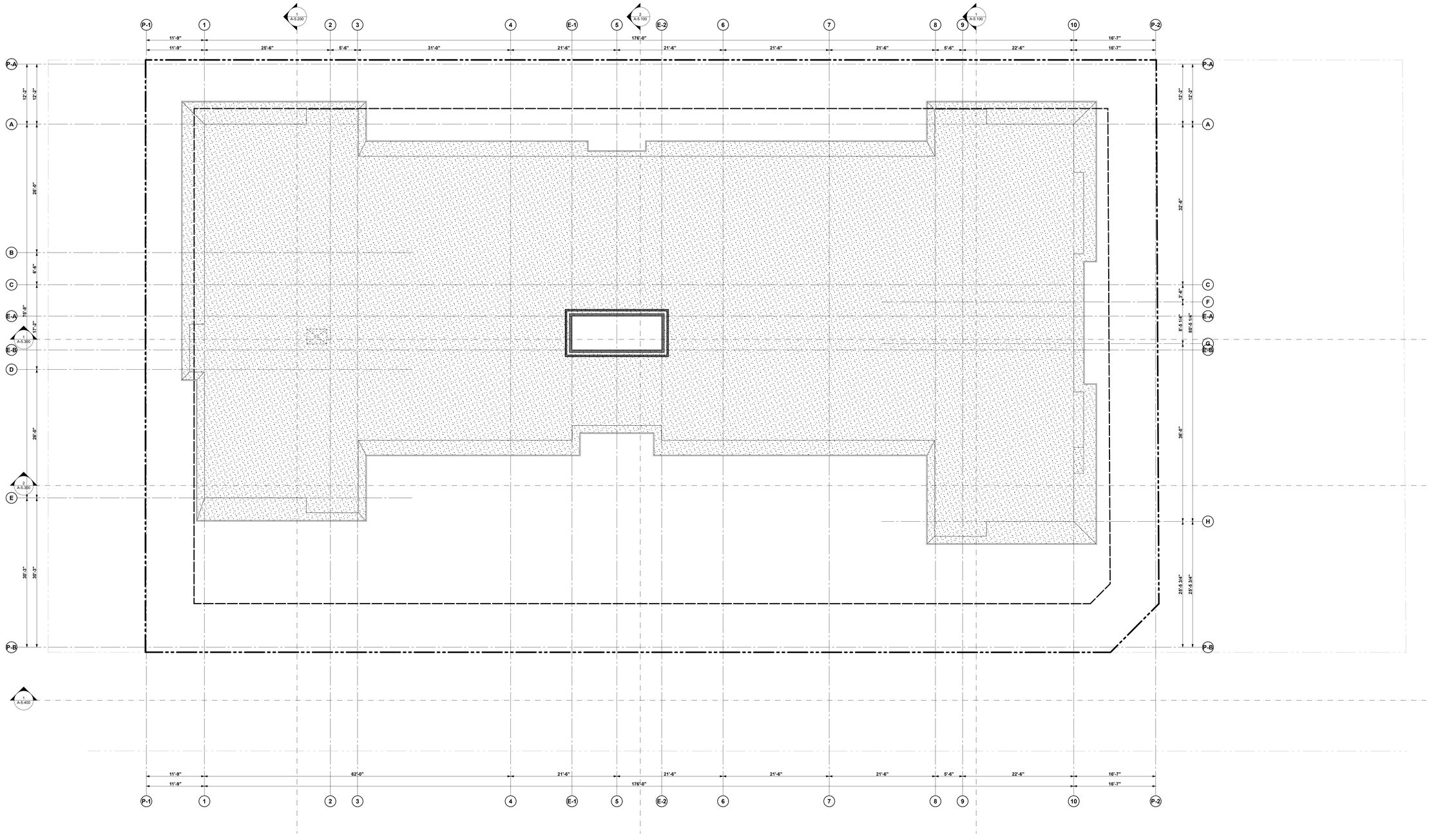
LEVEL 6 FLOOR PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-2.600

DP 44.25 - 26



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[PROJECT]

RIVERSIDE DRIVE

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DNV, BC

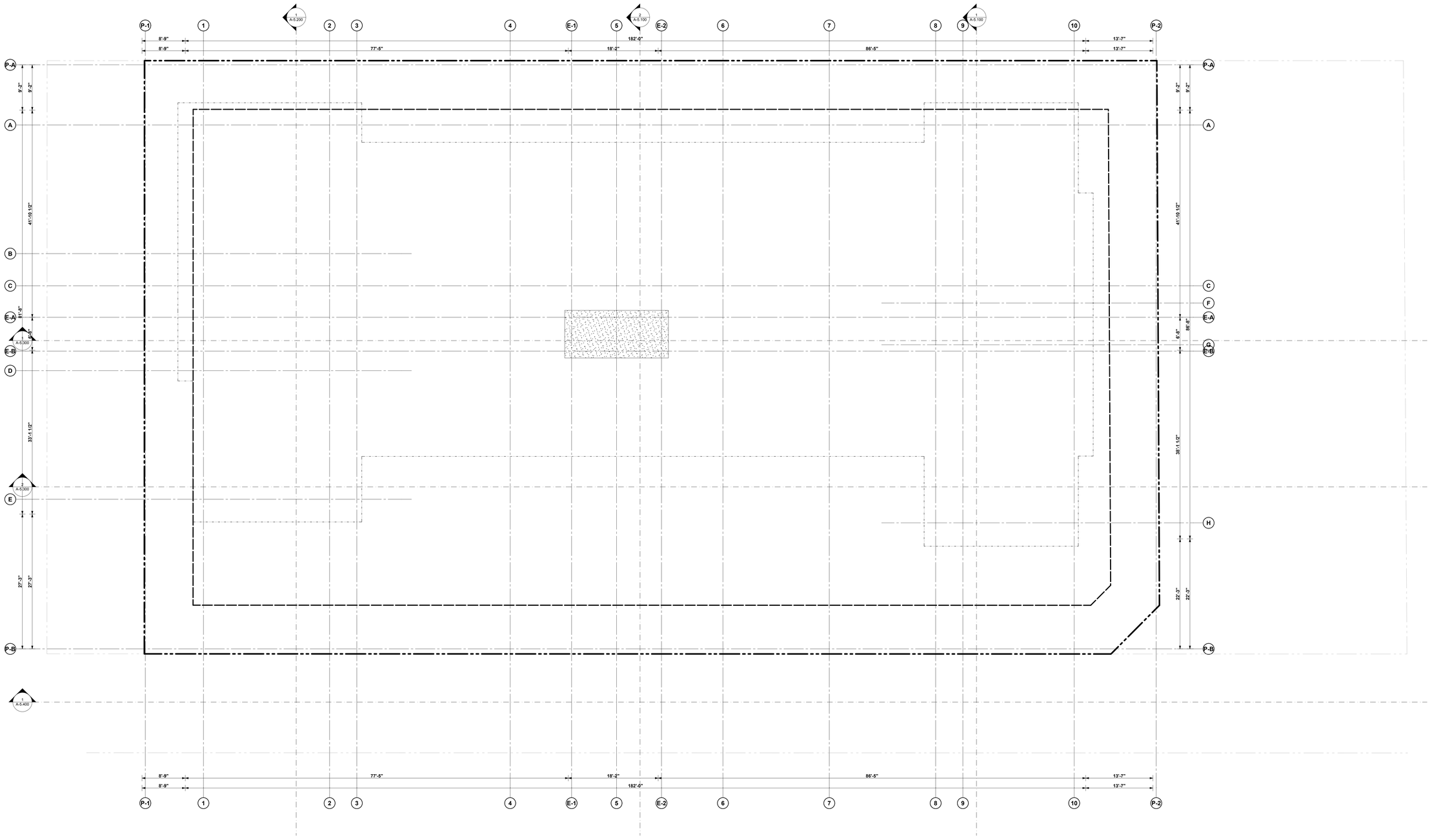
[TITLE]

LOWER ROOF PLAN

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-2.700



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[PROJECT]

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DNV, BC

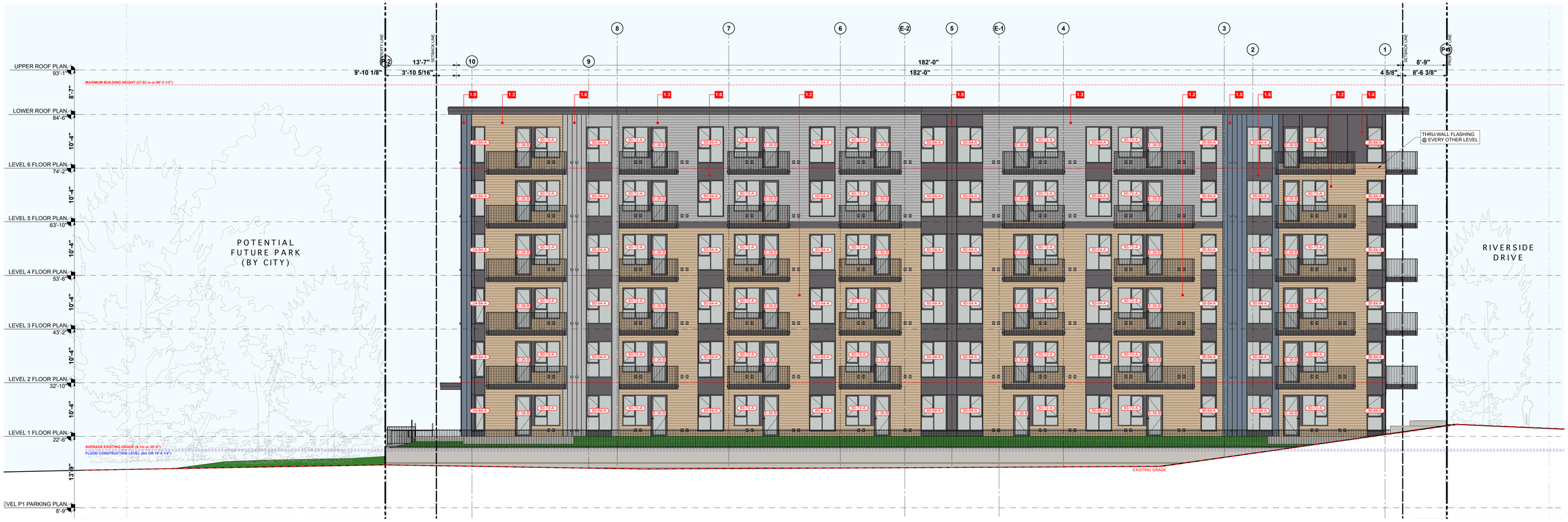
[TITLE]

UPPER ROOF PLAN

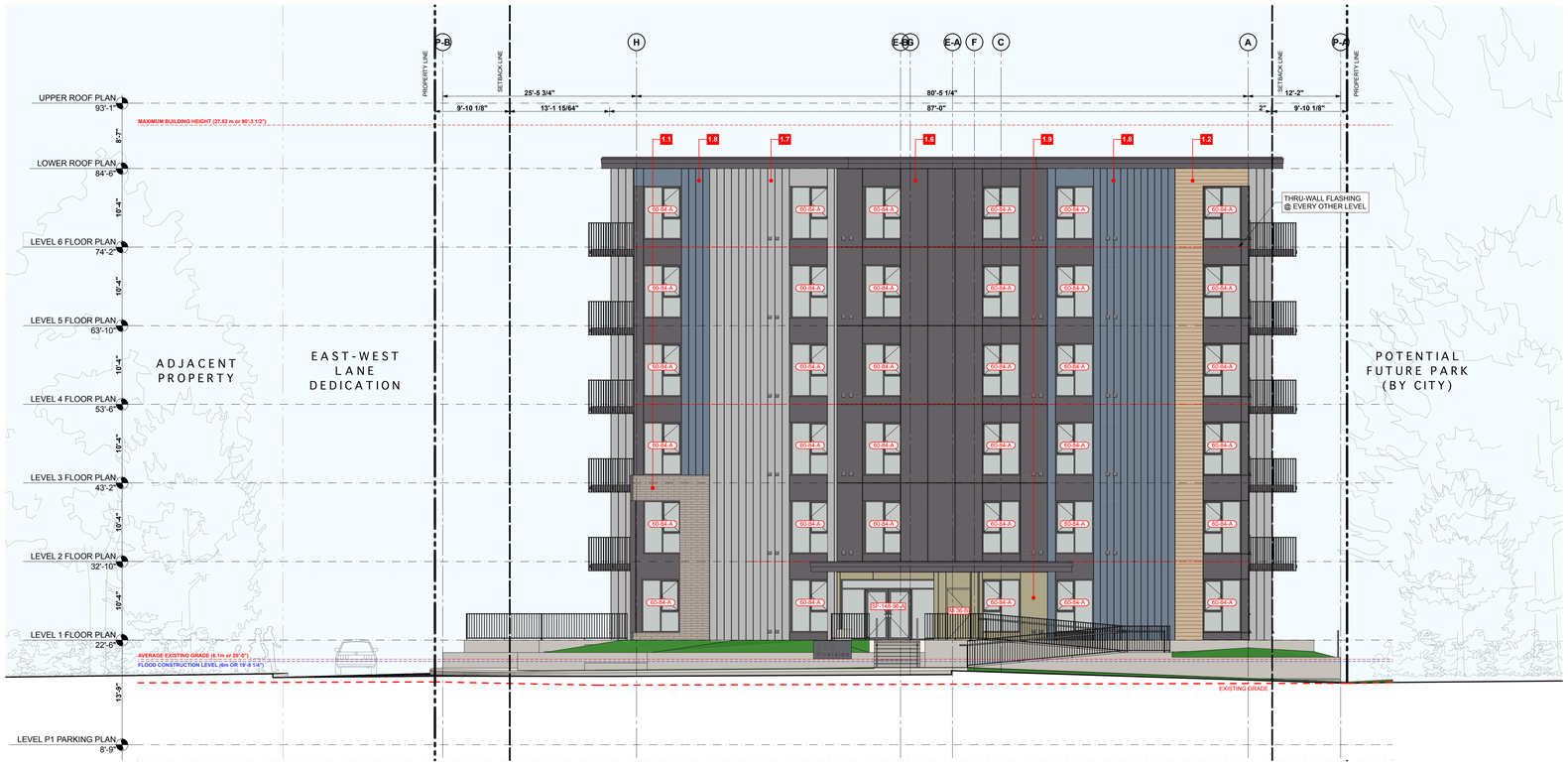
24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[STAGE]

[DRAWING]

A-2.800



1 ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



2 ELEVATION - EAST
SCALE: 1/8" = 1'-0"

Material and Colour Legend

	Colour	Product (to match)	Location
1.0			**CLADDING**
1.1	Tan	Brick Masonry	Exterior Accent Walls
1.2	Tan	Cementitious Lap Siding (150mm / 6" Exposure)	Exterior Walls
1.3	Light Gray	Cementitious Lap Siding (150mm / 6" Exposure)	Exterior Walls
1.4	Light Gray	Fibre Cement Panel	Exterior Walls
1.5	Pale Blue	Fibre Cement Panel	Exterior Architectural Frames
1.6	Light Gray	Fibre Cement Panel (Artisan Type)	Exterior Walls
1.7	Pale Blue	Fibre Cement Panel (Artisan Type)	Exterior Accent Panels
1.8	Tan	Prefinished Metal Panel	Building Entry
1.9	Charcoal	Prefinished Metal Panel	Building Entry
1.10	Brown	Slatted / Folded Metal Panel	Courtyard Wall
1.11	Charcoal	Undulated Perforated Panels	Exterior Bike Storage
2.0			**SOFFIT**
2.1	Stained Cedar	Fiber Cement Soffit - 6" V-Groove Panel	Exterior Walls / Soffits
3.0			**TRIMS / FASCIA**
3.1	Charcoal	Cementitious Trims	Roofs / Overhangs / Flashings
4.0			**ROOFS**
4.1	Charcoal		SBS Membrane at flat roofs
5.0			**WINDOWS**
5.1	Black	Vinyl Windows and Fiberglass Doors c/w matching Flashing and Trim	Residential Windows
6.0			**DOORS**
6.1	Black	Vinyl Windows and Fiberglass Doors c/w matching Flashing and Trim	Residential Doors
6.2	Black	Aluminum Doors c/w matching Flashing and Trim	Storefront Entry Doors at Lobby and Exterior Door to Bike Storage
7.0			**RAILINGS**
7.1	Black	Pre-Finished Metal Frame	Railings @ Balconies

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[ARCHITECT SEAL]

[CLIENT]

METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

ELEVATION - NORTH & EAST

24666 [PROJECT]

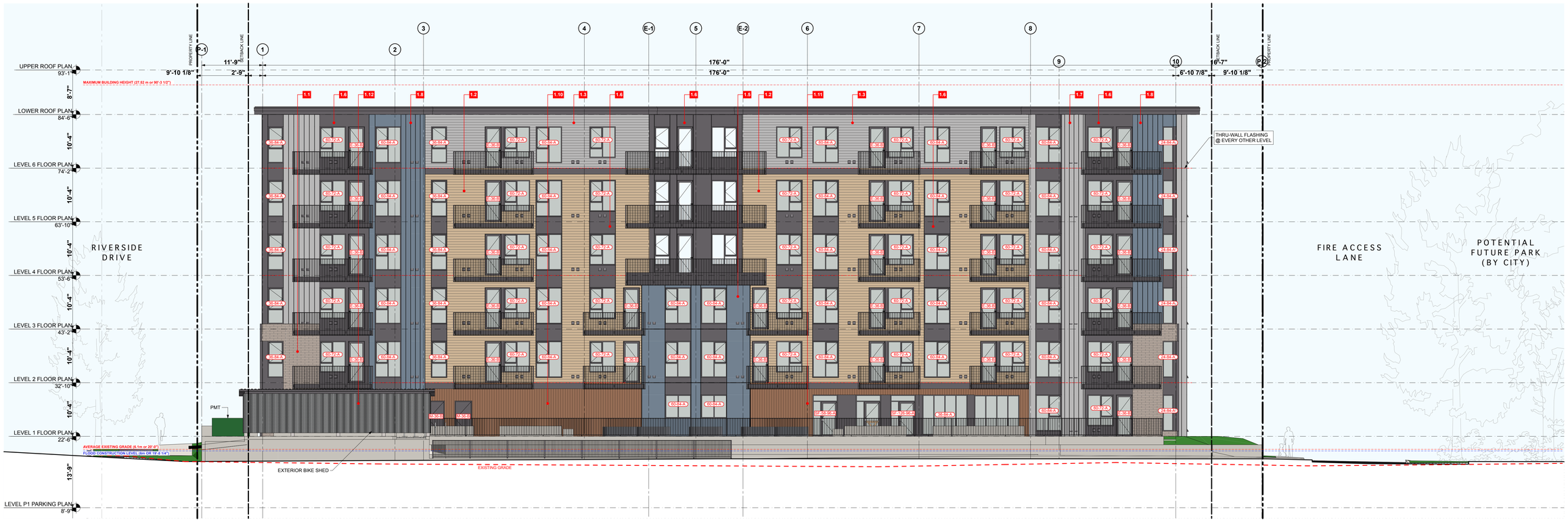
1/8" = 1'-0" [SCALE]

2026-05-22 [DATE]

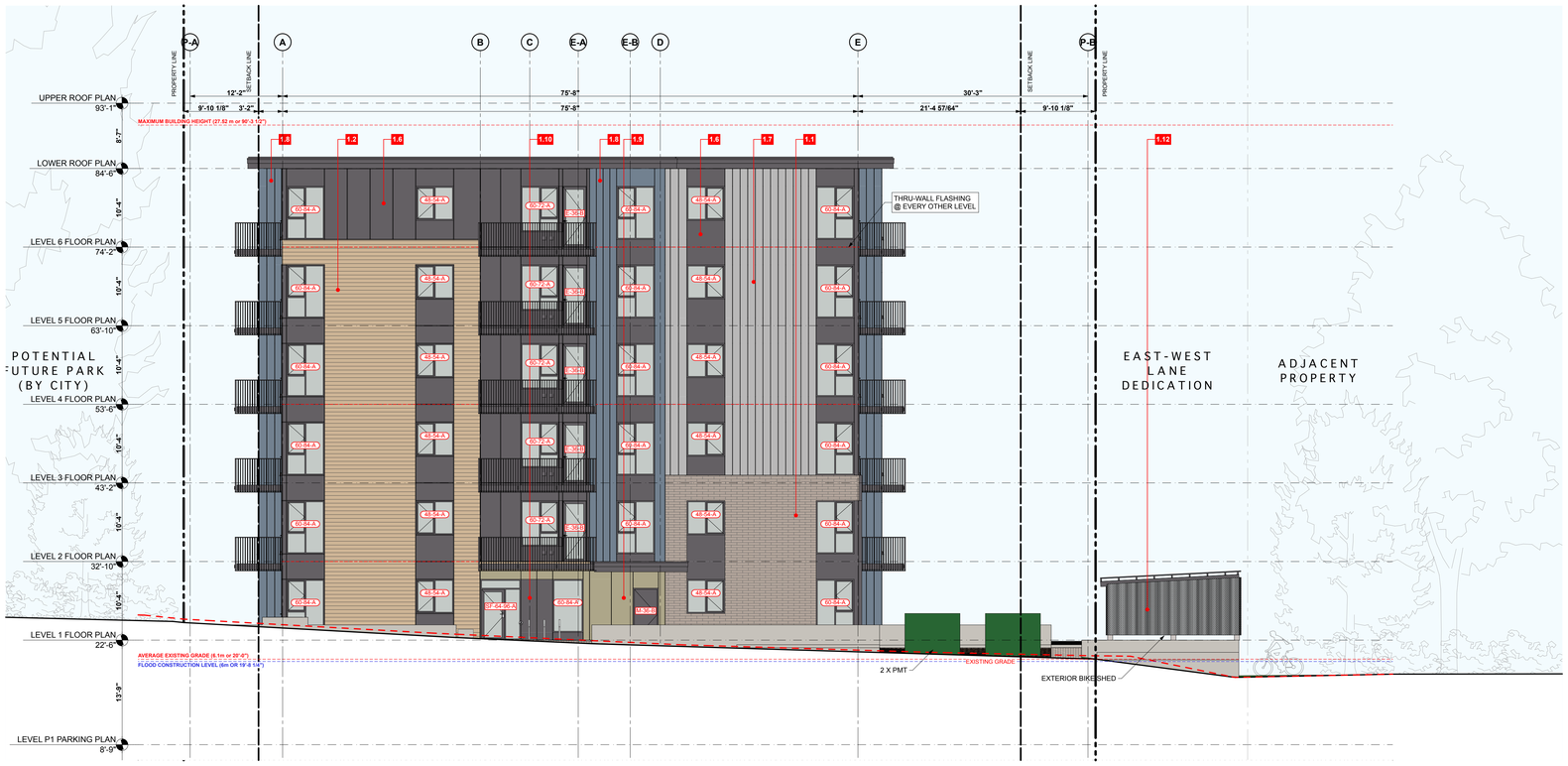
ISSUE 04 - DP RESUBMISSION [NOTE]

[DRAWING]

A-4.100



2 ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"



1 ELEVATION - WEST
SCALE: 1/8" = 1'-0"

Material and Colour Legend

	Colour	Product (to match)	Location
1.0			**CLADDING**
1.1	Tan	Brick Masonry	Exterior Accent Walls
1.2	Tan	Cementitious Lap Siding (150mm / 6" Exposure)	Exterior Walls
1.3	Light Gray	Cementitious Lap Siding (150mm / 6" Exposure)	Exterior Walls
1.4	Light Gray	Fibre Cement Panel	Exterior Walls
1.5	Pale Blue	Fibre Cement Panel	Exterior Architectural Frames
1.6	Light Gray	Fibre Cement Panel (Artisan Type)	Exterior Walls
1.7	Pale Blue	Fibre Cement Panel (Artisan Type)	Exterior Accent Panels
1.8	Tan	Prefinished Metal Panel	Building Entry
1.9	Charcoal	Prefinished Metal Panel	Building Entry
1.10	Brown	Slatted / Folded Metal Panel	Courtyard Wall
1.11	Charcoal	Undulated Perforated Panels	Exterior Bike Storage
2.0			**SOFFIT**
2.1	Stained Cedar	Fiber Cement Soffit - 6" V-Groove Panel	Exterior Walls / Soffits
3.0			**TRIMS / FASCIA**
3.1	Charcoal	Cementitious Trims	Roofs / Overhangs / Flashings
4.0			**ROOFS**
4.1	Charcoal		SBS Membrane at flat roofs
5.0			**WINDOWS**
5.1	Black	Vinyl Windows and Fiberglass Doors c/w matching Flashing and Trim	Residential Windows
6.0			**DOORS**
6.1	Black	Vinyl Windows and Fiberglass Doors c/w matching Flashing and Trim	Residential Doors
6.2	Black	Aluminum Doors c/w matching Flashing and Trim	Storefront Entry Doors at Lobby and Exterior Door to Bike Storage
7.0			**RAILINGS**
7.1	Black	Pre-Finished Metal Frame	Railings @ Balconies

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ELEVATION - SOUTH & WEST

24666 [PROJECT]

1/8" = 1'-0" [SCALE]

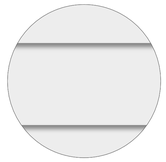
2026-05-22 [DATE]

ISSUE 04 - DP RESUBMISSION [NOTE]

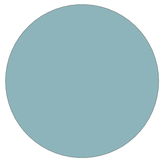
[DRAWING]

A-4.200

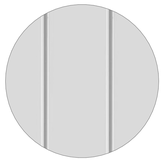
1.1 Brick - Running Bond
Tan



1.3 Cementitious Lap Siding
Light Gray



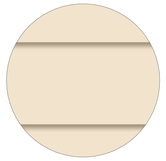
1.5 Fibre Cement Panel
Pale Blue



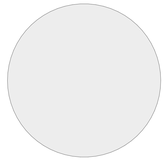
1.7 Vertical Cementitious Panel
Light Gray

1.9 Prefinished Metal Panel
Tan

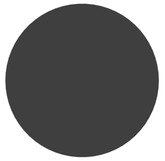
1.11 Slatted Folded Metal Panel
Brown



1.2 Cementitious Lap Siding
Tan

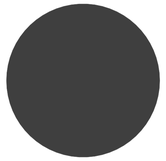


1.4 Fibre Cement Panel
Light Gray

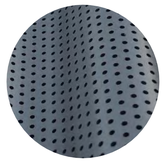


1.6 Fibre Cement Panel
Charcoal

1.8 Vertical Cementitious Panel
Pale Blue



1.10 Prefinished Metal Panel
Charcoal



1.12 Corrugated Perforated Panel
Charcoal

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MATERIAL BOARD

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[SCALE]

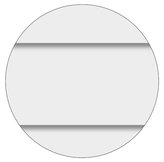
2026-05-22 [DATE]

ISSUE 04 - DP RESUBMISSION [ISSUE]

[DRAWING]

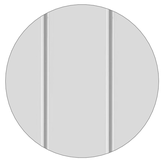
A-4.300

1.1 Brick - Running Bond
Tan



1.3 Cementitious Lap Siding
Light Gray

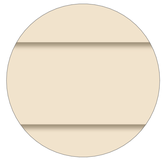
1.5 Fibre Cement Panel
Pale Blue



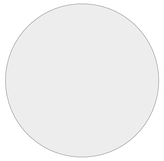
1.7 Vertical Cementitious Panel
Light Gray

1.9 Prefinished Metal Panel
Tan

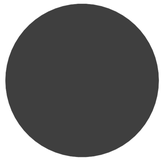
1.11 Slatted Folded Metal Panel
Brown



1.2 Cementitious Lap Siding
Tan

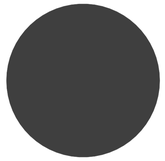


1.4 Fibre Cement Panel
Light Gray

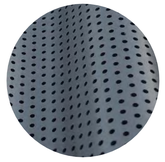


1.6 Fibre Cement Panel
Charcoal

1.8 Vertical Cementitious Panel
Pale Blue



1.10 Prefinished Metal Panel
Charcoal



1.12 Corrugated Perforated Panel
Charcoal

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DNV, BC

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MATERIAL BOARD

24666 [PROJECT]

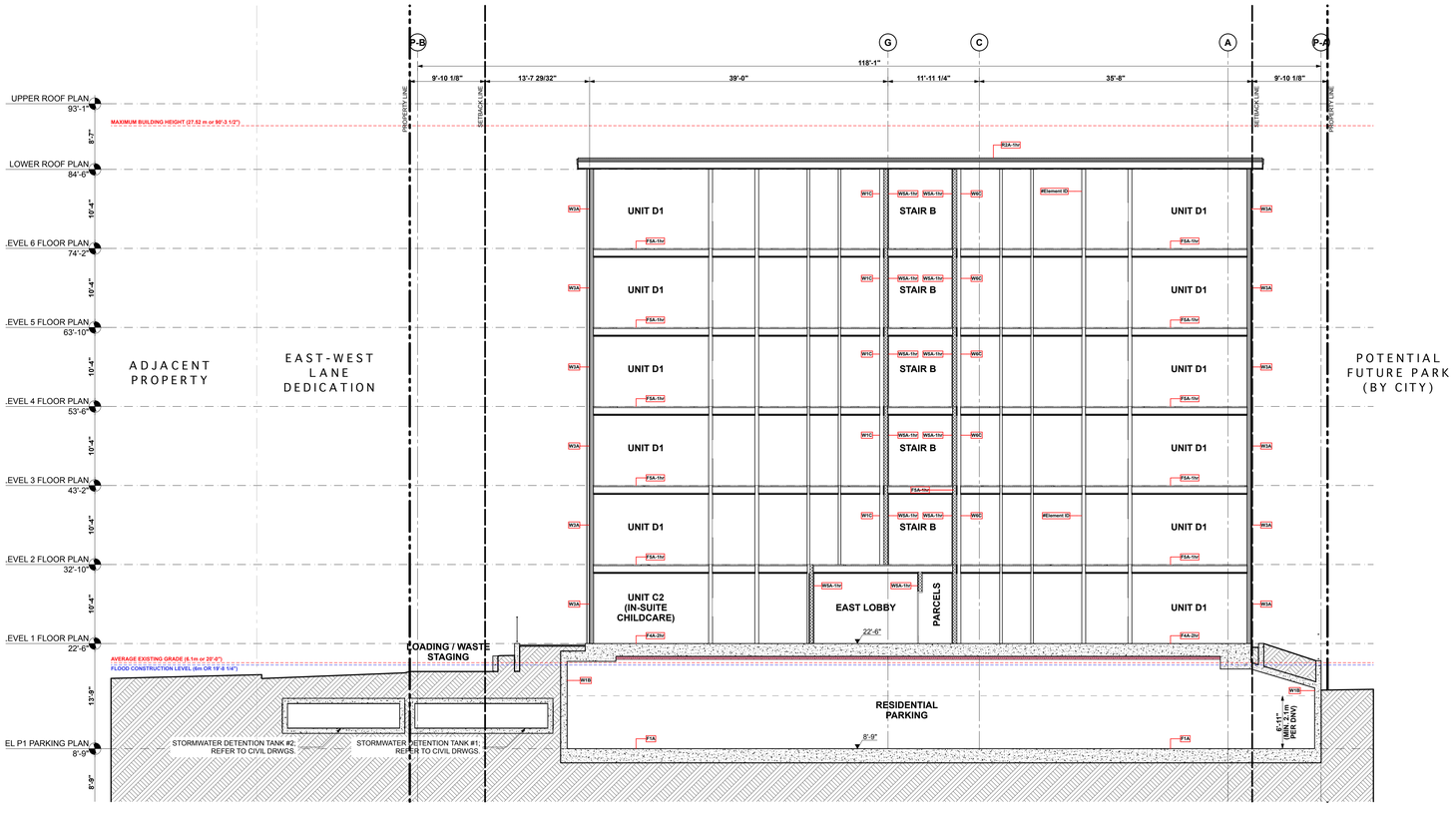
[SCALE]

2026-05-22 [DATE]

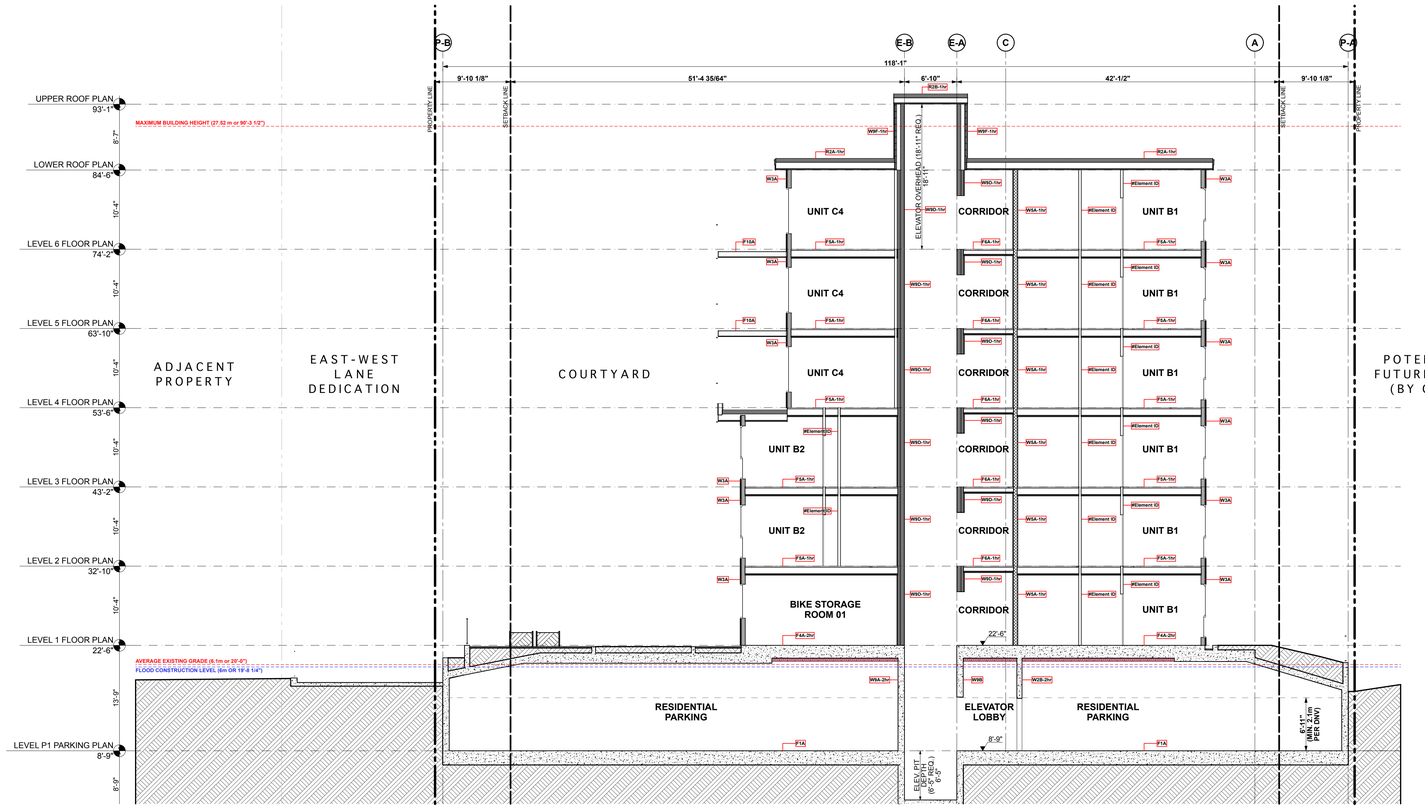
ISSUE 04 - DP RESUBMISSION [NOTE]

[DRAWING]

A-4.400



1 NS SECTION - 01
SCALE: 1/8" = 1'-0"



2 NS SECTION - 02
SCALE: 1/8" = 1'-0"

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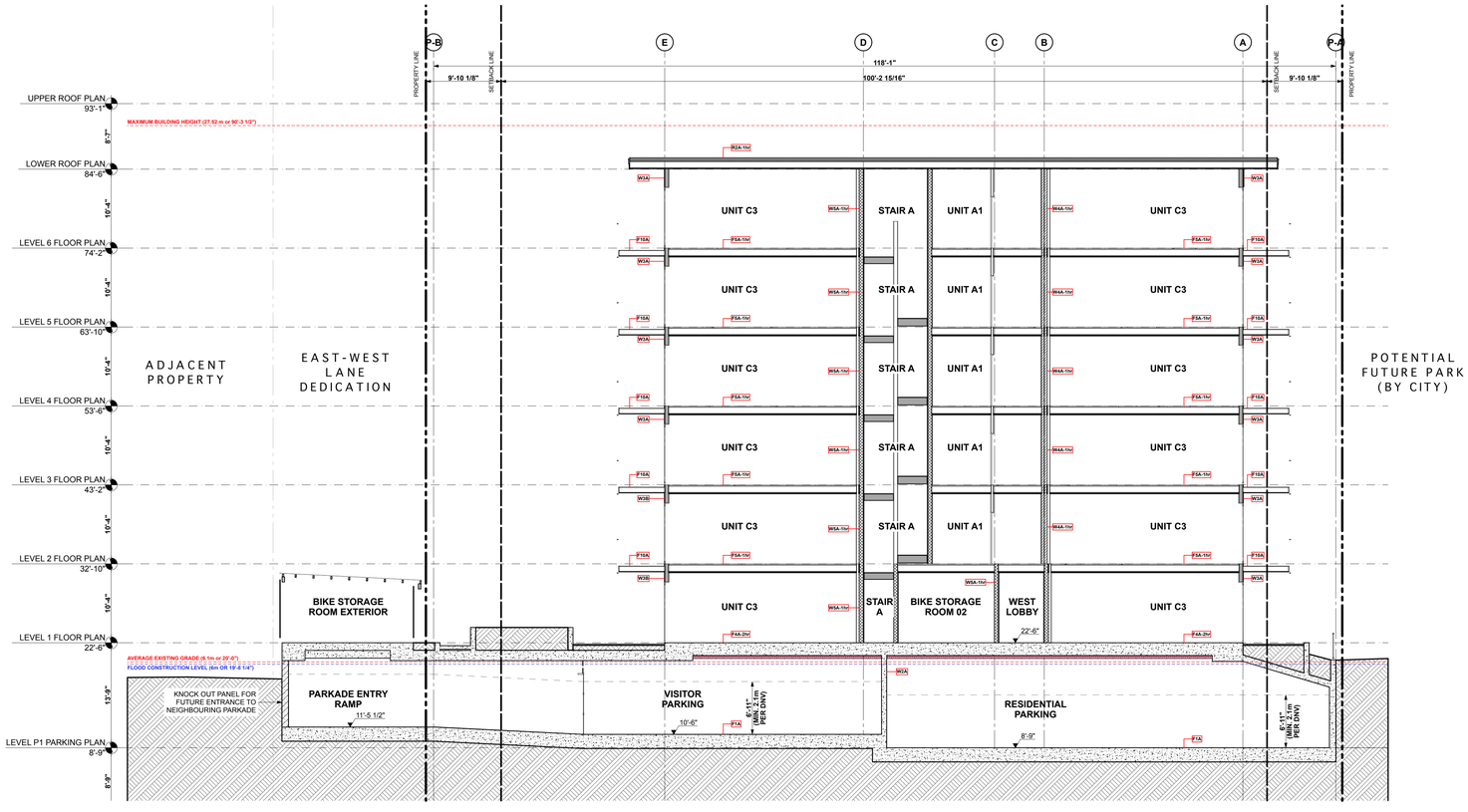
SECTION - NORTH-SOUTH

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]
A-5.100



1 NS SECTION - 03
SCALE: 1/8" = 1'-0"

DP 44.25 - 33

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[TITLE]

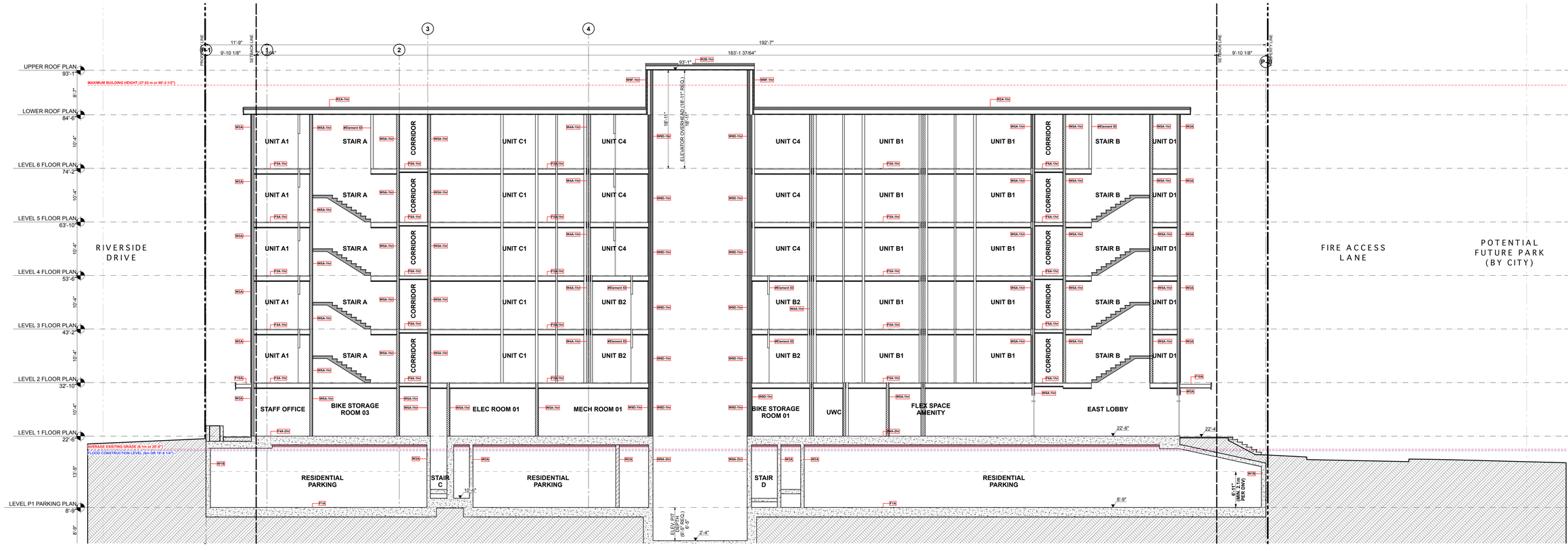
SECTION - NORTH-SOUTH

24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-5.200

DP 44.25 - 34



1 EW SECTION - 01
SCALE: 1/8" = 1'-0"

2 EW SECTION - 02
SCALE: 1/8" = 1'-0"

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RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]
SECTION - EAST-WEST

[PROJECT] 24666
[SCALE] 1/8" = 1'-0"
[DATE] 2026-05-22
[ISSUE] ISSUE 04 - DP RESUBMISSION

[DRAWING]
A-5.300

DP 44.25 - 35

1 EW SECTION - 03
SCALE: 1/8" = 1'-0"

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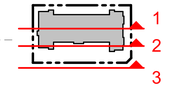

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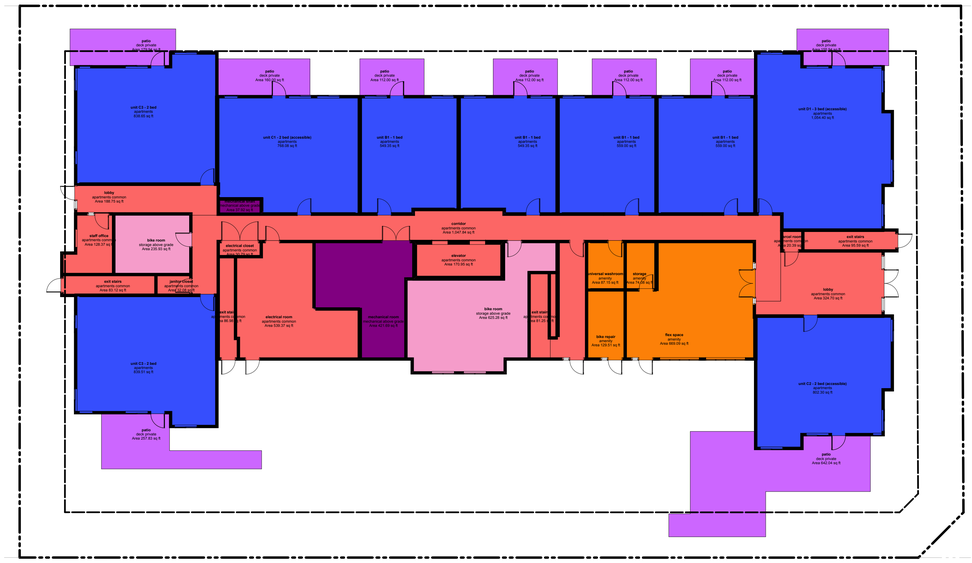
SECTION - EAST-WEST

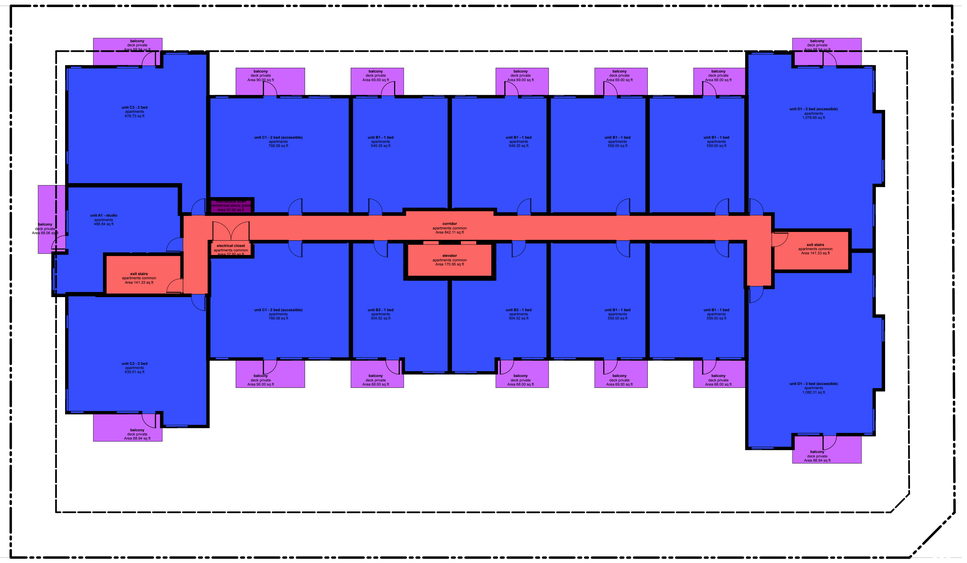
24666	[PROJECT]
1/8" = 1'-0"	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-5.400



1 LEVEL 1 - FAR OVERLAY
SCALE: 1:160



3 LEVEL 3 - FAR OVERLAY
SCALE: 1:160

2 LEVEL 2 - FAR OVERLAY
SCALE: 1:160

4 LEVEL 4-6 FAR OVERLAY
SCALE: 1:160

DNV FARM - INCLUSIONS

Home Story	Zone Category	Measured Area
LEVEL 1 FLOOR PLAN		
	apartments	6,519.64
	apartments.common	2,830.18
LEVEL 2 FLOOR PLAN		
	apartments	10,210.45
	apartments.common	1,367.13
LEVEL 3 FLOOR PLAN		
	apartments	10,243.94
	apartments.common	1,333.64
LEVEL 4 FLOOR PLAN		
	apartments	10,127.70
	apartments.common	1,333.64
LEVEL 5 FLOOR PLAN		
	apartments	10,127.70
	apartments.common	1,333.64
LEVEL 6 FLOOR PLAN		
	apartments	10,127.70
	apartments.common	1,333.64
		66,889.00 ft²

DNV FARM - EXCLUSIONS

Home Story	Zone Category	Measured Area
LEVEL 1 FLOOR PLAN		
	amenity	959.83
	mechanical.above grade	459.61
	storage.above grade	861.21
LEVEL 2 FLOOR PLAN		
	mechanical.above grade	37.92
LEVEL 3 FLOOR PLAN		
	mechanical.above grade	37.92
LEVEL 4 FLOOR PLAN		
	mechanical.above grade	37.92
LEVEL 5 FLOOR PLAN		
	mechanical.above grade	37.92
LEVEL 6 FLOOR PLAN		
	mechanical.above grade	37.92
		2,470.25 ft²

DNV FARM - EXTERIOR SPACES

Home Story	Zone Category	Measured Area
LEVEL 1 FLOOR PLAN		
	deck.private	1,843.75
LEVEL 2 FLOOR PLAN		
	deck.private	1,171.82
LEVEL 3 FLOOR PLAN		
	deck.private	1,171.82
LEVEL 4 FLOOR PLAN		
	deck.private	1,250.07
LEVEL 5 FLOOR PLAN		
	deck.private	1,250.07
LEVEL 6 FLOOR PLAN		
	deck.private	1,250.07
		7,937.60 ft²

FLOOR AREAS

PRIVATE RESIDENTIAL APARTMENTS	INCLUDED IN FAR CALCULATIONS
APARTMENT COMMON AREAS	INCLUDED IN FAR CALCULATIONS
MECHANICAL AREAS ABOVE GRADE	EXCLUDED FROM FAR CALCULATIONS
STORAGE AREAS ABOVE GRADE	EXCLUDED FROM FAR CALCULATIONS
INTERIOR AMENITY AREAS	EXCLUDED FROM FAR CALCULATIONS
PRIVATE DECKS AND BALCONIES	EXTERIOR SPACE ONLY

NOTES:
1. REFER TO PROJECT STATISTICS SHEET IN ARCHITECTURAL DRAWING SET FOR DETAILED BREAK DOWN OF FLOOR AREAS.
2. REFER TO FLOOR AREA REPORT AND MODEL FOR MORE INFORMATION ON HOW FLOOR AREAS ARE MEASURED.

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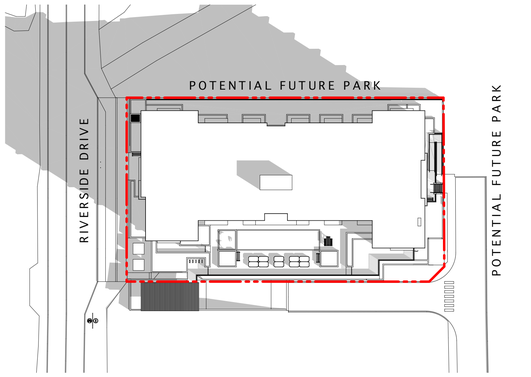
[TITLE]

FAR OVERLAYS

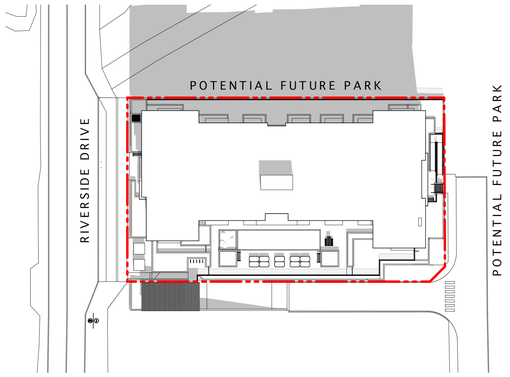
24666	[PROJECT]
1:160	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

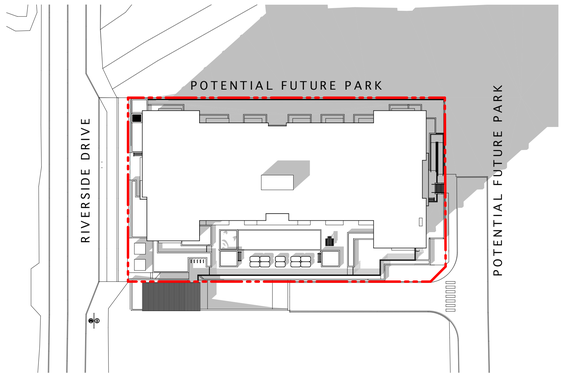
A-8.100



1 March 21st @ 9:00
SCALE: 1" = 40'



2 March 21st @ 12:00
SCALE: 1" = 40'



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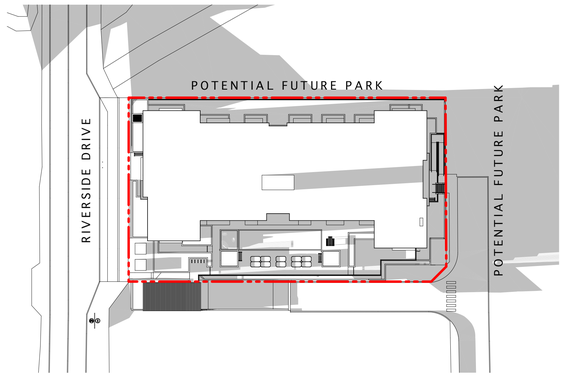
SCALE: 1" = 40'



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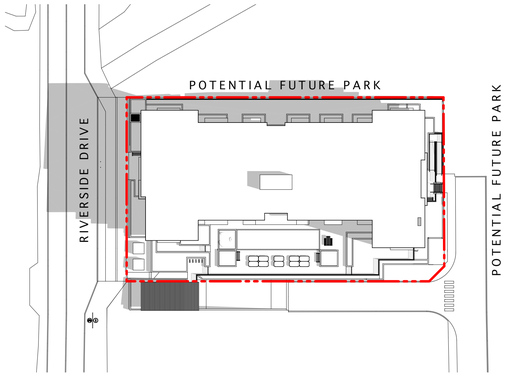
SCALE: 1" = 40'



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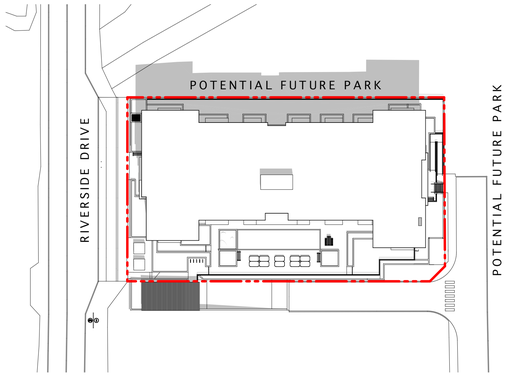
SCALE: 1" = 40'



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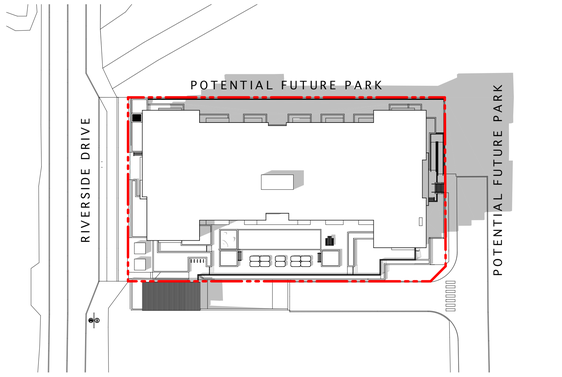
SCALE: 1" = 40'



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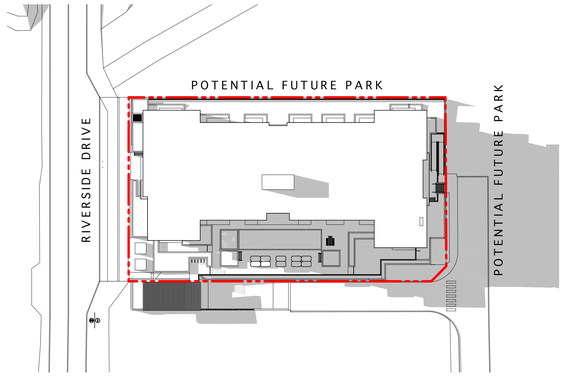
SCALE: 1" = 40'



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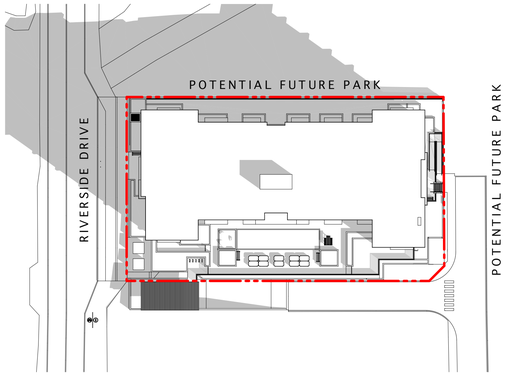
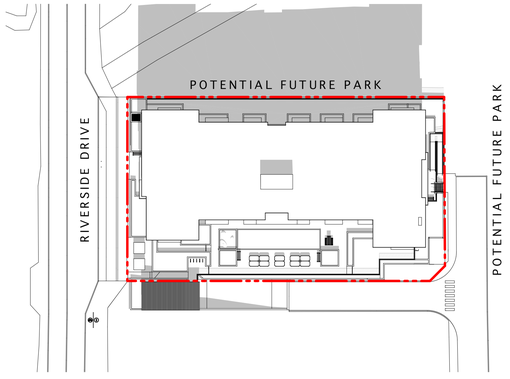
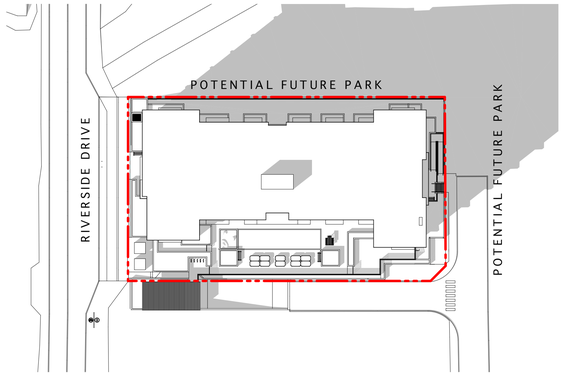
SCALE: 1" = 40'



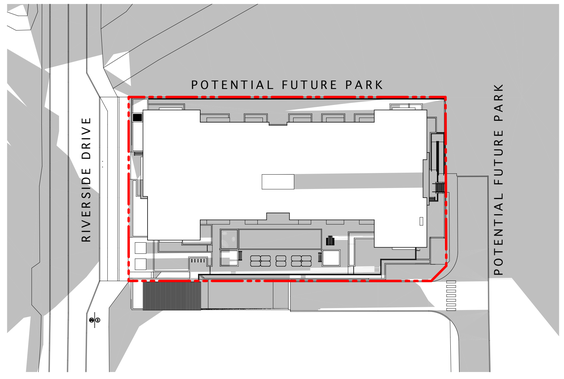
9 Sept 21st @ 9:00
SCALE: 1" = 40'



10 Sept 21st @ 12:00
SCALE: 1" = 40'



11 Sept 21st @ 15:00
SCALE: 1" = 40'



12 Sept 21st @ 18:00
SCALE: 1" = 40'

Integra
ARCHITECTURE INC.
2330-200 Granville Street
Vancouver, BC, V6C 1S4
www.integra-arch.com
Telephone: 604 688 4220

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[PROJECT TEAM]

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

[ARCHITECT SEAL]

[CLIENT]

METRO VANCOUVER HOUSING

[PROJECT]

RIVERSIDE DRIVE

RIVERSIDE DR & OLD DOLLARTON RD
DNV, BC

[TITLE]

SHADOW STUDIES

24666	[PROJECT]
1" = 40'	[SCALE]
2026-05-22	[DATE]
ISSUE 04 - DP RESUBMISSION	[ISSUE]

[DRAWING]

A-8.200

RIVERSIDE DRIVE

666 RIVERSIDE DRIVE & OLD DOLLARTON HWY, DISTRICT OF NORTH VANCOUVER, BC

RE-ISSUED FOR DEVELOPMENT PERMIT

April 28, 2026

LANDSCAPE DRAWING LIST:

L0.0	COVER SHEET
L0.1	TREE MANAGEMENT PLAN
L1.0	LANDSCAPE LAYOUT & KEY PLAN
L1.1	LIGHTING COORDINATION PLAN
L2.0	GRADING PLAN
L2.1	SOIL DEPTH PLAN
L3.0	PLANTING PLAN
L3.1	SCHEMATIC IRRIGATION PLAN
L4.0	ILLUSTRATIVE LANDSCAPE SECTIONS
L4.1	ILLUSTRATIVE LANDSCAPE SECTIONS
L5.0	LANDSCAPE DETAILS
L5.1	LANDSCAPE DETAILS & PRECEDENT IMAGES

0 5 10 20

plot date: 2026-04-28

DP 44.25 - 38

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Landscape Architecture
Site Planning

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T: 604.738.4118
perryandassociates.ca

Issues

No.	Description	Date
1	Issued for DP	2025-09-18
2	Re-Issued for DP	2025-10-30
3	Re-issued for DP	2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

COVER SHEET

Project North: PN

Drawn By: TH

Checked By: MP

Scale: 1:150

Job No.: 24034

Sheet No.:

L0.0

DP 44.25 - 39

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3	Re-Issued for DP	2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Tree Management Plan

Project North: PN

Drawn By: TH

Checked By: MP

Scale: 1:150

Job No.: 24034

Sheet No.:

L0.1

NOTES:

1. This plan is to be read in conjunction with Arborist Report and Plans.
2. Refer to Arborist Report for removal and replacement totals.
3. Contractor to meet onsite with Arborist prior to tree removals to review scope and retention. No work is to be performed within the Root Protection Zones without the project Arborist present to supervise.

   Arborist Contact:
   Joey Banh
   Diamondhead Consulting
   Phone: (604)-733-7886
4. Protection measures of trees to be retained as per District of North Vancouver or modified according to Arborist report, see Critical Root Protection Zone this sheet, and tree protection fencing.

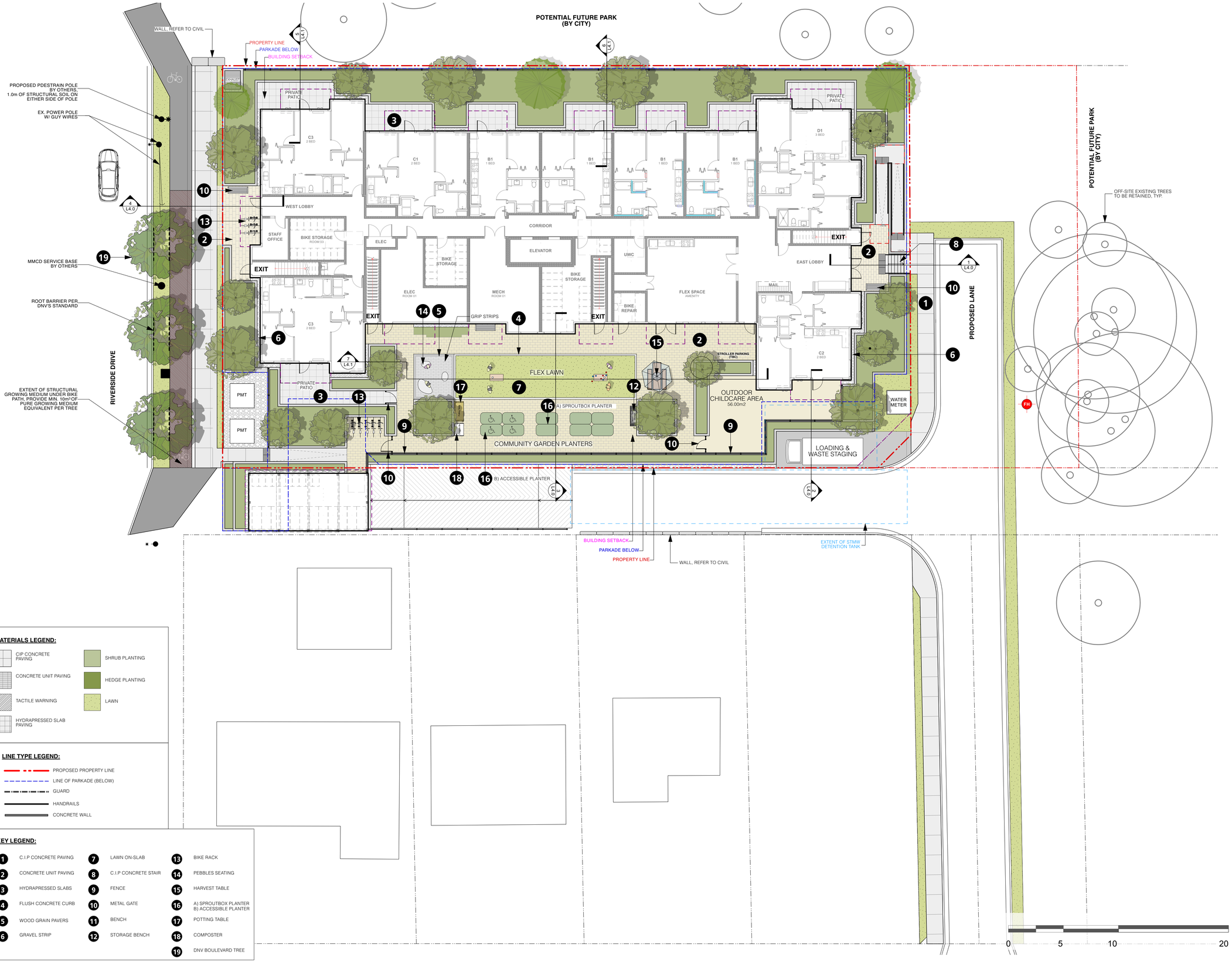
LEGEND:

To Be Removed *To Be Retained*

TREE PROTECTION FENCING, TYP.

CRITICAL ROOT PROTECTION ZONE

plot date: 2026-04-28



MATERIALS LEGEND:

- CIP CONCRETE PAVING
- CONCRETE UNIT PAVING
- TACTILE WARNING
- HYDRAPRESSED SLAB PAVING
- SHRUB PLANTING
- HEDGE PLANTING
- LAWN

LINE TYPE LEGEND:

- PROPOSED PROPERTY LINE
- LINE OF PARKADE (BELOW)
- GUARD
- HANDRAILS
- CONCRETE WALL

KEY LEGEND:

1	C.I.P CONCRETE PAVING	7	LAWN ON-SLAB	13	BIKE RACK
2	CONCRETE UNIT PAVING	8	C.I.P CONCRETE STAIR	14	PEBBLES SEATING
3	HYDRAPRESSED SLABS	9	FENCE	15	HARVEST TABLE
4	FLUSH CONCRETE CURB	10	METAL GATE	16	A) SPROUTBOX PLANTER B) ACCESSIBLE PLANTER
5	WOOD GRAIN PAVERS	11	BENCH	17	POTTING TABLE
6	GRAVEL STRIP	12	STORAGE BENCH	18	COMPOSTER
				19	DNV BOULEVARD TREE

plot date: 2026-04-28

DP 44.25 - 40

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3	Re-issued for DP	2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Landscape Layout & Key Plan

Project North: PN

Drawn By: TH

Checked By: MP

Scale: 1:150

Job No.: 24034

Sheet No.:

L1.0

POTENTIAL FUTURE PARK
(BY CITY)

PROPERTY LINE
PARKADE BELOW
BUILDING SETBACK

RIVERSIDE DRIVE

POTENTIAL FUTURE PARK
(BY CITY)

PROPOSED LANE

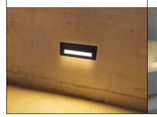
EXHAUST
PRIVATE PATIO
C3 2 BED
C1 2 BED
B1 1 BED
D1 3 BED
WEST LOBBY
STAFF OFFICE
BIKE STORAGE ROOM 03
EXIT
CORRIDOR
ELEC
ELEC ROOM 01
BIKE STORAGE
MECH ROOM 01
ELEVATOR
UWC
FLEX SPACE AMENITY
BIKE REPAIR
MAIL
EAST LOBBY
C2 2 BED
FLEX LAWN
STROLLER PARKING (TBC)
OUTDOOR CHILDCARE AREA 56.00m2
COMMUNITY GARDEN PLANTERS
LOADING & WASTE STAGING
WATER METER
PMT
STM
SAN
W
FH

EXTENT OF STMW DETENTION TANK

BUILDING SETBACK
PARKADE BELOW
PROPERTY LINE

0 5 10 20

LIGHTING LEGEND:

WL WALL LIGHT	SL STEP LIGHT	B 24" HT LIT BOLLARD	BL ARCHITECTURAL BUILDING LIGHT (REFER TO ARCH)
			R RECEPTACLE LOCATION (GFCI IN EXTERIOR GRADE BOX)

NOTES:

1. LIGHTING PLAN AND PRECEDENT IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ELECTRICAL LIGHTING PLANS.
2. CONTRACTOR TO REPORT ANY DISCREPANCIES TO CONSULTANTS FOR REVIEW.
3. POWER SUPPLY FOR EACH LIGHT FIXTURE TO BE LOCATED INSIDE PLANTER C/W EXTERIOR RATED AND WEATHERPROOF ENCLOSURES. REFER TO ELECTRICAL FOR SPECIFICATION.
4. BUILDING LIGHTING LOCATIONS ARE SHOWN FOR SCHEMATIC PURPOSES ONLY. REFER TO ARCHITECTURAL FOR DETAILS AND QUANTITY OF THESE ITEMS.

plot date: 2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Schematic Lighting Plan

Project North: PN

Drawn By: TH

Checked By: MP

Scale: 1:150

Job No.: 24034

Sheet No.:

L1.1

DP 44.25 - 42

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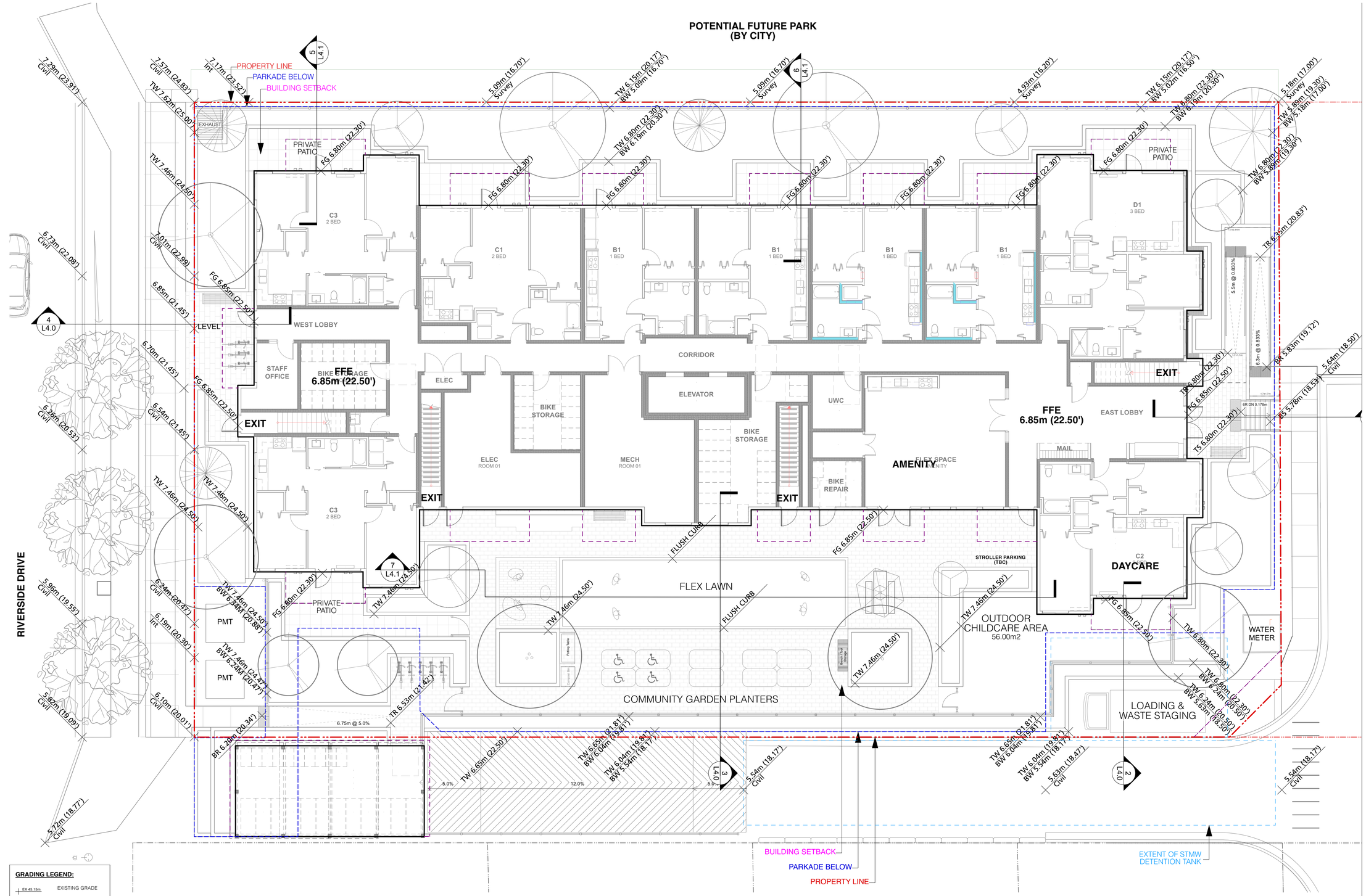

GRADING LEGEND:

EX 45.15m	EXISTING GRADE
FG 45.15m	FINISHED GRADE
CIV 45.15m	CIVIL GRADE
TS 45.15m	TOP OF STAIR
BS 45.15m	BOTTOM OF STAIR
TC 45.15m	TOP OF CURB
TW 45.15m	TOP OF WALL
BW 45.15m	BOTTOM OF WALL
1.0%	SLOPE
	DRAINAGE ARROW

GRADING NOTES:

1. CONTRACTOR TO ENSURE ALL PAVING SLOPES TO DRAIN AWAY FROM BUILDINGS.
2. CONTRACTOR TO ENSURE TOPSOIL SLOPES AND DRAINS AWAY FROM ALL BUILDINGS.
3. SOFT LANDSCAPE FINISHED GRADE TO BE MIN. 200MM BELOW ANY FINISHED BUILDING ELEVATIONS.
4. CONTRACTOR TO REPORT ANY DISCREPANCIES IN GRADE.
5. SLOPE ALL SURFACES TO DRAINS AS SHOWN.

plot date: 2026-04-28

Issues

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3	Re-issued for DP	2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Grading Plan

Project North: PN

Drawn By:

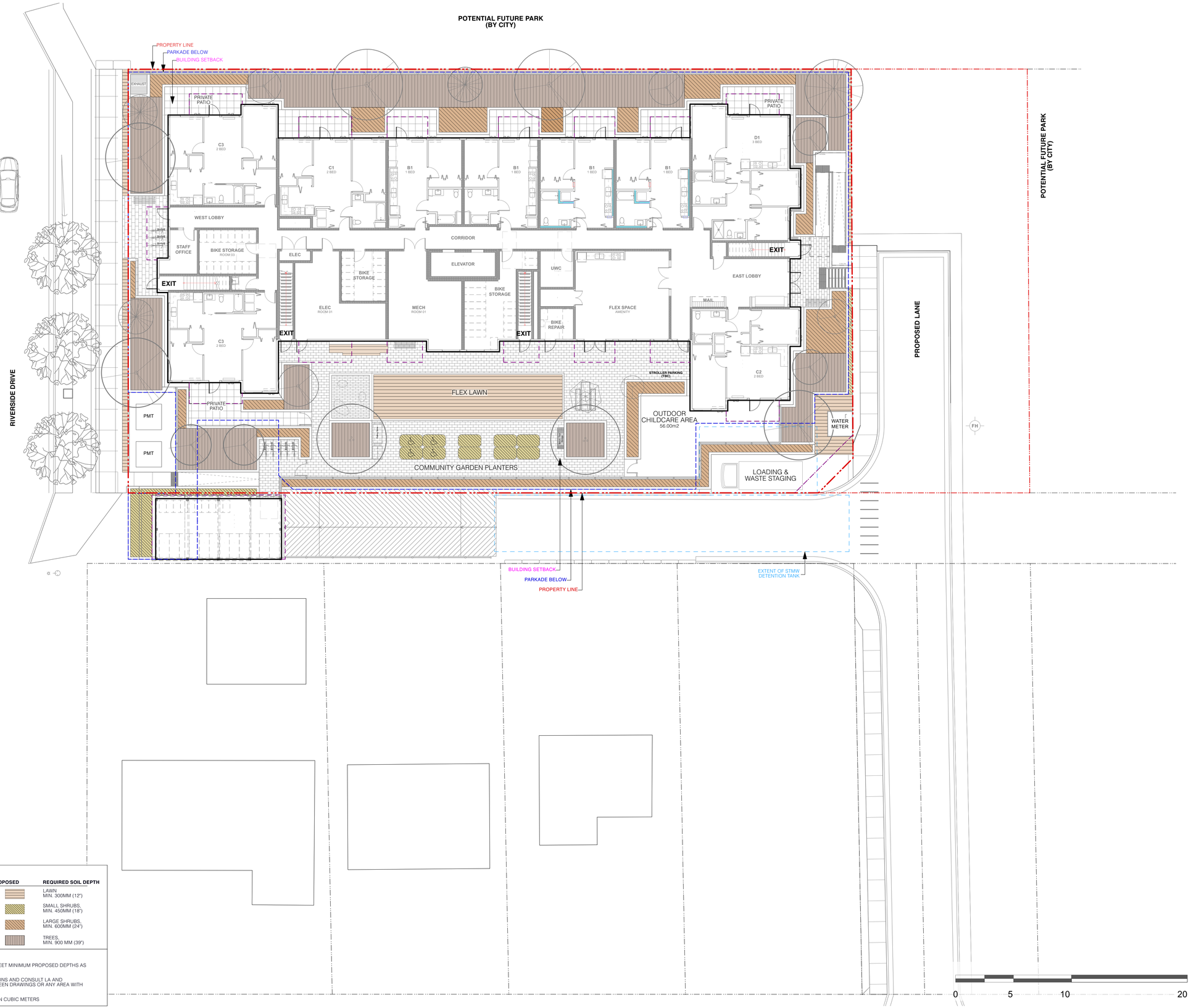
Checked By:

Scale: 1:100

Job No.: 24034

Sheet No.:

L2.0



SOIL DEPTH KEY:

PLANT MATERIALS	SOIL DEPTH PROPOSED	REQUIRED SOIL DEPTH
LAWN AREAS	300 MM (12")	LAWN, MIN. 300MM (12")
SMALL SHRUBS, GROUND COVERS, FERNS, PERENNIALS, GRASSES	450 MM (18")	SMALL SHRUBS, MIN. 450MM (18")
LARGE SHRUBS, GROUND COVERS, FERNS, PERENNIALS, GRASSES	600 MM (24")	LARGE SHRUBS, MIN. 600MM (24")
TREES	900 MM (36")	TREES, MIN. 900 MM (39")

NOTES:

1. SOIL DEPTH FOR ALL PLANTING AREAS TO MEET MINIMUM PROPOSED DEPTHS AS SHOWN.

2. CONTRACTOR TO VERIFY AS-BUILT CONDITIONS AND CONSULT LA AND CONSULTANTS FOR ANY DISCREPANCIES BETWEEN DRAWINGS OR ANY AREA WITH INSUFFICIENT SOIL DEPTH AS REQUIRED.

3. SOIL VOLUME QUANTITIES ON PLAN NOTED IN CUBIC METERS

plot date: 2026-04-28

DP 44.25 - 43

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Soil Depth Plan

Project North: PN

Drawn By: TH

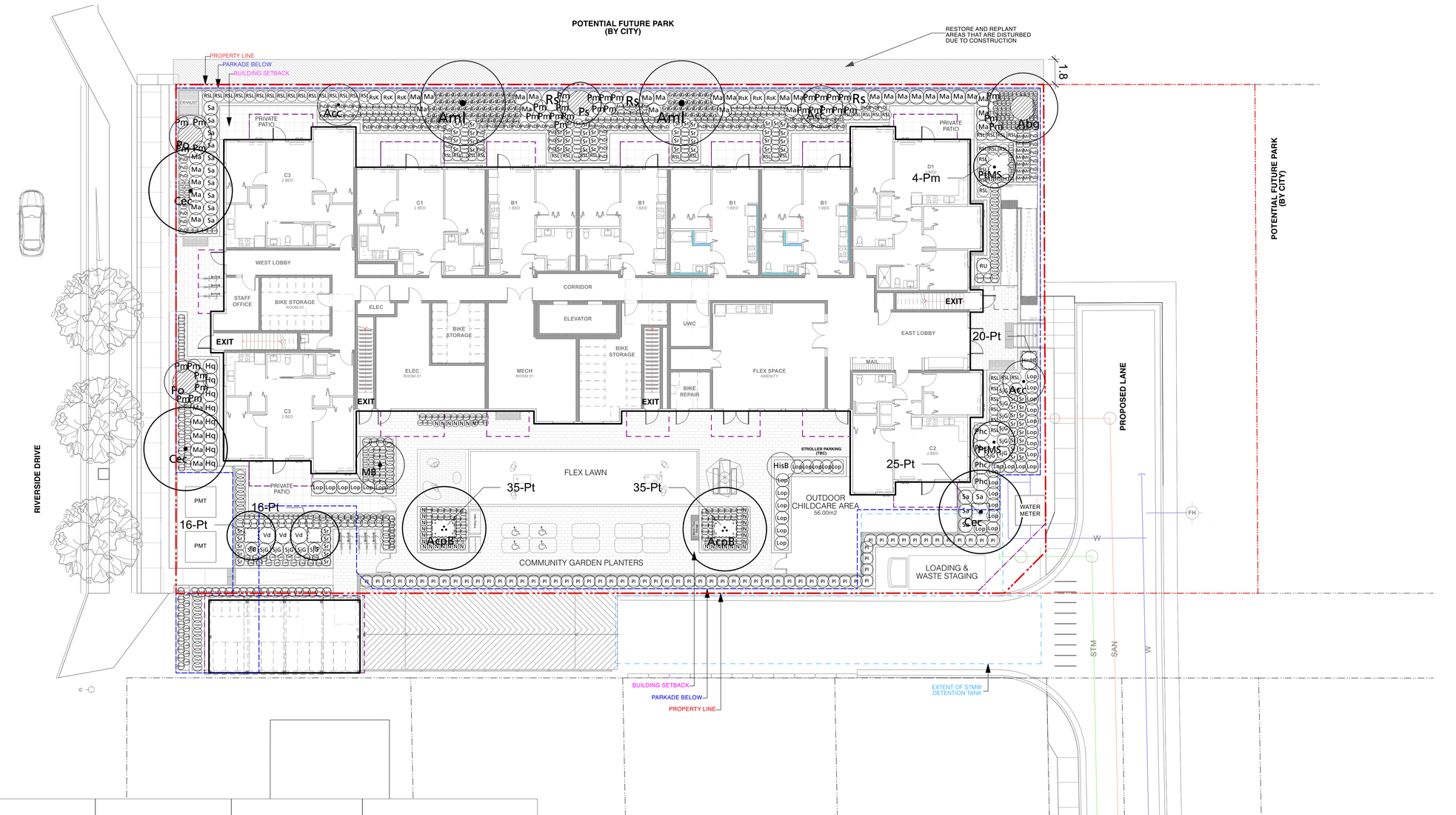
Checked By: MP

Scale:

Job No.: 24034

Sheet No.:

L2.1



Plant List

Symbol	Qty.	Botanical Name	Common Name	Scheduled Size	Remarks
Trees					
Abg	1	**Abies grandis**	Grand Fir	3m ht, B+B	
Acc	3	**Acer circinatum**	Vine Maple	2.5m ht., B&B, max. 3 stems	*native *habitat
AcpB	2	**Acer palmatum 'Bloodgood'**	Bloodgood Japanese Maple	3m ht., 6cm cal., WB	Specimen grade
Aml	2	**Amelanchier laevis 'Spring Flurry'**	Saskatoon	5-6cm cal., WB	*native
Cec	3	**Cercis canadensis**	Eastern Redbud	6cm cal., WB	
HisB	1	**Hibiscus syriacus 'Bluebird'**	Blue Bird Rose of Sharon	#10 pot	
MB	1	**Magnolia 'Betty'**	Betty Magnolia	6cm cal.	
Pp	2	**Parrotia persica 'Golden Belltower'**	Golden Belltower Parrotia	6cm caliper	
Po	2	**Picea omorika**	Serbian Spruce	3m ht, B&B	
Ps	1	**Picea sitchensis**	Sitka Spruce	3m ht, B&B	*native
PtMS	2	**Populus tremuloides 'Mountain Sentinel'**	Columnar Aspen	6cm cal., WB	Min 3 Stakes, WB, Large Root Ball, Selected by LA
Shrubs					
BmW	29	**Buxus microphylla 'Winter Gem'**	Winter Gem Boxwood	#3 pot	
Gs	99	**Gaultheria shallon**	Salal	#2 pot	*native
HmBB	1	**Hydrangea macrophylla 'Blue Billows'**	Lacecap Hydrangea	#5 pot	
Hq	8	**Hydrangea quercifolia**	Oakleaf Hydrangea	#5 pot	
Lop	36	**Lonicera pileata**	Privet Honeysuckle	#3 pot	
Ma	37	**Mahonia aquifolium**	Oregon Grape	#2 pot	
Mn	16	**Mahonia nervosa**	Longleaf Mahonia	#2 pot	
Mar	84	**Mahonia repens**	Creeping Mahonia	#2 pot	
Phc	4	**Physocarpus capitatus**	Pacific Ninebark	#5 pot	*habitat plant
Pl	61	**Prunus laurocerasus 'Otto Luyken'**	Otto Luyken Laurel	#3 pot	
RSL	52	**Rhododendron 'Snow Lady'**	Snow Lady Rhododendron	#3 pot	
RU	1	**Rhododendron 'Unique'**	Unique Rhododendron	#5 pot	
Rim	59	**Rhododendron impeditum**	Dwarf Purple Rhododendron	#2 pot	
RsK	6	**Ribes sanguineum 'King Edward VII'**	Flowering Currant	#5 pot	
Rs	3	**Rubus spectabilis**	Salmonberry	#5 pot	
Sr	68	**Sarcococca ruscifolia**	Fragrant Sarcococca	#3 pot	
SjG	14	**Spiraea japonica 'Goldmound'**	Goldmound Spirea	#3 pot	
Sa	14	**Symphoricarpos albus**	Snowberry	#2 pot	
TmH	106	**Taxus x media 'Hicksii' (male form)**	Hicksii Yew (male form)	4' ht	
Vd	3	**Viburnum davidii**	David Viburnum	#5 pot	
Groundcovers, Vines, Ferns, Perennials and Grasses					
Cml	16	**Carex morrowii 'Ice Dance'**	Variegated Japanese Sedge	#1 pot	
CoE	56	**Carex oshimensis 'Evergold'**	Sedge	#1 pot	
HmA	26	**Hakonechloa macra 'Aureola'**	Japanese Forest Grass	#1 pot	
HC	6	**Heuchera 'Cherries Jubilee'**	Coral Bells	#1 pot	
HmP	6	**Heuchera micrantha 'Palace Purple'**	Palace Purple Coral Bells	#1 pot	
HJ	3	**Hosta 'June'**	June Hosta	#1 pot	
LaM	17	**Lavandula angustifolia 'Munstead'**	English Lavender	#1 pot	
N	33	**Nepeta 'Cat's Pajamas'**	Catmint	#1 pot	
Pt	147	**Pachysandra terminalis**	Japanese Spurge	#1 pot	
PsD	88	**Polystichum setiferum 'Divisilobum'**	Soft Shield Fern	#2 pot	
Vh	54	**Vancouveria hexandra**	White Inside-out Flower	#1 pot	

plot date: 2026-04-28

DP 44.25 - 44

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
DNV, BC

Drawing Title:

Planting Plan

Project North: PN

Drawn By: JW

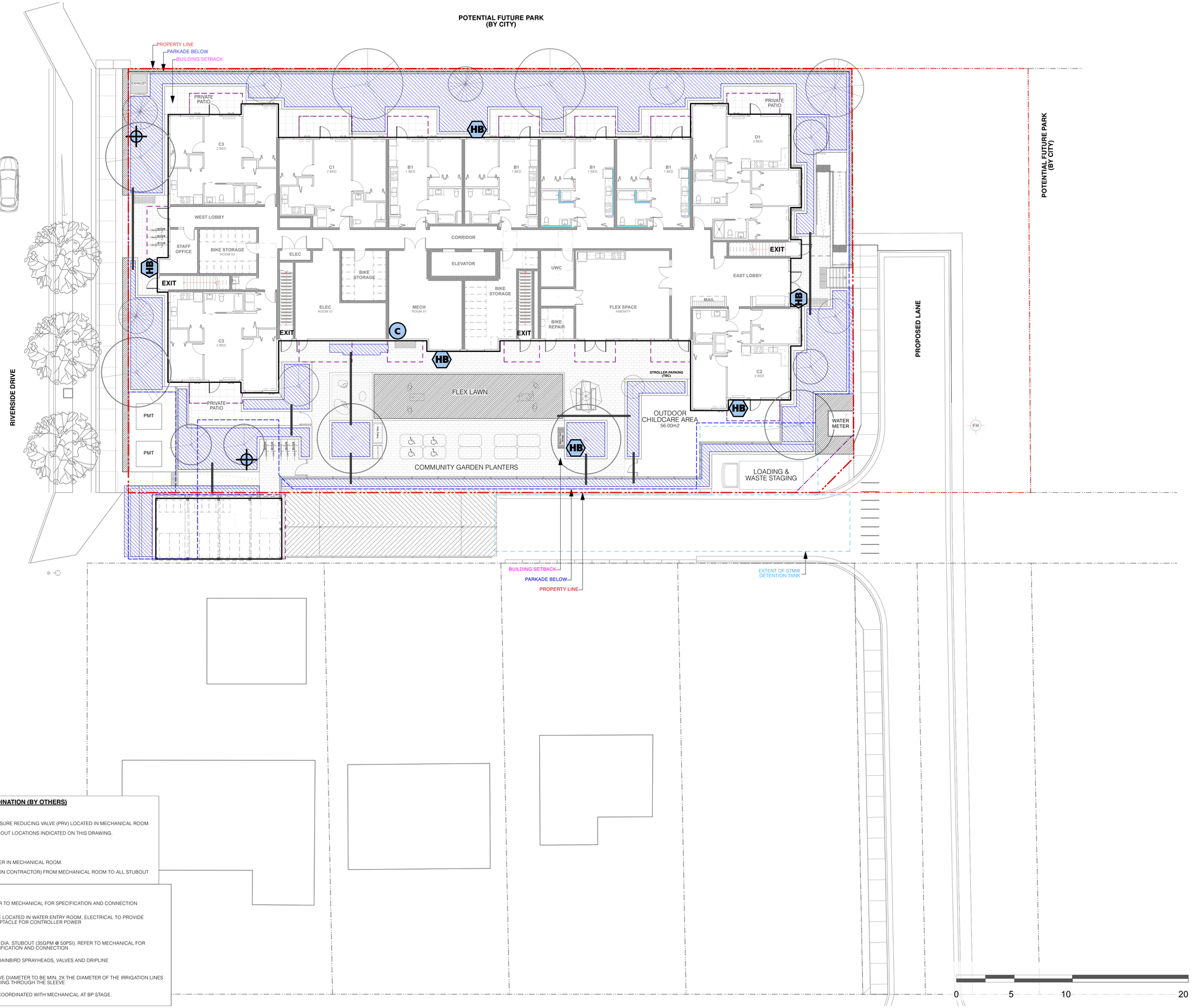
Checked By: MP/TH

Scale: 1:150

Job No.: 24034

Sheet No.:

L3.0



MECHANICAL + ELECTRICAL IRRIGATION COORDINATION (BY OTHERS)

MECHANICAL:

1. PROVIDE BACKFLOW PREVENTER, BLOWOUT TEE, AND PRESSURE REDUCING VALVE (PRV) LOCATED IN MECHANICAL ROOM.
2. PROVIDE PIPING FROM BACKFLOW PREVENTER TO ALL STUBOUT LOCATIONS INDICATED ON THIS DRAWING.
3. PROVIDE COPPER TO PVC FITTING AT EACH STUBOUT.

ELECTRICAL:

1. PROVIDE 120V POWER SOURCE FOR IRRIGATION CONTROLLER IN MECHANICAL ROOM.
2. PROVIDE CONDUIT (FOR LOW VOLTAGE WIRING BY IRRIGATION CONTRACTOR) FROM MECHANICAL ROOM TO ALL STUBOUT AND AUTO VALVE LOCATIONS.

IRRIGATION LEGEND:

HB	HOSE BIB	REFER TO MECHANICAL FOR SPECIFICATION AND CONNECTION
C	IRRIGATION CONTROLLER PROVIDED BY IRRIGATION CONTRACTOR	TO BE LOCATED IN WATER ENTRY ROOM, ELECTRICAL TO PROVIDE RECEPTACLE FOR CONTROLLER POWER
	STUBOUT LOCATION	1-1/2" DIA. STUBOUT (35GPM @ 50PSI). REFER TO MECHANICAL FOR SPECIFICATION AND CONNECTION
NEW	ONSITE IRRIGATION ZONE	USE RAINBIRD SPRAYHEADS, VALVES AND DRIPLINE
	SLEEVE LOCATION	SLEEVE DIAMETER TO BE MIN. 2X THE DIAMETER OF THE IRRIGATION LINES RUNNING THROUGH THE SLEEVE

NOTE: FINAL STUB OUT AND HOSE BIB LOCATIONS TO BE COORDINATED WITH MECHANICAL AT BP STAGE.

plot date: 2026-04-28

DP 44.25 - 45

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Landscape Architecture
Site Planning

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Vancouver, BC V5T 1V9

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Issues

No.	Description	Date
1	Issued for DP	2025-09-18
2	Re-Issued for DP	2025-10-30
3	Re-issued for DP	2026-04-28

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
District of North Vancouver, BC

Drawing Title:

Schematic Design/Build
Irrigation Plan

Project North: PN

Drawn By: TH

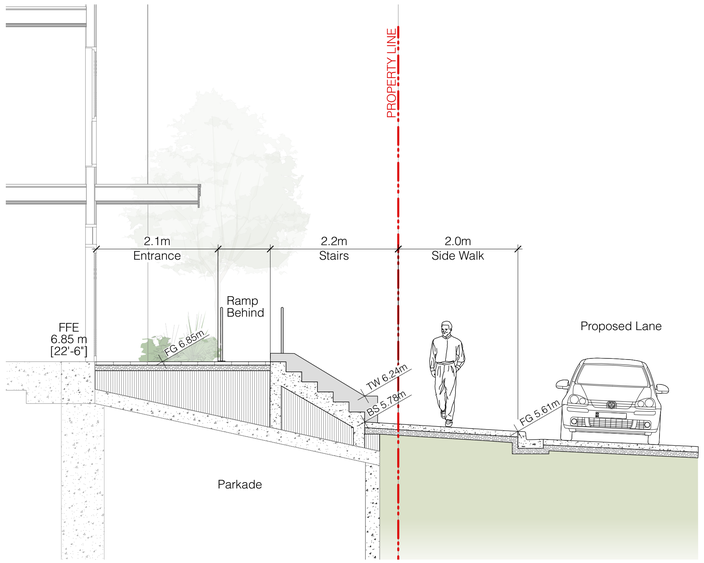
Checked By: MP

Scale: 1:150

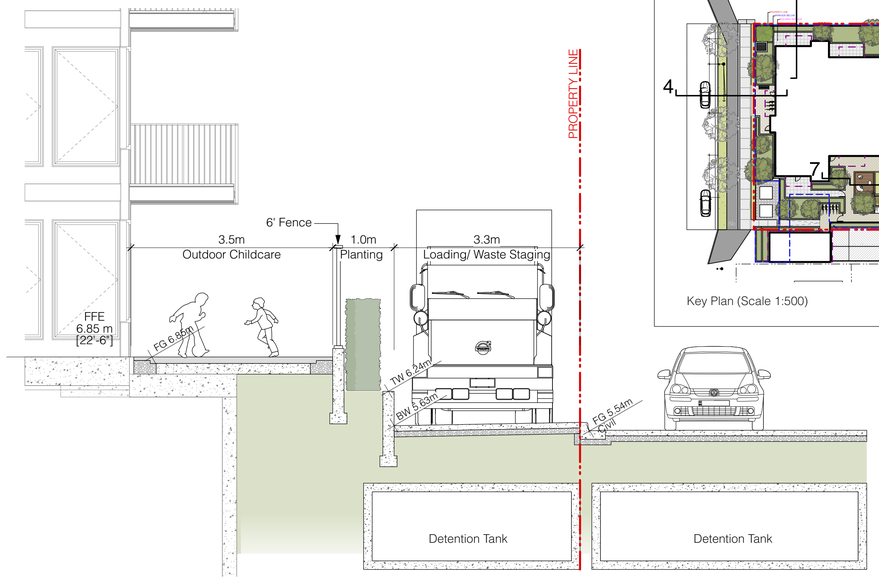
Job No.: 24034

Sheet No.:

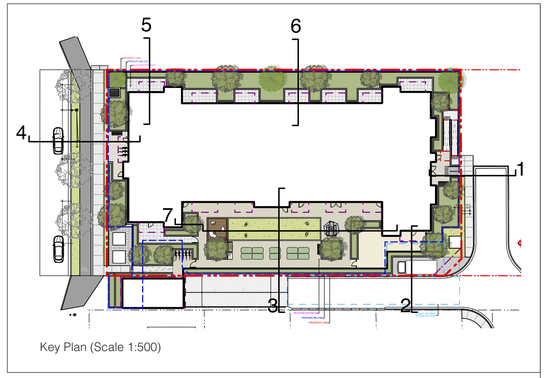
L3.1



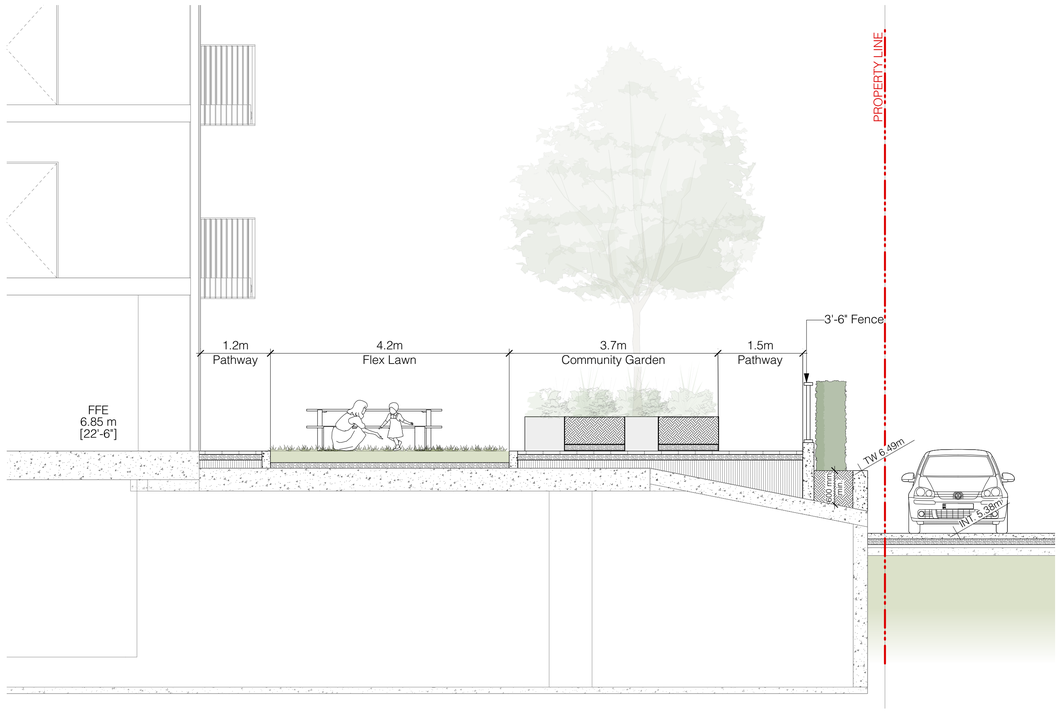
1 East Section through Ramp and Proposed Lane
1:50



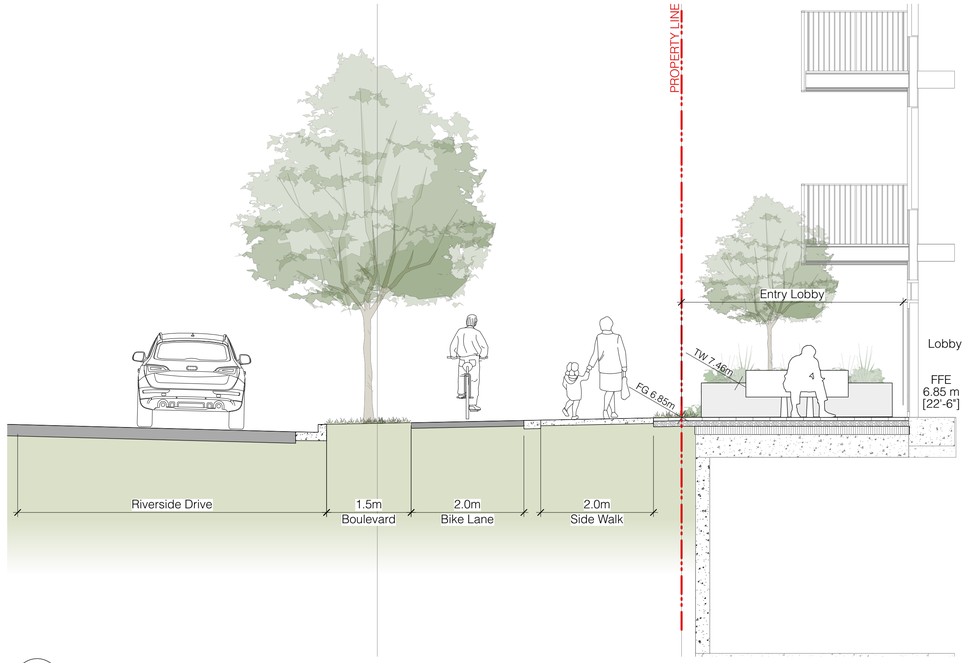
2 South Section through Outdoor Childcare
1:50



Key Plan (Scale 1:500)



3 South Section through Flex Lawn and Community Garden
1:50



4 West Section through Riverside Drive and Lobby
1:50

plot date: 2026-04-28

DP 44.25 - 46

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
DNV, BC

Drawing Title:

Landscape Sections

Project North: PN

Drawn By: KC

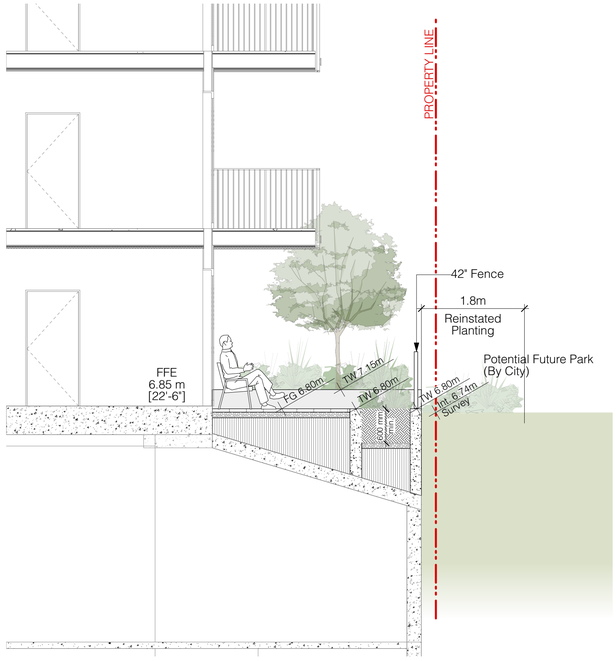
Checked By: TH/MP

Scale:

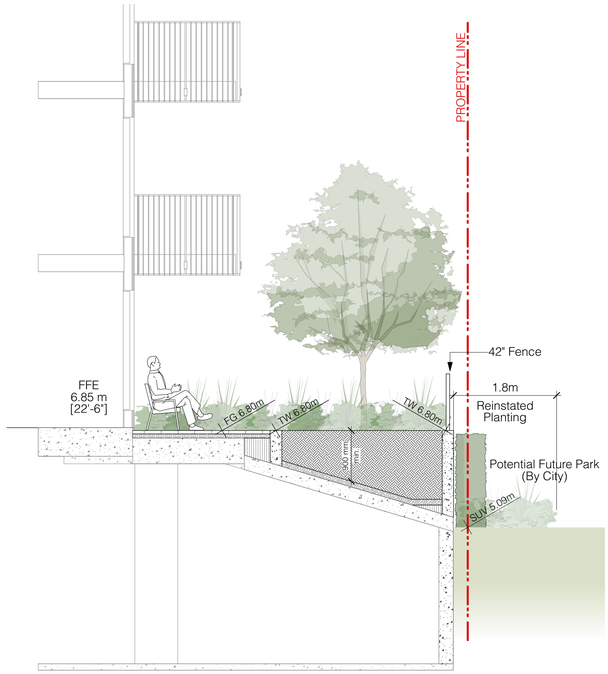
Job No.: 24-034

Sheet No.:

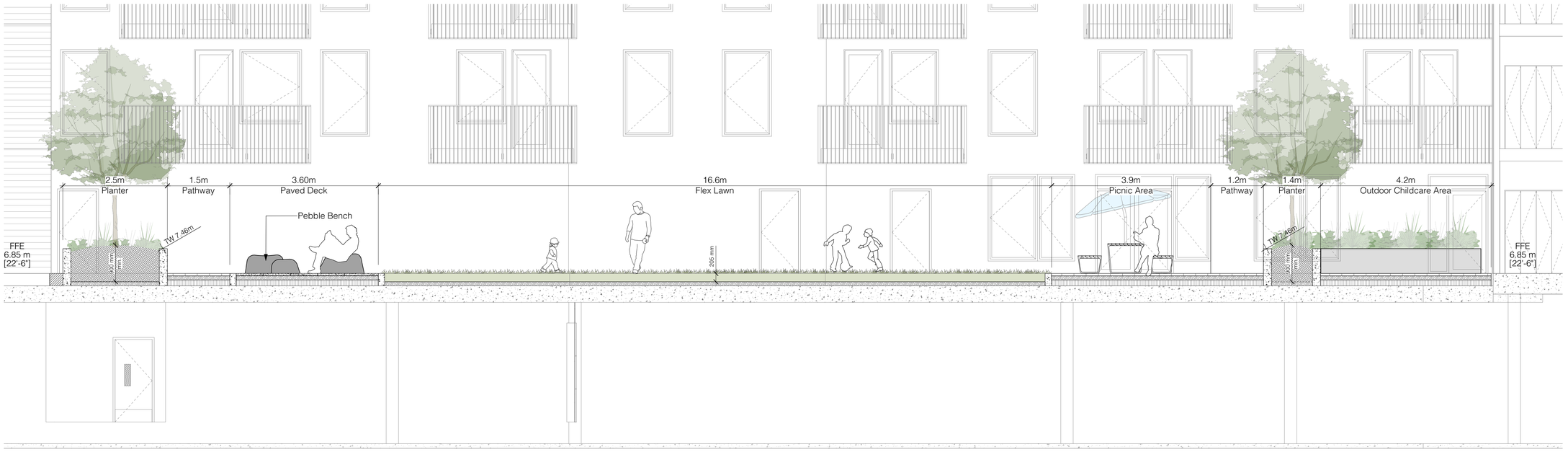
L4.0



5 North Section through Private Patio and Potential Future Park
1:50



6 North Section through Private Patio and Planting
1:50



7 Cross Section through Outdoor Amenity
1:50

plot date: 2026-04-28

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Site Planning

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Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
DNV, BC

Drawing Title:

Landscape Sections

Project North: PN

Drawn By: KC

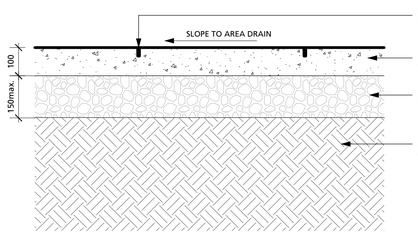
Checked By: TH/MP

Scale:

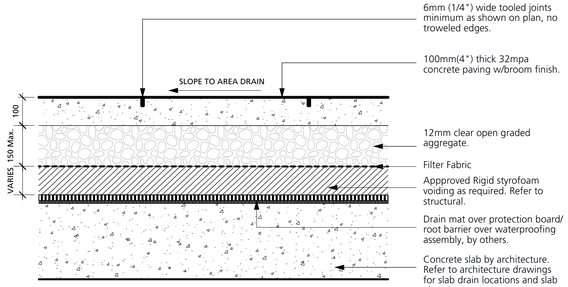
Job No.: 24-034

Sheet No.:

L4.1

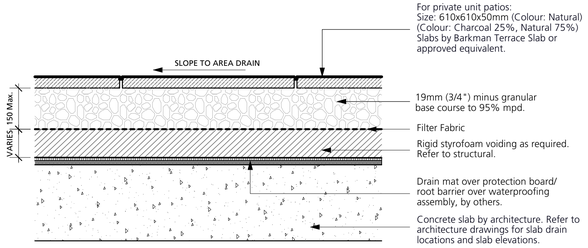


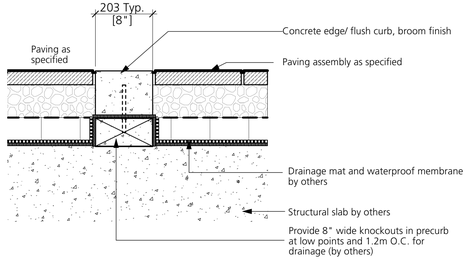
A) ON-GRADE



B) ON-SLAB

1 C.I.P CONCRETE PAVING
1:10



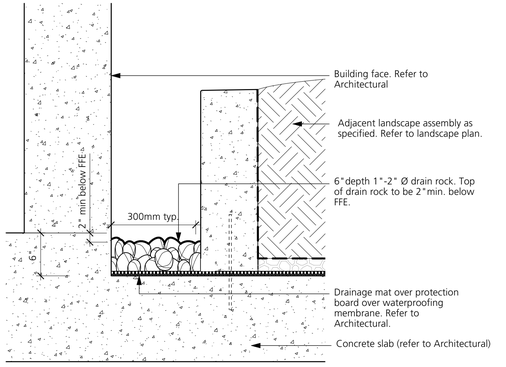


2 CONCRETE UNIT PAVING
1:10

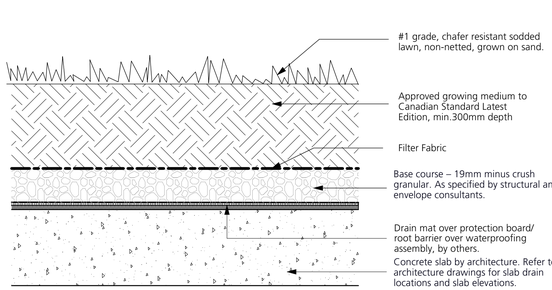
Product: Bridgewood Slab by Barkman
Dimensions: 890 x 250 x 51mm
Materials: Concrete **Colour:** Cedar Brown
Pattern: Running Bond
Location: Level 5 Lounge Sitting Area and Picnic Table Area

Available at **Barkman**
Phone: 778.661.1408
Email: vancouver@barkmanconcrete.com

3 HYDRAPRESSED SLABS
1:10



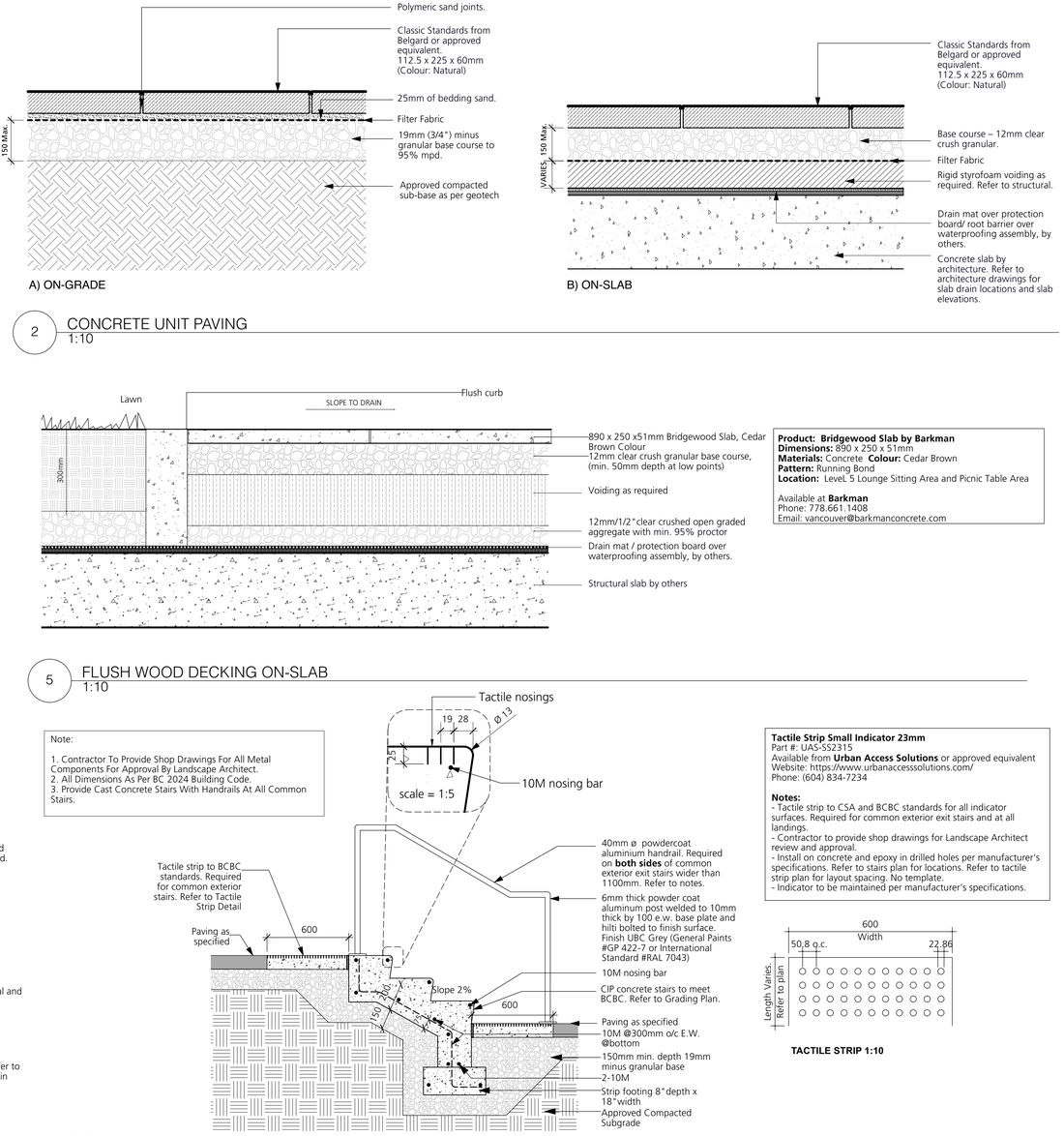
4 FLUSH CONCRETE CURB
1:10



5 FLUSH WOOD DECKING ON-SLAB
1:10

Note:

1. Contractor To Provide Shop Drawings For All Metal Components For Approval By Landscape Architect.
2. All Dimensions As Per BC 2024 Building Code.
3. Provide Cast Concrete Stairs With Handrails At All Common Stairs.

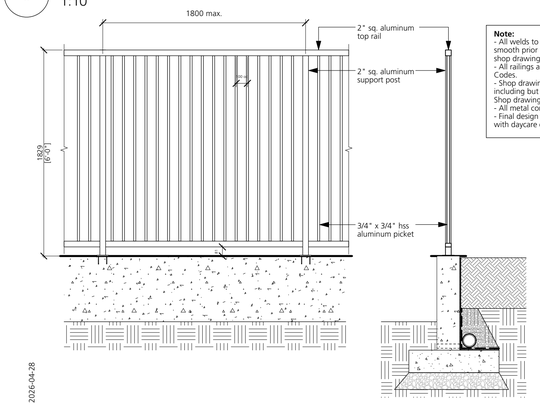


Tactile Strip Small Indicator 23mm
Part #: UAS-SS2315
Available from **Urban Access Solutions** or approved equivalent
Website: https://www.urbanaccesssolutions.com/
Phone: (604) 834-7234

Notes:
- Tactile strip to CSA and BCBC standards for all indicator surfaces. Required for common exterior exit stairs and at all landings.
- Contractor to provide shop drawings for Landscape Architect review and approval.
- Install on concrete and epoxy in drilled holes per manufacturer's specifications. Refer to stairs plan for locations. Refer to tactile strip plan for layout spacing. No template.
- Indicator to be maintained per manufacturer's specifications.

TACTILE STRIP 1:10

6 GRAVEL STRIP
1:10



Note:
- All welds to be continuous along joints and ground smooth prior to shop priming and powder coating. shop drawings to be provided for approval.
- All railings and guardrails to meet current Building Codes.
- Shop drawings required for all metal components, including but not limited to, gates, handrails and fences. Shop drawings to show all connection details.
- All metal components to have black powdercoat finish
- Final design of fence to be determined in coordination with daycare operator

A) DAYCARE (SCALE: 1:25)

7 LAWN ON-SLAB
1:10

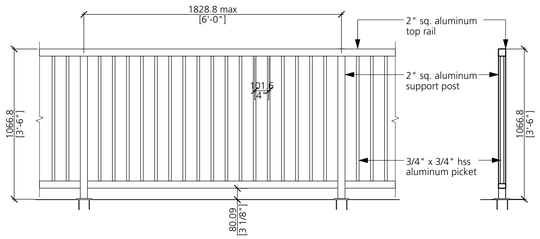
NOTE:

ALL WELDS TO BE CONTINUOUS ALONG JOINTS AND GROUND SMOOTH PRIOR TO SHOP PRIMING AND POWDER COATING. SHOP DRAWINGS TO BE PROVIDED FOR APPROVAL.

ALL RAILINGS AND GUARDRAILS TO MEET CURRENT BUILDING CODES.

SHOP DRAWINGS REQUIRED FOR ALL METAL COMPONENTS, INCLUDING BUT NOT LIMITED TO, GATES, HANDRAILS AND FENCES. SHOP DRAWINGS TO SHOW ALL CONNECTION DETAILS.

ALL METAL COMPONENTS TO HAVE POWDER COAT FINISH TO MATCH METAL WORK BY ARCHITECTURE. ALL RAILINGS TO BE CONFIRMED BY ARCHITECTURAL AND LA FOR REVIEW AND APPROVAL.

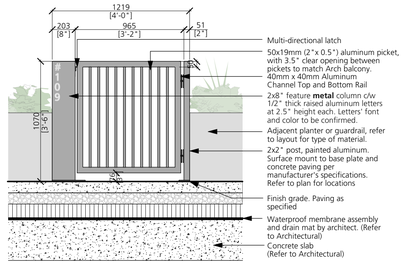


B) GUARDRAIL (SCALE: 1:20)

8 C.I.P CONCRETE STAIR
1:20

Note:

1. All railings and guards to meet current Building Code.
2. All railings' colour to be **powdercoat Charcoal** to match Architectural coloured pickets.
3. Contractor to verify all dimensions before fabrication.
4. All welded connections to be ground smooth.
5. All openings in fence to be less than100mm wide.
6. All fasteners/plates/metal connectors be galvanized unless otherwise noted.
7. Raised aluminum letters' colour to be **powdercoat White**. Contractor to provide cut sheets and engineered shop drawings with colour samples for review and approval by Landscape Architect.
8. Unit numbers to be confirmed. Refer to Architectural plans.
9. Provide samples of colors for LA approval.



9 FENCE
As Shown

10 METAL GATE
1:25

plot date: 2026-04-28

DP 44.25 - 48

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Site Planning

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Vancouver, BC V5T 1V9

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
DNV, BC

Drawing Title:

Landscape Details

Project North: PN

Drawn By: LR

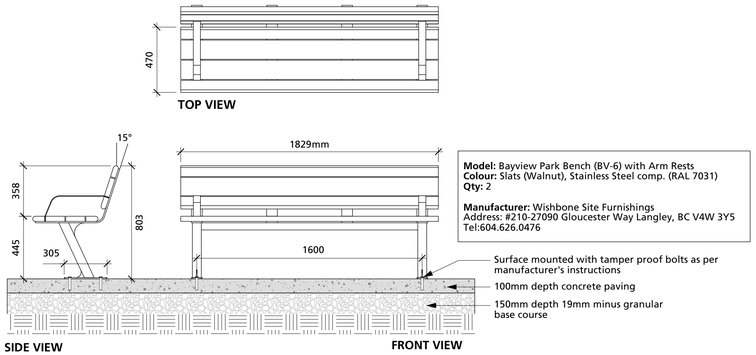
Checked By: TH/MP

Scale:

Job No.: 24-034

Sheet No.:

L5.0

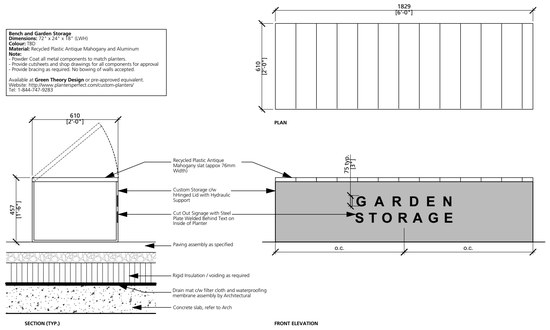


Model: Bayview Park Bench (BV-6) with Arm Rests
Colour: Slats (Walnut), Stainless Steel comp. (RAL 7031)
Qty: 2

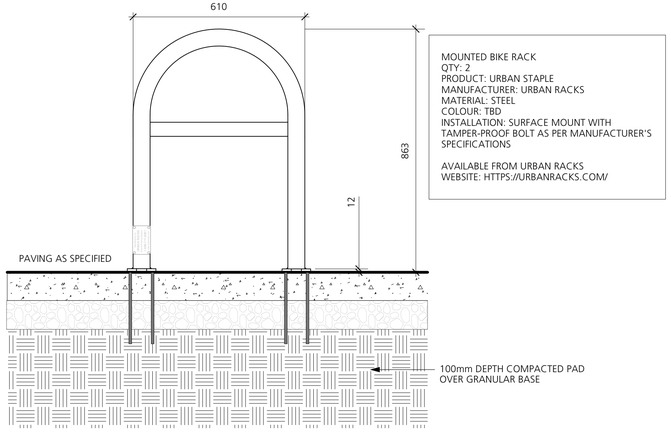
Manufacturer: Wishbone Site Furnishings
Address: #210-27090 Gloucester Way Langley, BC V4W 3Y5
Tel:604.626.0476

Surface mounted with tamper proof bolts as per manufacturer's instructions
100mm depth concrete paving
150mm depth 19mm minus granular base course

11 BENCH
1:20



12 STORAGE BENCH
1:20

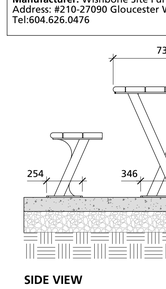


MOUNTED BIKE RACK
QTY: 2
PRODUCT: URBAN STAPLE
MANUFACTURER: URBAN RACKS
MATERIAL: STEEL
COLOUR: TBD
INSTALLATION: SURFACE MOUNT WITH TAMPER-PROOF BOLT AS PER MANUFACTURER'S SPECIFICATIONS

AVAILABLE FROM URBAN RACKS
WEBSITE: HTTPS://URBANRACKS.COM/

13 BIKE RACK
1:10

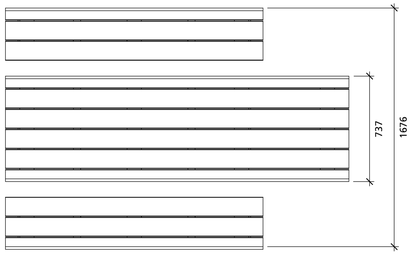
14 PEBBLES SEATING
NTS



Model: Bayview 8' WC Accessible Picnic Table (BVWCPT-8)
Colour: Slats (Walnut), Stainless Steel comp. (RAL 7031)
Qty. 3

Manufacturer: Wishbone Site Furnishings
Address: #210-27090 Gloucester Way Langley, BC V4W 3Y5
Tel:604.626.0476

15 ACCESSIBLE PICNIC TABLE
1:20



Product: Sproutbox Planter
Qty: 6
Material: Steel
Colours: TBD
Installation: Panels are assembled on site. Refer to manufacturer's specifications.

Available at **Sproutbox Garden**
Contact: https://www.sproutboxgarden.com
Tel: 778-661-1144

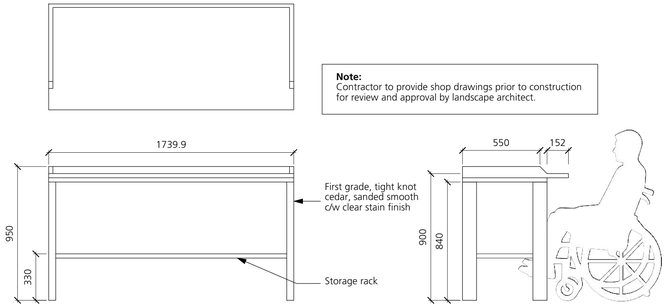
A) SPROUTBOX PLANTER

Product: Classic VegTrug
Qty: 4
Material: Wood
Colours: TBD
Installation: Panels are assembled on site. Refer to manufacturer's specifications.

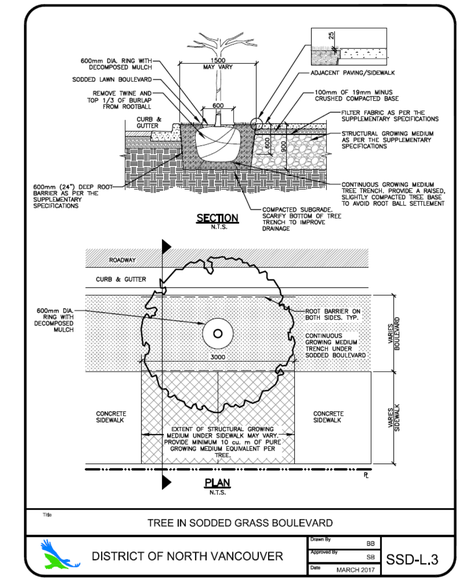
Available at **VegTrug**
Contact: https://www.vegtrug.com
Tel: 1(888) 908 2008

B) ACCESSIBLE PLANTER

16 GARDEN PLANTER
NTS



17 POTTING TABLE
1:20



18 DNV BOULEVARD TREE PLANTING
1:20

plot date: 2026-04-28

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Vancouver, BC V5T 1V9

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Client:

Metro Vancouver Housing

Project Title:

Riverside Drive

Riverside Drive & Old Dollarton Road
DNV, BC

Drawing Title:

Landscape Details & Precedent Images

Project North: PN

Drawn By: LR

Checked By: TH/MP

Scale:

Job No.: 24-034

Sheet No.:

L5.1

The Corporation of the District of North Vancouver

COUNCIL POLICY

Title	Accessible Design Policy for Multi-Family Housing
Section	Development and Social Planning

POLICY

It is the policy of Council that new multi-family residential development provides basic design features to facilitate building access and useability for people of all ages and abilities, and enhanced features, where appropriate, to facilitate ageing in place and to support people with mobility and/or sensory impairments.

Policy approved on: February 16, 2015 Regular Council
1. Amendment Date: December 6, 2017 Chief Administrative Officer

PROCEDURE

The following procedure is used to implement this policy, but does not form part of the policy. This procedure may be amended from time to time at the discretion of the Chief Administrative Officer.

DEFINITIONS

"Basic Design Features": Features that facilitate building access and useability by all people, regardless of age and abilities.

"Enhanced Design Features": Features that facilitate building access and useability by people with mobility and sensory impairments. May also include infrastructure for future installations.

"Ground-oriented Multi-family": multi-family dwelling units of one or more storeys (including stacked townhouses), each with an exterior primary entrance to grade.

"Multi-family Apartments": Single level multi-family dwelling units. Where multi-family apartments are co-located with other uses, such as commercial in a mixed-use development, this policy provides direction for the residential component of the development only.

"Seniors": People over the age of 65.

APPLICATION

1. This policy applies to multi-family rezoning applications and form and character for multi-family development permit applications proposing 4 or more new multi-family apartments units or 4 or more new ground-oriented multi-family units.

2. All units designed as enhanced accessible units must also include basic accessible design elements.

3. Accessible Design Features (outlined in Attachment 1) are to be provided as follows:

TYPE OF DEVELOPMENT	BASIC ACCESSIBLE DESIGN FEATURES TARGETS	ENHANCED ACCESSIBLE DESIGN FEATURES TARGETS
Ground-Oriented Multi-family	Approximately 15% of the total number of units (where feasible)	Explore provision of enhanced accessible design features including infrastructure to allow for future adaptability
Multi-family apartments	100% of units	Minimum of 5% of units
Multi-family apartments intended for seniors (S)	100% of units	Minimum of 50% of units Additional enhanced accessible design features, where specified (S), apply to units: • in buildings intended for seniors • in any building specifically intended for people with disabilities.
Multi-family apartments intended for people with sensory and/or mobility impairments (S)	100% of units	100% of units Additional enhanced accessible design features, where specified (S), apply to units: • in buildings intended for seniors • in any building specifically intended for people with disabilities.

4. Where required accessible design features apply to only one bathroom or one only bedroom within a unit, these elements are to be applied to the same bathroom and the same bedroom selected in all cases.

5. Where site specific conditions present unique challenges, alternate solutions can be considered which achieve purpose/ intent of this policy.

6. At the Preliminary Planning Application, Detailed Planning Application and the Building Permit stages, applicants are to provide the District with confirmation that the project fulfills the objectives of the District's Accessible Design Policy for Multi-family Housing. At the Detailed Application, the applicant is expected to provide the Accessible Design Checklist (Attachment 2). At the Building Permit stage they are expected to provide floor plans for the accessible units.

7. Property managers and strata corporations are encouraged to take measures to ensure that, to the greatest extent possible, units with enhanced accessible design features and accessible parking spaces are reserved for people with sensory and/or mobility impairments.

8. Off street accessible parking spaces are to be provided for any developments that include enhanced accessible units as follows:

Total number required parking spaces:	Total number of accessible parking spaces to be provided, inclusive of spaces required by the Zoning Bylaw:
1 - 25	2
26 - 50	4
52 - 100	6
101 -150	8
151 - 200	10
201 - 250	12
251 - 300	14
301 - 350	16
351- 400	18
401 - 450	20
450+	4.5% of all parking provided

NOTE: This policy should not be used as a substitute for existing applicable building codes and other regulations. The development applicant is responsible for compliance with all codes, bylaws, and other regulations whether described in this policy or not.

AUTHORITY TO ACT

Delegated to Staff

Attachments: 1. Basic and Enhanced Accessible Design Features
2. Accessible Design Checklist

BASIC AND ENHANCED ACCESSIBLE DESIGN FEATURES

Attachment 1

Building Access and Main Entrances

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability of Accessible Design to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	
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 152cm (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-B/E	Lighting, weather protection, intercom, address numbering	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	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
	and mailbox					
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).	

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).	
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	
7-B	Colour contrast	• Provide contrasting colours on signs, address numbers, corridor walls and unit entries.		**Yes**	To assist visually impaired with way-finding	

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			Permit mobility of those with walkers and wheelchairs,	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		• 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.	strollers, trolleys for moving furniture etc.	
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 Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)

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.	
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		**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.	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		* Alternative solutions (such as power door installation) will be considered for potential equivalency.				

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 <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to gain access to and from the bathroom	
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 width 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 <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to gain access to and from the bathroom	
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 <u>of the identified ground-oriented m/f units</u>.	To facilitate wheelchair access to small bathroom spaces	

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 on the ground floor level <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to use the toilet	
16-B	Bathroom flooring	• Slip resistant flooring – material as recommended by the applicant's architect.		**Yes** – Applies to at least one bathroom <u>of the identified ground-oriented m/f units</u>.	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			To permit installation of grab bars	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		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.		
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	
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 Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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 bed-room 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	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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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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	
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	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	
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	

(S) = Applies only enhanced accessible design units in senior's buildings and units in other buildings that are intended specifically for people with disabilities.

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	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	

(S) = Applies only enhanced accessible design units in senior’s buildings and units in other buildings that are intended specifically for people with disabilities.

Attachment 2
ACCESSIBLE DESIGN CHECKLIST – TO BE SUBMITTED AT THE DETAILED PLANNING APPLICATION STAGE

Proposed Development Riverside Drive
Address Lot 31 Block 40 District Lot 611 Plan 2353 (PID: 013-881-906)
Lot 32 Block 40 District Lot 611 Plan 2353 (PID: 013-881-914)
Lot 33 Block 40 District Lot 611 Plan 2353 (PID: 013-881-922)
Lot 34 Block 40 District Lot 611 Plan 2353 (PID: 013-881-931)
Date April 27 2026

Type of Residential: multi-family apartment [✓] mixed use building [ ] ground-oriented multi-family
Total number of residential units 81

Parking
Total number of parking stalls 59 (residential component only)
Total number of accessible parking stalls 6 (residential component only)

A. Basic Accessible Design

Total **apartment** units designed as **basic accessible** units 81 — Unit numbers (if applicable)
Building number/address (if applicable) — Unit sizes 481.15 sqft - 1075.61 sqft

B. Enhanced Accessible Design

Total **apartment** units designed as **enhanced accessible** units 5 — Unit numbers (if applicable)
Building number/address (if applicable) — Unit sizes 768.08 sqft

C. Ground-oriented Multi-Family Units

Total **ground-oriented m/f** units designed as **basic accessible** units 9 — Unit numbers (if applicable)
Building number/address (if applicable) — Unit sizes 549.35 sqft - 1054.46 sqft

Total **ground-oriented m/f** units designed as **enhanced accessible** units 0 — Unit numbers (if applicable)
Building number/address (if applicable) — Unit sizes N/A

I, the Registered Professional of Record for the project confirm that the above development will comply with the standards outlined in this policy.

_____ (signature)

_____ (date)

_____(stamp)

REGISTERED ARCHITECT
SHAMUS F SACKS
2026-04-28
BRITISH COLUMBIA

Integra ARCHITECTURE INC.
2330-200 Granville Street, Vancouver, BC, V6C 1S4
www.integra-arch.com | Telephone: 604 688 4220

Project: **Riverside Drive**
Civic Address: Riverside Drive & Old Dollarton Road, DNV, BC
Legal Description: Lot 31 Block 40 District Lot 611 Plan 2353 (PID: 013-881-906)
Lot 32 Block 40 District Lot 611 Plan 2353 (PID: 013-881-914)
Lot 33 Block 40 District Lot 611 Plan 2353 (PID: 013-881-922)
Lot 34 Block 40 District Lot 611 Plan 2353 (PID: 013-881-931)

Date: June 23, 2026 Project Number: 24666
Pages: 03

Development Permit Areas (DPA) Guidelines Memo

Documents for Riverside Drive project:		Author	Date	DP
1.	Construction Dewatering Assessment	Stantec - Geotech	Sept 5 2025	Yes
2.	Geo-Environmental Report	Stantec - Geotech	June 10 2025	Yes
3.	Flood Hazard Assessment	Stantec - Geotech	Sept 2 2025	Yes
4.	Geotechnical Report	Stantec - Geotech	Sept 5 2025	Yes
5.	Arboricultural Inventory and Report	Diamond Head – Arborist	Sept 10 2025	Yes
6.	Bird Nest Survey	Diamond Head – Arborist	July 30 2024	Yes
7.	Environmental Site Assessment	Diamond Head – Arborist	Mar 18 2024	Yes
8.	Tree Management Plan	P&A – Landscape Architect	Oct 30 2025	Yes
9.	Preliminary Stormwater Management	Vector Engineering – Civil	Oct 30 2025	Yes
10.	ESC	Vector Engineering – Civil	Oct 30 2025	Yes
11.	Topographic Survey	Target Land Surveying - Survey	Jan 23 2025	Yes

Creek Hazard

This project is within the DPA for Creek Hazard. For further info please refer to the DP submission package for Topographic Survey, Flood Hazard Assessment report and other related documents to see how this project will reduce impacts of flooding during construction and into the future.

Energy, Water, and Greenhouse Gas

This project is within the DPA for Energy, Water, and Greenhouse Gas.

For energy conservation, this project uses:
- High-performance double-glazed vinyl windows and glazed patio doors for residential spaces.
- Heat pump heating and cooling systems serving both residential and amenity areas.
- High-efficiency ERVs providing ventilation to residential and amenity spaces.
- High-efficiency electric storage tanks providing domestic hot water.
- Operable windows for each habitable space to provide passive ventilation.
- Operable window coverings to provide privacy and added shading for residents within the building.
- Roof and balcony overhangs of up to 6’ to provide shading for residential units.
- South facing courtyard to maximize solar access in colder months.
- Larger trees to be planted in courtyard to provide shading in hotter months.

Energy conservation strategies that were considered but determined not feasible:
- A green roof was determined to be too costly and had high maintenance requirements for an affordable rental project of this size.

For water conservation, this project uses:
- Low flow rate plumbing fixtures.
- Two stormwater detention tanks to accommodate the large water discharge on site.
- Pervious surfaces such as grass and planters to enhance stormwater infiltration opportunities on site.

Water conservation strategies that were considered but determined not feasible:

- Rainwater capturing on site was determined to reduce the total parking stall count and therefore decided against as an option. Rainwater harvesting systems involve the storage of surface water on site in tanks, at or below grade. Given the complexity of the Level 1 programming and the FCL, the rainwater storage tanks would be located below grade to capture as much above grade surface drainage as possible. The required storage volume would depend on the irrigation requirements of the planting in the development, which we anticipate would take up at least 2-3 parking stalls below grade. There is no obvious dead space to locate equipment and tanks, and the tanked foundation limits the depth of the development without compromising the structural integrity of the raft slab. The space requirements are driven by the size of the storage tanks (can be C.I.P. or plastic), the pumping equipment for the irrigation (pumps, filters, water treatment), and any equipment associated with the overflow from the surface drainage. The overflow system would consist of a sump pump with piping to the stormwater detention tank to allow for water to be moved from the storage tank to the stormwater detention tank, preventing flooding at L1 or storage tank overflow on P1 when the storage tanks are full and irrigation needs are met. The design intent is to exclude groundwater drainage sump pumps from the building since this is a tanked foundation.

For greenhouse gas emission reductions, this project uses:

- Electric heating and appliances rather than natural gas.
- Cementitious cladding – a durable product with a lifespan of more than 30 years – which reduces the future need to replace the building cladding.
- Wood frame construction for the above grade storeys, which is low VOC.
- A construction waste management plan will be developed prior to the start of construction.

For further info please refer to the DP submission package for the Preliminary Stormwater Management plan. An Energy Model will be produced to show how the building is meeting the BC Step Code requirements.

Natural Environment

This project is within the DPA for Natural Environment. For further info please refer to the DP submission package for Topographic Survey, Bird Nest Survey, Tree Management Plan, Arboricultural Inventory and Report, and other related documents to see how this project will protect the natural setting, ecology and watersheds.

Streamside Protection

This project is exempt from the DPA for Streamside Protection as per the Streamside Protection Exemption Memo from the QEP dated May 5 2026. For further info please refer to the DP submission package for Topographic Survey and Environmental Site Assessment.

We are confident that this project is aligned with the District of North Vancouver's DPA requirements and hope that this letter and supporting documents provide sufficient assurance.

Regards,

Ryleigh Staples M.Arch
on behalf of

Shamus F Sachs Architect AIBC AAA AANB MRAIC Registered Architect (WA) LEED AP Principal

604 688 4220 Extension 518
Integra Architecture Inc.
2330-200 Granville Street, Vancouver, BC V6C 1S4 T 604.688.4220

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DISTRICT OF NORTH VANCOUVER

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

Riverside Drive affordable housing
Public Information Meeting Summary Report

Overview

Both an in-person and virtual Public Information Meeting were held for this detailed planning application for a Development Permit. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page, or they could view the information on boards during the in-person meeting.

Meeting Purpose: 1) To present the development proposal to neighbours
2) To provide an opportunity for the public to ask questions
3) To provide an opportunity for the public to comment on the proposal

Virtual Meeting

Event Date: February 9 to 20, 2026
Website: DNV.org/public-meeting

Attendance: 87 visitors to the Significant Apps project page, 125 total views
22 visitors to the virtual meeting landing page, 34 total views
8 visitors to the discussion thread, 32 total views
28 people viewed the applicant's video presentation

Comments: 10 comments or questions were received online (+ 13 responses by staff)

In-Person Meeting

Event Date: February 11, 2026 from 6-8 pm
Location: Lynnmour Elementary, 800 Forsman Avenue – Gymnasium
Attendance: Approximately 15 members of the public came to the in-person meeting
District: Mackenzie Stonehocker, Development Planner
Applicant: Metro Vancouver Housing Corporation
(Joanna Kolakowski, Ross Arbo, Manson Leung)
Architect: Integra Architecture (Shamus Sachs, Ryleigh Staples)
Landscape: Perry + Associates
Civil: Vector Engineering
Traffic: Watt Consulting Group

Notification

In accordance with District of North Vancouver policies:

Invitation Brochures
Notification flyers were delivered to approximately 1,132 addresses in an area exceeding a 100m radius of the site. Appendix A includes a copy of the flyer and a map of the distribution area.

Newspaper Ad
Newspaper ads were placed in the North Shore News on three consecutive Wednesdays: January 28, February 4, and February 11 2026. Copies of the ads are included in Appendix A.

Signs

Three bidirectional signs were installed along Riverside Drive, located at: Mount Seymour Parkway, in front of the site, and at Old Dollarton Road. Maps and photographs are included in Appendix A.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- In-person via PIM comment forms or discussions with staff and the applicant
- Through the virtual PIM website for a two-week period from February 9 to 20, 2026
- Via email or phone throughout the course of the application

Approximately 18 written responses were received; a summary is included in Appendix B. Residents generally support the goal of affordable housing, but raise concerns relating to parking shortages, traffic congestion, and the need for supporting infrastructure.

The table below includes a breakdown of what percentage of comments raised which issues.

Theme	*Percent of comments which raised this theme*	*Key points raised*
Support for Affordable / Non-Market Housing	~40%	Many respondents expressed strong support for additional rental and affordable housing in the District and welcomed the partnership with Metro Vancouver and non-profit housing providers
Insufficient Parking	~30%	The most common concern was that the project does not include sufficient parking. Commenters noted existing street parking pressures and suggested additional parking solutions

Traffic and Transportation	~20%	Residents noted existing congestion in the area and expressed concern that additional density could worsen traffic conditions. Some suggested improved transit service, cycling infrastructure, and car-share options
Housing Inquiries	~20%	Inquiries from individuals seeking rental housing or affordable housing opportunities
Infrastructure Capacity	~10%	Expressing concern about increased demand on local infrastructure such as community centres, parks, and public facilities
Housing Design and Unit Mix	~10%	Suggestions included adding larger family-sized units, incorporating green building features, and providing community amenities within the development
Site Planning / Adjacent Properties	~10%	Asked about redevelopment of neighbouring properties and suggested including nearby houses or commercial space in the broader development plan
Environmental and Wildlife Impacts	~5%	Concerns about loss of trees, natural habitat, and impacts on local wildlife

Conclusion

The purpose of these public information meetings (in-person and virtual) was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal. Approximately 1,132 invitations were distributed to neighbours, three newspaper ads notified the community of the meeting, and three bi-directional signs were posted along Riverside Drive.

The public could participate in this process in several ways:

- Viewing the video presentation
- Browsing the display boards
- Attending the in-person meeting
- Submitting written comments and questions to the Development Planner

Approximately 15 people attended the in-person meeting, while 22 visitors accessed the virtual PIM. Approximately 18 written responses were received, via handwritten comment sheets from the in-person PIM, online comments from the virtual PIM, and emails sent directly to the District's Development Planner (see Appendix B).

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week

period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and improve the project design.

Attachments

Appendix A: Notification

Appendix B: Summary of Public Comments

Appendix A: Notification

Newspaper Advertisement #1: North Shore News – January 28, 2026

elevate
Training | Health | Wellness

Over 50's New Year New You!

Are you over 50 and ready to feel stronger, fitter and more confident in 2026?

Join our Over 50s Program—designed to improve strength, mobility, balance, and energy in a fun, supportive environment.

What's included:
For a limited time enjoy 20% OFF and get your assessment and first session on us. Bring a friend or loved one for even more savings.

Happy hour rates:
Train from 11am to 4pm on weekdays or all day Saturday and Sunday for an extra 10% savings.

Book in your free consultation today and let us help you see results in just 12 weeks.

103-130 Pemberton Ave. North Vancouver | 778.331.0972 elevatehealth.ca

'STUNNING MESS'

Conservative leadership hopeful calls for sewage plant inquiry

JANE SEYD
jseyd@nsnews.com

B.C. Conservative leadership hopeful and West Vancouver resident Yuri Fulmer has pledged to hold a "full public inquiry" into the North Shore sewage plant boondoggle – provided he wins the leadership and is subsequently elected.

Construction of the North Shore Wastewater Treatment Plant is shown on April 16, 2025. METRO VANCOUVER

Fulmer, a North Shore business leader and philanthropist, recently entered the leadership race to replace former BC Conservative leader John Rustad, who resigned under pressure from his own caucus in December.

Last week, Fulmer said he's setting his sights on the massive cost overruns that have plagued the North Shore Wastewater Treatment Plant, currently under construction in North Vancouver, and the failure of government to stop them or tell the public how they happened.

"British Columbians deserve answers as to how a $700 million project has gone more than $3 billion over budget and not a single person has faced accountability or consequences for this slap in the face to Metro Vancouver taxpayers," said Fulmer, in a press statement. "North Shore residents are facing a projected tax increase of $590 annually for the next 30 years to help pay for this stunning mess of government

Continued on A11

This is the future site of
Affordable Housing

Located on District-owned land, this mixed income rental housing project features 81 rental units within one six-storey building, opportunity for one in-suite childcare unit, 58 underground parking stalls and 135 bicycle parking spaces.

LEARN MORE

Public Info Meeting:
6:00pm–8:00pm, Wed. February 11
Lynnmour Elementary School
800 Forsman Ave., North Vancouver

Virtual Public Meeting:
February 9–February 20
at DNV.org/public-meeting

See the project designs at: DNV.org/riverside-drive-housing

DISTRICT OF NORTH VANCOUVER
Mackenzie Stonehocker
604-990-2411
stonehockerm@dnv.org

Integra ARCHITECTURE INC.
Shamus Sachs, 604-688-4220
shamuss@integra-arch.com

metrovancouver

Newspaper Advertisement #2: North Shore News – February 4, 2026

north shore news *nsnews.com* WEDNESDAY, FEBRUARY 4, 2026 | A7

PUBLIC PLEA

Man's identity remains mysterious, 26 years after his body was found in West Van

JANE SEYD
jseyd@nsnews.com

He was camped out alone in the bush east of Eagle Lake when he died.

It was May of 1999, more than 26 years ago, when a West Vancouver municipal crew spotted a green tent well off the beaten track, on a plateau looking toward the water.

When they looked inside, it was clear the body of the man they found had been there a while, according to news reports at the time.

An autopsy revealed the man had likely died of hypothermia.

A quarter of a century later, West Vancouver Police still don't know who the man was and whether anyone still wonders what happened to him.

They're hoping a new composite image from the BC Coroners Service may jog someone's memory.

In particular, the man – estimated to be anywhere between 40 and 70 years old, with short grey hair and a beard – would have had an unusually toothy smile, with two prominent front teeth.

West Vancouver police are hoping this new composite photo will jog someone's memory. The body of this man remains unidentified after 26 years. WVPD

Neither dental records nor a search of fingerprints in Canadian police files turned up any matches at the time the man's body was found.

He used reading glasses, which were found along with a hammock in the camp.

The area where the man was found was known as a place where homeless people sometimes camped at the time. There was no food found in the camp, nor anything to cook with, according to reports at the time. Based on the condition of the man's body, the coroner said at the time it was most likely the man had died in the fall of 1998.

He had a few personal possessions with him in the camp, including a change of clothes, according to news reports.

But no identification.

"We don't have a lot of files like this," said Suzanne Birch, spokesperson for the West Vancouver Police Department.

While it's been decades since the man's body was found, police are hoping this new composite photograph will help jog the memory of someone who knew him, said Birch.

"We would very much like to find out who he is," she said.

Anyone who might have information about the man's identity should call 604-925-7300 and quote file number 99-6186.

This is the future site of
Affordable Housing

Located on District-owned land, this mixed income rental housing project features 81 rental units within one six-storey building, opportunity for one in-suite childcare unit, 58 underground parking stalls and 135 bicycle parking spaces.

LEARN MORE

Public Info Meeting:
6:00pm–8:00pm, Wed. February 11
Lynnmour Elementary School
800 Forsman Ave., North Vancouver

Virtual Public Meeting:
February 9–February 20
at DNV.org/public-meeting

See the project designs at: DNV.org/riverside-drive-housing

DISTRICT OF NORTH VANCOUVER
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604-990-2411
stonehockerm@dnv.org

Integra ARCHITECTURE INC.
Shamus Sachs, 604-688-4220
shamuss@integra-arch.com

metrovancouver

Newspaper Advertisement #3: North Shore News – February 11, 2026

This is the future site of
Affordable Housing

Located on District-owned land, this mixed income rental housing project features 81 rental units within one six-storey building, opportunity for one in-suite childcare unit, 58 underground parking stalls and 135 bicycle parking spaces.

LEARN MORE

Public Info Meeting:
6:00pm–8:00pm, Wed. February 11
Lynnmour Elementary School
800 Forsman Ave., North Vancouver

Virtual Public Meeting:
February 9–February 20
at DNV.org/public-meeting

See the project designs at: DNV.org/riverside-drive-housing

DISTRICT OF NORTH VANCOUVER
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Integra ARCHITECTURE INC.
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metrovancouver

7-year-old girl seriously injured

Continued from A5

Sigurdson found the driver of the van that struck the girl, William Neill, was also partly responsible for the crash, concluding he failed to exercise due care when approaching the crosswalk.

Neill testified he was driving about 55 kilometres per hour in a 50 km/h zone at the time of the collision.

But expert evidence suggested the van was travelling faster – about 70 km/h – and that the collision may have been avoided had the driver been travelling more slowly.

In assessing damages, the judge found the girl sustained a serious brain injury that has affected her energy levels, memory, concentration and emotional regulation over the years since the accident. Evidence at trial showed the girl, now 17, experiences ongoing fatigue and headaches and struggles with depression and anxiety.

The judge found the accident significantly altered the course of the girl's life and is likely to limit her future employment prospects, although Sigurdson concluded she has the potential to live independently with treatment and support and is unlikely to need full-time care.

The award includes $2 million for the cost of future care and $30,000 for past care provided by family members, $350,000 for pain and suffering and $1.25 million for loss of future income, for a total of $3.63 million.

Following the release of the decision, Brian Brooke, lawyer for the girl and her family, said while the family is generally pleased with the decision, it doesn't change the fact the girl suffered a traumatic brain injury that continues to impact her life. Brooke said he hopes the decision will spur municipalities to do a better job of keeping on top of public safety issues.

"When they let us down, terrible things like this happen, and it's completely preventable," he said.

Ryan Schaap, spokesperson for the district, issued a statement on behalf of the municipality saying, "Any accident involving a person, particularly a child – no matter the circumstances – is upsetting. We do our best every day to ensure our community's safety and wellbeing."

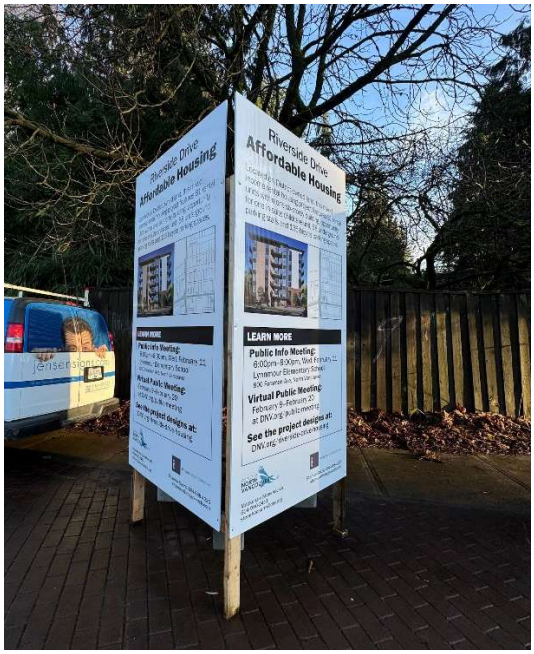
Schaap added the district is "reviewing this decision and has no further comment at this time."

An out-of-court settlement was reached between the girl and ICBC, representing the driver, prior to the case going to trial.

Notification signs

Location of signs

Bi-directional sign in front of site



Bi-directional sign
at Mount Seymour Parkway

Bi-directional sign
at Old Dollarton Road

Notification Flyer – Page 1

metrovancouver | HOUSING

Notice of Public Information Meeting in Your Neighbourhood
Riverside Drive Non-Market Housing Development

Metro Vancouver, through Metro Vancouver Housing, is planning to build non-market rental homes in the Maplewood neighbourhood. The proposed building would help meet local housing needs by providing up to 81 new rental units for low- to moderate-income families, seniors, and people with disabilities.

You are invited to view design plans, ask questions, and share your feedback.

How to participate:

Virtual Public Information Meeting
February 9 – 20, 2026
Visit DNV.org/public-meeting or use the QR code to access the virtual meeting during the dates above.

In-Person Public Information Meeting
Wednesday, February 11, 2026 6:00 – 8:00 pm
Lynnmour Xá7elcha Elementary School gym
800 Forsman Ave, North Vancouver, BC V7J 2G6

Contact Us
Information Centre: 604-432-6200 (Monday to Friday from 8:00 am to 4:30 pm)
Email: icentre@metrovancouver.org (include "Riverside Drive Non-Market Housing Development" in the subject line)
Website: metrovancouver.org
(search "Riverside Drive Non-Market Housing Development")

Northeast of Riverside Drive and Old Dollarton Road intersection

Notification Flyer – Page 2

The District of North Vancouver has provided municipal land for affordable rental housing and is working in partnership with Metro Vancouver and BC Housing to deliver much-needed homes at this location. On December 13, 2021, District Council approved a rezoning to allow apartment-style housing on the site.

In line with the approved rezoning, a Development Permit has been submitted proposing:

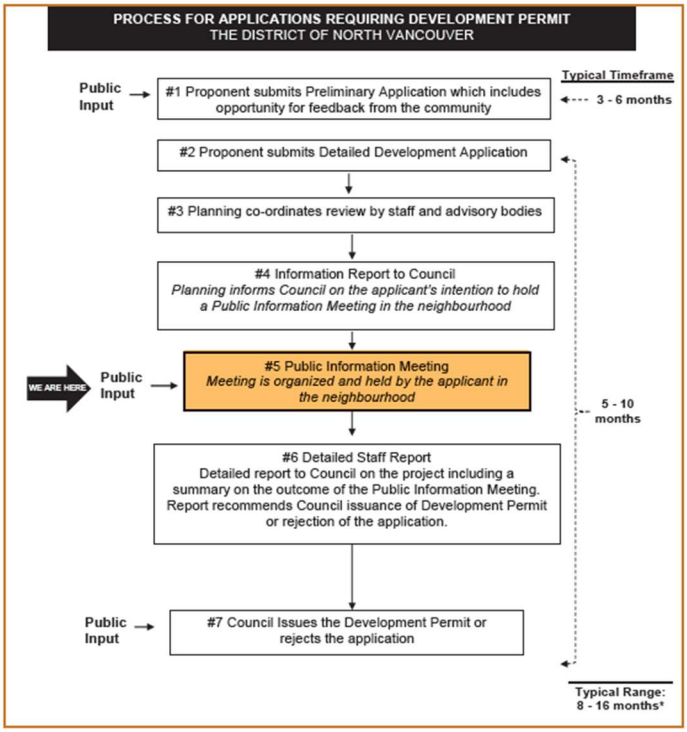
- 81 homes in a single six-storey building
- Mix of studio, one-, two-, and three-bedroom units
- Opportunity for one in-suite childcare unit
- 58 parking stalls (including eight visitor stalls)
- 135 bicycle parking spaces

The Development Permit stage concentrates on finalizing architectural details, building materials, landscaping, and the project's relationship to the surrounding neighbourhood. Your feedback will help the project team evaluate the design and identify potential improvements.

Contact Us

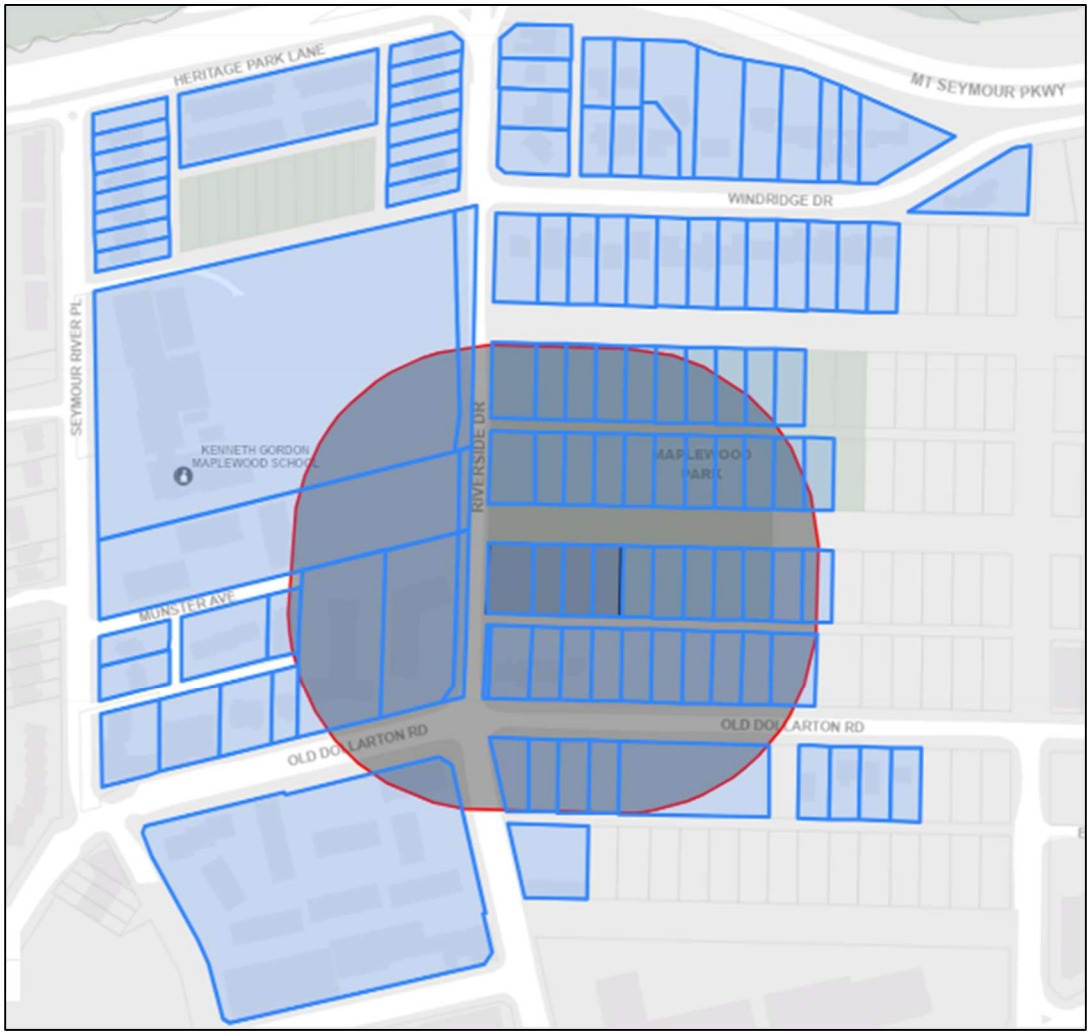
Tash Cheong, Development Planner
Email: cheongt@dnv.org
Mackenzie Stonehocker, Development Planner
Email: stonehockerm@dnv.org
District of North Vancouver Phone: 604-990-2411

Shamus Sachs, Partner
Integra Architecture Inc.
Email: shamuss@integra-arch.com Phone: 604-688-4220



Should you wish to contact District Council, they can be reached at: ***council@dnv.org***
**Time requirements can vary due to the specifics of individual projects.*

Notification area map (100m radius + expansion)



Appendix B: Summary of Public Comments

Total – 18 pieces of public input from 3 sources:

1) **Emails** – 3 comments were received via emails to the DNV Development Planner
2) **Handwritten comment sheets** – 5 comments were received via handwritten comment sheets from the in-person PIM
3) **Virtual PIM comments** – 10 comments were received via the virtual PIM

Summary of key themes

1) **Support for Affordable / Non-Market Housing → Most Common Response**
    a. *Positive feedback includes:*
    b. The project is "welcomed and essential."
    c. Recognition that the District needs more rental housing.
    d. Appreciation for public–non-profit collaboration.
    e. Support for Metro Vancouver involvement.
    f. Interest in prefabricated construction to speed development.
    g. Some commenters also:
    h. Asked about how affordability will be calculated (e.g. HILS, RGI).
    i. Contacted the municipality seeking affordable housing themselves.

2) **Insufficient Parking → Most Common Concern**
    a. A high proportion of commenters are concerned that the development does not include enough parking for residents and visitors.
    b. Common points:
    c. The area already has limited street parking.
    d. Residents typically own at least one vehicle.
    e. Existing streets are already crowded with parked cars, especially in summer.
    f. Some suggest adding parking on nearby streets.
    g. One comment suggests adding building height instead of underground parking due to the high water table.

3) **Traffic and Transportation Impacts**
    a. Worries that additional density will worsen existing traffic congestion.
    b. Key issues raised:
    c. Rush hour congestion is already severe, especially when accidents occur.
    d. Concern about hundreds of additional cars entering the neighbourhood.
    e. Requests for better transit service, including:

f. More frequent buses
g. Larger buses
h. Potential rapid transit
i. Car-share options (e.g., EVO)
j. Desire for better cycling infrastructure.

4) Infrastructure and Community Services Capacity

a. Some residents are worried that local infrastructure may not keep up with growth.
b. Concerns include:
c. Aging facilities such as Ron Andrews Community Centre.
d. Need for supporting infrastructure as density increases.
e. Overcrowding of parks and recreation areas.

5) Housing Design and Unit Mix

a. Some suggestions related to project design:
b. Include 4-bedroom units to accommodate larger families.
c. Add green roofs and green walls.
d. Consider ground-floor community amenities.

6) Site Planning and Adjacent Properties

a. Some respondents asked about future development of nearby properties.
b. Suggestions:
c. Incorporate neighbouring houses currently for sale.
d. Add ground-floor commercial space at Old Dollarton.
e. Improve site access and aesthetics through coordinated redevelopment.

7) Environmental and Wildlife Concerns

a. A smaller number of comments focused on environmental impacts.
b. Key issues:
c. Loss of trees and natural areas in Maplewood.
d. Potential impacts on bird and wildlife diversity.
e. Concern that development is removing the “wood” from Maplewood.

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: July 13, 2026			
☐ Council Workshop	Date:			
☐ Information Report	Date:			
☐ Other	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 10, 2026
Case: PLN2024-00007
File: 08.3060.20/007.24

AUTHOR: **Mackenzie Stonehocker, Development Planner**

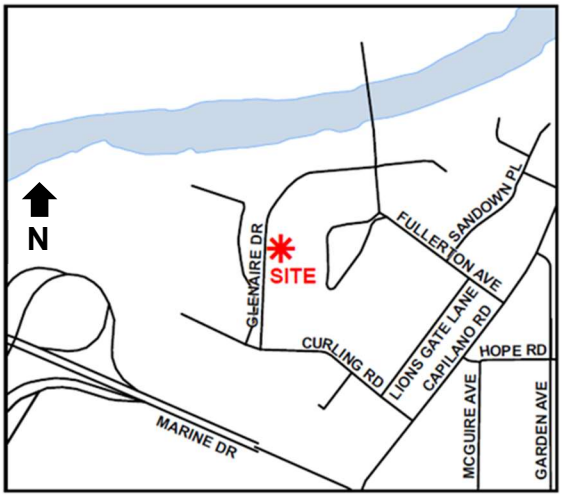
SUBJECT: **DEVELOPMENT PERMIT 7.24 – 1883-1901 Glenaire Drive**

RECOMMENDATION

THAT Development Permit 7.24 for a 12-unit townhouse development at 1883-1901 Glenaire Drive is ISSUED.

REASON FOR REPORT

The site is in Development Permit Areas for Form and Character, and Energy and Water Conservation and GHG Emission Reduction. The proposed development requires issuance of a Development Permit by Council.



SUMMARY

Rodcon Construction Management Ltd. has applied on behalf of 1354760 BC Ltd. to redevelop the subject site into 12 townhouses (two of which include lock-off suites) above one level of underground parking.

The related bylaws were introduced to Council[1] on January 12, 2026 (with a Public Hearing[2] held on February 3, 2026) and adopted on June 1, 2026:

- Bylaw 8756 to amend the *Official Community Plan* to Residential Level 4: Transition Multi-Family; and
- Bylaw 8757 to rezone the site to Comprehensive Development Zone 158 (CD158).

View from Glenaire Drive

Project Refinement since Public Hearing

The building and landscape design was well advanced at the time of the Public Hearing and has not changed significantly. Since then, the design along Belle Isle Place has been refined to include a statutory right of way for a streetlight, and to coordinate grading for the sidewalk and pedestrian ramp.

Consideration of Development Permit

Following the adoption of related bylaws on June 1, 2026, the proposal is ready to be considered for the issuance of a Development Permit. This report recommends issuance of Development Permit 7.24 as the proposal fulfils the applicable Development Permit Area Guidelines and is compliant with the CD158 Zone.

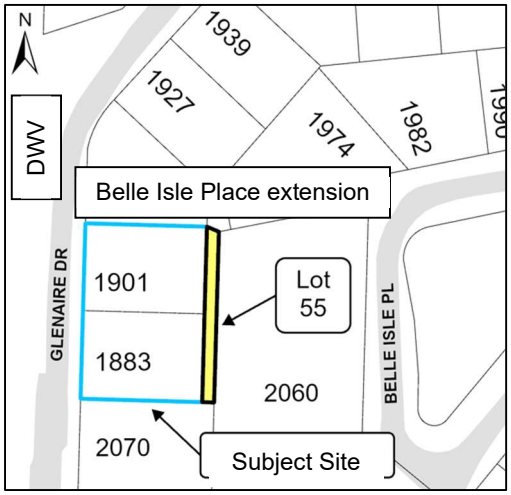
SURROUNDING AREA

The site is located in Lions Gate Village, at the corner of Glenaire Drive and the future westward extension of Belle Isle Place.

[1] Bylaw introduction report http://app.dnv.org/OpenDocument/Default.aspx?docNum=6653346
[2] Public hearing minutes https://app.dnv.org/OpenDocument/Default.aspx?docNum=6686833

This proposal would fill the final two remaining lots on Glenaire Drive with a similar form of townhouse development (CD106 to the south is "Mason", and CD153 to the north will be "Belle Isle North").

The District of West Vancouver is located west of the site across Glenaire Drive. The Capilano River is approximately 120 metres north of the site, and Marine Drive is approximately 230 metres south.



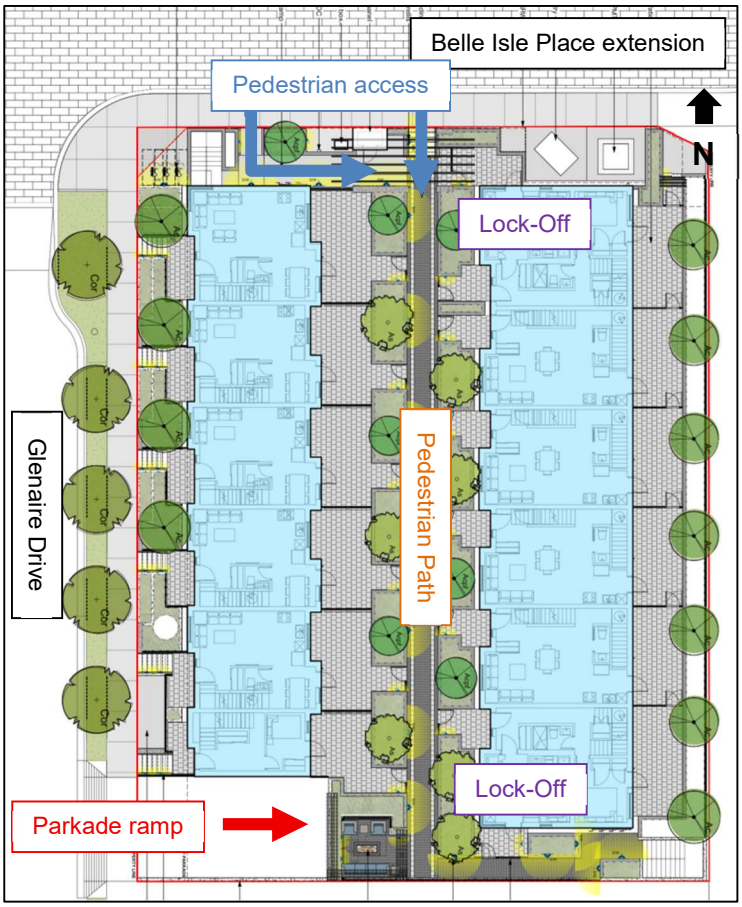
SITE

The development site is approximately 1,539 m^2 (16,565 sq. ft.) in size and is comprised of two residential lots (currently occupied by two detached homes) and a portion of Lot 55 (an unallocated lane purchased from the District).

PROPOSAL

In alignment with the Lions Gate *Peripheral Housing Plan*, this application proposes:

- Two three-storey buildings, approximately 10.5 m (34.5 ft) in height, located over one level of underground parking accessed from Glenaire Drive.
- Twelve townhouse-style residential units, containing 3- to 4-bedrooms each, and approximately 145-220 m^2 in size (1,560-2,370 sq. ft.).
- Two lock-off suites located within the two largest townhouses, approximately 25 m^2 (270 sq. ft.) in size and designed with basic accessible design features.
- Outdoor spaces for all 12 townhouses and both lock-off suites, as well as a common outdoor amenity area, and a central pedestrian path providing an accessible path of travel to all units.



Unit Mix & Lock-offs

Bedrooms	3-bedroom	3-bed + den	4-bedroom	4-bedroom + Lock-Off	Total
# of units	1	4	5	2	12

Parking

Underground parking is proposed with access off Glenaire Drive. The proposal complies with parking requirements as per Part 10 of the Zoning Bylaw and the CD158 zone:

Resident Parking	Visitor Parking	Total Vehicle Parking
23	3 (including 1 universal)	26

All resident parking spaces will have access to a Level 2 EV charging outlet. One parking space will have car wash facilities connected to the sanitary sewer, and one accessible / universal space is included.

Bicycle Parking

The proposal complies with the *Bicycle Parking and End-of-Trip Facilities Policy* (e.g. all Class 1 long-term residential bike storage will include access to electric charging outlets) as well as the bicycle parking rates in the District's Zoning Bylaw and CD158 zone.

Class 1 (Long Term) Bicycle Storage	Class 2 (Short Term) Bicycle Storage	Total Bicycle Parking
24 (2 per townhouse)	4	28

POLICY ALIGNMENT

Official Community Plan

Since adoption of Bylaw 8756, the *Official Community Plan* (OCP) now designates the subject site as Residential Level 4: Transition Multi-Family, which aligns with the *Lower Capilano Marine Village Centre Implementation Plan* and the *Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines* (the "Peripheral Housing Plan").

For this site, these planning policies all anticipate ground-oriented multi-family housing up to a density of about 1.2 FSR (Floor Space Ratio). The housing form, height, and density of this proposal are consistent with the OCP.

Zoning

The newly adopted CD 158 Zone prescribes permitted uses and zoning provisions such as a maximum density of 1,846.7 m^2 (19,878 sq. ft.) (equivalent to 1.2 FSR), height, setbacks, and

the vehicle and bicycle parking requirements. The proposal fully complies with the regulations of the CD158 zone.

The proposal also conforms to the Development Covenant registered on the properties as a condition of the rezoning.

Development Permit Areas

The properties are within Development Permit Areas for the following purposes:

- Form and Character; and
- Energy and Water Conservation and GHG Emission Reduction.

All new developments within these Development Permit Areas must attain a development permit, and development proposals are measured against the OCP's Schedule B Development Permit Area Guidelines.

Development Permit for the Form and Character of Ground-Oriented Housing

Building Design

The proposal includes two three-storey buildings located over one level of underground parking. The buildings are separated by a central courtyard which includes a common outdoor amenity area and provides pedestrian access to all units.

The project has been reviewed against the OCP's Guidelines for Ground-Oriented Housing, and the project complies with the guidelines. Notable highlights include:

- ***B1.1 Context****: New development should fit the neighbourhood context.*

This project would fill the final two lots on Glenaire Drive with a similar form of townhouse development as is already surrounding the site.

- ***B1.6 Hierarchy of Public and Private Space****: In considering the connections through a development site, …the project must define those spaces that are entirely public, and those which are semi-private and private, and design them accordingly.*
- ***C2.10: Pedestrian Access****: The main pedestrian access route should be from the street rather than the lane or parking area.*

This project includes a welcoming, accessible pedestrian access near Belle Isle Park, and a clear progression from the public sidewalk, to the semi-private courtyard and outdoor amenity space, to private patios and balconies for all units.

- ***B3.4 Unit Identity and Relationship to the Street****: Buildings should be designed to provide a rhythm to the street frontage… To add to the "eyes on the street" unit layouts that provide living space that overlooks the street are encouraged.*
- ***C1.3 Street Orientation****: Units are encouraged to be oriented towards and have a visual connection to the street.*

Units facing Glenaire Drive continue the existing rhythm of townhouses, with private entrances and living spaces overlooking the street and Klahanie Park to the west.

Townhouse entrances and upper balconies along Glenaire Drive

Landscaping

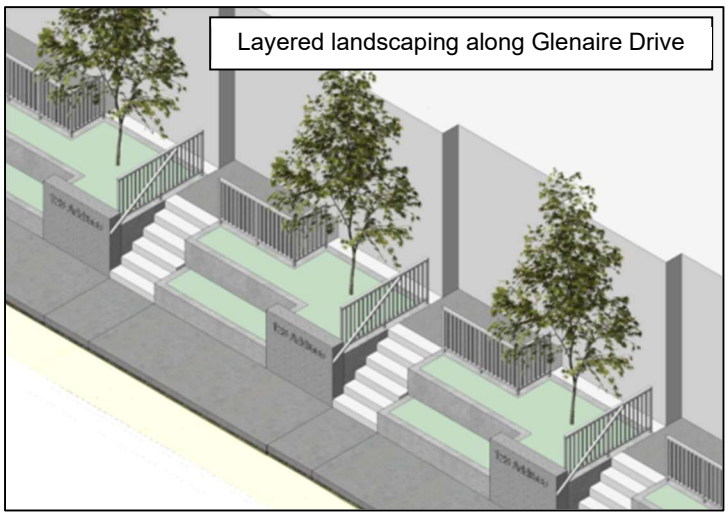
The proposed landscaping has been reviewed against the OCP's Guidelines for Ground-Oriented Housing, and the project complies with the guidelines. Six trees will be removed from the site and boulevard. Approximately 30 trees will be planted, including street trees and trees within the proposed development.

Notable highlights include:

- ***B3.14 Private Outdoor Space****: Private or semi-private outdoor space should be provided for each dwelling unit in the form of patios, balconies or rooftop decks that allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m2 (48 sq. ft).*
- ***C2.6 Private Outdoor Space****: At least 9 square metres of usable private outdoor space should be provided for all units.*

Each unit (including lock-offs) has outdoor space on the courtyard level. The townhouses have a porch and a patio on opposite sides, allowing cross-breezes and light through the unit. In addition, the townhouses also have balconies on the third floor.

- ***B3.17 Layered Landscaping****: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability.*


Layered landscaping along Glenaire Drive

The grading along Glenaire Drive creates two steps of landscaping, with increased privacy for residential entries and living spaces.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on February 13, 2025 and the Panel recommended approval of the project subject to resolution of the Panel comments.

In addition to addressing staff comments, the applicant has addressed the Panel's comments by relocating short-term bicycle parking, redesigning planters, and considering tree placement and lighting along the central pedestrian path. Staff are satisfied with the resolution of these items.

Acoustic Performance

Development Permit 7.24 includes the District's residential acoustic regulations for maximum noise levels in the bedrooms, living areas and other areas of the units. Prior to issuance of a Building Permit, the applicant must submit a report from a qualified noise consultant demonstrating that the design enables these standards to be met.

Accessible Design Features

For ground-oriented multi-family housing, the Accessible Design Policy for Multifamily Housing aims for approximately 15% of the total number of units to include Basic Accessible design features, recognizing this may not be feasible in townhouse projects with many stairs. This

proposal meets the intent of the policy by providing two lock-off suites with direct outdoor access without stairs and Basic Accessible Design Features.

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reductions

In accordance with the Energy and Water Conservation and Greenhouse Gas Emission Reductions Development Permit Area Guidelines, the project is designed to reduce energy consumption and incorporate building performance measures that will result in reduced costs for future owners. Notable highlights include:

- *Energy Conservation*: The proposal includes heat recovery ventilators, low-energy lighting and EnergyStar appliances, and programable thermostats in all units.
- *Building Envelope*: The proposal includes exterior air barriers for Step Code 4 building airtightness and exterior and full under-slab insulation.
- *Water Conservation*: The proposal includes low flow toilets and faucets and efficient dishwashers and washers.
- *Greenhouse Gas Emission Reduction*: The proposal is fossil fuel free with electric heat pump technology for space heating; some building products manufactured within 800km of the subject property; durable building materials; use of low volatile organic compound (VOC) products; a construction waste management plan to prioritize recycling.

The project is designed to Energy Step Code 4 and Emissions Level 3, and building operation will not use fossil fuels.

OFF-SITE IMPROVEMENTS & FINANCIAL CONTRIBUTION

The application includes improved street frontages, such as street trees, streetlight upgrades, curb, gutter, and paving improvements, along the existing and proposed roadways adjacent to or within the development.

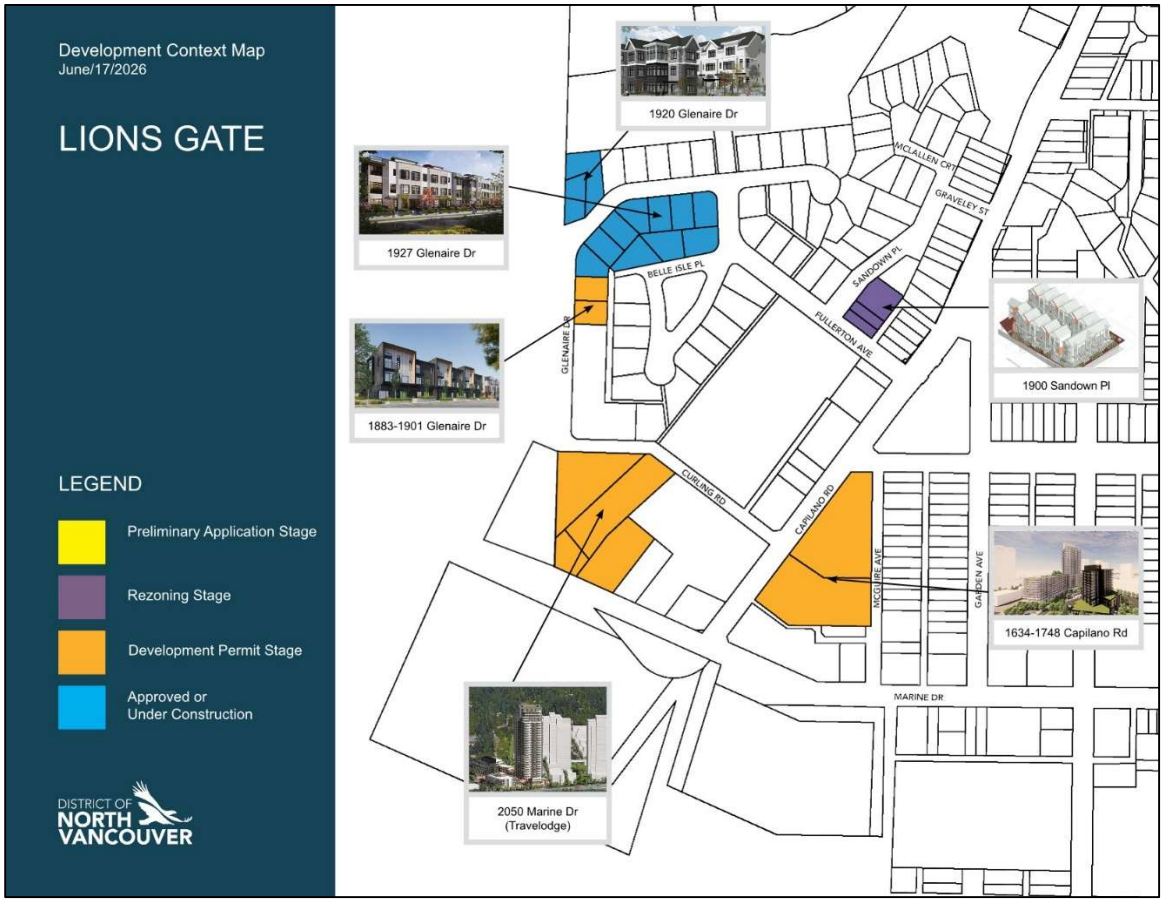
The estimated total value of off-site works (engineering and landscaping) is approximately $190,000. This estimate has been provided by the applicant, and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

The project will also pay District, Metro Vancouver and TransLink Development Cost Charges (DCCs) at applicable rates at time of Building Permit. At current rates, District DCCs are estimated at approximately $244,662.

Lastly, the application requires a Community Amenity Contribution (CAC) of $378,008, which has been secured in the development covenant and will be paid prior to Building Permit issuance.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The site is shown in relation to other residential construction projects and potential development projects in the map below:



To minimize construction impacts on pedestrian and vehicle movement, the applicant is required to provide a Construction Traffic Management Plan (CTMP) that is coordinated with other projects in the area. Staff are continuing to work with the applicant on the CTMP, and a final version must be accepted prior to issuance of any building permits.

In particular, the Construction Traffic Management Plan must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
3. Make provisions for trade vehicle parking, which are acceptable to the District and minimize impacts to the neighbourhood;
4. Provide a point of contact for all calls and concerns;
5. Provide a sequence and schedule of construction activities;
6. Identify methods of communication with other developments in the area;
7. Address silt/dust control and cleaning up from adjacent streets;

8. Provide a plan for litter clean-up and street sweeping adjacent to site;
9. Include a communication plan to notify surrounding businesses and residents; and,
10. Commit to installing cameras where necessary to assist staff in monitoring construction activities.

CONCURRENCE

The DP application has been reviewed by Building, Community Planning, Development Engineering, Environment, Fire, Parks, Urban Design, Real Estate, and Construction Traffic Management.

CONCLUSION

This application complies with the applicable OCP designation, the CD158 Zone, and Development Permit Area Guidelines for Guidelines for Multi-Family Housing, and the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area. It also addresses the policy directions in the OCP regarding provision of diverse forms of housing and the objectives of the *Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines*. Development Permit 7.24 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Issue Development Permit 7.24 (Attachment 1) to allow for the proposed development (staff recommendation); or
2. Deny Development Permit 7.24 and provide direction to staff.

Respectfully submitted,

Mackenzie Stonehocker
Development Planner

Attachments:

1. Development Permit 7.24

REVIEWED WITH:

				External Agencies:	
❑ Community Planning	_____	❑ Clerk's Office	_____		
❑ 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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DISTRICT OF NORTH VANCOUVER
355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 7.24

This Development Permit 7.24 is hereby issued by The Corporation of the District of North Vancouver to the registered owner(s) for the development of 12 townhouse units on the following properties:

Address	*Legal Description*	*PID*
1883 Glenaire Drive	LOT 36 BLOCK 16 DISTRICT LOT 764 PLAN 8967	009-870-598
1901 Glenaire Drive	LOT 37 BLOCK 16 DISTRICT LOT 764 PLAN 8967	009-870-601
Portion of Lot 55	LOT 55 BLOCK 16 DISTRICT LOT 764 PLAN 8967 EXCEPT PART IN PLAN 4259, EPP54469 AND EPP63412	009-870-881

subject to the following terms and conditions:

A. The following requirement is imposed under Subsection 490 (1) (c) and Section 504 of the Local Government Act:

1. Substantial construction as determined by the General Manager of Planning, Properties and Permits or his/her designate, shall commence within two years of the date of this permit or the permit shall lapse.

2. Prior to expiry under A (1) above, the applicant may request an extension to the permit for a period no longer than 1 year and if granted by the District, may be subject to new conditions. The granting of an extension will be at the sole discretion of the General Manager of Planning, Properties and Permits or his/her designate.

3. A Construction Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.

B. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act: [Form & Character]

1. The site shall be developed in accordance with the attached plans (DP 7.24 - 1 through 58).

2. All signage, including construction hoarding and real estate signage, must comply with the District of North Vancouver Sign Bylaw.

3. Prior to the issuance of a Building Permit, the following shall be submitted to:

i. Building Department:

a. Confirmation of registration of the consolidation and dedication plan (subdivision application);

b. Confirmation of registration of the streetlight statutory right of way;

c. Confirmation of registration of the stormwater management covenant; and

d. A completed report prepared by a qualified acoustic professional verifying compliance with the acoustic guidelines as set out in the Development Covenant, and as follows:

- Compliance with the District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment, and

- That noise levels for dwelling unit occupants will not exceed those listed below:

Portion of Dwelling Unit	Noise Level (Decibels)*
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

*For the purpose of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

ii. Planning Department:

a. Confirmation that accessible design features are included in the project as outlined on the attached plans (DP 7.24 - 1 through 56); and

b. Confirmation that bicycle parking and charging, electric vehicle charging, and car wash facilities are included in the project as outlined on the attached plans (DP 7.24 - 1 through 27).

iii. Parks Department:

a. A final detailed landscape plan, substantially in alignment with the attached plans (DP 7.24 - 28 through 46), prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;

b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and,

c. A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.

iv. Engineering Department:

a. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and

b. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Glenaire Drive and Belle Isle Place.

C. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. Prior to issuance of the Building Permit the following is required:

i. Confirmation of the green building features included in the project to fulfil the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area Guidelines as outlined in the attached report prepared by Energy Step Solutions (DP 7.24 - 57 through 58).

D. The following requirements are imposed under Subsection 502 of the Local Government Act:

1. Prior to issuance of the Building Permit the following deposits are required:

i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate, or $100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building, and environmental works.

ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

E. Nothing in this Development Permit alters or affects in any way any of the preconditions to issuance of a Building Permit as set out in section 219 Covenants, if any, registered against the Land in favour of the District.

_____

Mayor

_____

Corporate Officer

Dated this _____ day of _____, _____

PROJECT STATISTICS

CIVIC ADDRESS:	1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC
LEGAL DESCRIPTION:	LOT 36, 37 AND 55 BLOCK 16 DISTRICT LOT 764 PLAN 8967 EXCEPT PART IN PLAN 4259, EPP54469 AND EPP63412
EXISTING ZONING:	RS3 - SINGLE FAMILY RESIENTIAL 7200 ZONE
PROPOSED ZONING:	CD - COMPREHENSIVE DEVELOPMENT (BASED ON xxx - MULTIPLE RESIDENTIAL DISTRICT)
PROPOSAL:	TO DEVELOP TWELVE, 3-STOREYS TOWNHOUSE UNITS ON A 1-STOREY UNDERGROUND PARKADE. TWO OF THE TWELVE UNITS TO FEATURE A STUDIO LOCK-OFF SUITE

LOT AREA:

LOT 36:	7555.12 SF (701.89 m²)
LOT 37:	+7552.47 SF (701.65 m²)
LAND ACQUISITION:	1456.88 SF (135.35 m²)
CONSOLIDATION:	16564.47 SF (1538.89 m²)
DEDICATION:	- 00048.36 SF (0004.49 m²)
NET SITE AREA:	**16516.11 SF (1534.40 m²)**

FAR:	PERMITTED: 1.20	**PROPOSED: 1.20**
GFA:	PERMITTED: 19819.33 SF (1841.28 m²)	**PROPOSED: 19506.96 SF (1812.26 m²)**
BUILDING HEIGHT:	PERMITTED: 3 STOREYS	**PROPOSED: 3 STOREYS**

BUILDING SITING:	PERMITTED	**PROPOSED**
FRONT YARD:	-	**09.84FT (3.00m)**
SIDE LOT LINE (NORTH):	-	**11.48FT (3.50m)**
SIDE LOT LINE (SOUTH):	-	**10.47FT (3.19m)**
REAR LOT LINE:	-	**15.04FT (4.57m)**

CAR PARKING CALCULATION:	REQUIRED		**PROPOSED**
	2/DU=2x12	= 24	**25** (3)
	VISITORS:0.25/12	= 03 (1)	03
	ADA: 1/100DU	= 01	01 (2)
	CAR WASH	= 01	01

NOTES:

1. *VISITOR STALLS ARE INCLUDED IN "REQUIRED" CALCULATION*
2. *1ST PROPOSED PARKING STALL FOR DISABLED PERSONS IS ASSIGNED AS A VISITOR STALL*
   2ND PROPOSED PARKING STALL FOR DISABLED PERSONS IS SHARED WITH CAR WASH STALL
3. *SEVEN OF THE PROPOSED PARKING STALLS ARE SMALL SIZE (28%)*
4. *100% OF RESIDENT PARKING SPACES TO HAVE A LEVEL 2 CHARGING OUTLET*

BIKE PARKING CALCULATION:	REQUIRED		**PROPOSED**
LONG TERM	2/DU=2x12	= 24	**24** (1)
SHORT TERM		= 04	**04**

NOTES:

1. *ONE DUPLEX 110v ELEC OUTLET TO BE PROVIDED FOR EVERY CLASS 1 BIKE STALLS*

UPH CALCULATION:

UPH = LOT SIZE: 16,516.11 SF = 0.15 HECTARES: 12 DU / 0.15 = 80 DWELLING UNITS PER HECTARE

PROJECT TEAM

APPLICANT
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EMAIL: daryl@etala.ca
ADDRESS: 1690 W. 2nd AVE, VANCOUVER, BC, V6J 1H4

SHEET INDEX

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00	PROJECT STATISTICS
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02	DESIGN RATIONALE
03	PERSPECTIVE VIEWS
04	PRECEDENTS
05	PRECEDENTS
06	MATERIALS
07	SURVEY PLAN
08	AREA PLANS
09a	FIRE DEPT ACCESS PLAN (EXTENDED CONTEXT)
09b	FIRE DEPT ACCESS PLAN
10	SITE PLAN
11	PARKADE LEVEL FLOOR PLAN
12	MAIN LEVEL FLOOR PLAN
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15	ROOF PLAN
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20	UNIT C FLOOR PLANS
21	STREETSCAPE ELEVATIONS
22	ELEVATIONS - BUILDING 1
23	ELEVATIONS - BUILDING 2
24	SECTIONS
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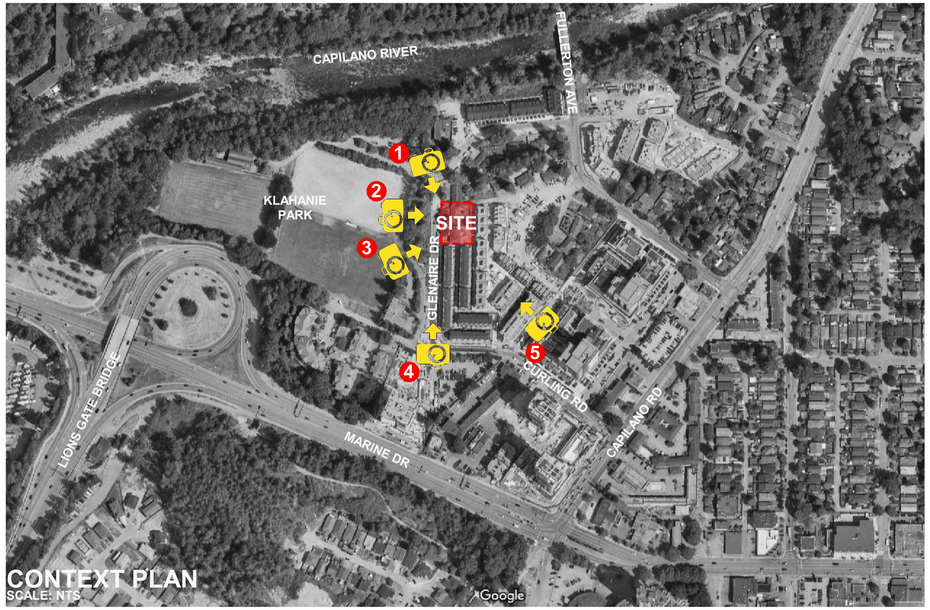
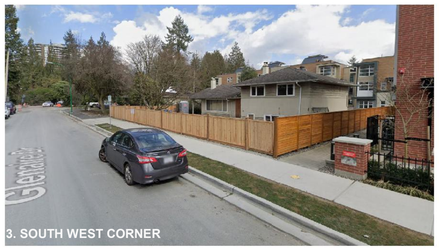
26	SECTIONS



CONTEXT PLAN
SCALE: NTS

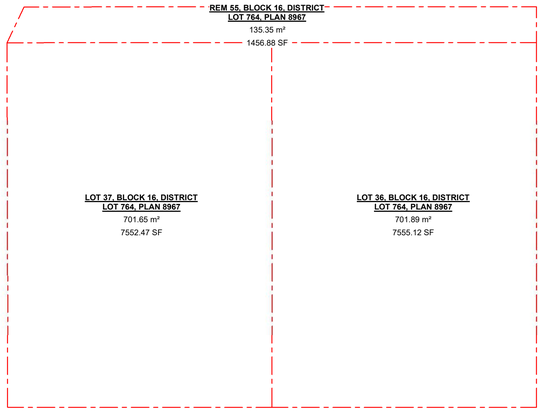
1. NORTH WEST CORNER

2. WEST FACING EAST (FRONT)


3. SOUTH WEST CORNER

4. SOUTH LOOKING NORTH

5. SOUTH LOOKING NORTH (AERIAL)



1 LAND ASSEMBLY PLAN
1" = 20'-0"

2 NET SITE AREA
1" = 20'-0"

LAND ASSEMBLY

ADDRESS	LEGAL DESCRIPTION	AREA (SF)	AREA (m²)
1883 GLENAIRE DR	LOT 36, BLOCK 16, DISTRICT LOT 764, PLAN 8967	7555.12 SF	701.89 m²
1901 GLENAIRE DR	LOT 37, BLOCK 16, DISTRICT LOT 764, PLAN 8967	7552.47 SF	701.65 m²
LAND ACQUISITION	REM 55, BLOCK 16, DISTRICT LOT 764, PLAN 8967	1456.88 SF	135.35 m²
		16564.47 SF	1538.89 m²

DEDICATIONS

NAME	AREA (SF)	Area (m²)
CORNER CUT	48.36 SF	4.49 m²

NET SITE AREA

NAME	AREA (SF)	Area (m²)
SITE AREA	16516.11 SF	1534.40 m²

BLDG COVERAGE

NAME	AREA (SF)	AREA (m²)	B.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
	6653.19 SF	618.10 m²	40.28%

SITE COVERAGE

NAME	AREA (SF)	AREA (m²)	S.C.
BUILDING 1	3017.29 SF	280.32 m²	18.27%
BUILDING 2	3612.50 SF	335.61 m²	21.87%
ANNUNCIATOR PANEL	23.40 SF	2.17 m²	0.14%
PMT	24.58 SF	2.28 m²	0.15%
	6677.77 SF	620.39 m²	40.43%

APPROVED DP SET

REVISIONS

No.	DATE
2	2024.06.21
3	2024.08.21
9	2025.10.21

GRIMWOOD ARCHITECTURE

JANUARY 20, 2026

THE GROVE ON GLENAIRE

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

00

1946-1998 GLENAIRE DR:

- 23 STACKED TOWNHOUSE UNITS
- 3 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

BELLE ISLE PL / GLENAIRE DR:

- 112 STACKED TOWNHOUSE UNITS
- 10 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

2035 GLENAIRE DR:

- 109 STACKED TOWNHOUSE UNITS
- 6 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

CONTEXT PLAN
SCALE: NTS

1900, 1903, 1950 SANDOWN PL:

- 23 STACKED TOWNHOUSE UNITS
- 2 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

2070 CURLING RD:

- 40 TOWNHOUSE UNITS
- 6 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

1886-1956 BELLE ISLE PL / 2046 CURLING RD:

- 88 TOWNHOUSE UNITS
- 11 THREE-STOREY BUILDINGS
- SINGLE-LEVEL BELOW GRADE PARKADE

APPROVED DP SET

REVISIONS
No. DATE

CONTEXT AND CHARACTER

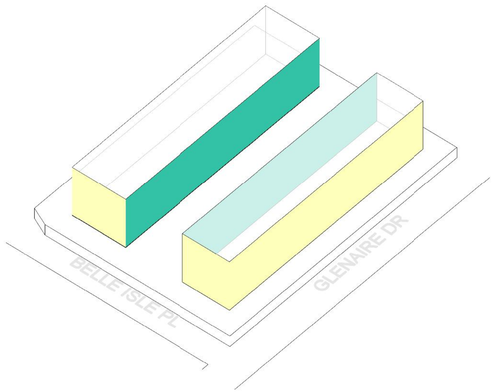
THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

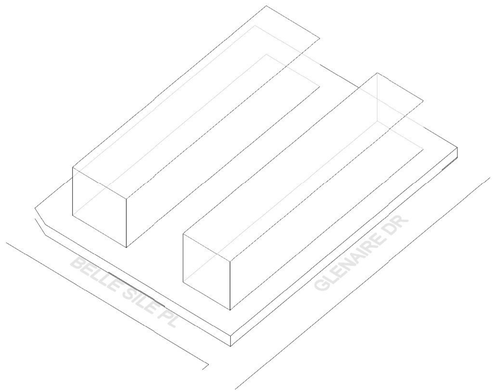
GRIMWOOD
ARCHITECTURE

01



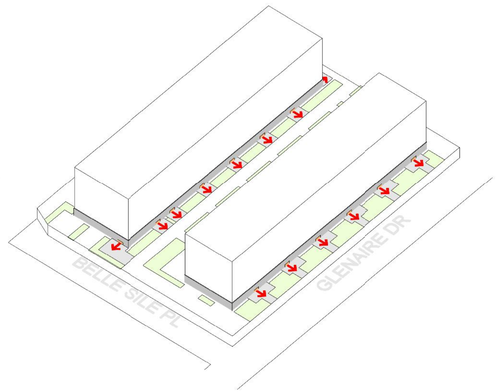
A URBAN EDGE -vs- PRIVATE

- CONSTRUCTION BROKEN DOWN INTO TWO SMALLER BUILDINGS
- BUILDINGS ARRANGEMENT CLEARLY DEFINE A STRONG URBAN EDGE
- MAXIMIZES INTERNAL SPACE FOR SUCCESSFUL DAYLIT COURTYARD



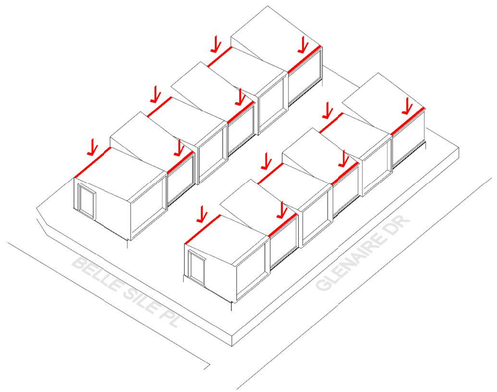
B DESIGN CONFIGURATION

- CENTRAL COURTYARD RUNNING NORTH TO SOUTH IS FORMED
- COURTYARD MAIN ENTRANCE ACKNOWLEDGES BELLE ISLE PL FRONTAGE
- DISCREET SERVICE CIRCULATION ALONG SOUTH END OF LOT



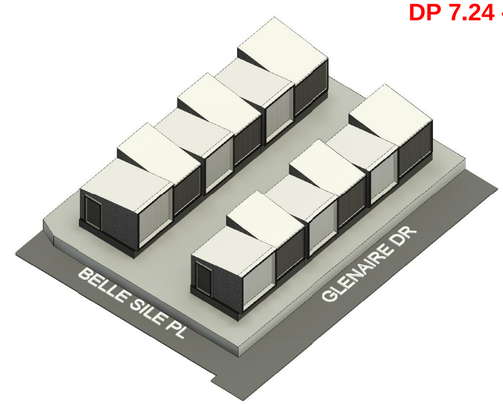
C SENSE OF COMMUNITY

- VIBRANT, ENGAGING STREETSCAPE WITH ACTIVE FRONTAGES
- SHELTERED ENTRANCES ARE WELCOMING & HIGHLY VISIBLE
- FRONT PATIOS CREATE TRANSITION BETWEEN PRIVATE & PUBLIC REALMS



D BUILDING FORM

- INTRODUCTION OF HEIGHT VARIATION TO CREATE INTEREST
- NEW FORM IS SYMPATHETIC TO NEIGHBOURING BUILDINGS
- SIMPLE CONTEMPORARY BUILDINGS PICK UP ON SLOPED ROOFS PREVALENT IN VICINITY
- SHADE AND SHADOWS ON OUTDOOR SPACES ARE REDUCED THROUGH ALTERNATING ROOF SLOPES
- DYNAMIC RYTHM WITH THE USE OF BUILT-UP FRAMES PROVIDE SHELTER TO MAIN ENTRANCES
- SUBTLE BUILT-UP FRAME IS PROVIDED ON NORTH AND SOUTH ENDS OF BUILDINGS IN ORDER TO ADDRESS BELLE ISLE PL FRONTAGE WHILE MAINTAINING A MORE DOMINANT ELEVATION ALONG GLENAIRE DR



E MATERIALITY (SEE SHEET 06)

- ALTERNATE MATERIAL SURFACES PROMOTE SENSE OF OWNERSHIP WITHIN OCCUPANTS
- MATERIAL PALETTE RESPONDS TO EXISTING CONTEXT
- MATERIAL BREAKDOWN AS FOLLOWS:4

1. BASE: DARK GREY BRICK / DARK GREY, SMOOTH FINISH STUCCO
2. UPPER FLOORS: 8" WIDE VERTICAL PLANKS, LIGHT & DARK GREY
3. UNIT END WALLS: STAGGERED EDGE PANEL DARK GREY HARDIESHINGLES

ZONING

- THE SITE IS ZONED SINGLE FAMILY RESIDENTIAL 7200 ZONE (RS3). WE ARE PROPOSING A REZONING TO A NEW COMPREHENSIVE DEVELOPMENT ZONE (CD)

DEVELOPMENT PERMIT AREAS

THE PROPOSED DEVELOPMENT IS IN LINE WITH THE FOLLOWING GUIDELINES:
- FORM AND CHARACTER GROUND-ORIENTED HOUSING GUIDELINES
- ENERGY AND WATER CONSERVATION AND GREENHOUSE GAS EMISSION REDUCTION

NEIGHBOURHOOD CHARACTER

- THE PROPOSED DESIGN ECHOES THE EXISTING MATERIALS AND CHARACTER OF THE NEIGHBOURHOOD
- THE RATIO OF WINDOWS/DOORS TO SOLID WALL IS COMPATIBLE WITH EXISTING BUILDINGS IN THE NEIGHBOURHOOD
- THE DEVELOPMENT LIGHTING FEATURES WILL INCLUDE PORCH LIGHTS, LIGHTS IN PRIVATE OUTDOOR AREAS AND PATH LIGHTING

ACCESS & CIRCULATION

- VEHICULAR ACCESS IS PROVIDED THROUGH THE UNDERGROUND PARKADE OF THE DEVELOPMENT TO THE SOUTH
- MAIN ACCESS TO THE COURTYARD IS PROPOSED AT BELLE ISLE PL, PROVIDING DIRECT PEDESTRIAN ACCESS TO ALL UNITS IN BUILDING 2
- UNITS IN BUILDING 1 ARE ACCESSED VIA WELL-DEFINED, PRIVATE ENTRY PATHWAYS OFF OF GLENAIRE DR
- A DISCREET PEDESTRIAN CIRCULATION IS PROPOSED ON GLENAIRE DRIVE ALONG THE SOUTH PROPERTY LINE

SETBACKS

- 3.0m FRONT SETBACK IS PROPOSED ALONG GLENAIRE DRIVE WHICH ALIGNS WITH THE DEVELOPMENT TO THE SOUTH
- 3.5m SIDE SETBACK IS PROPOSED ALONG BELLE ISLE PLACE
- 3.19m SIDE SETBACK IS PROPOSED ALONG THE SOUTH PROPERTY LINE
- 4.57m REAR SETBACK IS PROPOSED ALONG THE EAST PROPERTY LINE

NOTE: A 3m x 3m CORNER CUT (DEDICATION) IS PROVIDED ON THE CORNER OF BELLE ISLE PL & GLENAIRE DRIVE

LIVABILITY

- THE BUILDINGS HAVE BEEN DESIGNED TO MINIMIZE SHADOW IMPACTS ON ADJACENT SITES WITH ALTERNATING EAST/WEST SINGLE SLOPED ROOFS WHICH ALLOW TO FILTER THROUGH DAYLIGHT
- LIGHT PENETRATION HAS BEEN MAXIMIZED BY OFFERING LARGE AND OPERATIONAL WINDOWS ALONG FRONT AND REAR OF ALL UNITS WHILE PROVIDING MINIMUM WINDOWS AT BOTH ENDS OF BOTH BUILDINGS TO MINIMIZE OVERLOOKING
- ALL UNITS WILL CONTAIN A PRIVATE FRONT PORCH AND A PRIVATE REAR AT-GRADE PATIOS OPENING UP TO THE PEDESTRIAN PATH
- DEDICATED BICYCLE STORAGE WILL BE PROVIDED INSIDE PRIVATE FLEX ROOM IN PARKADE

FORM / MATERIALITY

- THE ARCHITECTURAL EXPRESSION MERGES THE CLEAN, CLEAR LANGUAGE OF CONTEMPORARY ARCHITECTURE WITH FAMILIAR AND WARM TACTILE MATERIALITY OF TRADITIONAL WEST COAST RESIDENTIAL HOMES
- EACH UNIT IS CLEARLY DELINIATED AND LEGIBLE AS A "HOME" ACCESSED BY WELL-DEFINED, PRIVATE ENTRY PATHWAYS LEADING TO RECESSED (COVERED) ENTRIES
- THE MASSING IS SOFTENED WITH A COMBINATION OF DARK GREY BRICK AND SMOOTH FINISHED STUCCO ON THE LOWER LEVEL WITH ALTERNATING VERTICAL 8" WIDE PLANKS IN LIGHT AND DARK GREY COLOUR. ADDITIONAL WARMTH IS INTRODUCED BY USING HARDIESHINGLES ON THE BUILT-UP FRAMES BODY. THE SHINGLED TEXTURE IS A WARMER COUNTERPOINT AND SERVES TO GIVE THE UPPER LEVELS A FEELING OF ELEVATION, BEING LOFTED ABOVE THE GROUND PLAN

LANDSCAPING

- LANDSCAPE DESIGN HAS BEEN DEVELOPED TO OFFER STREET FRIENDLY PRESENCE
- ALONG BELLE ISLE PL AND GLENAIRE DR, A NEW STREET EDGE HAS BEEN CREATED WITH GRASS BOULEVARD, SIDEWALK AND STREET TREES, SIMILAR IN NATURE TO THE NEIGHBOURING PROPERTY TO THE SOUTH
- LANDSCAPING WILL BE USED TO ENHANCE THE SEPARATION OF PUBLIC AND PRIVATE SPACE
- THE PLANT PALETTE IS QUITE EXTENSIVE BECAUSE WE WANTED TO GIVE YEAR-ROUND COLOUR, TEXTURE AND INTEREST
- WE ARE USING DROUGHT TOLERANT, NATIVE, ADAPTIVE, ORNAMENTAL SPECIES WHICH WILL ALSO HAVE POLLINATOR VAL

WASTE MANAGEMENT

WASTE ROOM CALCULATIONS (BASED ON CITY OF VANCOUVER GARBAGE & RECYCLING STORAGE AMENITY DESIGN SUPPLEMENT):

TYPE OF WASTE	CALCULATION	(L/UNIT/WEEK)		CONTAINER	REQ'D	PROPOSED	TYPE
GARBAGE:	53.0L x 14 DU =	742 LITRES	=	360L CART	3	4	A
GLASS JARS & BOTTLES :	02.1L x 14 DU =	030 LITRES	=	240L CART	1	1	B
MIXED CONTAINERS:	18.5L x 14 DU =	259 LITRES	=	240L CART	1	1	C
MIXED PAPERS (INCL'D/ CARDBOARD):	42.9L x 14 DU =	601 LITRES	=	360L CART	2	2	D
MIXED PAPERS (NO CARDBOARD):	15.0L x 14 DU =	210 LITRES	=	240L CART	1	1	E
CARBOARD ONLY:	27.5L x 14 DU =	385 LITRES	=	240L CART	2	2	F
ORGANICS:	14.0L x 14 DU =	196 LITRES	=	240L CART	1	1	G

1. WE ARE PROPOSING A 12.50 m² WASTE ROOM LOCATED IN THE UNDERGROUND PARKADE. THE TRUCK WOULD ACCESS THIS ROOM THROUGH RAMP OFF OF GLENAIRE DR @ THE SW CORNER OF THE LOT. A 4.49 m x 1.52 m STAGING AREA IS DESIGNATED FOR WASTE AT COLLECTION DAY ONLY ADJACENT TO PARKADE ENTRANCE.

PARKING

- WE ARE PROPOSING A TOTAL OF 25 PARKING STALLS EXCEEDING THE REQUIRED TOTAL OF 24. THREE OF THOSE WILL BE ASSIGNED FOR VISITORS. ONE OF THOSE VISITORS STALLS IS TO BE ACCESSIBLE. LASTLY, WE WILL PROVIDE A DEDICATED CAR WASH SPACE w/ "NO PARKING" SIGN AND WILL BE CONNECTED TO THE SEWER SYSTEM.

- SEVEN STALLS TO BE SMALL SIZE (28%), 1 STALL ACCESSIBLE (4%) AND 17 STALLS ARE STANDARD SIZE (68%).
- TOTAL OF 22 STALLS WILL HAVE A LEVEL 2 EV CHARGING OUTLET (ALL RESIDENT STALLS, EXCLUDING VISITORS).
- A TOTAL OF 24 LONG TERM, SECURED BICYCLE PARKING SPACES ARE PROVIDED (TWO FOR EACH UNIT) INSIDE THE UNIT FLEX AREA IN THE PARKADE.
- A TOTAL OF FOUR SHORT TERM BICYCLE SPACES WILL BE PROVIDED LOCATED AT THE NORTH WEST CORNER OF THE SITE.

AFFORDABILITY

- THR PROPOSED DEVELOPMENT SUPPORTS THE DISTRICT'S RAHS GOALS BY INCREASING THE SUPPLY OF DIVERSE HOUSING IN THE LIONS GATE VILLAGE CENTRE: PERIPHERAL AREA HOUSING POLICY & DESIGN GUIDELINES
- THE PROPOSED DESIGN IS SOCIALLY AND ECONOMICALY INCLUSIVE. VARIATION IN UNITS SIZE INCLUDES OPTIONS FOR FAMILIES, COUPLES, AND SINGLES AT DIFFERENT STAGES IN LIFE. THE ACCESSIBLE STUDIO LOCK-OFF SUITES ARE MODEST IN SIZE AND AFFORDABLE.
- A BREAKDOWN OF UNIT MIX AS FOLLOWS:

UNIT TYPE A1:	2 BEDROOMS + DEN	INT AREA: 128.61 m²	COUNT:	01
UNIT TYPE A2:	3 BEDROOMS + DEN	INT AREA: 133.45 m²	COUNT:	04
UNIT TYPE A3:	3 BEDROOMS + DEN	INT AREA: 152.61 m²	COUNT:	01
UNIT TYPE B:	4 BEDROOMS + DEN	INT AREA: 189.31 m²	COUNT:	02
	STUDIO	INT AREA: 025.20 m²	COUNT:	02 (1), (2)
UNIT TYPE C:	4 BEDROOMS	INT AREA: 154.58 m²	COUNT:	04
			TOTAL:	**14**

NOTES:
1. THE LOCK-OFF SUITES ARE LOCATED WITHIN UNIT TYPE B
2. BOTH LOCK-OFF SUITES TO MEET THE "BASIC" ACCESSIBLE DESIGN CRITERIA

STEP CODE

- THE PROPOSED DEVELOPMENT IS INTENDED TO MEET STEP CODE 3 WITH A LOW CARBON ENERGY SYSTEM (LCES)
- THE PROPOSED DEVELOPMENT WILL USE LOW CARBON ENERGY SOURCES TO PROVIDE HEATING, COOLING AND HOT WATER AND HAS A TOTAL MODELLED GREENHOUSE GAS INTENSITY OF <3kg $CO_2e/m^2/yr$

ACCESSIBLE DESIGN

- 2 DWELLING UNITS (15%) OF THE PROPOSED UNITS WILL MEET THE "BASIC" ACCESSIBLE DESIGN CRITERIA.
- THE TWO LOCK-OFF SUITES WITHIN UNIT TYPE B WILL MEET THIS DESIGN CRITERIA. REFER TO **SHEET 19**
- BELOW IS A SUMMARY OF FEATURES PROVIDED IN THESE TWO SUITES:

1. UNOBSTRUCTED ACCESS TO MAIN BUILDING ENTRANCE
2. ACCESSIBLE PATH OF TRAVEL
3. LIGHTING, WEATHER PROTECTION, ADDRESS NUMBERING AND MAILBOX
4. ENTRANCE DOOR ASSEMBLY, OPERATION AND CLEARANCE:
   - OUTSWINGING DOOR W/ A MIN CLEAR WIDTH OF 850mm
   - OPRABLE BY DEVICE THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING
   - HAVE A PUSH PLATE OR LATCH RELEASING DEVICE
   - ACCESSIBLE PATH OF TRABEL WITH CLEAR AND LEVEL AREA ON EITHER SIDE OF DOOR
   - DOOR TRESHOLD TO BE BEVELLED AND NO MORE THAN 13mm ABOVE FLOOR
   - ALL UNIT TO HAVE A NON-SLIP SURFACES
5. CONTRASTING COLOURS ON SIGNS, ADDRESS NUMBERS, CORRIDOR WALLS AND UNIT ENTRIES
6. PATHWAYS THAT PROVIDE ACCESS TO THESE UNITS TO HAVE A MINIMUM OF 1220mm IN WIDTH
7. MINIMUM OF 1500mm x 150mm CLEAR AREA ADJACENT TO ELEVATOR ENTRANCE
8. WHEN DOOR SWINGS AWAY, A MINIMUM OF 1220mm x WIDTH OF DOOR + 300mm OF CLEAR AREA
9. WHEN DOOR SWINGS TOWARDS AREA, A MINIMUM OF 15000mm x WIDTH OF DOOR + 600mm OF CLEAR AREA
10. BATHROOM DOOR TO BE POCKET DOOR AND WILL HAVE A MINIMUM OF 800mm CLEAR WIDTH
11. MINIMUM OF 800mm AREA IN FRONT OF TOILET
12. MINIMUM OF 508mm FROM CENTRE OF TOILET TO THE FRONT EDGE OF BATHTUB
13. MINIMUM OF 760mm x 1220mm IN FRONT OF LAVATORY
14. SLIP RESISTANT FLOORING
15. WOOD BLOCKING WITHIN WALL CAVITIES ADJACENT TO TOILET AND BATHTUB TO SUPPORT GRAB BARS.
16. ADJUSTABLE HEIGHT SHOWER HEAD & HANDHELD SHOWER HEAD ON ADJUSTABLE BRACKET
17. BATHROOM WITH LEVER FAUCET HANDLE THAT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING
18. MINIMUM OF 1520mm DIAMETRE TURNING RADIUS IN KITCHEN AND SLEEPING AREA
19. ADJUSTABLE SHELVES IN CABINETS. LOWEST SHELF TO BE NOT MORE THAN 1370mm AFF
20. "D" SHAPED CABINET HANDLES
21. KITCHEN WITH LEVER FAUCET HANDLE THAT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING
22. MINIMUM OF 812mm OF WORKSPACE BETWEEN COOKTOP & SINK
23. FRONT LOADING SIDE BY SIDE WASHER & DRYER W/ A MINUMIM OF 1220mm MANEUVERING SPACE IN FRONT
24. MINIMUM OF 860mm CLEAR WIDTH AT ENTRANCE OF PATIO
25. MINIMUM OF 1520mm DEPTH OF PATIO
26. WINDOW SILL LOCATED AT 36" AFF
27. OPERATION OF WINDOW: LEVER TAHT DOES NOT REQUIRE TIGHT GRASPING OR TWISTING

APPROVED DP SET

REVISIONS

No.	DATE
1	2024.01.25
3	2024.08.21
4	2024.11.28
8	2025.09.19

DESIGN RATIONALE

THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD ARCHITECTURE

02

APPROVED DP SET

REVISIONS
No. DATE

PERSPECTIVE VIEWS

THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

03

FORM AND MATERIALS

ASYMMETRICAL GABLE FORM

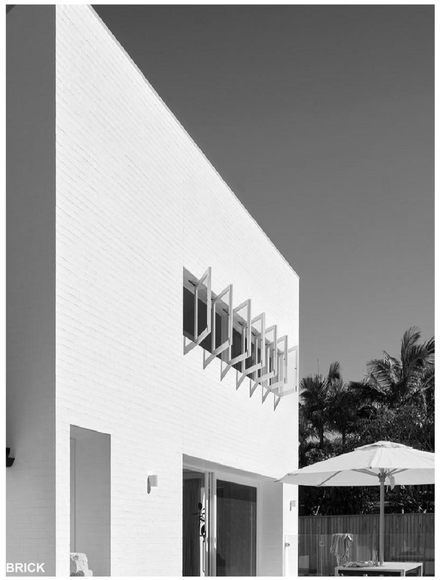
CONTRASTING GEOEMETRY ADDS PLAYFULNESS

CORRUGATED METAL

GABLE FORM AND DEEP OVERHANG AT ROOF DECK LEVEL

GABLE FORM AND DEEP OVERHANG AT ROOF DECK LEVEL

ENTRY PRIVACY SCREEN & CANOPY


BRICK

ASYMMETRICAL GABLE FORM

GABLE FORM AND DEEP OVERHANG AT ROOF DECK LEVEL

STUCCO / METAL CANOPY

APPROVED DP SET

REVISIONS
No. DATE

PRECEDENTS

THE GROVE ON GLENAIRE

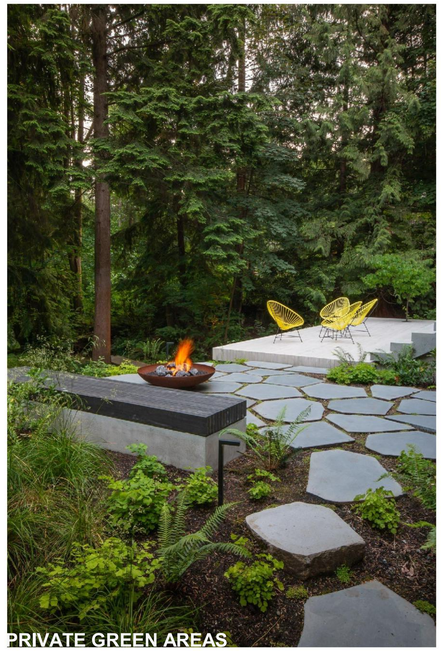
JANUARY 20, 2026

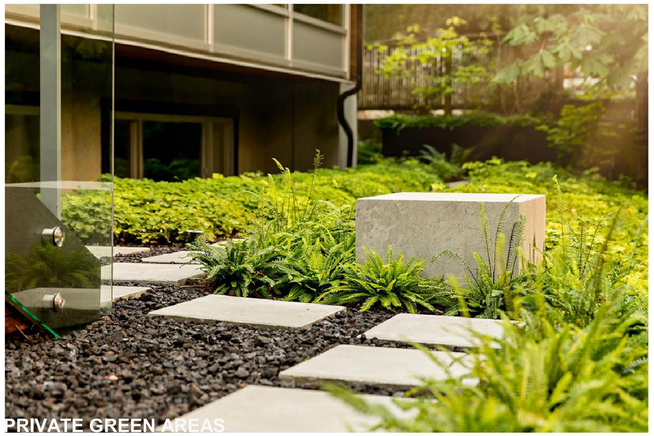
1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

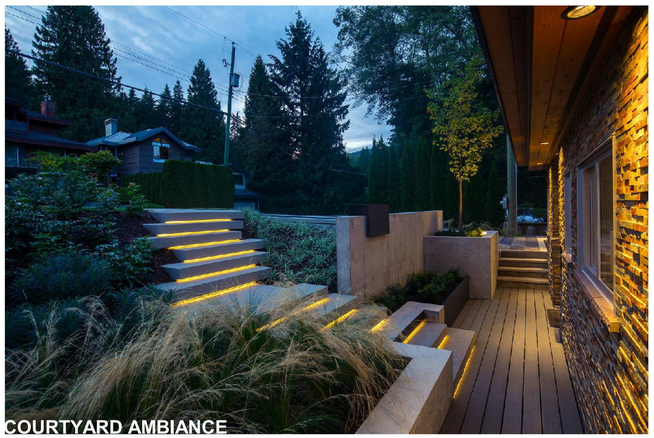
GRIMWOOD
ARCHITECTURE

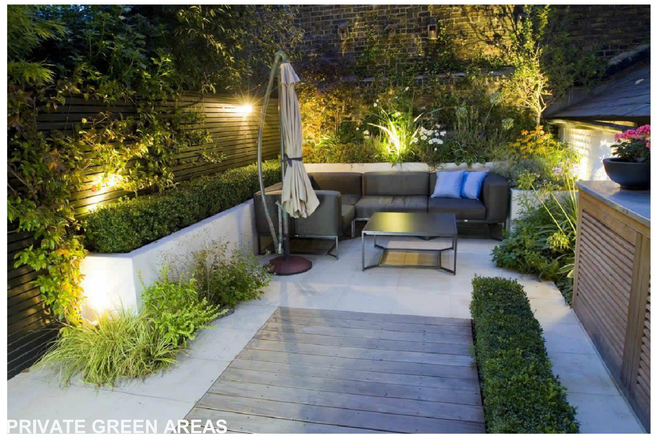
04

LANDSCAPING


PRIVATE GREEN AREAS

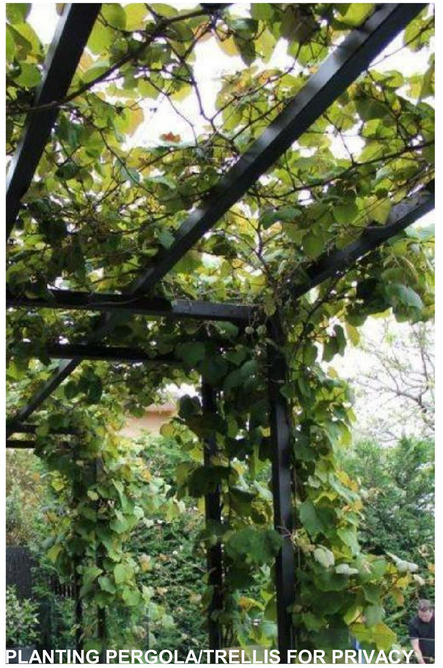

PRIVATE GREEN AREAS

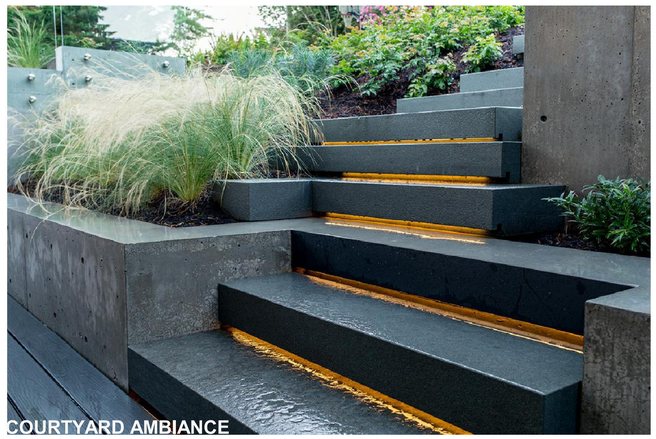

COURTYARD AMBIANCE


PRIVATE GREEN AREAS

COURTYARD DESIGN

PLANTING PERGOLA/TRELLIS FOR PRIVACY


PLANTING PERGOLA/TRELLIS FOR PRIVACY


COURTYARD AMBIANCE

APPROVED DP SET

REVISIONS
No. DATE

PRECEDENTS

THE GROVE ON GLENAIRE

JANUARY 20, 2026

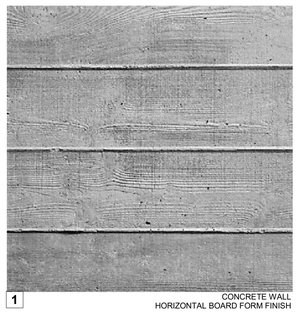
1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

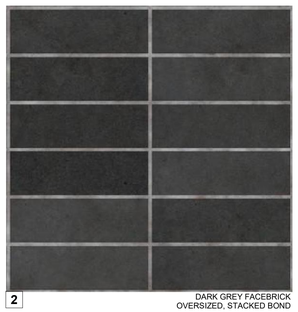
05

MATERIALS LEGEND

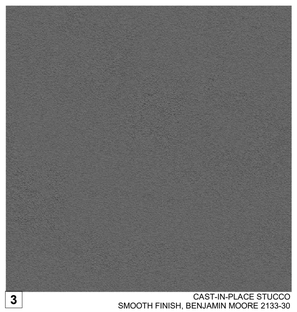
#	MATERIAL
01	CONCRETE WALL, FORM BOARD FINISH
02	DARK GREY FACEBRICK, OVERSIZED, STACK BOND
03	CAST-IN-PLACE STUCCO, SMOOTH FINISH, B.MOORE 2133-30
04	FIBRE CEMENT, 8" VERTICAL PLANK, SMOOTH FINISH, LIGHT MIST
05	FIBRE CEMENT, 8" VERTICAL PLANK, SMOOTH FINISH, IRON GRAY
06	FIBRE CEMENT, HARDIESHINGLE, STAGGERED EDGE PANEL, IRON GRAY
07	1" THICK HARDIE TRIMBOARD, SMOOTH FINISH, IRON GRAY
08a	PRE-FINISHED 24ga METAL FASCIA, B.MOORE 2133-30
08b	PRE-FINISHED METAL PANEL, B.MOORE 2133-30
08c	PRE-FINISHED 24ga METAL FASCIA, B.MOORE 2019-50
09	PRE-FINISHED METAL FLASHING, B. MOORE 2133-30
10	PRE-FINISHED METAL GUTTER/RAIN WATER LEADER, B.MOORE 2133-30
11	MAIN ENTRY FIBRE GLASS DOOR (ALL WEATHER), B.MOORE 2026-30
12	PATIO ENTRY FIBRE GLASS DOOR (ALL WEATHER), B.MOORE 2133-30
13	FIBRE GLASS WINDOWS AND DOORS (ALL WEATHER), B.MOORE 2133-30
15	2 PLY HEAT-WELDED SBS ROOF, LIGHT GREY
17	72" HIGH CEDAR PERIMETER FENCE, CLEAR STAIN, SEE LAN DGWS
18	72" HIGH PC MTL PRIVACY FENCE, B.MOORE 2133-30
20	PC MTL TRELLIS, B.MOORE 2133-30
22	42" HIGH POWDER COATED METAL PICKET GUARDRAIL, B.MOORE 2133-30
23	36" HIGH POWDER COATED METAL HANDRAIL, B.MOORE 2133-30
25	ADDRESS SIGN PAINTED ON DOOR, B.MOORE 2133-30
26	WALL-MOUNTED LIGHT FIXTURE, B.MOORE 2133-30
27	EMERGENCY STROBE LIGHT. SEE CODE REPORT & ELEC DWGS
28	HOSE BIB, SEE MECH DWGS
29	GAS METER, SEE MECH & CIVIL DWGS
30	PMT, SEE ELEC DWGS
32	CEDAR TRELLIS, LINSEED OIL BLACK STAIN
33	FIRE DEPARTMENT CONNECTION
34	NATURAL WOOD ENTRY TRELLIS, LINSEED OIL STAIN



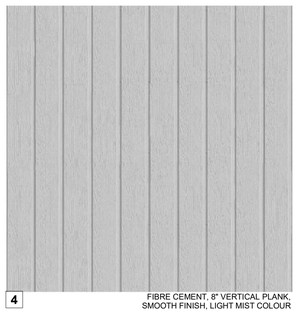
1 CONCRETE WALL
HORIZONTAL BOARD FORM FINISH



2 DARK GREY FACEBRICK
OVERSIZED, STACKED BOND



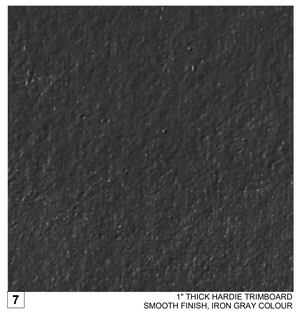
3 CAST-IN-PLACE STUCCO
SMOOTH FINISH, BENJAMIN MOORE 2133-30



4 FIBRE CEMENT, 8" VERTICAL PLANK,
SMOOTH FINISH, LIGHT MIST COLOUR

5 FIBRE CEMENT, 8" VERTICAL PLANK,
SMOOTH FINISH, IRON GRAY COLOUR

6 FIBRE CEMENT HARDIE SHINGLE
STAGGERED EDGE PANEL, IRON GRAY COLOUR



7 1" THICK HARDIE TRIMBOARD
SMOOTH FINISH, IRON GRAY COLOUR

17 CEDAR ENTRY PORTICO/TRELLIS
LINSEED OIL BLACK STAIN

9 MAIN ENTRY GLAZED FIBRE GLASS DOOR (ALL WEATHER)
BENJAMIN MOORE 2026-39

20 FACIA MOUNTED 42" HIGH POWDER COATED
METAL PICKET GUARDRAIL, BENJAMIN MOORE 2133-30

25 WALL-MOUNTED LIGHT FIXTURE
BENJAMIN MOORE 2133-30

PRE-FINISHED METAL SURFACES
BENJAMIN MOORE 2133.30

APPROVED DP SET

REVISIONS

No.	DATE
3	2024.08.21
4	2024.11.28
5	2025.05.01
6	2025.07.31

MATERIALS

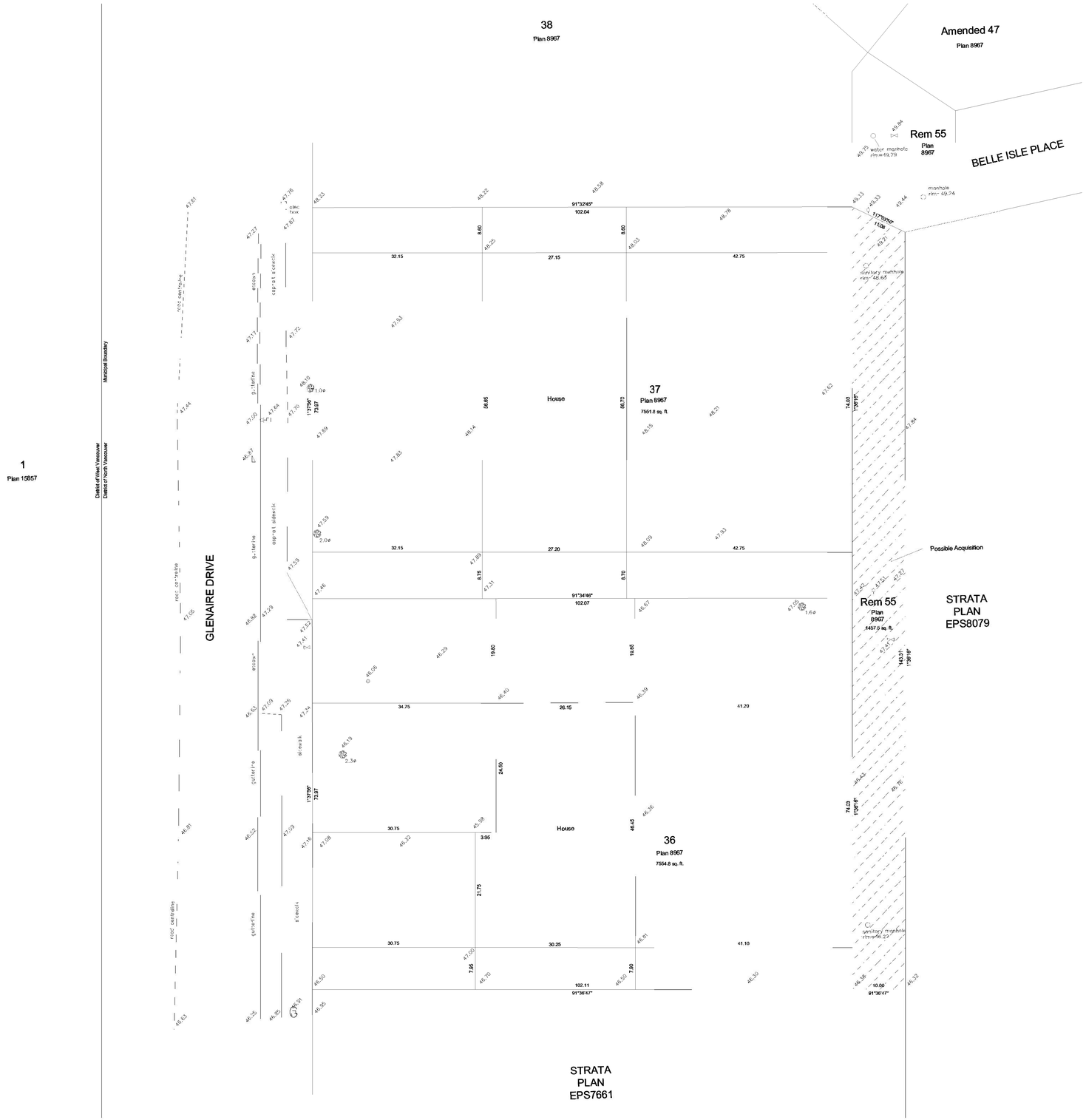
THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD
ARCHITECTURE

06



APPROVED DP SET

REVISIONS
No. DATE

SURVEY PLAN

0 5 10 20 40'

THE GROVE ON GLENAIRE

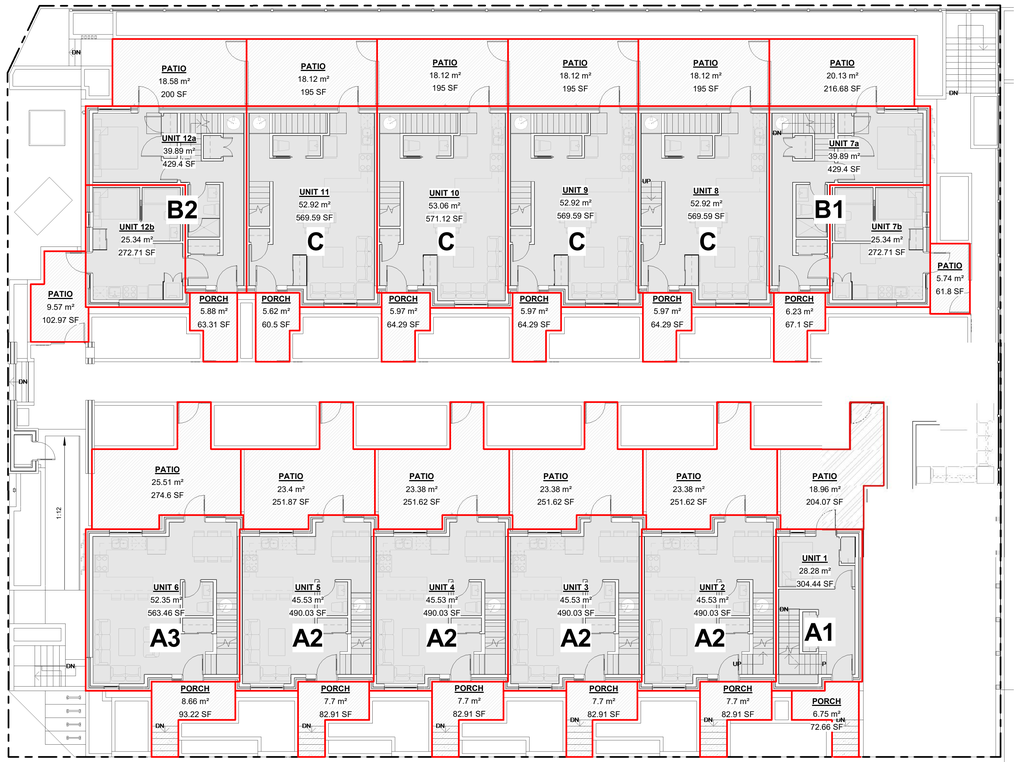
JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

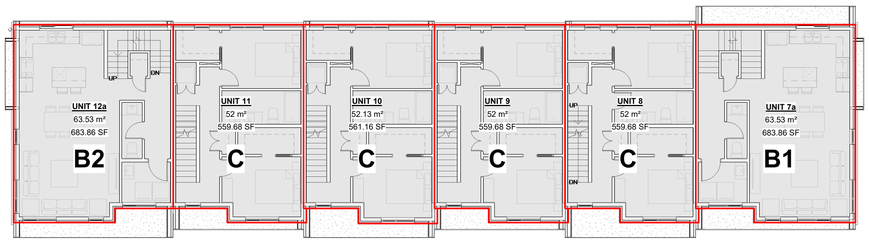
GRIMWOOD
ARCHITECTURE

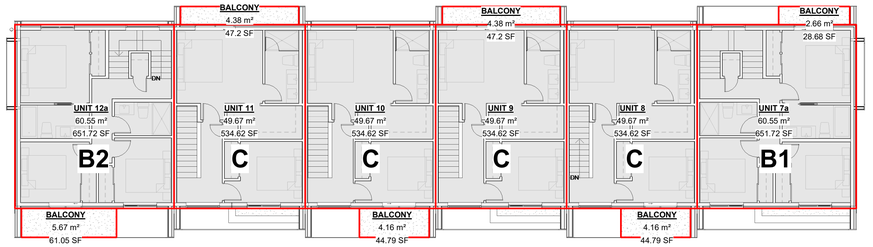
07

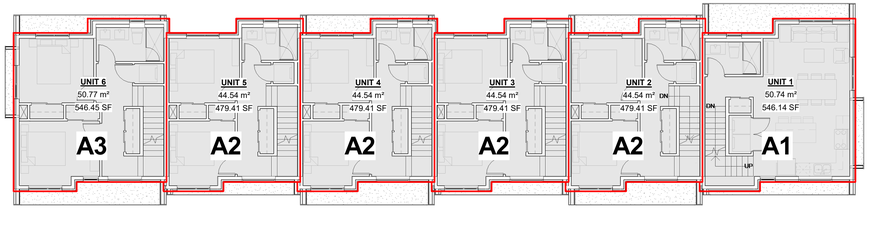
1 PARKADE LEVEL AREA PLAN
3/32" = 1'-0"



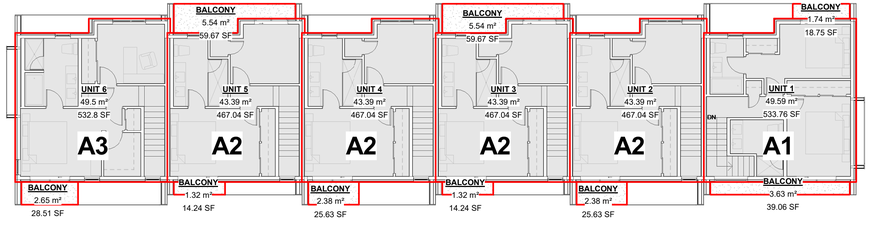
2 MAIN LEVEL AREA PLAN
3/32" = 1'-0"







3 2ND LEVEL AREA PLAN
3/32" = 1'-0"



4 3RD LEVEL AREA PLAN
3/32" = 1'-0"

FSR

NAME	AREA (SF)	AREA (m²)	FAR
MAIN LEVEL			
UNIT 1	304.44 SF	28.28 m²	0.02
UNIT 2	490.03 SF	45.53 m²	0.03
UNIT 3	490.03 SF	45.53 m²	0.03
UNIT 4	490.03 SF	45.53 m²	0.03
UNIT 5	490.03 SF	45.53 m²	0.03
UNIT 6	563.46 SF	52.35 m²	0.03
UNIT 7a	429.4 SF	39.89 m²	0.03
UNIT 7b	272.71 SF	25.34 m²	0.02
UNIT 8	569.59 SF	52.92 m²	0.03
UNIT 9	569.59 SF	52.92 m²	0.03
UNIT 10	571.12 SF	53.06 m²	0.03
UNIT 11	569.59 SF	52.92 m²	0.03
UNIT 12a	429.4 SF	39.89 m²	0.03
UNIT 12b	272.71 SF	25.34 m²	0.02
	6512.14 SF	605 m²	0.39
SECOND LEVEL			
UNIT 1	546.14 SF	50.74 m²	0.03
UNIT 2	479.41 SF	44.54 m²	0.03
UNIT 3	479.41 SF	44.54 m²	0.03
UNIT 4	479.41 SF	44.54 m²	0.03
UNIT 5	479.41 SF	44.54 m²	0.03
UNIT 6	546.45 SF	50.77 m²	0.03
UNIT 7a	683.86 SF	63.53 m²	0.04
UNIT 8	559.68 SF	52 m²	0.03
UNIT 9	559.68 SF	52 m²	0.03
UNIT 10	561.16 SF	52.13 m²	0.03
UNIT 11	559.68 SF	52 m²	0.03
UNIT 12a	683.86 SF	63.53 m²	0.04
	6618.16 SF	614.85 m²	0.40
THIRD LEVEL			
UNIT 1	533.76 SF	49.59 m²	0.03
UNIT 2	467.04 SF	43.39 m²	0.03
UNIT 3	467.04 SF	43.39 m²	0.03
UNIT 4	467.04 SF	43.39 m²	0.03
UNIT 5	467.04 SF	43.39 m²	0.03
UNIT 6	532.8 SF	49.5 m²	0.03
UNIT 7a	651.72 SF	60.55 m²	0.04
UNIT 8	534.62 SF	49.67 m²	0.03
UNIT 9	534.62 SF	49.67 m²	0.03
UNIT 10	534.62 SF	49.67 m²	0.03
UNIT 11	534.62 SF	49.67 m²	0.03
UNIT 12a	651.72 SF	60.55 m²	0.04
	6376.66 SF	592.41 m²	0.39
TOTAL:	19506.96 SF	1812.26 m²	1.18

FSR EXCLUSIONS

NAME	AREA (SF)	AREA (m²)
PARKADE		
ELEC RM	203.69 SF	18.92 m²
EXHAUST	61.76 SF	5.74 m²
MECH RM	194.15 SF	18.04 m²
PARKING	9934.93 SF	922.98 m²
STAIR 1	91.98 SF	8.55 m²
STAIR 2	120.5 SF	11.19 m²
UNIT 1	189.14 SF	17.57 m²
UNIT 2	302.31 SF	28.09 m²
UNIT 3	302.31 SF	28.09 m²
UNIT 4	302.31 SF	28.09 m²
UNIT 5	302.31 SF	28.09 m²
UNIT 6	339.32 SF	31.52 m²
UNIT 7a	376.05 SF	34.94 m²
UNIT 8	373.34 SF	34.68 m²
UNIT 9	373.34 SF	34.68 m²
UNIT 10	373.34 SF	34.68 m²
UNIT 11	373.34 SF	34.68 m²
UNIT 12a	375.74 SF	34.91 m²
WASTE RM	150.71 SF	14 m²
	14740.59 SF	1369.45 m²
MAIN LEVEL		
PATIO	2846.84 SF	264.48 m²
PORCH	881.33 SF	81.88 m²
	3728.17 SF	346.36 m²
THIRD LEVEL		
BALCONY	559.11 SF	51.94 m²
	559.11 SF	51.94 m²
TOTAL:	19027.87 SF	1767.75 m²

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SHOP DRAWINGS:
SUBMIT SHOP DRAWINGS TO THE ARCHITECT AND ENGINEER FOR APPROVAL PRIOR TO MANUFACTURING PREFABRICATED ELEMENTS OF THE BUILDING.

REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

AREA PLANS

PROJECT No: 65
DATE: MAY 13, 2026
DRAWN BY: Author
CHECKED BY: Checker
SCALE: As indicated

08

5/13/2026 8:30:22 AM

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
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SITE PLAN

PROJECT No: 65
DATE: MAY 19, 2026
DRAWN BY: Author
CHECKED BY: A1.00

A1.00

SCALE: As indicated

5/19/2026 4:02:44 PM

1 SITE PLAN
1/8" = 1'-0"

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GENERAL FLOOR PLAN NOTES

1. ALL CONC WALLS TO BE 8" THK UNO
2. EXTERIOR BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATIONS OR FACE OF PLYWOOD SHEATHING UNO
3. EXTERIOR DIMENSIONS TO COLUMNS ARE TO CENTRE LINE UNO
4. INTERIOR DIMENSIONS ARE TO FACE OF STUD UNO
5. (FF) DENOTES DIMENSION TAKEN TO FINISH FACE
6. CLEAR WIDTH OF ALL INT STAIRS TO BE MIN 36" WIDE (INCLUDING LANDINGS, BOTH DIRECTIONS)
7. REFER TO STRUCTURAL DRAWINGS FOR LOCATION OF PLYWD SHEAR PANELS APPLIED TO STUDS
8. REFER TO STRUCTURAL DRAWINGS FOR JOIST SIZES, DIRECTIONS, BEAM LOCATIONS AND DEPTHS. BEAMS ARE TO BE FLUSH UNO
9. CONFIRM ROUGH OPENING OF OVERHEAD GARAGE DOORS PRIOR TO FORMING CONC FOUNDATION WALLS AND/OR SLABS

CAR PARKING

TYPE	SIZE	REQ'D / ALLOWED	PROPOSED	%
ACCESSIBLE	3.7mx5.7m	1	1	4%
SMALL	2.6mx4.9m	7	7	27%
STANDARD	2.7mx5.7m	16	18	69%
		24	26	100%

BIKE PARKING

TYPE	SIZE	REQ'D	PROPOSED	
BIKE	0.6mx1.8m	26	28	(LONG TERM)
BIKE	0.6mx1.8m	4	4	(SHORT TERM)
		28	28	

REVISIONS

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

PARKADE FLOOR PLAN

PROJECT No: 65
DATE: MAY 13, 2026
DRAWN BY: Author
CHECKED BY: Checker
SCALE: As indicated

11

5/13/2026 8:08:38 AM

1 PARKADE LEVEL FLOOR PLAN
3/16" = 1'-0"

DP 7.24 - 12

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REVISIONS

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

LEVEL 1 FLOOR PLAN

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
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SCALE:	As indicated

12

5/15/2026 12:15:18 PM

1 MAIN LEVEL FLOOR PLAN
3/16" = 1'-0"

1 2ND LEVEL FLOOR PLAN
3/16" = 1'-0"

2ND LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS
No. DATE

GRIMWOOD
ARCHITECTURE

13

1 3RD LEVEL FLOOR PLAN
3/16" = 1'-0"

3RD LEVEL FLOOR PLAN

THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

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No. DATE

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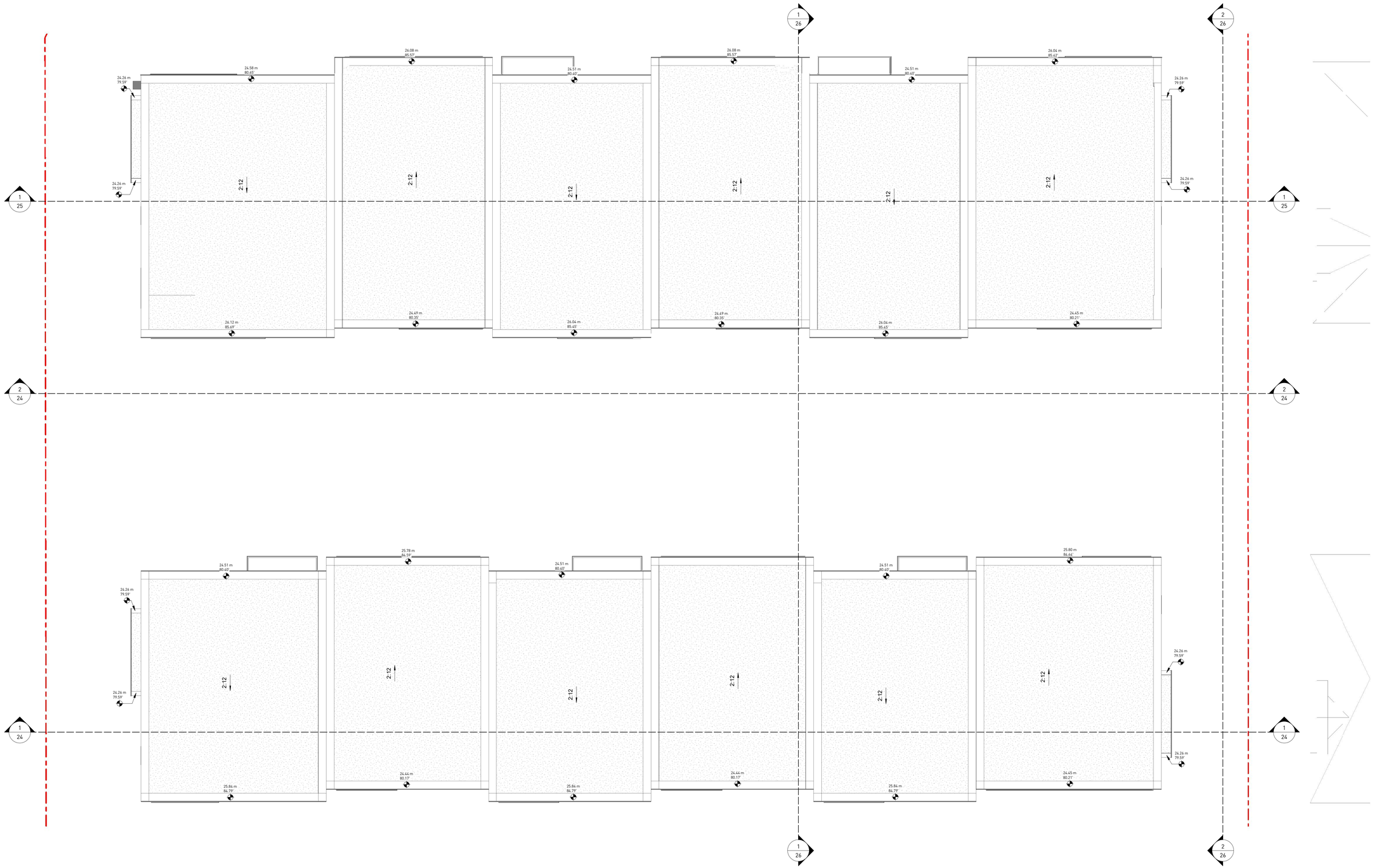
14



1 ROOF PLAN
3/16" = 1'-0"

ROOF PLAN

THE GROVE ON GLENAIRE

JANUARY 20, 2026

1883-1901 GLENAIRE DR, NORTH VANCOUVER, BC

APPROVED DP SET

REVISIONS
No. DATE

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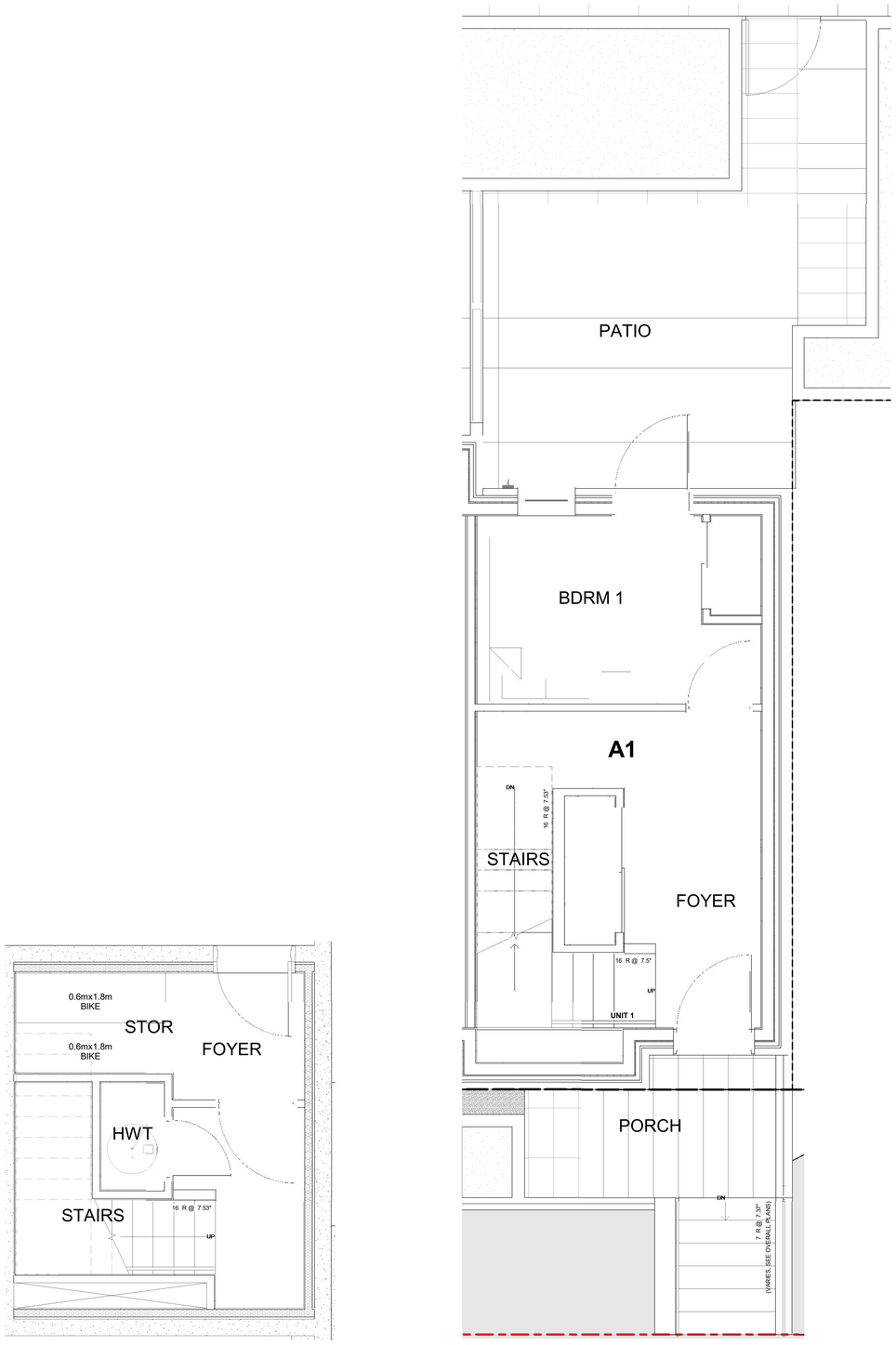
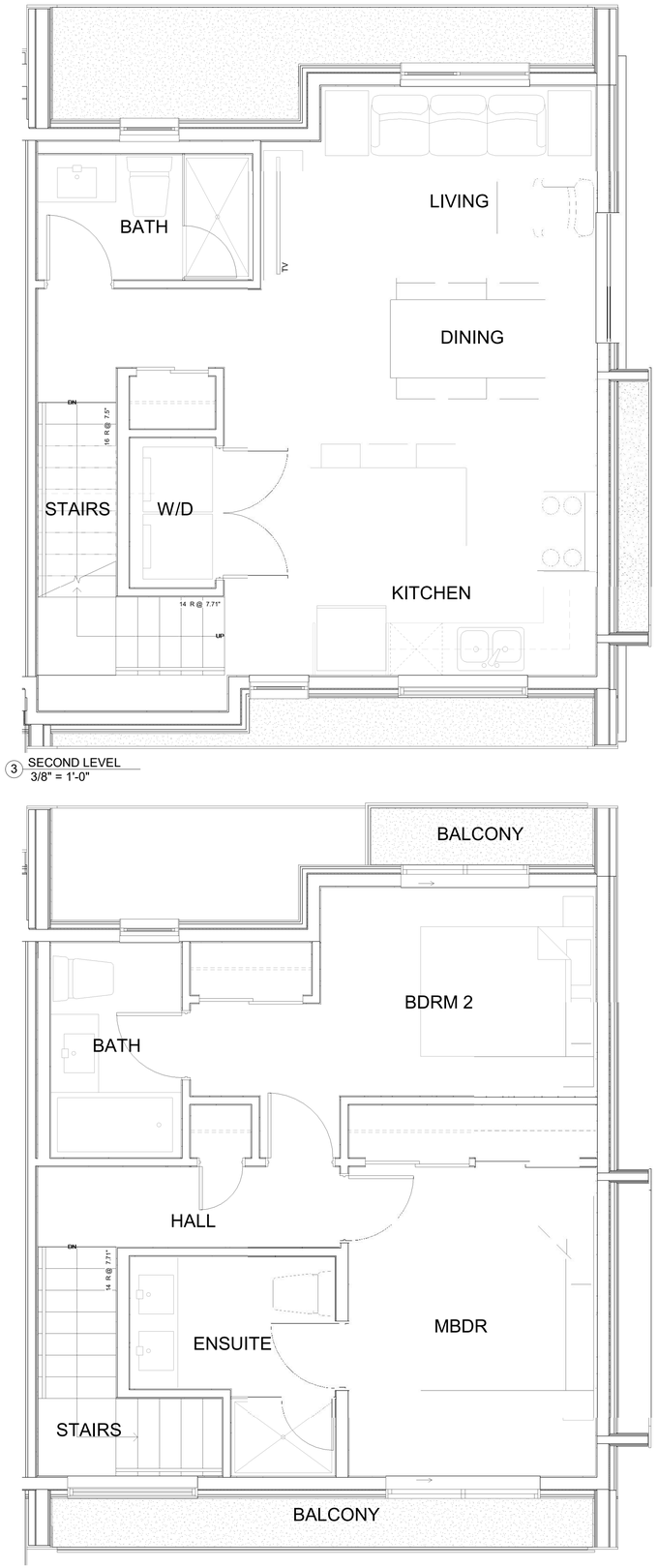
15



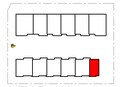
2 MAIN LEVEL
3/8" = 1'-0"

1 PARKADE LEVEL
3/8" = 1'-0"



3 SECOND LEVEL
3/8" = 1'-0"

4 THIRD LEVEL
3/8" = 1'-0"



KEY PLAN

UNIT 01

FLEX SPACE

LEVEL	AREA (SF)	AREA (m²)
PARKADE	189.14 SF	17.57 m²
	189.14 SF	17.57 m²

UNIT INTERIOR AREA

MAIN LEVEL	304.44 SF	28.28 m²
SECOND LEVEL	546.14 SF	50.74 m²
THIRD LEVEL	533.76 SF	49.59 m²
	1384.34 SF	128.61 m²

OPEN SPACE

MAIN LEVEL	PATIO	204.07 SF	18.96 m²
MAIN LEVEL	PORCH	72.66 SF	6.75 m²
THIRD LEVEL	BALCONY	39.06 SF	3.63 m²
THIRD LEVEL	BALCONY	18.75 SF	1.74 m²
		334.54 SF	31.08 m²

AREA PLANS TYPICAL NOTES

1. INTERIOR UNIT AREA IS MEASURED TO THE CENTRELINE OF INTERIOR WALLS AND TO THE EXTERIOR FINISH FACE OF PERIMETER WALLS. EXTERIOR AREAS AREA CALCULATED BASED ON USABLE AREA
2. REFER TO OVERALL FLOOR PLANS FOR MINOR VARIATIONS

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

UNIT A1 FLOOR PLANS

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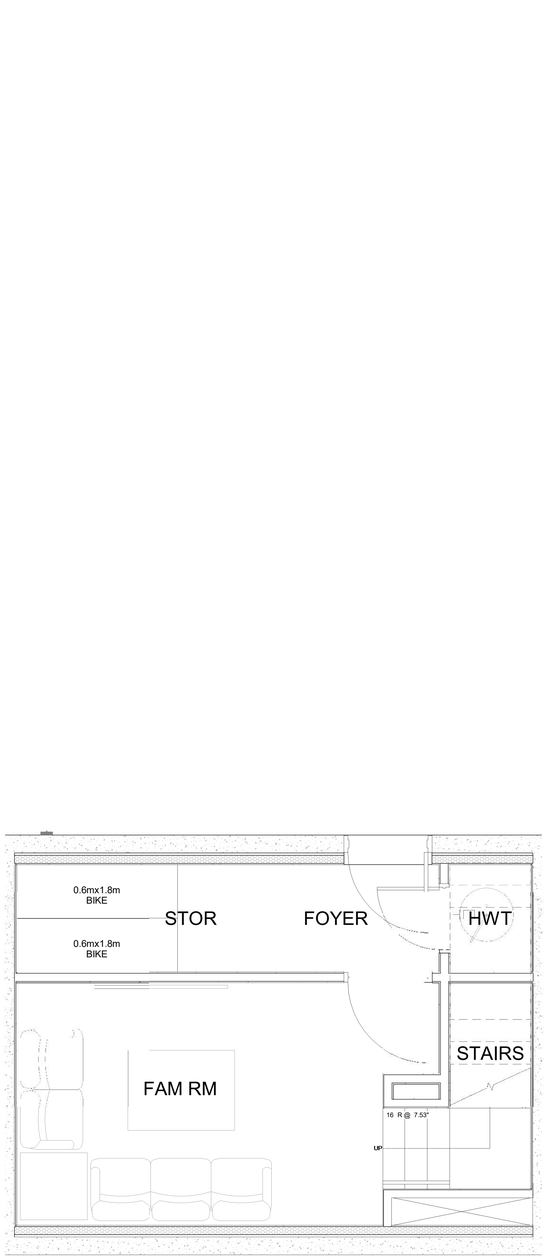
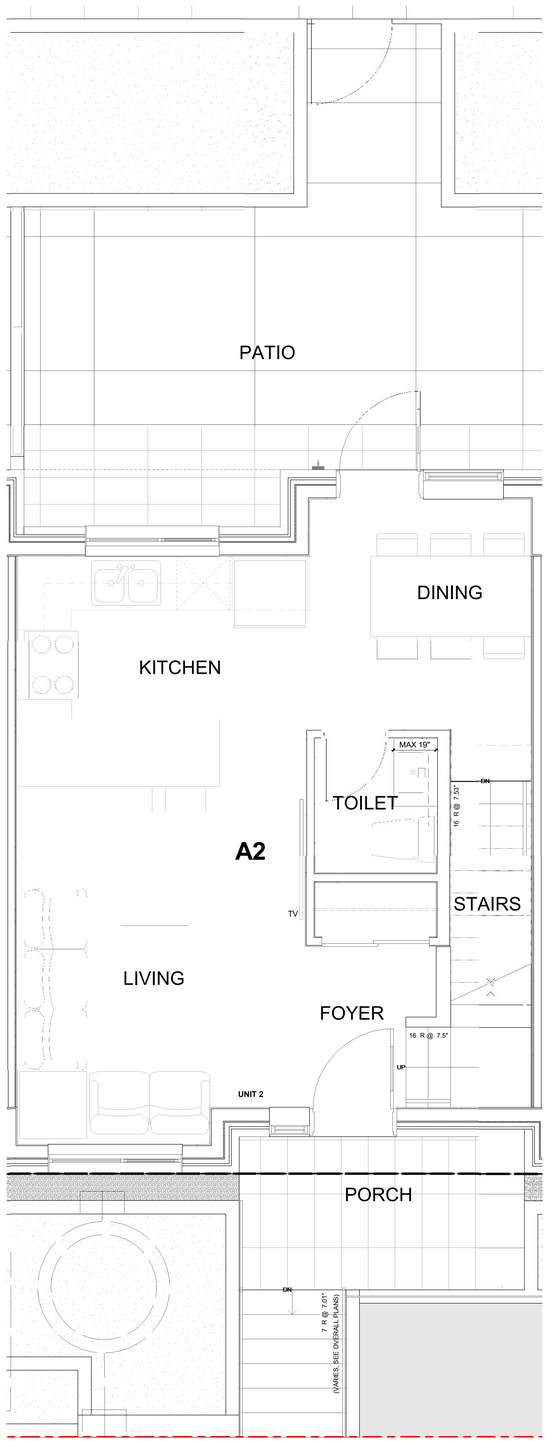
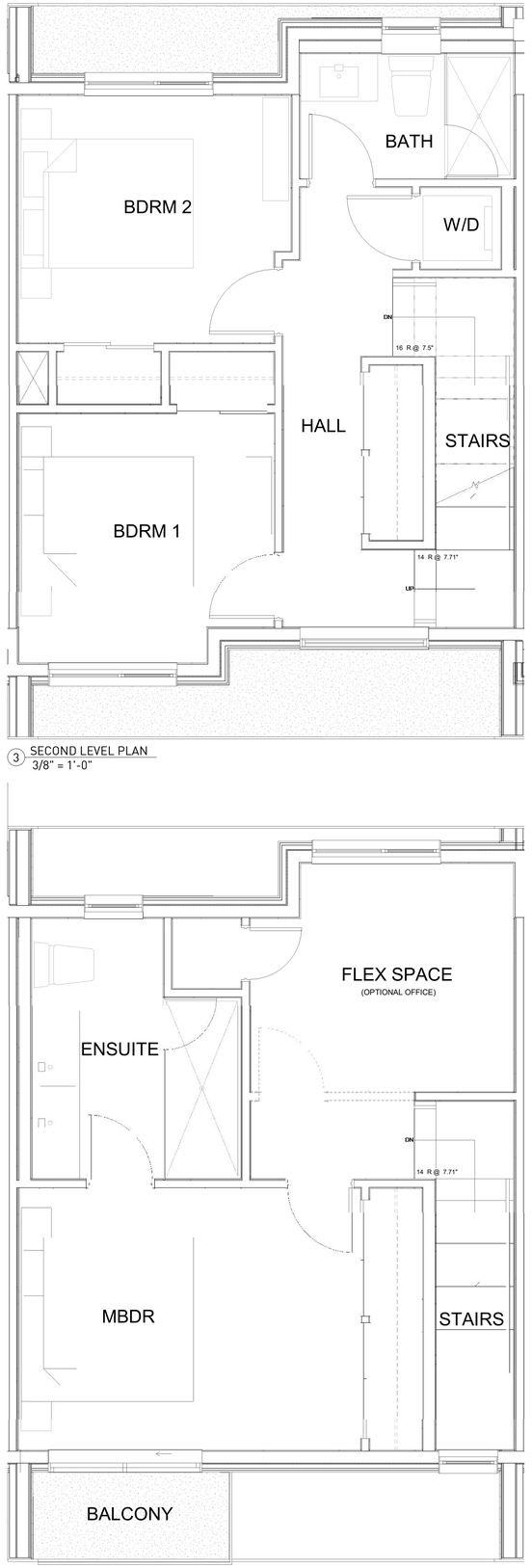


1 PARKADE PLAN
3/8" = 1'-0"

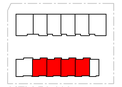


2 FIRST LEVEL PLAN
3/8" = 1'-0"



3 SECOND LEVEL PLAN
3/8" = 1'-0"

4 THIRD LEVEL PLAN
3/8" = 1'-0"



KEY PLAN

UNITS 02 TO 05

FLEX SPACE

LEVEL	AREA (SF)	AREA (m²)
PARKADE	302.31 SF	28.09 m²
	302.31 SF	28.09 m²

UNIT INTERIOR AREA

MAIN LEVEL	490.03 SF	45.53 m²
SECOND LEVEL	479.41 SF	44.54 m²
THIRD LEVEL	467.04 SF	43.39 m²
	1436.48 SF	133.45 m²

OPEN SPACE

MAIN LEVEL	PATIO	251.62 SF	23.38 m²
MAIN LEVEL	PORCH	82.91 SF	7.7 m²
THIRD LEVEL	BALCONY	25.63 SF	2.38 m²
		360.17 SF	33.46 m²

AREA PLANS TYPICAL NOTES

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SHOP DRAWINGS:
SUBMIT SHOP DRAWINGS TO THE ARCHITECT AND ENGINEER FOR APPROVAL PRIOR TO MANUFACTURING PREFABRICATED ELEMENTS OF THE BUILDING.

GENERAL FLOOR PLAN NOTES

1. ALL CONC WALLS TO BE 8" THK UNO
2. EXTERIOR BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATIONS OR FACE OF PLYWOOD SHEATHING UNO
3. EXTERIOR DIMENSIONS TO COLUMNS ARE TO CENTRE LINE UNO
4. INTERIOR DIMENSIONS ARE TO FACE OF STUD UNO
5. (FF) DENOTES DIMENSION TAKEN TO FINISH FACE
6. CLEAR WIDTH OF ALL INT STAIRS TO BE MIN 36" WIDE (INCLUDING LANDINGS, BOTH DIRECTIONS)
7. REFER TO STRUCTURAL DRAWINGS FOR LOCATION OF PLYWD SHEAR PANELS APPLIED TO STUDS
8. REFER TO STRUCTURAL DRAWINGS FOR JOIST SIZES, DIRECTIONS, BEAM LOCATIONS AND DEPTHS. BEAMS ARE TO BE FLUSH UNO
9. CONFIRM ROUGH OPENING OF OVERHEAD GARAGE DOORS PRIOR TO FORMING CONC FOUNDATION WALLS AND/OR SLABS

REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

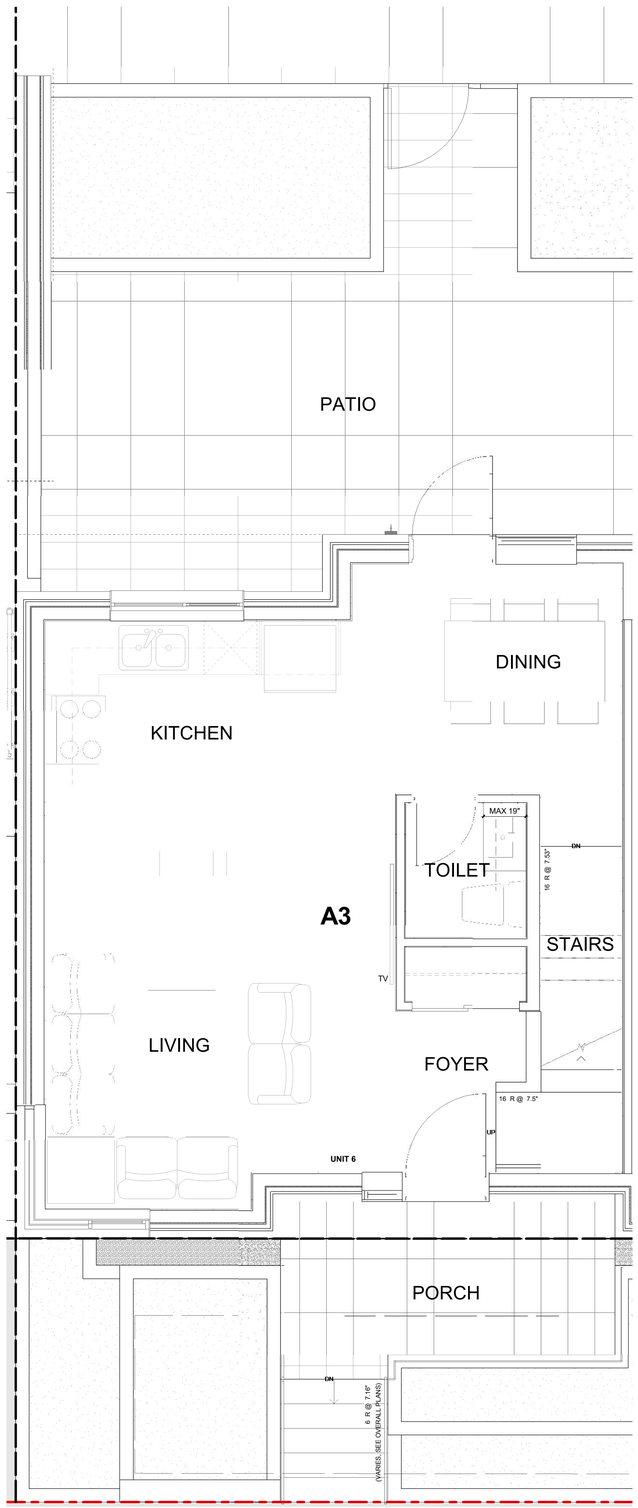
UNIT A2 FLOOR PLANS

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
CHECKED BY:	Checker
SCALE:	As indicated

17

5/13/2026 8:42:33 AM

1 PARKADE LEVEL
3/8" = 1'-0"



2 MAIN LEVEL
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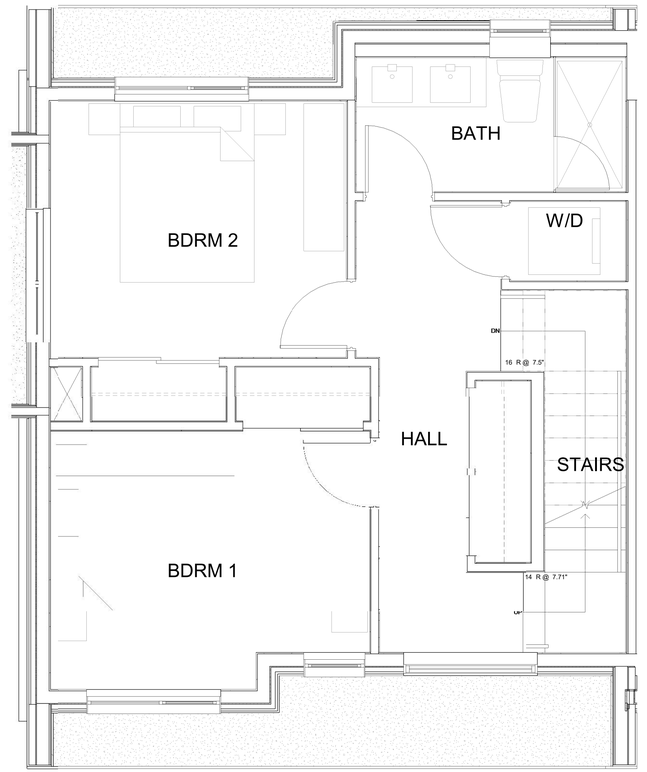

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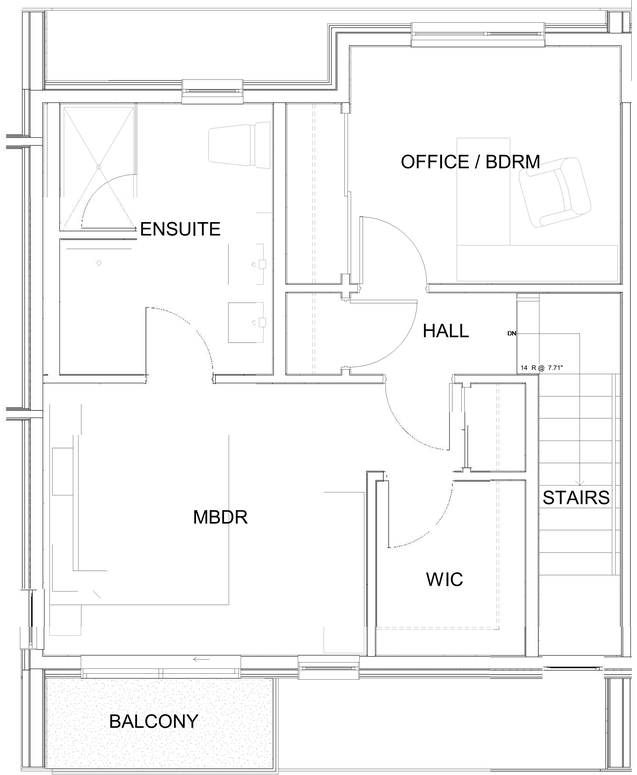
3/8" = 1'-0"



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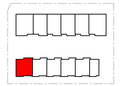
3/8" = 1'-0"



KEY PLAN

UNIT 06

FLEX SPACE

LEVEL	AREA (SF)	AREA (m²)
PARKADE	339.32 SF	31.52 m²
	339.32 SF	31.52 m²

UNIT INTERIOR AREA

MAIN LEVEL	563.46 SF	52.35 m²
SECOND LEVEL	546.45 SF	50.77 m²
THIRD LEVEL	532.8 SF	49.5 m²
	1642.71 SF	152.61 m²

OPEN SPACE

MAIN LEVEL	PATIO	274.6 SF	25.51 m²
MAIN LEVEL	PORCH	93.22 SF	8.66 m²
THIRD LEVEL	BALCONY	28.51 SF	2.65 m²
		396.32 SF	36.82 m²

AREA PLANS TYPICAL NOTES

1. INTERIOR UNIT AREA IS MEASURED TO THE CENTRELINE OF INTERIOR WALLS AND TO THE EXTERIOR FINISH FACE OF PERIMETER WALLS. EXTERIOR AREAS AREA CALCULATED BASED ON USABLE AREA
2. REFER TO OVERALL FLOOR PLANS FOR MINOR VARIATIONS

GRIMWOOD
ARCHITECTURE
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TELEPHONE: 604.565.3142
WEBSITE: www.grimwood.ca
INSTAGRAM: @grimwoodarchitecture

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

UNIT A3 FLOOR PLANS

PROJECT No:	65
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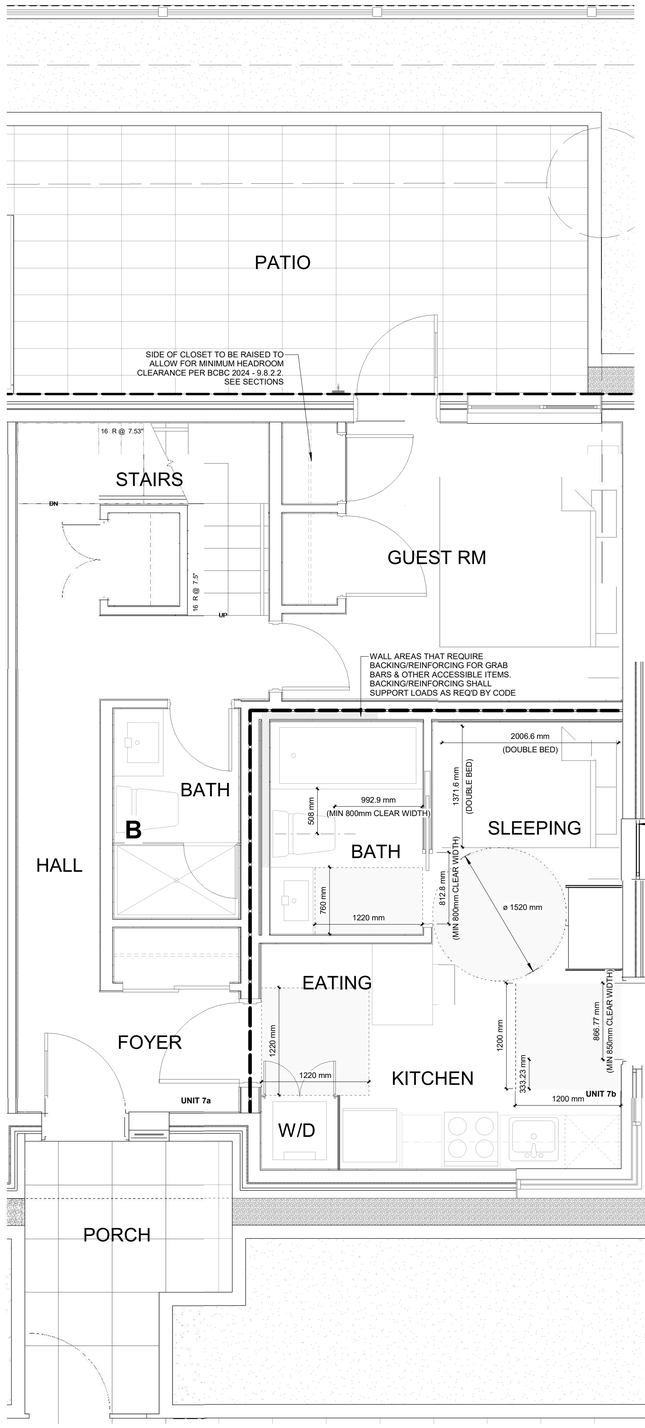

2 FIRST LEVEL PLAN
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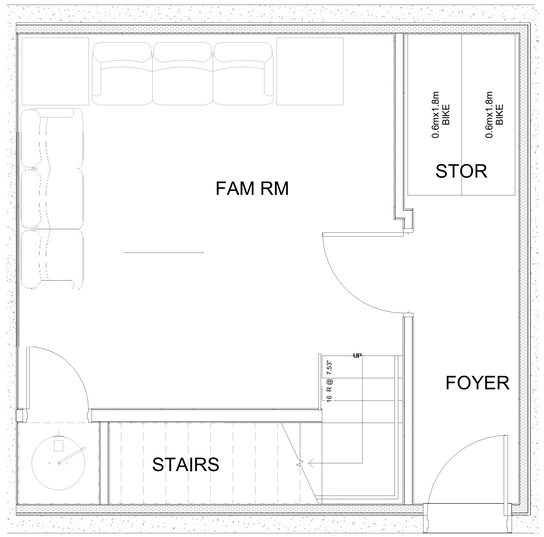

1 PARKADE PLAN
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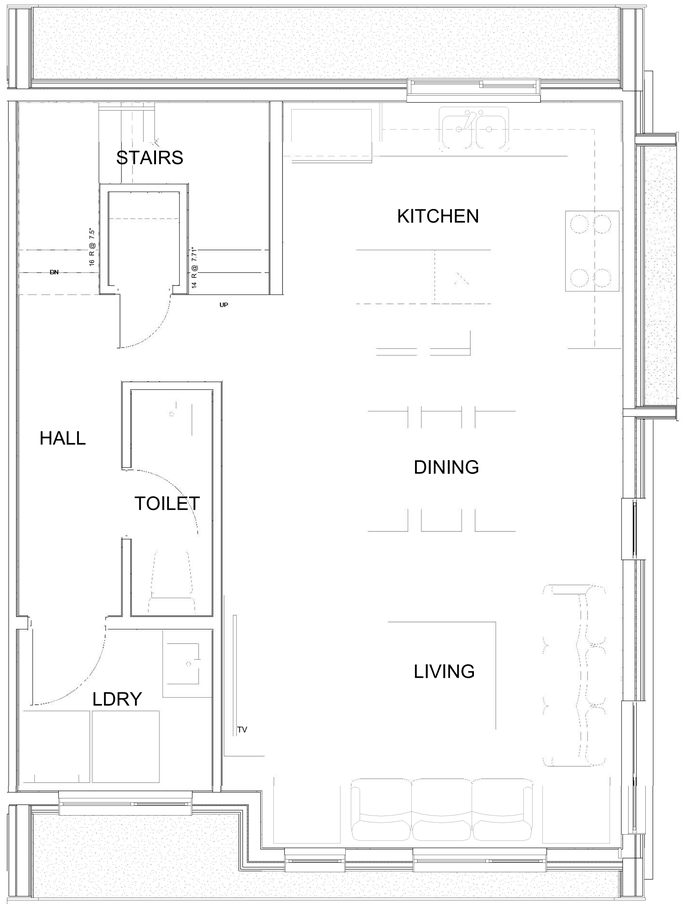
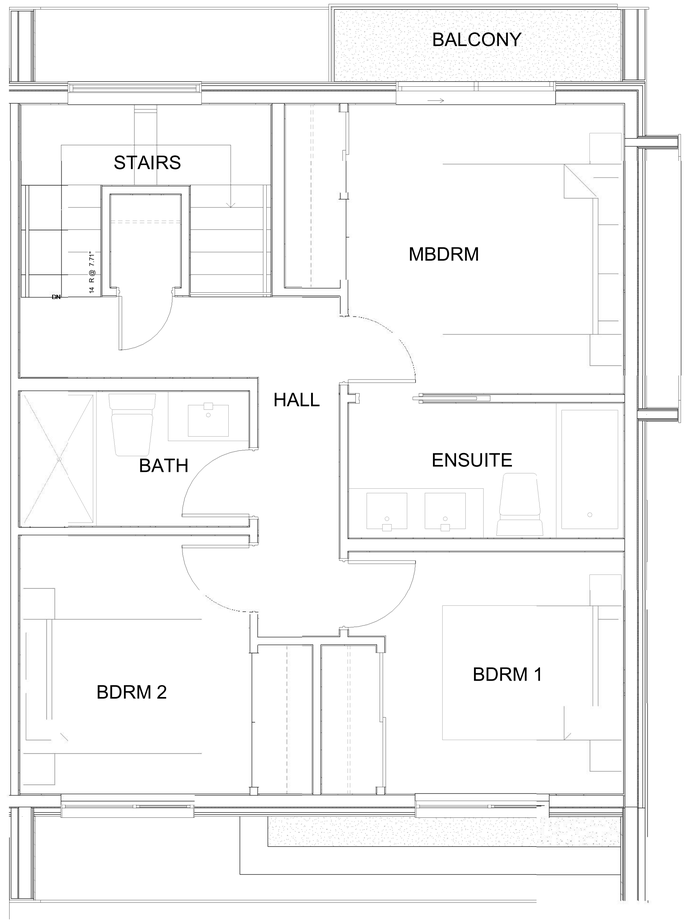


3 SECOND LEVEL PLAN
3/8" = 1'-0"



4 THIRD LEVEL PLAN
3/8" = 1'-0"

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KEY PLAN

UNIT 7a

FLEX SPACE 7a

LEVEL	AREA (SF)	AREA (m²)
PARKADE	376.05 SF	34.94 m²
	376.05 SF	34.94 m²

UNIT INTERIOR AREA 7a

MAIN LEVEL	429.4 SF	39.89 m²
SECOND LEVEL	683.86 SF	63.53 m²
THIRD LEVEL	651.72 SF	60.55 m²
	1764.98 SF	163.97 m²

OPEN SPACE 7a

MAIN LEVEL	PATIO	216.68 SF	20.13 m²
MAIN LEVEL	PORCH	67.1 SF	6.23 m²
THIRD LEVEL	BALCONY	28.68 SF	2.66 m²
		312.46 SF	29.03 m²

UNIT 7b

(LOCK-OFF SUITE)

UNIT INTERIOR AREA 7b

MAIN LEVEL	272.71 SF	25.34 m²
	272.71 SF	25.34 m²

OPEN SPACE 7b

MAIN LEVEL	PATIO	61.8 SF	5.74 m²
		61.8 SF	5.74 m²

AREA PLANS TYPICAL NOTES

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

UNIT B1 FLOOR PLANS

PROJECT No:	65
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19a

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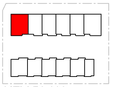

KEY PLAN

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UNIT 12a

FLEX SPACE 12a

LEVEL	AREA (SF)	AREA (m²)
PARKADE	375.74 SF	34.91 m²
	375.74 SF	34.91 m²

UNIT INTERIOR AREA 12a

MAIN LEVEL	429.4 SF	39.89 m²
SECOND LEVEL	683.86 SF	63.53 m²
THIRD LEVEL	651.72 SF	60.55 m²
	1764.98 SF	163.97 m²

OPEN SPACE 12a

MAIN LEVEL	PATIO	200 SF	18.58 m²
MAIN LEVEL	PORCH	63.31 SF	5.88 m²
THIRD LEVEL	BALCONY	61.05 SF	5.67 m²
		324.36 SF	30.13 m²

UNIT 12b

(LOCK-OFF SUITE)

UNIT INTERIOR AREA 12b

MAIN LEVEL	272.71 SF	25.34 m²
	272.71 SF	25.34 m²

OPEN SPACE 12b

MAIN LEVEL	PATIO	102.97 SF	9.57 m²
		102.97 SF	9.57 m²

AREA PLANS TYPICAL NOTES

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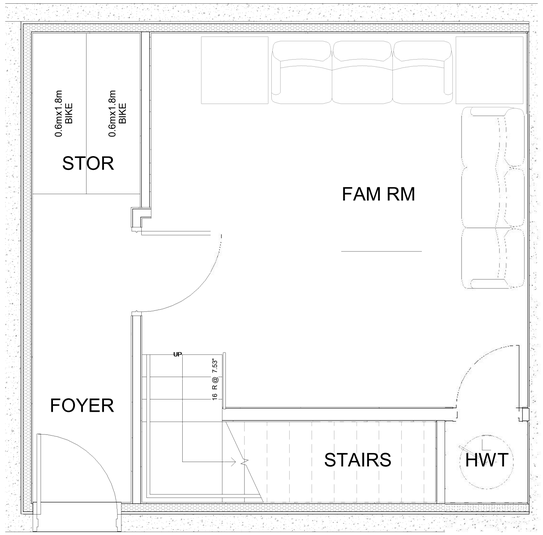
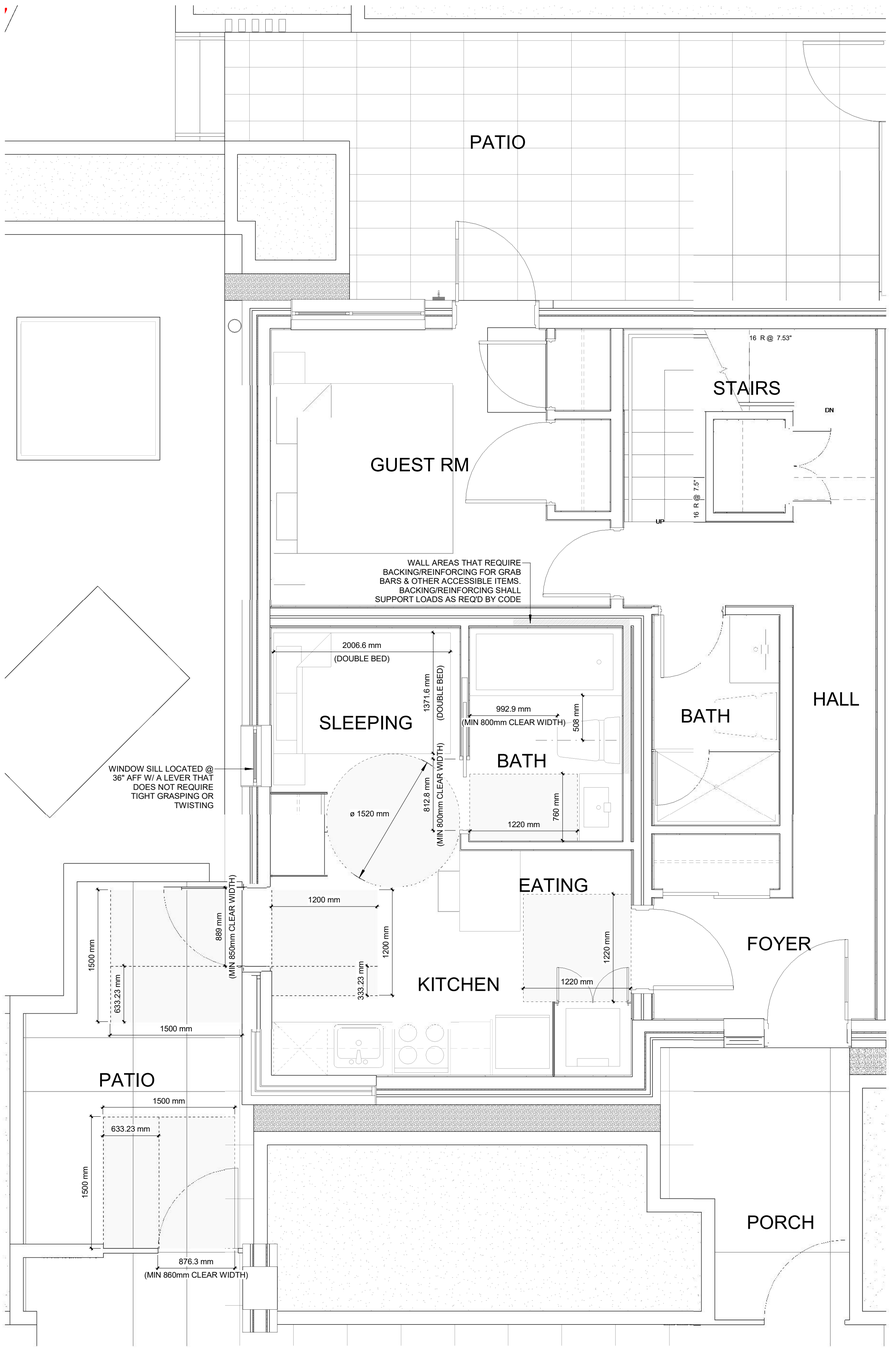
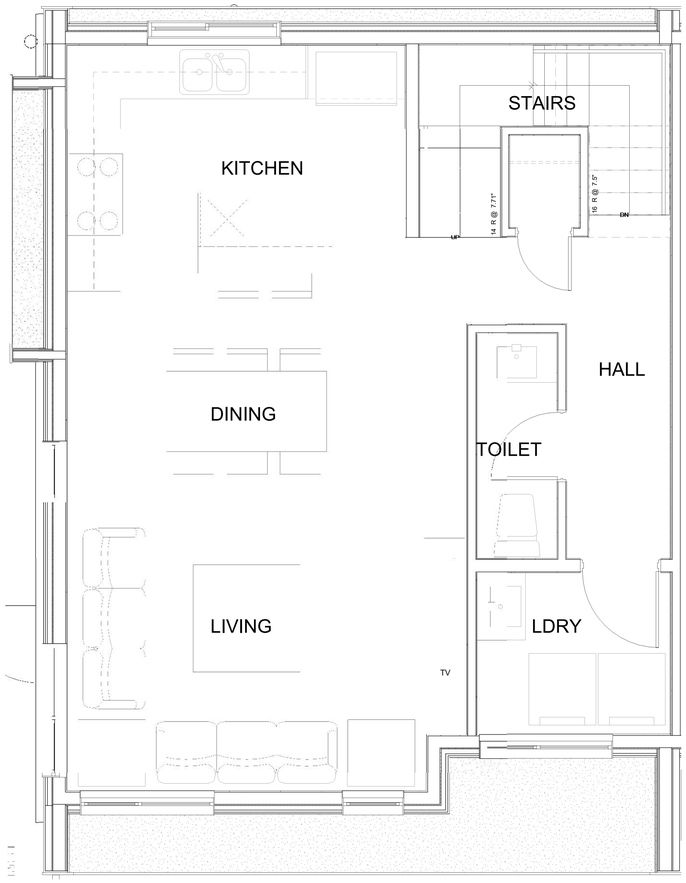


1 PARKADE PLAN
3/8" = 1'-0"



2 FIRST LEVEL PLAN
3/8" = 1'-0"



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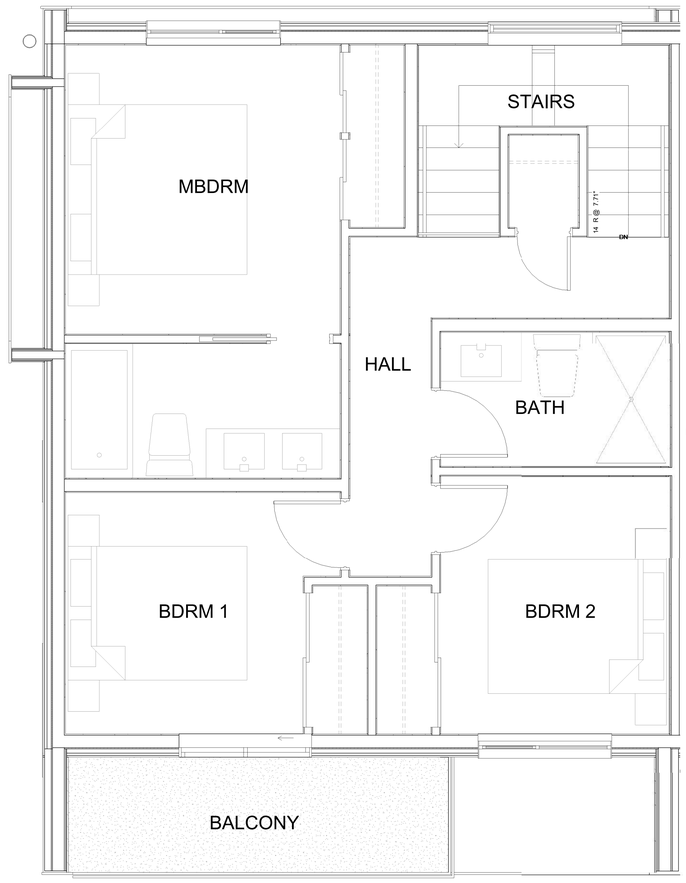

4 THIRD LEVEL PLAN
3/8" = 1'-0"

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THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
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UNIT B2 FLOOR PLANS

PROJECT No:	65
DATE:	MAY 13, 2026
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SCALE:	As indicated

19b

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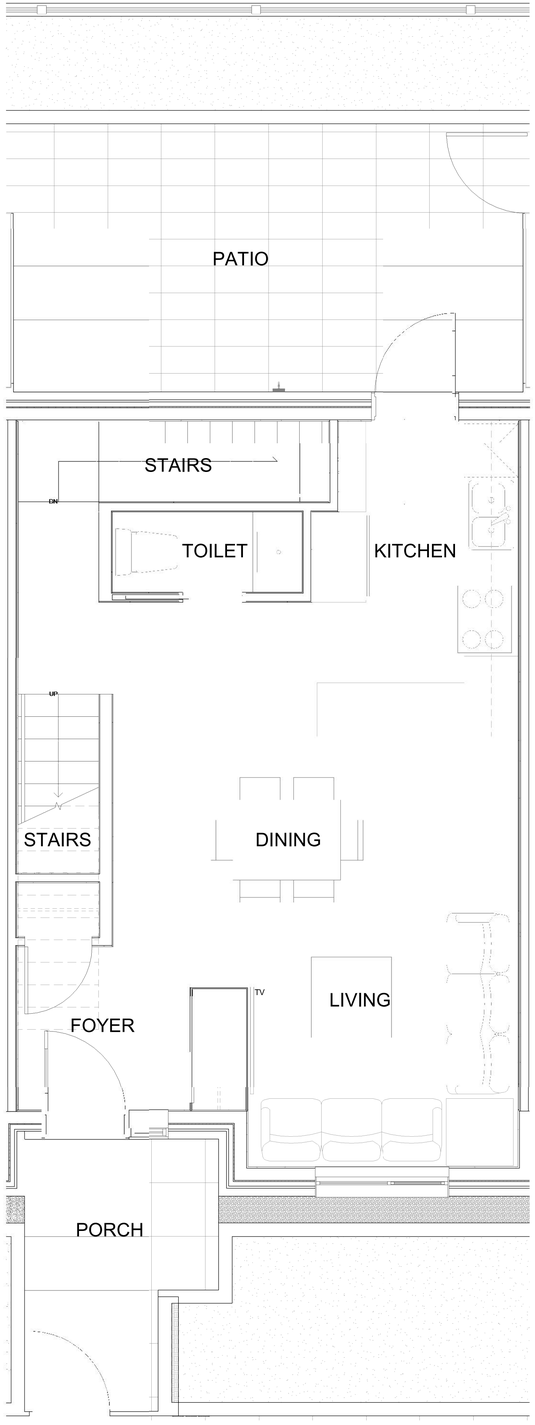

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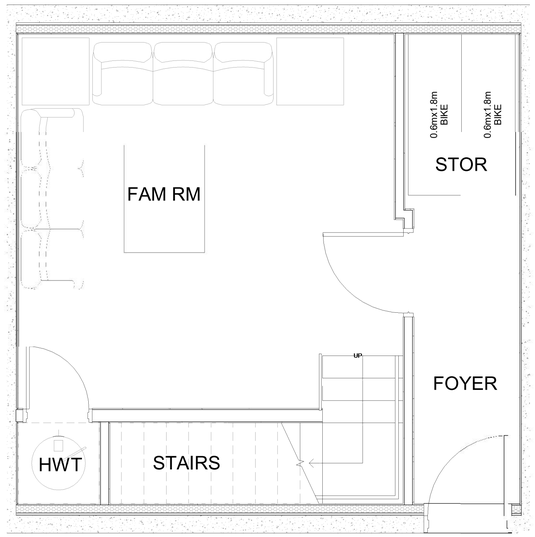

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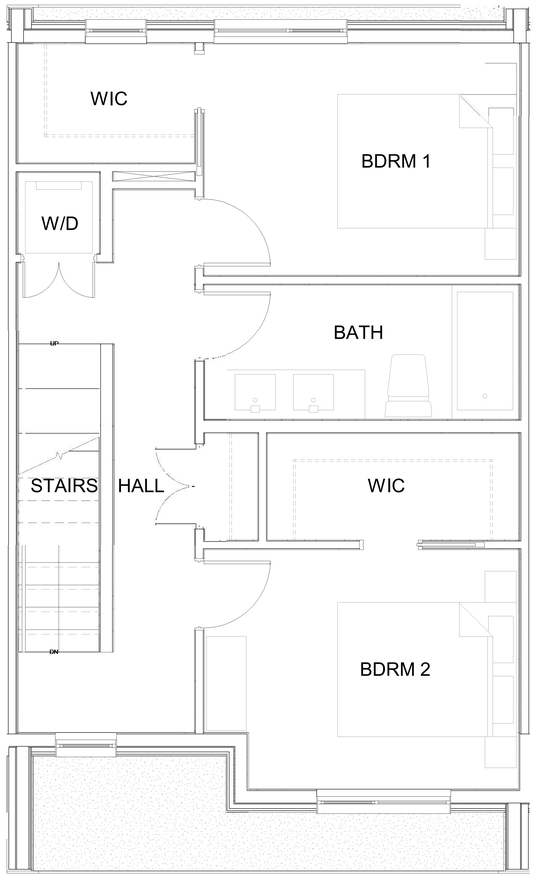

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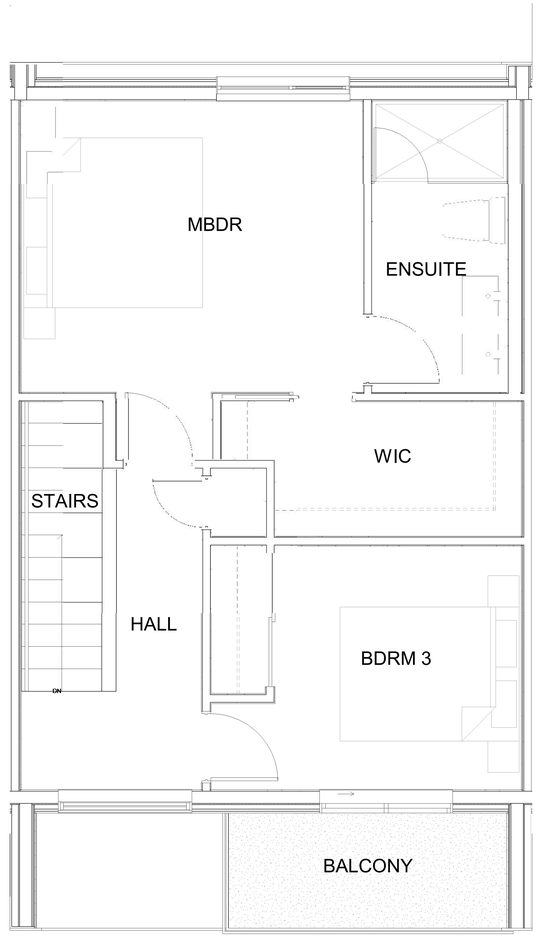

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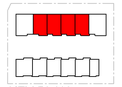

KEY PLAN

UNITS 08 TO 11

FLEX SPACE

LEVEL	AREA (SF)	AREA (m²)
PARKADE	373.34 SF	34.68 m²
	373.34 SF	34.68 m²

UNIT INTERIOR AREA

MAIN LEVEL	569.59 SF	52.92 m²
SECOND LEVEL	559.68 SF	52 m²
THIRD LEVEL	534.62 SF	49.67 m²
	1663.9 SF	154.58 m²

OPEN SPACE

MAIN LEVEL	PATIO	195 SF	18.12 m²
MAIN LEVEL	PORCH	64.29 SF	5.97 m²
THIRD LEVEL	BALCONY	44.79 SF	4.16 m²
		304.08 SF	28.25 m²

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SHOP DRAWINGS:
SUBMIT SHOP DRAWINGS TO THE ARCHITECT AND ENGINEER FOR APPROVAL PRIOR TO MANUFACTURING PREFABRICATED ELEMENTS OF THE BUILDING.

GENERAL FLOOR PLAN NOTES

1. ALL CONC WALLS TO BE 8" THK UNO
2. EXTERIOR BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATIONS OR FACE OF PLYWOOD SHEATHING UNO
3. EXTERIOR DIMENSIONS TO COLUMNS ARE TO CENTRE LINE UNO
4. INTERIOR DIMENSIONS ARE TO FACE OF STUD UNO
5. (FF) DENOTES DIMENSION TAKEN TO FINISH FACE
6. CLEAR WIDTH OF ALL INT STAIRS TO BE MIN 36" WIDE (INCLUDING LANDINGS, BOTH DIRECTIONS)
7. REFER TO STRUCTURAL DRAWINGS FOR LOCATION OF PLYWD SHEAR PANELS APPLIED TO STUDS
8. REFER TO STRUCTURAL DRAWINGS FOR JOIST SIZES, DIRECTIONS, BEAM LOCATIONS AND DEPTHS. BEAMS ARE TO BE FLUSH UNO
9. CONFIRM ROUGH OPENING OF OVERHEAD GARAGE DOORS PRIOR TO FORMING CONC FOUNDATION WALLS AND/OR SLABS

REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

UNIT C FLOOR PLANS

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
CHECKED BY:	Checker
SCALE:	As indicated

20

5/13/2026 6:46:47 AM

DP 7.24 - 22

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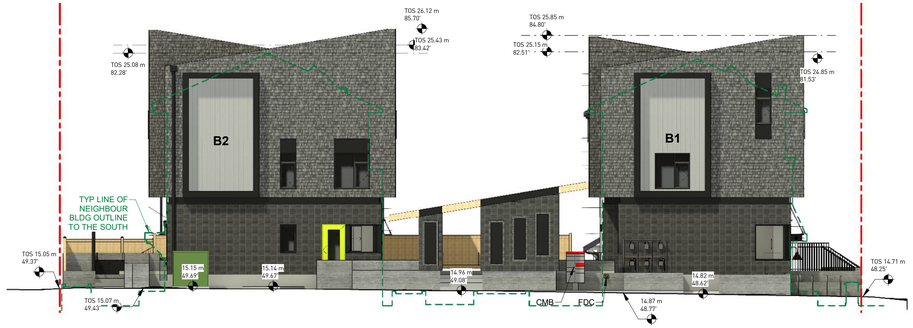
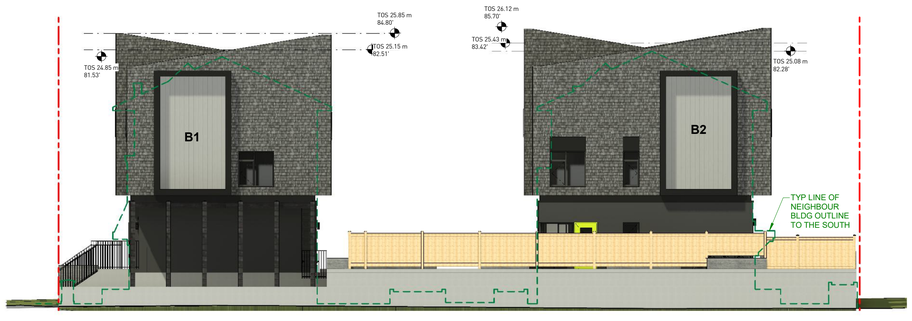
1 WEST ELEVATION
1" = 10'-0"

2 EAST ELEVATION
1" = 10'-0"



3 NORTH ELEVATION
1" = 10'-0"



4 SOUTH ELEVATION
1" = 10'-0"

REVISIONS

NO.	DESCRIPTION	DATE

HEIGHT INCREASE BREAKDOWN

LOCATION	PREVIOUS (MAR 2024)	PREVIOUS (OCT 2024)	PROPOSED JULY 2025	CHANGE
WEST ELEV	24.52 m	25.15 m	25.85 m	+ 0.70 m
EAST ELEV	24.79 m	25.43 m	26.12 m	+ 0.70 m

	NEIGHBOUR (SOUTH)	NEW PROPOSED	CHANGE
WEST ELEV	24.85 m	25.85 m	+ 1.00 m
EAST ELEV	25.08 m	26.12 m	+ 1.04 m

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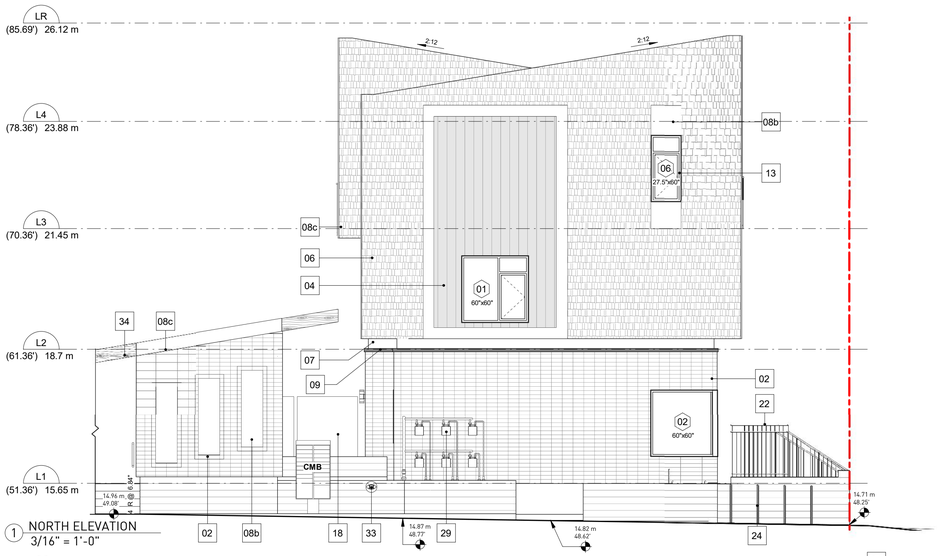
THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

STREETSCAPE ELEVATIONS

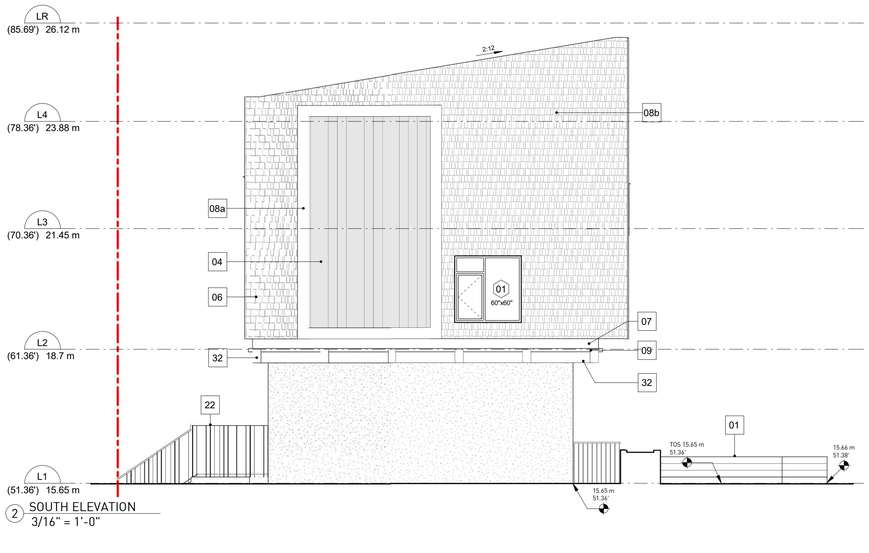
PROJECT No: 65
DATE: MAY 13, 2026
DRAWN BY: Author
CHECKED BY: 21
SCALE: As indicated

21

5/15/2026 12:18:32 PM



1 NORTH ELEVATION
3/16" = 1'-0"



2 SOUTH ELEVATION
3/16" = 1'-0"

MATERIALS LEGEND

#	MATERIAL
01	CONCRETE WALL, FORM BOARD FINISH
02	DARK GREY FACEBRICK, OVERSIZED, STACK BOND
03	CAST-IN-PLACE STUCCO, SMOOTH FINISH, B.MOORE 2133-30
04	FIBRE CEMENT, 8" VERTICAL PLANK, SMOOTH FINISH, LIGHT MIST
05	FIBRE CEMENT, 8" VERTICAL PLANK, SMOOTH FINISH, IRON GRAY
06	FIBRE CEMENT, HARDIESHINGLE, STAGGERED EDGE PANEL, IRON GRAY
07	1" THICK HARDIE TRIMBOARD, SMOOTH FINISH, IRON GRAY
8	
08a	PRE-FINISHED 24ga METAL FASCIA, B.MOORE 2133-30
08b	PRE-FINISHED METAL PANEL, B.MOORE 2133-30
08c	PRE-FINISHED 24ga METAL FASCIA, B.MOORE 2019-50
09	PRE-FINISHED METAL FLASHING, B. MOORE 2133-30
10	PRE-FINISHED METAL GUTTER/RAIN WATER LEADER, B.MOORE 2133-30
11	MAIN ENTRY FIBRE GLASS DOOR (ALL WEATHER), B.MOORE 2026-30
12	PATIO ENTRY FIBRE GLASS DOOR (ALL WEATHER), B.MOORE 2133-30
13	FIBRE GLASS WINDOWS AND DOORS (ALL WEATHER), B.MOORE 2133-30
14	INSUL HM DOOR W/ VISION LIGHT, B.MOORE 2133-30
15	2 PLY HEAT-WELDED SBS ROOF, LIGHT GREY
16	CONC STAIRS, TREADS: BROOM FINISH, REMAINING SURFACES: SMOOTH FINISH
17	72" HIGH CEDAR PERIMETER FENCE, CLEAR STAIN, SEE LAN DGWS
18	72" HIGH PC MTL PRIVACY FENCE, B.MOORE 2133-30
20	PC MTL TRELLIS, B.MOORE 2133-30
22	42" HIGH POWDER COATED METAL PICKET GUARDRAIL, B.MOORE 2133-30
23	36" HIGH POWDER COATED METAL HANDRAIL, B.MOORE 2133-30
24	BIKE RACK, B.MOORE 2133-30, SEE LAN DWGS
25	LED BACKLIT ADDRESS SIGN, B.MOORE 2133-30
26	WALL-MOUNTED LIGHT FIXTURE, B.MOORE 2133-30
27	EMERGENCY STROBE LIGHT. SEE CODE REPORT & ELEC DWGS
28	HOSE BIB, SEE MECH DWGS
29	GAS METER, SEE MECH & CIVIL DWGS
30	PMT, SEE ELEC DWGS
32	CEDAR TRELLIS, LINSEED OIL BLACK STAIN
33	FIRE DEPARTMENT CONNECTION
34	NATURAL WOOD ENTRY TRELLIS, LINSEED OIL STAIN
35	MTL OVERHEAD DOOR, EXT: B.MOORE 2133-30, INT: B.MOORE 2121-40
36	PC MTL PATIO GATE & FENCE, B.MOORE 2133-30
37	CONC PRE-CURB BASE, TYP @ ALL COURTYARD CONC PLANTERWALLS
38	INSUL HM DOORS, B.MOORE 2121-40
39	INSUL HM DOORS W/ VISION LIGHT, B.MOORE 2121-40

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3 EAST ELEVATION
3/16" = 1'-0"

4 WEST ELEVATION
3/16" = 1'-0"

REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

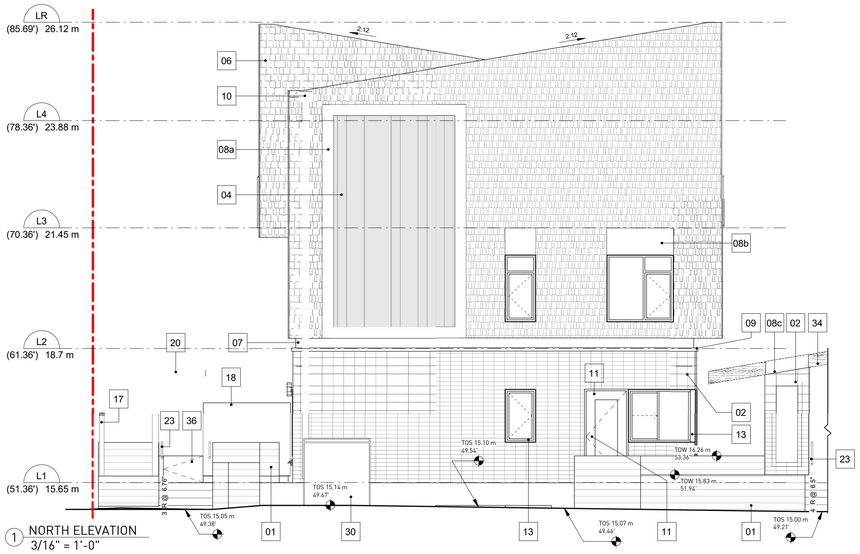
THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

ELEVATIONS - BUILDING 1

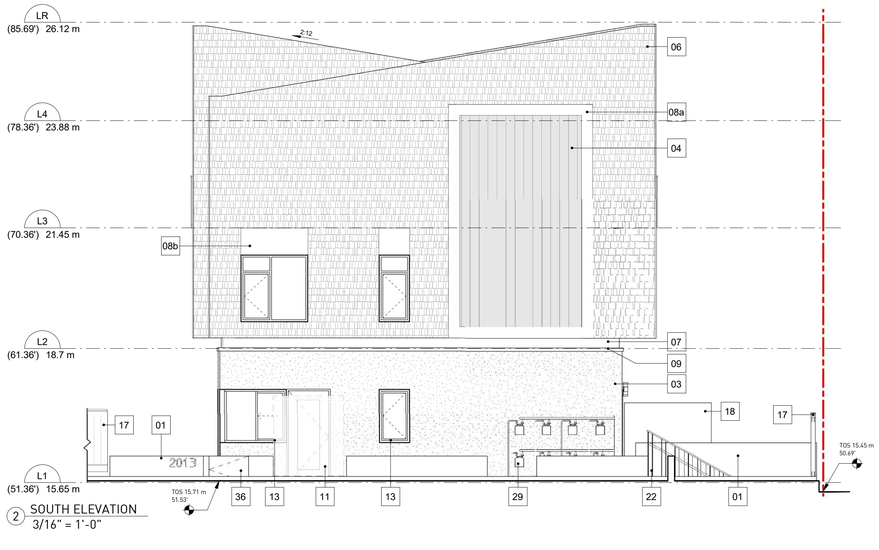
PROJECT No: 65
DATE: MAY 13, 2026
DRAWN BY: Author
CHECKED BY: Checker
SCALE: 3/16" = 1'-0"

22

5/15/2026 12:25:07 PM



1 NORTH ELEVATION
3/16" = 1'-0"



2 SOUTH ELEVATION
3/16" = 1'-0"

3 EAST ELEVATION
3/16" = 1'-0"

4 B2 - WEST ELEV
3/16" = 1'-0"

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28	HOSE BIB, SEE MECH DWGS
29	GAS METER, SEE MECH & CIVIL DWGS
30	PMT, SEE ELEC DWGS
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33	FIRE DEPARTMENT CONNECTION
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38	INSUL HM DOORS, B.MOORE 2121-40
39	INSUL HM DOORS W/ VISION LIGHT, B.MOORE 2121-40

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REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

ELEVATIONS - BUILDING 2

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
CHECKED BY:	Checker
SCALE:	3/16" = 1'-0"

23

5/13/2026 8:55:54 AM

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WEBSITE: www.grimwood.ca
INSTAGRAM: @grimwoodarchitecture

1 BUILDING 1 LONGITUDINAL SECTION 01
3/16" = 1'-0"

2 BUILDING 1 LONGITUDINAL SECTION 02
3/16" = 1'-0"

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REVISIONS

NO.	DESCRIPTION	DATE

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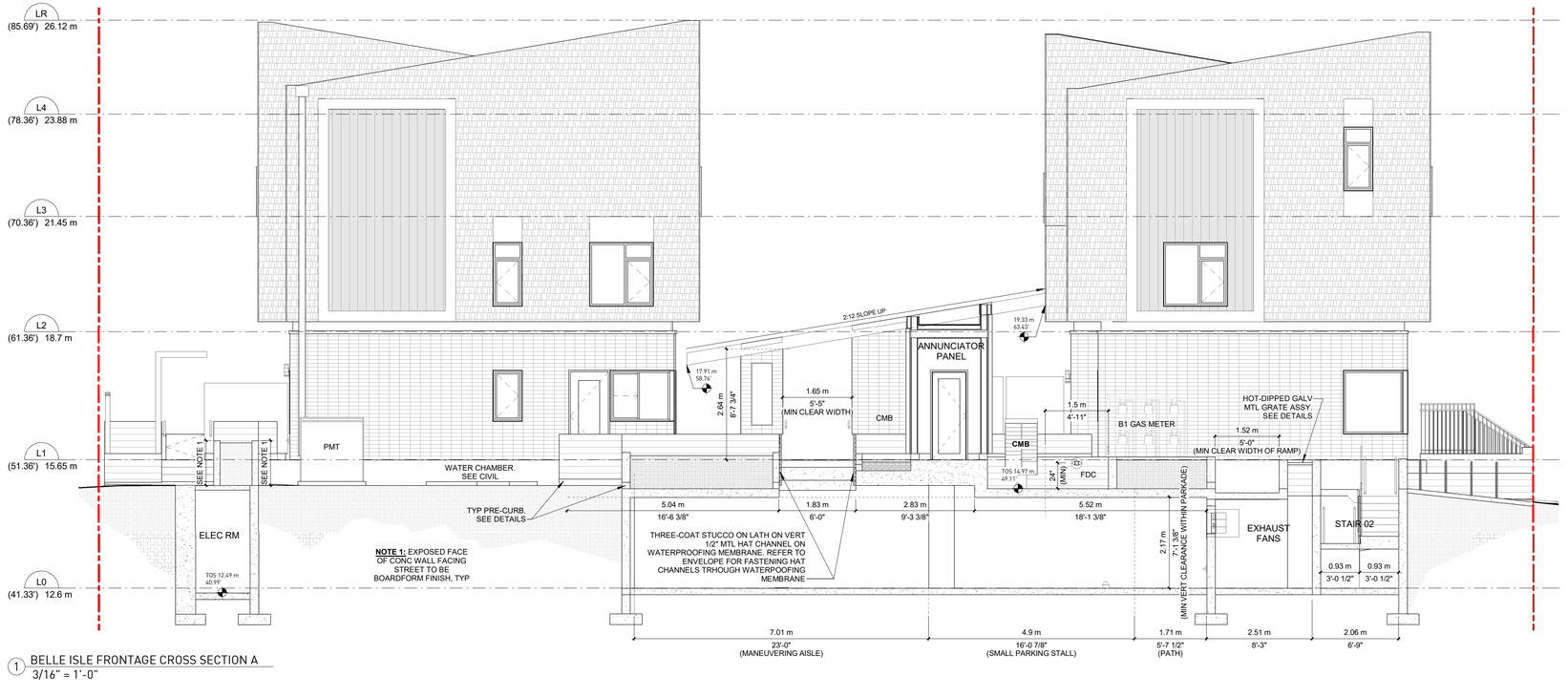
THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

LONGITUDINAL SECTIONS (BUILDING 1)

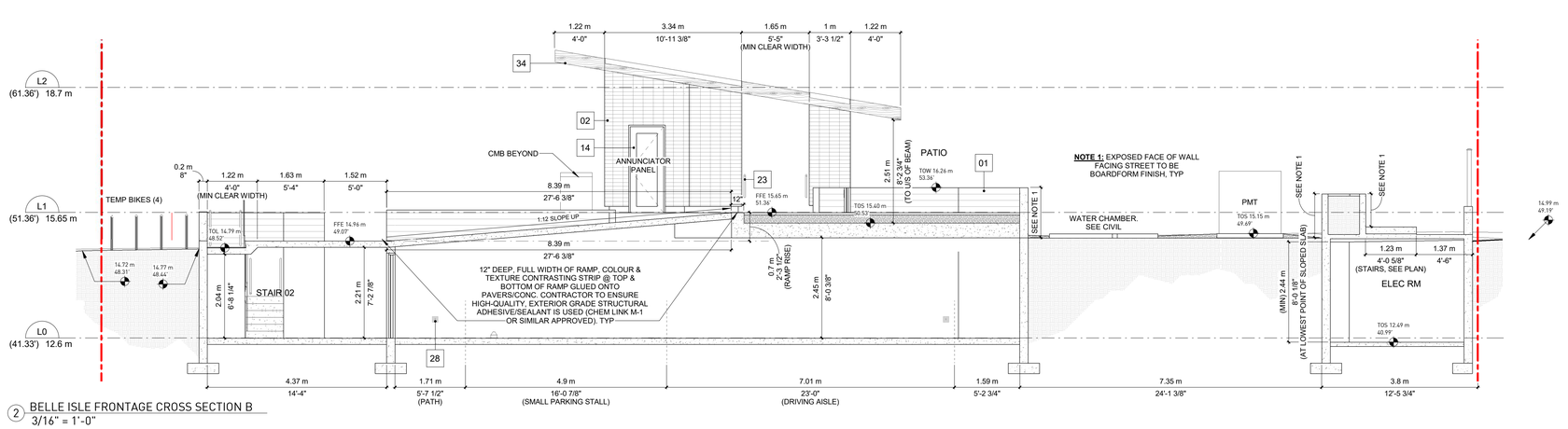
PROJECT No: 65
DATE: MAY 13, 2026
DRAWN BY: Author
CHECKED BY: Checker
SCALE: 3/16" = 1'-0"

24

5/13/2026 8:59:04 AM



1 BELLE ISLE FRONTAGE CROSS SECTION A
3/16" = 1'-0"



2 BELLE ISLE FRONTAGE CROSS SECTION B
3/16" = 1'-0"

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DELTA, BC V4C 4J9

THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

CROSS SECTIONS

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
CHECKED BY:	Checker
SCALE:	3/16" = 1'-0"

25

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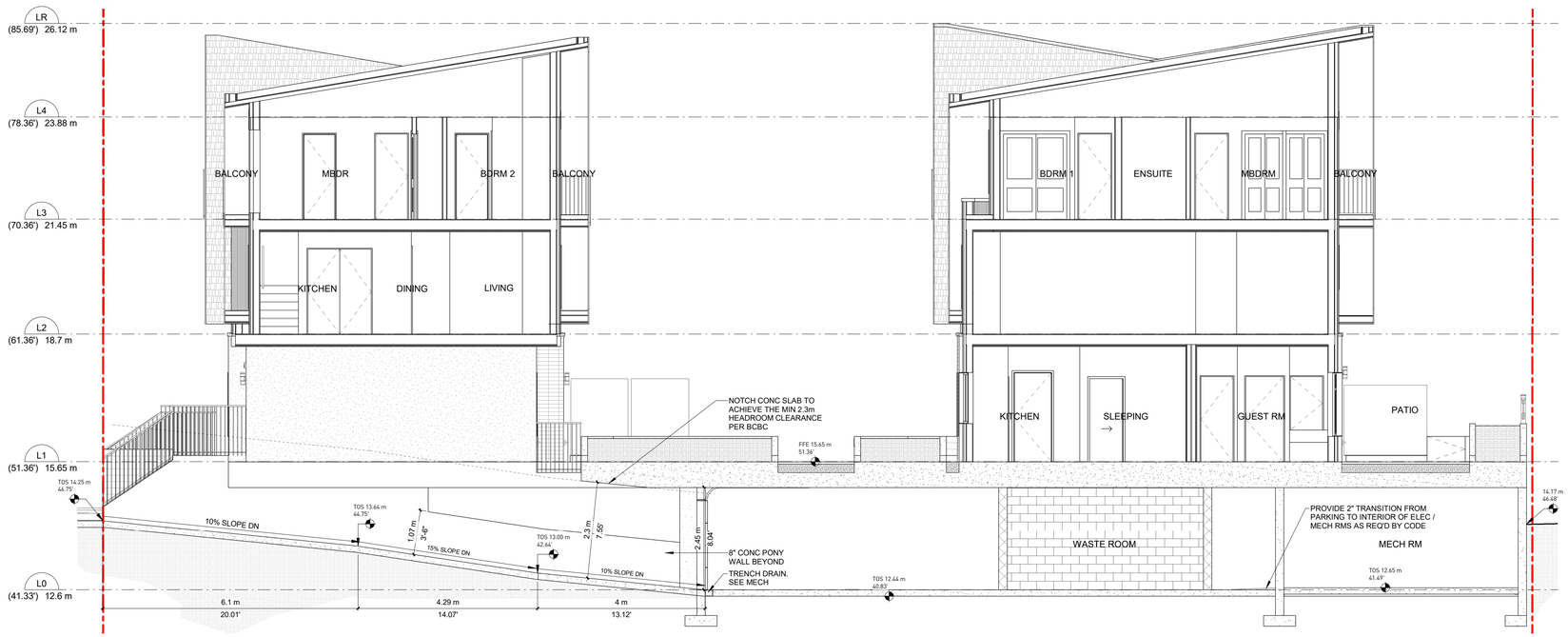

1 CROSS SECTION I
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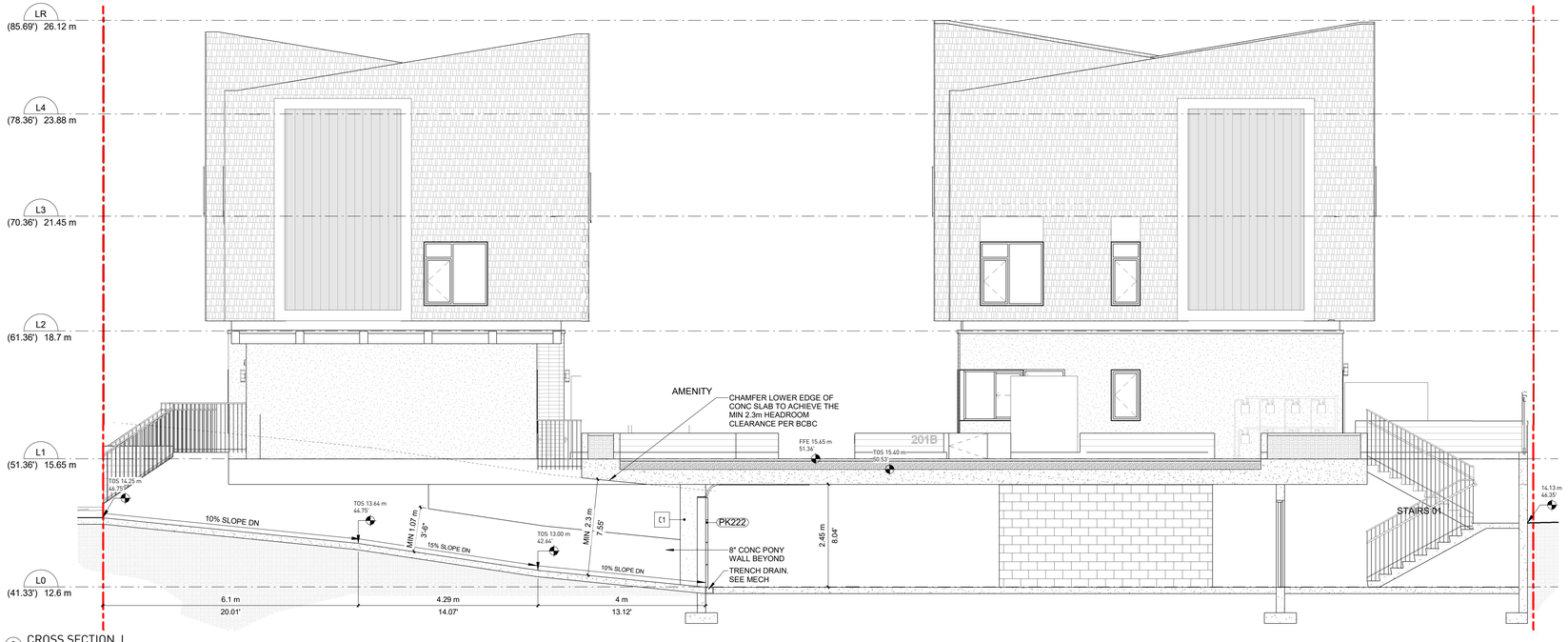

2 CROSS SECTION J
3/16" = 1'-0"

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SHOP DRAWINGS:
SUBMIT SHOP DRAWINGS TO THE ARCHITECT AND ENGINEER FOR APPROVAL PRIOR TO MANUFACTURING PREFABRICATED ELEMENTS OF THE BUILDING.

REVISIONS

NO.	DESCRIPTION	DATE

1352323 BC Ltd
8923 SHEPHERD WAY,
DELTA, BC V4C 4J9

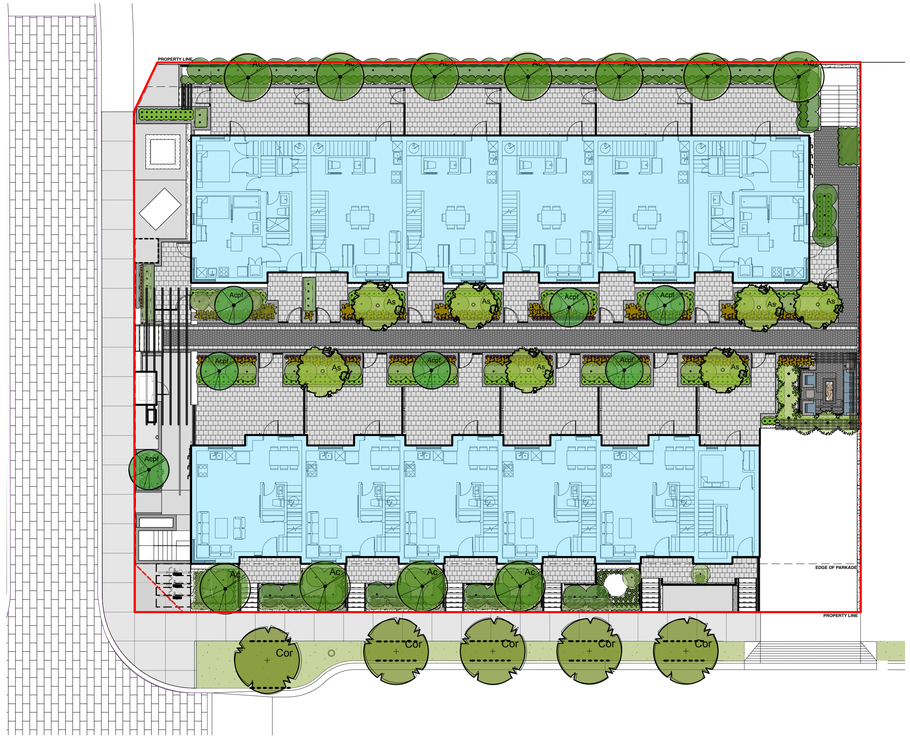
THE GROVE ON GLENAIRE
1883-1901 GLENAIRE DR,
NORTH VANCOUVER, BC

CROSS SECTIONS

PROJECT No:	65
DATE:	MAY 13, 2026
DRAWN BY:	Author
CHECKED BY:	Checker
SCALE:	3/16" = 1'-0"

26

5/13/2026 9:02:49 AM



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Reissued for DP May 19th, 2026

Glenaire Drive

for Rodcon Construction Management

Civic Address: 1883-1901 Glenaire Drive,
North Vancouver, B.C

CONSULTANT TEAM

OWNER:	Rodcon Construction Management
ARCHITECT:	Grimwood Architecture
LANDSCAPE:	ETA Landscape Architecture
CIVIL:	Webster Engineering

Number	Sheet Title
L0.0	Cover Sheet
L0.1	Landscape Notes & Schedules
L0.2	Landscape Illustrative Plan
L1.0	Arborist Tree Management Plan
L2.0	Offsite Plan
L3.0	Landscape Materials Plan
L4.0	Lighting Plan
L5.0	Landscape Grading & Drainage Plan
L6.1	Tree Plan
L6.2	Planting Plan
L7.0	Soil Depth Plan
L8.0	Irrigated Areas & Servicing Plan
L9.0	Landscape Sections & Elevations
L10.1	Softscape Details
L10.2	Hardscape Details
L10.3	Hardscape Details
L10.4	Landscape Site Furnishing Details
L10.5	Landscape Site Furnishing Details
App. 1	3D Model

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	Reissued for DP
C	2025-06-06	Reissued for DP
D	2025-07-04	Issued for Coordination
E	2025-07-30	Issued for ReDP
F	2025-10-06	Reissued for DP
G	2025-11-07	Reissued for DP
H	2025-12-12	Reissued for DP
I	2026-04-24	Reissued for DP
J	2026-05-12	Reissued for DP
K	2026-05-19	Reissued for DP

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Cover Sheet

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: NTS
Reviewed By: JL	Drawing No.: L0.0
	1 of 19

ALL PLANTS TO BE NURSERY GROWN
ALL PLANT MATERIALS AND LABOUR TO CONFORM
TO THE CURRENT EDITION OF THE CSLA LANDSCAPE STANDARDS.

ALL PLANT MATERIAL TO BE INSPECTED PRIOR TO DELIVERY ON SITE. CONTRACTOR TO ARRANGE FOR INSPECTION AND MATERIAL TO ASSEMBLED IN ONE LOCATION FOR REVIEW.

IMPORTED GROWING MEDIA SHALL BE A SANDY LOAM OR LOAMY SAND TEXTURE (NO LESS THAN 50% SAND BY WEIGHT) CONTAINING 4 AND 15% ORGANINC MATTER (DRY WEIGHT BASIS).

GROWING MEDIA SHALL VIRTUALLY FREE FROM SUBSOIL, WOOD INCLUDING WOODY PLANT PARTS, INVASIVE AND NOXIOUS PLANT AND THEIR REPRODUCTIBLE PARTS, PLANT PATHOGENIC ORGANISMS, ORGANIC OR INORGANIC MATERIALS, TOXINS, STONES OVER 30mm (1.2"), ANY DEBRIS AND FOREIGN OBJECTS.

IMPORTED GROWING MEDIA SHALL CONFORM TO AND BE TREATED AS PER SECTION 6.2.3 TO 6.2.7 INCLUSIVE OF THE CURRENT EDITION CSLA LANDSCAPE STANDARDS.

GROWING MEDIUM SHALL CONFORM TO LEVEL 1 "WELL-GROOMED" AREAS: LOW TRAFFIC LAWN AREAS, TREES AND LARGE SHRUBS (1L IN TABLE T-6.3.5.1 OF THE CURRENT EDITION OF THE CSLA LANDSCAPE STANDARDS).
IT SHALL POSSESS THE FOLLOWING QUALITIES:

TEXTURE
*COARSE GRAVEL (LARGER THAN 19mm AND SMALLER THAN 40mm): 0-1%
*ALL GRAVEL (LARGER THAN 2mm AND SMALER THAN 40mm): 0-5%
*SAND (LARGER THAN 0.05mm AND SMALLER THAN 2mm): 50-70%
*SILT (LARGER THAN 0.002mm AND SMALLER THAN 0.05mm): 10-25%
*CLAY (SMALLER THAN 0.002mm): 0-20%
*CLAY AND SILT COMBINED: MAXIMUM 25%

ORGANIC CONTENT: 3-10%

Acidity (pH): 6.0-7.0 as per CSLA Standards

DRAINAGE: PERCOLATION SHALL BE SUCH THAT NO STANDING WATER IS VISIBLE 60 MINUTES AFTER AT LEAST 10 MINUTES OF MODERATE TO HEAVY RAIN OR IRRIGATION.

MINIMUM SOIL DEPTH TO BE AS PER TABLE T 6.3.5.5 OF THE CURRENT EDITION CSLA LANDSCAPE STANDARDS :

	Over prepared subgrade where the subsoil drains rapidly	Over structures or where the subsoil drains poorly
LARGE TREE	750mm(30")	900mm(35")
TREES (10m3 PER TREE)	600mm (24")	750mm(30")
LARGE SHRUBS	600mm(24")	500-900mm(20"-36")
SMALL SHRUBS	450mm(18")	300-500mm(12"-20")
GROUNDCOVERS	300mm(12")	225mm(9")
LAWN-IRRIGATED	150mm(6")	150mm(6")
LAWN-NOT IRRIGATED	150mm(6")	225mm(9")

SOIL DEPTHS WILL BE CHECKED AT TIME OF SUBSTANTIAL COMPLETION REVIEW

SOIL FOR URBAN AGRICULTURE PLOTS IS TO BE URBAN GRO PROVIDED BY VERATEC, OR APPROVED ALTERNATIVE. SOIL FOR URBAN AGRICULTURE AREAS IS TO MEET OR EXCEED THE GUIDELINES FOR COMPOST QUALITY UNDER CANADIAN COUNCIL OF MINISTERS OF THE ENVIRONMENT (CCME).

COMPOST IS TO BE TESTED AND RESULTS SUBMITTED TO CONSULTANT PRIOR TO DELIVERY TO SITE.

BEDS TO HAVE 3" MULCH LAYER (after settling) CONSISTING OF ORGANIC COMPOSTED BARK APPLIED.

PLANTED AREAS TO HAVE PERMANENT HIGH EFFICIENCY IRRIGATION SYSTEM - SHOP DRAWINGS ARE TO BE PREPARED BY AN IABC CERTIFIED DESIGNER AND APPROVED BY LANDSCAPE ARCHITECT.

CONTRACTOR TO PROVIDE MAINTENANCE FOR 1 YEAR FOLLOWING SUBSTANTIAL COMPLETION.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON PLANT MATERIAL

CONTRACTOR TO PROVIDE COPY OF SOIL TEST TO LANDSCAPE CONSULTANT 3 WEEKS **PRIOR** TO DELIVERY ON-SITE. TEST TO BE PERFORMED BY AN INDEPENDENT LAB AND IS TO INCLUDE RECOMMENDATIONS FOR BOTH LAWN AND PLANTING BEDS.

CONSULTANT TO APPROVE SOIL BEFORE INSTALLATION. THIS DOES NOT PRECLUDE THE CONSULTANT FROM PERFORMING AN INDEPENDENT SOIL ANALYSIS AT TIME OF SUBSTANTIAL COMPLETION. CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF SOIL THAT DOES NOT MEET SPECIFICATIONS AT NO EXTRA COST TO CLIENT.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON SOIL SPECIFICATIONS.

AN INDEPENDENT SOIL TEST TO BE PROVIDED 1 WEEK PRIOR TO END OF 1 YEAR WARRANTY PERIOD CONTRACTOR TO PROVIDE SOIL AMMENDMENTS TO BRING SOIL UP TO QUALITY RECOMMENDED IN SOILS REPORT.

SITE INSPECTION
EXAMINE EXISTING SUBGRADE CONDITIONS AND SIGNIFY ACCEPTANCE IN WRITING TO THE CONSULTANT.

ASCERTAIN THE SIZE AND LOCATION OF ALL EXISTING SERVICES AND SUBGRADES PRIOR TO THE WORK.

IMMEDIATELY REPAIR DAMAGE RESULTING FROM FAILURE TO EXERCISE SUCH PRECAUTIONS AT NO COST TO THE OWNER.

ALL PRUNING TO BE IN ACCORDANCE WITH THE CSLA LANDSCAPE STANDARDS CURRENT EDITION.

ALL SOFTSCAPE AREAS TO INCLUDE MIN. 75MM GRAVEL DRAINAGE LAYERS IN ADDITION TO INDICATED SOIL DEPTH.

PLANT COUNTS
IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

BIRD FRIENDLY PLANTING
PLANTS THAT ENABLE BIRD-FRIENDLY HABITAT CONSERVATION AND PROMOTION HAVE BEEN SELECTED AND CAN BE FOUND THROUGHOUT THE LANDSCAPE. PLANTING IS GROUPED IN NATURALIZED LAYERS OF TREES, TALL SHRUBS, LOW SHRUBS AND GROUNDCOVERS, MIMICKING THE IDEAL ENVIRONMENTAL CONDITIONS FOR BIRDS. THESE LAYERS WILL BE VARIED WITH A DIVERSITY OF TEXTURES AND DENSITIES THAT ATTRACTS AND PROTECTS MANY BIRD SPECIES. SPECIFIC LOCAL AND NON-INVASIVE PLANT SPECIES HAVE BEEN SELECTED BASED ON THEIR ABILITY TO PROVIDE YEAR- ROUND FOOD FOR BIRDS AND/OR YEAR-ROUND NESTING OPPORTUNITIES.

GENERAL NOTES
1.DO NOT SCALE DIRECTLY FROM DRAWINGS.
2.WHERE PLANS AND SPECIFICATIONS ARE FOUND TO BE IN CONFLICT, OR WHERE VARIOUS ITEMS OF WORK ARE SEEN TO BE IN CONFLICT, NOTIFY THE CONSULTANT IN WRITING IMMEDIATELY, PRIOR TO COMMENCING CONSTRUCTION.
3.THE CONTRACTOR IS REQUIRED TO INVESTIGATE AND VERIFY THE ALIGNMENT AND LOCATION OF ALL EXISTING SERVICES AND ALL EXISTING LANDSCAPE FEATURES ON SITE PRIOR TO COMMENCING CONSTRUCTION.
4.THE CONTRACTOR SHOULD PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO COMMENCEMENT OF LANDSCAPE WORKS. MOCK UPS MAY BE REQUIRED AS NOTED/REQUESTED.
5.DIMENSIONS ON THIS DRAWING ARE IN MM, UNLESS OTHERWISE STATED AS REQUIRED BY THE CITY.
6.THESE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH CORRESPONDING ARCHITECTURE AND CIVIL ENGINEER'S DRAWINGS.
7.VERIFY LOCATION OF ALL UNDERGROUND STRUCTURES INCLUDING, BUT NOT LIMITED TO, VAULTS, ELECTRICAL DUCT BANKS, MANHOLES, CONDUITS AND PIPING, DRAINAGE STRUCTURES AND OTHER UTILITIES WITH CORRESPONDING WET AND DRY ENGINEER'S AND CIVIL DRAWINGS.
8.ALL VEHICULAR ROADS SUB LAYERS TO BE READ FROM GEOTECHNICAL SPECIFICATIONS.
9.THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL WORK DISTURBED BY CONSTRUCTION OUTSIDE OF LIMIT LINES DEFINED ON DRAWINGS OR THROUGH HIS/HER MEANS AND METHODS TO A CONDITION BETTER THAN OR EQUAL TO THE EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
10. FOR PHASED PROJECT, A SOIL TEST SUBMITTAL WILL BE REQUIRED AT EACH PHASE AND THE TEST IS TO BE WITHIN 3 WEEKS OF THE DELIVERY TO SITE.

PLANTING NOTES- REFER TO CURRENT NOTES LIST.
1.THE CONTRACTOR SHALL INSTALL TREE PROTECTION FENCE AS INDICATED ON THE DRAWINGS OR ARBORIST REPORT IN CONFORMANCE WITH ALL MUNICIPAL AND PROFESSIONAL REQUIREMENTS.
2.TREE PROTECTION TO REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE.
3.DO NOT STORE CONSTRUCTION MATERIALS, DEBRIS, EXCAVATED MATERIAL OR EQUIPMENT WITHIN TREE PROTECTION ZONE.
4.FINISH GRADING SHALL MEET EXISTING GRADE OF PROTECTED TREES 0.5M OR (20 INCHES) BEYOND THE DRIPLINE.
5.EXACT LOCATIONS OF PROPOSED PLANT MATERIALS SHALL BE FLAGGED / STAKED AND APPROVED BY LANDSCAPE ARCHITECT CONSULTANT ON SITE PRIOR TO INSTALLATION. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS ON SITE.
6.LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT UNSUITABLE MATERIAL DELIVERED OR INSTALLED ON SITE WITHOUT PRIOR REVIEW AND APPROVAL.
7.THE CONTRACTOR SHALL OBTAIN AN AGRONOMIC SOIL ANALYSIS REPORT, WHICH TESTS THE SOIL QUALITY CRITERIA RELATIVE TO – AGRICULTURE BY AN CERTIFIED SOIL NUTRIENT TESTING LABORATORY FOR APPROVAL BY THE LANDSCAPE ARCHITECT. THE REPORT SHALL INCLUDE RECOMMENDATIONS FOR PREPARATION OF GROWING MEDIUM TO MEET THE CSLA AAPC & CNLA ACPP.
8.EXCESS SOIL FROM LANDSCAPE GRADING IS TO BE REMOVED AND DISPOSED OF OFFSITE BY THE CONTRACTOR IN A LOCATION APPROVED BY THE DEPARTMENTAL REPRESENTATIVE.
9.REFER TO PLANT SCHEDULE FOR THE LIST OF SPECIES, INCLUDING SIZE AND FORM AND OTHER SPECIFIED INFO.
10.CONTRACTOR TO OBTAIN APPROVAL OF LANDSCAPE ARCHITECT FOR ANY SUBSTITUTIONS OF PLANT SPECIES OR SIZES.
11.ALL TREES MUST BE GUYED OR STAKED AS PER DETAILS AND SPECIFICATIONS.
12.THE CONTRACTOR SHALL PROVIDE ROOT BARRIERS FOR ALL TREES LOCATED WITHIN TWO (2.0) METERS OF PAVING OR UNDERGROUND UTILITIES.
13.THE CONTRACTOR SHALL MANUALLY IRRIGATE OR ACTIVATE IRRIGATION SYSTEMS NECESSARY TO WATER AND MAINTAIN PROPOSED AND EXISTING VEGETATION.
14.FOR PLANTING SOIL DEPTH, FOLLOW THE CITY'S RECOMMENDATION AND REQUIREMENTS ONLY IF THE CITY'S REQUIREMENTS FOR SOIL DEPTH EXCEEDS CSLA OR BCSLA STANDARDS AND REQUIREMENTS.
15. A SHOP DRAWING INDICATING THE SOIL DEPTH TO BE PROVIDED FOR THE LANDSCAPE REVIEW PRIOR TO INSTALLATION.
16. LIGHT-WEIGHT-BLOWN-IN SOIL WILL NOT BE ACCEPTED UNLESS IT IS REQUIRED BY STRUCTURAL ENGINEER.
17. A LANDSCAPE ARCHITECT SHALL BE ON SITE AT SOIL DELIVERY DATE.

HARD LANDSCAPE & FURNITURE NOTES
1.PROVIDE EXPANSION JOINTS ALIGNED WITH PROPOSED PAVING PATTERN AND PAVING MODULES. THE SPACING OF EXPANSION JOINTS TO STRUCTURAL ENGINEERS RECOMMENDATION.
2.UNLESS SPECIFICALLY DIMENSIONED SITE FURNITURE LOCATIONS ON DRAWINGS ARE APPROXIMATE AND MUST BE APPROVED ON SITE BY THE LANDSCAPE ARCHITECT BEFORE UNDERTAKING INSTALLATION.
3.CONTRACTOR TO SUBMIT ENLARGED DETAILED PLANS AND SHOP DRAWINGS FOR ALL HARDSCAPE MATERIAL PAVING, CLADDING AND CAPPING SHOWING PATTERNS, EXACT DIMENSIONS AND ARRANGEMENT FOR LANDSCAPE ARCHITECT'S APPROVAL.
4.ALL PAVING MATERIALS COLORS AND FINISHES ARE AS INDICATED ON DRAWINGS AND SPECIFICATIONS OR AS APPROVED BY THE LANDSCAPE ARCHITECT.
5.CONTRACTOR TO BUILD A 2M LONG X MINIMUM WIDTH OR 2M WIDTH (WHICH EVER IS LESS) MOCK-UP FOR ALL HARDSCAPE MATERIALS AS SPECIFIED ON DRAWINGS AND SPECIFICATIONS SETS FOR LANDSCAPE ARCHITECT'S APPROVAL PRIOR TO INSTALLATION ON SITE. APPROVED MOCK-UPS COULD STAY AS PART OF THE OVERALL HARDSCAPE INSTALLATIONS.
6.ALL SITE FURNITURE COLORS AND FINISHES IS AS INDICATED ON DRAWINGS AND SPECIFICATIONS OR AS APPROVED BY THE LANDSCAPE ARCHITECT.
7.CONTRACTOR TO FOLLOW MANUFACTURER RECOMMENDATIONS FOR INSTALLATION AND FIXATION OF ALL SITE FURNITURE AND TO SUBMIT SHOP DRAWINGS FOR LANDSCAPE ARCHITECT'S APPROVAL.

SITE LAYOUT & GRADING NOTES
1.ALL PROPOSED DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
2.SITE LAYOUT DIMENSIONS ARE IN M. UNLESS OTHERWISE INDICATED.
3.ALL PROPOSED LEVELS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
4.STAIRS NUMBERS AND RISERS HEIGHT SHOULD BE VERIFIED ON SITE AND ADJUSTED AS SEEN NECESSARY AND AS APPROVED BY ENGINEER.
5.CONTRACTOR TO CROSS CHECK ALL EXTERNAL WORKS LEVELS WITH EXISTING BUILDINGS. ANY DISCREPANCIES TO BE SUBMITTED FOR THE LANDSCAPE ARCHITECT'S FEEDBACK.
6.DIMENSIONS TAKE PRECEDENCE OVER SCALE SHOWN ON DRAWINGS.
7.FOR LAYING OF ROADS AND CAR PARKING AND ASSOCIATED DRAINAGE REFER TO ENGINEER'S DRAWINGS AND SPECIFICATIONS.
8.THE FINISH GRADING OF PLANTING AREAS SHALL BE 50MM BELOW ADJACENT CURB OR PAVEMENT.

IRRIGATION NOTES
1. IRRIGATION TO BE PROVIDED FOR ALL SOFT LANDSCAPE AREAS SHOWN ON THE DRAWING, BY LANDSCAPE CONTRACTOR.
2. IRRIGATED AREAS TO BE INSTALLED AS A DESIGN BUILD IRRIGATION SYSTEM FROM THE STUB OUTS PROVIDED (TYP. 2", CONFIRM WITH MECHANICAL). PROVIDE SUBMITTALS OF DESIGN FOR LANDSCAPE REVIEW AT LEAST ONE WEEK PRIOR TO INSTALLATION AND AS-BUILT DRAWING WITHIN ONE MONTH OF SUBSTANTIAL PERFORMANCE, TO INCLUDE SLEEVING, DRIP LINE, PIPE SIZE, VALVE BOXES, ETC. VALVE BOXES TO BE LOCATED IN LOW-VISIBLE PLANTED AREAS ONLY AND LOCATIONS TO BE APPROVED.
3. IRRIGATION SYSTEM DESIGN AND INSTALLATION SHALL BE IN ACCORDANCE WITH CANADIAN LANDSCAPE STANDARDS.
4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND BE A MEMBER IN GOOD STANDING OF THE IIABC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.
6. IRRIGATION STUB-OUTS AND HOSE BIBS PER MECHANICAL PLANS.
7. SEPARATE ZONE AND REQUIRED SLEEVES TO BE PROVIDED FOR SPRAY IRRIGATION OF OFFSITE AREAS, PER CITY STANDARDS.
8. ALL IRRIGATION VALVE BOXES TO BE QUIPPED WITH QUICK COUPLERS.
9. TEST SYSTEM PRIOR TO COMPLETION OF LANDSCAPE WORKS TO ENSURE NO LEAKAGE AND SPECIFIED PSI IS MET. PROVIDE WRITTEN NOTICE THAT PRESSURE TESTING HAS MET STANDARDS.
10. MAINTAIN AND OPERATE IRRIGATION PER MANUFACTURER'S RECOMMENDATIONS THROUGHOUT WARRANTY PERIOD - WINTERIZE AS REQUIRED.
11. PROVIDE COPIES OF INSTRUCTION MANUALS FOR OPERATION AND MAINTENANCE OF SYSTEM AND CONTROLS, SEASONAL ACTIVITY, AND SHUTDOWN AND MANUFACTURER'S PARTS CATALOGUE.

LANDSCAPE LIGHTING NOTES
1.ALL LIGHTING POINTS SHOWN ON LANDSCAPE PLANS ARE FOR REFERENCE ONLY. FOR ALL LIGHTING FIXTURES AND TYPES, REFER TO ELECTRICAL DRAWINGS AND SPECIFICATIONS.
2.CONTRACTOR TO SUBMIT SAMPLES OF ALL LIGHT FIXTURES WITH REFERENCE SPECS AND PHOTOMETRIC' S TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION ON SITE.
3.FOR STREET LIGHTING LOCATIONS AND TYPES REFER TO CIVIL DRAWINGS AND SPECIFICATIONS.
4.LIGHTING SPECS TO BE COORDINATED AND REVIEWED WITH ELECTRICAL PRIOR TO CONSTRUCTION.
5.STREET TREES AND FURNISHINGS TO BE LOCATED AT ACCEPTABLE OFFSITE- REFER TO LAYOUT DRAWINGS AND MUNICIPAL STANDARDS.

PLANT LIST

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFF-SITE							
Cor	5	Cornus 'Rutban' Aurora	Aurora dogwood	s⇃	6cm cal/B&B	full/ bushy canopy	P, B
	0			s⇃			
LAWN - OFFSITE							
		Non-Netted, grown on sand					
TREES							
Ac	11	Acer circinatum	Vine Maple	s⇃	3m ht/ mulitstem./B&B	full/ bushy canopy	N
Acpf	7	Acer circinatum 'Pacific Fire'	Pacific Fire vine maple	s⇃	2.5m ht/ mulitstem./B&B	full/ bushy canopy	N, W
As	7	Acer shirashawanum	Full Moon Maple	s⇃	2.5m ht/ mulitstem./B&B	multi-stemmed, full and	
SHRUBS / GROUNDCOVERS / PERENNIALS1							
Auc	6	Arbutus unedo 'Compacta'	dwarf strawberry madrone	1.37	#10 cont.	full/ bushy plants	E, B, P, Ed, W
Auu	225	Arctostaphylos uva-ursi	kinnikinick	0.30	#1 cont.	full/ bushy plants	N, E, B, P
Cam	46	Cornus sanguinea 'Midwinter Fire'	Midwinter Fire dogwood	---	#10 cont.	full/ bushy plants	W
Ct	49	Choisya ternata	Mexican mock orange	---	#3 cont.	full/ bushy plants	E, P
Dre	135	Dryopteris erythrosora	autumn fern	0.45	#1 cont.	full/ bushy plants	E
Mr	106	Mahonia repens	creeping Oregon grape	0.46	#1 cont.	full/ bushy plants	N, E, B, P, Ed
Oo	277	Oxalis oregana	redwood sorrel	0.20	#1 cont.	full/ bushy plants	N, E, P
Pq	3	Parthenocissus quinquefolia	Virginia creeper	1.40	#2 cont./ staked	full/ bushy plants	P, B
Pt	357	Pachysandra terminalis	Japanese spurge	0.30	#1 cont.	full/ bushy plants	E, P
Sr	6	Sarcococca ruscifolia	sweet box	0.75	#3 cont.	full/ bushy plants	E, B, P
St	72	Stipa tenuissima	Mexican feather grass	0.30	#2 cont.	full/ bushy plants	E, P, Ed
Tmh	13	Taxus x media 'Hicksii'	Hick's Yew	0.45	#3 cont.	full/ bushy plants - male	E
	0			0.00			
LAWN							
		Non-Netted, grown on sand					

NOTES:

1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON

3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST
S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE

4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT.
THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

MATERIALS AND FURNISHINGS

SITE FURNISHINGS

ID	DETAIL	DESCRIPTION	SIZE	COLOUR	MATERIAL	MODEL	MANUFACTURER	QTY	NOTES
F1	3/L10.3	TIMBER BENCH	varies	custom	-	-		-	custom
F2	5/L10.2	CIP CONCRETE WALL	varies	custom	custom			varies	custom
F3	3/L10.5	BIKE RACK	33.4"Hx 7.8"W	Silver	Galvanized Steel	686A VROOM	Vestre	3	
F4	1/L10.4	METAL ARBOUR (AMENITY)		custom	aluminum	-	-	1	
F6	1a/L10.5	LOUNGE CHAIR	26"W x 27.5"D	Iron/Carbon	aluminum	Marbella	RH	2	
F7	1b/L10.5	LOUNGE SOFA	48.8"W x 27.5"D	Iron/Carbon	aluminum	Marbella	RH	1	
F8	2/L10.5	FIRE FEATURE	68"L x 34" W x 18"	Cinder	concrete	Tavolo	Solus	1	
F9	8/L10.2	BLOCK WALL	varies	Natural	concrete	Dorado wall	Newstone	-	

MATERIALS

ID	DETAIL	DESCRIPTION	SIZE	COLOUR	PATTERN	MODEL	MANUFACTURER	QTY	NOTES
M1	1,2/L10.2	CONCRETE PAVERS A	6"x6"	Charcoal	Running Bond	Dorado	Newstone	-	
M2	1/L10.2	CONCRETE PAVERS B	8"x12"	Natural	Running Bond	Dorado	Newstone	-	
M3	1/L10.2	CONCRETE PAVERS C	12"x12"	Natural	Stacked	Dorado	Newstone	-	
M4	6,7/L10.2	BROOM FINISHED CONCRETE	-	-	-	-	-	-	

FENCING

ID	REFEREN	DESCRIPTION	SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY	ID
S1	3/L10.4	ALUMINUM FENCE	66" TALL	custom	-	aluminium	black	-	
S2	4/L10.4	ALUMINUM SCREEN	42" TALL	custom	-	aluminium	black	-	
S3	5/L10.4	ALUMINUM GATE	42" TALL	custom	-	aluminium	black	-	

LIGHTING FEATURES

ID	DETAIL	DESCRIPTION	SIZE	COLOUR	MATERIAL	MODEL	MANUFACTURER	QTY	NOTES
L1	-/L-.-	STEP/WALL LIGHT	varies	-	-	-	-	-	

NOTE: IN THE EVENT OF A DISCREPANCY BETWEEN THE SITE FURNISHINGS, MATERIALS, AND LIGHTING SCHEDULE QUANTITIES AND THE LANDSCAPE PLANS, THE LANDSCAPE PLANS TAKE PRECEDENCE.

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	Reissued for DP
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I	2026-04-24	Reissued for DP
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K	2026-05-19	Reissued for DP

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Landscape Notes & Schedules

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: NTS
Reviewed By: JL	Drawing No.: L0.1
	2 of 19

NOTE:
1. Rainwater capture for landscaping irrigation was explored and discussed with District staff, but could not feasibly fit within the site constraints

Revision

No.	Date	Revision Notes

Issue

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Project

1881-1901 Glenaire Rd.

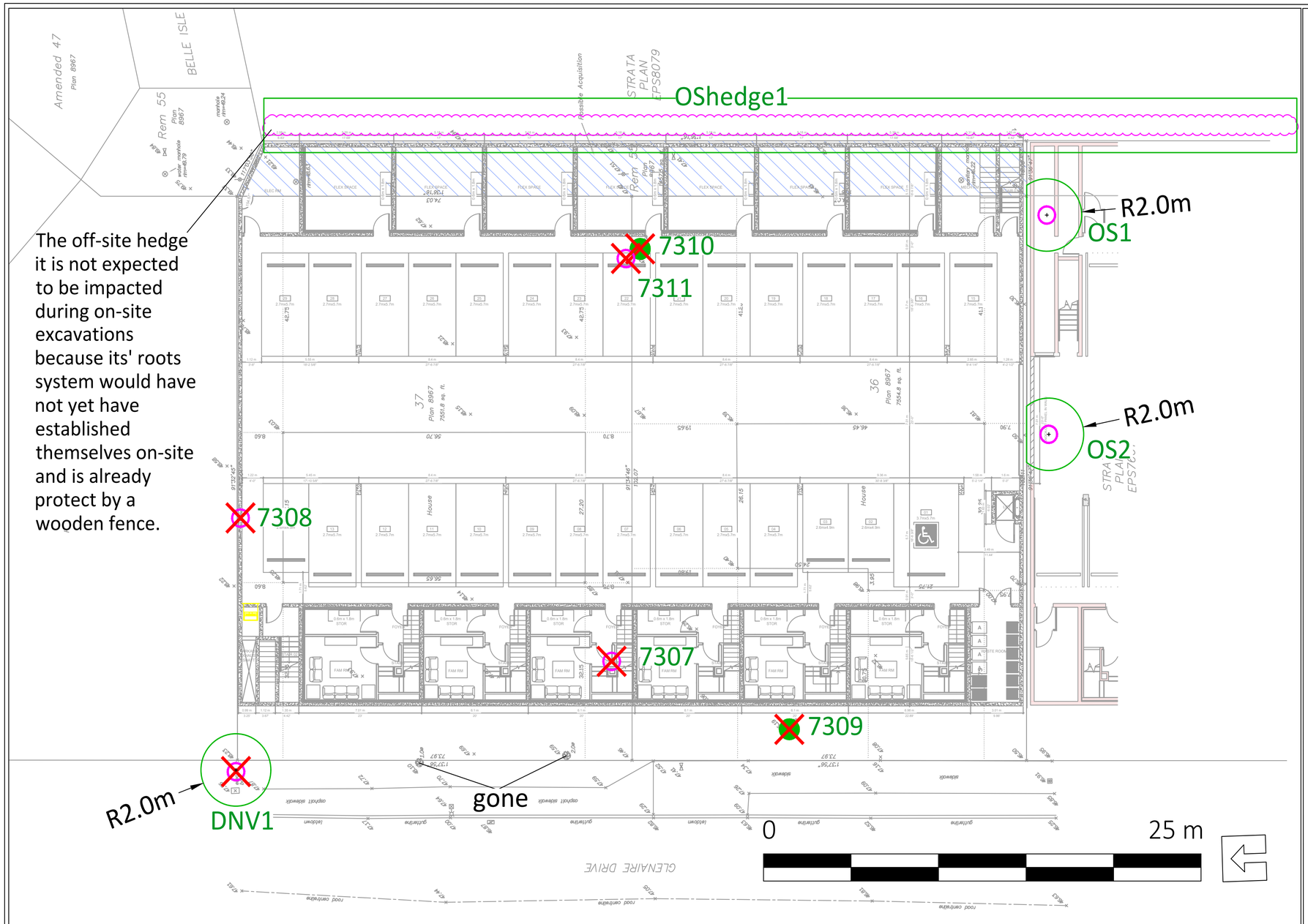
District of North Vancouver

Drawing Title

Landscape Illustrative Plan

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: L0.2
	3 of 19



LEGEND

- CRITICAL ROOT ZONE
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE RETAINED (MUST BE SURVEYED)
- SURVEYED TREE TO BE REMOVED
- UN-SURVEYED TREE TO BE REMOVED (MUST BE SURVEYED)

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications.The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (½ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
5. The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
6. Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
7. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
8. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by: Papove Professional Land Surveying

DIAMOND HEAD	3559 COMMERCIAL STREET VANCOUVER BC | V5N 4E8 T 604.733.4886	Drawing title: Tree Management Plan Project address: 1883 and 1901 Glenaire Drive, DNV Client: Rodcon	Drawing No: 001 Date: 2023/10/11 Drawn by: JB Page Size: TABLOID 11"x17"	Page # 1 of 1

Tree Management Plan to be read in conjunction with the Arboricultural Inventory and Report prepared by Diamond Head dated 2023, October 11

Revision

No.	Date	Revision Notes

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

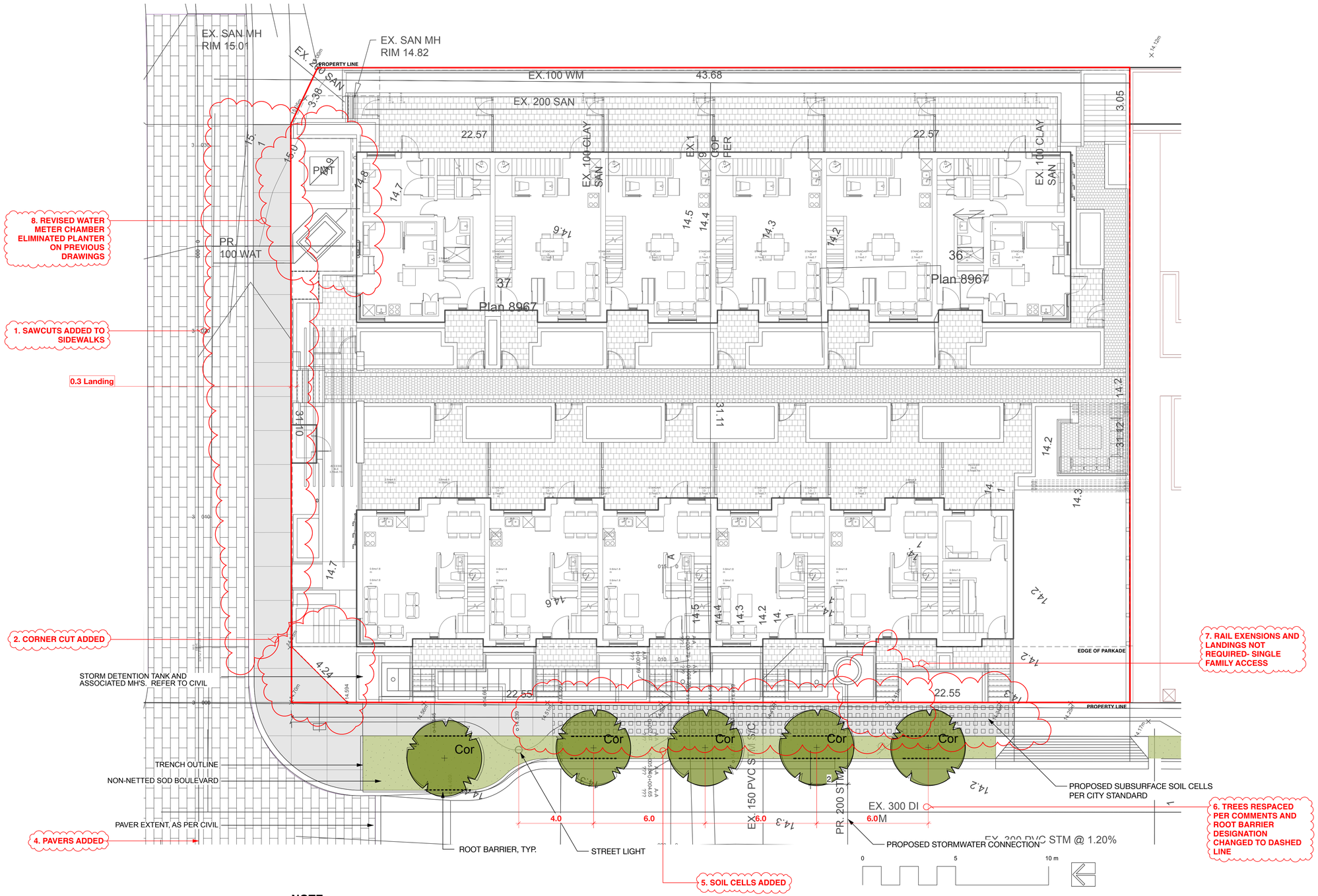
Drawing Title

Arborist Tree

Management Plan

Legal

Project Manager	Project ID 22325
Drawn By TT	Scale As Noted
Reviewed By JL	Drawing No. **L1.0** 5 of 19



8. REVISED WATER METER CHAMBER ELIMINATED PLANTER ON PREVIOUS DRAWINGS

1. SAWCUTS ADDED TO SIDEWALKS

0.3 Landing

2. CORNER CUT ADDED

4. PAVERS ADDED

5. SOIL CELLS ADDED

7. RAIL EXENSIONS AND LANDINGS NOT REQUIRED- SINGLE FAMILY ACCESS

6. TREES RESPACED PER COMMENTS AND ROOT BARRIER DESIGNATION CHANGED TO DASHED LINE

NOTE:
- Final location and species selection will be to the satisfaction of the District
- The DNV is responsible for the on-going maintenance of street trees on off-site areas.
- Property owner is responsible for on-going maintenance of shrubs/groundcover on off-site areas (i.e. blvds).
- Final location of Hydro poles and ultilities to be coordinated w/ BC Hydro prior to construction.

PLANT LIST

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFF-SITE							
Cor	5	Cornus 'Rutban' Aurora	Aurora dogwood	as	6cm cal/B&B	full/ bushy canopy	P, B

Revision

No.	Date	Revision Notes

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Project

1881-1901 Glenaire Rd.

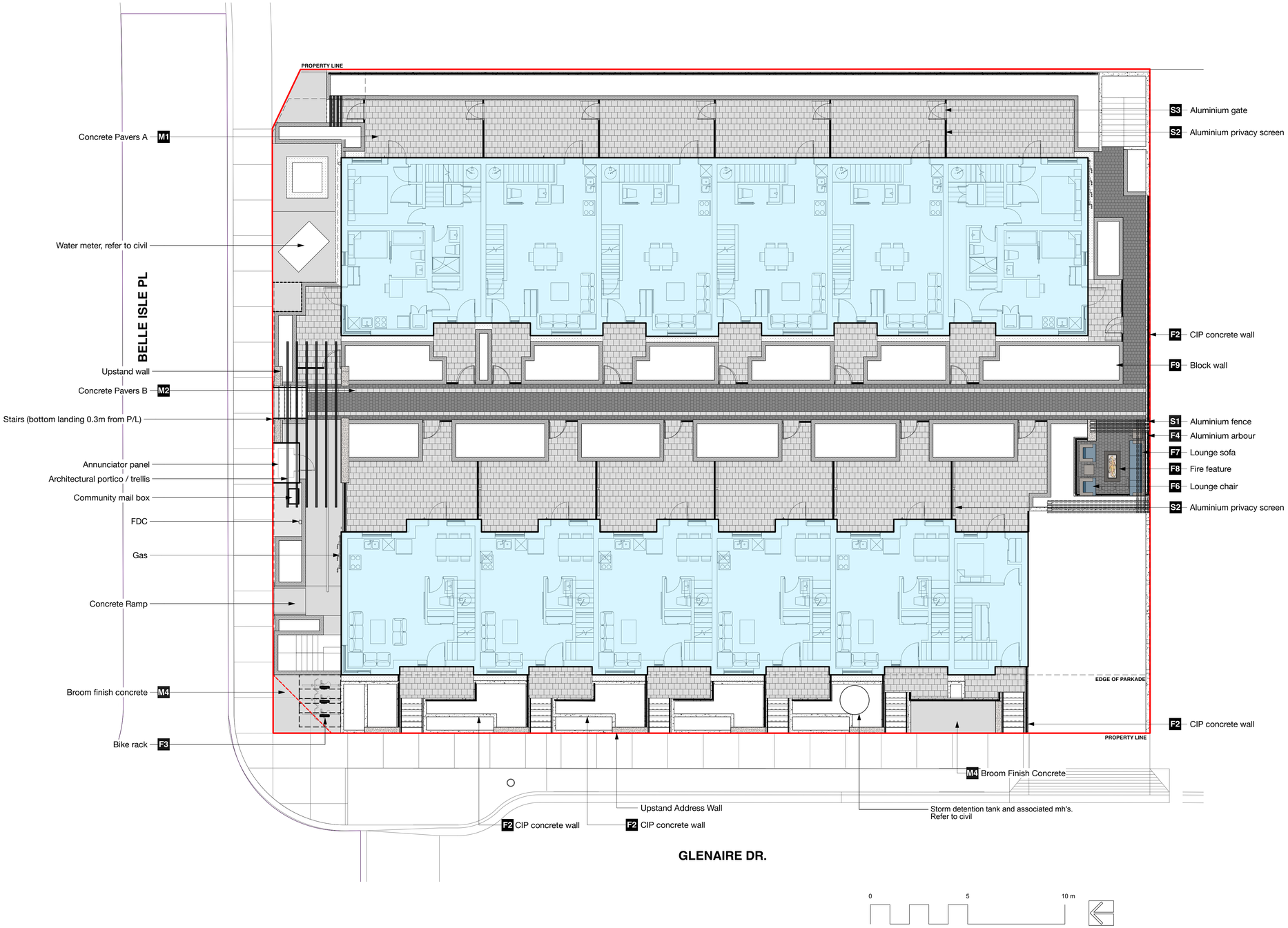
District of North Vancouver

Drawing Title

Offsite Plan

Legal

Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	L2.0
	6 of 19



Revision

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

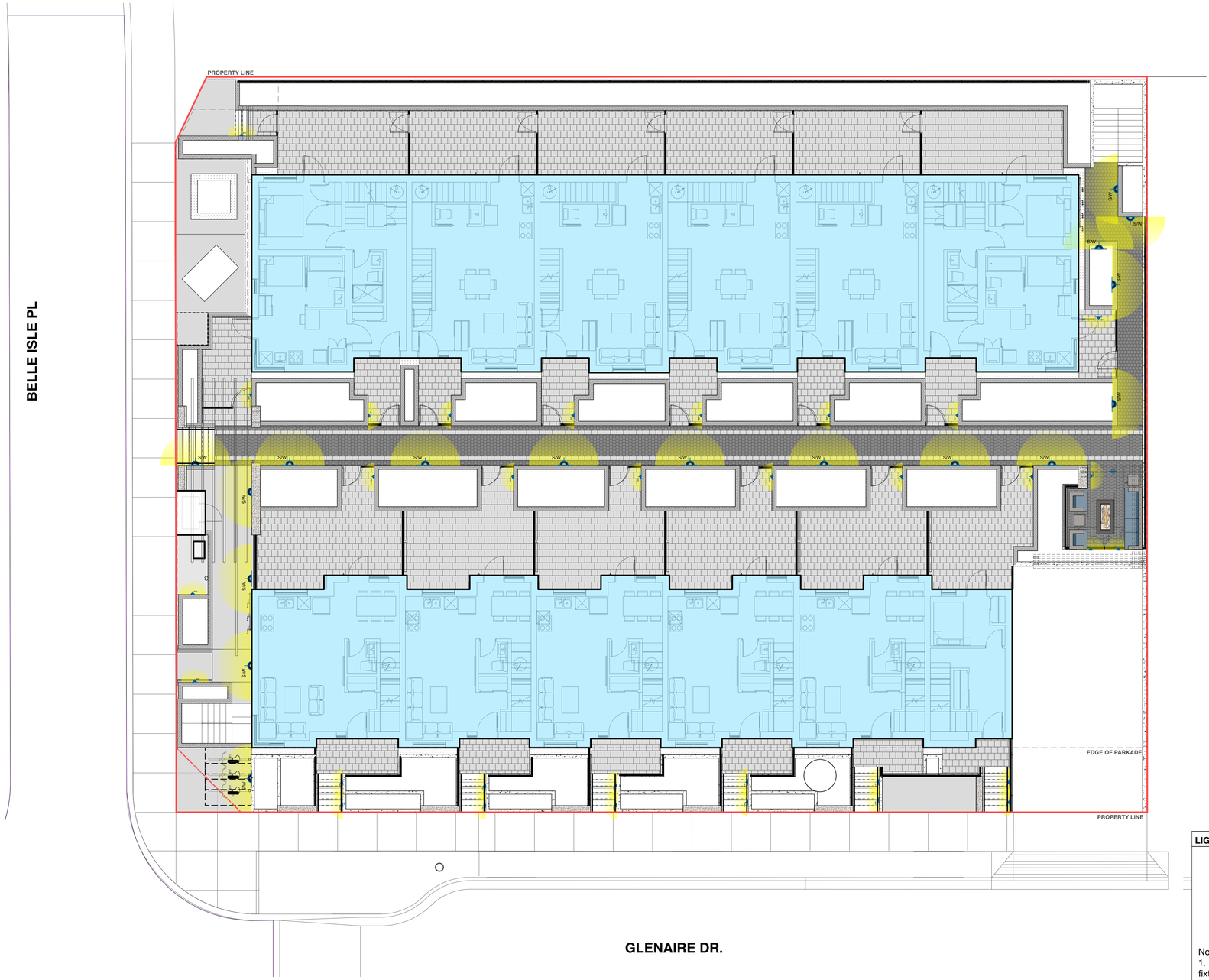
Drawing Title

Landscape Materials

Plan

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: L3.0 — 7 of 19



LIGHTING PLAN LEGEND

- Step / Wall Light- small beam spread for gate lighting
- Step / Wall Light- broad beam spread for pathway lighting
- Down Light

Note:
1. Refer to Electrical plans & specs for final locations, fixture details and cut sheets.
2. Elecrical outlets to be provided for each BBQ, Trellis, and Fire Table, if applicable. Refer to Electrical.

Revision

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Project

1881-1901 Glenaire Rd.

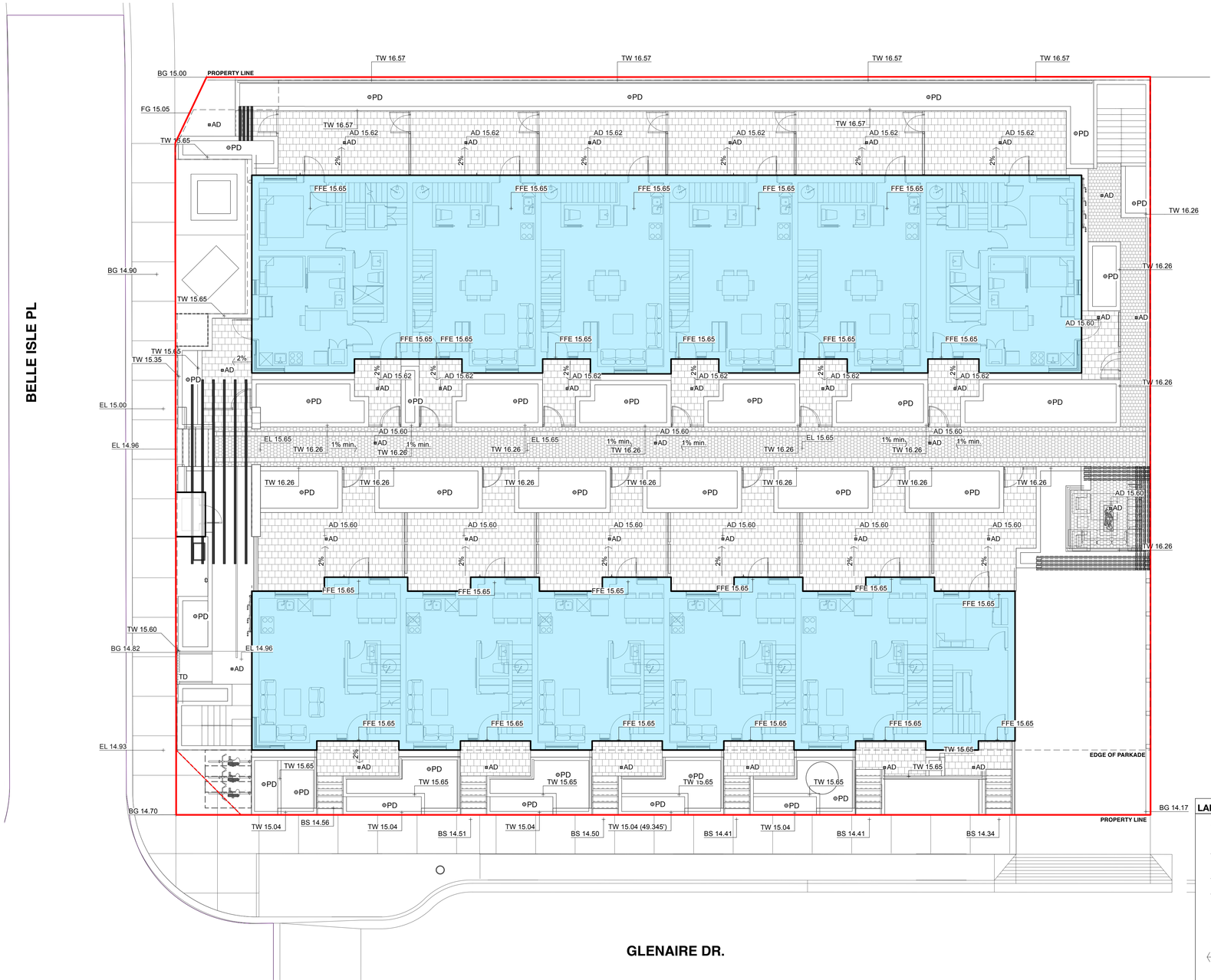
District of North Vancouver

Drawing Title

Lighting Plan

Legal

Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	L4.0
	8 of 19



LANDSCAPE GRADING & DRAINAGE PLAN LEGEND

TW 0.00m BW 0.00m	TW - Top of Wall BW - Bottom of Wall
TS 0.00m BS 0.00m	TS - Top of Step BS - Bottom of Step
ToS 0.00m	ToS - Top of Slab
FFE 0.00m	FFE - Finish Floor
PG 0.00m	PG - Proposed Grade
EG 0.00m	EG - Existing Grade
IG 0.00m	IG - Interpolated Grade
1% - 5% MIN-MAX	Slope
AD	Area Drain
LB	Lawn Basin
PD	Planter Drain
TD	Trench Drain

Revision

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Landscape Grading & Drainage Plan

Legal

Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	L5.0
	9 of 19

PLANT LIST

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFF-SITE							
Cor	5	Cornus 'Rutban' Aurora	Aurora dogwood	s1	6cm cal/B&B	full/ bushy canopy	P, B
	0			s1			
LAWN - OFFSITE							
		Non-Netted, grown on sand					
TREES							
Ac	11	Acer circinatum	Vine Maple	s1	3m ht/ mulitstem./B&B	full/ bushy canopy	N
Acpf	7	Acer circinatum 'Pacific Fire'	Pacific Fire vine maple	s1	2.5m ht/ mulitstem./B&B	full/ bushy canopy	N, W
As	7	Acer shirashawanum	Full Moon Maple	s1	2.5m ht/ mulitstem./B&B	multi-stemmed, full and	
SHRUBS / GROUNDCOVERS / PERENNIALS1							
Auc	6	Arbutus unedo 'Compacta'	dwarf strawberry madrone	1.37	#10 cont.	full/ bushy plants	E, B, P, Ed, W
Auu	225	Arctostaphylos uva-ursi	kinnikinick	0.30	#1 cont.	full/ bushy plants	N, E, B, P
Cam	46	Cornus sanguinea 'Midwinter Fire'	Midwinter Fire dogwood	---	#10 cont.	full/ bushy plants	W
Ct	49	Choisya ternata	Mexican mock orange	---	#3 cont.	full/ bushy plants	E, P
Dre	135	Dryopteris erythrosora	autumn fern	0.45	#1 cont.	full/ bushy plants	E
Mr	106	Mahonia repens	creeping Oregon grape	0.46	#1 cont.	full/ bushy plants	N, E, B, P, Ed
Oo	277	Oxalis oregana	redwood sorrel	0.20	#1 cont.	full/ bushy plants	N, E, P
Pq	3	Parthenocissus quinquefolia	Virginia creeper	1.40	#2 cont./ staked	full/ bushy plants	P, B
Pt	357	Pachysandra terminalis	Japanese spurge	0.30	#1 cont.	full/ bushy plants	E, P
Sr	6	Sarcococca ruscifolia	sweet box	0.75	#3 cont.	full/ bushy plants	E, B, P
St	72	Stipa tenuissima	Mexican feather grass	0.30	#2 cont.	full/ bushy plants	E, P, Ed
Tmh	13	Taxus x media 'Hicksii'	Hick's Yew	0.45	#3 cont.	full/ bushy plants - male	E
	0			0.00			
LAWN							
		Non-Netted, grown on sand					

NOTES:

1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON

3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST
S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE

4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

Revision

No.	Date	Revision Notes

Issue

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Project

1881-1901 Glenaire Rd.

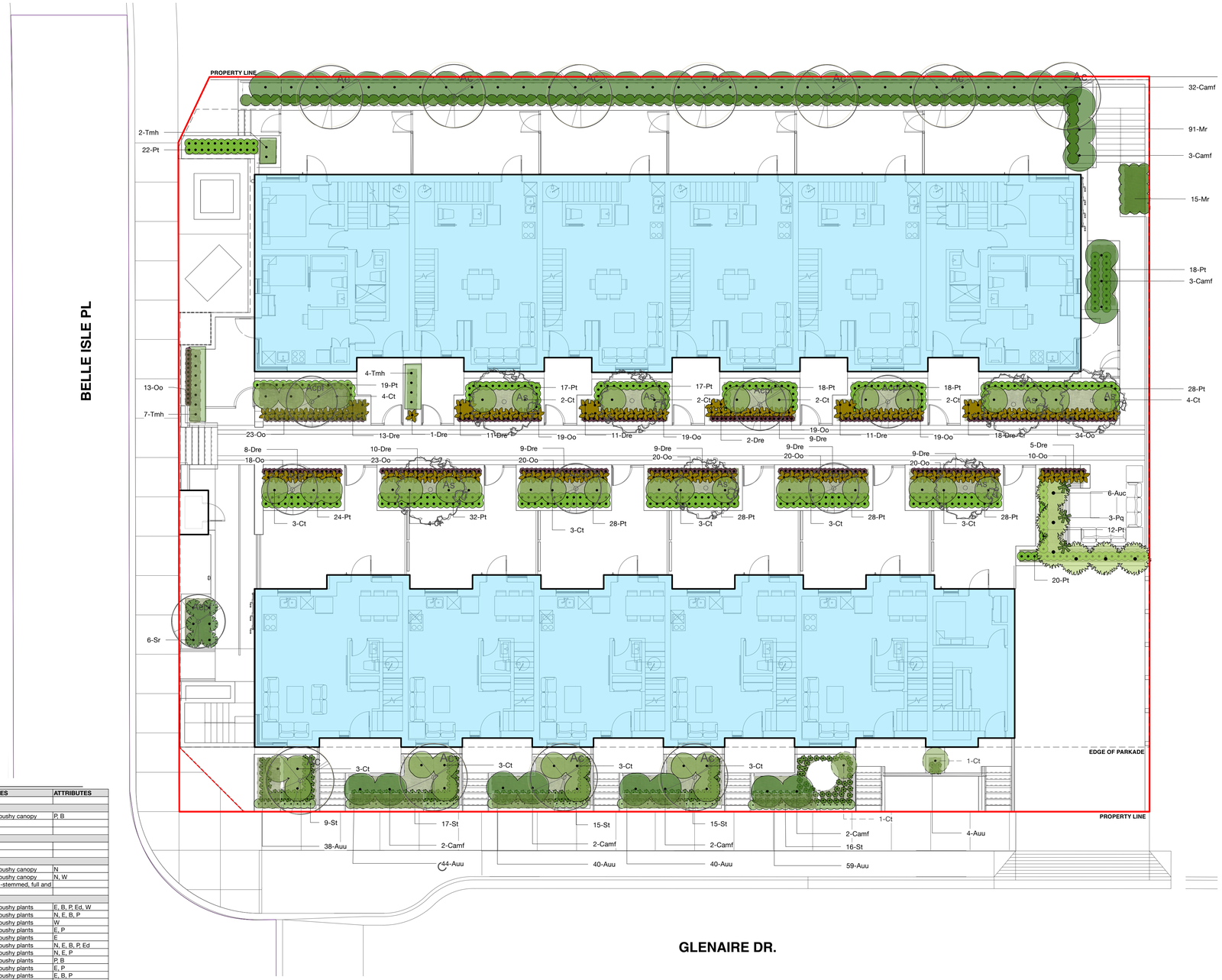
District of North Vancouver

Drawing Title

Tree Plan

Legal

Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	**L6.1**
	10 of 19



PLANT LIST

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFF-SITE							
Cor	5	Cornus 'Rutban' Aurora	Aurora dogwood	s1	6cm cal/B&B	full/ bushy canopy	P, B
	0			s1			
LAWN - OFFSITE							
		Non-Netted, grown on sand					
TREES							
Ac	11	Acer circinatum	Vine Maple	s1	3m ht/ mulitstem./B&B	full/ bushy canopy	N
Acpf	7	Acer circinatum 'Pacific Fire'	Pacific Fire vine maple	s1	2.5m ht/ mulitstem./B&B	full/ bushy canopy	N, W
As	7	Acer shirashawanum	Full Moon Maple	s1	2.5m ht/ mulitstem./B&B	multi-stemmed, full and	
SHRUBS / GROUNDCOVERS / PERENNIALS1							
Auc	6	Arbutus unedo 'Compacta'	dwarf strawberry madrone		1.37 #10 cont.	full/ bushy plants	E, B, P, Ed, W
Auu	225	Arctostaphylos uva-ursi	kinnikinick		0.30 #1 cont.	full/ bushy plants	N, E, B, P
Cam	46	Cornus sanguinea 'Midwinter Fire'	Midwinter Fire dogwood	---	#10 cont.	full/ bushy plants	W
Ct	49	Choisya ternata	Mexican mock orange	---	#3 cont.	full/ bushy plants	E, P
Dre	135	Dryopteris erythrosora	autumn fern		0.45 #1 cont.	full/ bushy plants	E
Mr	106	Mahonia repens	creeping Oregon grape		0.46 #1 cont.	full/ bushy plants	N, E, B, P, Ed
Oo	277	Oxalis oregana	redwood sorrel		0.20 #1 cont.	full/ bushy plants	N, E, P
Pq	3	Parthenocissus quinquefolia	Virginia creeper		1.40 #2 cont./ staked	full/ bushy plants	P, B
Pt	357	Pachysandra terminalis	Japanese spurge		0.30 #1 cont.	full/ bushy plants	E, P
Sr	6	Sarcococca ruscifolia	sweet box		0.75 #3 cont.	full/ bushy plants	E, B, P
St	72	Stipa tenuissima	Mexican feather grass		0.30 #2 cont.	full/ bushy plants	E, P, Ed
Tmh	13	Taxus x media 'Hicksii'	Hick's Yew		0.45 #3 cont.	full/ bushy plants - male	E
	0				0.00		
LAWN							
		Non-Netted, grown on sand					

NOTES:

1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON

3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST
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Project

1881-1901 Glenaire Rd.

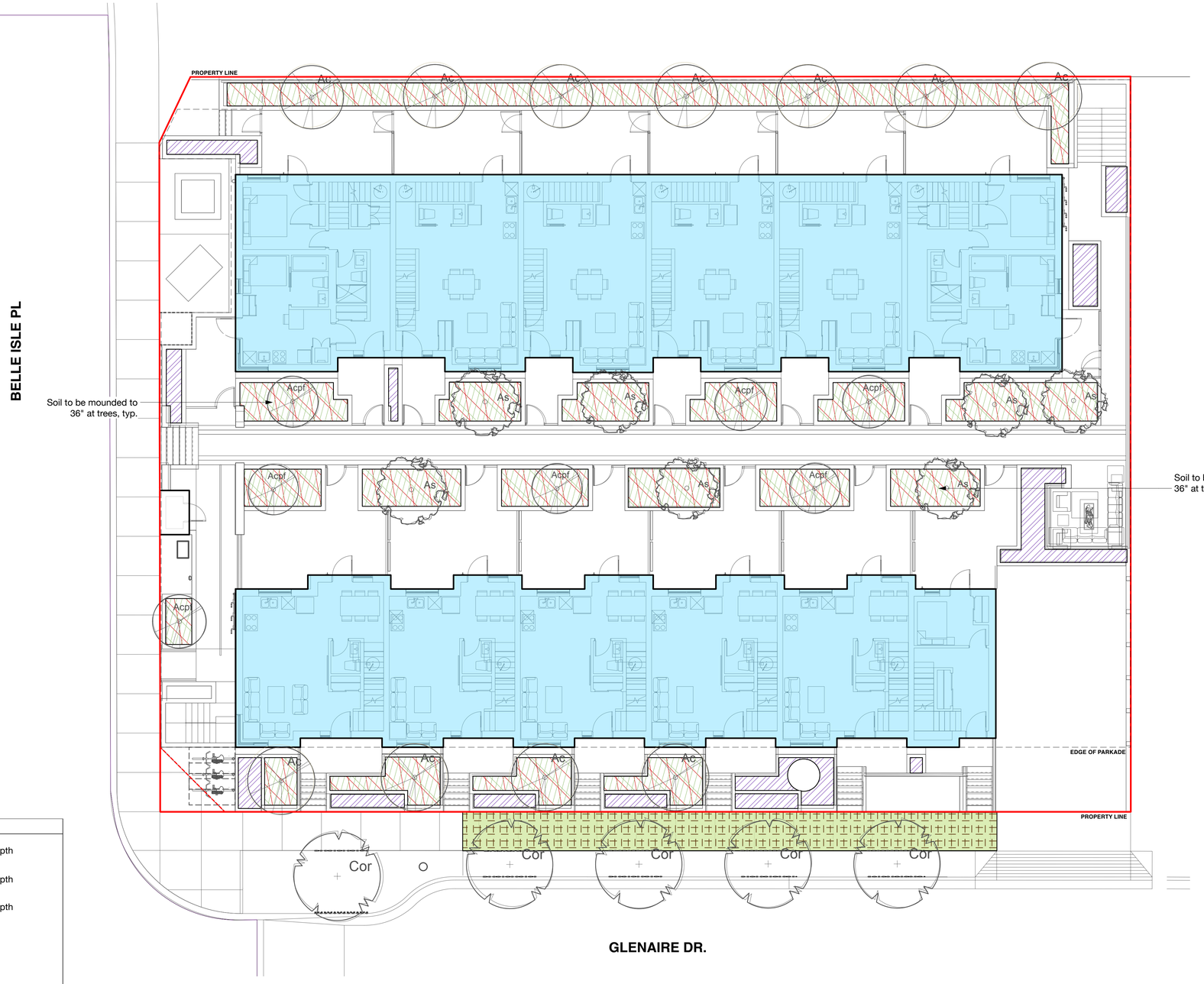
District of North Vancouver

Drawing Title

Planting Plan

Legal

Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	L6.2
	11 of 19



PLANTING SOIL DEPTH LEGEND

- 300 mm (12") Soil Depth
- 610 mm (24") Soil Depth
- 915 mm (36") Soil Depth
- Root Barrier
- Soil Cell

Note:
All softscape areas to include min. 75mm gravel drainage layers in addition to indicated soil depth for on slab conditions.

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	ReIssued for DP
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I	2026-04-24	Reissued for DP
J	2026-05-12	Reissued for DP
K	2026-05-19	Reissued for DP

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Project

1881-1901 Glenaire Rd.

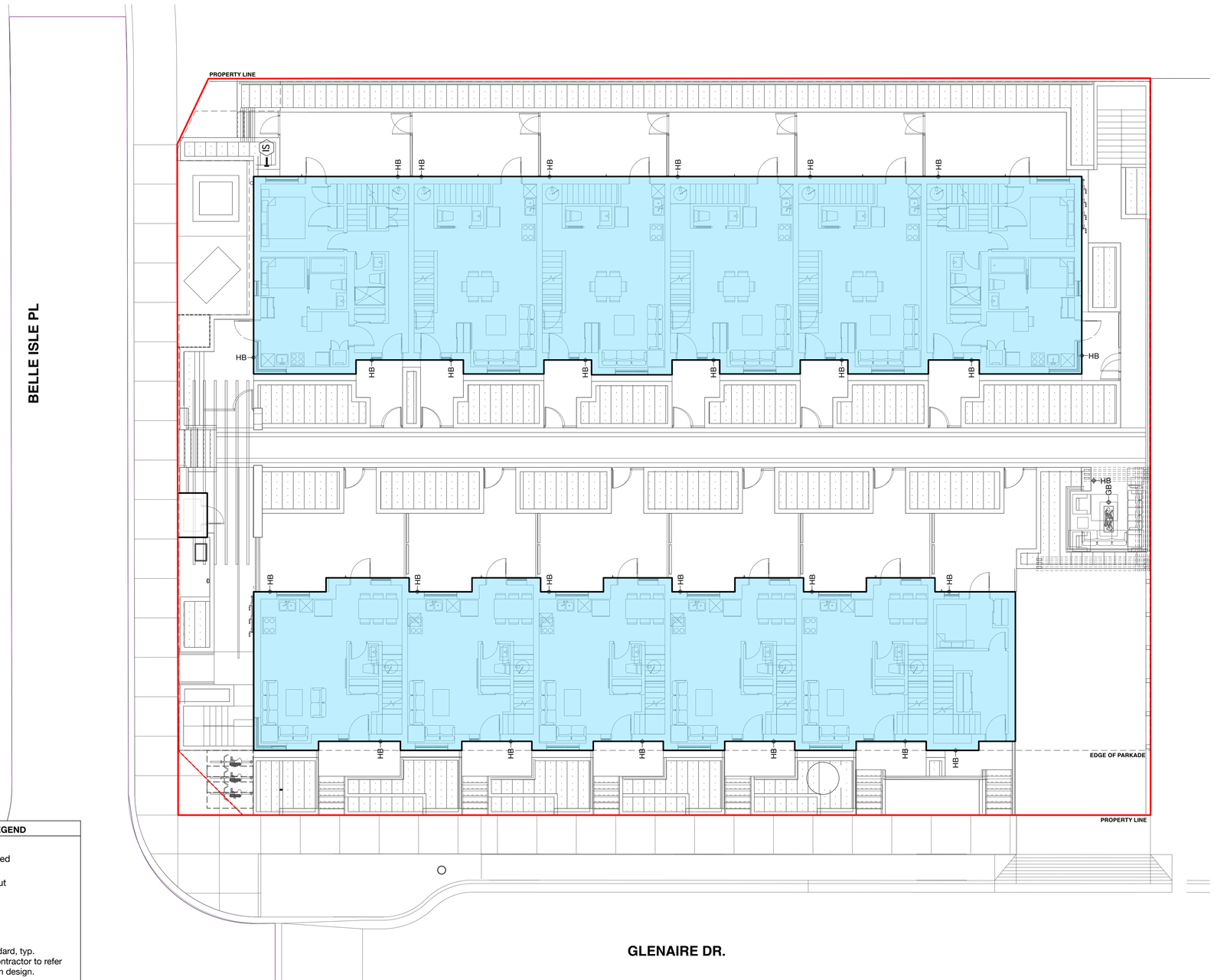
District of North Vancouver

Drawing Title

Soil Depth Plan

Legal

Project Manager	Project ID 22325
Drawn By TT	Scale As Noted
Reviewed By JL	Drawing No. **L7.0** 12 of 19



IRRIGATED AREAS & SERVICING LEGEND

	Area to be Irrigated
IS	Irrigation Stub-out
HB	Hosebib
GB	Gas Connection

Note:
1. Refer to canadian landscape standard, typ.
2. This sheet is for reference only, Contractor to refer to Irrigation drawings for the Irrigation design.
3. Final locations per Mechanical.
4. Shop drawings to be provided prior to installation for Landscape review.
5. Elecrical outlets to be provided for each BBQ, Trellis, and Fire Table, if applicable. Refer to Electrical.

Revision

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Issue

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

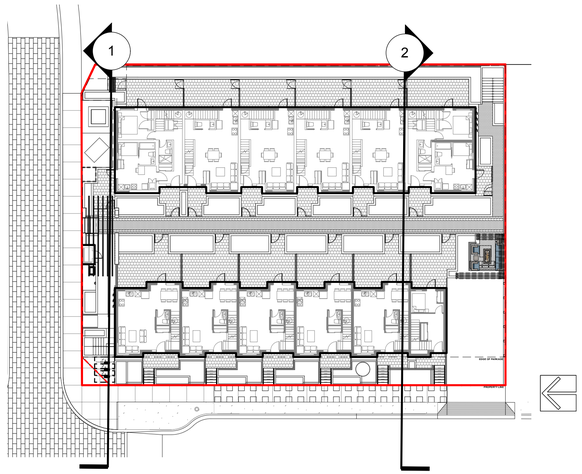
Drawing Title

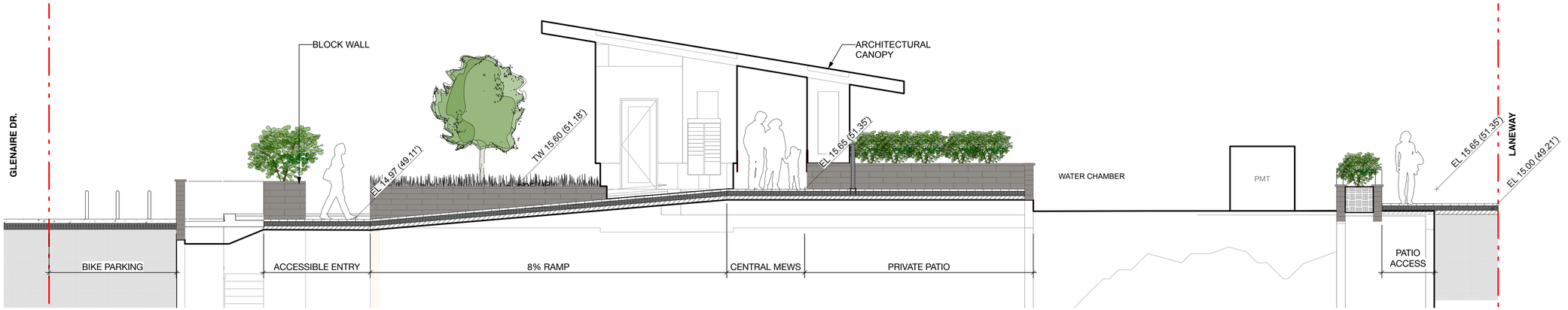
Irrigated Areas &

Servicing Plan

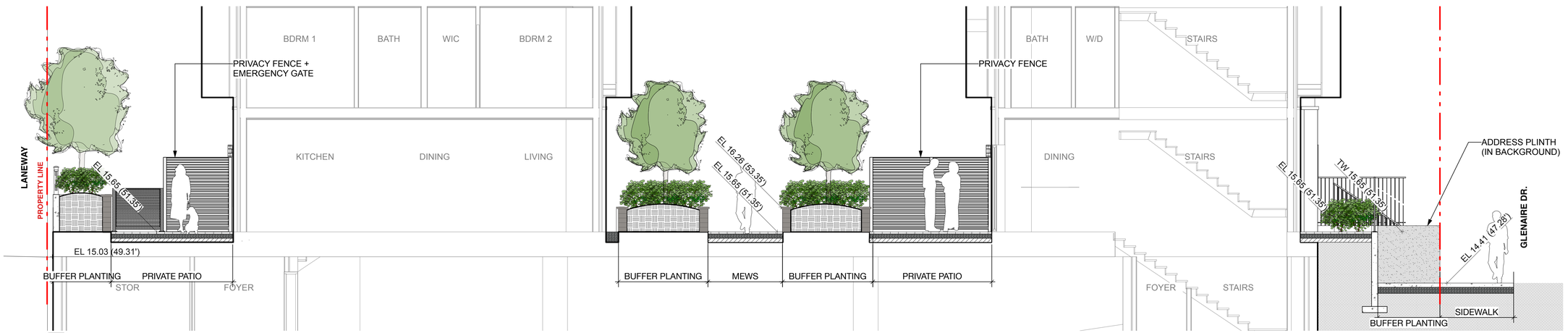
Legal

Project Manager	Project ID 22325
Drawn By TT	Scale As noted
Reviewed By JL	Drawing No. L8.0 13 of 19





2 Glenaire Dr Frontage- Planter & Public Realm to Curb
1:50



1 Glenaire Dr Frontage- Planter & Public Realm to Curb
1:50

Revision

No.	Date	Revision Notes

Issue

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Project

1881-1901 Glenaire Rd.

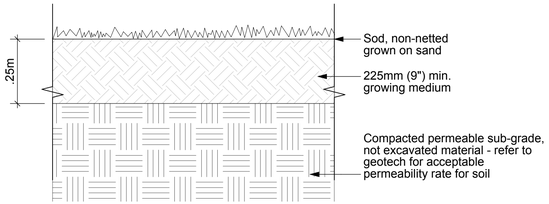
District of North Vancouver

Drawing Title

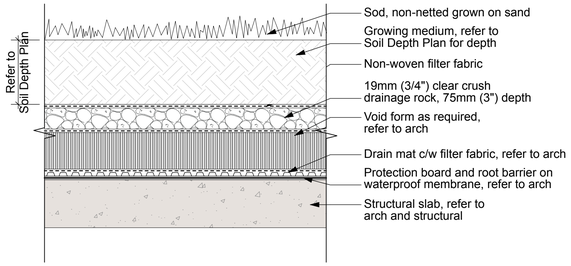
Landscape Sections & Elevations

Legal

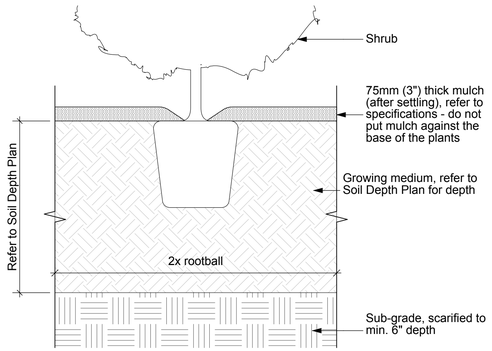
Project Manager	Project ID
	22325
Drawn By	Scale
TT	As Noted
Reviewed By	Drawing No.
JL	L9.0
	14 of 19



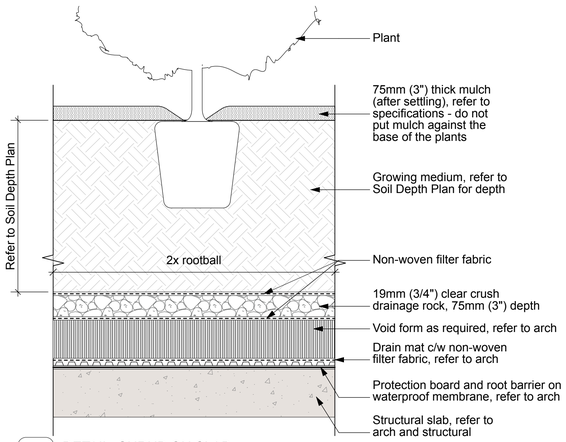
1 DETAIL: SOD AT GRADE
Scale: NTS



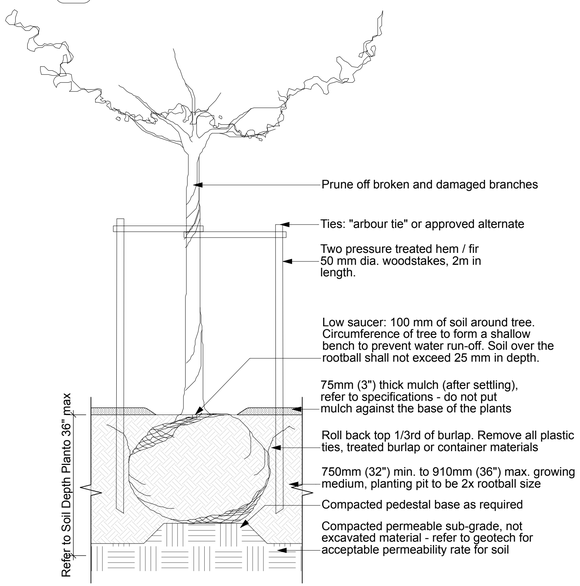
2 DETAIL: SOD ON SLAB
Scale: NTS



3 DETAIL: SHRUB AT GRADE
Scale: NTS

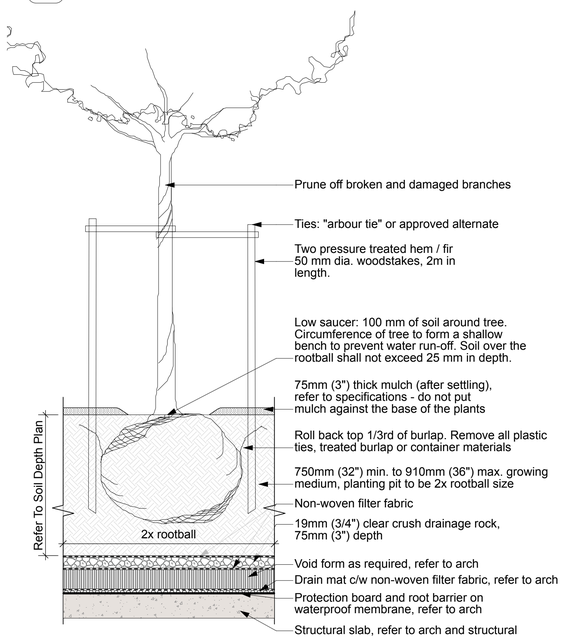


4 DETAIL: SHRUB ON SLAB
Scale: NTS



Notes:
-Tree Wells In Boulevards Shall Be Connected By A Continuous Soil Trench Of At Least 910mm (36") Depth

7 DETAIL: TREE AT GRADE
Scale: NTS



8 DETAIL: TREE ON SLAB
Scale: NTS

PLANTING
- DO NOT CUT LEADER
- ONLY PRUNE BROKEN BRANCHES
- ORIENT TO MAXIMIZE CLEARANCE FOR VEHICLE & PEDESTRIAN ACCESS
- ENSURE TREE IS VERTICAL & CENTERED IN THE BOULEVARD

MINIMUM CLEARANCE
LAMP STANDARD = 2.5m
HYDRO POLES = 2.5m
STOP SIGNS = 6.0m
CATCH BASINS / VALVES = 1.2m
DRIVEWAY AND CROSSINGS = 1.8m
UNDERGROUND UTILITY = 1.5m

CNV SOIL VOLUME REQUIREMENTS
LINK SOIL VOLUMES TO PROVIDE THE FOLLOWING MINIMUM VOLUMES:
- LARGE TREES = 25 CUBIC METERS PER TREE
- MEDIUM TREES = 20 CUBIC METERS PER TREE
- SMALL TREES = 15 CUBIC METERS PER TREE
- IF SOIL VOLUMES ARE NOT LINKED QUANTITIES WILL INCREASE BY 30%

PLEASE NOTE:
- SOIL CELLS AND/OR STRUCTURAL SOIL MAY BE NEEDED TO ACHIEVE REQUIRED SOIL VOLUMES
- PLEASE ASSUME 20% SOIL VOLUME FOR STRUCTURAL SOIL

(N.T.S.) METRIC

CITY OF NORTH VANCOUVER

DECIDUOUS TREE PLANTING DETAIL

DRAWN: J. NYVALL	DATE: MARCH 2022	EGBC PERMIT TO PRACTICE NO. 1003480	DWG.No. T2S
CHECKED: C. LINDGREN	APPROVED: J. HALL		

9 DETAIL: OFFSITE TREE
Scale: NTS

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	ReIssued for DP
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Project

1881-1901 Glenaire Rd.

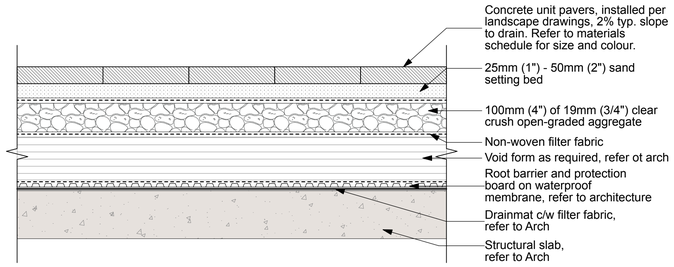
District of North Vancouver

Drawing Title

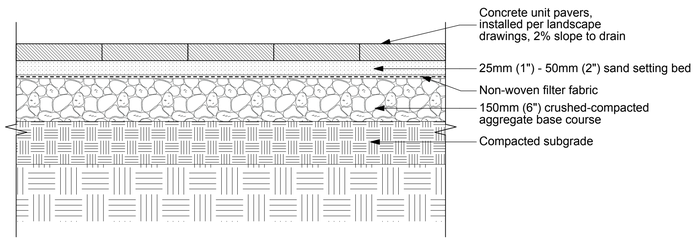
Softscape Details

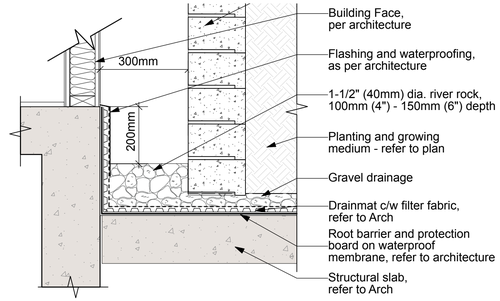
Legal

Project Manager	Project ID 22325
Drawn By TT	Scale As Noted
Reviewed By JL	Drawing No. L10.1
	15 of 19

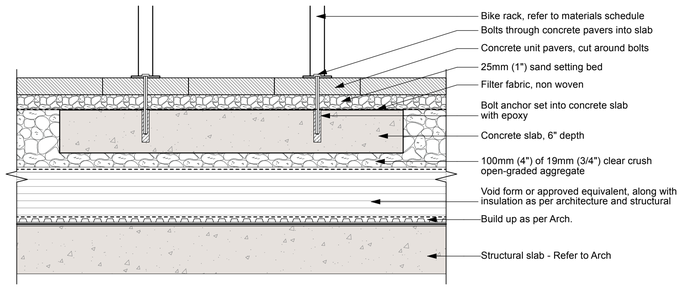


PEDESTRIAN CONCRETE UNIT PAVERS - ON-SLAB ON INSULATION

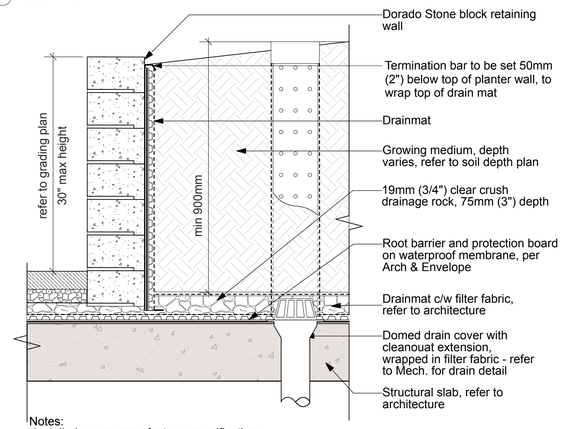




1 DETAIL: CONCRETE UNIT PAVERS ON SLAB
Scale: NTS

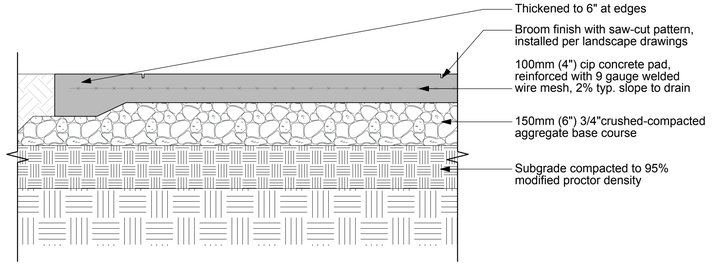


2 DETAIL: CONCRETE UNIT PAVERS AT GRADE
Scale: NTS



Notes:
-Installed as per manufacturer specifications
-Enigneered drawings required for any walls over 1.2m and/or requiring geogrid

3 DETAIL: DRIP STRIP
Scale: NTS

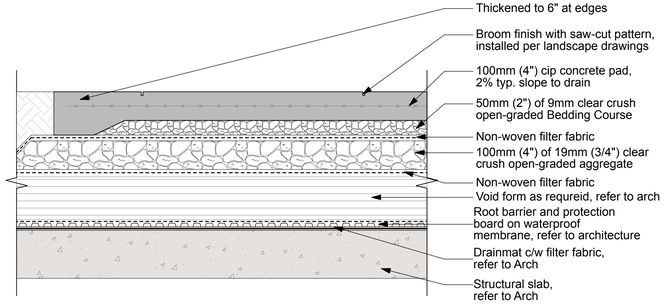


NOTE:
-Saw-cuts to be installed per layout plan, completed within 24hrs of pouring the slab
-Control joints to be 1/4 slab depth
-Control joints max 3m OC, as per MMCD
-Expansion joints to be max 9m OC as per MMCD
-Concrete to be broom-finished unless otherwise noted

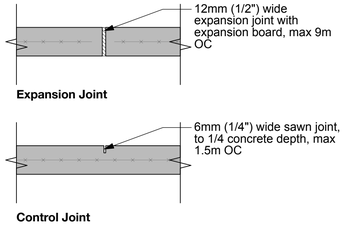
4 DETAIL: BIKE RACK
Scale: NTS

5 DETAIL: CONCRETE BLOCK PLANTER
Scale: 1:10

6 DETAIL: BROOM FINISH CONCRETE AT GRADE
Scale: NTS



NOTE:
-Saw-cuts to be installed per layout plan, completed within 24hrs of pouring the slab
-Control joints to be 1/4 slab depth
-Control joints max 3m OC, as per MMCD
-Expansion joints to be max 9m OC as per MMCD
-Concrete to be broom-finished unless otherwise noted



7 DETAIL: BROOM FINISH CONCRETE ON SLAB
Scale: NTS

8 DETAIL: BLOCK WALL
Scale: NTS

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
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Project

1881-1901 Glenaire Rd.

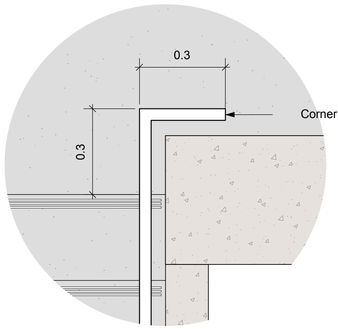
District of North Vancouver

Drawing Title

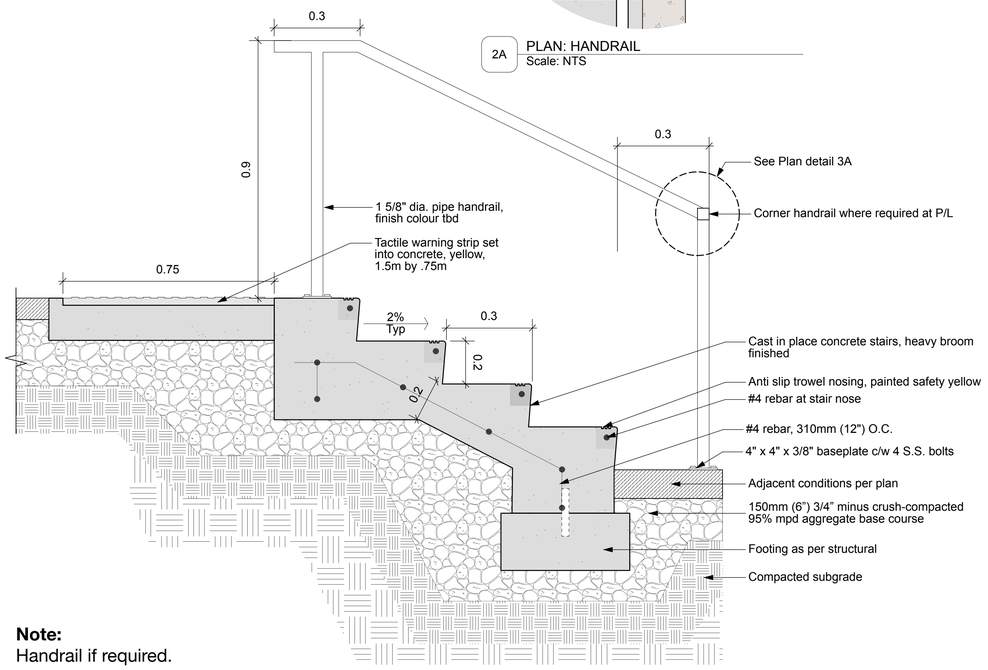
Hardscape Details

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: **L10.2**
	16 of 19

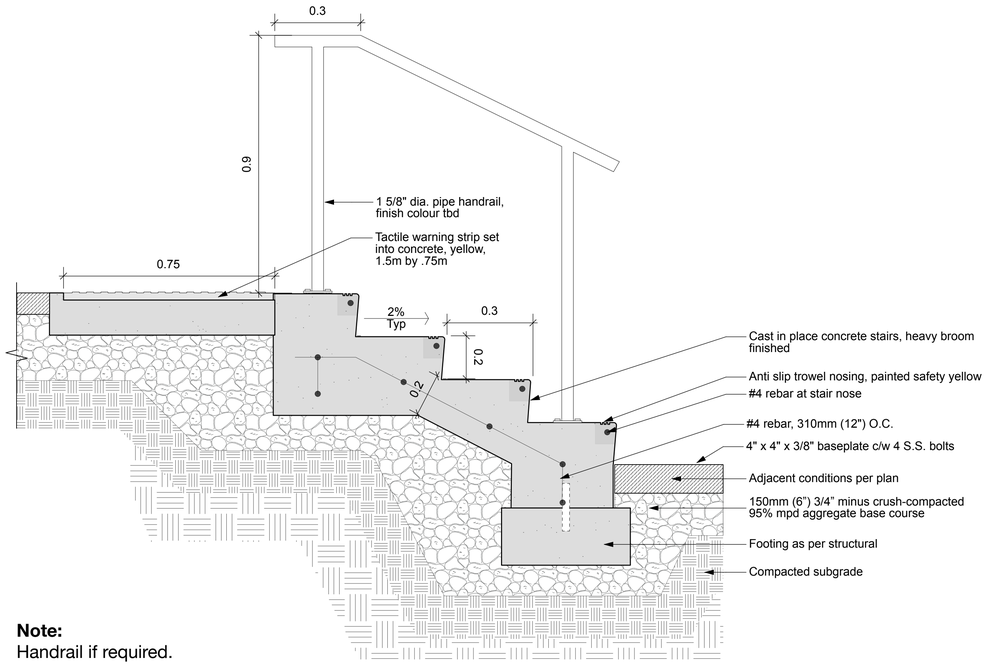


2A PLAN: HANDRAIL
Scale: NTS



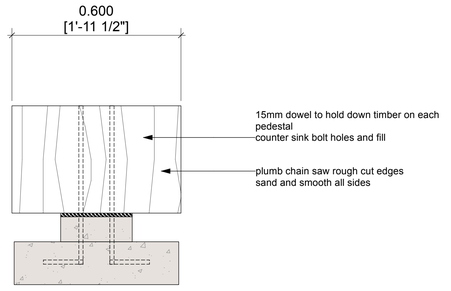
Note:
Handrail if required.

2 DETAIL: CIP CONCRETE STAIRS FOR PUBLIC STEPS
Scale: NTS

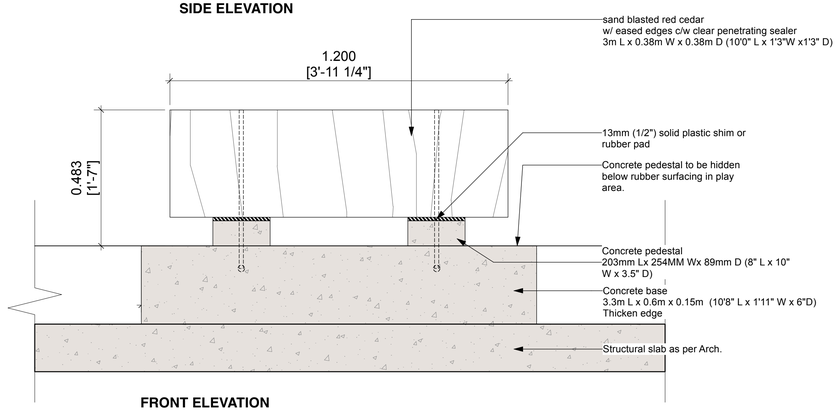


Note:
Handrail if required.

1 DETAIL: CIP CONCRETE STAIRS FOR PRIVATE PATIOS
Scale: NTS



SIDE ELEVATION



FRONT ELEVATION

3 DETAIL: CEDAR BENCH
Scale: NTS

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Hardscape Details

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: **L10.3**
	17 of 19

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	ReIssued for DP
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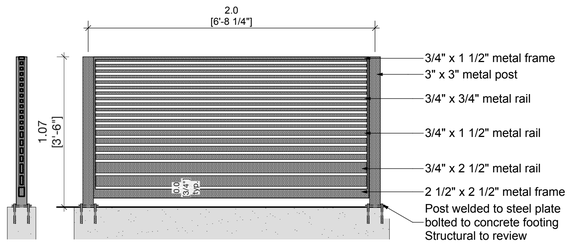
K	2026-05-19	Reissued for DP

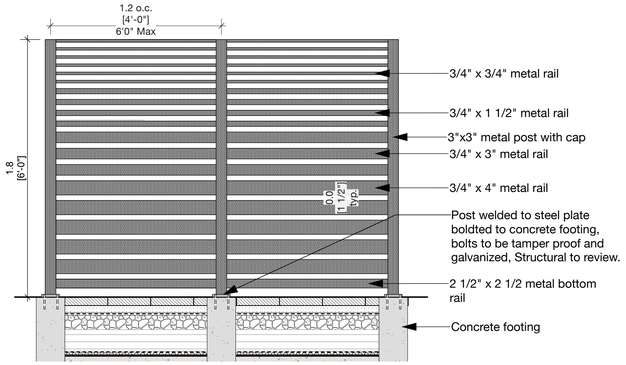
Professional Seal

General Notes:
- Shop drawings to be provided for all custom items
- All hardware to be galvanized and submitted to consultant for approval.
- All metal is to be galvanized and powder-coated black, unless otherwise identified.
- No penetrations through waterproof membrane unless identified with a starter curb.

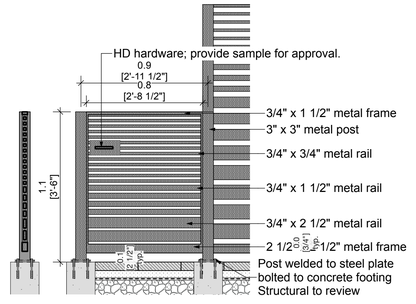


3 DETAIL: ALUMINIUM FENCE
Scale: NTS

General Notes:
- Shop drawings to be provided for all custom items
- All hardware to be galvanized and submitted to consultant for approval.
- All metal is to be galvanized and powder-coated black, unless otherwise identified.
- No penetrations through waterproof membrane unless identified with a starter curb.



4 DETAIL: ALUMINIUM SCREEN
Scale: NTS



5 DETAIL: ALUMINIUM GATE
Scale: NTS

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Landscape Site

Furnishing Details

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: L10.4
	18 of 19

1A DETAIL: LOUNGE CHAIR
Scale: NTS

1B DETAIL: LOUNGE SOFA
Scale: NTS

solus
Fire Features
www.solusdecor.com

TAVOLO NG & LP
ELECTRONIC START
ADJUSTABLE FLAME

Fire is beautiful and also dangerous if not handled properly. Please have a qualified gas fitter setup and install this product according to local codes.

This product has been tested and certified by Labtest Certification Inc. as being safe, as long as these **minimum clearances** to adjacent materials are maintained.

FOR OUTDOOR USE ONLY

NORTH AMERICA SPECIFICATIONS

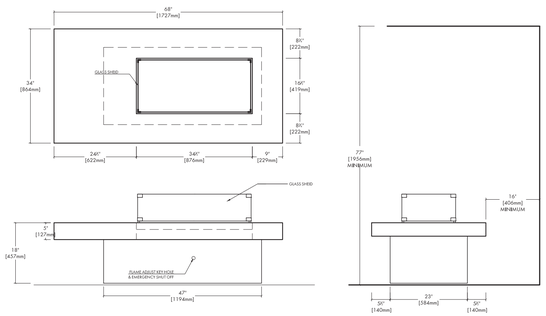
	Natural Gas	Propane
Gas type:		
Inlet press:	7.0" w.c.	11" w.c
Manifold press:	4.5" w.c.	5.9"w.c.
Heat Output:	90,000 BTU	90,000 BTU

Electrical: 120 Vac,1.5A, 60Hz or 24Vac, 20VA

ANSI Z21.97-2014
CSA 2.17-2017 c UL us

CONCRETE SPECS

Strength: 10,000 psi (proprietary)
Weight: top 410 lbs / 186 kg
base 318 lbs / 145 kg



CLEARANCES to ADJACENT MATERIALS

NOTE:
The site Electrician must provide a switched electrical line to the firepit location.
SEE: *Electronic Ignition Set up Schematic.*

ACCESSORIES

1/ All Weather Fabric Cover /extends warranty.
2/ Glass wind guard (Included).

JOB / ORDER
Name or Number:

Signature & Date:

2 DETAIL: FIRE FEATURE
Scale: NTS

Product sheet

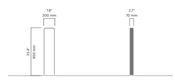
VROOM bicycle rack

686A

Designed by
Tore Borgersen, Michael Olofsson, Espen Voll

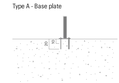
Vroom bicycle rack comes in narrow and wide versions, and provides good support for two bicycles. It is made from extruded aluminum and has user-friendly rounded edges. The wide version can also be used as a tree guard.

AWARD FOR DESIGN EXCELLENCE



Anchoring/assembly

Type A - Base plate



Primary material

Hot-dip galvanised steel

All steel components are hot-dip galvanised, which produces a matt grey surface after a while. We offer a lifetime anti-rust warranty.

15 mm

Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	10.03	219.44	70.61

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

Visit www.vestre.com for more information.
Specifications are subject to change without notice.
©2020 Vestre Inc.

usa@vestre.com
www.vestre.com

vestre

3 DETAIL: BIKE RACK
Scale: NTS

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	Reissued for DP
C	2025-06-06	Reissued for DP
D	2025-07-04	Issued for Coordination
E	2025-07-30	Issued for ReDP
F	2025-10-06	Reissued for DP
G	2025-11-07	Reissued for DP
H	2025-12-12	Reissued for DP
I	2026-04-24	Reissued for DP
J	2026-05-12	Reissued for DP
K	2026-05-19	Reissued for DP

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

Landscape Site

Furnishing Details

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: L10.5
	19 of 19

1 Glenaire Frontage Model
Scale: 1:50

2 Glenaire Frontage Model
Scale: 1:50

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
B	2024-12-06	ReIssued for DP
C	2025-06-06	Reissued for DP
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I	2026-04-24	Reissued for DP
J	2026-05-12	Reissued for DP
K	2026-05-19	Reissued for DP

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Project

1881-1901 Glenaire Rd.

District of North Vancouver

Drawing Title

3D Model

Legal

Project Manager	Project ID: 22325
Drawn By: TT	Scale: As Noted
Reviewed By: JL	Drawing No.: **App. 1** 24 of 19

BASIC AND ENHANCED ACCESSIBLE DESIGN FEATURES

Attachment 1

Building Access and Main Entrances

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability of Accessible Design to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	Accessible path of travel is provided from the street to both basic units (and all townhouses; accessible path of travel is provided within the parkade to all but one townhouse that doesn't have stair access to the parkade)
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 152cm (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	Accessible path of travel from the street has 5' clear width to both basic units (and all townhouses; accessible path of travel within the parkade has 3' clear width to all but one townhouse)
3-B/E	Lighting, weather protection, intercom, address numbering	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	YES

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
	and mailbox					
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).	YES - for both basic units.

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).	YES - for both basic units.
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	YES - for both basic units.
7-B	Colour contrast	• Provide contrasting colours on signs, address numbers, corridor walls and unit entries.		**Yes**	To assist visually impaired with way-finding	YES - for both basic units.

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			Permit mobility of those with walkers and wheelchairs,	N/A

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		• 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.	strollers, trolleys for moving furniture etc.	N/A
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	N/A

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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.	YES - for both basic units.
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		**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.	YES - for both basic units.

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		* Alternative solutions (such as power door installation) will be considered for potential equivalency.				

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	YES - for both basic units.
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 width 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 wheelchair to gain access to and from the bathroom	YES - for both basic units.
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	YES - for both basic units.

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 on the ground floor level of the identified ground-oriented m/f units.	To enable a person in a wheelchair to use the toilet	YES - for both basic units.
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	YES - for both basic units.
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			To permit installation of grab bars	YES - for both basic units.

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		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.		YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
21-B	Bathroom Faucet levers	At least one bathroom is to have lever faucet handles that that do not require tight grasping or twisting.				YES - for both basic units.
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	YES (In Future it could be converted)
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	YES - for both basic units.

(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 Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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 bed-room on the ground floor level of identified ground-oriented m/f units	To enable a person in a wheelchair to access the bed	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	YES - for both basic units.
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	NO
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	YES - for both basic units.

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	NO
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	NO

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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.	YES
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	YES
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	YES
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.	YES
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	YES
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	YES

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	YES
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	YES

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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	NO - Front loading but stacked

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	NO - we will provide a rubber stamp

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
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	YES

(S) = Applies only enhanced accessible design units in senior's buildings and units in other buildings that are intended specifically for people with disabilities.

Attachment 2
ACCESSIBLE DESIGN CHECKLIST – TO BE SUBMITTED AT THE DETAILED PLANNING APPLICATION STAGE

Proposed Development STILLE TOWNHOMES
Address 1883--1901 GLENAIRE DRIVE, NORTH VANCOUVER BC
Date 04.24.2026

Type of Residential: multi-family apartment [ ] mixed use building [ ] ground-oriented multi-family
Total number of residential units 12 PLUS 2 LOCK OFF SUITES

Parking
Total number of parking stalls 12 PLUS 2 LOCK OFF SUITES (residential component only)
Total number of accessible parking stalls 1 (residential component only)

A. Basic Accessible Design

Total **apartment** units designed as **basic accessible** units 0 Unit numbers (if applicable)
Building number/address (if applicable) Unit sizes

B. Enhanced Accessible Design

Total **apartment** units designed as **enhanced accessible** units 0 Unit numbers (if applicable)
Building number/address (if applicable) Unit sizes

C. Ground-oriented Multi-Family Units

Total **ground-oriented m/f** units designed as **basic accessible** units 2 Unit numbers (if applicable) UNIT 7 LOCK OFF UNIT 12 LOCK OFF
Building number/address (if applicable) Unit sizes 271.30SF

Total **ground-oriented m/f** units designed as **enhanced accessible** units 0 Unit numbers (if applicable)
Building number/address (if applicable) Unit sizes

I, the Registered Professional of Record for the project confirm that the above development will comply with the standards outlined in this policy.

(signature)

04.24.2026 (date)

(stamp)

ENERGY STEP SOLUTIONS

Energy Step Solutions Ltd.

Email: energystepsolutions@gmail.com

Phone: 604-500-9112

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reductions

The proposal as designed to be consistent with the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area (DPA). In addition, the applicant has considered the District's Community Energy and Emissions Plan (CEEP) and Council's declaration of a Climate Emergency. The applicant has provided an energy commitment letter from ENERGY STEP SOLUTIONS LTD. dated January 24, 2024, which confirms that the proposal will comply with Energy Step Code 4 and Emissions Level 3 and that no fossil fuels will be used for building operation. The development is proposed to be 100% electric and the measures proposed by the applicant are considered to sufficiently address the objectives of the DPA. Notable highlights from the guidelines include:

Energy Conservation:

Guideline 1: An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.

This approach meets the objectives of the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA guidelines and meets the BC Step Code requirement of Step 4 and EL-3 of the Part 9 residential. It will incorporate the following:

- Fossil fuel free with electric heat pump technology for space heating with high efficiency;
- Heat recovery ventilators (HRVs);
- Low energy lighting and EnergyStar appliances in all units; and
- Programable thermostats.

Guideline 2: The effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized.

The proposed building design will reduce heat loss through the following approaches:

- Implementation of exterior air barriers so that the building airtightness meets Step Code 4 requirements;
- Installation of exterior insulation;
- Full under-slab insulation; and

ENERGY STEP SOLUTIONS

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- Evaluation of building efficiency using energy modelling software (Hot2000) to allow for the analysis of wall construction, attic insulation, floor slab insulation, window specifications, envelope air tightness, and solar heat gain.

Water Conservation:

Guideline 1: An integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes.

Strategies to reduce water consumption include:

- Low flush toilets and faucets
- Efficient dishwasher and clothes washer

Greenhouse Gas Emission Reduction:

Guideline 2: Locally or regionally sourced building materials should be used to reduce transportation energy costs.

Guideline 5: A construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site.

Guideline 6: Building products which have low, or no-VOC off-gassing potential should be selected.

Strategies to reduce greenhouse gas emissions include:

- Fossil fuel free with electric heat pump technology for space heating;
- Some building products manufactured within 800km of the subject property;
- Durable building materials;
- Use of low volatile organic compound (VOC) products; and
- A construction waste management plan to prioritize recycling.

Overall, the measures committed to by the applicant would sufficiently address the DPA guidelines and effectively reduce community Green House Gas generated by buildings in accordance with the CEEP policy (Community Energy and Emissions Plan for 2050).

Bylaws 8802 and 8803 Heritage Designation and Revitalization Agreement for 3526 Everglade Pl

Materials to be circulated via agenda addendum.

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

The District of North Vancouver
REPORT TO COUNCIL

June 25, 2026
File: N/A

AUTHOR: Daniel Broderick, Planner

SUBJECT: **Bylaw 8787 and Bylaw 8799 – Second and Third Reading Report for New Detached Residential Zones (R1 and R2)**

RECOMMENDATION

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

AND THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is amended by inserting into the R1 and R2 zones the following subsection "5 (2) In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point.", and renumbering accordingly.

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

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

REASON FOR REPORT

Council gave first reading to Bylaw 8787 and Bylaw 8799 on June 1, 2026, and gave second reading to Bylaw 8799 on June 15, 2026. Both bylaws were referred it to a Public Hearing, which was held on June 23, 2026.

This report describes an amendment to the Rezoning Bylaw (Bylaw 8799) which was presented by staff during at the Public Hearing. No new information is introduced with this report.

All supporting information was included in the public record available and presented at the Public Hearing, including staff analysis, jurisdictional scans, scenario analysis including worst case scenario renderings.

AMENDMENT TO BYLAW 8799

As indicated by staff during the Public Hearing (Attachment 4), this report proposes an amendment to Bylaw 8799 related to an existing provision under the current Zoning Bylaw (Bylaw 3210) for the height measurement for accessory buildings and structures.

That provision should be inserted as subsection (2) under section 5 in both R1 and R2 zones:

> *"In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point."*

This approach is consistent with the current Zoning Bylaw. The provision is included in Schedule A to Bylaw 8799, as attached in Attachment 3.

OPTIONS

The following options are available for Council's consideration:

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

   AND THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is amended by inserting into the R1 and R2 zones the following subsection "5 (2) In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point.", and renumbering accordingly.

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

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

   (Staff Recommendation); OR

2. Give Bylaw 8787, second and third reading and Bylaw 8799, third reading; OR

3. Refer the Bylaws back to staff for further consideration; OR

4. Give no further readings to the Bylaws and abandon the bylaws at Second and Third Reading, respectively.

Document: JEN7YKCUFKTR-786136180-11929

Respectfully submitted,

Daniel Broderick
Planner

ATTACHMENTS

1. OCP Amendment Bylaw 8787
2. Rezoning Bylaw 8799, as amended at Second Reading.
3. Schedule A to Bylaw 8799, with proposed amendment.
4. Slide 5 of Staff Presentation at Public Hearing, held June 23, 2026

REVIEWED WITH:

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

Document: JEN7YKCUFKTR-786136180-11929

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The Corporation of the District of North Vancouver

Bylaw 8787

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

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

Citation

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

Amendments

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC HEARING held June 23, 2026

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

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

ADOPTED

Mayor

Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8799

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

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

1. Citation

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

2. Amendments

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

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

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

   For definitions applicable to the Employment Zones……

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

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

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

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

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

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

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

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

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

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

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

The following are excluded from floor space ratio calculations:

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

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

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

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

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

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

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

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

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

READ a first time June 1, 2026

PUBLIC HEARING held June 23, 2026

READ a second time June 15, 2026 as amended

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

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Schedule A to Bylaw 8799

Text Amendment to Add R1 and R2 Zones to Bylaw 3210

Section 525

Subsection 525 - 1.00

Administration and Interpretation

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

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

Subsection 525 - 1.50

Definitions

The following definitions apply to the R1 and R2 zones.

A

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

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

B

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

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

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

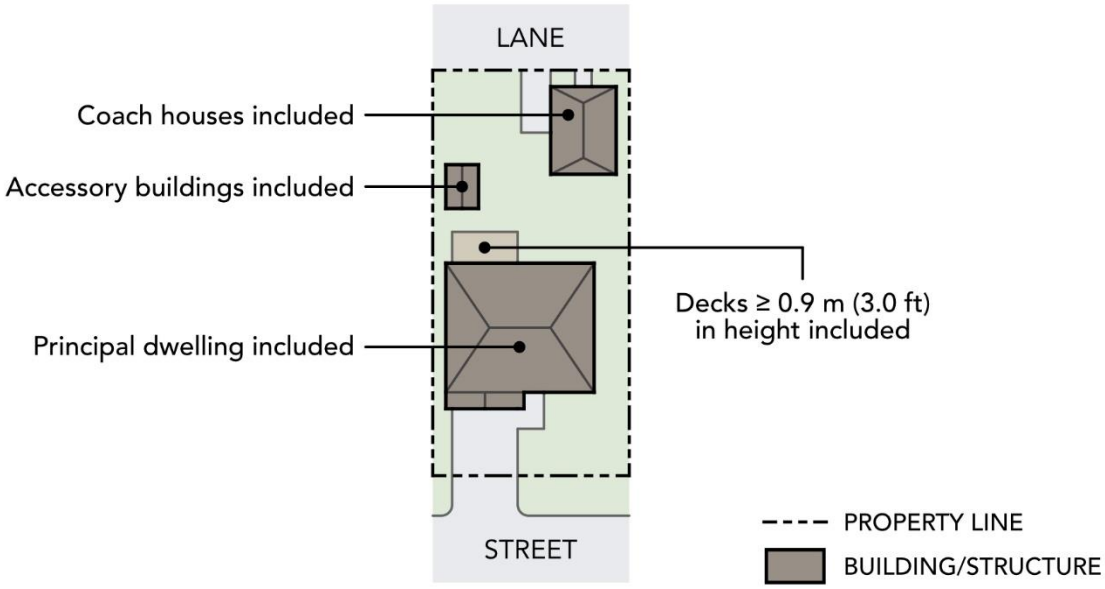
Boarders and Lodgers Accommodation means a use that is located within a Principal Dwelling Unit and subordinate to a Residential Use that provides accommodation and meals for a minimum period of 28 consecutive days. This use does not include separate Cooking Facilities, and does not include Short-Term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

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

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

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

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



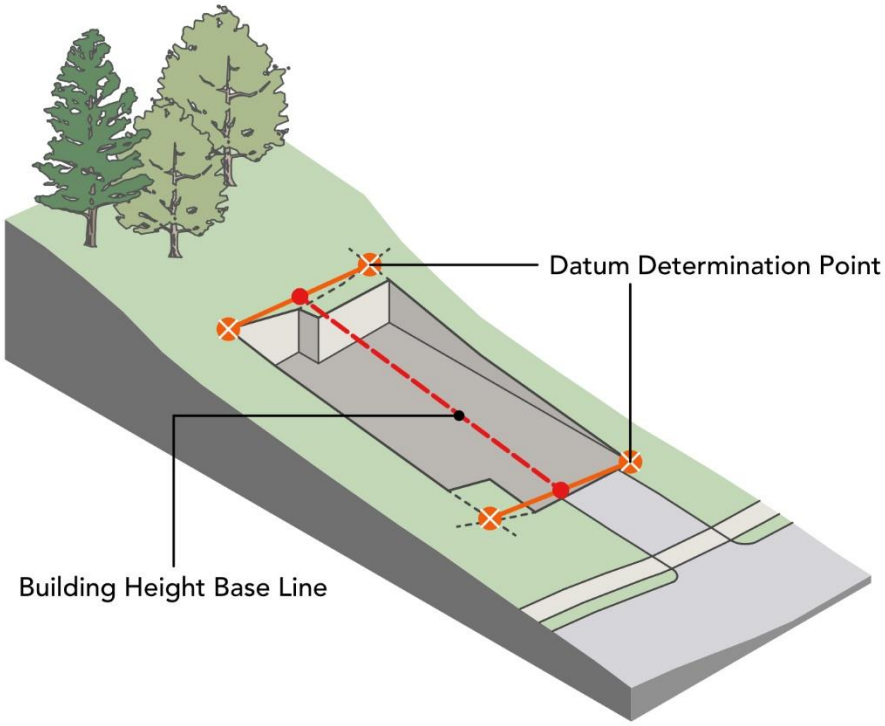
Building Height Base Line means, with respect to a principal building, the line created by:

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

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

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

Diagram 2: Building Height Base Line



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

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

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

C

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

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

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

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

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

D

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

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

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

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

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

E

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

F

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

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

G

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

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

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

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

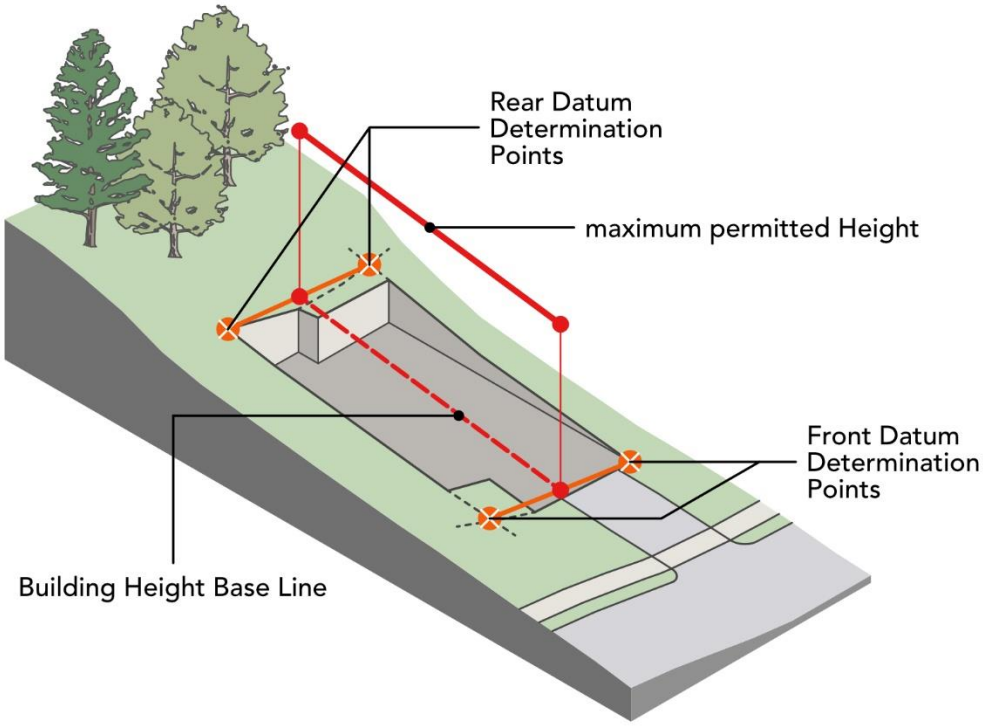
H

Height means:

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

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

Diagram 3: Height in R1 and R2 Zones



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

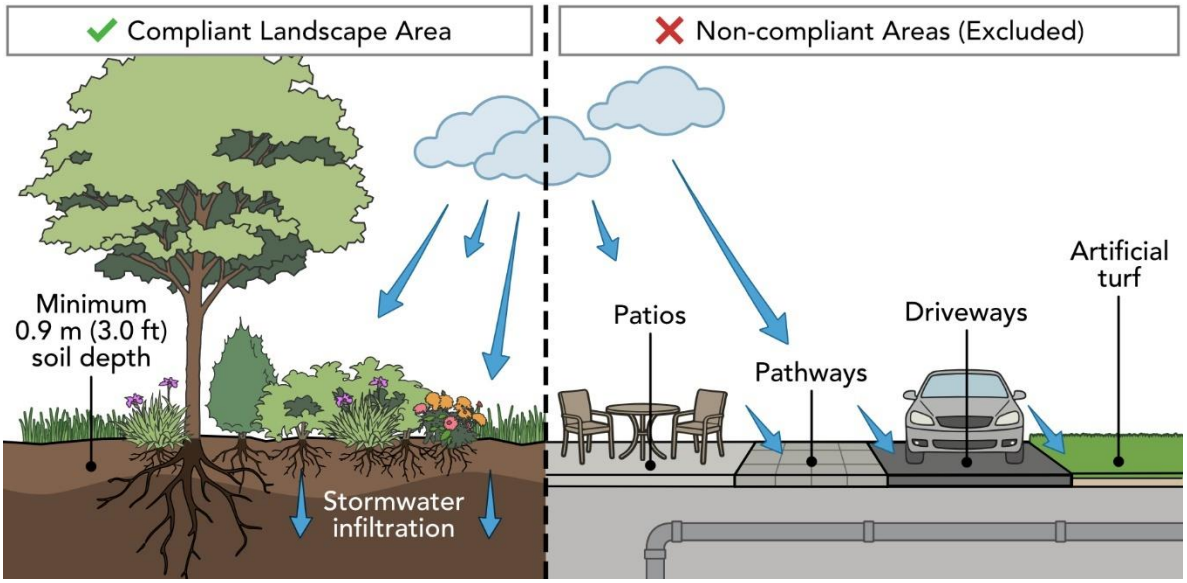
Home Occupation means a use that that is located within a Dwelling Unit and subordinate to a Residential Use where a business is operated by a resident of the Dwelling Unit.

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;

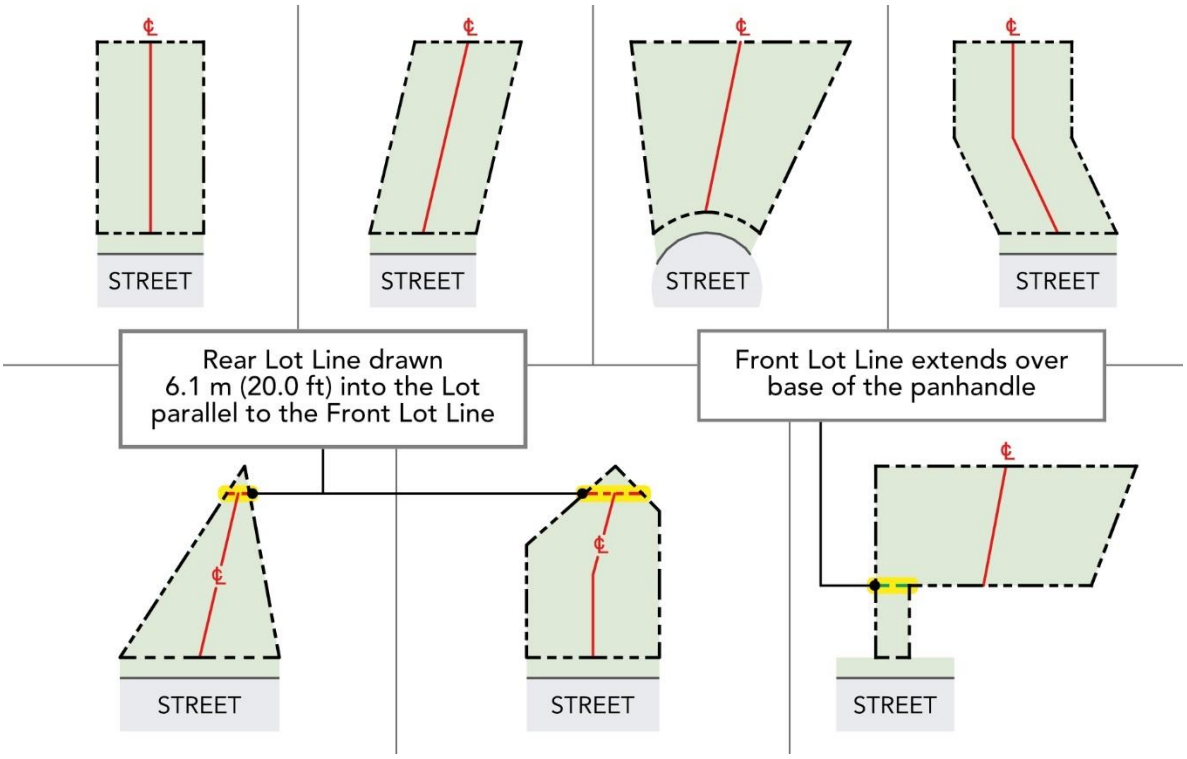
(3) Any portion of the lot that falls within the riparian area between the river, creek, or ravine and the top of bank as defined by a BCLS Land Surveyor; and

(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

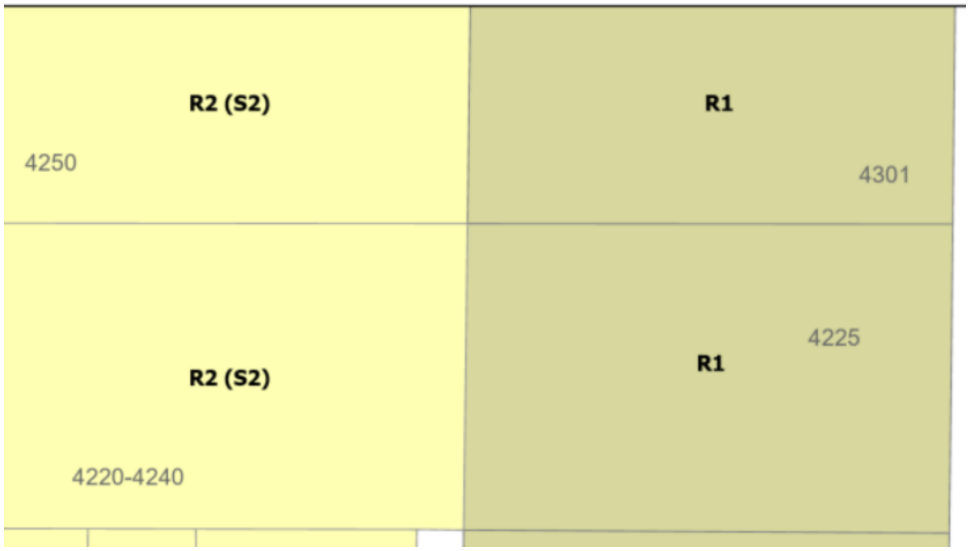
(2) The horizontal distance taken across the Lot perpendicular to the Centre Lot Line at 18.00 m (*59 ft*) to the rear of the Front Lot Line.

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 no larger than 49% of the Principal Building's Gross Floor Area.

4 DENSITY

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

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

Table 4.1: Maximum Gross Floor Area (GFA)

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

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

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

5 HEIGHT

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

Table 5.1: Maximum Height and Storeys

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

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

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

6 SETBACKS

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

Table 6.1: Minimum Setbacks

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

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

7 BUILDING COVERAGE

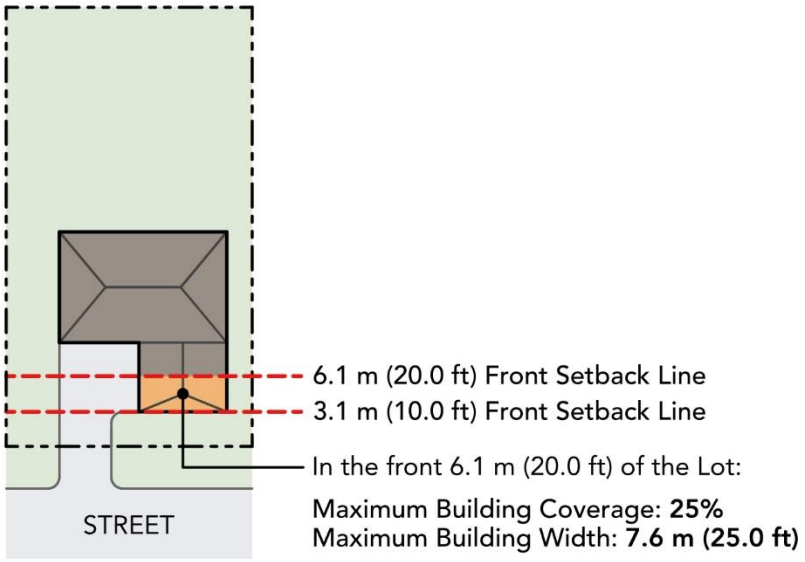
(1) The maximum Building Coverage on a Lot is:

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

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

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

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



8 LANDSCAPING

(1) A Lot must have:

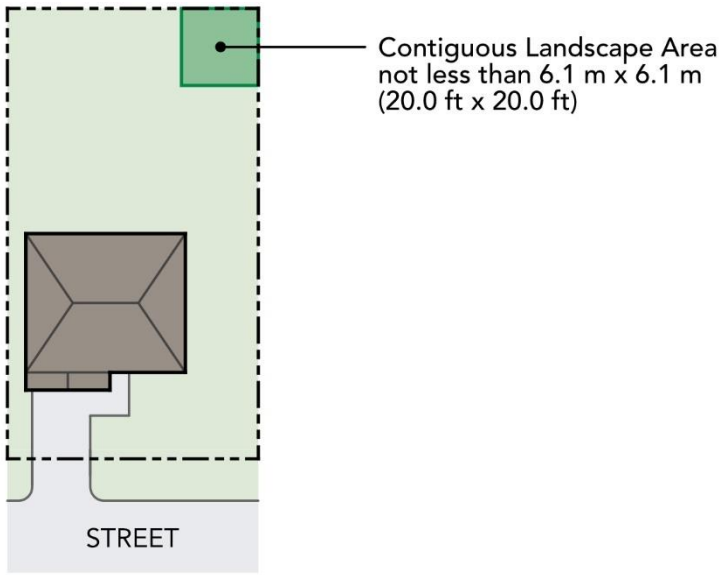
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

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

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

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

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

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

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

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

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

10 OTHER REGULATIONS

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

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

Table 10.1: Subdivision Minimum Requirements

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

Subsection 525 - 2.20

R2 – Urban Detached Residential Zone

1 INTENT

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

2 PERMITTED USES

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

Table 2.1: Permitted Uses

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

3 CONDITIONS OF USE

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

(a) Located in the Principal Building; and

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

4 DENSITY

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

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

Table 4.1: Maximum Gross Floor Area (GFA)

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

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

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

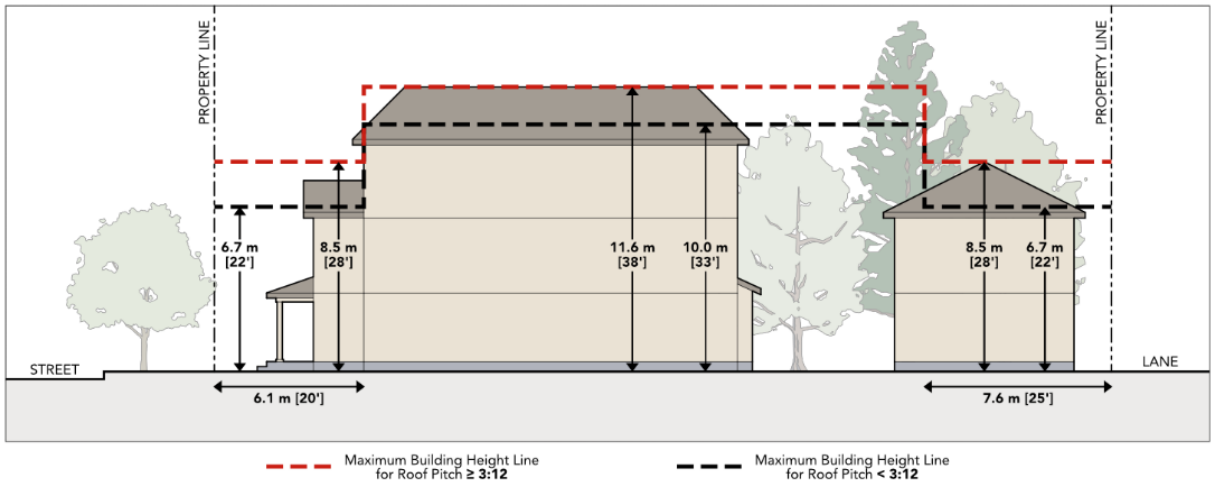
5 HEIGHT

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

Table 5.1: Maximum Height and Storeys

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

Diagram 5.1: Maximum Height and Storeys



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

6 SETBACKS

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

Table 6.1: Minimum Setbacks

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

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

Diagram 6.1: Minimum Setbacks

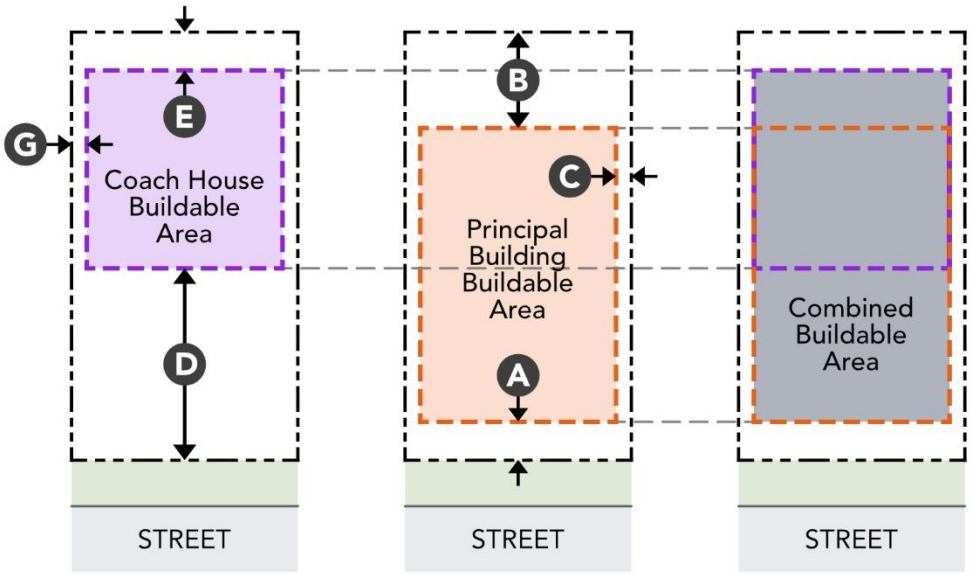
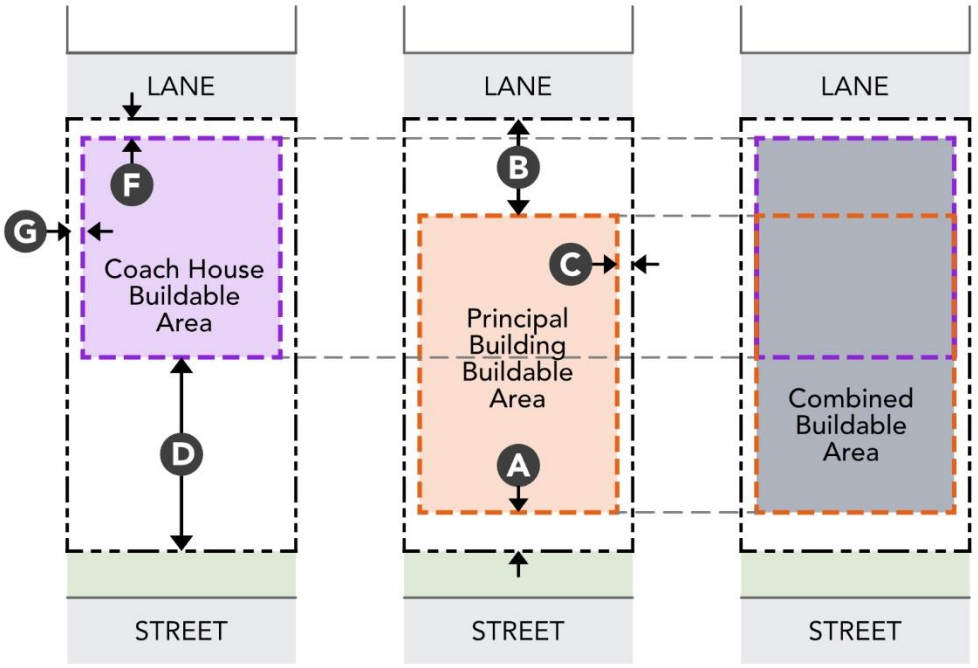


Diagram 6.2: Minimum Setbacks (with Rear Lane)



7 BUILDING COVERAGE

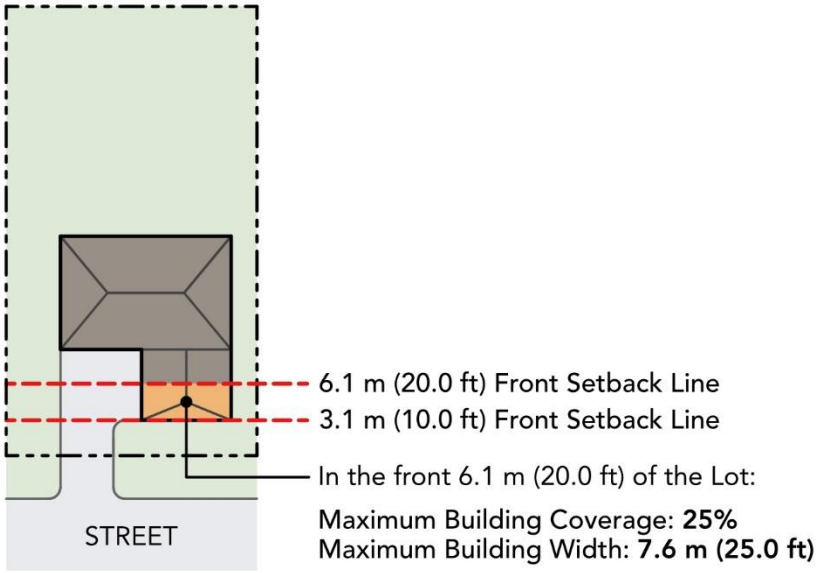
(1) The maximum Building Coverage on a Lot is:

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

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

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

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



8 LANDSCAPING

(2) A Lot must have:

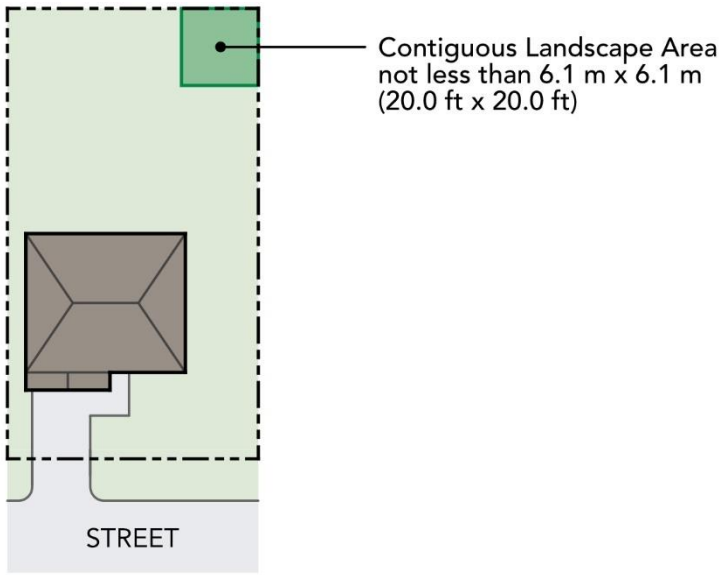
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

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

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

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

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

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

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

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

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

10 OTHER REGULATIONS

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

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

Table 10.1: Subdivision Minimum Requirements

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

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

Subsection 525 - 3.10

General Development Regulations for R1 and R2 Zones

Applicability of Part 4 General Regulations

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

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

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

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

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

(i) Accessory uses;

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

(iii) Public Utility and Infrastructure;

(iv) Parks and Open Space and Conservation Uses;

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

(vi) Radio towers for emergency communications.

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

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

(i) Voting or polling stations; and

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

(5) **Temporary Buildings**

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

(i) Sales centres for development projects; and

(ii) Construction trailers.

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

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

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

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

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

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

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

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

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

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

(16) **Permitted Projections into Setbacks**

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

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

Table 16.1: Permitted Projections into Required Setbacks

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

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

(17) Exemptions from All Setbacks

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

Table 17.1: Elements Exempt from Setback Requirements

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

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

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

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

Table 18.1: Gross Floor Area Inclusions and Exemptions

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

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

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

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

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

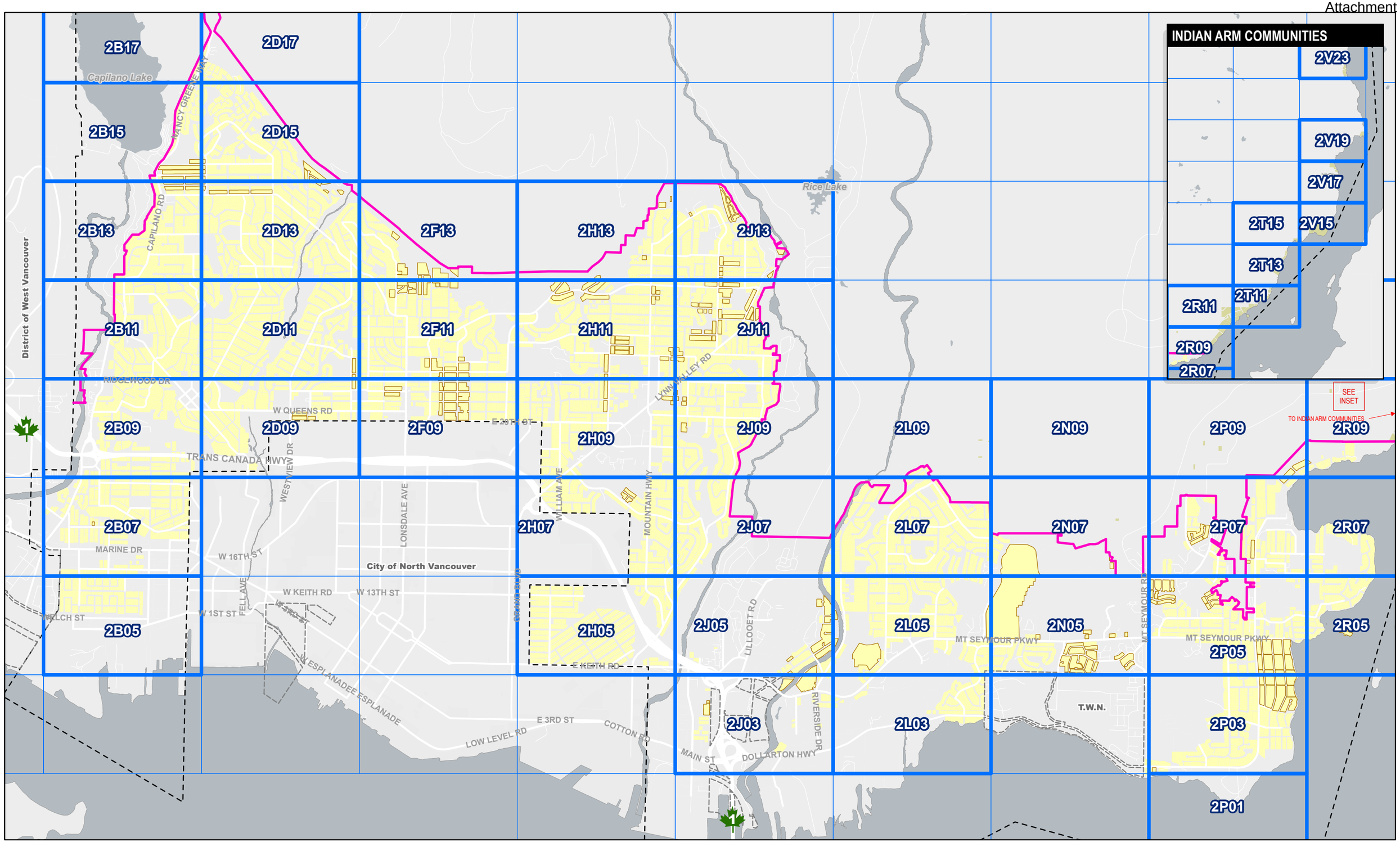
(22) **Good Neighbour Requirements:** Refer to Section 414.

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

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

Schedule B to Bylaw 8799

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



DISTRICT OF NORTH VANCOUVER

0 0.5 1 2 Kilometers

1:34,000

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier Grid*

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

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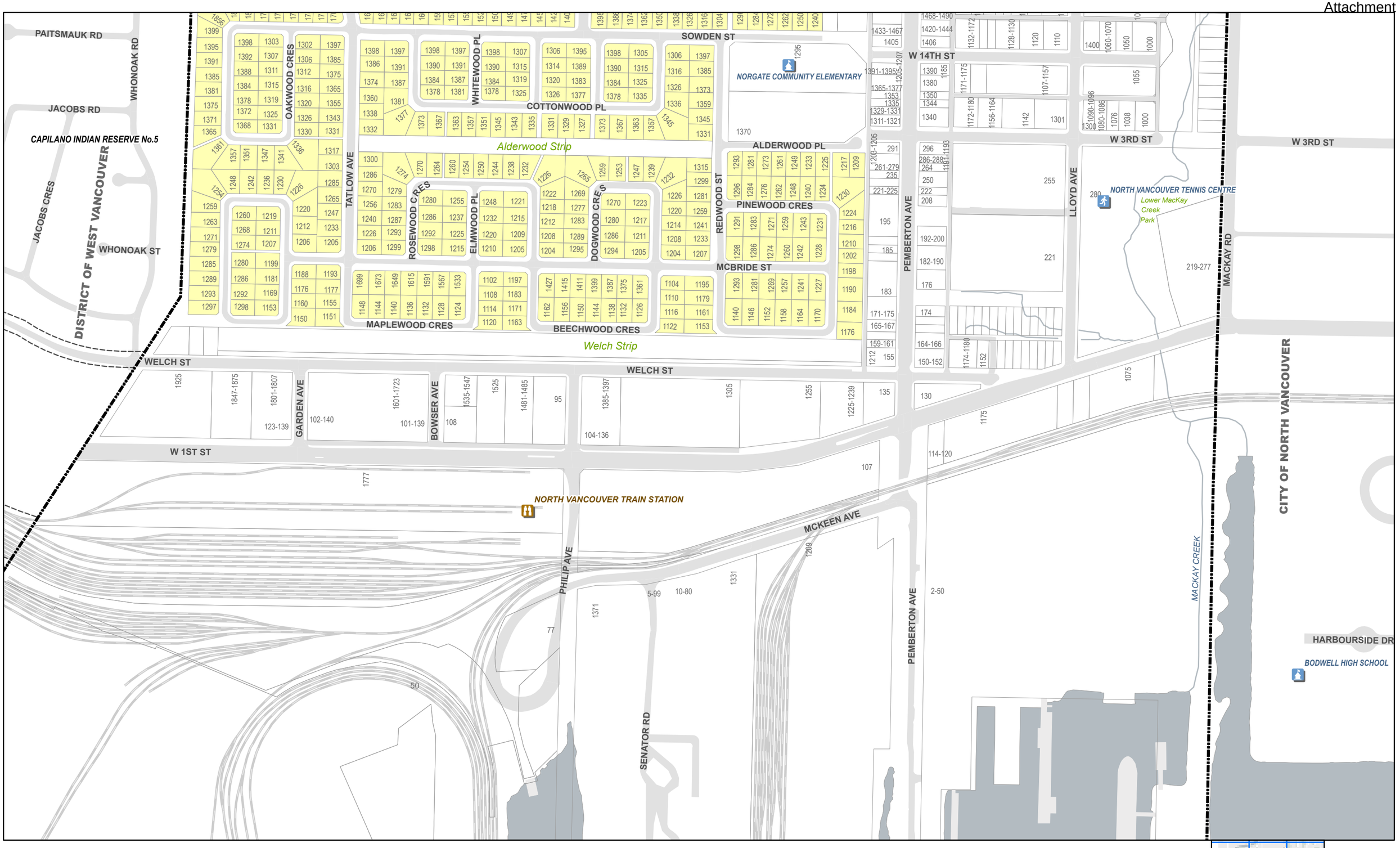
Published: May 25, 2026

Attachment 2



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 391 Subdivision Modifier

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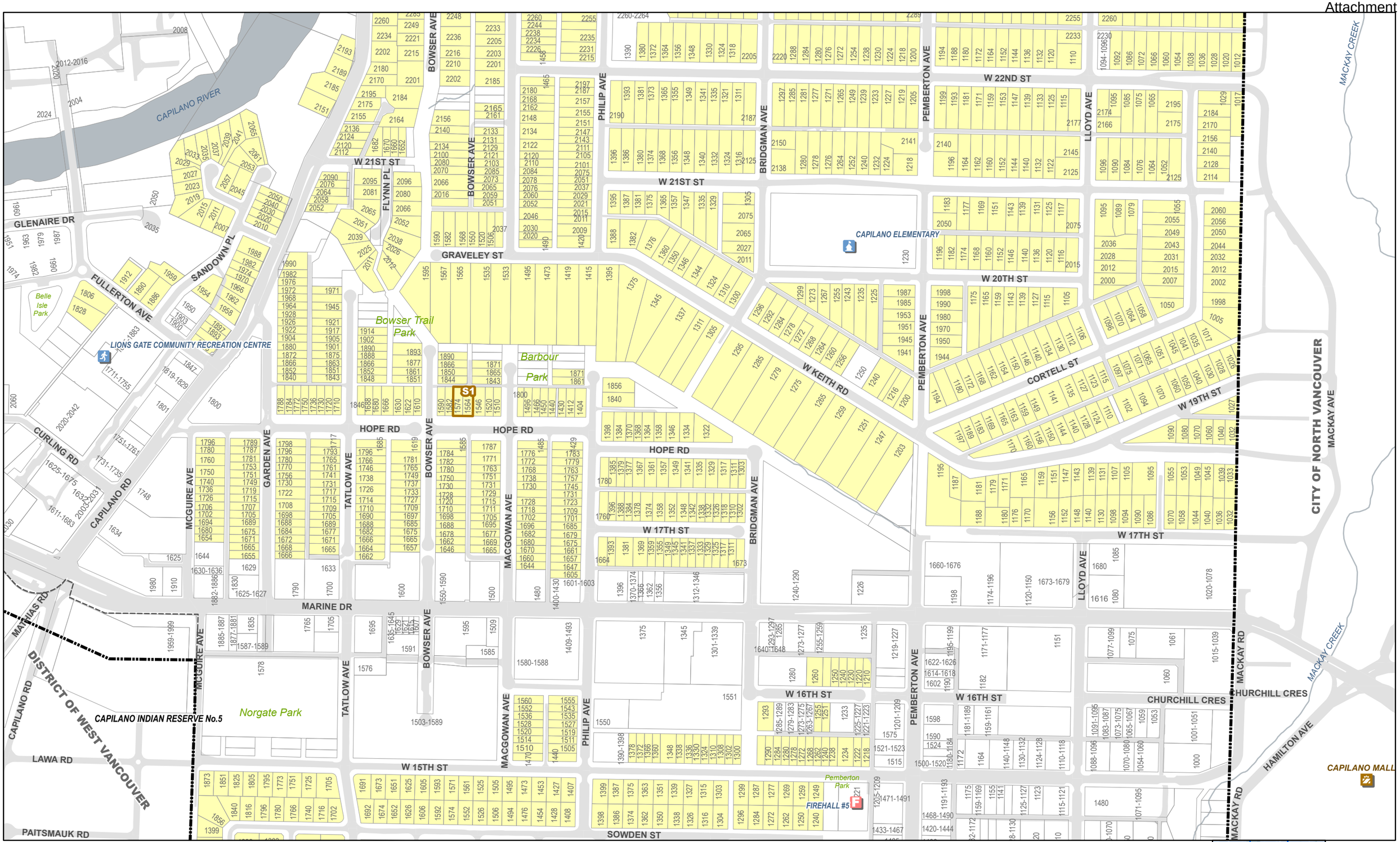
2A07	2B07	2D07
2A05	2B05	2D05
2A03	2B03	2D03

MAP 2B05

Published: May 19, 2026

Attachment 2



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 392 Subdivision Modifier

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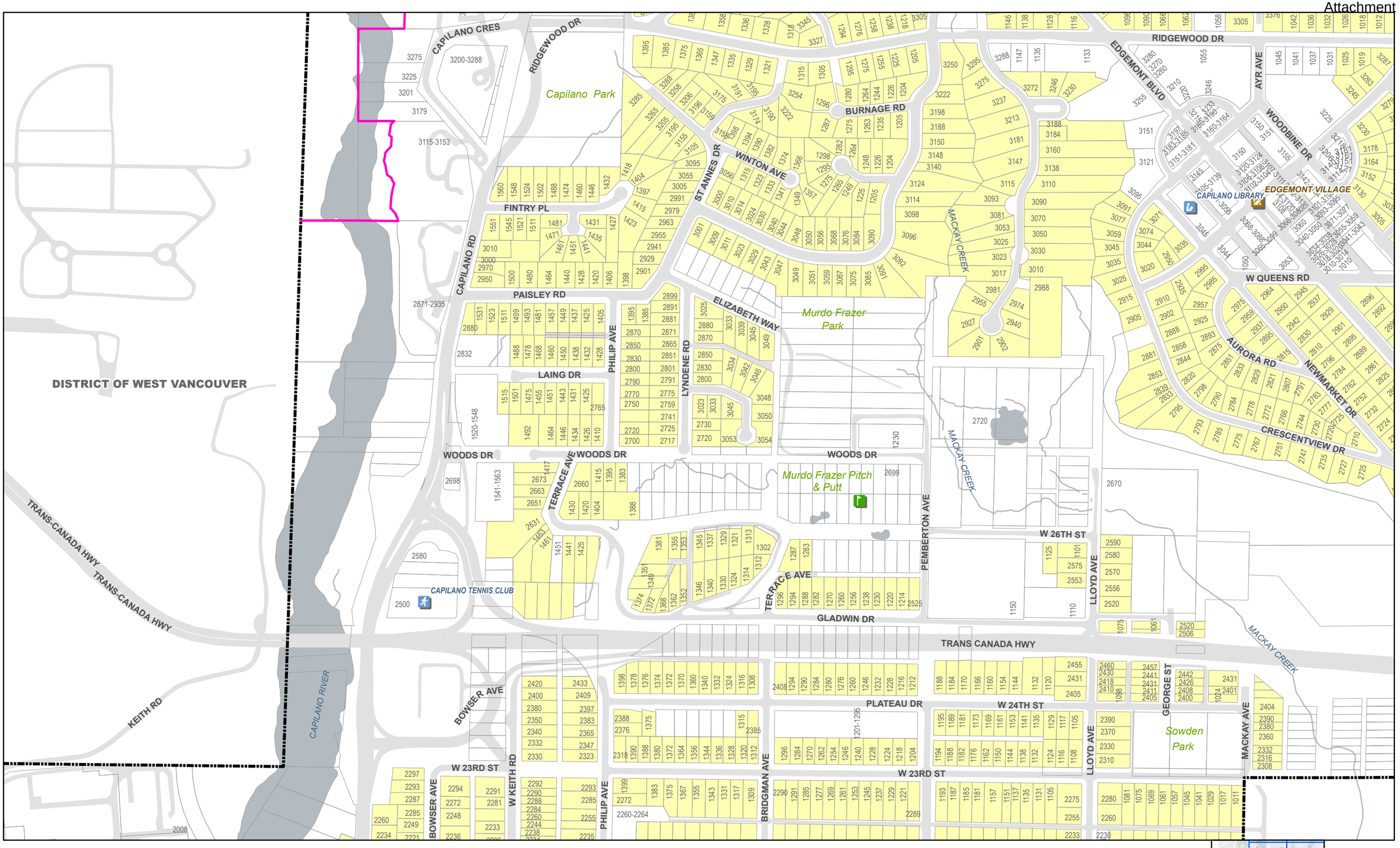
2A09	2B09	2D09
2A07	2B07	2D07
2A05	2B05	2D05

MAP 2B07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 393 Subdivision Modifier

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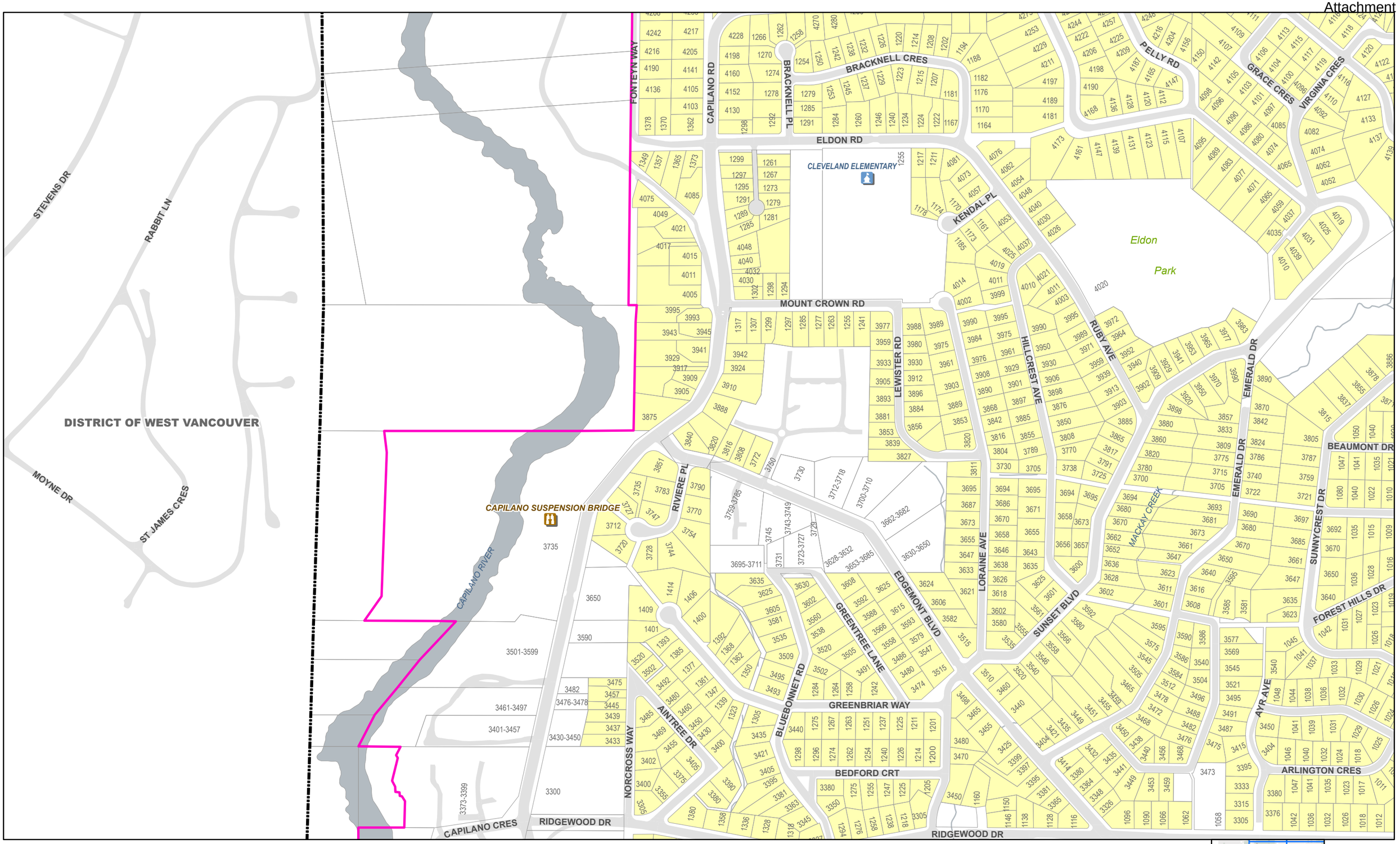
	2B11	2D11
2A09	2B09	2D09
2A07	2B07	2D07

MAP 2B09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 394 Subdivision Modifier

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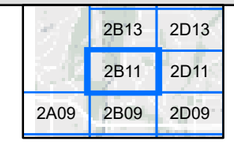
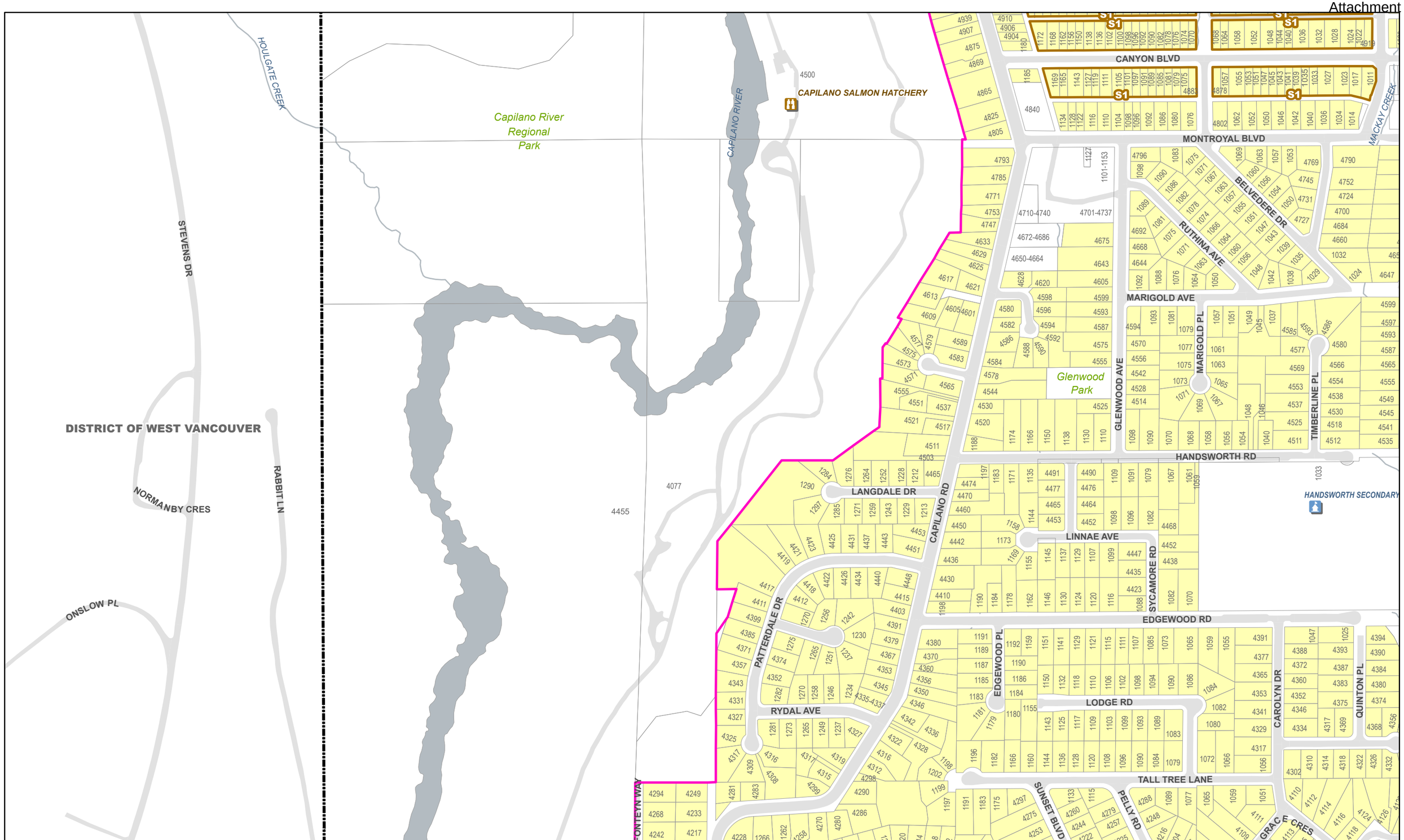


MAP 2B11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 395 Subdivision Modifier

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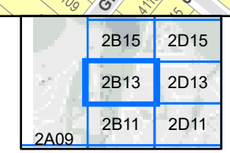
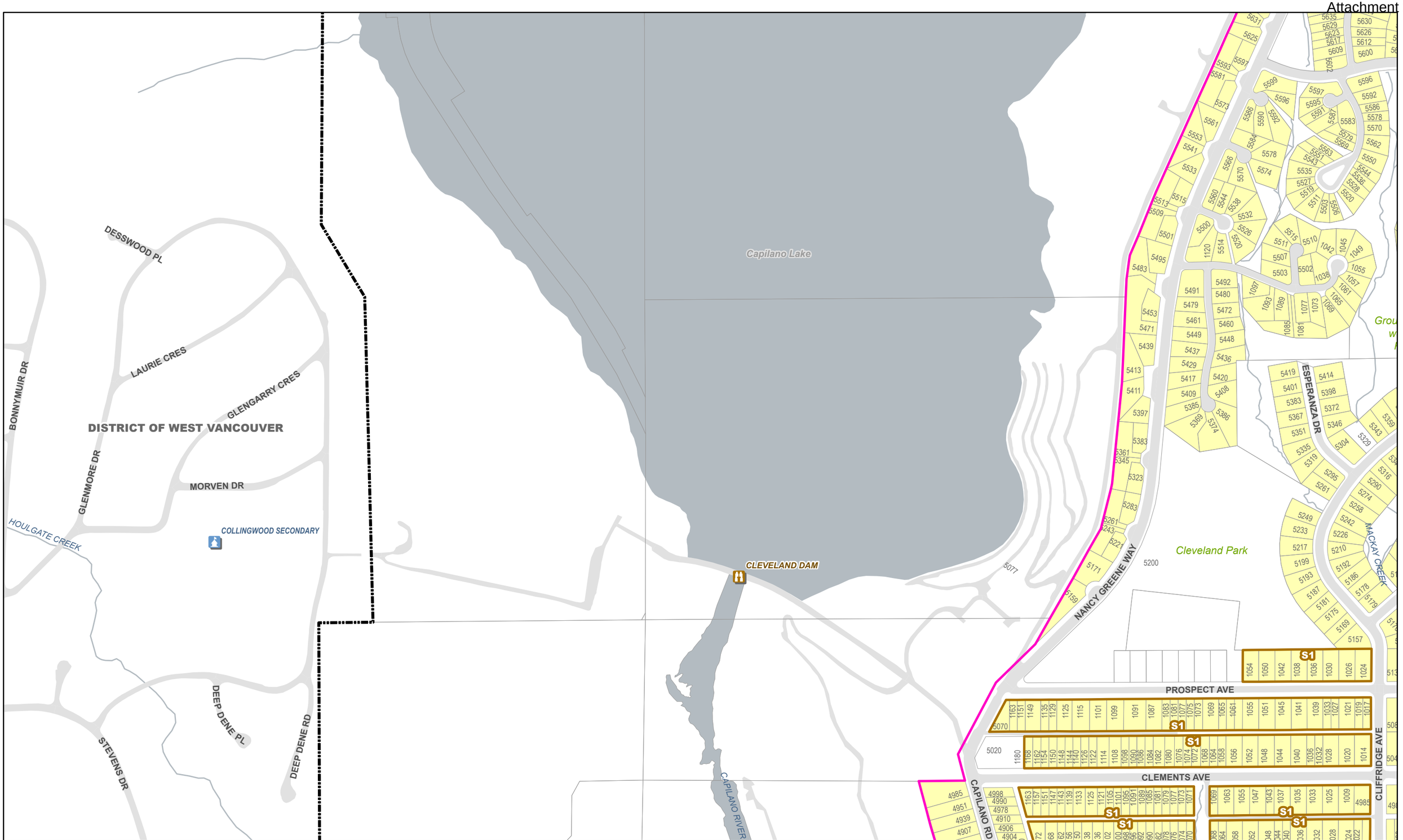


MAP 2B13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 396 Subdivision Modifier

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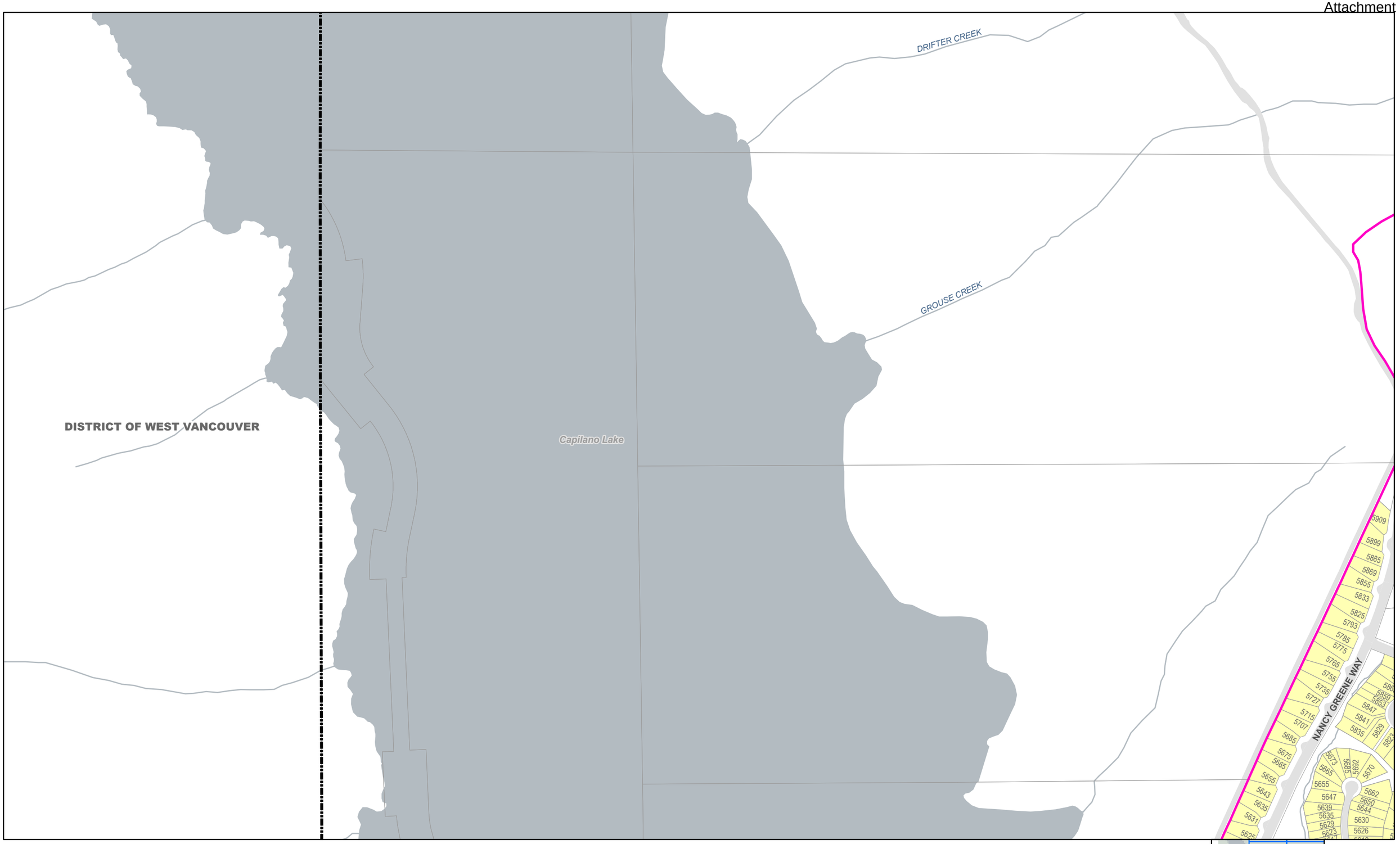
2B17	2D17
2B15	2D15
2B13	2D13

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 397 Subdivision Modifier

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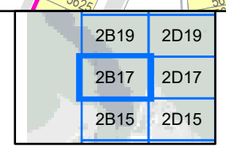
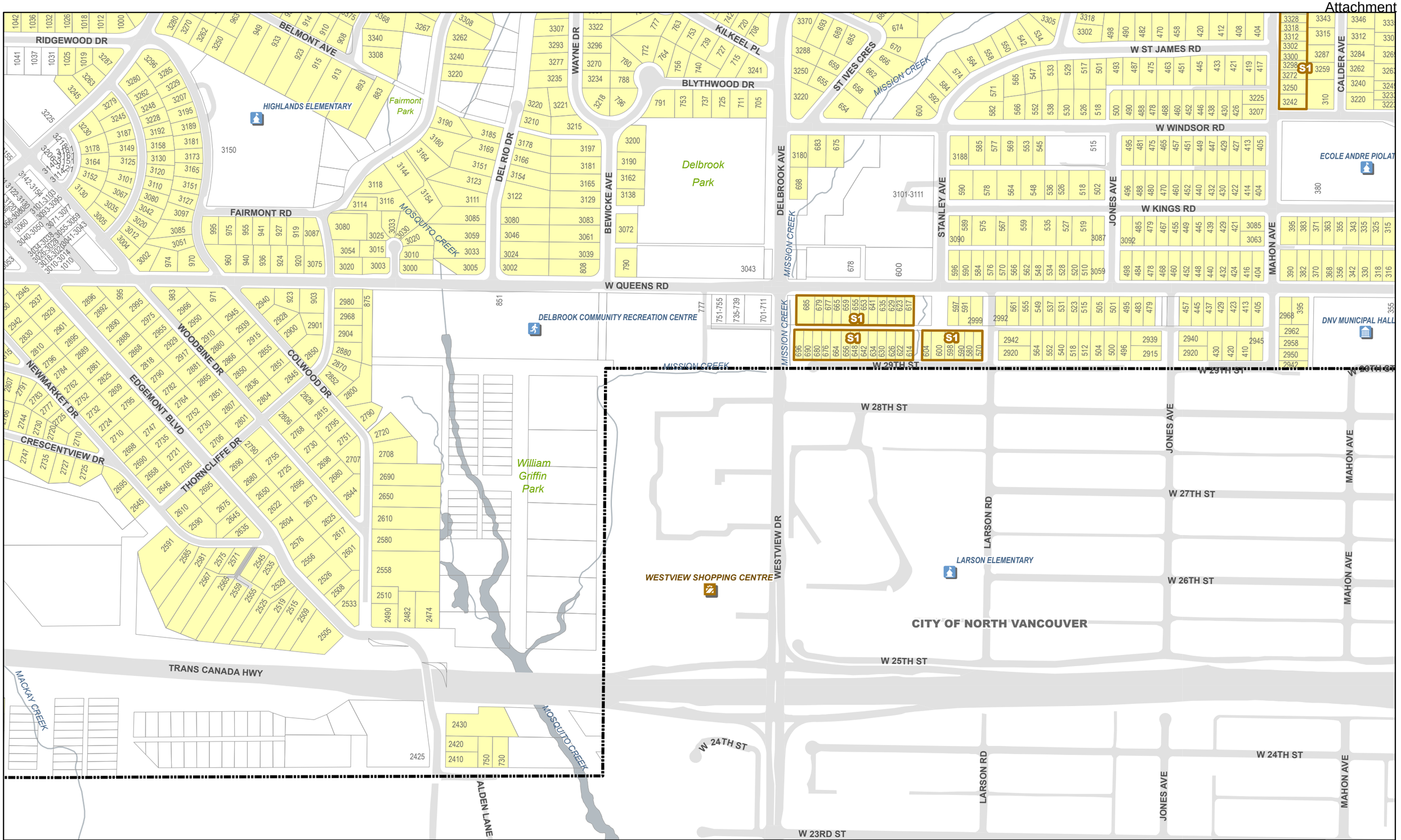


MAP 2B17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 398 Subdivision Modifier

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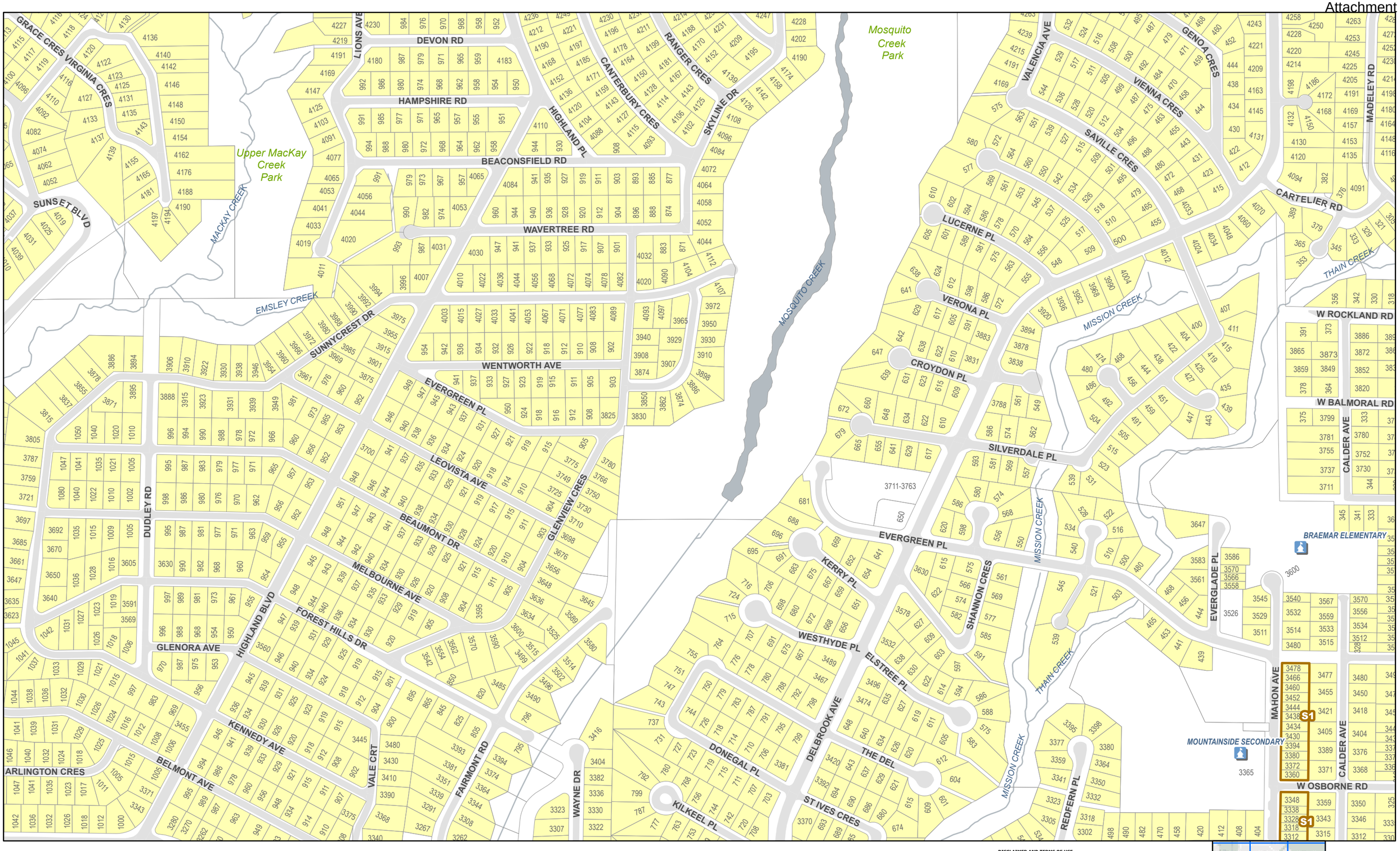
2B11	2D11	2F11
2B09	2D09	2F09
2B07	2D07	2F07

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 399 Subdivision Modifier

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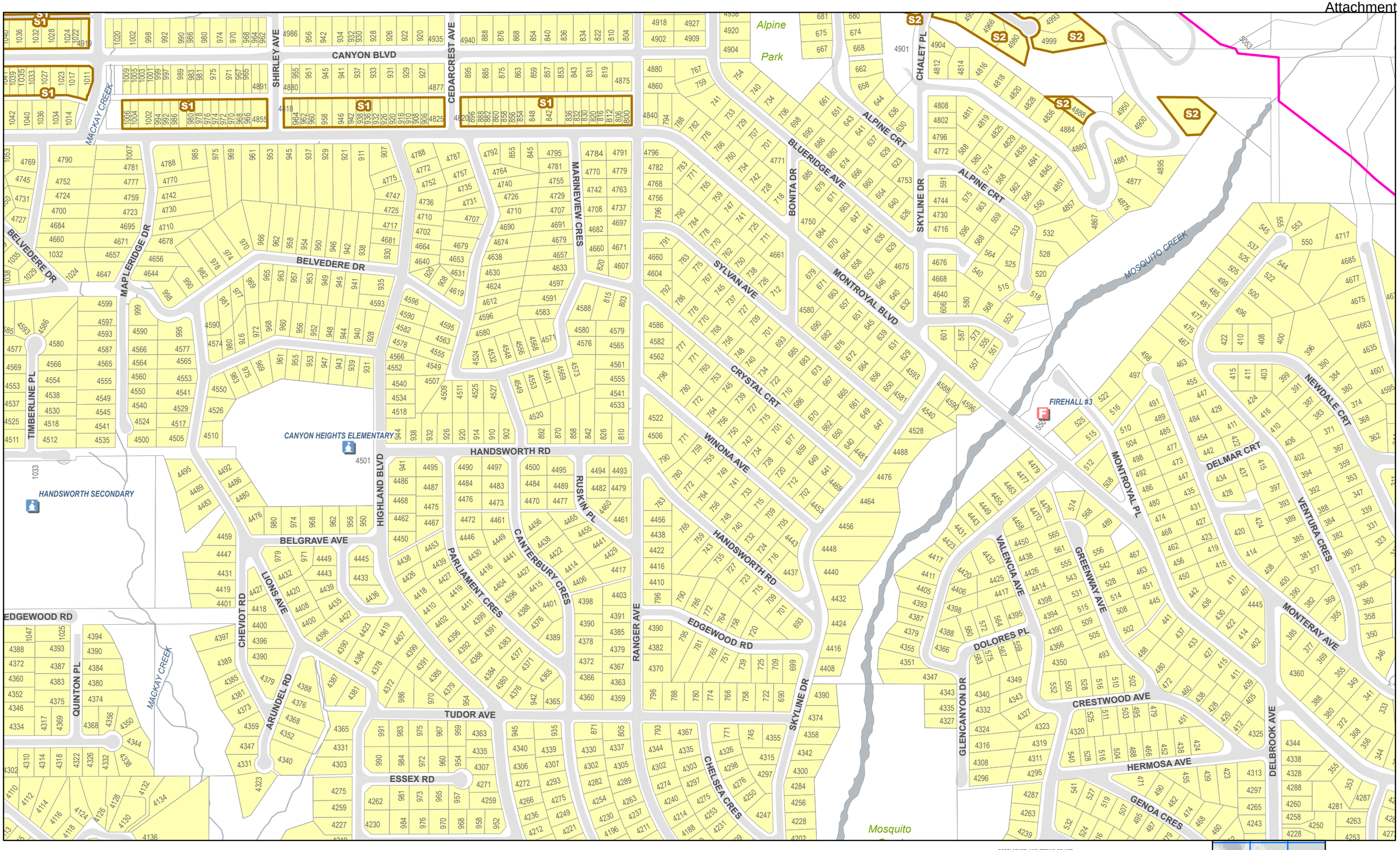
2B13	2D13	2F13
2B11	2D11	2F11
2B09	2D09	2F09

MAP 2D11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 400 Subdivision Modifier

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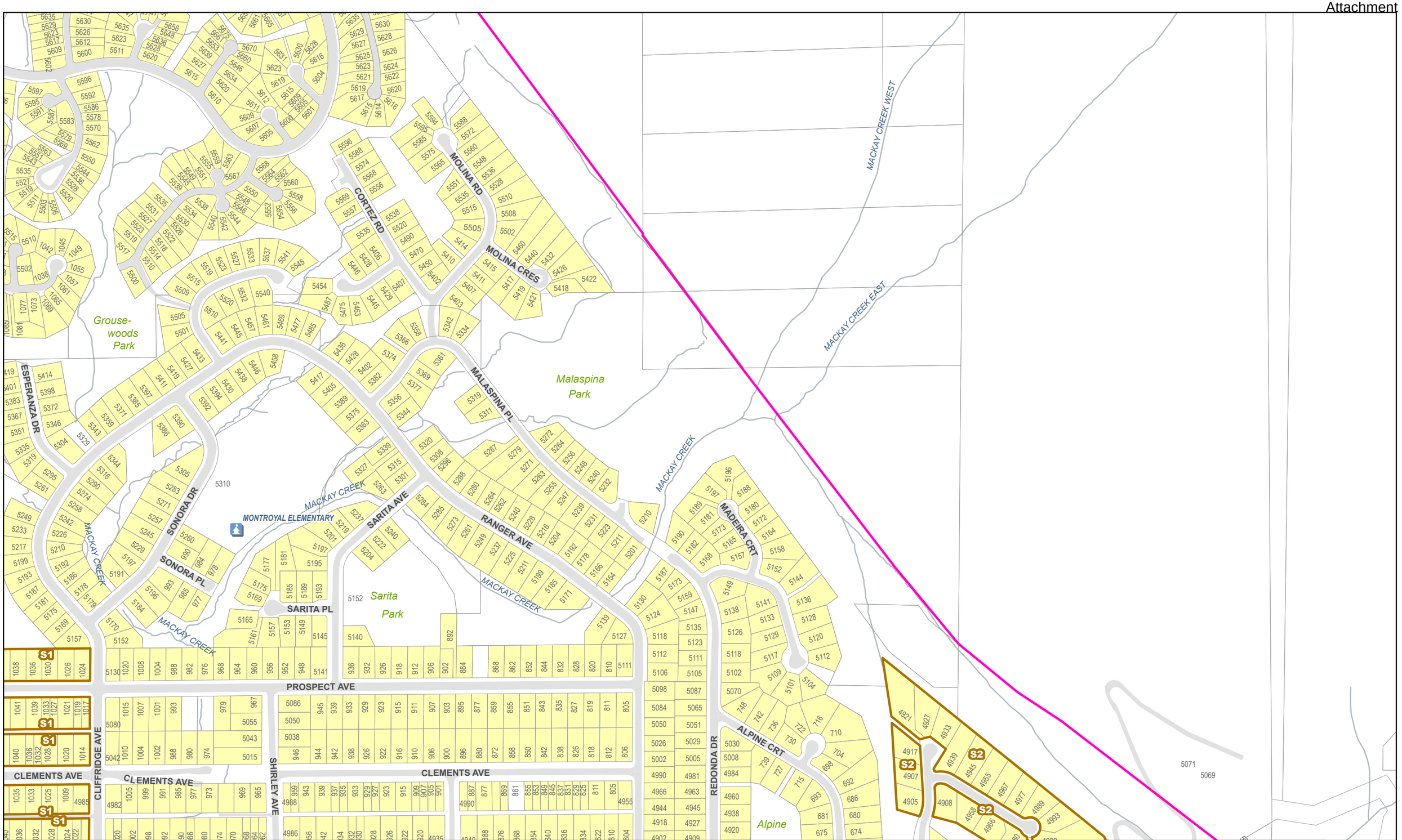
2B15	2D15	2F15
2B13	2D13	2F13
2B11	2D11	2F11

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 401 Subdivision Modifier

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

MAP 2D15

Published: May 19, 2026

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 402 Subdivision Modifier

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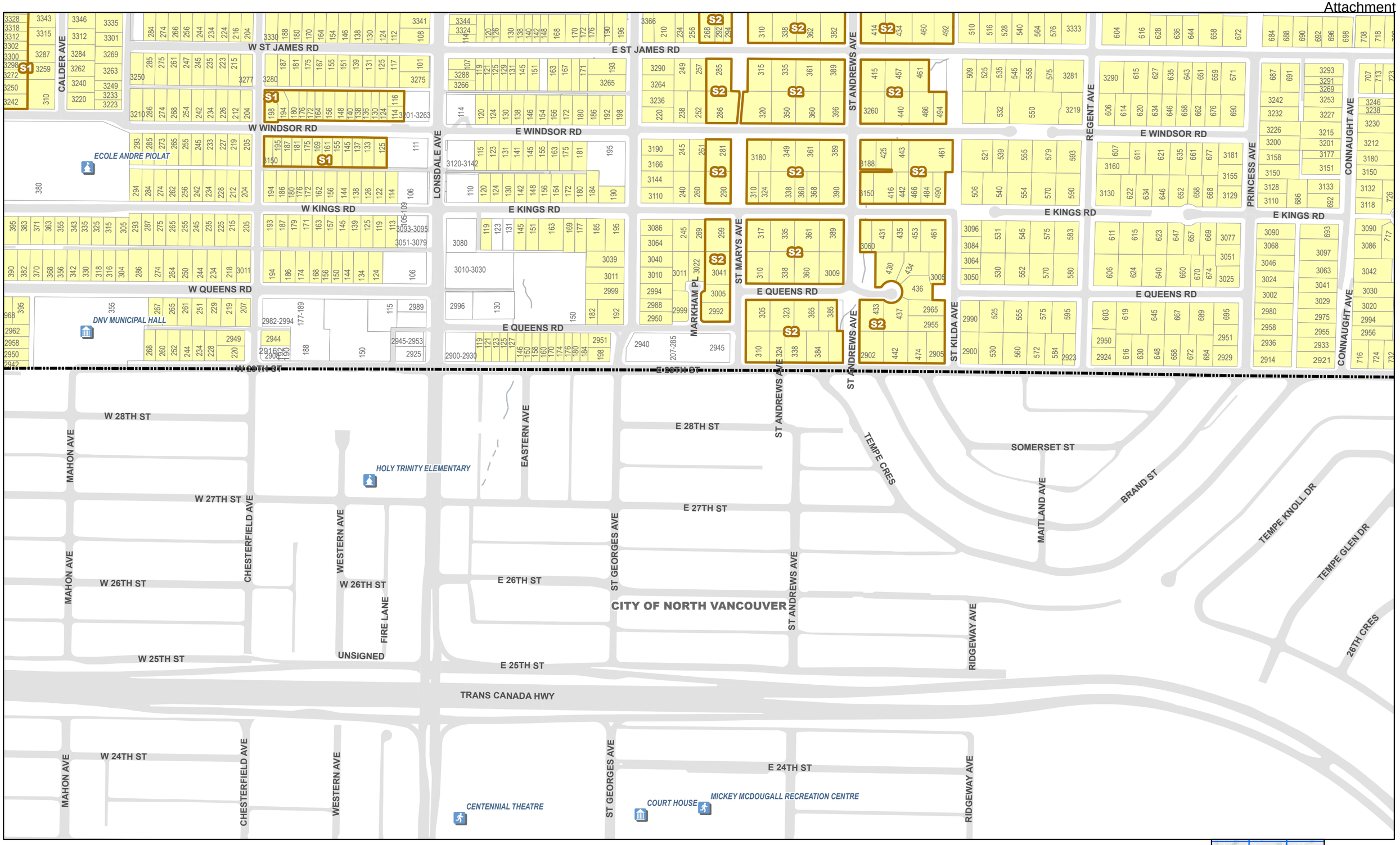
2B19	2D19	2F19
2B17	2D17	2F17
2B15	2D15	2F15

MAP 2D17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 403 Subdivision Modifier

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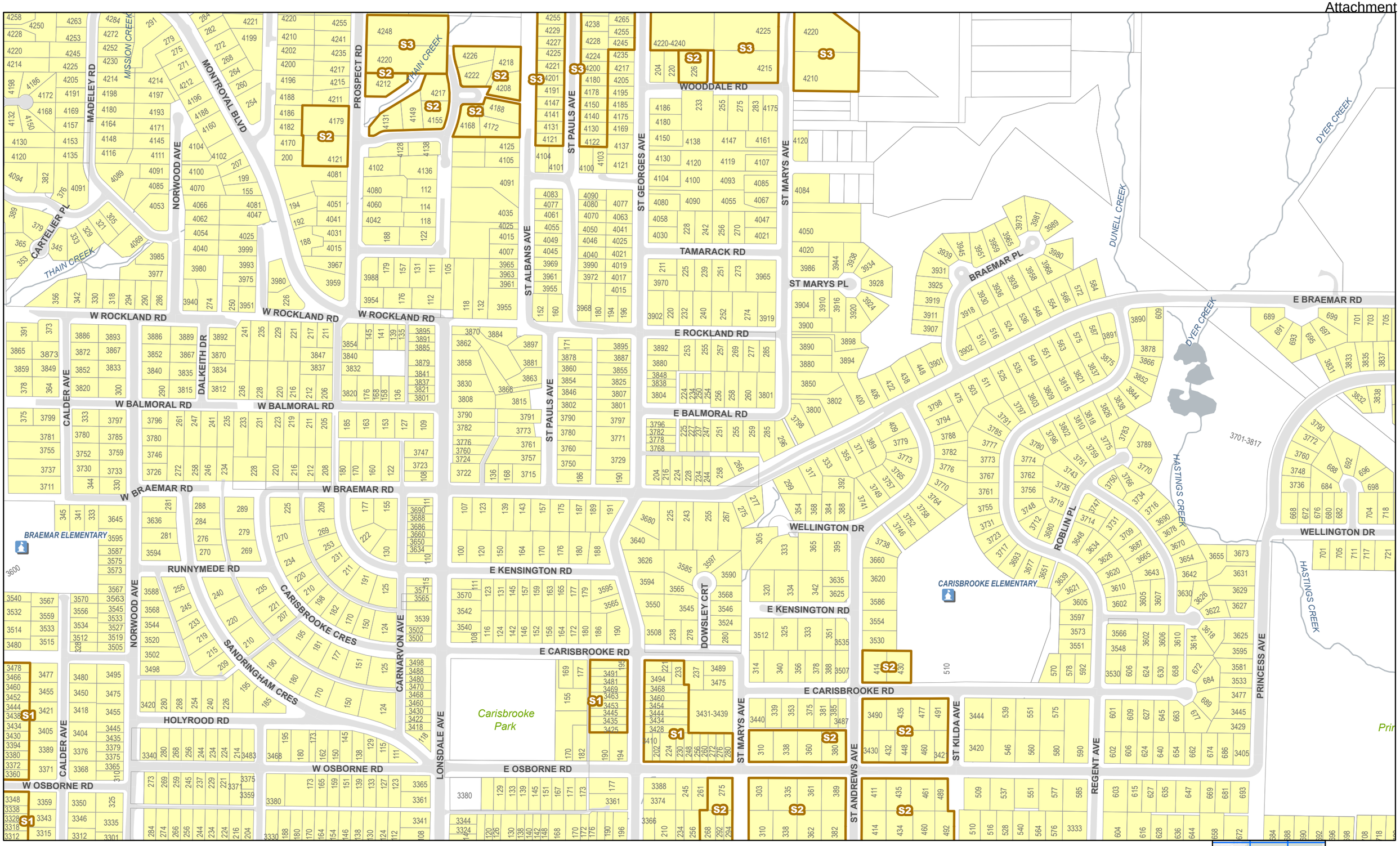
2D11	2F11	2H11
2D09	2F09	2H09
2D07	2F07	2H07

MAP 2F09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 404 Subdivision Modifier

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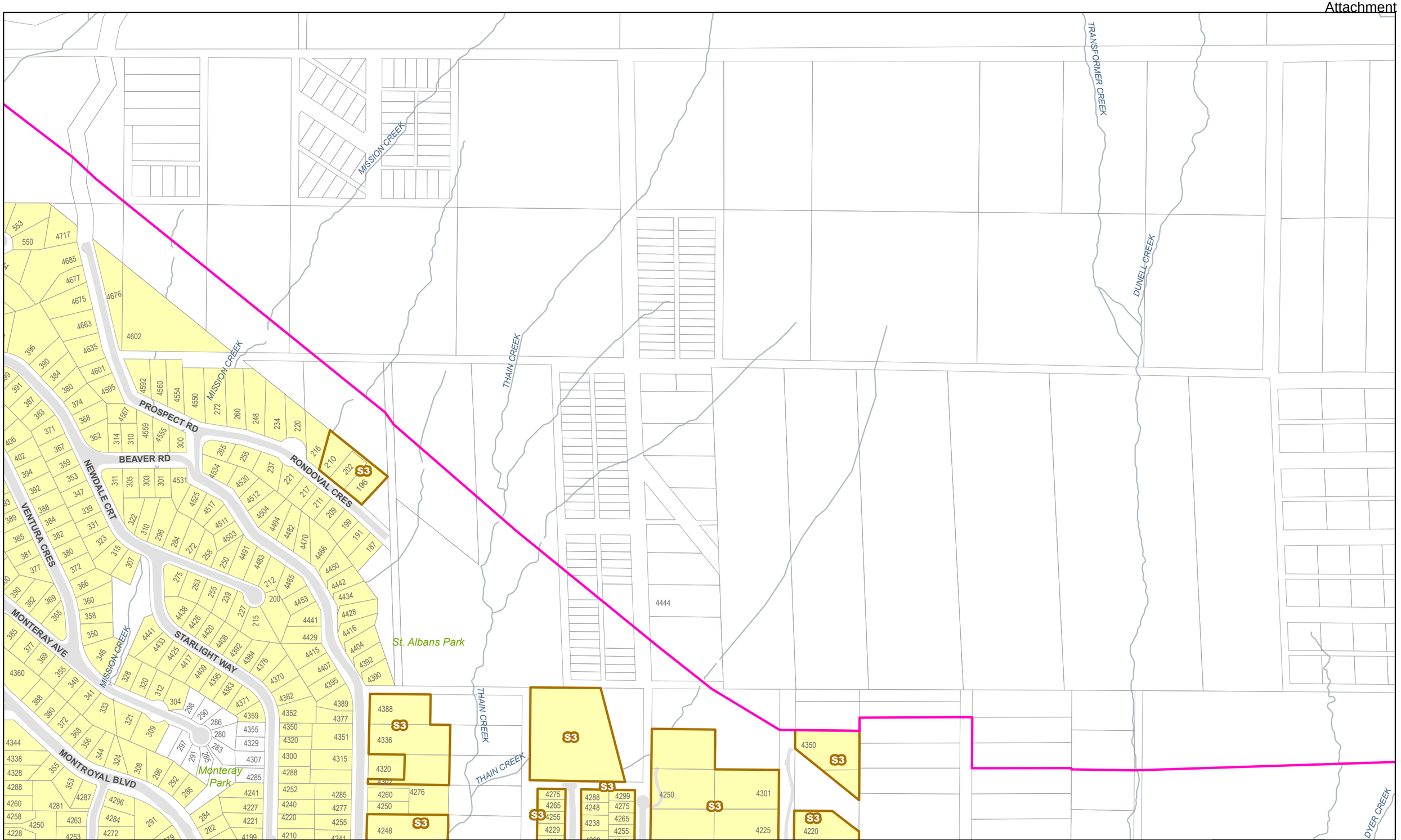
2D13	2F13	2H13
2D11	2F11	2H11
2D09	2F09	2H09

MAP 2F11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 405 Subdivision Modifier

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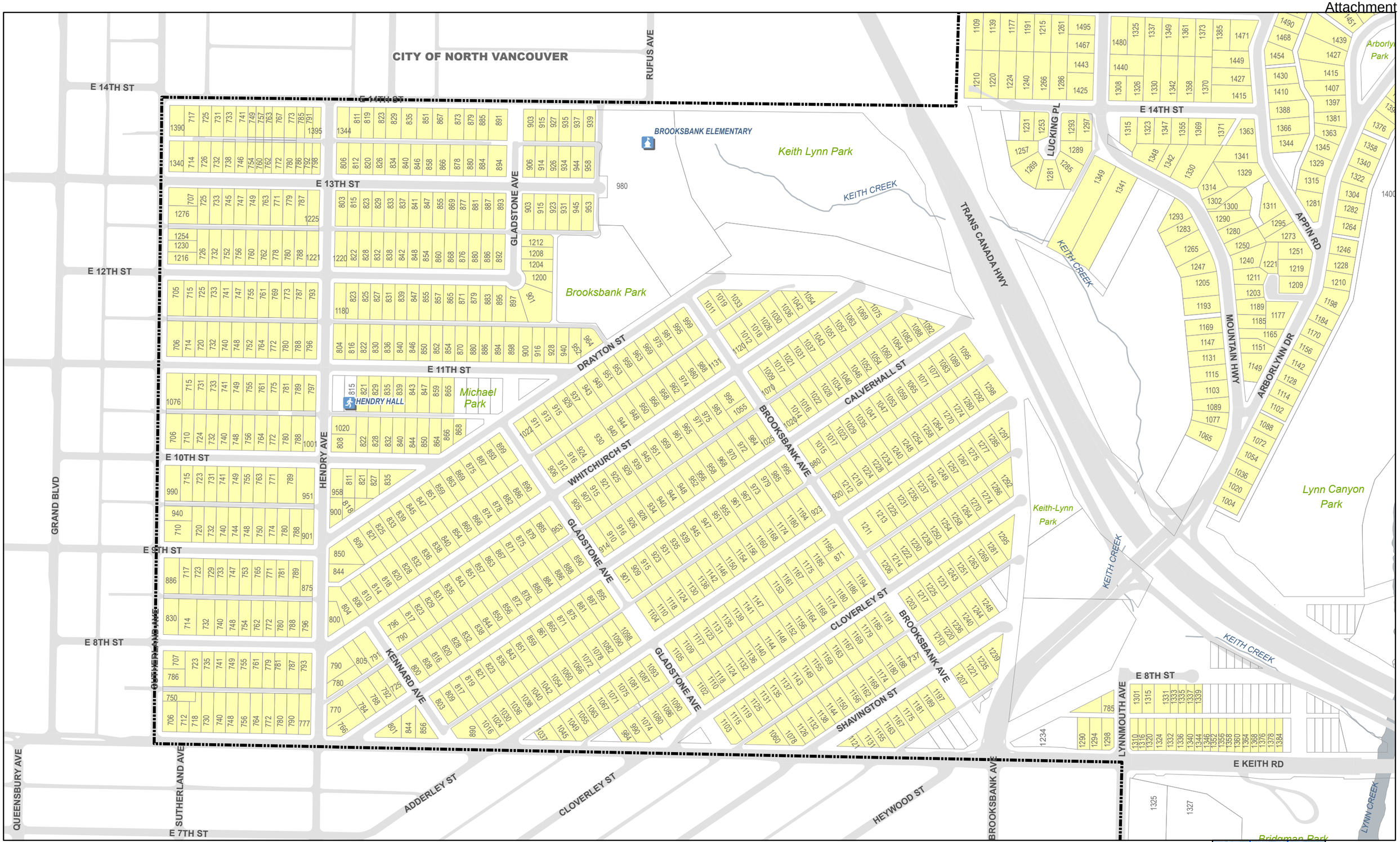
2D15	2F15	2H15
2D13	2F13	2H13
2D11	2F11	2H11

MAP 2F13

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 406 Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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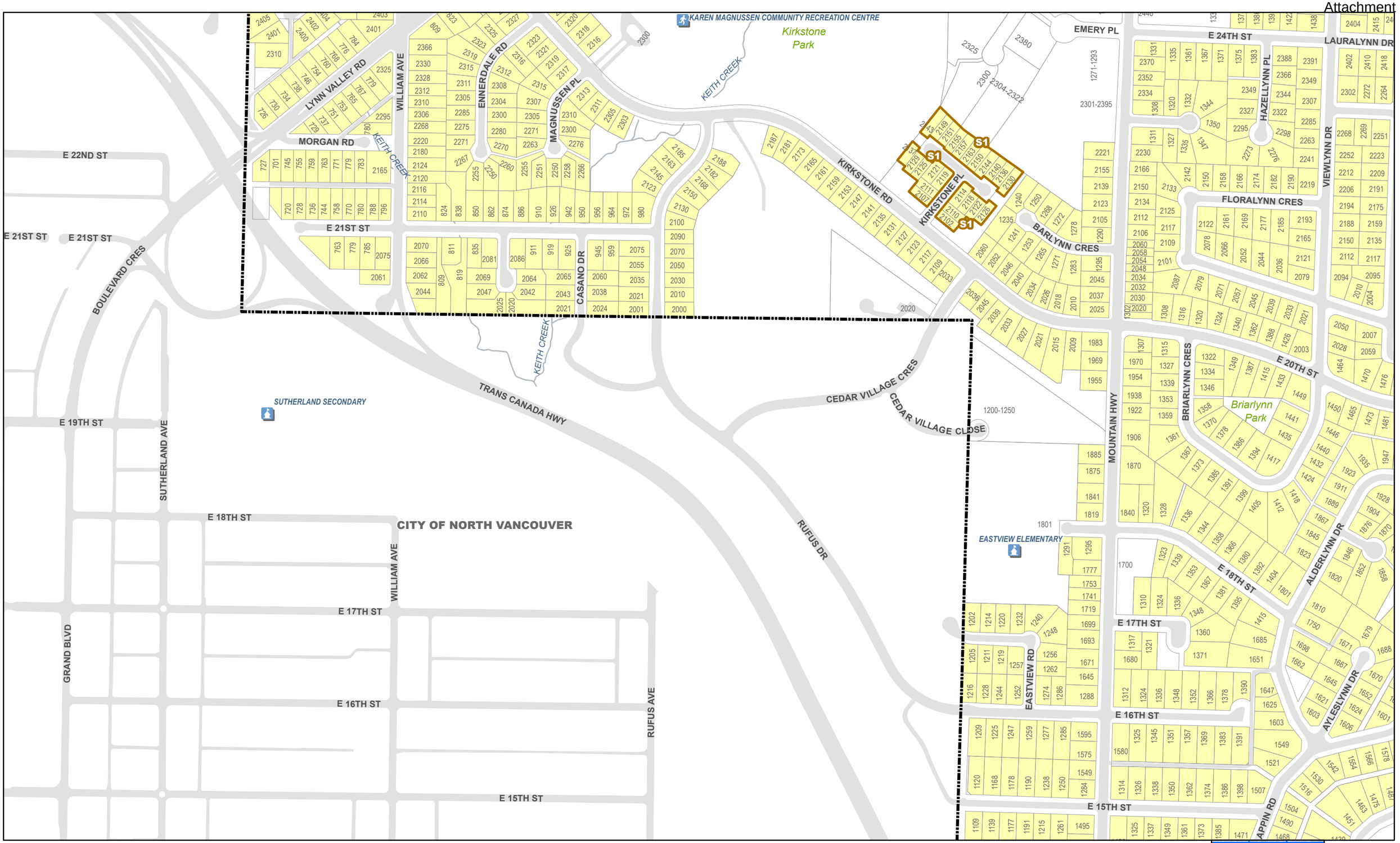
2F07	2H07	2J07
2F05	2H05	2J05
2F03	2H03	2J03

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 407 Subdivision Modifier

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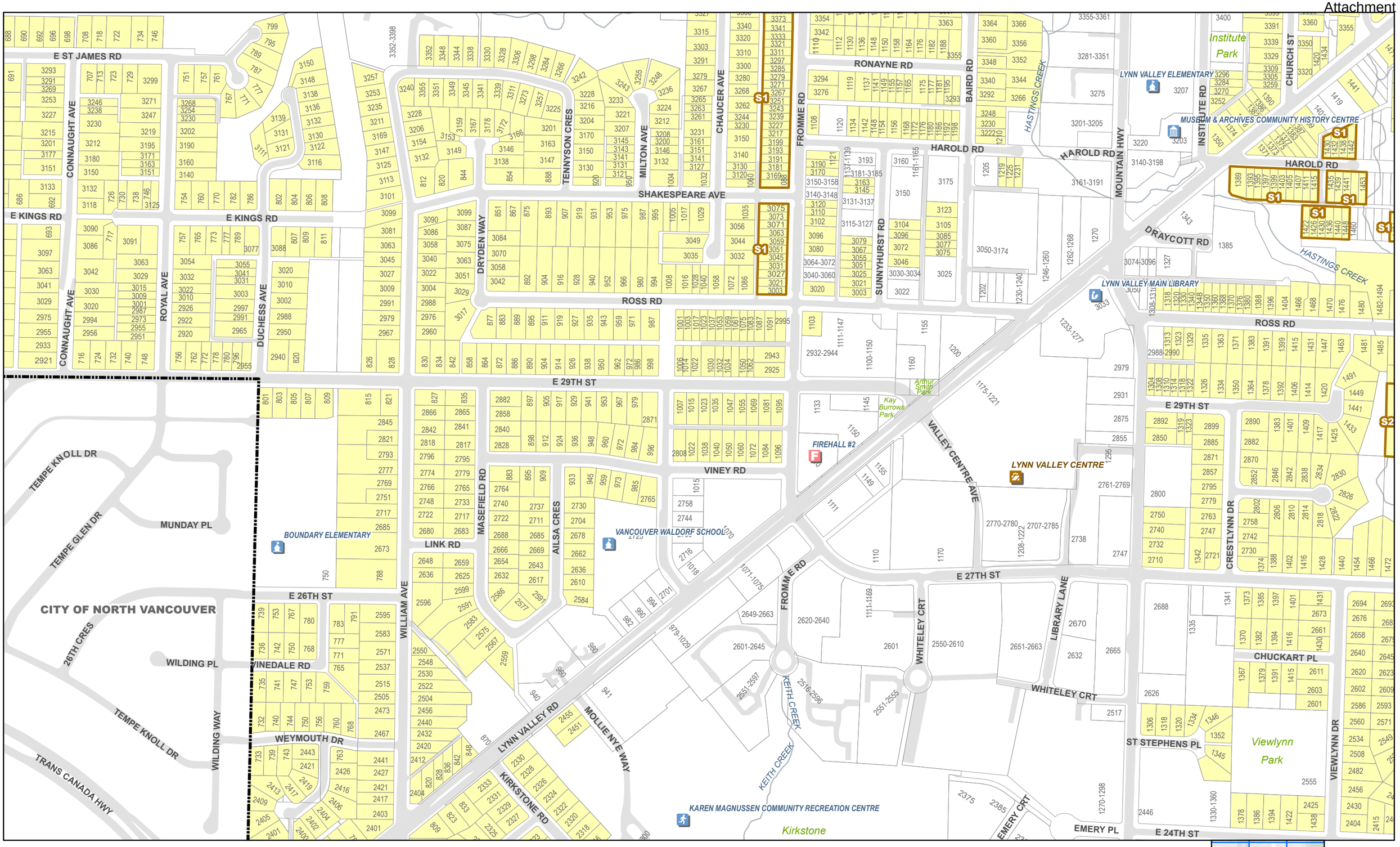
2F09	2H09	2J09
2F07	2H07	2J07
2F05	2H05	2J05

MAP 2H07

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 408 Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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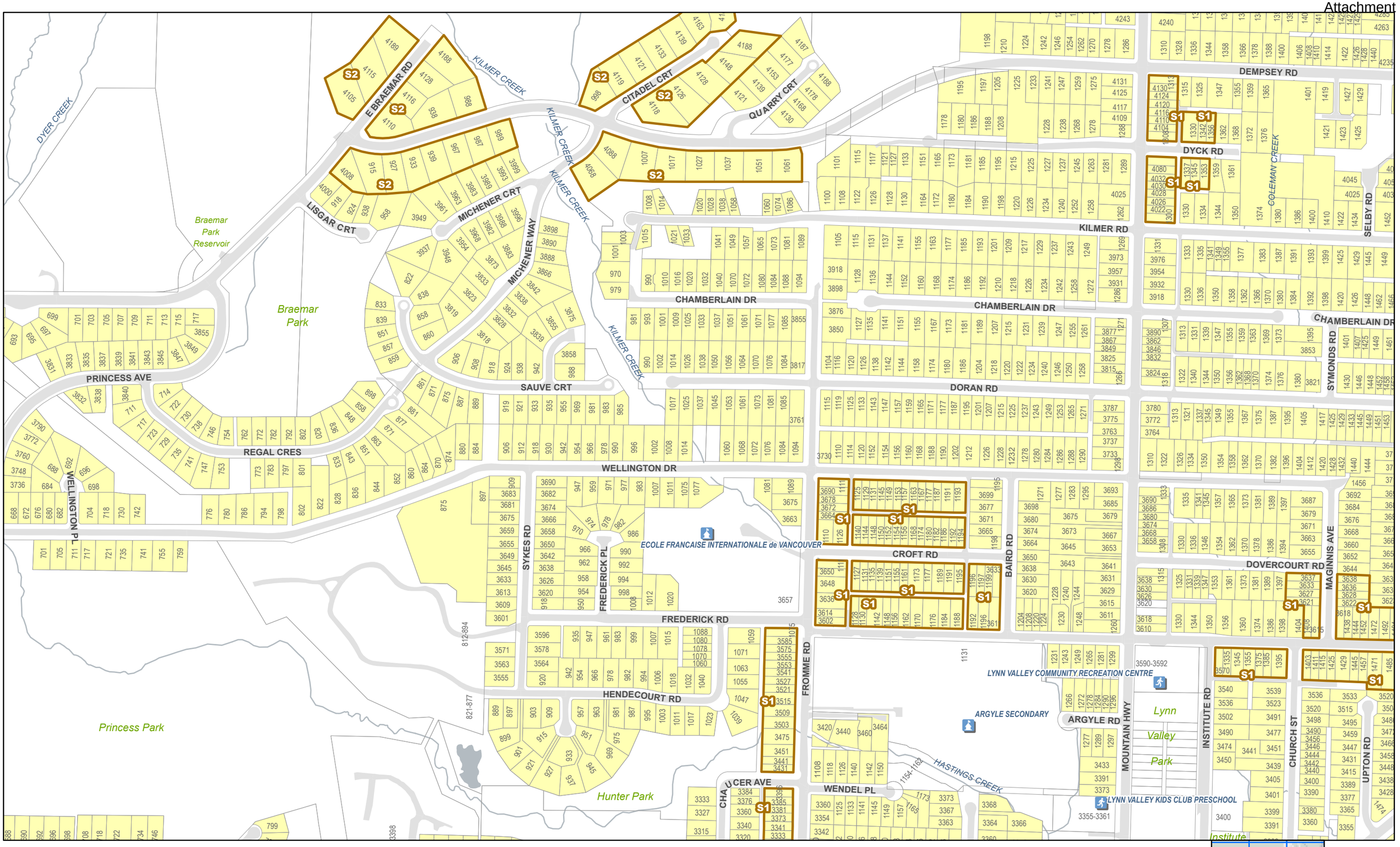
2F11	2H11	2J11
2F09	2H09	2J09
2F07	2H07	2J07

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 409 Subdivision Modifier

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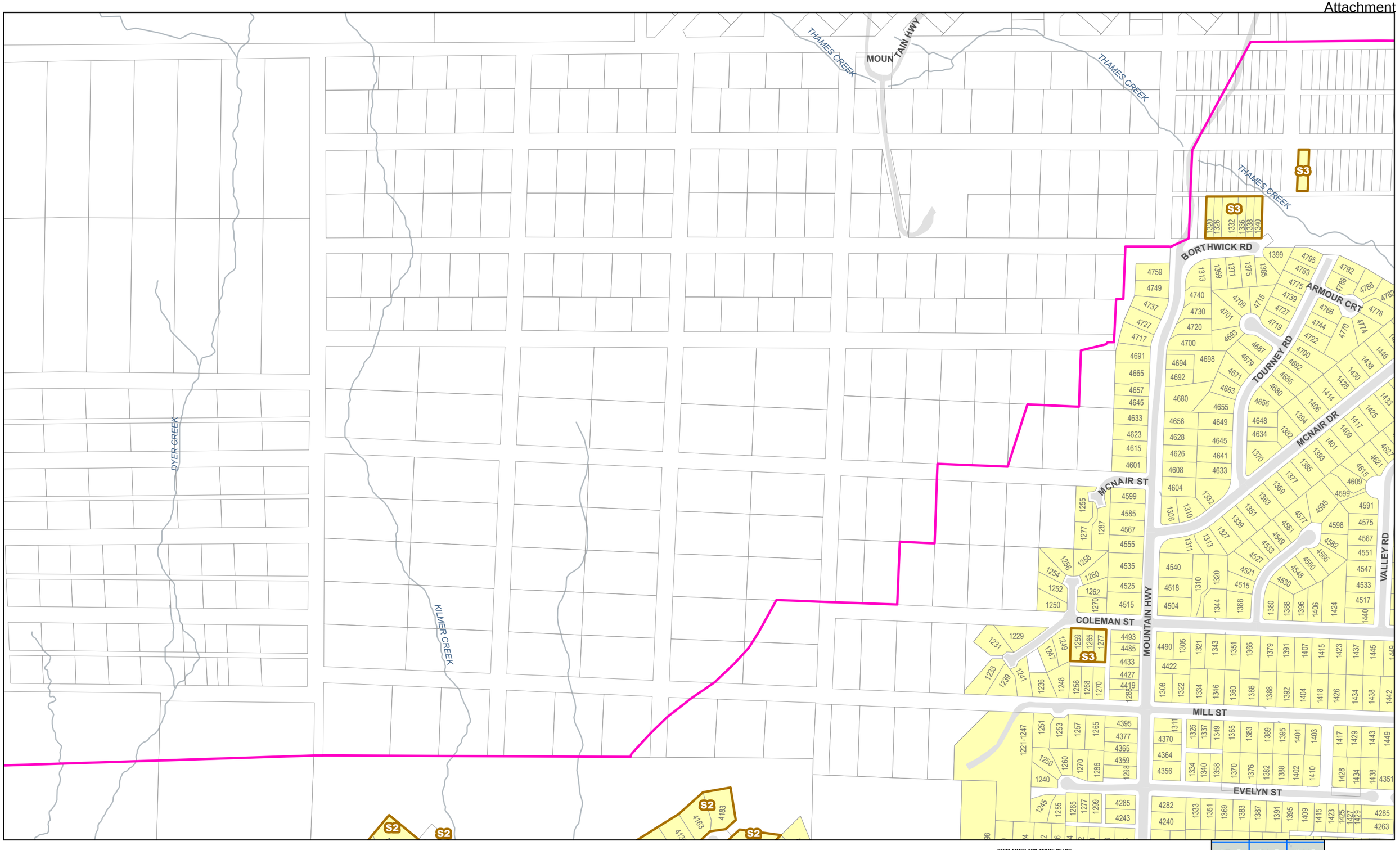
2F13	2H13	2J13
2F11	2H11	2J11
2F09	2H09	2J09

MAP 2H11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 410 Subdivision Modifier

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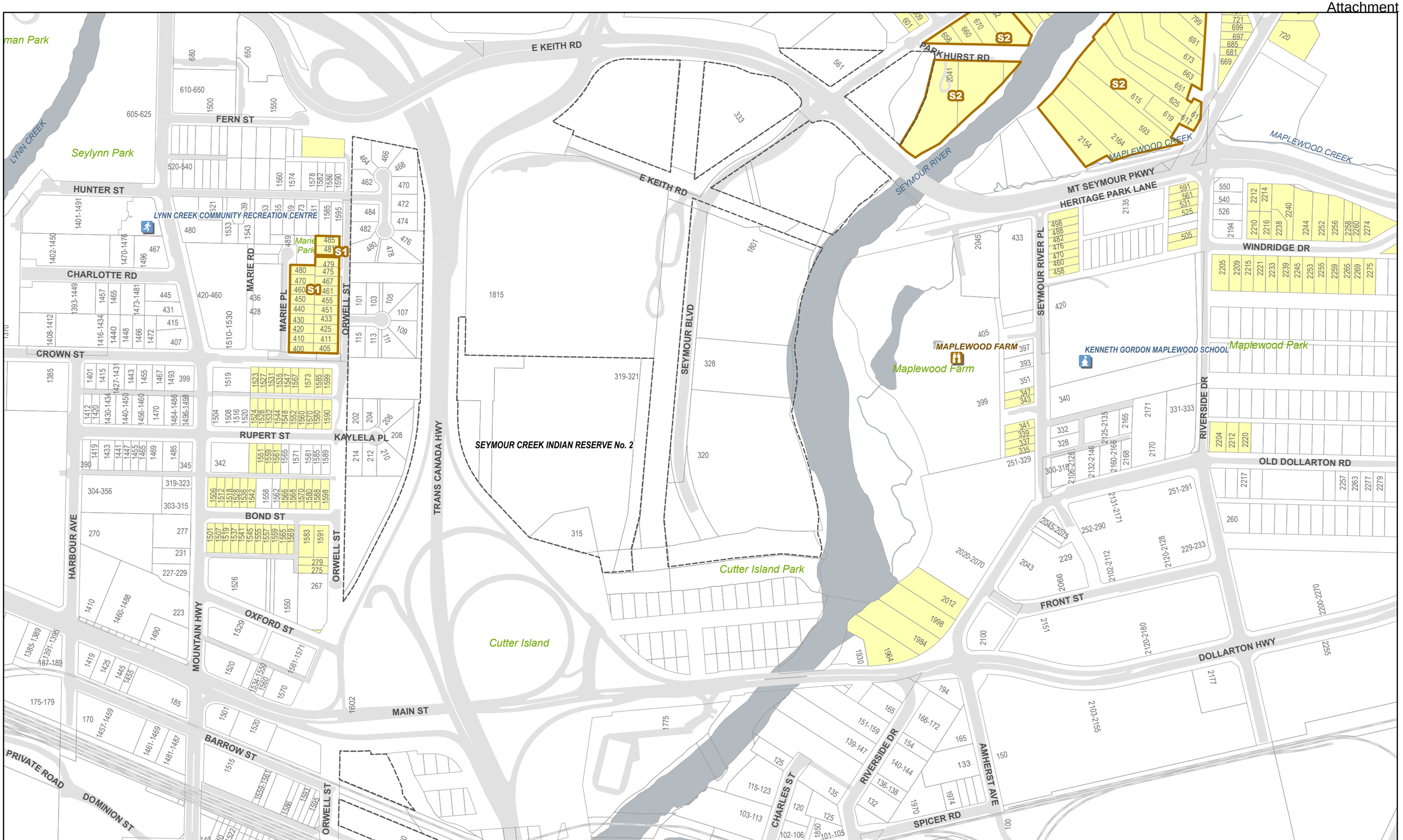
2F15	2H15	2J15
2F13	2H13	2J13
2F11	2H11	2J11

MAP 2H13

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 411 Subdivision Modifier

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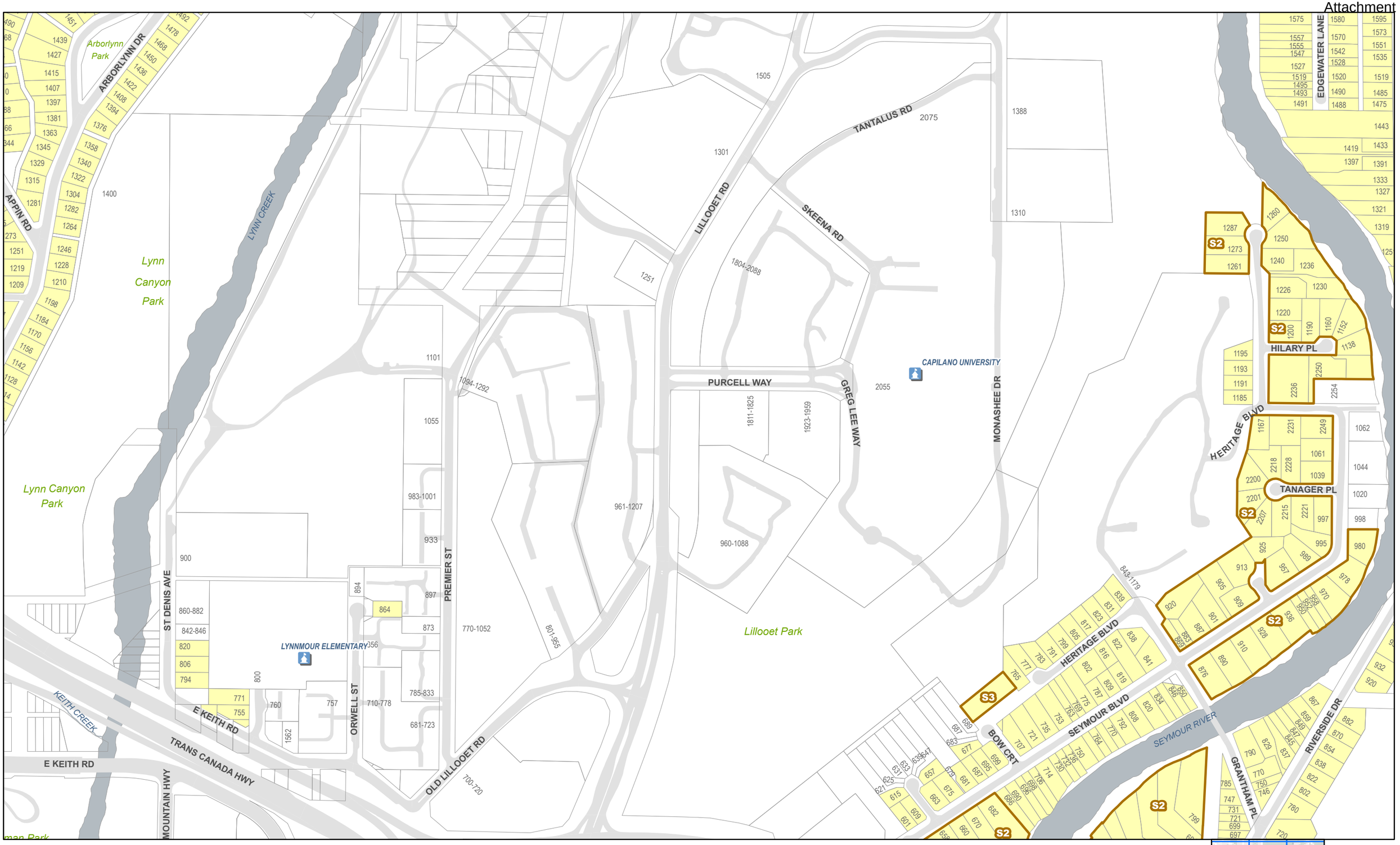
2H05	2J05	2L05
2H03	2J03	2L03
2H01	2J01	2L01

MAP 2J03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 412 Subdivision Modifier

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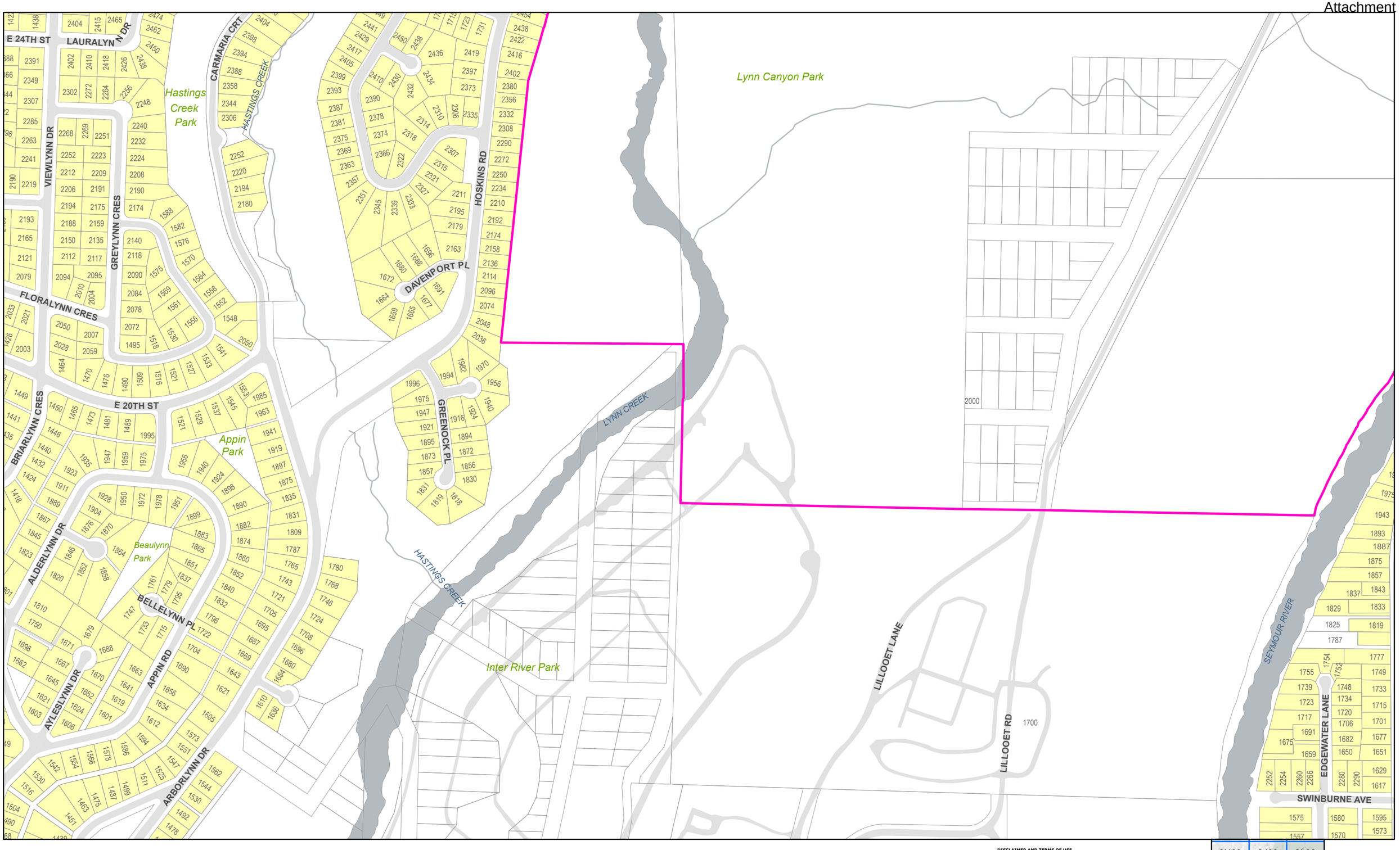
2H07	2J07	2L07
2H05	2J05	2L05
2H03	2J03	2L03

MAP 2J05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 413 Subdivision Modifier

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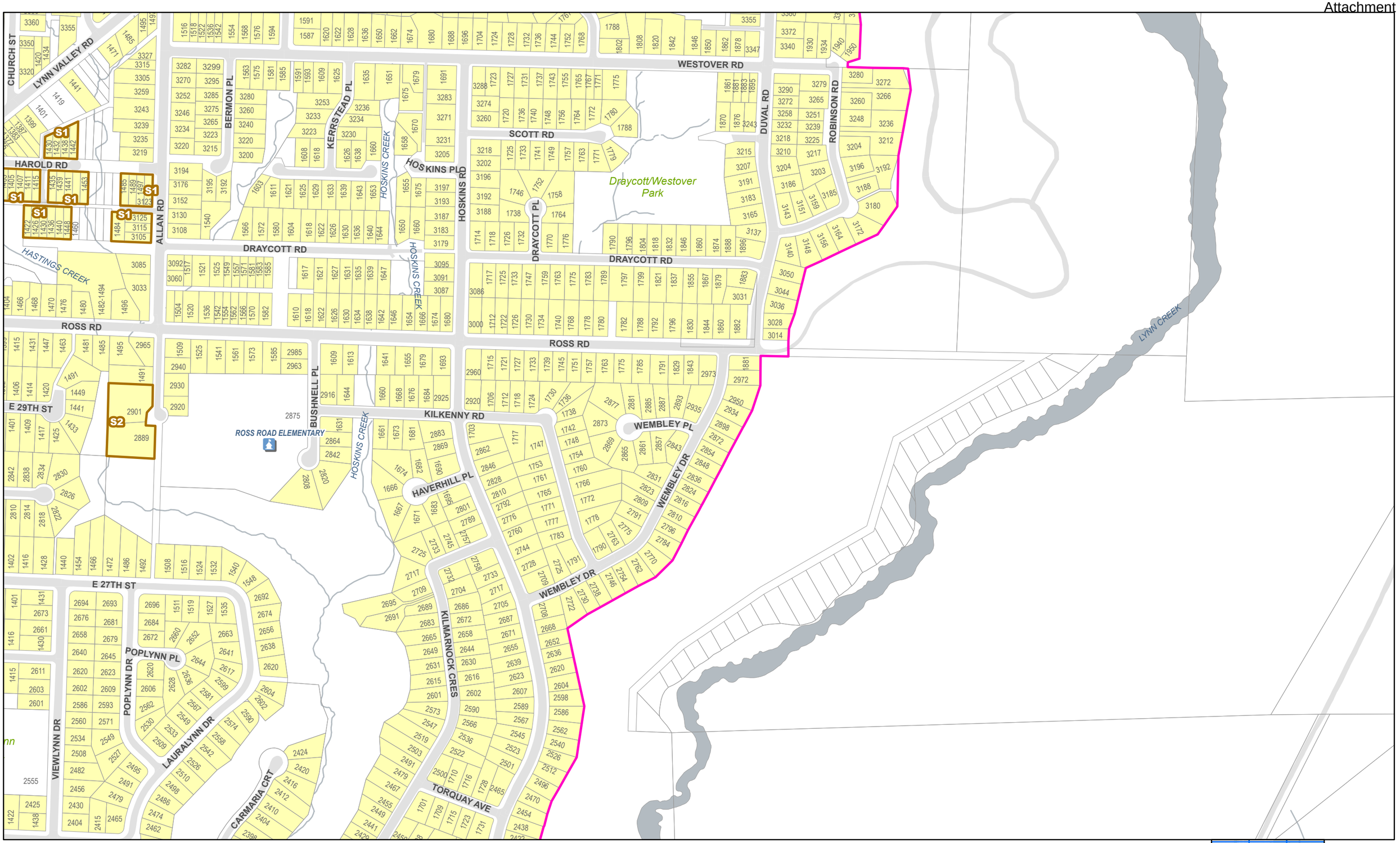
2H09	2J09	2L09
2H07	2J07	2L07
2H05	2J05	2L05

MAP 2J07

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 | R2 | 414 | Subdivision Modifier

0 50 100 200 Meters

1:4,200

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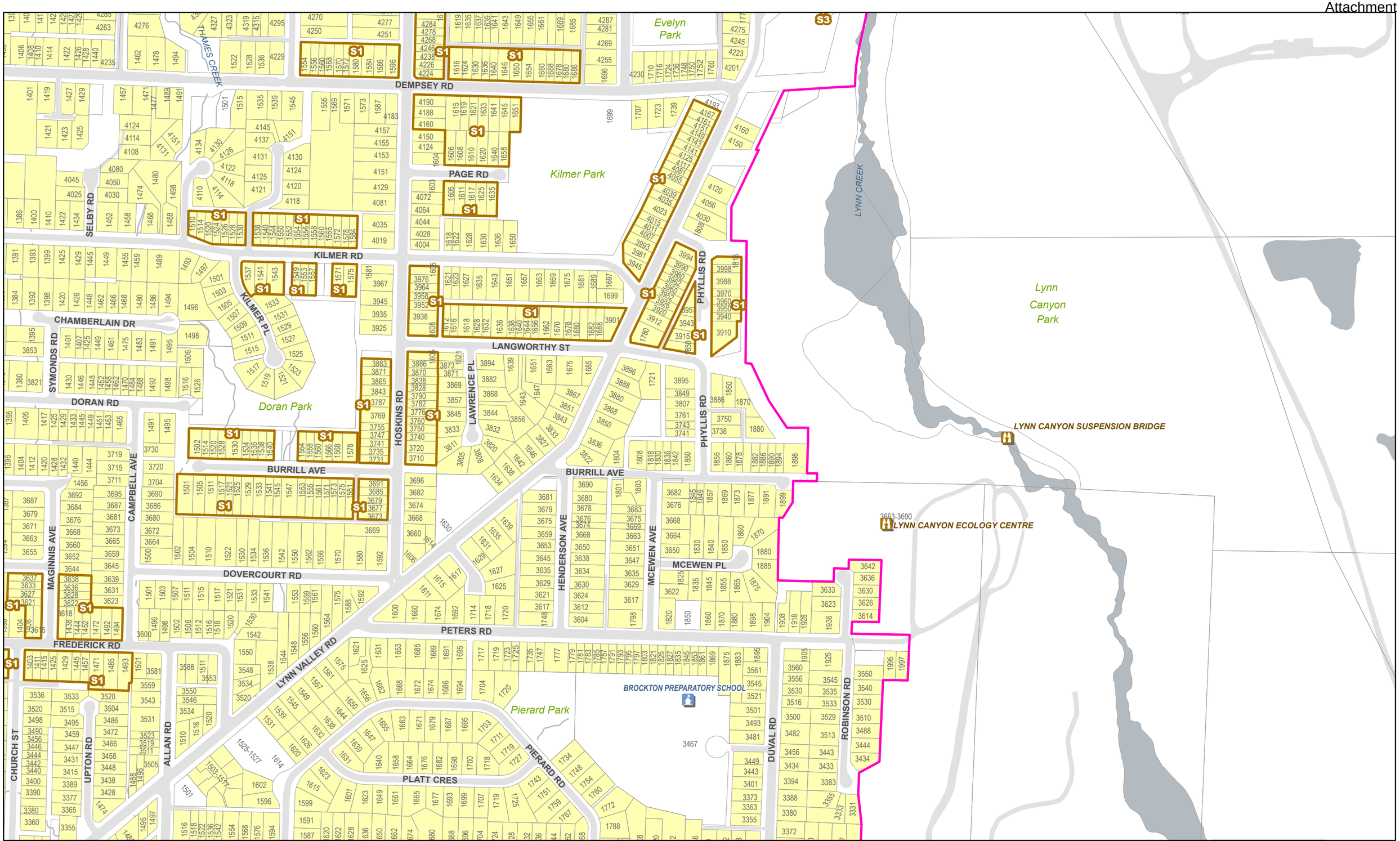
2H11	2J11	2L11
2H09	2J09	2L09
2H07	2J07	2L07

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 415 Subdivision Modifier

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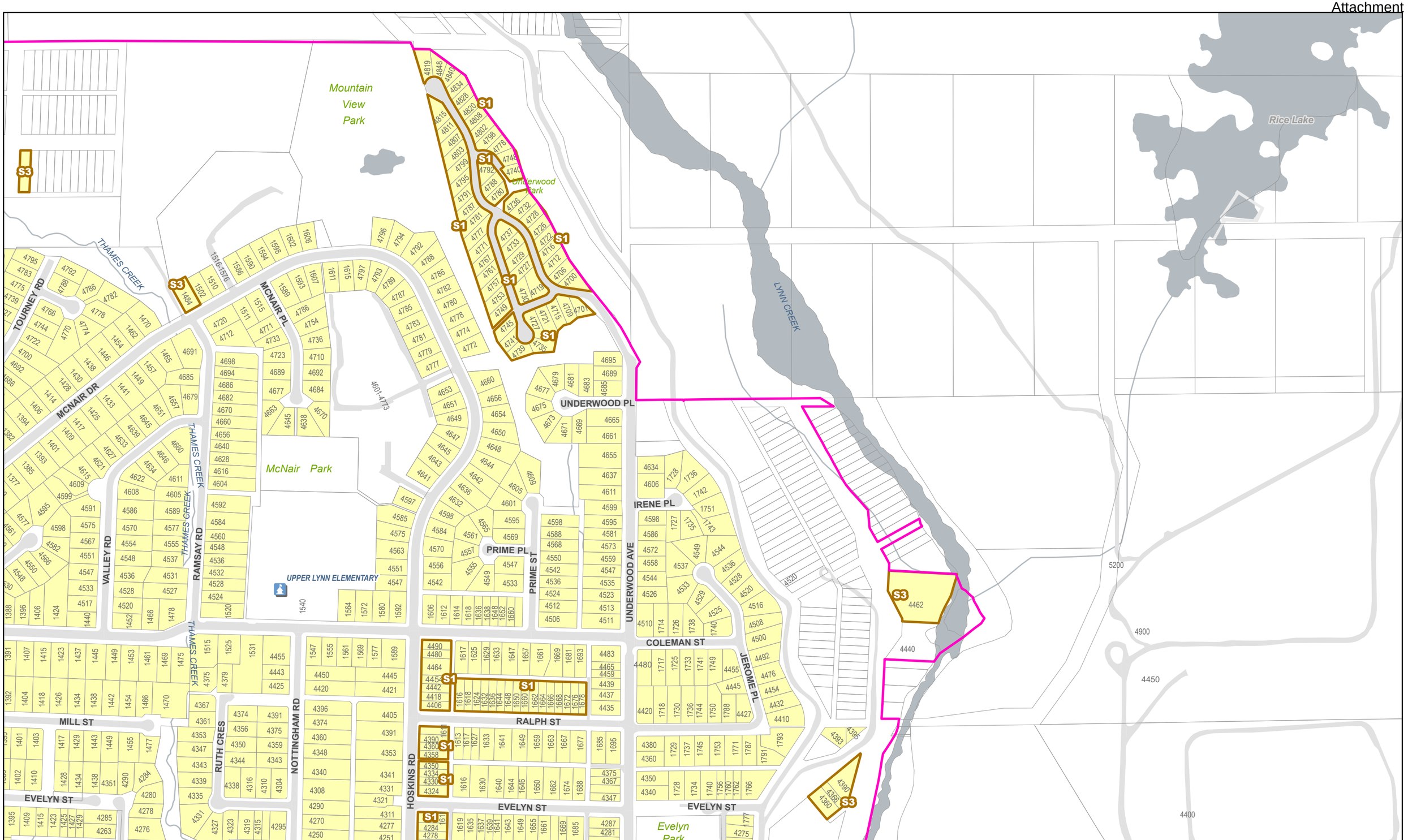
2H13	2J13	2L13
2H11	2J11	2L11
2H09	2J09	2L09

MAP 2J11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 416 Subdivision Modifier

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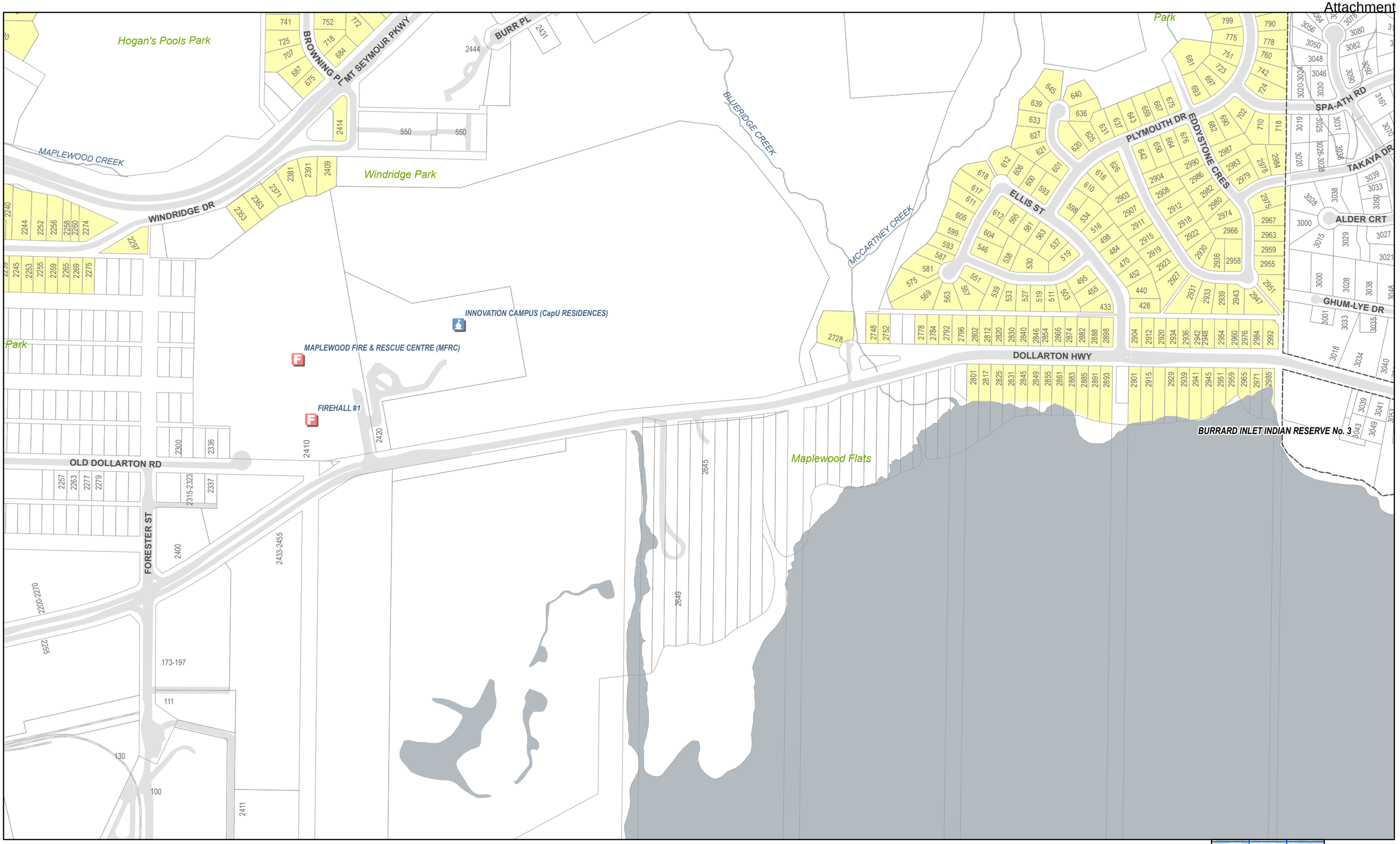
2H15	2J15	2L15
2H13	2J13	2L13
2H11	2J11	2L11

MAP 2J13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 417 Subdivision Modifier

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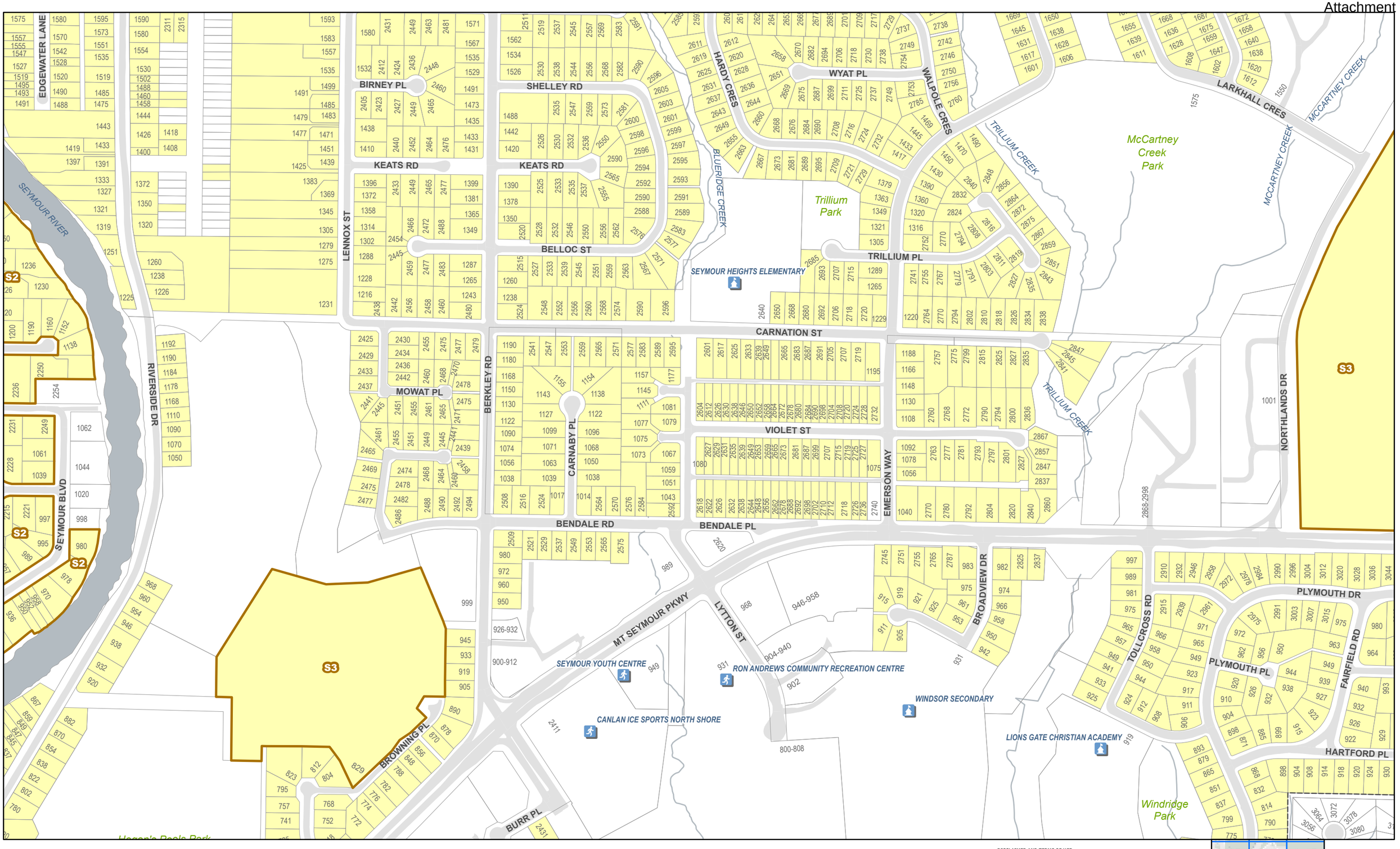
2J05	2L05	2N05
2J03	2L03	2N03
2J01	2L01	2N01

MAP 2L03

Published: Jun 8, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 418 Subdivision Modifier

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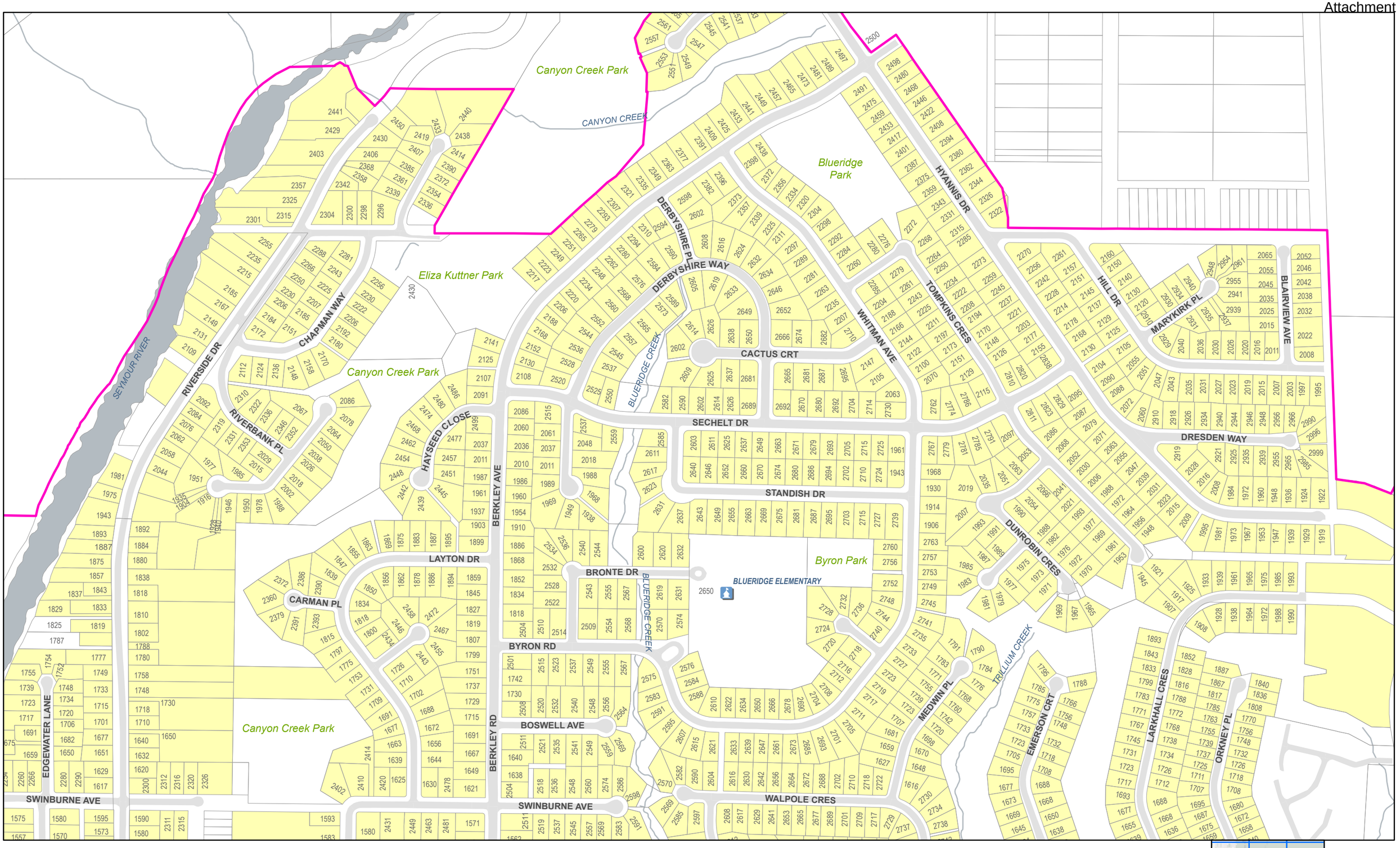
2J07	2L07	2N07
2J05	2L05	2N05
2J03	2L03	2N03

MAP 2L05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 419 Subdivision Modifier

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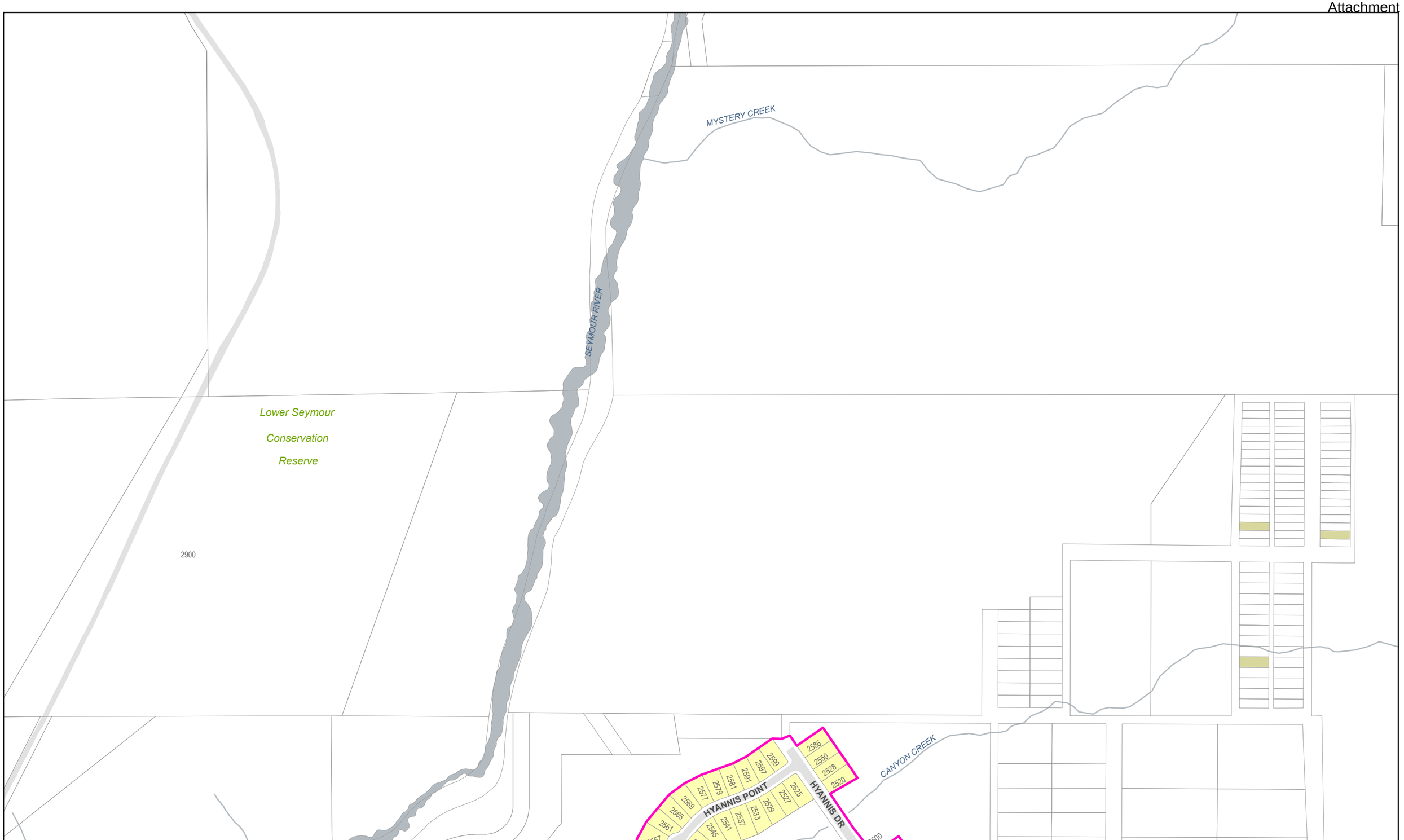
2J09	2L09	2N09
2J07	2L07	2N07
2J05	2L05	2N05

MAP 2L07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 420 Subdivision Modifier

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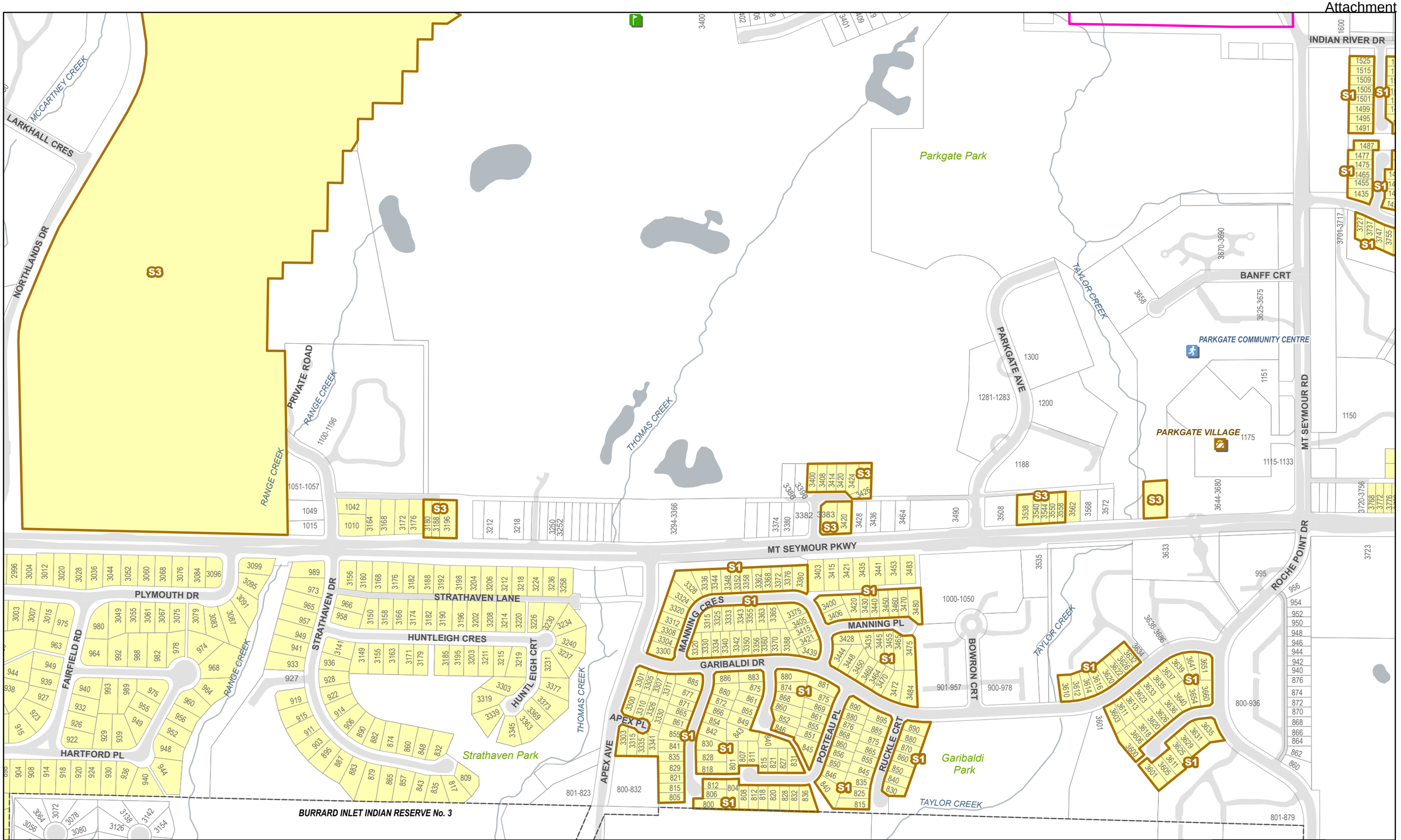
2J09	2L09	2N09
2J07	2L07	2N07

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 421 Subdivision Modifier

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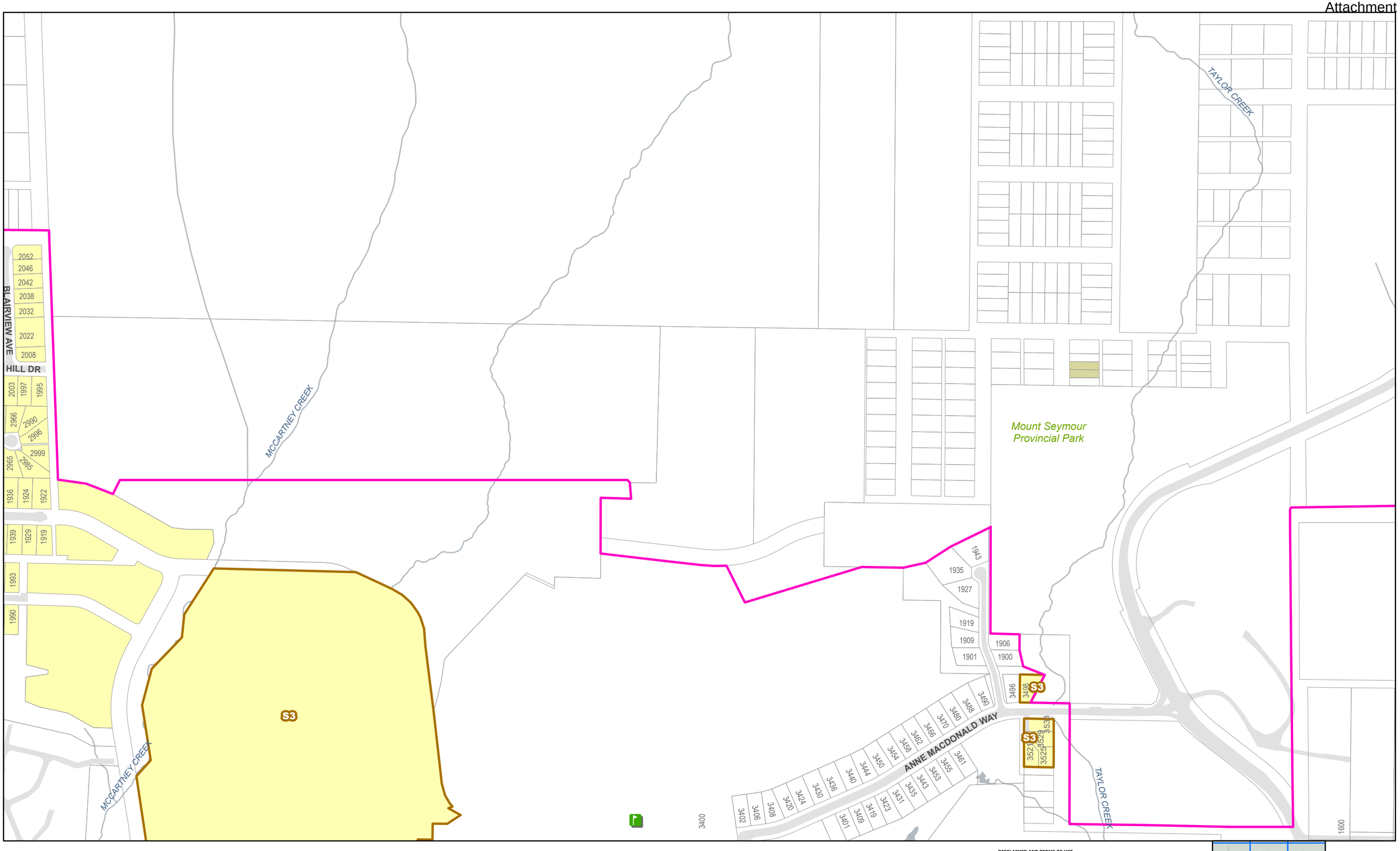
2L07	2N07	2P07
2L05	2N05	2P05
2L03	2N03	2P03

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 422 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 423 Subdivision Modifier

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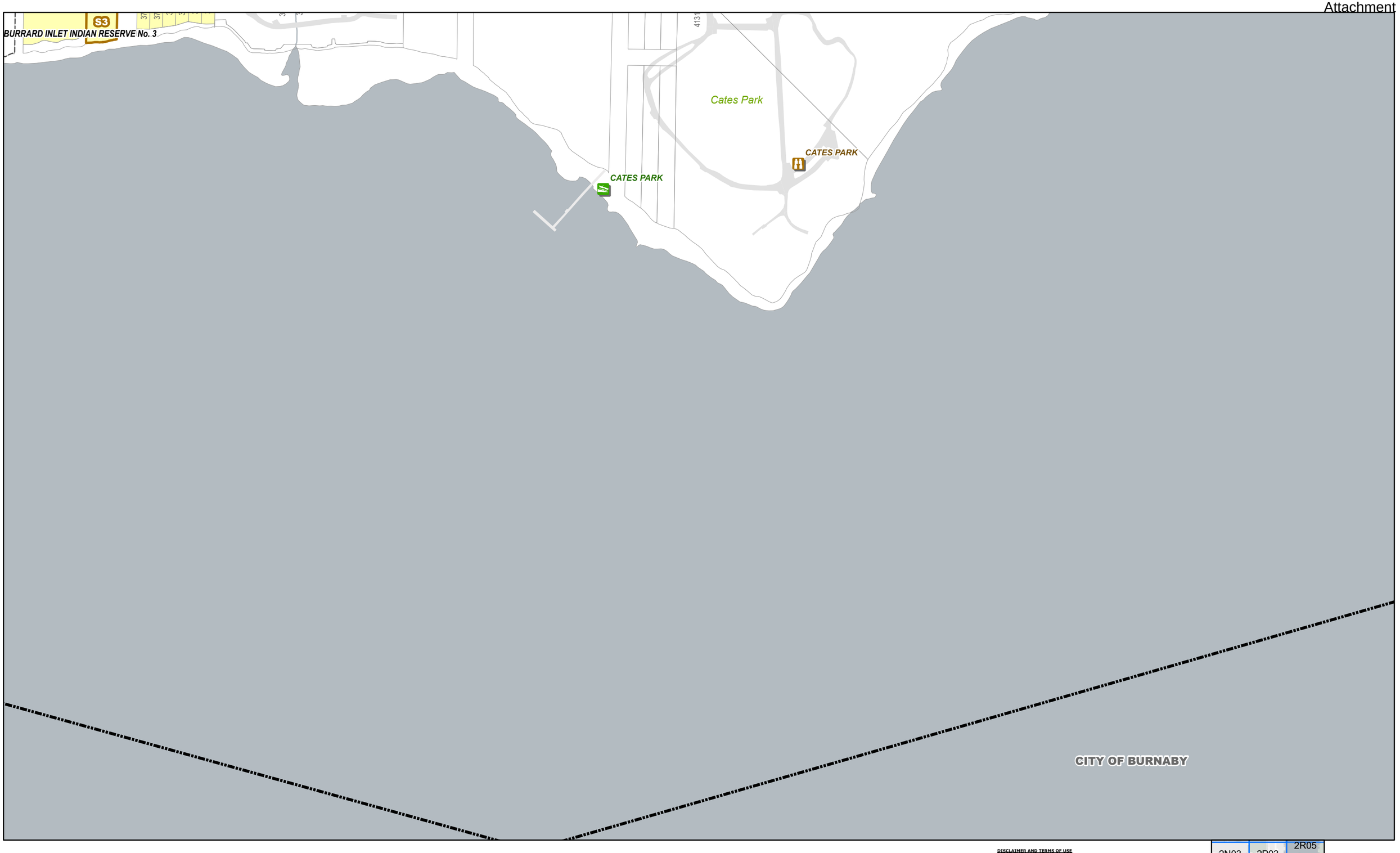
2L11	2N11	2P11
2L09	2N09	2P09
2L07	2N07	2P07

MAP 2N09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 424 Subdivision Modifier

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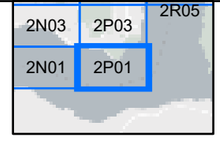

MAP 2P01

Published: May 19, 2026

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 425 Subdivision Modifier

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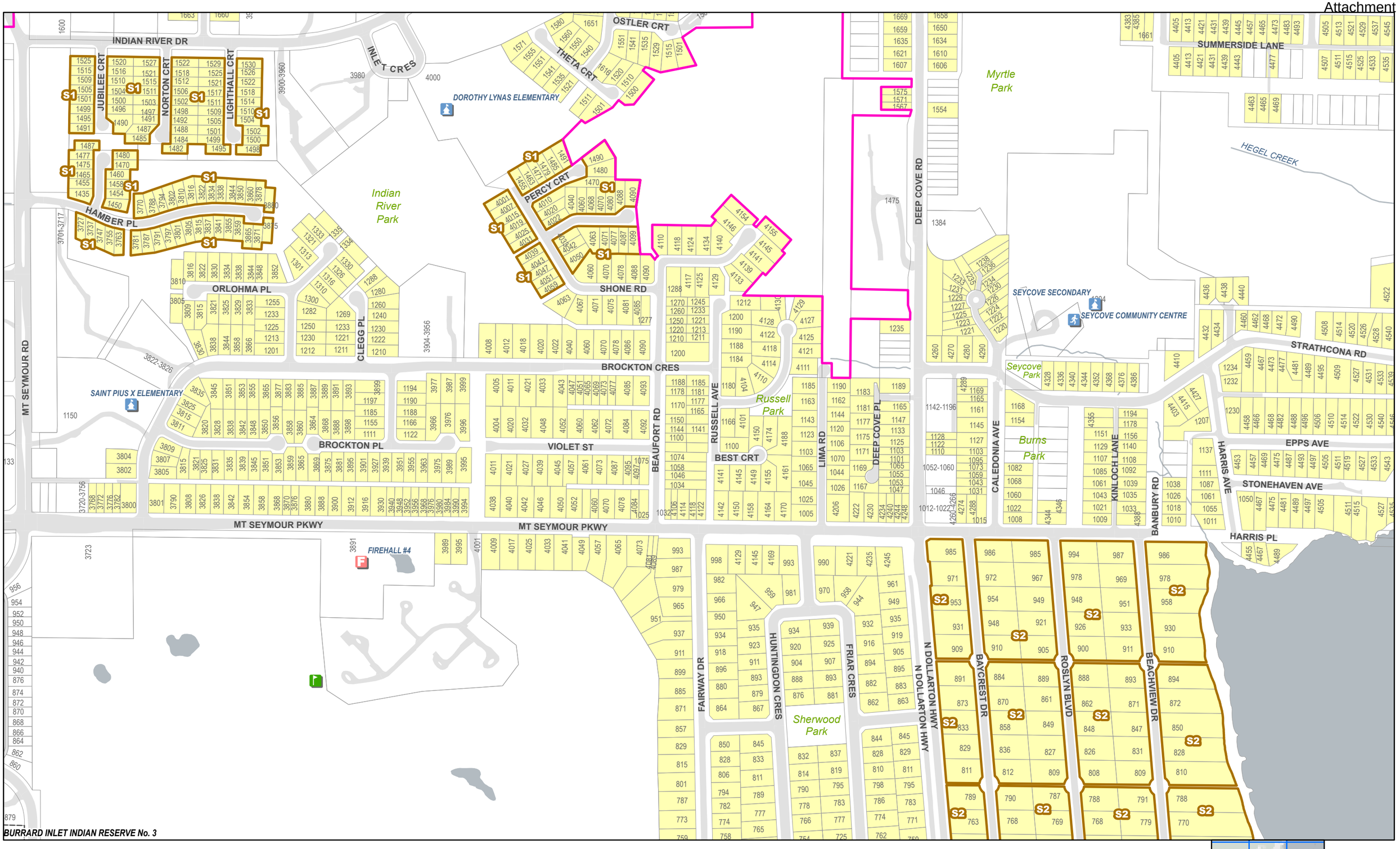
2N05	2P05	2R05
2N03	2P03	
2N01	2P01	

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 426 Subdivision Modifier

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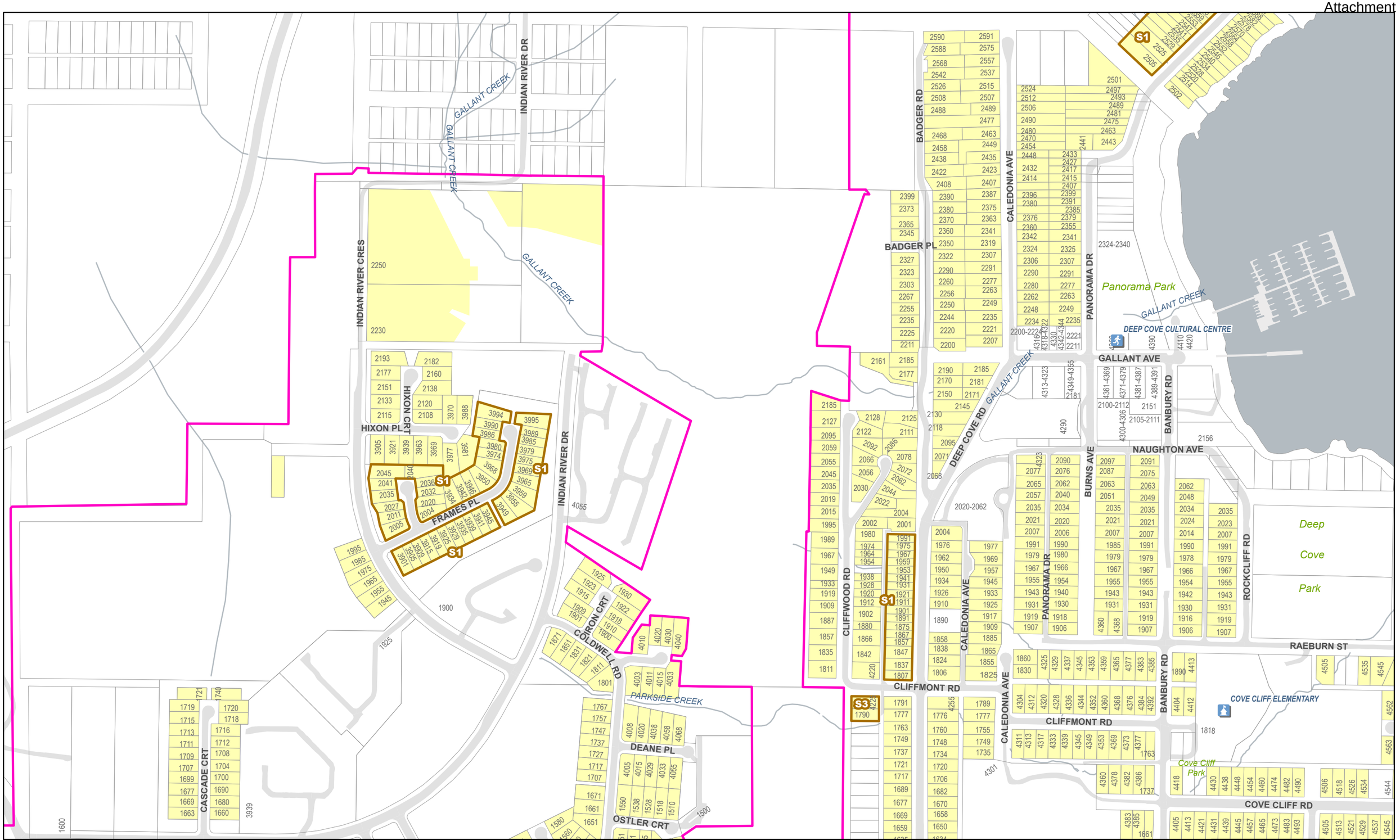
2N07	2P07	2R07
2N05	2P05	2R05
2N03	2P03	

MAP 2P05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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1:4,200

R1 & R2 ZONING MAP SET

R1 R2 427 Subdivision Modifier

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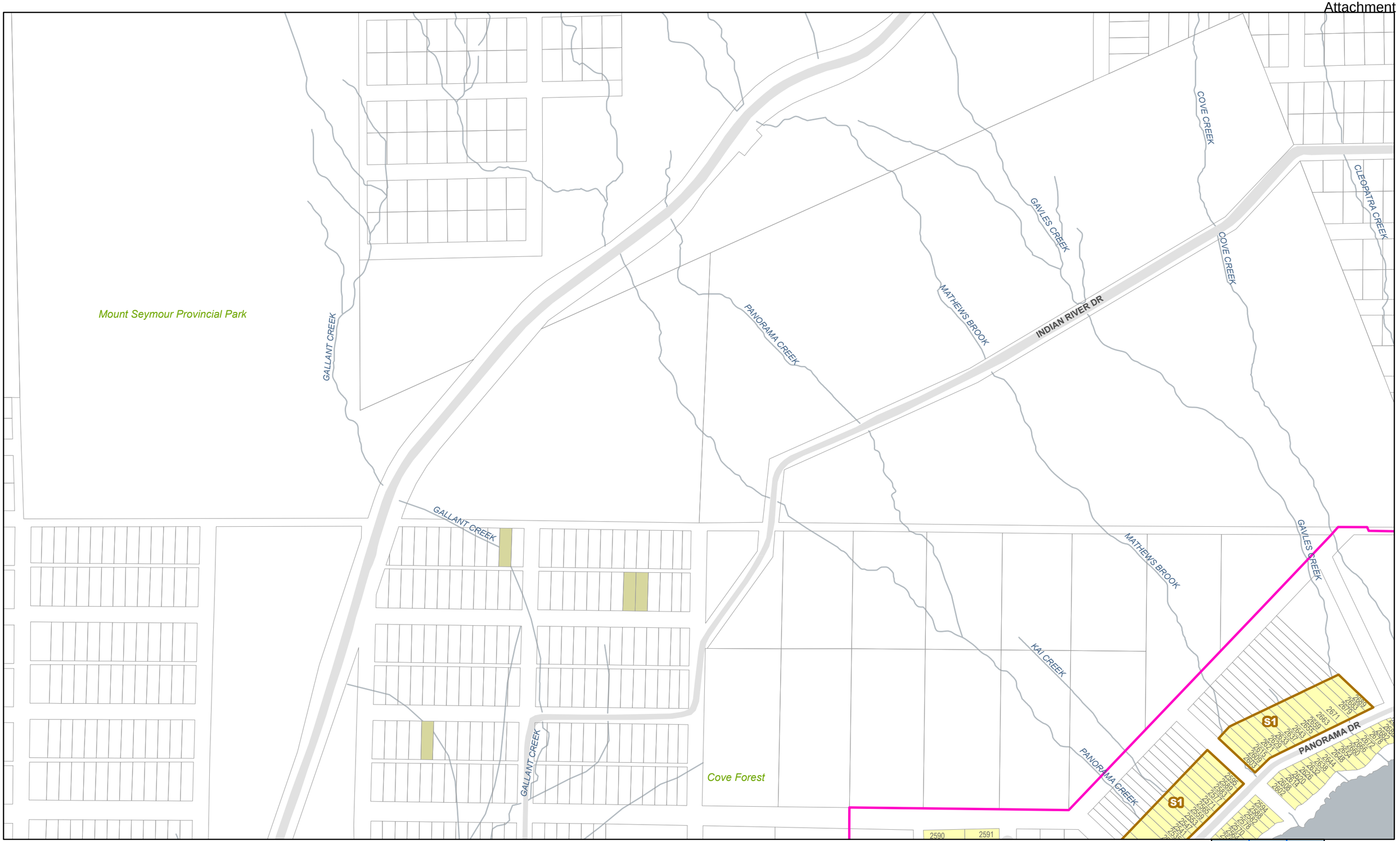
2N09	2P09	2R09
2N07	2P07	2R07
2N05	2P05	2R05

MAP 2P07

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 428 Subdivision Modifier

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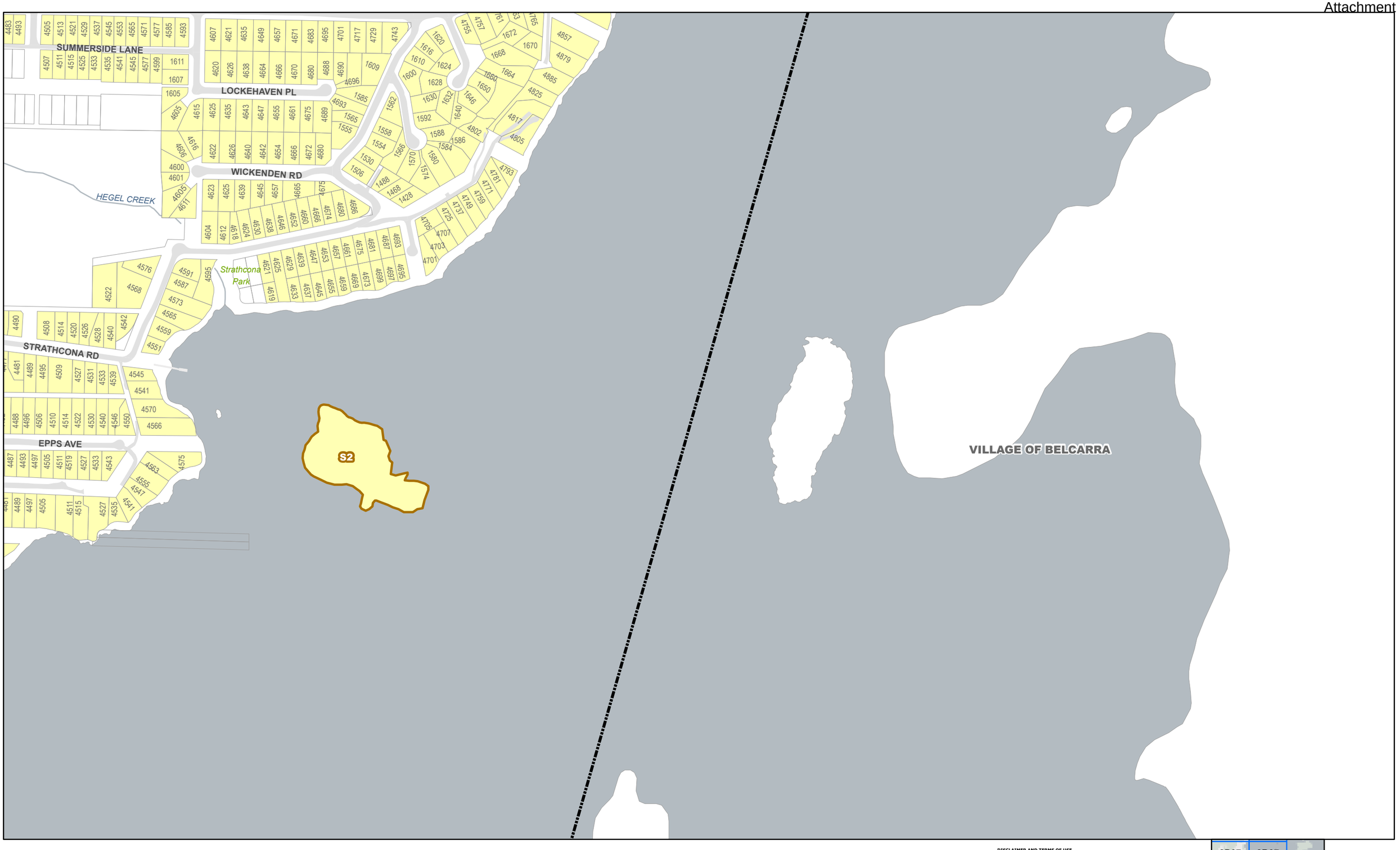
2N11	2P11	2R11
2N09	2P09	2R09
2N07	2P07	2R07

MAP 2P09

Published: May 19, 2026



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0 50 100 200 Meters

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R1 & R2 ZONING MAP SET

R1 R2 429 Subdivision Modifier

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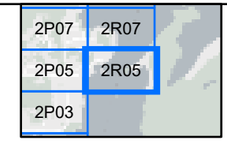
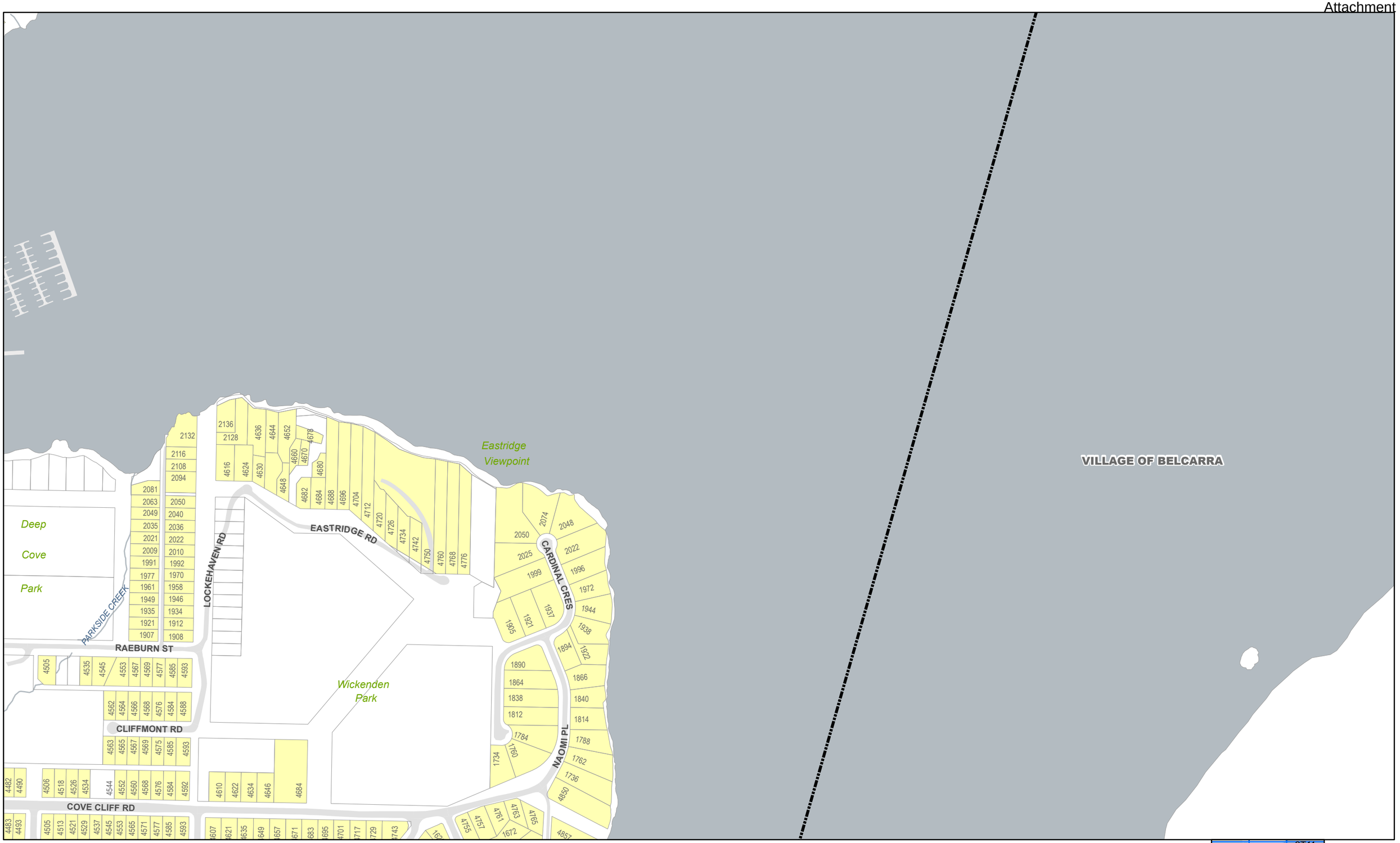


MAP 2R05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 430 Subdivision Modifier

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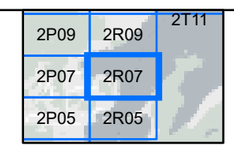
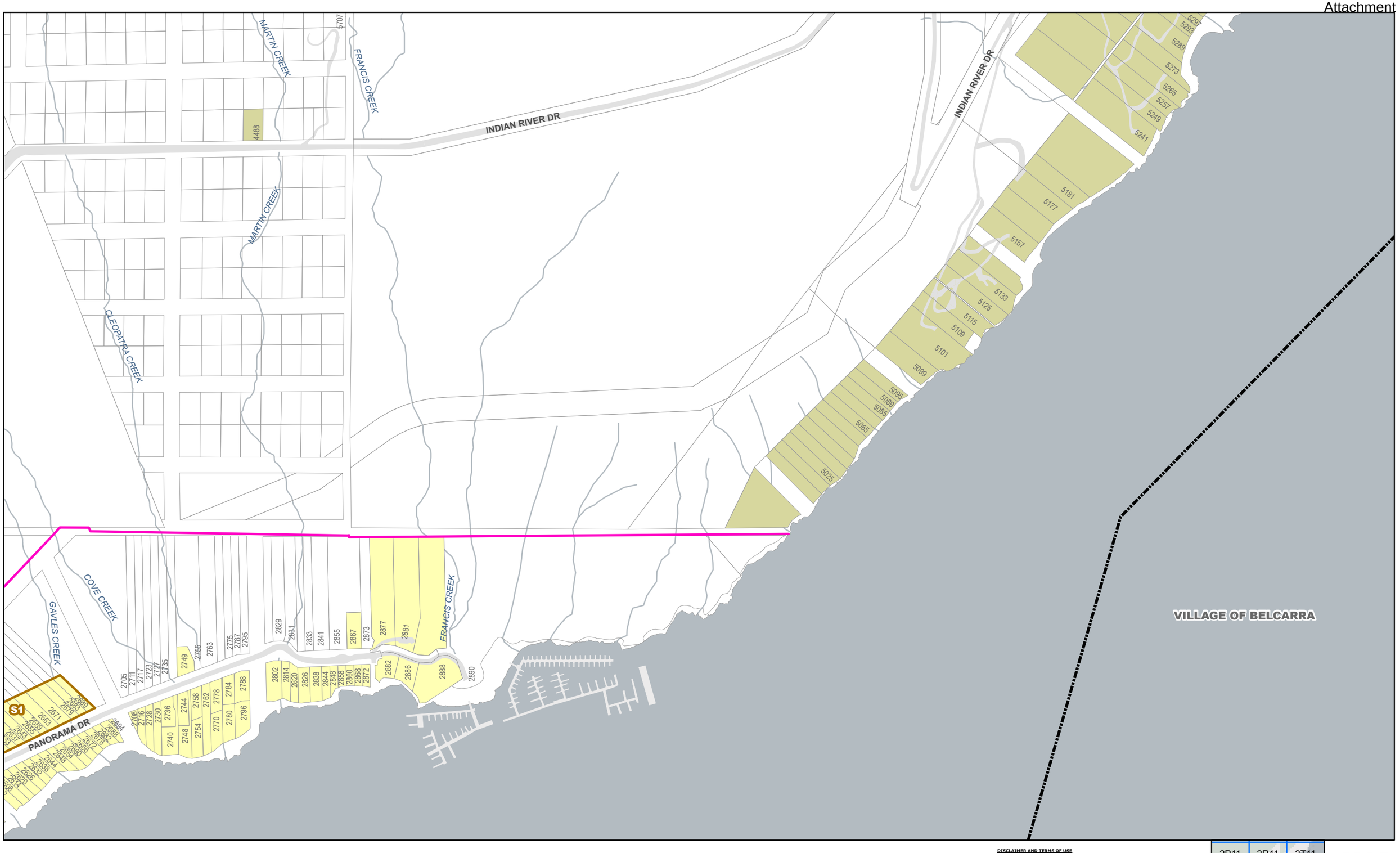


MAP 2R07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 431 Subdivision Modifier

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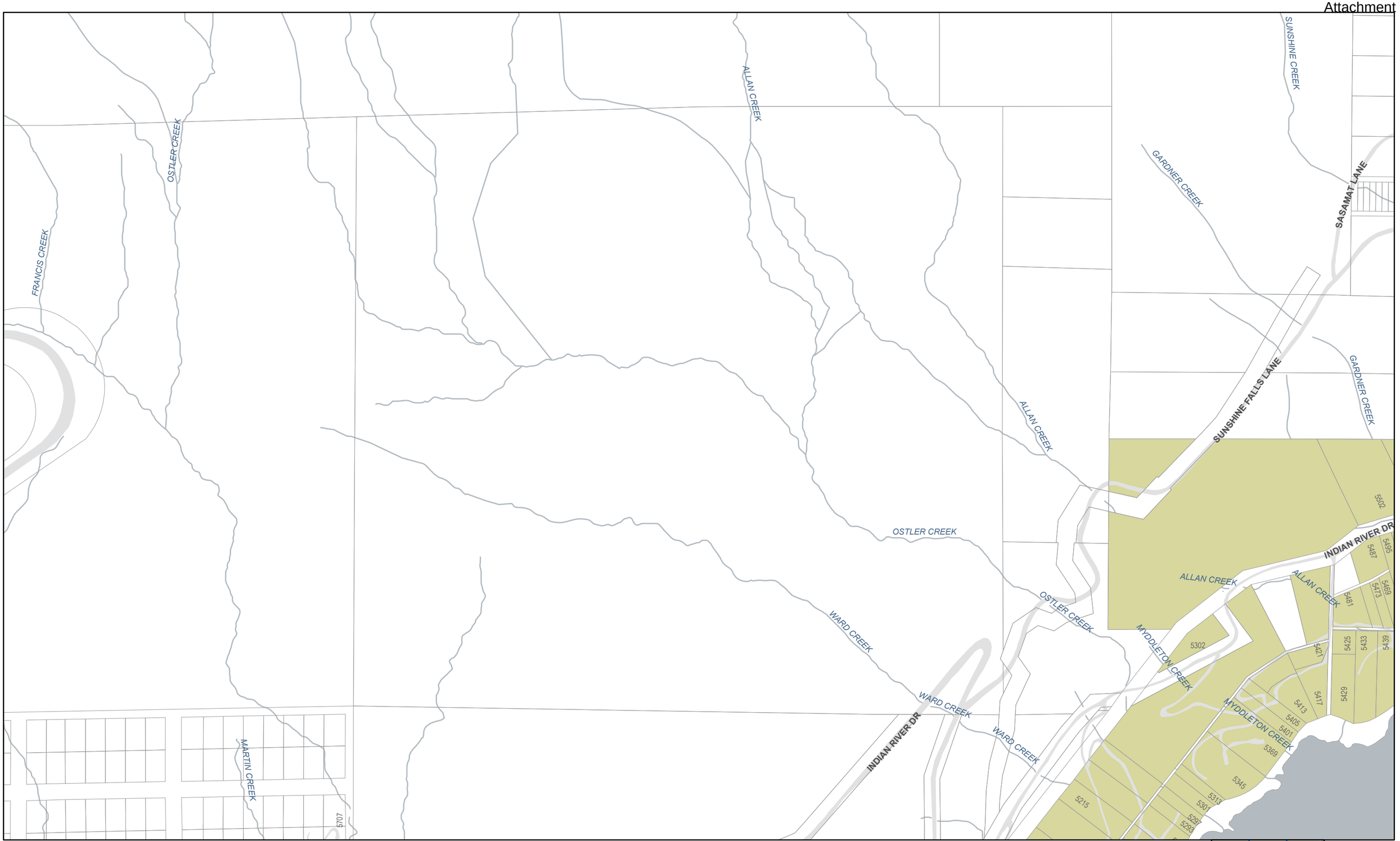
2P11	2R11	2T11
2P09	2R09	
2P07	2R07	

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 432 Subdivision Modifier

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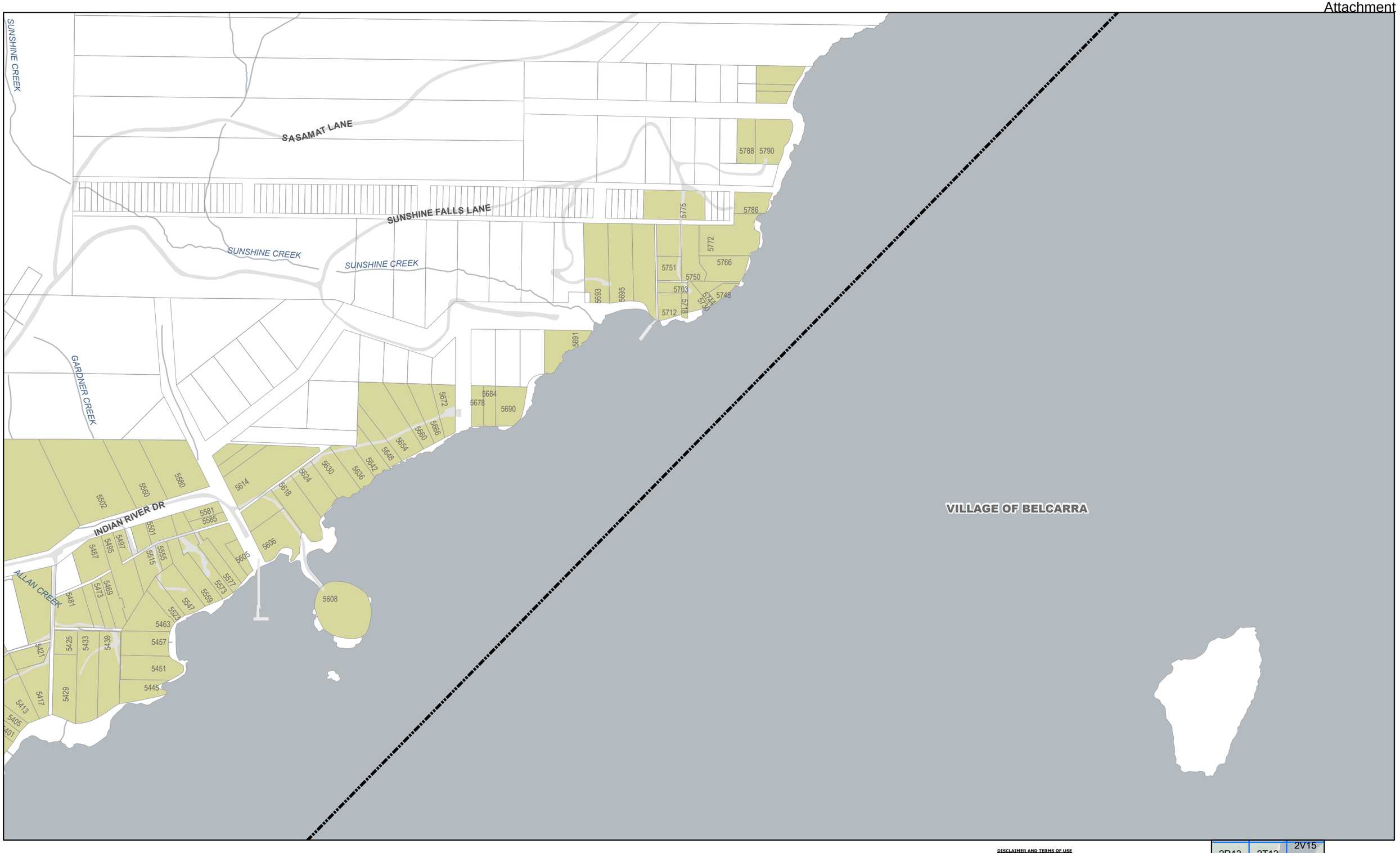
2P13	2R13	2T13
2P11	2R11	2T11
2P09	2R09	

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 433 Subdivision Modifier

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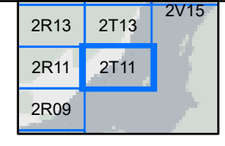

MAP 2T11

Published: May 19, 2026

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 434 Subdivision Modifier

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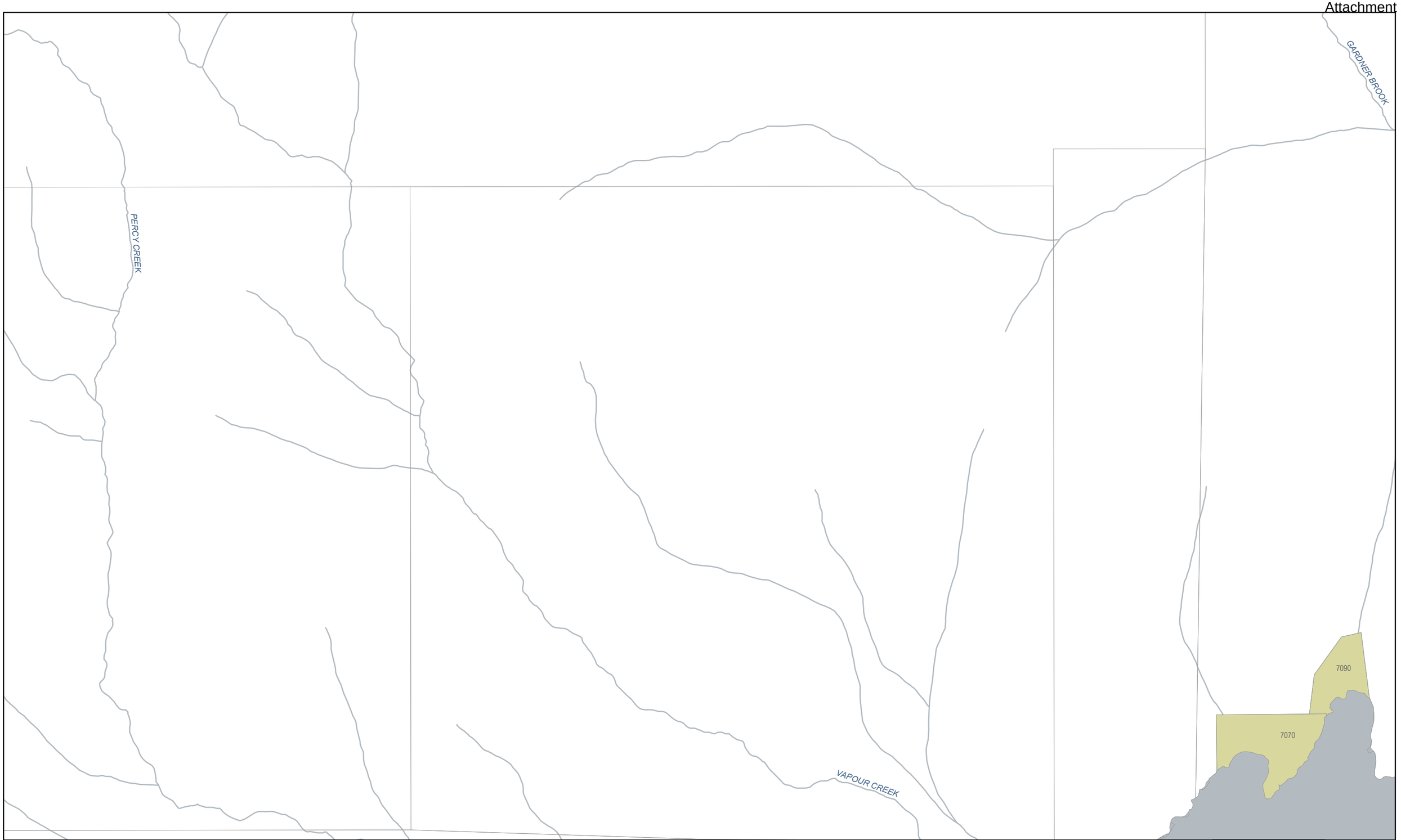
2R15	2T15	2V15
2R13	2T13	
2R11	2T11	

MAP 2T13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

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R1 & R2 ZONING MAP SET

R1 R2 435 Subdivision Modifier

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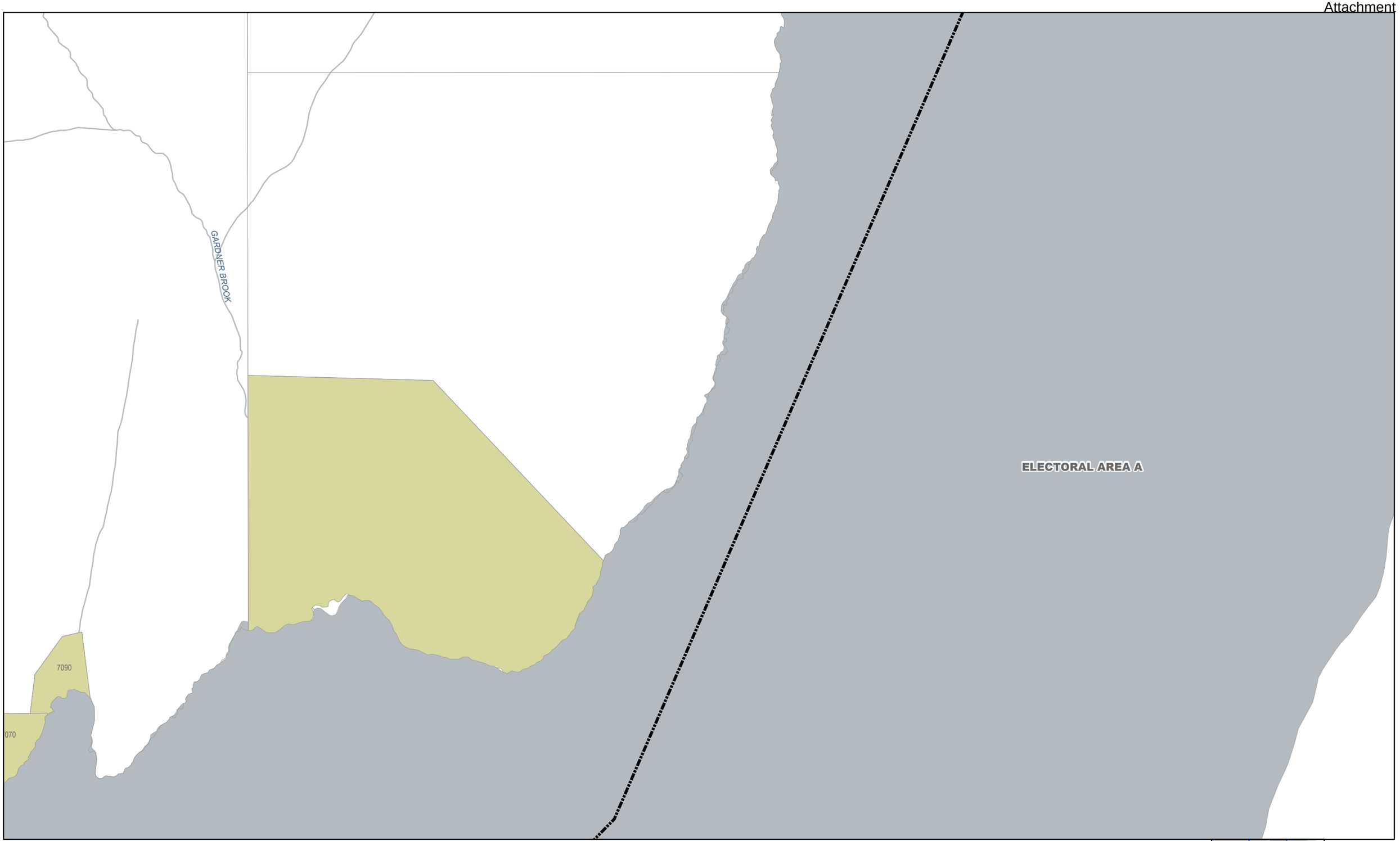
2R17	2T17	2V17
2R15	2T15	2V15
2R13	2T13	

MAP 2T15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 436 Subdivision Modifier

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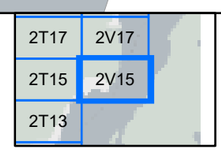
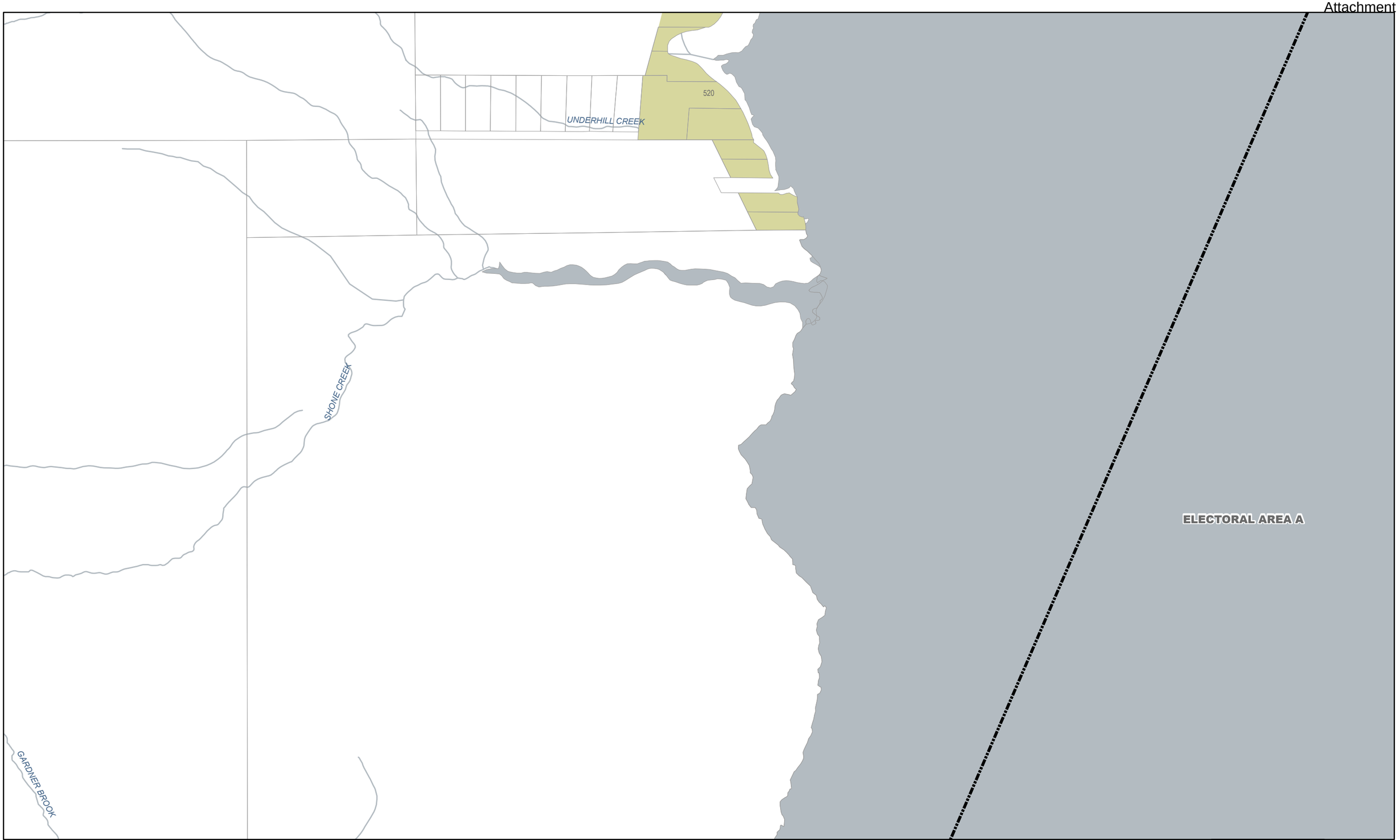


MAP 2V15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 437 Subdivision Modifier

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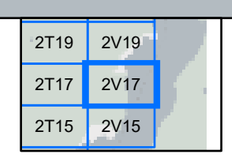
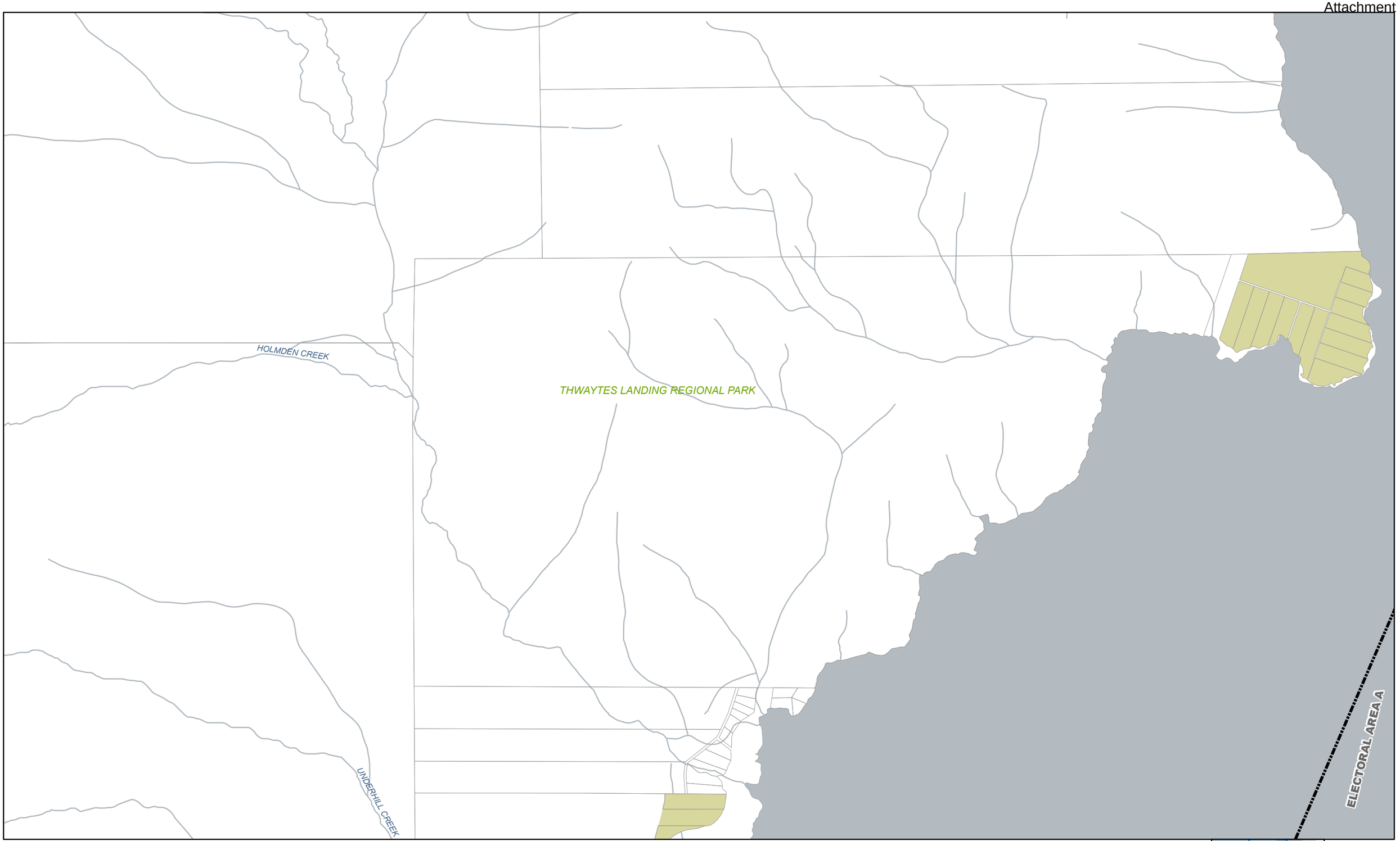


MAP 2V17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 438 Subdivision Modifier

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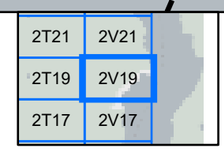
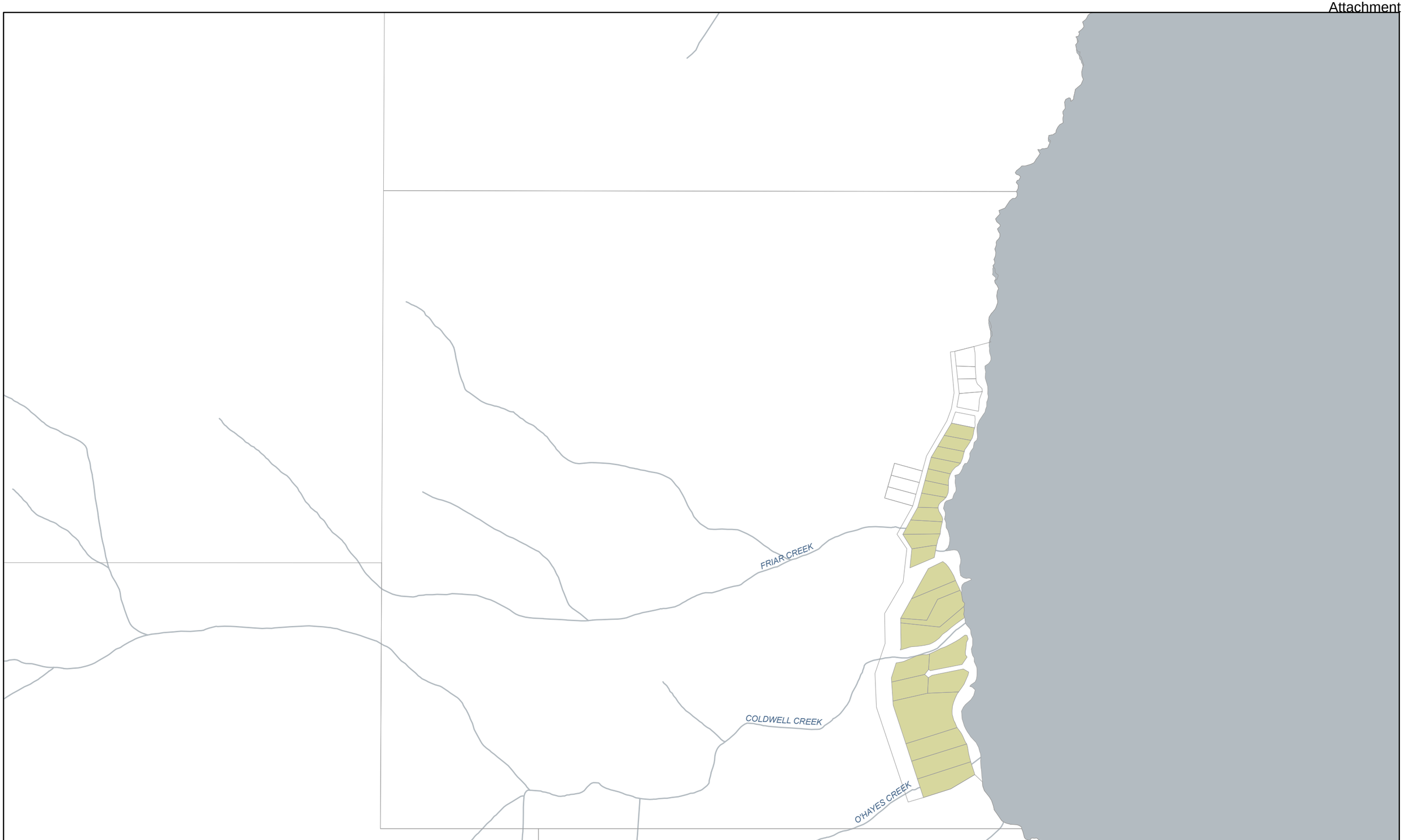


MAP 2V19

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 439 Subdivision Modifier

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

MAP 2V23

Published: May 19, 2026

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Schedule A to Bylaw 8799, with proposed amendment under consideration.

Text Amendment to Add R1 and R2 Zones to Bylaw 3210

Section 525

Subsection 525 - 1.00

Administration and Interpretation

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

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

Subsection 525 - 1.50

Definitions

The following definitions apply to the R1 and R2 zones.

A

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

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

B

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

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

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

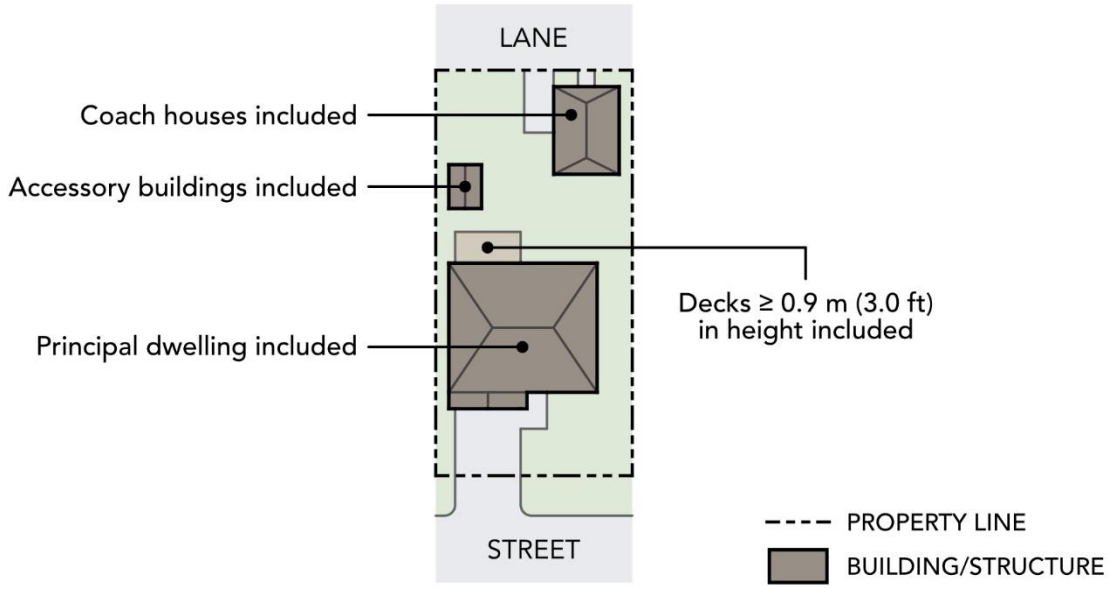
Boarders and Lodgers Accommodation means a use that is located within a Principal Dwelling Unit and subordinate to a Residential Use that provides accommodation and meals for a minimum period of 28 consecutive days. This use does not include separate Cooking Facilities, and does not include Short-Term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

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

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

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

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



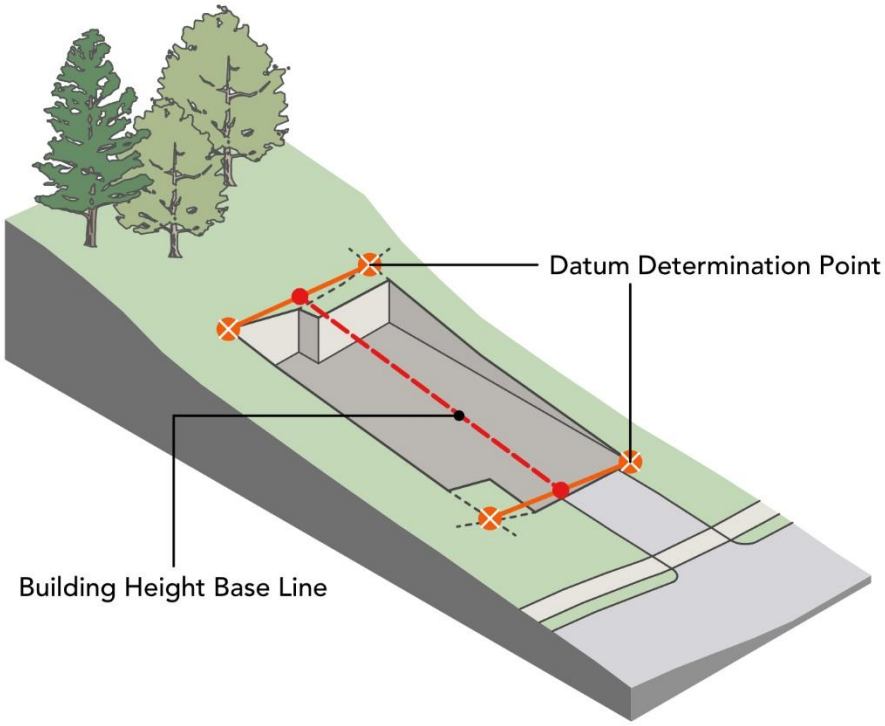
Building Height Base Line means, with respect to a principal building, the line created by:

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

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

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

Diagram 2: Building Height Base Line



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

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

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

C

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

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

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

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

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

D

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

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

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

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

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

E

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

F

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

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

G

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

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

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

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

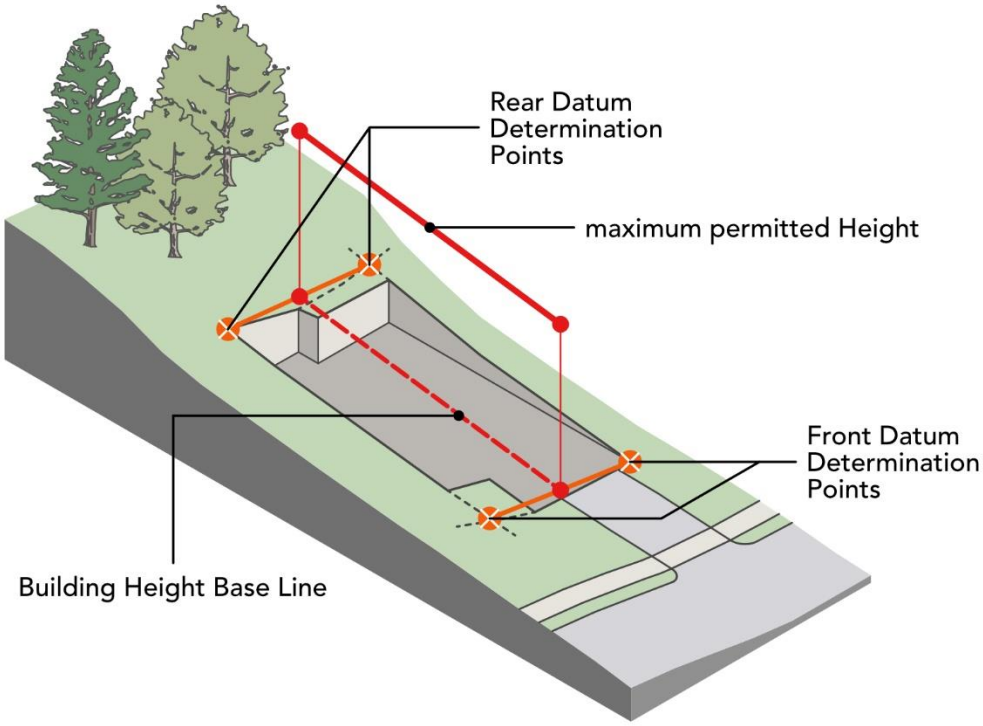
H

Height means:

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

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

Diagram 3: Height in R1 and R2 Zones



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

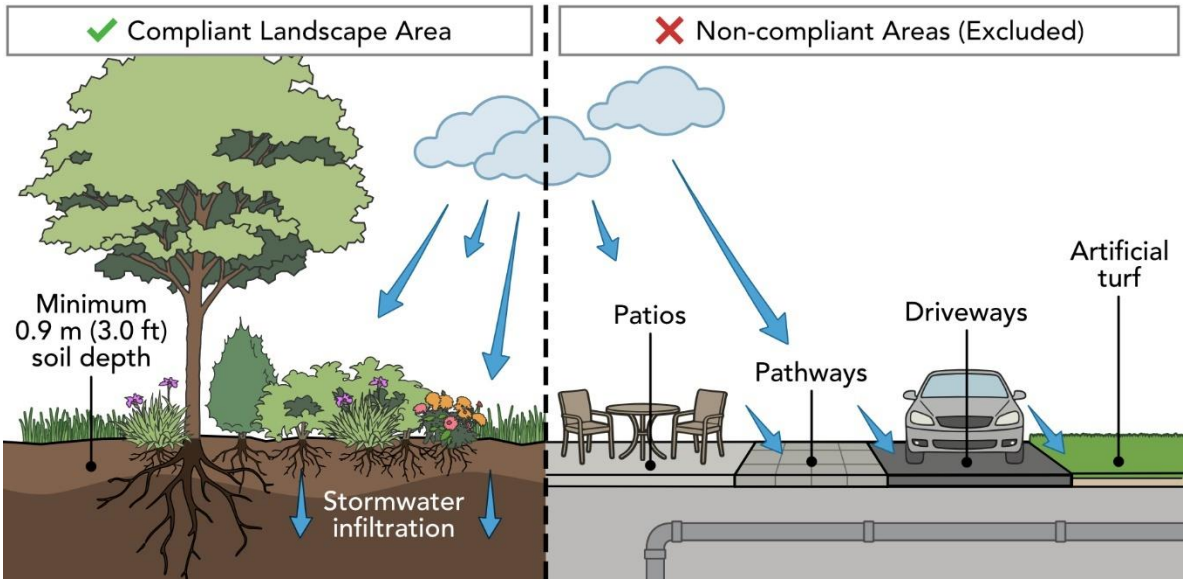
Home Occupation means a use that that is located within a Dwelling Unit and subordinate to a Residential Use where a business is operated by a resident of the Dwelling Unit.

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;

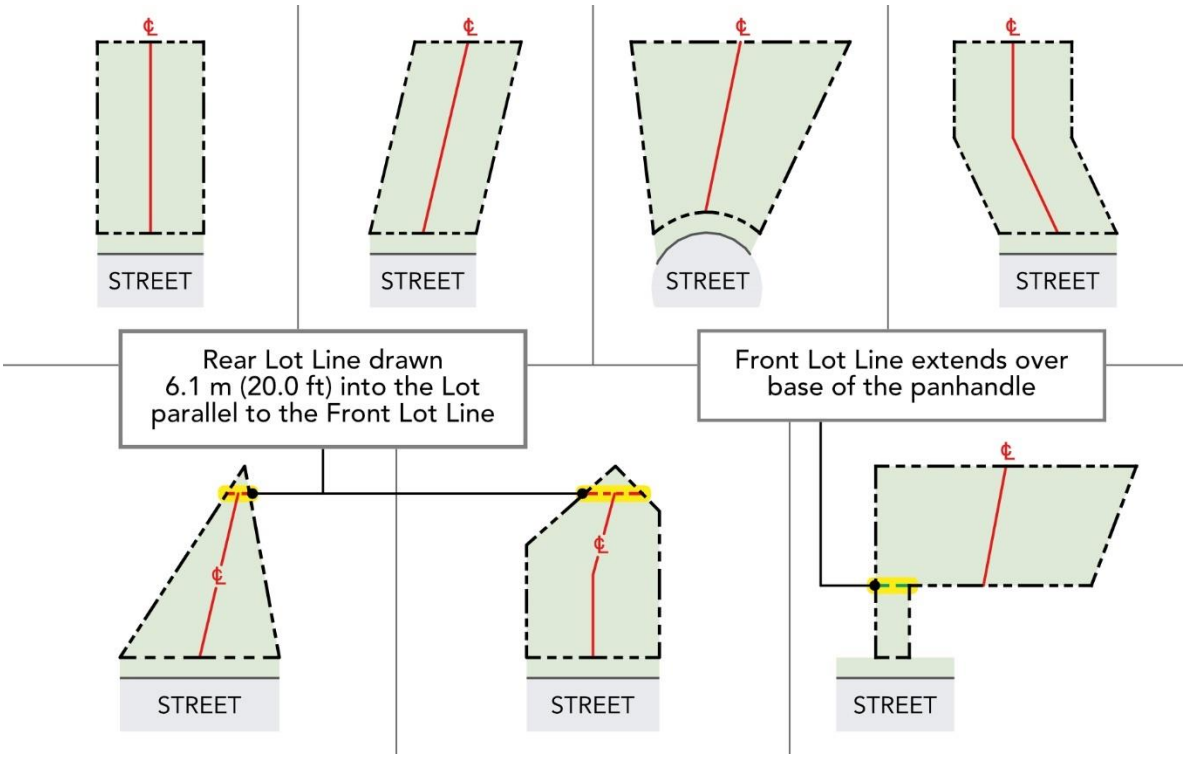
(3) Any portion of the lot that falls within the riparian area between the river, creek, or ravine and the top of bank as defined by a BCLS Land Surveyor; and

(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

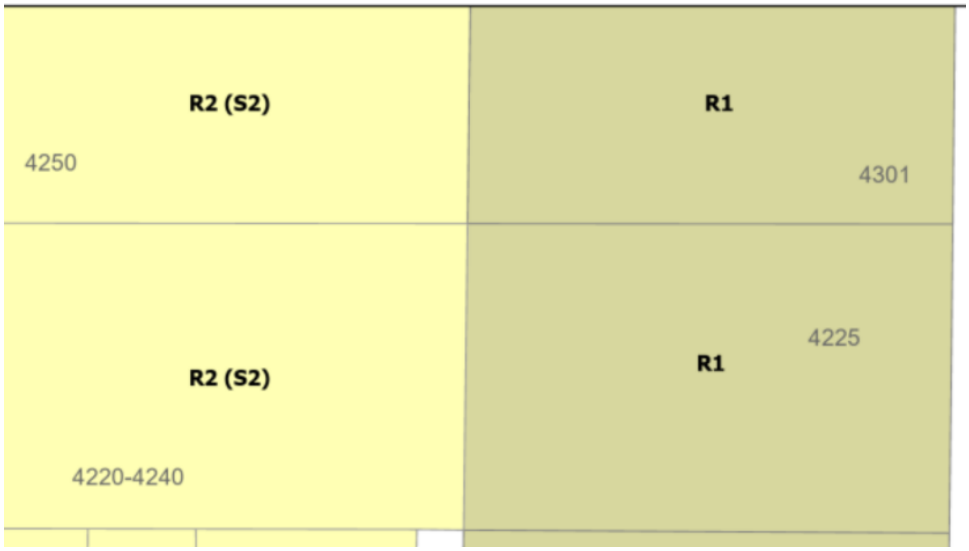
(2) The horizontal distance taken across the Lot perpendicular to the Centre Lot Line at 18.00 m (*59 ft*) to the rear of the Front Lot Line.

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 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) In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point.

(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*)

Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary
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

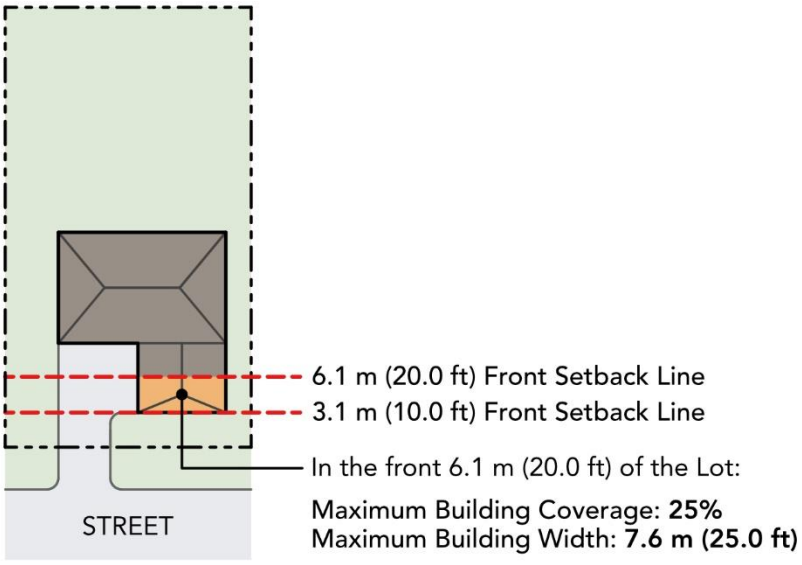
(1) The maximum Building Coverage on a Lot is:

(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:

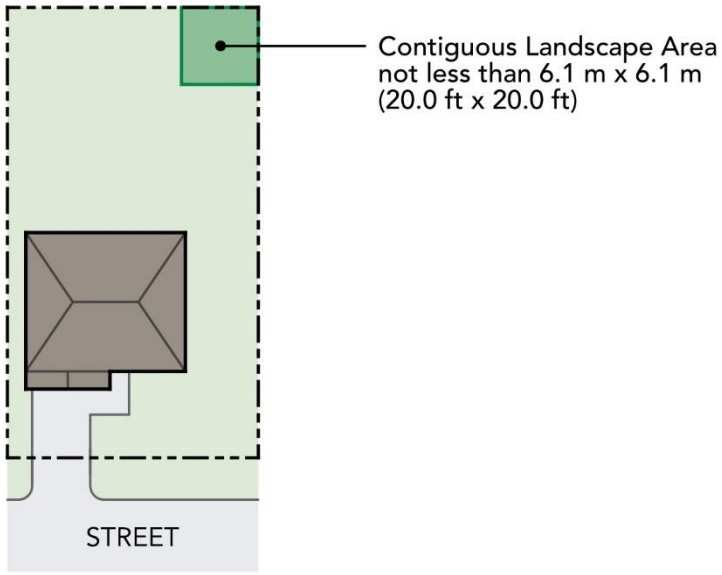
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(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 (m²)**	**Minimum Lot Width (m)**	**Minimum Lot Depth (m)**
R1	4,000 m² (*43,056 ft²*)	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.

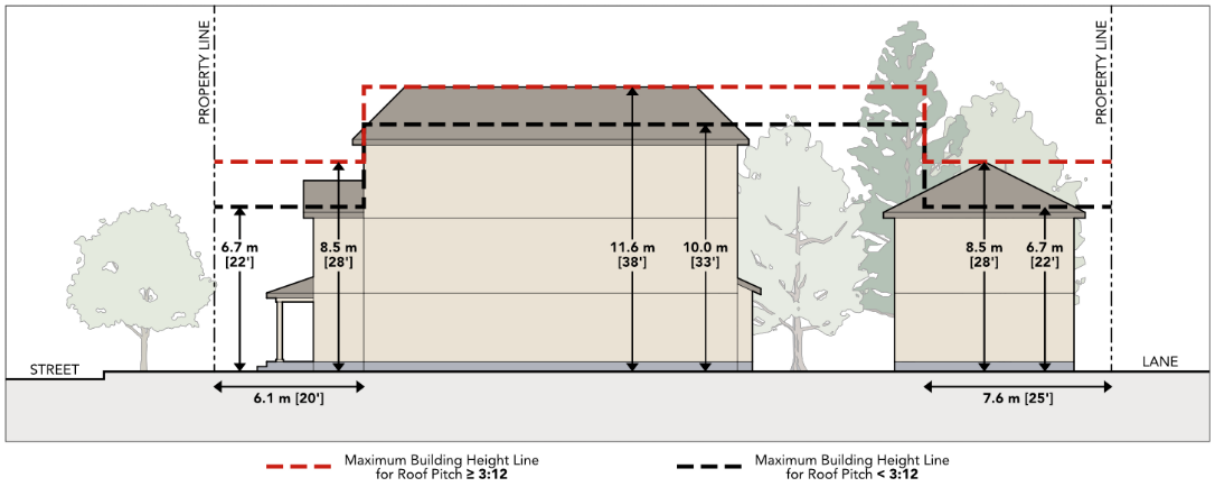
5 HEIGHT

(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

(2) In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 ft) above the existing grade at any point.

Diagram 5.1: Maximum Height and Storeys



(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)*

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

Diagram 6.1: Minimum Setbacks

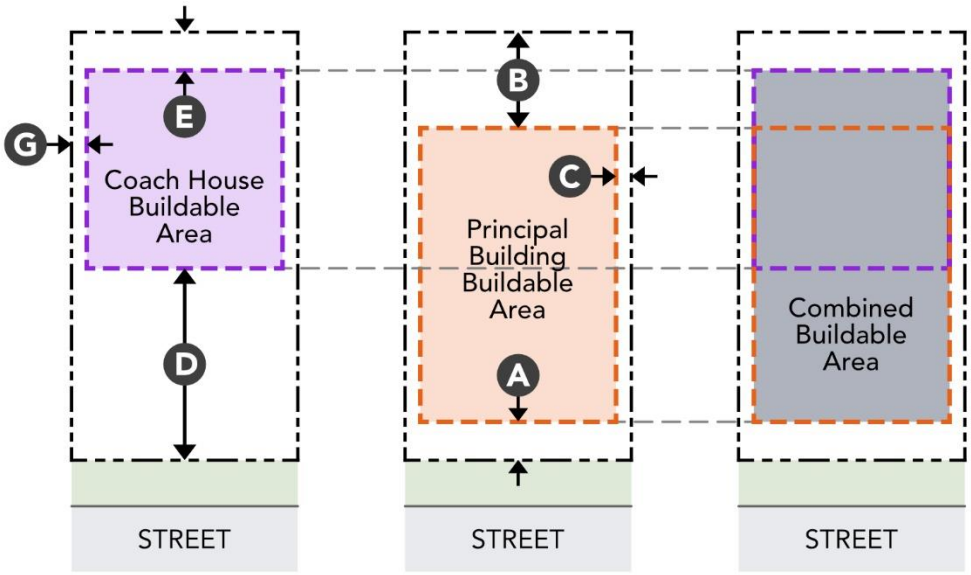
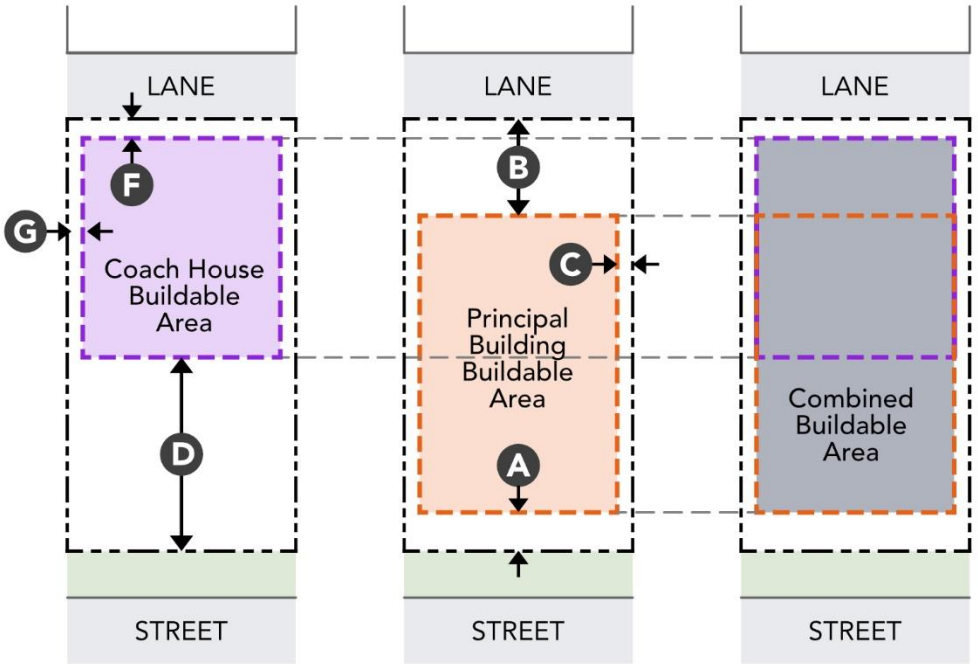


Diagram 6.2: Minimum Setbacks (with Rear Lane)



7 BUILDING COVERAGE

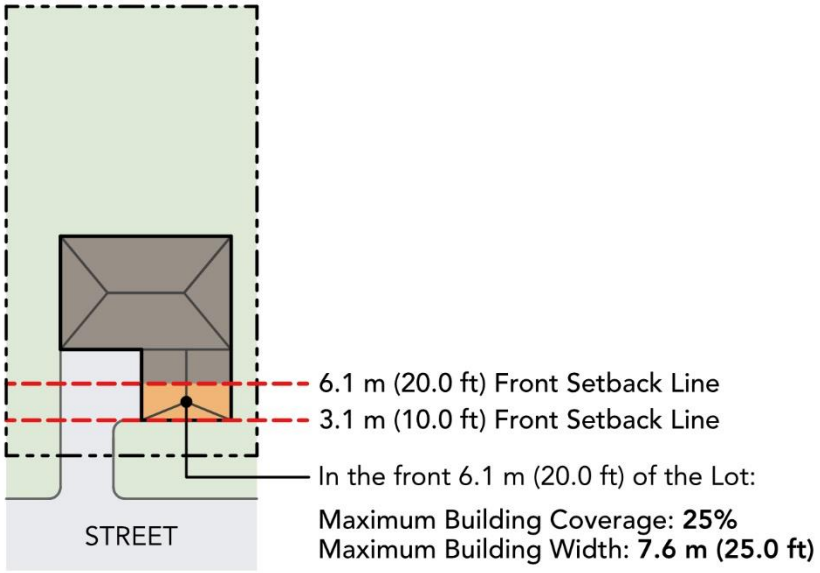
(1) The maximum Building Coverage on a Lot is:

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

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

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

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



8 LANDSCAPING

(2) A Lot must have:

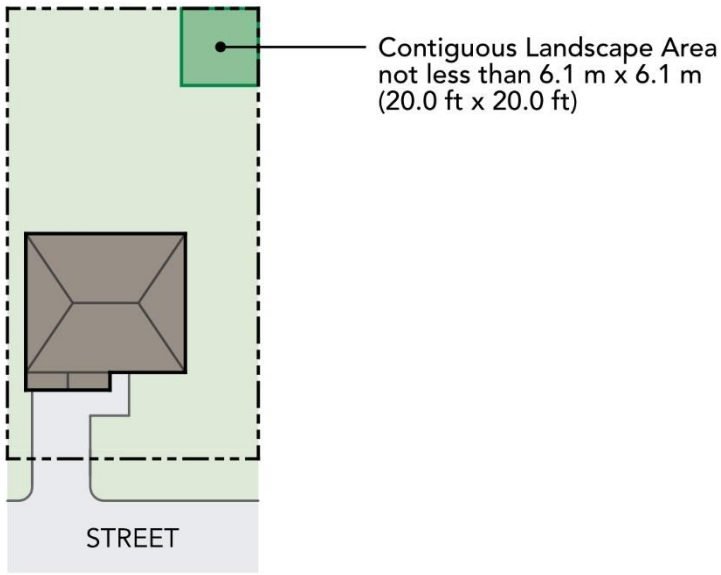
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

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

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

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

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

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

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

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

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

10 OTHER REGULATIONS

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

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

Table 10.1: Subdivision Minimum Requirements

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

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

Subsection 525 - 3.10

General Development Regulations for R1 and R2 Zones

Applicability of Part 4 General Regulations

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

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

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

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

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

(i) Accessory uses;

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

(iii) Public Utility and Infrastructure;

(iv) Parks and Open Space and Conservation Uses;

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

(vi) Radio towers for emergency communications.

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

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

(i) Voting or polling stations; and

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

(5) **Temporary Buildings**

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

(i) Sales centres for development projects; and

(ii) Construction trailers.

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

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

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

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

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

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

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

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

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

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

(16) **Permitted Projections into Setbacks**

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

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

Table 16.1: Permitted Projections into Required Setbacks

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

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

(17) Exemptions from All Setbacks

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

Table 17.1: Elements Exempt from Setback Requirements

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

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

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

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

Table 18.1: Gross Floor Area Inclusions and Exemptions

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

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

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

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

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

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

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

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

Amendment

Propose adding a Height regulation for Accessory Buildings and Structures, detached Garages and Coach Houses in both R1 and R2 zones as section 5(2):

- In Accessory Buildings and Structures, detached Garages, and Coach Houses, the floor level of the lowest Storey shall not be more than 1.2m (4 feet) above the existing grade at any point.

This ensures an existing RS regulation (adopted in 2021) in the Zoning Bylaw is maintained for the R1 and R2 zones.

DISTRICT OF NORTH VANCOUVER

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DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING

District-wide Residential Zoning Update to Replace RS Zoning
Official Community Plan and Zoning Bylaw Amendments

REPORT of the Public Hearing held on Tuesday, June 23, 2026 commencing at 7:00 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

Absent: Councillor Betty Forbes

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Brett Dwyer, Director – Development Services
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Tamsin Guppy, Senior Development Planner
Daniel Broderick, Development Planner
Kaitlin Hebron, Confidential Council Clerk
Dennis Wong, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

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1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community on the proposed bylaw amendments as outlined in the Notice of Public Hearing.

He further noted that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- Following the staff presentation, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaws is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

2. INTRODUCTION OF BYLAWS BY CORPORATE OFFICER

Genevieve Lanz, Corporate Officer, introduced the proposed bylaws, stating that:

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

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

of each zone: Intent, Permitted Uses, Conditions of Use, Density, Height, Setbacks, Building Coverage, Landscaping, and Building Regulations, Parking, and Subdivision requirements.

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

3. PRESENTATION BY STAFF

Tamsin Guppy, Senior Development Planner, and Daniel Broderick, Development Planner, provided an overview of the proposal elaborating on the introduction by the Corporate Officer. Ms. Guppy and Mr. Broderick advised that:

- Updating of the Zoning Bylaw is driven by Council to be consistent with the Development Application Process Review (DAPR), and is intended to elevate the customer experience and streamline work;
- Clarified this is not an amendment to the zoning bylaw to permit four and six-unit small-scale multi-unit housing;
- Stated this process is about comprehensive policy implementation looking at broad changes to improve the community;
- Noted bylaws 8787 and 8799 are in respect to the single-family zones in the District;
- Noted bylaw 8799 relates to the zoning bylaw update;
- Noted bylaw 8787 is a consequential amendment to the Official Community Plan (OCP);
- Stated staff are considering an amendment to Bylaw 8799 to be presented to Council at Third reading to add regulations for accessory buildings;
- Highlighted themes from public input include:
    - Improved livability of suites;
    - Expanded housing diversity;
    - Simplified regulations and permitting times;
    - Improved building resilience; and,
    - Maintaining sufficient parking.
- Referred to the below Council-endorsed guiding principles regarding the Zoning Bylaw update:
    - Improved livability;
    - Promote climate resilience;
    - Simplified regulations;
    - Support economic development;
    - Facilitate housing diversity;
    - Respect existing character; and,
    - Maintain existing development potential.
- Highlighted the below approaches to changes in basements:
    - Getting rid of the inventive to build a basement;
    - Permitting buildings to “lift up” out of the ground; and,
    - Accommodating the same sized home above ground.

- The proposed regulations count all floor area, including basements and garages, as equal countable floor area.
- Noted a 7,500 square foot lot can still build a 5,100 square foot house per the new proposed regulations;
- Taller building heights to life basements out of the ground with a three-storey limit;
- House height is increasing by approximately 10 feet to encourage more above ground living space;
- Maximum permitted height of 33 feet for flat roofs and 38 feet for pitched roofs;
- Side entry garages are still permitted and can now be converted to living space and be two storeys in height;
- Front yard setback reduced from 25 feet to 20 feet;
- No changes to secondary suites, suites are up to 49percent of the principal building's floor area and continue to be permitted anywhere in the principal building;
- Changes to coach houses, maximum permitted size increased to 1,400 square feet;
- Providing 500 square feet of additional floor area when building a coach house to help facilitate coach house development;
- Existing height limit of two-storeys maintained to limit impacts on neighbours;
- Introduce landscape area requirements to recognize the importance of biodiversity, stormwater management, and neighbourhood character;
  - New requirements ensure sites retain some garden area and keep it simple for users;
  - Noted that, as many people continue to have backyard space, the requirement is met with a garden area of 20 feet by 20 feet;
- No changes to parking regulations, maintaining the existing parking requirements;
- Subdivision regulations are being maintained to protect existing development rights;
- The OCP amendment maintains the intent of the Rural Residential and Detached Residential designations but removes references to floor space ratio (FSR) to facilitate the proposed change in how floor area is counted;
  - The OCP designations themselves are not changing in terms of intent, use, or number of units.
- New R1 Rural and Suburban Detached Residential Zone (R1), approximately 219 lots outside the urban containment boundary, predominantly along Indian Arm, are proposed to be rezoned to R1;
- New R2 Urban Detached Residential Zone (R2), 19,693 lots inside the urban containment boundary are proposed to be rezoned to R2;
  - The R2 zone applies to lots currently zoned RS or lots in the Grousewoods area;
- 99 percent of privately owned RS Lots are included in Bylaw 8799, with the remaining one percent of privately owned RS lots requiring further study to align with the OCP; and,
- Applying the Council-endorsed principles, Bylaw 8799 represents an update to the ground oriented detached residential zones that will help ensure new housing is more resilient, more liveable, and still in keeping with community expectations;
- Stated following the close of the Public Hearing, the bylaws will proceed for consideration of Third reading in July 2026.

4. REPRESENTATIONS FROM THE PUBLIC

4.1. Chris Enns:

- Commented on the proposal;
- Noted they work closely with homebuilders and generally support the District's approach;
- Noted many concerns have been addressed through the revisions to the bylaws;
- Commented on the new Gross Floor Area (GFA) formula;
- Noted enclosed garages count towards GFA, reducing available living space;
- Noted that open sided carports remain exempt from GFA;
- Suggested maintaining a capped GFA allowance for enclosed garages due to wildlife and garbage storage needs;
- Commented on the benefits of partially submerged basements for temperature regulation and reducing building height;
- Stated that deep basements can be challenging due to terrain, topography and groundwater conditions; and,
- Expressed concern that wet lot conditions were not included in the staff report.

4.2. Brian Platts:

- Spoke in opposition to the proposal;
- Queried whether all single-family homeowners received notice of the proposed rezoning;
- Stated that the proposed changes are significant;
- Expressed concern with the timing of the public hearing;
- Spoke in opposition to the public process and proposed bylaws;
- Referred to past controversies regarding large homes in the 1990s;
- Referred to the neighbourhood-by-neighbourhood zoning approach developed through citizen committees in the 1990s;
- Noted that lot conditions vary throughout the District;
- Expressed concern that new three storey homes may be out of character within existing neighbourhoods; and,
- Referred to the public engagement process as "manufacturing consent."

4.3. Jacob Foster:

- Spoke in opposition to the proposal;
- Opined that notice of the public hearing was inadequate;
- Stated the proposal is the most significant zoning change since the 1990s;
- Opined the public hearing signage was insufficient in quantity and effectiveness;
- Expressed concerns regarding the proposed changes to square footage calculations;
- Opined the consultation questions were designed to elicit specific responses;
- Highlighted concerns regarding proposed changes to building height and basement regulations;

- Highlighted the cumulative impact of the proposed zoning amendments;
- Expressed concerns related to high water tables and on-site stormwater management requirements for new developments;
- Stated that any construction cost savings would benefit developers; and,
- Expressed uncertainty that above ground secondary suites would be incorporated into new homes.

4.4. Gurinder Biring:

- Spoke in opposition to the proposal;
- Opined that the proposed bylaw contains significant contradictions;
- Expressed concern that the changes would negatively impact the character of neighbourhoods;
- Queried whether the bylaw would improve housing affordability;
- Opined that homeowners and builders are unlikely to forgo above ground living space to incorporate rental suites;
- Opined that the bylaw would not result in increased density;
- Expressed concern that removing the basement exemption would reduce the future supply of basement suites;
- Stated that single-family basements have a lower environmental impact than larger multi-unit developments requiring excavation and concrete;
- Expressed concerns regarding the proposed increase in maximum building height to 38 feet and three storeys; and,
- Stated that taller homes could reduce privacy and block natural light.

4.5. Erica Wolowidnyk:

- Spoke in support of the proposal;
- Stated the overall permitted square footage remains largely unchanged;
- Stated that garbage space is still permitted and is now counted within total floor area calculations;
- Noted that homeowners are not losing buildable area;
- Suggested that the bylaw creates a more equitable approach between flat and sloped lots;
- Stated the proposed regulations provide a more consistent and equal framework for all properties; and,
- Expressed support for reducing zoning complexity and streamlining permit reviews.

4.6. David Wallin:

- Spoke in opposition to the proposal;
- Noted the District is under pressure to implement housing legislation introduced by the Province;
- Expressed concerns about the impacts on neighbourhood character, particularly in Pemberton Heights;

- Commented on rising housing and construction costs;
- Highlighted concerns regarding the need for infrastructure upgrades including water and sewer services;
- Noted that additional growth would require significant infrastructure investment;
- Noted that Capilano Elementary School is already operating at capacity;
- Raised concerns regarding transit, traffic, and parking constraints in Pemberton Heights;
- Suggested the District revisit the Official Community Plan (OCP) and Housing Needs Report to better reflect the unique characteristics of individual neighbourhoods; and,
- Suggested that future planning and policy reviews be undertaken on a neighbourhood-by-neighbourhood basis.

4.7. Erik Jensen:

- Commented on the proposal;
- Expressed concern about the significant impacts of the proposed bylaw;
- Expressed disappointment regarding the public notification process;
- Opined the signage was misleading and did not adequately communicate the impacts of the proposed zoning changes;
- Expressed concerns regarding the proposed increase in building heights;
- Stated the proposed zoning bylaw is easier to read and understand;
- Expressed support for the environmental objectives of the bylaw;
- Stated the proposal attempts to address below grade development issues by permitting increased above grade building mass;
- Expressed concern that the changes could negatively impact existing residents through reduced sunlight, diminished sightlines, and loss of privacy;
- Commented on potential impacts to neighbourhood character;
- Noted that taller buildings require more complex structural design and seismic engineering;
- Noted that duplexes remain excluded from the proposed changes; and,
- Suggested Council reject the proposed three-storey height allowance.

4.8. Paolo Pucci;

- Commented on the proposal;
- Expressed support for locating living space above ground;
- Commented on flooding concerns in the District; and,
- Suggested that above ground development is preferable for both environmental and livability perspectives.

4.9. Bob Olson:

- Commented on the proposal;
- Commented on the environmental impacts associated with concrete construction;

- Stated that the character of Pemberton Heights has significantly changed, with increasing influence from business activity;
- Noted that three-storey buildings without basements can still be designed to be visually appealing; and,
- Expressed concern that housing pressures are forcing people to live further away due to lack of available housing.

4.10. Bob Armstrong:

- Spoke in support of the proposal;
- Expressed support for the proposed bylaws, noting they are timely and necessary;
- Commented on the interest to build a coach house, which has been restricted under current regulations;
- Noted that existing bylaws have prevented the construction of a coach house due to basement and design constraints;
- Highlighted issues of equity and fairness in how zoning regulations are applied;
- Stated there has been extensive opportunity for public consultation; and,
- Suggested the bylaws provide improved options for multi-generational living arrangements.

4.11. Aidan Kyle:

- Spoke in support of the proposal;
- Noted that many residents wish to remain in the community and that multi-generational housing provides an alternative where homeownership is not accessible;
- Anticipated potential cost savings and reduced delays; and,
- Expressed overall support for the proposed changes as a positive improvement.

4.12. Daniel Guinniser:

- Commented on the proposal;
- Expressed support for removing below-ground basement suites;
- Noted this approach may reduce the amount of above-ground building mass required;
- Suggested introducing pro-rated allowances for above-ground secondary suites; and;
- Suggested that this could help reduce pressure on setbacks and overall site constraints.

4.13. Corrie Kost:

- Commented on the proposal;
- Suggested that applying zoning changes on a neighbourhood-by-neighbourhood basis would be easier to manage;
- Expressed concern that the proposed changes could reduce the character and diversity of the District;

- Suggested the proposed changes could diminish existing cultural and neighbourhood heritage; and,
- Noted that existing single-family homes currently provide outdoor play space and larger open areas.

4.14. David Cameron:

- Commented on the proposal;
- Expressed general support for the removal of fully submerged basements;
- Expressed concern that the proposal does not incentivize partially submerged basement designs;
- Suggested partially submerged basements provide natural cooling benefits for summer;
- Opined that 10-foot ceilings are uncommon in the District;
- Noted a missed opportunity to better integrate building height allowances with partially submerged basement design;
- Raised concerns about building form and neighbourhood character;
- Expressed concern over the perceived rushed timeline of the process; and,
- Suggested the bylaw may be premature ahead of anticipated provincial responses regarding Small Scale Multi-Unit Housing (SSMUH) compliance.

4.15. Stephanie Wilson:

- Commented on the proposal;
- Queried the timing of considering zoning amendments in relation to the provincial SSMUH timeline;
- Suggested there was a missed opportunity in waiting for further provincial direction;
- Expressed support for the proposed amendments as a way to remove existing barriers;
- Expressed support for garage conversions, noting many families no longer have multiple vehicles;
- Emphasized the need for housing regulations that accommodate diverse household needs;
- Highlighted the importance of renters in the community and noted that many rely on basement suites for housing;
- Expressed concerns about tenant uncertainty regarding the legality of secondary suites;
- Suggested the District communicate with renters in secondary suites to reassure them that zoning changes will not affect tenancy;
- Noted that population growth will require a broader range of housing options; and,
- Emphasized the need for affordability, housing stability and diverse housing options.

4.16. Jarrett Wall:

- Spoke in support of the proposal;
- Noted that there has been extensive outreach on the topic, including open houses, emails and newsletters;
- Emphasized that families are facing time constraints, making flexible housing options important;
- Expressed support for flexible housing options such as garage conversions, larger coach houses, and additional storeys;
- Emphasized the value of simplified zoning regulations within the bylaws; and,
- Commented on the high cost of "monster homes" and broader housing affordability concerns.

5. QUESTIONS FROM COUNCIL

If garage space and previously exempt basement space are now being incorporated into a new floor area calculation, how can staff assure Council that homeowners are not actually losing buildable living space compared to what is permitted today?

In response to a question from Council, staff advised that the new standardized zone is designed to provide approximately the same total buildable floor area as most existing zones. Staff conducted an analysis that looked at the spread of the lot sizes across the District and the zones. The analysis assumed maximum buildout and included testing different coefficients against various lot sizes the intent was to fairly closely match possible buildable area.

Can staff clarify treatment of partially submerged basements in flat lots?

In response to a question from Council, staff advised that basements are permitted on all lots regardless of slope and regardless of whether the lowest floor is in ground or not. Staff further noted basements are considered a storey under the definition of storeys and would be considered one of the permitted three storeys.

Do we know if in municipalities that have moved away from traditional basements, have suite rates gone up, down, or stayed about the same?

In response to a question from Council, staff advised that in other jurisdictions and neighbourhoods where conditions have either prevented basement construction or where the market is not strong enough to merit basement construction, we still see secondary suites in similar numbers to other regions. In real estate markets like Toronto, and Los Angeles, shifting away from traditional basement suites has increased the overall number of secondary suites.

Staff further noted as municipalities restrict excavation to address environmental, carbon, and flooding concerns, the local governments also concurrently pass more flexible upzoning laws. The result is a net increase in total secondary or coach house units, showing a general transition from more affordable, underground spaces toward more livable above-ground rental housing, albeit at a more expensive rental rate.

Staff further noted the stormwater management plans and geotechnical reports and studies up front at permit application are very costly for basements in addition to construction costs. There is a cost saving for the homeowner to build above ground secondary suites as well as improvements to access to light for residents, including tenants.

Why were duplexes not included as part of this zoning update?

In response to a question from Council, staff advised that the 2024 update to the Zoning Bylaw considered updating the RS zones to allow a House, Suite and Coach House. The Zoning Bylaw rewrite seeks to maintain the overall intent of the existing zones, which is to permit the three units in the specific tenure. The zoning envisioned does allow flexible building design, with suites permitted to be 49percent of the principal building they can, for all functional purposes, feel and function like a duplex.

Is the City of Vancouver able to grant FSR bonus when adding laneway houses because they are legislated under their own charter?

In response to a question from Council, staff advised that laneway houses were added as an option in most low-density areas in Vancouver and recent changes increased the maximum size of laneway houses so more houses can accommodate families with children and other larger household types. This is similar to what staff are proposing in the District and is enabled through the *Local Government Act* or *Vancouver Charter* respectively.

Can staff comment on how the new consolidated bylaw will simplify the permitting process?

In response to a question from Council, staff advised that reducing the number of zones reduces confusion and that reduces the need for resubmissions and corrections. Individual neighborhood zones include both different numbers and different ways of interpreting regulations, making the requirements very confusing for designers. Staff further noted that both the language and rules are simplified, making it easier to build a less expensive and simpler building, which reduces design time, review time, and construction times. Staff further noted that the permitting process is also being simplified with the Development Application Process Review.

What tweaks can be considered if this bylaw is passed, what cannot be tweaked?

In response to a question from Council, staff advised that if the proposed bylaw is adopted, then variances can be considered to items like height or setback but not to anything related to use or density, and that the bylaw can still be amended through a rezoning bylaw amendment process, including a change in use or density.

Why are we adding additional square footage to coach houses when the average in the region is about 900 square feet with only a couple of municipalities realizing 1,200 square feet?

In response to a question from Council, staff advised that multi-family houses are permitted to construct larger family-oriented units. The increased coach house size enables more family-oriented units up to 1,400 square feet, allowing them to become realistic housing options for families with multiple family members.

Although the maximum permitted size of coach house will be up to 1,400 square feet plus 500 square feet of additional floor area, is there still an upper limit of the amount of the GFA for the site?

In response to a question from Council, staff advised that if the principal building has been built to maximize its square footage so that there is no extra buildable area for a coach house, the proposed 500 square foot bonus would enable a small coach house to be constructed. If the main house is not using all the available square footage, then remaining square footage can be added to the 500 square feet bonus up to a maximum of 1400 square feet for the coach house.

How do you count split level formats into storeys?

In response to a question from Council, staff advised that each level is counted as a storey.

Can staff provide a comparison of bylaws in similar municipalities? Single-Family and Coach Houses.

In response to a question from Council, staff advised that most comparable municipalities have adopted Small-Scale Multi-unit Housing (SSMUH) legislation. Those communities were required to consider the guidelines of the Province, which anticipated three-storey development of four to six-units. By comparison with typical comparable municipalities, these standards are different from what is proposed in the bylaws under consideration, which is a conversion of existing single-family zones into new single-family zones, where a house, secondary suite, and coach house are permitted.

We have heard from a speaker that Burnaby height restrictions changed and are now maxed at 30 feet. Why are we considering 38 feet in DNV?

In response to a question from Council, staff advised that staff compared to most municipalities in the region in spring 2026 and found that heights in the District were typical. Staff noted that many municipalities measure to the mid-point of the roof whereas the District measures to the peak, so that while the number is larger, the resulting height is similar.

Is there a way to make sure the bonus 500 square feet is being applied to a larger coach house creating family suitable spaces rather than just making a very large primary residence?

In response to a question from Council, staff advised that the extra 500 square feet is only provided if you are building a coach house. In the zone as presented, the regulation does not require the extra 500 square feet to be used solely for the coach house.

4.17. Brian Platts SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Referenced other jurisdictions where similar zoning changes have increased rental housing;
- Referred to Vancouver special style homes as an example of above-ground secondary suites;
- Commented on the high construction costs of coach houses;
- Referred to neighbourhood zoning changes in the 1990s and noted the 26-foot maximum roof height was too restrictive; and,
- Suggested increasing the maximum roof height to allow basements to be brought partially above ground.

4.18. Jacob Foster SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Expressed support for raising the maximum building height to allow basement suites to be partially above ground, but not to 38 feet as proposed;
- Stated that homes are long-term investments and remain part of the community for many years; and,
- Opined that new, larger homes stand out in single-family neighbourhoods.

4.19. Erik Jensen SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the additional clarity provided on coach house regulations;
- Provided a visual example illustrating the scale of a three-storey home beside an existing single-family home;
- Encouraged Council to give careful consideration to the long-term implications of the proposed changes;

- Expressed concerns about potential impacts on views and property values for existing homeowners; and,
- Opined the public notification and signage were inadequate.

4.20. David Cameron SPEAKING FOR A SECOND TIME:

- Spoke in opposition to the proposal;
- Commented on building height calculations;
- Queried whether properties already built to maximum floor area would receive an additional 500 square foot allowance for a coach house; and,
- Requested clarification on the proposed size limits for coach houses.

4.21. Corrie Kost SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the age of their home;
- Expressed concern that some newer homes have extensive paving in front yards;
- Highlighted the benefits of basements;
- Requested clarification on how existing basements would be treated under the proposed bylaw; and,
- Noted that environmentally friendly concrete products are available.

4.22. Paolo Puccini SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Commented on the proposed building height limits;
- Commented on garages and associated floor area;
- Requested clarification on the proposed additional floor area allowances; and,
- Commented on the need for adequate parking.

4.23. Bob Olsen SPEAKING FOR A SECOND TIME:

- Commented on the proposal;
- Referenced 2030 climate targets and green building technology;
- Suggested climate goals could be achieved through more sustainable building practices;
- Referenced slab-on grade and bracket house construction as alternative building approaches; and,
- Noted that basements are uncommon in Japan.

Why are the majority of condos in the District that are being approved between 500 and 800 square feet with few that are 1400 square feet, but we are encouraging coach houses to accommodate families?

In response to a question from Council, staff advised that the updated coach house size enables larger coach houses. Staff stated unit size is not restricted in multi-residential zones and larger units are permitted. Providing a larger coach house size provides more options

and flexibility when thinking about the diversity and size of housing stock. As part of the larger Zoning Bylaw Rewrite, staff will bring forward updated multi-unit residential zones as they consider options to encourage larger livable units in those zones.

Would staff be able to comment on the suggestion made by second time speaker to raise the allowable height of basement above ground from the existing 4 feet?

In response to a question from Council, staff advised that the zones under consideration do not have this limit.

We asked for the worst-case scenario during the workshops on this issue of height and removal of basements, can staff provide images to illustrate these scenarios, such as the Norgate neighborhood?

In response to a question from Council, staff advised that impacts are higher when the house is on the uphill side of the street on a street with a cross slope, depending on how residents use their side yard and rear yard. Staff further noted the proposal is a change from the existing regulations and will make homes taller and bulkier, which responds to the guiding principals to maintain the permitted development areas.

Does a fully submerged basement count against the total height or is it measured from grade?

In response to a question from Council, staff advised that building height is measured from grade, the basement would count as a storey, so they would be limited to two storeys above grade.

Are the building coverage and hard surface coverage maximums changed by this bylaw?

In response to a question from Council, staff advised that the building coverage has been increase slightly to encourage two-storey construction and not force the construction of a third storey. Staff noted that the proposal includes requirements for 35 percent landscaped area for lots under 5,000 square feet and 45percent for lots over 5,000 square feet.

Why do we feel we need to allow heights of up to 38 feet, when the basements were fully submerged only to gain full height ceiling on the main by design?

In response to a question from Council, staff advised that allowing the entire area to be above grade would impact building height considerations. The proposed approach would simplify height regulations by measuring to the roof peak and allowing the full 38-foot height, while maintaining the three-storey limit. Staff further advised these regulations originated in the 1990s in response to concerns of “monster homes” and included more restrictive eave and building height requirements, which forced basements down into the ground while maintaining a two-storey with basement home.

If this zoning bylaw is passed, does that make existing basements "non-conforming"? If so, what renovations would the owner be allowed to make to the basement? What is the general nature of restrictions on non-conforming properties?

In response to a question from Council, staff advised that basements will not become non-conforming because basements are still permitted. The regulations under consideration are more permissive than the existing zones, so it is less likely for existing dwellings to become non-conforming. Basements would count into overall FSR (where previously exempted), however, since the allowable FSR is larger in the proposed zoning, it may not be an issue.

Can staff provide the environment benefit and rationale as to how the root structure of trees on the property are protected if we are adding increase hard surface coverage? How does reducing setbacks protect root structure?

In response to a question from Council, staff advised that construction often results in the loss of existing trees, particularly when basements are excavated and that changes to drainage patterns and groundwater flow can reduce water availability to remaining trees. While construction results in impacts to existing trees, the proposed bylaw includes a landscape requirement with a suitable depth of soil, which is indented to facilitate an opportunity for tree planting in the future. Staff further noted that the proposed 20-foot setback aligns with the setback currently permitted for front entry garages. By reducing the front yard setback, the intent is to reduce the pressure on the rear yard, where most planting occurs.

Can staff provide images of flat and sloped lots with existing three storey homes with heights under existing bylaws and the same photos with the proposed max story and max height?

In response to a question from Council, staff provided an example from their presentation.

How do we reduce the developable area and allow the gentle density of coach houses and secondary suites that don't have the required FSR?

In response to a question from Council, staff advised that perspectives on housing needs vary, many people in multi-family projects currently live comfortably in units ranging from 1,000 to 1,500 square feet. Staff further noted for 5,000 square foot homes, the floor area could potentially be accommodated through multiple units. Staff also noted that reducing residents' development potential would result in some existing homes becoming non-conforming.

Has staff measured the impact on the storm system because of the increase in hard surface?

In response to a question from Council, staff advised that they have various models used to analyze water, sanitary and storm water impacts in the community. Staff noted the development servicing bylaw and storm servicing bylaw match pre-development flow with post-development flow, which scales with the scale of the hard surface.

4.24. Jarrett Wall SPEAKING FOR A SECOND TIME:

- Spoke in support of the proposal;
- Emphasized the importance of timely implementation;
- Commented on the potential role of artificial intelligence, noting the current regulations are difficult to interpret;
- Queried if performance metrics will be used to evaluate the effectiveness of the bylaw and DAPR; and,
- Requested clarification on turning distance requirements for garages.

4.25. Corrie Kost SPEAKING FOR A THIRD TIME:

- Commented on the proposal;
- Opined that the District is made up of distinct communities with unique identities; and,
- Queried whether reference to those distinct communities have been removed from the OCP materials.

4.26. David Cameron SPEAKING FOR A THIRD TIME:

- Spoke in opposition to the proposal; and,
- Opined that allowing basements without an adjustment to building height does not provide an appropriate balance.

4.27. Paolo Puccini SPEAKING FOR A THIRD TIME:

- Commented on the proposal;
- Commented on the impact of three-storey buildings in the District; and,
- Stated coach houses generally represent a reduction in overall residential square footage compared to larger single-family homes.

6. COUNCIL RESOLUTION

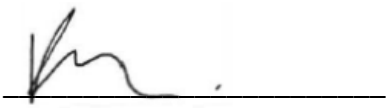
MOVED by Councillor HANSON
SECONDED by Councillor MAH
THAT the June 23, 2026 Public Hearing regarding Bylaw 8787 and Bylaw 8799 is closed;

AND THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8787, 2026 (Amendment 63)" is returned to Council for further consideration;

AND THAT “District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)” is returned to Council for further consideration.

CARRIED
(9:49 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
√ Regular Meeting	Date: July 13, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 30, 2026
File: 02.0870.30/108.000

AUTHOR: Lauren Bailey, Property Services Agent

SUBJECT: Proposed Partial Highway Closure and Dedication Removal
300 Block Riverside Drive Highway Closure Bylaw 8804, 2026

RECOMMENDATION:
THAT: "300 Block Riverside Drive Highway Closure Bylaw 8804, 2026" is given FIRST, SECOND and THIRD Readings.

REASON FOR REPORT:
The "300 Block Riverside Drive Highway Closure Bylaw 8804, 2026" (**see Attachment 1**) will authorise the closure and raising legal title to 4,499 sq. ft. (418.0 m^2) of municipal road allowance (the "Road Allowance") (**see Attachment 2**) adjacent 2204-2220 Old Dollarton Road.

The District then intends to consolidate the Road Allowance with adjacent District-owned lands as shown on **Attachment 2** for the future development of an affordable housing project on Riverside Drive.

SUMMARY:
In accordance with Section 40 and Section 94 of the *Community Charter* Council must provide notice of its intention to close a portion of road allowance which will be published in the North Shore News on July 1, 2026, and July 8, 2026 (**see Attachment 3**).

Third party utility companies (Telus, BC Hydro, Rogers/Shaw and Fortis) were given notice of the proposed road closure on June 18, 2026 and the opportunity to provide submissions.

BACKGROUND:
The District owns the adjacent legal lots to the north, known as Lots 31-34. The District intends to consolidate Lots 31-34 with the Road Allowance (the "Consolidated Lands") and execute a 60-year ground lease to facilitate the future development of an affordable housing project. The District owned site was rezoned to accommodate a six-storey building that will be operated by Metro Vancouver Housing Corporation. The Road Allowance portion is required to accommodate an access ramp to be shared with the adjoining properties to the south.

If the ground lease for the affordable housing project is not executed, the land (the current road allowance) would not be consolidated with Lots 31–34. However, the land would continue to be required and retained to provide access to adjacent properties and support future development.

Given the proximity of these properties to the intersection of Riverside Drive and Old Dollarton Road, direct individual vehicle access points would not be supported due to operational and safety considerations. Accordingly, access would need to be consolidated through the existing lane.

Future development of the adjoining parcels to the south would likely be contingent on a shared access arrangement, including a common access ramp constructed through the current road allowance. As such, the land would retain strategic value regardless of whether the affordable housing project proceeds, as it would continue to be required to facilitate access to surrounding properties and future development lands.

EXISTING POLICY:
Sections 26 and 40 of the *Community Charter*, governs road closures and dispositions of municipal land.

ANALYSIS

Financial Impacts:
There are no financial impacts in raising a legal title to this road allowance as the District will be retaining ownership to the land. It is intended that the land will form part of the ground lease, with the parkade ramp being constructed as part of the affordable housing building. When the adjacent lands to the south are developed, there will be an obligation on the adjacent owner to pay for part of the construction costs and a portion of the shared maintenance of the ramp.

Concurrence:
The use of the Road Allowance as access for the affordable housing project and adjacent lands has been reviewed and approved by the Planning, Transportation, Finance and Engineering departments.

Public Input:
As per the provisions of the *Community Charter*, members of the public who consider they are affected by the road closure will have an opportunity to make representations to Council at the July 13, 2026 Council meeting.

Options:

1. THAT "300 Block Riverside Drive Highway Closure Bylaw 8804, 2026" is given FIRST, SECOND and THIRD Readings.
(Staff Recommendation);

OR

2. No further action is required.

Respectfully submitted,

Lauren Bailey
Property Services Agent

Attachment 1 – The Corporation of the District of North Vancouver Bylaw 8804

Attachment 2 – Road Allowance

Attachment 3 – North Shore News Publication

REVIEWED WITH:

❑ Business and Economic		❑ Finance	EI	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			

Attachment 1

The Corporation of the District of North Vancouver

Bylaw 8804

A bylaw to close and remove highway dedication.

WHEREAS under the Community Charter the Council may close to traffic and remove the dedication of a highway; and,

WHEREAS the Council has posted and published notices of its intention to close the highway referred to in this Bylaw and remove its dedication, and has provided an opportunity for persons who consider they are affected to make representations to the Council; and,

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

Citation

1. This bylaw may be cited as "300 Block Riverside Drive Highway Closure Bylaw 8804, 2026".

Bylaw to close and remove highway dedication

2. The portions of highway dedicated by Plan 2353 shown delineated and labelled "Lane to be Closed" on the attached plan hereto as Schedule "A" are closed to all types of traffic and the dedication as highway is removed.

3. The Mayor and Corporate Officer are authorized to execute and deliver such transfers, deeds of land, plans and other documents as are required to effect the aforesaid closure and removal of highway dedication.

Severability

4. If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw

NOTICE given under Section 94 of the *Community Charter* on, July 1, 2026 and July 8, 2026.

OPPORTUNITY for representations to Council provided in accordance with Section 40 of the *Community Charter* on

READ a first time

READ a second time

READ a third time

Certified a true copy of “Bylaw 8804” as at Third Reading

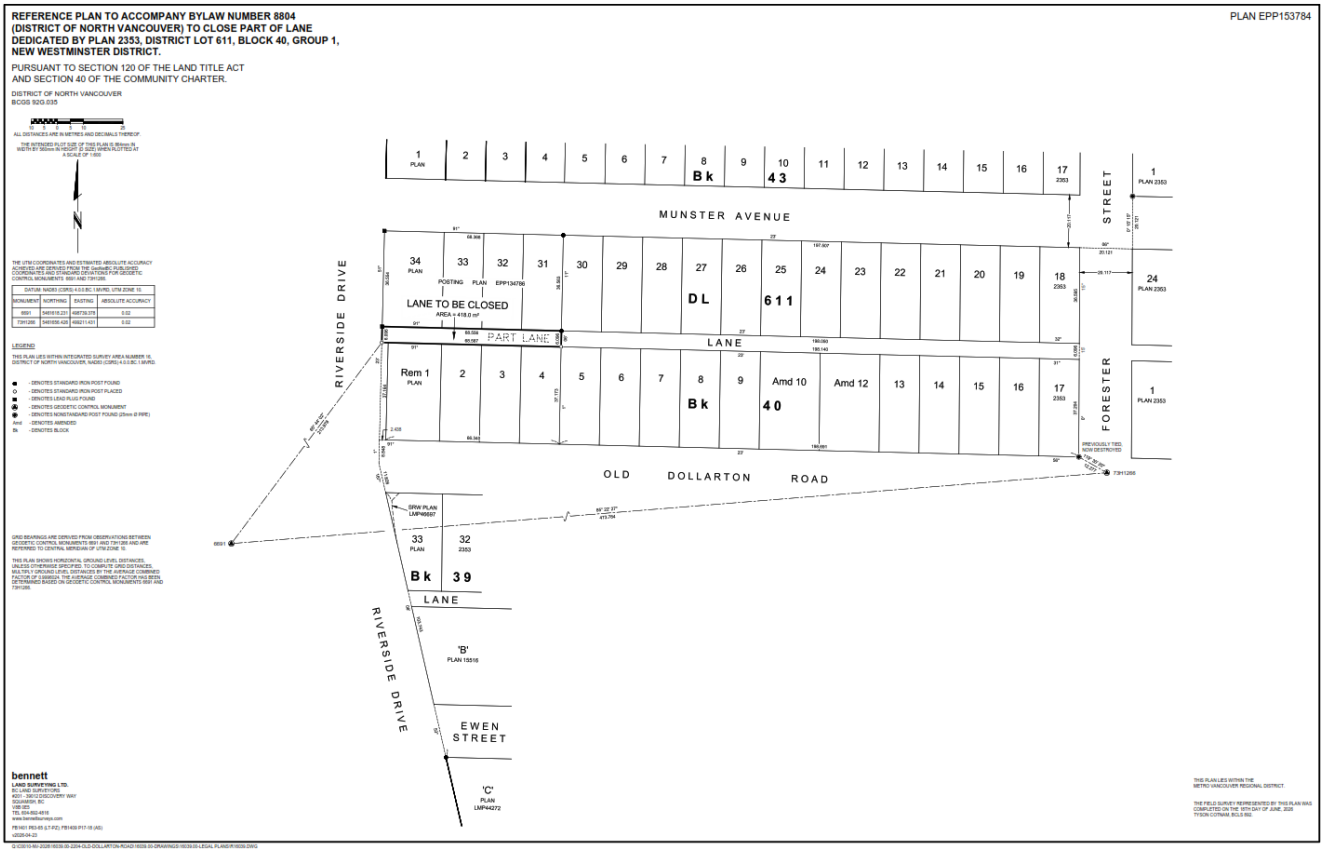
_____
Deputy Corporate Officer

APPROVED by the Ministry of Transportation and Transit on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8804



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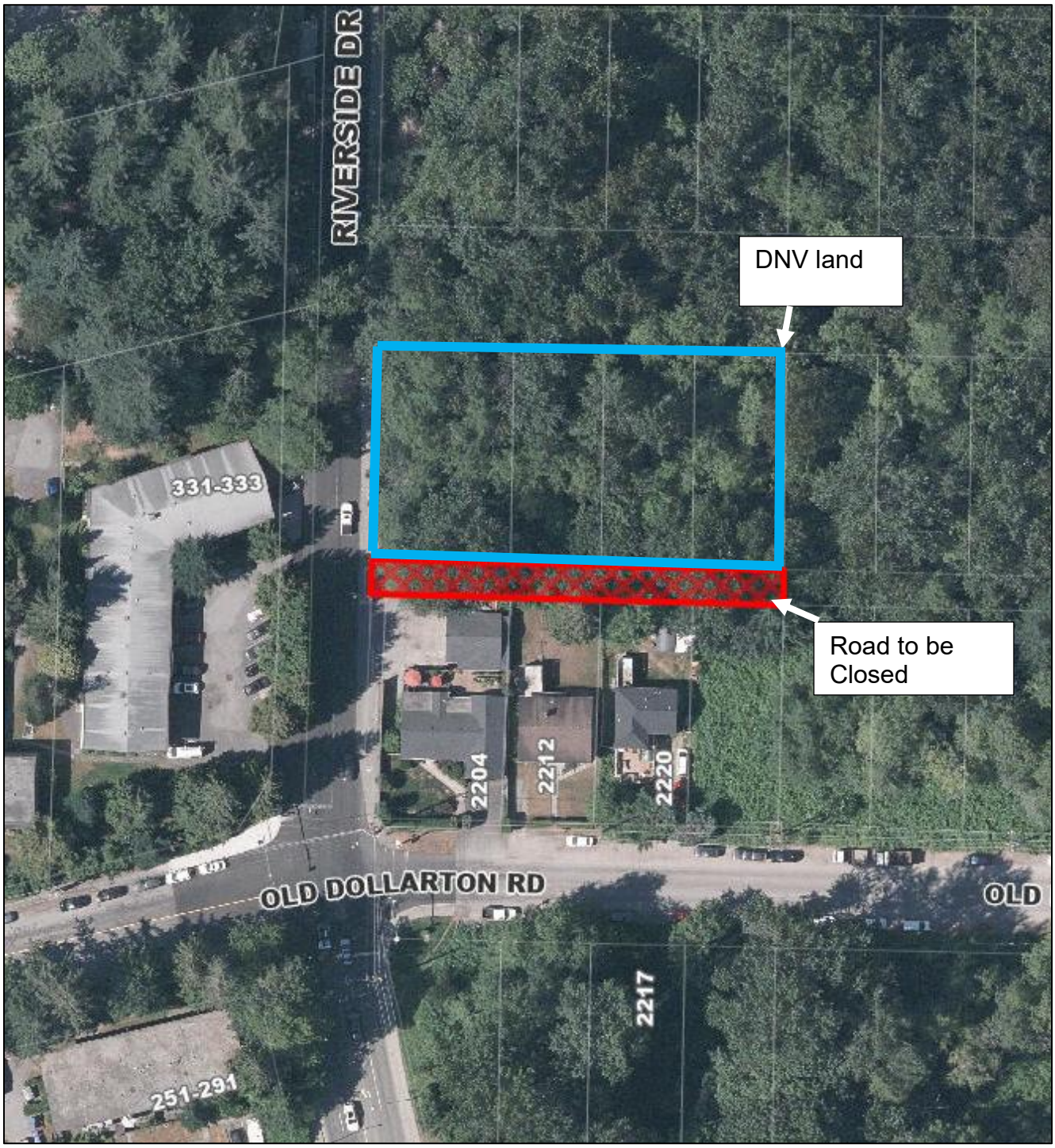
Attachment 2

Road Allowance



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Attachment 3

North Shore News Publication

Notice of Road Closure

300 Block Riverside Drive Highway Closure Bylaw 8804, 2026

The District of North Vancouver gives notice of its intention to close to traffic, and remove the highway dedication of, the portion of road allowance shown outlined in bold and labelled as "Closed Road", for the purpose of consolidation with the District-owned "Adjacent Lands", as shown on the map below. This portion of road allowance is 418 square metres.

The Bylaw to remove the highway dedication of the Closed Road will be considered by Council at its regular meeting at the Council Chambers at District Hall,

355 West Queens Road, North Vancouver, on July 13, 2026 at 7:00pm.

Public input on this item will be facilitated by registering in advance with the Corporate Officer at signup@dnv.org prior to 3:00pm, Monday, July 13, 2026. You will then be contacted with instructions on how to participate in the meeting in person or virtually via Zoom. Written submissions may also be made at input@dnv.org.

DISTRICT OF NORTH VANCOUVER

Questions?
Lauren Bailey, Property Services Agent
Real Estate and Properties
604-990-2451 or baileyl@dnv.org

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: July 13, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 25, 2026
Case: PLN2025-00048
File: 08.3060.20/048.25

AUTHOR: Taylor Jenks, Development Planner

SUBJECT: **Bylaw 8807: Revised Zoning Text Amendment for 2131-2171 Old Dollarton Road, 229-291 Riverside Drive & 2102-2128 Front Street ("Maplewood Gardens")**

RECOMMENDATION

THAT the "District of North Vancouver Rezoning Bylaw 1464 (Bylaw 8807)" is given FIRST, SECOND, and THIRD readings.

REASON FOR REPORT

Quadreal Development has proposed changes to their recent text amendment application regarding the approved development at 2131 Old Dollarton Road, known as Maplewood Gardens.

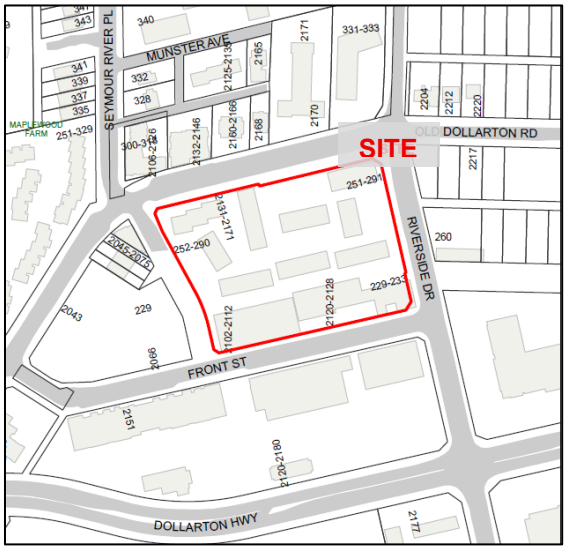

Figure 1 – Site Location

The application as amended, continues to propose the conversion of 121 units from strata to market and non-market rental, as well as other consequential changes, as outlined in this report. In response to Council comments, the applicant has now increased vehicle parking for the strata units in the development as compared to the recent text amendment application.

Bylaw 8807, the amending bylaw to the site's existing CD 152 zone, is ready for consideration of first, second and third readings. Notice of bylaw readings has been provided in accordance with the *Local Government Act*.

BACKGROUND

April 7, 2025 - Maplewood Gardens rezoning application was approved by Council.

- Bylaw 8685 rezoned the site to Comprehensive Development Zone 152 (CD152);
- Bylaw 8686 authorized a housing agreement to secure 60 non-market rental units, in perpetuity; and
- Bylaw 8702 authorized a housing agreement to secure the rental tenure for 116 market rental units, in perpetuity.

These bylaws permitted the development of a large mixed-use project including:

- 552 residential units in five, six-storey buildings centered around a common outdoor plaza including 33 live/work units. The residential tenure was divided as follows:
  - 376 Strata units;
  - 116 Market rental units; and
  - 60 Non-market rental units.
- 803m^2 (8,600 sq. ft.) of ground floor commercial space fronting Seymour River Place.

Figure 2 – Context Map

Additional information on the proposal as approved can be found in the First/second/third reading, Adoption, and Development Permit reports.

December 9, 2025 - In response to changing market conditions, the applicant submitted a text amendment application which proposed the change in tenure of 121 units from market strata to market and below-market rental as well as a consequential change to allocation of amenity spaces. The applicant also proposed a reduced parking rate for the remaining strata units and a slight increase to building height to accommodate mechanical equipment.

Details on that text amendment application can be found in the first/second/third reading report.

June 22, 2026 - Staff presented the text amendment application to Council for consideration of 1st, 2nd, and 3rd reading of the rezoning bylaw. The bylaw as presented was defeated at second reading.

The key matters for discussion at the Council meeting were the reduced parking rate proposed for the strata units and concerns that the area has an overall shortage of on-street parking spaces.

June 24, 2026 - The applicant submitted a revised application which keeps the following changes to the originally approved development:

- Conversion of 121 units from strata to 101 rental and 20 below market rental;
- Revised vehicle parking for converted rental units in accordance with CD 152 zone;
- An adjustment to building height exception for building C1 to allow for mechanical and electrical rooms on rooftop; and
- Adjustments to the excluded floor area for amenity space to accommodate revised amenity locations.

The primary change in the revised proposal is that the applicant has increased the vehicle parking for the remaining strata units, based on a 1.055/unit ratio rather than previously proposed 1/unit.

DISCUSSION

The discussion below focuses on the revisions to strata parking, and details on the subsequent changes can be found in the previous bylaw amendment report dated May 25, 2026.

Changes to Residential Tenure and Housing Mix

The project as approved in 2025 included two rental buildings, and three strata buildings. Due to changing market conditions and construction costs, the applicant is proposing to amend the proposal to convert one strata building (C3) to market rental tenure (R3) as well as slight revisions to the unit count in each building, while maintaining the overall unit count. Changes as proposed are shown in Table 1 and 2 below:

Table 1 – Changes to Residential Tenure by building

Proposed	Building C1	Building C2	Building R3	Building R1	Building R2	Total (changes to proposed tenure mix)
Market Rental	-	-	+120	-20	+1	**+101**
Below Market Rental	-	-	-	+20	-	**+20**
Strata	-	+1	-122	-	-	**-121**

Staff are supportive of this change as it provides more rental housing and more below market rental housing, a goal that is aligned with OCP, Rental and Affordable Housing Strategy, and the Housing Needs Report.

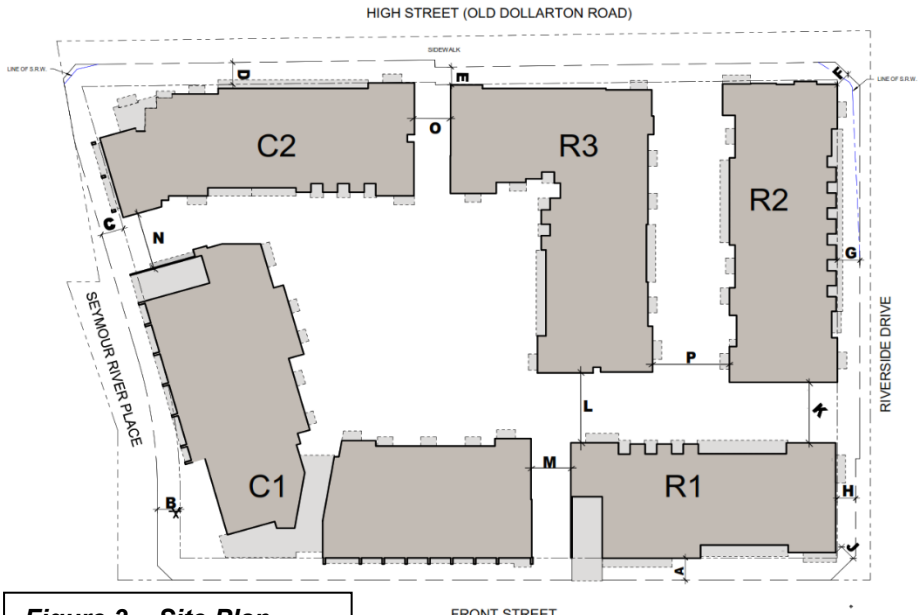

Figure 3 – Site Plan

While tenure is changing, the overall unit mix of bedroom counts remains relatively the same as shown in table 3 below:

Table 2 – Proposed Change in Unit Mix

	Number of Units (original application)	Number of Units (proposed)
1 bed	291	290
2-Bed	204	205
3-Bed	57	57
Total	552	552

Changes to Strata Vehicle Parking

The parking rate for strata units was originally secured in the CD 152 zone at 1.1 stall/unit. The applicant previously proposed to reduce this rate to 1 stall/unit however the proposal was rejected by council. To address council concerns, the revised proposal increased this rate once more, to 1.055 stalls/ unit. This change equates to a total reduction of 12 stalls related to strata units, a 2.5% parking reduction overall.

Table 3 Strata Unit Parking Requirements

	Stalls per Strata Unit	Number of Strata units	Total Strata Stalls
Original Parking Rate and Number of Units (CD152)	1.1	376	413
Previous proposal (rejected)	1	255	255
Revised proposal	1.055	255	269

The OCP directs consideration of reductions of parking requirements for new developments in town and village centres as ways to not only encourage alternate modes of transportation, reduce reliance on private vehicles and greenhouse gas emission, but also to increase housing affordability. Specifically, the OCP outlines that reduced parking requirements for rental and affordable housing can be considered as incentives to encourage the development of affordable housing in the District. In addition, the District AVPR recommends reduced parking rates when accompanied by Transportation Demand Management Measures. The proposal includes the following TDM measures in support of the residential parking rates:

- Two Modo Car share spaces, and the purchase of two Modo vehicles.
- Transit stop improvements including a shelter, accessible concrete pad, and bench;
- Multimodal wayfinding and transit information around the site;
- A proprietary app which displays building and alternative transportation information;
- Private bicycle maintenance facilities including tools for flat repair, and general maintenance; and
- Public bicycle maintenance stand including the above-noted tools.

The parking rate associated with commercial, as well as rental and non-market rental remains compliant with the CD 152 zone.

Based on the above, staff have reviewed the proposed parking and TDM measures and found the revised parking rates to be supportable as they are in alignment with the AVPR policy. The site is located within the heart of Maplewood Village within close walking distance to shops and services, pedestrian and bicycle transportation networks, and transit stops for multiple routes in the vicinity, and is therefore a suitable location to consider parking reductions.

CONCURRENCE

The project has been reviewed by staff from the Environment, Building, Legal, Parks, Engineering, Community Planning, Transportation, and the Fire Department.

CONCLUSION

Staff are supportive of the proposed amendments to CD-152 zone for the mixed-use development as it secures additional rental and below-market rental housing in the heart of the Maplewood Village. This tenure type is supported by the OCP, the Rental and Affordable Housing Strategy, and the Housing Needs Report and will facilitate construction of a key project in the build-out of the Maplewood Village Centre, along with the supporting transportation assets.

OPTIONS

The following options are available for Council's consideration:

1. Give Bylaw 8807 First, Second and Third readings (Staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Abandon the bylaw at First Reading.

Respectfully submitted,

Taylor Jenks

Development Planner

ATTACHMENTS

1. District of North Vancouver Rezoning Bylaw 1464 (Bylaw 8807)
2. CD 152 zone (blacklined version)
3. Redline Architectural pages showing proposed changes

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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The Corporation of the District of North Vancouver

Bylaw 8807

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 1466 (Bylaw 8807)".

2. Amendments

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

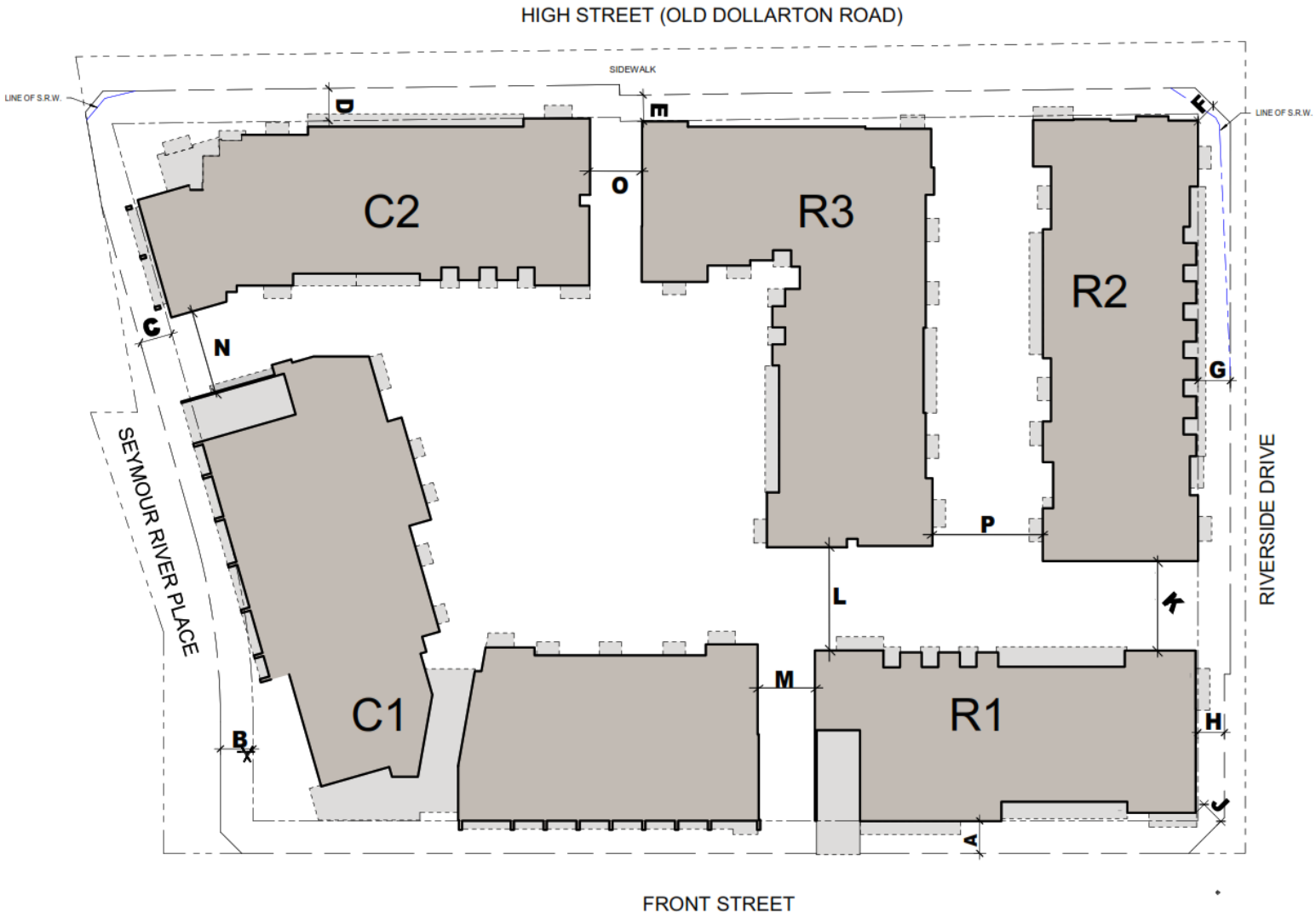
a) The following is added to Section 4B-152-3 "Conditions of Use":

f) ***Personal Service Use****: Personal Service Use* is permitted in Live-work units and commercial units, except for commercial units located in the area identified in Figure 1.

b) Table 1- Maximum Exempted Floor Space in Section 4B-152 is deleted and replaced with the following:

Table 1 – Maximum Exempted Floor Space		
Area	**Maximum exempted indoor amenity space/spaces in combination**	**Maximum exempted garbage, recycling, mechanical, and electrical rooms/enclosures in combination**
C1	281.0 m^2 (3,025 sq. ft.)	190.5 m^2 (2,050sq. ft.)
C2	0	88.3 m^2 (950sq. ft.)
R3	213.7 m^2 (2,300 sq. ft.)	54.8 m^2 (590 sq. ft.)
R2	0	113.3 m^2 (1,220 sq. ft.)
R1	53.4 m^2 (575 sq. ft.)	86.9 m^2 (935 sq. ft.)
Total	**548 m^2 (5,900 sq. ft.)**	**533.7 m^2 (5,745 sq. ft.)**

c) Figure 2 in Section 4B-152 is deleted and replaced with the following:



d) Table 3 – Building Height in Section 4B-152 is deleted and replaced with the following:

Table 3 – Building Height			
Building	**Maximum Building Height**	**Maximum Height Exceptions**	**Maximum Storeys**
Building C1	21m (68.75 ft.)	5 m (16.25 ft.)	6
Building C2	20.8m (68.2 ft.)	5 m (16.25 ft.)	6
Building R3	19.8m (65 ft.)	5 m (16.25 ft.)	6
Building R2	19.8m (65 ft.)	5 m (16.25 ft.)	6
Building R1	19.8m (65 ft.)	2.7 m (9 ft.)	6

e) Section 4B152 – 10 “Parking, Loading and Servicing Regulations” is deleted in its entirety and replaced with the following:

a. Parking and loading are to be provided in accordance with “Table 4” and “Figure 2”:

Table 4 – Parking Requirements		
Building	**Use**	**Required Parking Rate**
C1 and C2	Residential and Live-work	1.055 stall / unit
	Commercial	1 stall / 45 m^2
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in C1 and C2
R1	Residential and Live-work	0.75 stall / unit
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in R1
R2 and R3	Residential	0.75 stall / unit
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in R2 and R3

b. Commercial parking is based on a blended rate for all uses excluding residential and live-work use and shall be shared with the required visitor parking in the C1 and C2 buildings.

c. Except as specifically provided in this section 4B 152-10, Parking and Loading shall be provided in accordance with Part 10 of this Bylaw.

READ a first time

READ a second time

READ a third time

Certified a true copy of “Rezoning Bylaw 1466 (Bylaw 8807)” as at Third Reading

_____
Deputy Corporate Officer

APPROVED by the Ministry of Transportation and Transit on

ADOPTED

_____ _____
Mayor Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8685

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 1440 (Bylaw 8685)".

2. Amendments

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

a) Part 2A, Definitions is amended by adding CD152 to the list of zones that Part 2A applies to.

b) Part 2A, Definitions is amended by adding the following definitions:

"bicycle parking space, Class 1" means an indoor bicycle space that is secure and weather protected and is primarily for residents and employees for the long-term parking of one bicycle (also known as Class A or Long Term);

"bicycle parking space, Class 2" means a bicycle rack or space primarily for short-term parking of one bicycle (also known as Class B or Short term);

"end of trip facilities" are designated places that support cycling and other forms of active transportation and include secure parking, lockers, change rooms and shower facilities;

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

"Comprehensive Development Zone 152 (CD152)"

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

“4B 152 Comprehensive Development Zone 152 CD152

The CD152 zone is applied to:

i.) PID 010-651-519, Lot 2 Block 20 District Lot 193 Plan 7353;
ii.) PID 010-651-501, Lot 1 Block 20 District Lot 193 Plan 7353; and
iii.) PID 008-874-565, Lot A Blocks 19 and 20 District Lot 193 Plan 12507

all as indicated in Schedule A

4B 152 – 1 Intent

The purpose of the CD152 Zone is to permit a mixed-use development including commercial, residential, non-market residential and public plaza space.

4B 152 – 2 Permitted Uses:

The following *principal* uses shall be permitted:

a) Uses Permitted Without Conditions:

Not applicable.

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 152-3 Conditions of Use, are met:

i) live-work use;
ii) office use
iii) personal service use;
iv) restaurant use;
v) retail use;
vi) residential use;
vii) service use; and
viii) social gathering use

4B 152 - 3 Conditions of Use

b) **All conditional uses**: All uses of land, buildings and structures are only permitted when the following condition of use is met:

i) All aspects of the use are completely contained within an enclosed building except for:

1. Parking and loading areas;
2. *Outdoor customer services areas*;
3. The display of goods;
4. Outdoor amenity areas (plazas, roof decks, play areas, and private or semi-private outdoor space); and
5. Public plazas and park areas.

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

i) Each dwelling unit has access to private or semi-private outdoor space.
ii) Each dwelling unit has exclusive access to a designated storage or bicycle storage space.
iii) A minimum of 803 m^2 (8,643 sq. ft.) of commercial use is provided.
iv) A minimum of *33 Live-Work* units are provided with 12 fronting Front Street, 10 units fronting Riverside Drive and 11 units fronting Old Dollarton Road.
v) minimum of 803 m^2 (8,643 sq. ft.) of the total permissible gross floor area must be used for commercial purposes where commercial purposes includes restaurant use and retail use singly and in combination and does not include live-work use.
vi) Balcony enclosures are not permitted.

c) ***Live-work:*** *Live-work use* is only permitted when the following conditions are met:

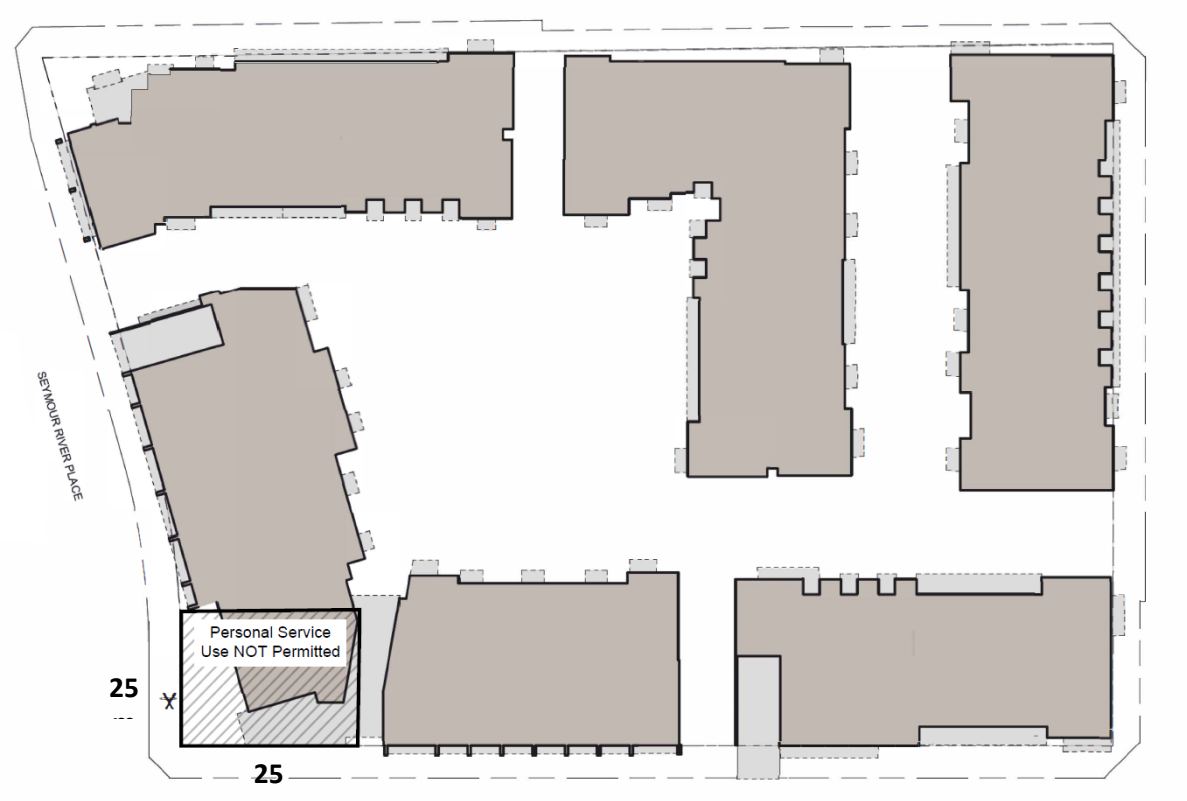
i) Each dwelling unit has access to private or semi-private outdoor space; and
ii) Each dwelling unit has exclusive access to a designated storage or bicycle storage space.
iii) Each dwelling unit has a public entrance
iv) Live-Work units will not accommodate restaurant or social gathering uses.

d) ***Office Use:*** *Office use* is only permitted when located within the live-work units.

e) ***Restaurant:*** *Restaurant use* is only permitted when located within commercial units along Seymour River Place

f) ***Personal Service Use****: Personal Service Use* is permitted in Live-work units and commercial units, except for commercial units located in the area identified in Figure 1.

Figure 1



4B 152 - 4 Accessory Use

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

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

4B 152 – 5 Density

a) The maximum permitted *gross floor area* in the CD152 zone is 44,492 m^2 (478,908 sq. ft.) as measured to the exterior of the building sheathing, and as allocated below and as shown in Figure 2:

b) For the purpose of calculating *gross floor area* the following are exempted:
   i. Parking, stairwells, utility rooms, elevator lobbies, and bike storage areas located below grade in a structure which has an exposed exterior wall less than 1.2m (4 ft.) above finished grade.

ii. Garbage, Recycling, Mechanical and Electrical and Water Meter Rooms located on the ground floor in accordance with “Table 1” and Figure 1”.

iii. Amenity space in accordance with “Table 1”

iv. The area of balconies and covered patios up to 10% of the total residential floor area for the building they are part of;

~~Table 1 – Maximum Exempted Floor Space~~		
~~Area~~	~~Maximum exempted indoor amenity space (sq. ft.)~~	~~Maximum exempted garbage, recycling mechanical and electrical room/enclosures (sq. ft.)~~
~~C1~~	~~3,046~~	~~1,830~~
~~C2~~	~~915~~	~~922~~
~~C3~~	~~721.2~~	~~530~~
~~R2~~	~~797~~	~~812~~
~~R1~~	~~500~~	~~969~~
~~**Total**~~	~~**5,979.2 sq. ft. (555 m^2)**~~	~~**5,063 sq. ft. (470.4 m^2)**~~

Table 1 – Maximum Exempted Floor Space		
Area	**Maximum exempted indoor amenity space/spaces in combination**	**Maximum exempted garbage, recycling, mechanical, and electrical rooms/enclosures in combination**
C1	281.0 m^2 (3,025 sq. ft.)	190.5 m^2 (2,050sq. ft.)
C2	0	88.3 m^2 (950sq. ft.)
R3	213.7 m^2 (2,300 sq. ft.)	54.8 m^2 (590 sq. ft.)
R2	0	113.3 m^2 (1,220 sq. ft.)
R1	53.4 m^2 (575 sq. ft.)	86.9 m^2 (935 sq. ft.)
Total	**548 m^2 (5,900 sq. ft.)**	**533.7 m^2 (5,745 sq. ft.)**

4B 152 – 6 Setbacks

a) Buildings shall be set back from property lines to the closest building face, excluding any underground or partially exposed parking structure, window wells, balcony columns, alcove projections, or projecting balconies, and the above noted projections are not to exceed a depth as outlined in Section 409 of the zoning bylaw, and established by development permit and in accordance with “Table 2” and “Figure 2”

Figure 2

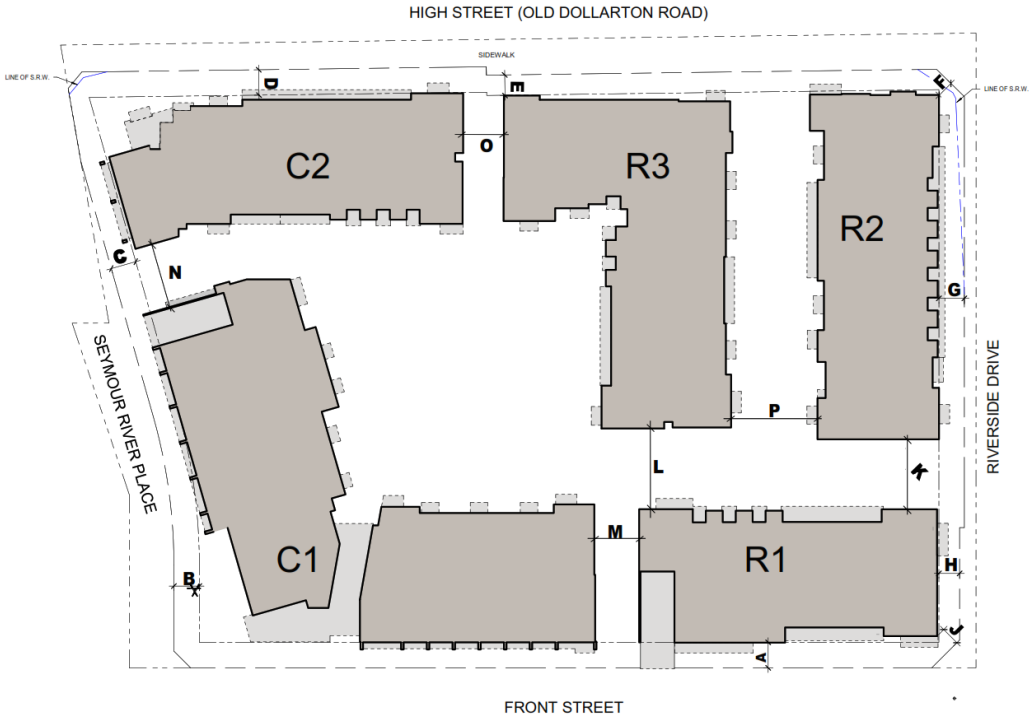


Table 2 – Setbacks (minimum)	
A	4.3 m (14 ft)
B	4.3 m (14 ft)
C	4.3 m (14 ft)
D	4.3 m (14 ft)
E	3.5 m (11.5 ft.)
F	2.75 m (9 ft.)
G	4.4 m (14.4 ft)
H	3.5 m (11.5 ft)
J	3.2 m (10.5 ft)
K	12.2 m (40 ft)
L	14.5 m (47.6 ft)
M	7.6 m (25 ft)
N	9.9 m (32.5 ft)

O	7.1 m (23.3 ft)
P	15 (49.2 ft)

4B 152 – 7 Height

a) The maximum permitted height for any building in the CD152 zone shall be measured from the Flood Construction Level (FCL) at a geodetic elevation of 6.6 m, with specific building height provisions based on “Table 3” and “Figure 2”.

~~**Table 3 – Building Height**~~

~~**Building**~~	~~**Maximum Building Height**~~	~~**Maximum Height Exceptions**~~	~~**Maximum Storeys**~~
~~Building C1~~	~~21m (68.75 ft.)~~	~~2.7 m (9 ft.)~~	~~6~~
~~Building C2~~	~~20.8m (68.2 ft.)~~	~~5 m (16.25 ft.)~~	~~6~~
~~Building C3~~	~~19.7m (64.75 ft.)~~	~~5 m (16.25 ft.)~~	~~6~~
~~Building R2~~	~~19.65m (64.5 ft.)~~	~~5 m (16.25 ft.)~~	~~6~~
~~Building R1~~	~~19.8m (65 ft.)~~	~~2.7 m (9 ft.)~~	~~6~~

Table 3 – Building Height

Building	**Maximum Building Height**	**Maximum Height Exceptions**	**Maximum Storeys**
Building C1	21m (68.75 ft.)	5 m (16.25 ft.)	6
Building C2	20.8m (68.2 ft.)	5 m (16.25 ft.)	6
Building R3	19.8m (65 ft.)	5 m (16.25 ft.)	6
Building R2	19.8m (65 ft.)	5 m (16.25 ft.)	6
Building R1	19.8m (65 ft.)	2.7 m (9 ft.)	6

b) In addition to Part 4 General Regulations, Section 407 Height Exceptions, the following height exceptions shall apply in the CD152 zone: Elevator penthouses, heating, cooling, ventilation and other mechanical equipment required for building operations are permitted above the maximum height limit, provided they are completely screened and integrated into the building’s design and do not extend more than the maximum height exceptions as outlined in Table 3.

4B 152 – 8 Coverage

a) Building Coverage: The maximum building coverage is 57%.

b) Site Coverage: The maximum site coverage is 58%.

4B 152 – 9 Landscaping and Storm Water Management

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

b) Screening consisting of solid fence, architectural screening, landscaping or a combination thereof, is required around the following:

   i) any utility boxes, water meter chambers, vents or pumps that are not located underground and/ or within a building; and

   ii) any solid waste (garbage, recycling, compost) or loading areas or facilities that are not located underground and / or within a building.

4B 152 - 10 Parking, Loading and Servicing Regulations

a) Parking and loading are to be provided in accordance with “Table 4” and “Figure 2”:

~~Table 4 – Parking Requirements~~		
~~**Building**~~	~~**Use**~~	~~**Required Parking Rate**~~
~~**C1, C2, C3 combined**~~	~~Residential and Live-work~~	~~1.1 stall / unit~~
	~~Commercial~~	~~1 stall / 45 m^2~~
	~~Visitor~~	~~0.1 stall / unit~~
	~~Accessible~~	~~4.5% of all required parking in C1, C2 and C3~~
~~**R1**~~	~~Residential and Live-work~~	~~0.75 stall / unit~~
	~~Visitor~~	~~0.1 stall / unit~~
	~~Accessible~~	~~4.5% of all required parking in R1~~
~~**R2**~~	~~Residential~~	~~0.75 stall / unit~~
	~~Visitor~~	~~0.1 stall / unit~~
	~~Accessible~~	~~4.5% of all required parking in R2~~

Table 4 – Parking Requirements		
Building	**Use**	**Required Parking Rate**
C1 and C2	Residential and Live-work	1.055 stall / unit
	Commercial	1 stall / 45 m^2
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in C1 and C2
R1	Residential and Live-work	0.75 stall / unit
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in R1
R2 and R3	Residential	0.75 stall / unit
	Visitor	0.1 stall / unit
	Accessible	4.5% of all required parking in R2 and R3

b) Commercial parking is based on a blended rate for all uses excluding residential and live-work use and shall be shared with the required visitor parking in the C1, C2, C3 buildings.

c) Except as specifically provided in this section 4B 152-10, Parking and Loading 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 land from the Multiple-Family Residential Zone (RM3) and Light Industrial Zone (I3) to Comprehensive Development Zone CD152.

e) The Siting Area Map section is amended by deleting Plan Section R/16.

f) The Siting Area Map section is amended by deleting Plan Section I/97 and replacing it with the revised Plan Section I/97 attached in Schedule C.

READ a first time

READ a second time

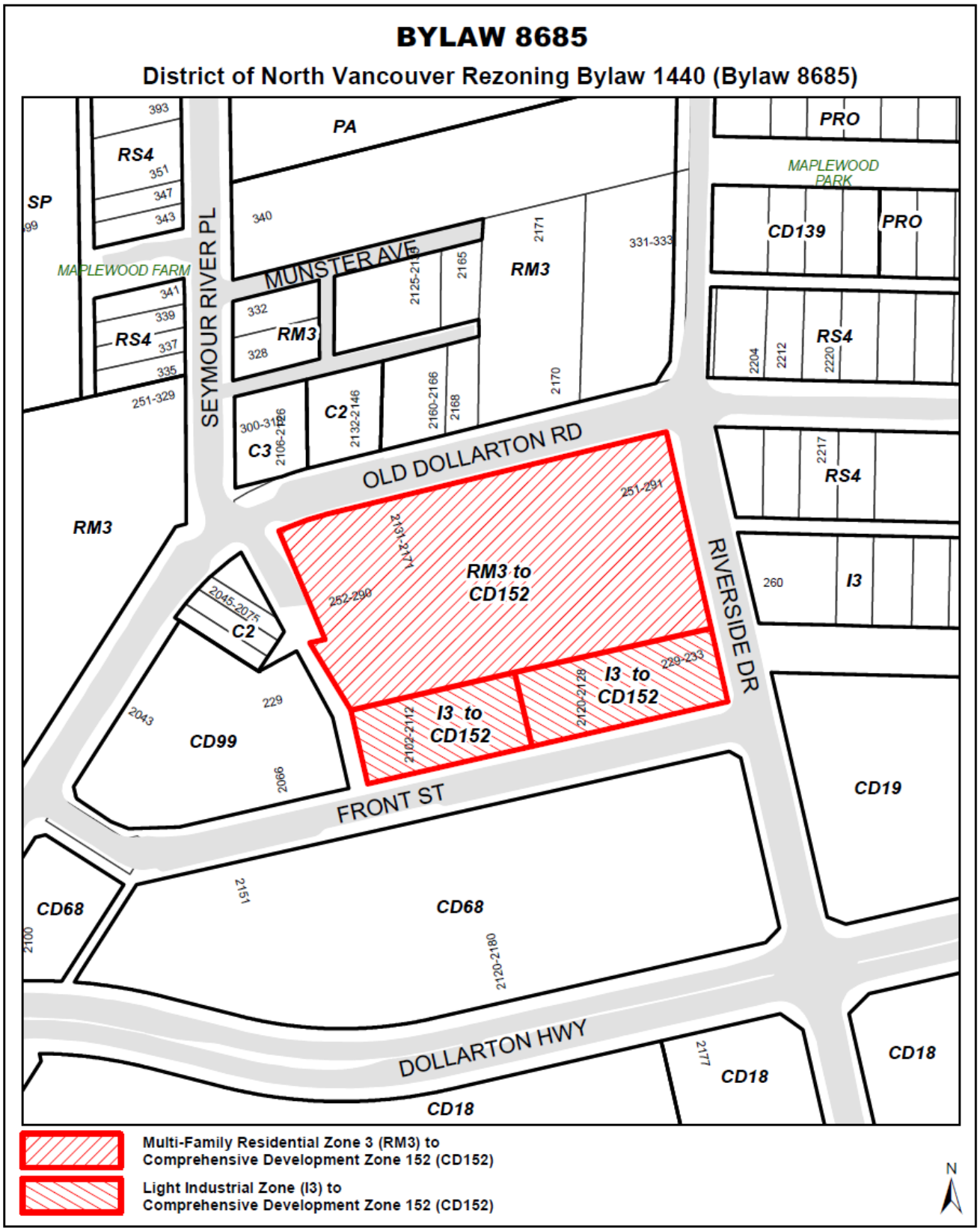
READ a third time

ADOPTED

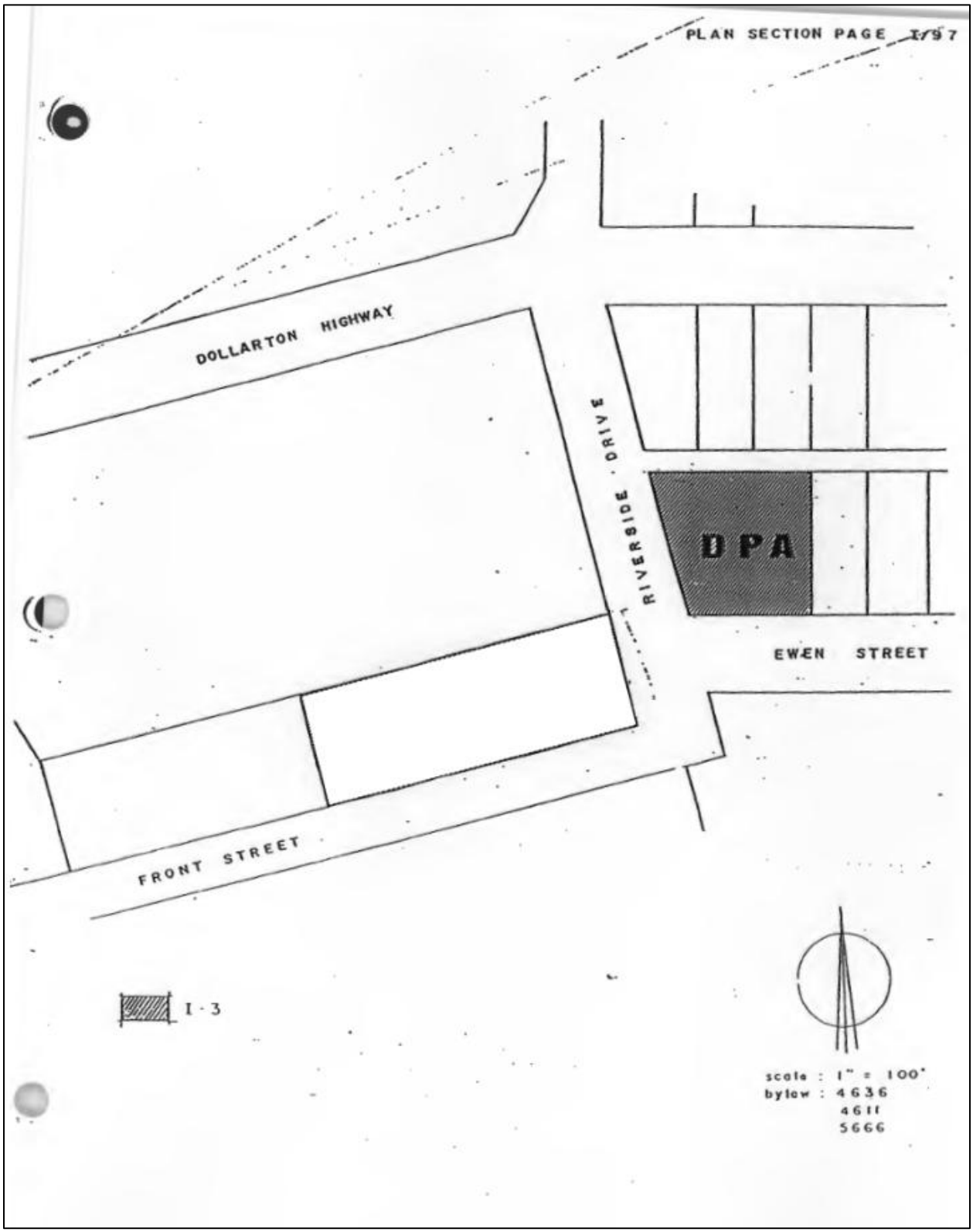
Mayor

Corporate Officer

Schedule A to Bylaw 8685



Schedule B to Bylaw 8685



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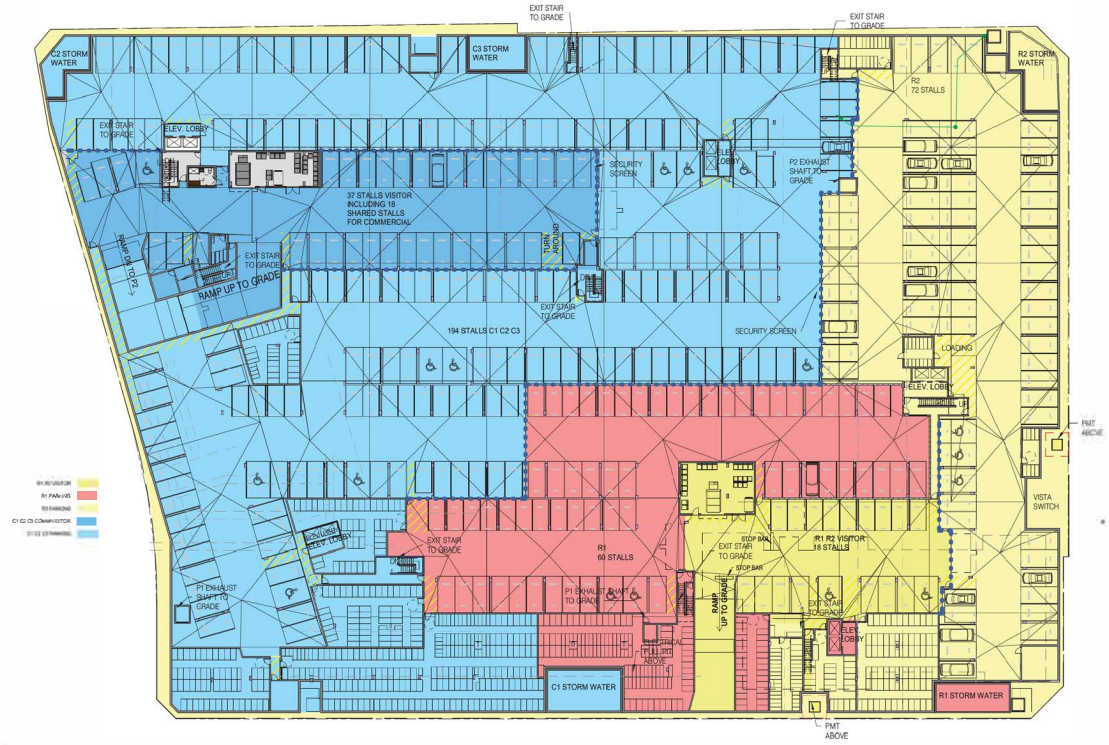
Level 1 Parkade Plan at DP



RWA

REGISTERED ARCHITECT ALLEN SEPTEMBRE BRITISH COLUMBIA

2025-01-10

NO.	DESCRIPTION	DATE	BY
	RE-ISSUED FOR RZ & DP	25.01.10	AMS
	RE-ISSUED FOR RZ & DP	24.07.03	AMS
	RE-ISSUED FOR RZ & DP	24.05.23	AMS
	RE-ISSUED FOR RZ & DP	23.12.13	AMS
	ISSUED FOR ADP	23.08.24	AMS
	ISSUED FOR REZONING	23.01.13	AMS

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CLIENT:
QuadReal

Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Stall Distribution Level P1

SHEET NO.
A106

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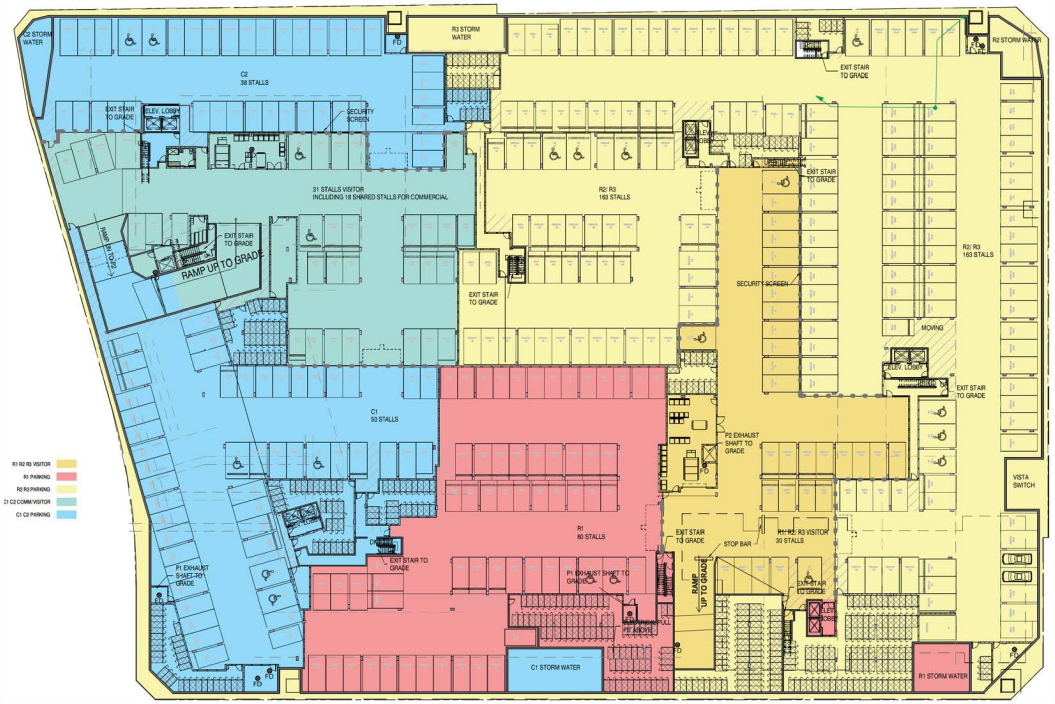
Proposed Level 1 Parkade Plan



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	ISSUED FOR REZONING	22.01.12	AMS

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Vancouver, B.C., V6C 2X8

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Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:

Stall Distribution Level P1

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JOB NO: 1901
REVISION:

SHEET NO.

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Level 2 Parkade Plan at DP

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BRITISH COLUMBIA
2025-01-10

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-	RE-ISSUED FOR RZ & DP	24.06.25	AMB
-	RE-ISSUED FOR RZ & DP	23.12.15	AMB
-	ISSUED FOR ADP	22.08.24	AMB
-	ISSUED FOR REZONING	23.01.12	AMB

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QuadReal

Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:

Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C

DRAWING TITLE:

Stall Distribution Level P2

DATE: 2025-01-10 1:05:05 PM
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REVISION:

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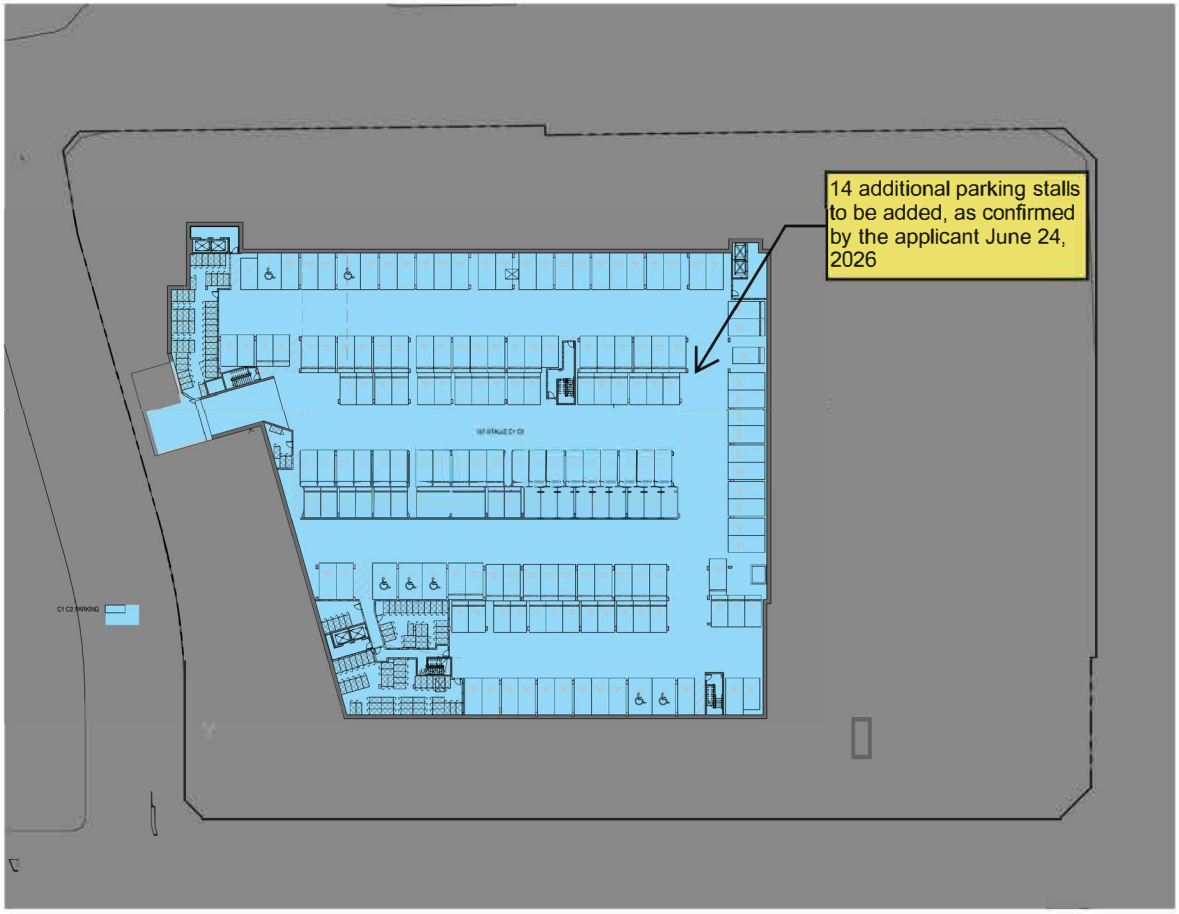
Proposed Level 2 Parkade Plan



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		25.07.03	AMS
	RE-ISSUED FOR RZ & DP	25.08.25	AMS
	RE-ISSUED FOR RZ & DP	25.10.15	AMS
	ISSUED FOR ADP	25.05.24	AMS
	ISSUED FOR REZONING	25.01.10	AMS

CLIENT:
QuadReal

Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Stall Distribution Level P2

DATE
DRAWN BY:
JOB NO:
REVISION

SHEET NO.
A107

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Level 1 Floor Plan at DP

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	RE-ISSUED FOR RZ & DP	24.07.23	AMB
	RE-ISSUED FOR RZ & DP	24.05.23	AMB
	RE-ISSUED FOR RZ & DP	23.12.13	AMB
	ISSUED FOR ADP	23.08.24	AMB
	ISSUED FOR REZONING	23.01.12	AMB

CLIENT: QuadReal

Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Level 1

SHEET NO.
A203

Proposed Level 1 Floor Plan

1 Site Plan
1" = 30'-0"

RWA

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REGISTERED ARCHITECT
RYAN SEPTIMUS
BRITISH COLUMBIA
2025-11-07

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	ISSUED FOR ADP	23.08.24	AMS
	ISSUED FOR REZONING	23.01.13	AMS

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CLIENT:
QuadReal

Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

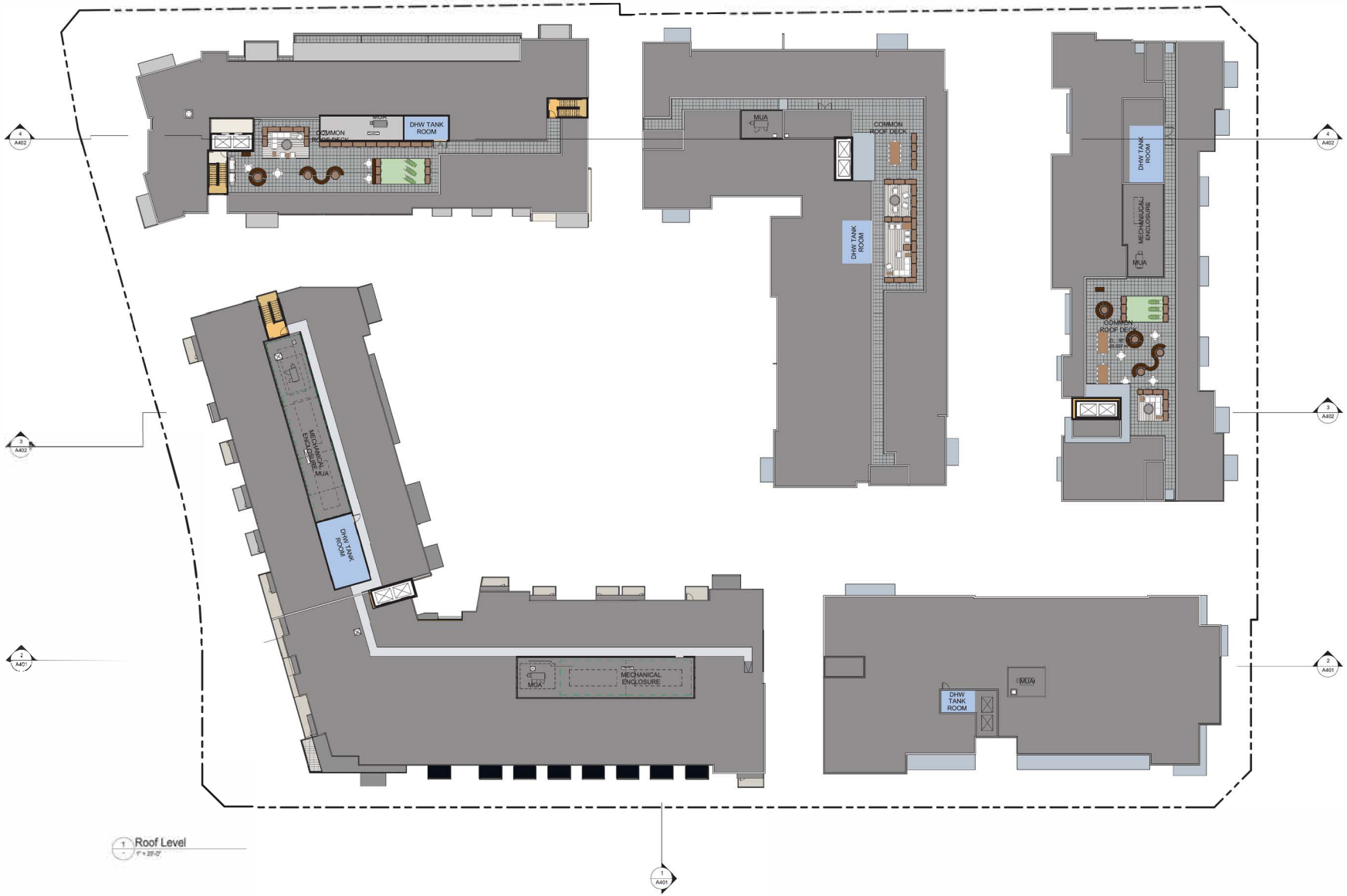
PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Site Plan

DATE
DRAWN BY
JOB NO.
REVISION

SHEET NO.
A101

Roof Plan at DP



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2025-01-10

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6	RE-ISSUED FOR RZ & DP	24.07.03	AMS
5	RE-ISSUED FOR RZ & DP	24.05.28	AMS
4	RE-ISSUED FOR RZ & DP	23.12.15	AMS
3	ISSUED FOR ADP	23.09.24	AMS
2	ISSUED FOR REZONING	23.01.12	AMS

CLIENT:
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Quadreal
#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Roof Level

DATE: [illegible]
DRAWN BY: Author
JOB NO: 1991
REVISION:

SHEET NO.
A209

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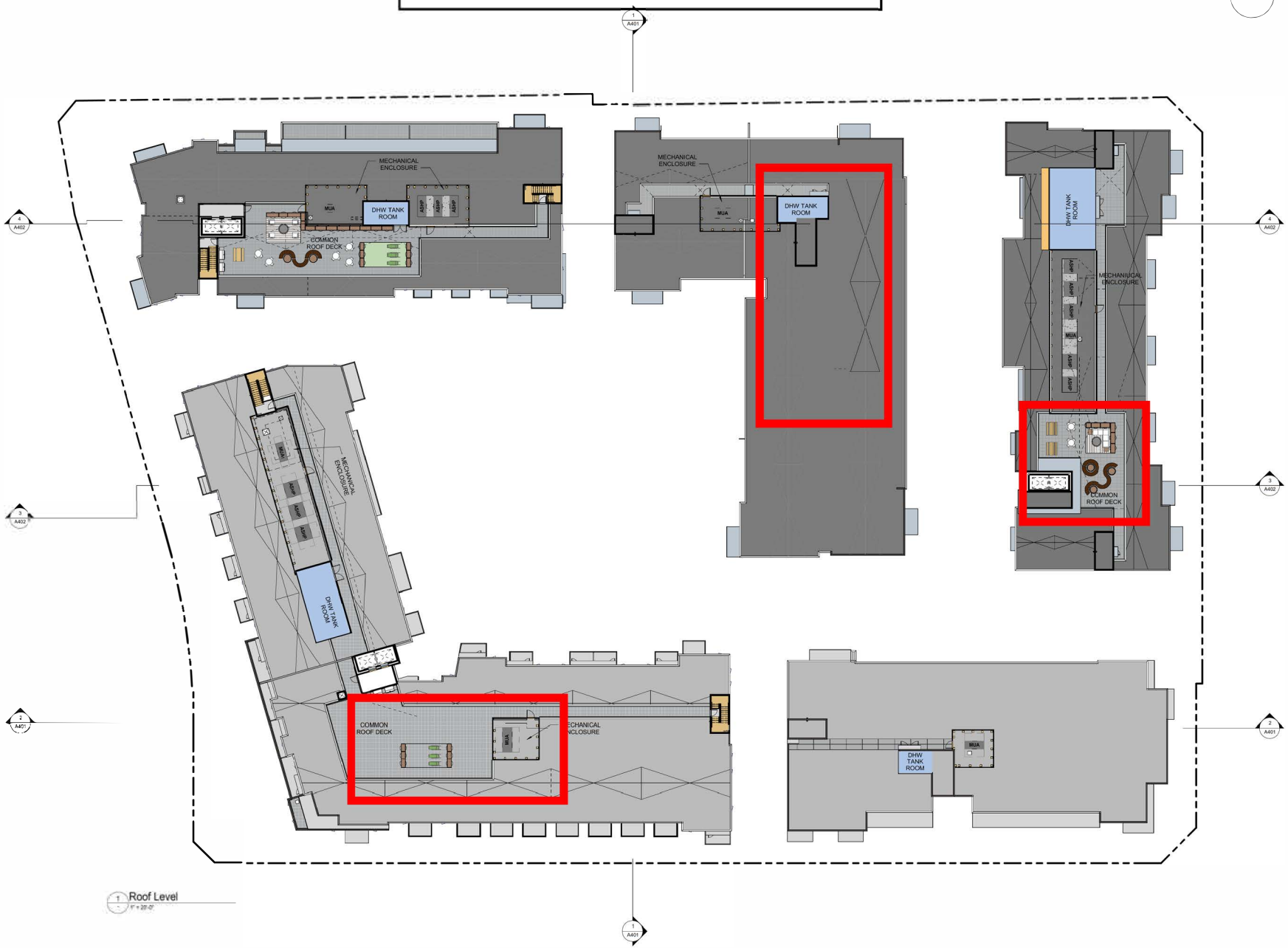
Proposed Roof Plan



1 Roof Level
1/8" = 1'-0"

ARCHITECT:
RWA ARCHITECTURE

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BRIAN SEPPANEN
BRITISH COLUMBIA
2025-11-07

NO.	DESCRIPTION	DATE	BY
.	ISSUE FOR DP VARIANCE PERMIT	25.11.07	AMB
.	RE-ISSUED FOR RZ & DP	25.01.10	AMB
.	RE-ISSUED FOR RZ & DP	24.07.03	AMB
.	RE-ISSUED FOR RZ & DP	24.05.23	AMB
.	RE-ISSUED FOR RZ & DP	23.12.13	AMB
.	ISSUED FOR ADP	23.05.24	AMB
.	ISSUED FOR REZONING	23.01.12	AMB

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PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Roof Level

DATE
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JOB NO.
REVISION

SHEET NO.
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South and West Elevations at DP
Building C1

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1 C1-South Elevation
3/32" = 1'-0"

3 C1-West Elevation
3/32" = 1'-0"

1.1	ARCHITECTURAL/BOARD FORMED CONCRETE
1.2	ARCHITECTURAL CONCRETE - PAINTED
1.3	ARCHITECTURAL CONCRETE COLUMN - LIGHT SANDBLAST
2.1	CEMENTITIOUS PANEL CLADDING
2.2	METAL CLADDING PANEL
2.3	METAL CLADDING - ACCENT COLOUR
3.1	ALUMINUM CURTAIN WALL - DOUBLE GLAZED
3.2	ALUMINUM SPANDREL PANEL
3.4	ALUMINUM WINDOW WALL - DOUBLE GLAZED
3.6	VINYL WINDOW
3.7	ALUMINUM STOREFRONT - DOUBLE GLAZED
4.2	DOOR - WOOD FINISH
4.5	CURTAINWALL DOOR
5.0	GLASS & METAL
5.1	METAL MESH GUARDRAIL
5.2	ALUMINUM + GLASS PRIVACY SCREEN
5.3	TEMPERED GLASS GUARDRAIL/ALUMINUM FRAME
5.4	TEMPERED GLASS GUARDRAIL WITH COLOURED SLATS
5.5	PRE-FINISHED METAL SCREEN
5.6	PRE-FINISHED METAL FENCE
5.9	METAL LOUVER
5.10	PRE-FINISHED METAL PICKET RAILING
6.2	WOOD COLOURED CLADDING
7.2	MECHANICAL ENCLOSURE-WOOD COLOURED SCREEN
7.3	FIRE DEPARTMENT CONNECTION
8.1	PAD MOUNTED TRANSFORMER
8.2	
8.4	
9.1	CIP CONCRETE PLANTER WALL
9.4	CAST IN PLACE CONCRETE STAIRS
9.5	WOODEN BENCH AT CONCRETE PLANTER WALL
9.7	ACCESS RAMP
9.8	ENTERPHONE
9.9	ALUMINUM/GLASS RAIN PROTECTION
9.10	PUBLIC ART INSTALLATION

ARCHITECT:
RWA

STAMP:
REGISTERED ARCHITECT
ALLEN SEPPANEN
BRITISH COLUMBIA
2025-01-10

NO.	DESCRIPTION	DATE	BY
2.	RE-ISSUED FOR REZONING	23.05.15	AMB
	RE-ISSUED FOR RZ & DP	25.01.12	AMB
	RE-ISSUED FOR RZ & DP	24.07.03	AMB
	RE-ISSUED FOR RZ & DP	24.06.25	AMB
	RE-ISSUED FOR RZ & DP	23.12.15	AMB
	ISSUED FOR ADP	23.08.24	AMB
	ISSUED FOR REZONING	23.01.12	AMB

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PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C

DRAWING TITLE:
Elevations - Building C1

DATE
DRAWN BY: Author
JOB NO: 1801
REVISION

SHEET NO.
A311

Re-issued for RZ & DP - 2025.01.10

Proposed South and West Elevations
Building C1

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1 C1-South Elevation
3/32" = 1'-0"

1.1	ARCHITECTURAL/BOARD FORMED CONCRETE
1.2	ARCHITECTURAL CONCRETE - CIP / PAINTED
1.3	ARCHITECTURAL CONCRETE - LIGHT SANDBLAST
2.1	FIBER CEMENT PANEL - WHITE
2.2	FIBER CEMENT PANEL - MID GREY
2.6	METAL REVEAL - MID GREY
2.7	METAL REVEAL - DARK GREY
2.8	METAL REVEAL - WHITE
3.1	ALUMINUM CURTAIN WALL - DOUBLE GLAZED (CASCADIA - IRON ORE)
3.3	ALUMINUM CURTAIN WALL - LOUVRE (CASCADIA - IRON ORE)
3.4	ALUMINUM CURTAIN WALL - DOOR (CASCADIA - IRON ORE)
3.6	VINYL WINDOW (STARLITE CHARCOAL OR SIMILAR)
5.1	METAL WIRE MESH GUARDRAIL w/ LIGHT PANEL (CASCADIA - BONE WHITE)
5.2	METAL WIRE MESH GUARDRAIL @ BALCONY (CASCADIA - BONE WHITE)
5.3	TEMPERED CLEAR GLASS GUARDRAIL w/ LIGHT PANEL (CASCADIA - IRON ORE)
5.3a	TEMPERED CLEAR GLASS GUARDRAIL (CASCADIA - IRON ORE)
5.4	TEMPERED FROSTED GLASS GUARDRAIL (CASCADIA - IRON ORE)
5.5	TEMPERED CLEAR GLASS GUARDRAIL w/ CORTEN SLATS (CASCADIA - IRON ORE, WESTFORM - ACORN SLATS)
5.8	PRE-FINISHED METAL FENCE (CASCADIA - IRON ORE)
6.2	
9.4	CAST IN PLACE CONCRETE STAIRS
9.7	ACCESS RAMP

3 C1-West Elevation
3/32" = 1'-0"

Issued for Development Variance Permit - 2025.11.07

NO.	DESCRIPTION	DATE	BY
	RE-ISSUED FOR RZ & DP	25.01.13	AMS
	RE-ISSUED FOR RZ & DP	24.05.23	AMS
	RE-ISSUED FOR RZ & DP	23.12.13	AMS
	ISSUED FOR ADP	23.08.24	AMS
	ISSUED FOR REZONING	23.01.13	AMS

CLIENT:
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Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Elevations - Building C1

SHEET NO.
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North and East Elevations at DP
Building C1

1 C1-North Elevation
3/32" = 1'-0"

2 C1-East Elevation
3/32" = 1'-0"

1.1	ARCHITECTURAL/BOARD FORMED CONCRETE
1.2	ARCHITECTURAL CONCRETE - PAINTED
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2.1	CEMENTITIOUS PANEL CLADDING
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5.0	GLASS & METAL
5.1	METAL MESH GUARDRAIL
5.2	ALUMINUM + GLASS PRIVACY SCREEN
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9.5	WOODEN BENCH AT CONCRETE PLANTER WALL
9.7	ACCESS RAMP
9.8	ENTERPHONE
9.9	ALUMINUM/GLASS RAIN PROTECTION
9.10	PUBLIC ART INSTALLATION

ARCHITECT:
RWA

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REGISTERED ARCHITECT ALLEN SEPTEMBER BRITISH COLUMBIA
2025-01-10

NO.	DESCRIPTION	DATE	BY
	RE-ISSUED FOR RZ & DP	25.01.10	AMS
	RE-ISSUED FOR RZ & DP	24.07.03	AMS
	RE-ISSUED FOR RZ & DP	24.05.23	AMS
	RE-ISSUED FOR RZ & DP	23.12.13	AMS
2.	RE-ISSUED FOR REZONING	23.03.10	AMS
1.	ISSUED FOR REZONING	23.01.13	AMS

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#800 - 666 Burrard Street,
Vancouver, B.C., V6C 2X8

PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Elevations - Building C1

DATE
DRAWN BY
JOB NO.
REVISION

SHEET NO.
A312

Proposed North and East Elevations
Building C1

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1 C1-North Elevation
3/32" = 1'-0"

2 C1-East Elevation
3/32" = 1'-0"

1.1	ARCHITECTURAL/BOARD FORMED CONCRETE
1.2	ARCHITECTURAL CONCRETE - CIP / PAINTED
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5.5	~~TEMPERED CLEAR GLASS GUARDRAIL w/ CORTEN SLATS (CASCADIA - IRON ORE, WESTFORM - ACORN SLATS)~~
5.8	PRE-FINISHED METAL FENCE (CASCADIA - IRON ORE)
8.2	
9.4	CAST IN PLACE CONCRETE STAIRS
9.7	ACCESS RAMP

ARCHITECT:
RWA

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REGISTERED ARCHITECT ALLAN SEPPANEN BRITISH COLUMBIA 2025-11-07

NO.	DESCRIPTION	DATE	BY
1.	ISSUE FOR DP VARIANCE PERMIT	25.11.07	AMS
2.	RE-ISSUED FOR RZ & DP	25.01.13	AMS
3.			AMS
4.	RE-ISSUED FOR RZ & DP	24.05.29	AMS
5.	RE-ISSUED FOR RZ & DP	23.12.13	AMS
6.	RE-ISSUED FOR REZONING	23.09.15	AMS
7.	ISSUED FOR REZONING	23.01.13	AMS

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PROJECT TITLE:
Maplewood Gardens
Front Street at Riverside,
North Vancouver, B.C.

DRAWING TITLE:
Elevations - Building C1

DATE
DRAWN BY:
JOB NO:
REVISION

SHEET NO.
A312

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☒ Regular Meeting	Date: July 13, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

July 2, 2026

AUTHOR: Sacha Jones, Section Manager – Financial Planning

SUBJECT: **2026-2030 Financial Plan Amendment**

RECOMMENDATION:

THAT "2026-2030 Financial Plan Bylaw 8790, 2026, Amendment Bylaw 8800, 2026 (Amendment 1)" is given FIRST, SECOND, and THIRD Readings.

AND THAT staff be directed to bring forward a further Financial Plan Amendment in fall 2026 to incorporate the additional operating and capital plan changes identified in this report.

REASON FOR REPORT:
Since the adoption of the Financial Plan on April 13, 2026, a number of changes have occurred that must be formally adopted through a Financial Plan amendment.

SUMMARY:
This amendment updates the Financial Plan for known changes while supporting the District's transition toward service-based financial planning, improved capital cashflow management, and more transparent future budget discussions.

BACKGROUND:
On March 16, 2026, Council passed a resolution authorizing up to $50,000 for capital requirements to create a Temporary Youth Centre at Karen Magnussen Community Centre, funding from the Lynn Valley Youth Centre Reserve.

On April 13, 2026, Council adopted "2026-2030 Financial Plan Bylaw 8790, 2026". The Financial Plan is typically amended twice a year, once in the spring and once in the fall. Changes occurring during the year require adoption through this Financial Plan Amendment.

On June 29, 2026, Council referred the allocation of the Strategic Facilities Plan (SFP) Provision to Priority Projects back to staff for additional information and discussion at a workshop.

On June 29, 2026, Council directed Staff to develop options for the 2027 Budget incorporating tax adjustments, service level adjustments, and revenue measures and report back to Council in fourth quarter of 2026.

EXISTING POLICY:
Section 165 of the Community Charter states that a municipality must have a financial plan adopted annually, by bylaw, before the annual property tax bylaw is adopted, and that the financial plan may be amended by bylaw at any time.

The Financial Plan supports sustainable financial planning through a set of guiding financial principles which aim to bring the plan into balance each year and over the long term. When emerging needs arise, new strategies are developed following the principles.

ANALYSIS:
This amendment includes changes to projects, related revenues and use of reserves. Consistent with prior years, housekeeping items (i.e. reallocations, recognition of external revenues, and minor changes) are summarized and included in the financial plan amendment.

Since Council's adoption of the 2026-2030 Financial Plan, the fiscal environment has continued to evolve. External factors, including regional utility costs, global inflation, labour market pressures, and senior government policy changes, continue to place pressure on municipal finances.

The District's Municipal Price Index (MPI), which reflects the true cost of delivering municipal services, is currently projected to be approximately 6% to 9% annually. Looking ahead, these conditions are expected to persist, requiring trade-offs between affordability, service levels, and long-term financial sustainability.

This amendment incorporates known changes and updated assumptions where sufficient information is available. Additional refinements will be incorporated through the Fall Financial Plan Amendment and the 2027-2031 Financial Plan process.

Service-Based Financial Plan
As part of Council's ongoing service level planning initiative, the Financial Plan has been organized using the District's emerging service-based framework. This approach groups both operating and capital expenditures by service area to improve transparency, strengthen the connection between resources and service delivery, and support future discussions regarding service levels, priorities, and resource allocation.

Staff recognize that the service framework will continue to evolve over future budget cycles as service inventories, performance measures, and service level options are refined. Incorporating the service view at this stage is intended to provide a foundation for future budget deliberations and does not change Council's budget authority under the Financial Plan Bylaw.

Capital Plan
A comprehensive review of more than 300 capital projects was undertaken to better align approved budgets with updated project schedules, delivery capacity, and cashflow requirements.

This review reduced the current five-year capital program by approximately $53 million. Of that amount, approximately $48 million has been deferred beyond the current planning horizon and $5.1 million is being returned to reserves. The review also reduces the 2026 open capital budget by approximately $39.4 million, improving cash management and reducing future capital carry-over requirements.

As part of the District's transition to service-based financial planning, approximately $74 million in previously approved capital budgets will be recategorized and incorporated into the service-based framework through the Fall Financial Plan Amendment.

Change in Capital Project Cashflows (Millions)

5-Year Capital Plan					Beyond Current 5-Year Planning Horizon					
2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Net Change
(39.4)	3.0	(14.0)	(11.2)	8.5	1.6	24.4	4.0	14.0	4.0	(5.1)

Table A1 - Reductions

In thousands

		2026 Budget			2027-2030 Plan			TOTAL
	Program	Original Bylaw Budget	Change	Spring Amendment	Original Bylaw	Change	Spring Amendment	Change
	New Capital							
	Parks, Recreation, and Culture							
1	Arts and Culture	375	(2,425)	(2,050)	1,500	2,066	3,566	(359)
2	Library Services	-	(372)	(372)	-	-	-	(372)
3	Parks	4,160	(4,341)	(181)	3,423	3,906	7,329	(435)
4	Recreation and Sport	8,277	(1,200)	7,077	50	800	850	(400)
	Protective Services	1,060	(1,683)	(623)	28,290	1,607	29,897	(76)
5	**Social Services and Affordable Housing**	-	-	-	2,750	(688)	2,063	(688)
	Transportation							
6	Active Transportation	436	(331)	105	9,316	-	9,316	(331)
7	Road Network	-	(453)	(453)	-	-	-	(453)
	Utilities							
	Liquid Waste Management							
8	Sewer Inflow & Infiltration	180	(350)	(170)	-	-	-	(350)
9	Sewer Upgrades TC - LV Trunk	-	(979)	(979)	-	400	400	(579)
10	Stormwater Management	800	(350)	450	4,621	-	4,621	(350)
	New Capital Total	**15,288**	**(12,484)**	**2,804**	**49,950**	**8,091**	**58,042**	**(4,393)**
	Existing Capital							
11	**Parks, Recreation, and Culture**	-	(250)	(250)	324	-	324	(250)
12	**Protective Services**	130	(444)	(314)	110	-	110	(444)
	Grand Total	**15,418**	**(13,178)**	**2,240**	**50,384**	**8,091**	**58,476**	**(5,086)**

1. Public Art: Provision for public art has been adjusted to align with pace of development and now extends beyond the 10-year plan time frame.

2. Parkgate Library Space refresh: Project completed under budget as utility upgrade costs were lower than originally estimated.

3. Lions Gate Belle Isle Park: Project completed below budget; unused contingency funds are being returned.

4. Handsworth ATF: Underground works have been completed, significantly reducing project risk. The contingency associated with those works is no longer required and is being returned.

5. Provision for DNV share of affordable housing: Reduced in anticipation of pending adjustment to allocate funding to approved projects (see future capital plan changes below).

6. Active transportation: Minor adjustments to a number of active transportation projects to align with workplan.

7. Streetlighting Upgrade: Program has been paused to optimize the delivery strategy. Funding will be requested in future years to complete the remaining work.

8. Sewer Remediation – Regional Inflow and Infiltration Program (I&I): Program completed with unspent funds returned in accordance with grant funding requirements.

9. Sewer Upgrade TC - LV Trunk Sewer: Project completed below budget; unused contingency funds are being returned.

10. Replace CULVERT 5305 Sonora: Following tender award, the project contingency was reassessed and determined to be greater than required. Excess budget is being returned.

11. Northlands Clubhouse Renewal: Project completed under budget due to a reduced scope for the restaurant renewal component.

12. Self-Contained Breathing Apparatus (SCBA) Airpack and Cylinder Replacement: Project completed under budget through procurement from an alternative global supplier. The new equipment provides enhanced safety and functionality while reducing overall project costs.

Table A2 – Deferrals
In thousands

Service Area	#	Description	2026-2030	2031-2035
Utilities	**13**	Utility Upgrades to support OCP build-out	(8,003)	8,003
Transportation	**14**	Land for Transportation	(40,000)	40,000
Total			**(48,003)**	**48,003**

13. Utility Upgrades to support OCP build-out: Engineering Infrastructure Services workplan includes an important review of utility upgrade needs and priorities relating to OCP build out. Engineering Infrastructure Services recommends deferring $8 million into years 2031-2035, with potential further rescheduling as infrastructure needs, priorities and delivery strategy are confirmed.

14. Land for Transportation: Allocation of funding to support key transportation needs as part of the OCP vision. With the ongoing planning work on TransLink's Bus Rapid Transit project, and lack of secured implementation funding, the cashflow allocation has been revised to better reflect current progress and certainty.

Table A3 – New Funding

In thousands

		2026 Budget			2027-2030 Plan		
	Program	Original Bylaw Budget	Change	Spring Amendment	Original Bylaw	Change	Spring Amendment
1	**Parks, Recreation, and Culture**	-	50	50	-	-	-
2	**Transportation**	2,036	147	2,183	18,283	-	18,283
	New Capital Total	2,036	197	2,233	18,283	-	18,283
	Parks, Recreation, and Culture	(45)	(45)	(90)	1,523	-	1,523
3	**Utilities**	2,980	285	3,265	3,768	-	3,768
	Existing Capital Total	2,935	240	3,175	5,291	-	5,291
	Grand Total	**4,971**	**437**	**5,408**	**23,574**	**-**	**23,574**

In addition to cashflow changes, a few capital projects required additional funding:

1. Temporary Youth Centre at Karen Magnussen Community Centre: At the March 16th regular Council meeting, Council passed a resolution approving $50 thousand for capital requirements to create a Temporary Youth Centre at Karen Magnussen Community Centre, funded from the Lynn Valley Youth Centre Reserve, and that this change be reflected in the first Financial Plan Bylaw amendment.

2. Pedestrian Infrastructure 2026: Transportation has requested to add an additional location to this year's scope for pedestrian improvements, at a cost of $162 thousand, at the intersection of Mahon and Evergreen Place as an opportunity for school safety improvements to coincide with planned paving on Evergreen this summer.

3. Spicer Lift Station Construction: Additional funding of $285 thousand requested to cover higher tender price and additional contingencies such as CN flagging, possibly longer excavation period, traffic management and potential soil remediation.

Future Capital Plan Changes

This amendment reflects changes incorporated at the time the report was prepared. Several additional capital plan changes are required and are already being advanced as a result of prior Council direction, partner agreements, and confirmed funding updates. Due to timing

considerations, these changes will be incorporated through a subsequent Financial Plan Amendment in fall 2026.

1. Ministry of Transportation and Transit: Finalization of Lower Lynn Improvements Project commercial terms with partners, including the final $4 million payment to the Province under the Memorandum of Understanding.

2. Affordable housing projects: A reallocation of approximately $4 million from the affordable housing provision (in 2029 and 2030) will be brought forward into 2026 and allocated to the W16th housing project to cover the costs of waived Development Cost Charges and Amenity Cost Charges.

3. Regional Grant Funding for Queens Rd: The capital plan will be amended to include additional funding of $761 thousand, secured through TransLink's BICCs program, for the implementation of a one-way cycling facilities on W Queens Road.

Operating Plan
The changes are summarized in Table C with details noted below.

Table B – Operating Expenditures (000's)

	Service Area	Total Original Bylaw Budget	Prior Year Carry-Over	2026 Change	Total 2026 Amended Budget
1	Governance & Administration	36,054	2,086	-	38,140
2	Parks, Recreation, and Culture	56,170	392	-	56,562
3	Planning & Development	17,813	884	-	18,697
4	Protective Services	60,186	354	-	60,540
5	Social Services and Affordable Ho	2,719	517	-	3,236
6	Transportation	12,664	734	-	13,398
7	Utilities	83,822	-	48	83,869
		269,428	**4,967**	**48**	**274,443**

For improved transparency and accountability, unspent one-time operating budgets, that were approved by Council in prior years, have been included in the amended operating budget ($4.9 million). Unspent budget is typically a result of shifting priorities, constraints, and/or resource limitations. As in previous years, any unspent one-time funding will be reviewed at the end of the fiscal year and any budget no longer required will be returned to reserve. As with capital projects, staff anticipate the carry-over budget for operating to reduce as project management best practices are implemented across the organization.

1. Governance & Administration: Operating carry-over includes funding Climate related initiatives such as the energy rebate program, the Biodiversity Strategy, and the Community Energy and Emissions Plan implementation ($0.9 million). Engineering related carry-over includes AMP culvert studies, Inter River ground water investigation and strategic plans and studies ($0.7 million).

2. Parks, Recreation, and Culture: One-time operating funding for repair work on Gallant and Cates Park wharves has been carried over into 2026 ($0.4 million).
3. Planning & Development: One-time operating funding for work related to the Development Review Process, Zoning Bylaw, economic development and servicing plans has been carried over into 2026 ($0.9 million).
4. Protective Services: Unspent donation and Wildfire deployment funds have been made available to spend in 2026 ($0.4 million).
5. Social Services and Affordable Housing: Funds raised through the Municipal & Regional District Tax (MRDT) for affordable housing projects and grant funding have been carried forward into 2026 ($0.5 million).
6. Transportation: One-time funding for strategic plans, travel demand management and active transportation initiatives has been carried forward to 2026 ($0.7 million).
7. Utilities: Following an unexpected motor failure, it was determined that the annual maintenance budget for the Landfill Gas Collection system at Inter River Park is not sufficient. $47 thousand has been added for annual maintenance.

Operating Contingencies
Each year, the budget includes a modest contingency for unforeseen costs, providing limited flexibility to address unplanned expenditures after tax rates have been set. However, if such costs are ongoing in nature, they must be incorporated into future planning and factored into subsequent tax rate calculations. This amendment includes the following contingency draw:

Fuel Cost: Due to unexpected fuel price increase in 2026, the fleet operating costs have increased significantly, resulting in a projected $0.43 million operating shortfall within Fleet Services. The increase reflects external market conditions and was not reasonably foreseeable during budget development. The 2026 in-year impact will be funded through the operating budget contingency in 2026. Fleet Services have experienced unprecedented increases since the pandemic, resulting in reduced contributions to the reserve.

Future Operating Plan Changes
In preparation for the 2027-2031 Financial Plan, any new information impacting future-year projections will be incorporated into the Fall Budget Amendment. This will ensure that updated cost pressures, refined forecasts, and emerging financial considerations are reflected in both the current budget and the outlook for subsequent years.

Known operating pressures requiring incorporation into the 2027 Budget at this time include:

1. Collective Agreements: The most recent collective agreement (covering 2025-2027) settled at 3% (+ 25c per hour later in the year) for 2027, which is higher than what had been anticipated in the 2026-2030 plan, for 2027. Agreements for IAFF Local 1183 (DNV Fire) covering 2027 are expected to be settled over the next year.
2. Operating Impacts of New Assets: The completion of projects such Inter-river and Handsworth artificial turf fields, as well as other new assets going into service will result in increased operating costs.

3. Fleet Services: Due to significant cost escalation since the pandemic, current contributions to the fleet replacement reserve are insufficient to support projected renewal requirements. Modelling is underway to assess required contribution levels, including consideration of trade-offs between affordability and alternative funding approaches such as debt financing.
4. Debt repayments: The Municipal Finance Authority (MFA), the District's source of external borrowing, has recently revised the structure of its debt repayment schedules. This change advances the timing of initial principal repayments, resulting in higher debt servicing costs in the early years of borrowing.
5. Harry Jerome Community Centre: The new centre is expected to open this summer. Although the District's share on the incremental operating costs were included in the approved 2026-2030 Financial Plan, revised estimates show estimated costs increasing approximately $200 thousand in 2027.
6. Expansion of Provisional Sales Tax (PST): The recent BC budget announced expansion of PST to certain professional services (including accounting, architectural, engineering and geoscience).
7. Other: Additional minor adjustments will be incorporated as updated assumptions, forecasts, and operating requirements are confirmed.

Consistent with the District's transition to a service-based budgeting approach, any reductions required to achieve Council's target tax increase will be identified and assigned by service area rather than managed centrally. This will provide greater transparency regarding service level trade-offs and resource allocation decisions.

Based on information currently available, staff estimate that maintaining existing service levels and accommodating known cost pressures could increase the projected 2027 tax requirement from approximately 5.6% to 7.7%. The estimates below are preliminary and will continue to be refined as part of the 2027 budget process.

	2027
Prior tax estimates – no reductions	5.6%
1. Collective Agreements	1.1%
2. New Assets*	0.6%
3. Fleet Services	0.3%
4. Debt repayments	0.5%
5. Harry Jerome*	0.1%
6. PST Expansion	0.1%
7. Other	0.1%
*Growth funded	-0.7%
Total – to maintain current service levels	**7.7%**
Adjustments to achieve 3.5%	**4.2%**
Adjusted Tax Increase	**3.5%**

Consistent with the District's transition to service-based budgeting, future budget adjustments required to achieve Council's desired tax increase will be identified and evaluated by service area. This approach will provide clearer visibility into service level impacts, trade-offs, and funding requirements.

Contributions to Reserves
A net reduction of $0.45 million to reserves reflects reallocations, draws and returns within and between the funds.

Timing/Approval Process:
The Financial Plan must be amended for spending authority to be in place.

Concurrence
This report has been prepared with input from Senior Management.

Financial Impacts:
Changes in the use of funds in the Financial Plan Bylaw are summarized below.

Table C - Bylaw Summary (000's)

	2026 Approved Budget	2026 Budget		
		Original Bylaw	Change	Fall Amendment
1	Capital Expenditures (Table A)*	90,110	(39,122)	50,988
2	Operating Expenditures (Table B)	269,428	5,015	274,443
3	Debt Service	5,148	75	5,223
4	Contributions to Reserves	67,813	(446)	67,367
		432,499	**(34,478)**	**398,021**

See attached for Financial Plan Amendment Bylaw 8800.

Liability/Risk:
Reducing service levels to maintain the current tax target will increase operational, legal, and community risk.

Social Policy Implications:
Changes to service levels required to maintain tax targets may disproportionately impact vulnerable populations who rely on District-supported programs and services.

Environmental Impact:
Changes to service levels required to maintain tax targets may reduce the District’s capacity to address climate change impacts and environmental risks.

Public Input:
To support transparent decision-making and inform future Council direction, the District intends to undertake additional public engagement in fall 2026. This engagement will seek input on service levels, affordability, and community priorities to inform development of the 2027 Budget and longer-term financial planning.

Public input will be considered alongside financial, risk, social, and environmental implications to support informed decision-making. Early in 2027, the budget process will be supported by enhancements to the District's public-facing budget, including improved digital tools to enhance transparency and facilitate meaningful public engagement.

Conclusion

The proposed amendment incorporates approved budget changes, updates capital and operating forecasts based on current information, and strengthens the District's long-term financial planning framework through improved capital cashflow management and the continued implementation of service-based budgeting. These changes will support more transparent and informed discussions regarding future service levels, priorities, and resource allocation.

Respectfully submitted,

Sacha Jones
Section Manager - Financial Planning

Attachment 1 – Financial Plan Amendment Bylaw 8800

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	___	❑ IPG	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities			

The Corporation of the District of North Vancouver

Bylaw 8800

A bylaw to amend 2026-2030 Financial Plan Bylaw 8790, 2026

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

Citation

1. This bylaw may be cited as "2026-2030 Financial Plan Bylaw 8790, 2026 Amendment Bylaw 8800, 2026 (Amendment 1)".

Amendments

2. 2026-2030 Financial Plan Bylaw 8790, 2026 is amended as follows:

    a) Schedule A District of North Vancouver 2026-2030 Financial Plan ($000's) is deleted in its entirety and replaced with a new Schedule A District of North Vancouver 2026-2030 Financial Plan ($000's) as shown in Schedule 1 to this bylaw; and,

    b) Schedule B District of North Vancouver 2026 Revenue Disclosure Statement is deleted in its entirety and replaced with a new Schedule B District of North Vancouver 2026 Revenue Disclosure Statement as shown in Schedule 2 to this bylaw

    c) Schedule C District of North Vancouver 2026 Capital Plan Reserve Fund Appropriations is deleted in its entirety and replaced with a new Schedule C District of North Vancouver 2026 Capital Plan Reserve Fund Appropriations as shown in Schedule 3 to this bylaw.

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8800
in $'000

	2025	2026	2027	2028	2029	2030
Revenue						
Taxation	146,336	153,140	159,359	165,844	172,653	179,699
Sales, Fees, and Other User Charges	138,260	149,663	157,115	177,981	190,444	194,382
Developer Contributions	14,236	14,236	32,831	33,566	34,318	30,724
Grants and Other Contributions	6,565	5,261	5,410	4,852	4,217	10,315
Investment Income	7,284	7,884	7,865	8,279	8,398	8,969
Penalties & Interest on Taxes	1,185	1,250	1,312	1,378	1,447	1,519
Total Revenue	313,866	331,434	363,892	391,900	411,477	425,608
Proceeds from Borrowing	12,335	3,048	12,800	9,170	10,595	3,816
Appropriations from:						
Operating Reserves	23,072	10,513	9,476	4,553	4,642	10,005
Capital and New Initiatives Reserves	91,018	53,026	117,938	88,536	83,703	86,059
Total Reserve Appropriations	114,090	63,539	127,413	93,089	88,345	96,064
Source of Funds	**440,292**	**398,021**	**504,105**	**494,159**	**510,417**	**525,488**
Operating Expenditures						
Governance & Administration	37,442	38,140	30,123	28,454	27,587	27,074
Parks, Recreation, and Culture	53,563	56,562	57,526	59,048	60,238	61,466
Planning & Development	16,699	18,697	17,728	18,331	18,835	19,221
Protective Services	59,061	60,540	62,095	64,050	66,068	67,518
Social Services and Affordable Housing	3,045	3,236	2,747	2,802	2,857	2,914
Transportation	12,647	13,398	12,324	12,573	12,993	13,291
Utilities	76,101	83,869	90,900	98,427	106,362	110,016
Total Operating Expenditures	258,558	274,443	273,443	283,683	294,941	301,500
Capital Expenditures	110,102	50,988	129,415	96,100	90,987	93,521
Debt Service	5,357	5,223	7,626	7,139	8,097	8,837
Contributions to:						
Operating Reserves	-185	207	496	5,491	5,932	512
Capital and New Initiatives Reserves	66,461	67,160	93,124	101,747	110,461	121,119
Total Contributions	66,276	67,367	93,620	107,237	116,393	121,631
Use of Funds	**440,292**	**398,021**	**504,105**	**494,159**	**510,417**	**525,488**

Schedule B to Bylaw 8800

District of North Vancouver
2026 Revenue Disclosure Statement

Revenue from each Funding Source

The proportion of total revenue to be raised from each funding source in 2026 is shown in the table to the right. Property tax is an indirect tax on wealth and accounts for the greatest proportion of municipal revenues. The system of property taxation is relatively easy to administer and understand. It provides a stable and consistent source of revenue for services that provide general community benefits that can be often difficult to fund on a user-pay basis.

Funding Source	% Revenues	
	2025	2026
Taxation	44.9%	44.9%
Sales, Fees and User Charges	42.4%	44.0%
Other Sources	9.0%	8.7%
Proceeds From Borrowing	3.8%	2.4%
TOTAL	**100%**	**100%**

Sales, fees and user charges form the second largest portion of planned revenue. Many municipal services, such as water and sewer usage, can be measured and charged on a user-pay basis. This methodology strives to fairly distribute the costs of a municipal service to those who make use of it. Other services (e.g. recreation) which have both private and community benefits are funded through both user fees and municipal taxes.

Other sources of revenue include developer contributions, government grants and other external contributions. These sources of revenue are difficult to predict and can fluctuate significantly from year to year. In 2026, government grants are expected to decrease slightly, while developer contributions in the form of community amenity contributions and development cost charges are expected to increase.

Proceeds from borrowing make up the last source of funding and is used for asset replacement or acquisition of new assets.

Property Tax Burden

Property Class	% Property Tax	
	2025	2026
Residential	72.5%	72.5%
Utilities	0.2%	0.2%
Major Industry	10.2%	10.3%
Light Industry	0.9%	0.9%
Business	15.9%	15.9%
Recreation	0.3%	0.2%
TOTAL	**100.0%**	**100.0%**

The property tax burden for each property class is shown in the table on the left. The tax distribution detailed for 2026 is consistent with the current tax strategy approved by Council in 2009 that aligns the District tax rates with the average for Metro Vancouver, or the capped rate (if applicable) and relevant Ports Property Tax Act impacts. This strategy considers some shifting of the tax burden between classes if the tax base for a property class is not sufficient to be corrected by investment alone. It is expected that the competitiveness of the municipality as a place to do business will benefit from this policy. Ensuring policy objectives continue to support the taxpayers, the District continues to work with the Province to achieve solutions to inequalities presented in Provincial Port regulations as well as attaining workable solutions to assessment valuation issues

affecting the success of select small businesses. Council's tax strategy is based on the principles of equity, fairness, and responsiveness to community goals. Proportionate relationships between property classes can be affected by Council's economic policies, provincially legislated tax incentive programs and new permissive and statutory exemptions.

Permissive Tax Exemptions

Permissive tax exemptions represent approximately $587,000 in foregone tax revenues. Council grants permissive tax exemptions based on Section 224 of the Community Charter on "use of property" not based upon the charitable status of the organization as a whole. Organizations that contribute to the well-being of citizens within the municipality by improving their quality of life and effectively enhancing community services are eligible.

Schedule C to Bylaw 8800

District of North Vancouver
2026 Capital Plan Reserve Fund Appropriations in $'000

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
New Capital															
Governance & Administration															
Climate Action & Sustainability															
Biodiversity	(400)	-	-	-	-	-	-	-	(400)	-	-	-	-	-	-
Corporate Finances															
Capital Plan Contingency	1,174	893	100	-	-	-	(77)	-	-	158	-	-	-	-	100
Corporate Fleet & Equipment Management															
Fleet services Renewal	(200)	-	(200)	-	-	-	-	-	-	-	-	-	-	-	-
Facilities & Corporate Asset Management															
General Buildings	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Strategic Facilities Plan Implementation – Provision	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology & Digital Services															
Corporate Hardware Additions	50	-	50	-	-	-	-	-	-	-	-	-	-	-	-
Fiber optics addition	(75)	-	-	-	-	-	-	(75)	-	-	-	-	-	-	-
Risk Management & Emergency Management															
Channel Upgrade	200	-	-	85	-	-	-	-	-	20	-	95	-	-	-
Culvert & Debris Upgrades	728	-	-	692	-	-	-	-	-	72	-	(36)	-	-	-
Wildfire Mitigation	325	-	-	-	-	-	-	175	-	-	-	-	-	150	-
Parks, Recreation, and Culture															
Arts and Culture															
Maplewood Village Public Art	(350)	-	-	-	-	-	-	-	-	-	(350)	-	-	-	-
Lower Capilano Public Art	(500)	-	-	-	-	-	-	-	-	-	(500)	-	-	-	-
Lynn Creek Public Art	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Valley Public Art	(1,100)	-	-	-	-	-	-	-	-	-	(1,100)	-	-	-	-
Public Art Prov Outside TC	(100)	-	-	-	-	-	-	-	-	-	(100)	-	-	-	-
Library Services															
Lynn Valley Library	250	225	-	-	-	-	-	-	-	-	25	-	-	-	-
Parkgate Library	(372)	(268)	-	-	-	-	-	-	-	-	(104)	-	-	-	-
Special Project: NVDPL Wide	(60)	(19)	-	-	-	-	-	(41)	-	-	-	-	-	-	-
Museum and Archives															
Museum Facilities Improvement	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks															
Cates Park Facility Expansion	(3,012)	(368)	-	-	-	-	-	(97)	-	(360)	-	-	(2,187)	-	-
Cates Park Shoreline Restoration	2,756	(7)	-	-	-	-	-	-	-	-	-	-	-	2,763	-
Community Parks - Lions Gate Village	(257)	-	-	-	-	-	-	(2)	-	(255)	-	-	-	-	-
Community Parks - Lynn Creek TC	(263)	-	-	-	-	-	-	(3)	-	(260)	-	-	-	-	-
Community Parks - Lynn Valley TC	120	-	-	-	-	-	-	-	-	119	1	-	-	-	-
Community Parks - Outside TC	75	-	-	-	-	-	-	68	-	8	-	-	-	-	-
Forest Resiliency	115	-	-	-	-	-	-	115	-	-	-	-	-	-	-
Irrigation Upgrades	135	-	-	-	-	-	-	122	-	13	-	-	-	-	-
Lynn Canyon Park	92	-	-	-	-	-	-	-	-	-	-	92	-	-	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
New Capital															
Parks, Recreation, and Culture															
Natural Parkland Improvement	30	-	-	-	-	-	-	27	-	3	-	-	-	-	-
Neighbourhood Parks - Lynn Creek TC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhood Parks - Outside Centres	(368)	-	-	-	-	-	-	(368)	-	-	-	-	-	-	-
Parks Buildings Accessibility Improvements	150	-	-	-	-	-	-	135	-	15	-	-	-	-	-
Parks Equipment Addition	60	-	-	-	-	-	-	54	-	6	-	-	-	-	-
Parks Planning and Data Collection	25	-	-	-	-	-	-	23	-	3	-	-	-	-	-
Plazas	131	-	-	-	-	-	-	-	-	-	-	131	-	-	-
Recreation and Sport															
Community Centre Replacement Feasibility / Options	1,000	668	-	-	-	-	-	36	-	-	196	-	100	-	-
Convert Gravel Fields to ATF	(1)	-	-	-	-	-	-	-	-	(0)	-	(0)	(1)	-	-
Handsworth ATF	7,077	-	-	-	-	-	-	-	-	-	512	(1)	4,599	1,968	-
Inter River Park ATF	853	353	-	-	-	-	-	100	-	111	-	34	74	181	-
Inter River Park South Washroom	165	165	-	-	-	-	-	-	-	-	-	-	-	-	-
Karen Magnussen Community Centre	50	-	-	-	-	-	-	-	-	-	50	-	-	-	-
Recreation Strategies	(50)	-	-	-	-	-	-	(50)	-	-	-	-	-	-	-
Sports Court Upgrades	600	600	-	-	-	-	-	-	-	-	-	-	-	-	-
Planning & Development															
Development Services															
Development Infrastructure	(131)	-	-	-	-	-	-	-	-	-	-	(131)	-	-	-
Land and Property Management															
Lynn Valley Village	280	140	-	-	-	-	-	-	-	-	-	-	140	-	-
Protective Services															
Fire and Rescue															
Fire Equipment Addition	50	-	-	-	-	-	-	50	-	-	-	-	-	-	-
Fire Hall #5	(1,082)	-	-	-	-	-	-	-	-	(294)	(3)	-	(786)	-	-
Maplewood Fire & Rescue Centre	459	-	-	-	-	-	-	-	-	-	-	-	459	-	-
Social Services and Affordable Housing															
Affordable Housing															
East Keith - SupportIve Housing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lillooet West - Social Housing	2,585	-	-	-	-	2,585	-	-	-	-	-	-	-	-	-
Transportation															
Active Transportation															
Cycling - Edgemont-Queensdale	200	-	-	-	-	-	150	-	-	50	-	-	-	-	-
Cycling - Improvement	(8)	-	-	-	-	-	(7)	-	-	(1)	-	-	-	-	-
Mtn Hwy: Arborlynn - Hwy 1	(539)	-	-	-	-	-	(358)	-	-	-	-	-	-	(181)	-
Neighbourhood Streets Improvements	(101)	-	-	-	-	-	(91)	-	-	(10)	-	-	-	-	-
Pedestrian Crossings	250	-	-	-	-	-	225	-	-	25	-	-	-	-	-
Pedestrian Infrastructure	1,763	-	-	-	-	-	977	-	-	185	-	-	-	600	-
Safe Routes to School	(50)	-	-	-	-	-	(46)	-	-	(4)	-	-	-	-	-
Sidewalks Seymour	(72)	-	-	-	-	-	(5)	-	-	(1)	-	-	(31)	(35)	-
Spirit Trail (Eastern Segment)	(379)	-	-	-	-	-	-	-	-	(29)	-	-	(104)	(246)	-
Urban Trails - Outside TC	100	-	-	-	-	-	75	-	-	25	-	-	-	-	-
Parking and Curbside Management															
Pay Parking Delbrook Rec Centre	20	-	-	-	-	-	-	-	-	2	-	-	18	-	-
Public EV Charging Stations	700	-	-	-	-	-	-	-	175	-	-	-	-	525	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
New Capital															
Transportation															
Road Network															
Data Collection and Technology	100	-	-	-	-	-	90	-	-	10	-	-	-	-	-
LED Street Lights	(453)	(227)	-	-	-	-	(227)	-	-	-	-	-	-	-	-
Neighbourhood Streets Improvements	148	-	-	-	-	-	133	-	-	15	-	-	-	-	-
Road Safety	610	-	-	-	-	-	550	-	-	60	-	-	-	-	-
Signals	80	-	-	-	-	-	72	-	-	8	-	-	-	-	-
Vehicle Bridges over Edgemont Boulevard	452	285	-	-	-	-	122	-	-	45	-	-	-	-	-
Vehicle Bridges over Mackay Creek	200	108	-	-	-	-	72	-	-	20	-	-	-	-	-
Transit															
Land Acquisition Transit Cooridors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Phibbs Exchange Washroom	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Infrastructure	250	-	-	-	-	-	100	-	-	25	-	-	-	125	-
Utilities															
Liquid Waste Management															
Lift Stations Expansion	100	-	-	1	-	-	-	-	-	99	-	-	-	-	-
Sewer Capital Contingency	(285)	-	-	(257)	-	-	-	-	-	(28)	-	-	-	-	-
Sewer Inflow & Infiltration	(170)	-	-	(38)	-	-	-	-	-	-	-	-	-	(132)	-
Sewer Main Upgrade & Expansion	50	-	-	1	-	-	-	-	-	50	-	-	-	-	-
Sewer Upgrades TC - LV Trunk	(979)	-	-	(285)	-	-	-	-	-	(328)	-	(367)	-	-	-
Solid Waste Collection															
Solid Waste Carts	500	-	-	500	-	-	-	-	-	-	-	-	-	-	-
Waste Management Equipment	(125)	-	-	(125)	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management															
Culvert & Debris Upgrades	225	-	-	203	-	-	-	-	-	22	-	-	-	-	-
Storm Main Upgrade & Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water Supply and Distribution															
PRV Stations Upgrade & Expansion	520	-	-	468	-	-	-	-	-	52	-	-	-	-	-
Water Main Upgrade & Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Capital Total	**19,545**	**7,773**	**(50)**	**1,246**	**-**	**2,585**	**1,758**	**267**	**(225)**	**(350)**	**(1,373)**	**(183)**	**2,281**	**5,717**	**100**
Existing Capital															
Governance & Administration															
Corporate Finances															
Corporate Project Overhead	1,265	1,265	-	-	-	-	-	-	-	-	-	-	-	-	-
Corporate Fleet & Equipment Management															
Fleet services Renewal	(915)	-	(915)	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology & Digital Services															
Business systems specialists	369	369	-	-	-	-	-	-	-	-	-	-	-	-	-
Corporate Hardware Refresh	700	-	700	-	-	-	-	-	-	-	-	-	-	-	-
Digital Transformation	863	863	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks, Recreation, and Culture															
Arts and Culture															
Public Art Annual Program	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-
Library Services															
Capilano Library	71	71	-	-	-	-	-	-	-	-	-	-	-	-	-
Library Collection Renewal	697	697	-	-	-	-	-	-	-	-	-	-	-	-	-
Library Technology Renewal	62	62	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Valley Library	70	49	-	-	-	-	-	-	-	-	21	-	-	-	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
Existing Capital															
Parks, Recreation, and Culture															
Museum and Archives															
Museum Equipment	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks															
Cates Park	120	120	-	-	-	-	-	-	-	-	-	-	-	-	-
Cates Park Wharf	90	90	-	-	-	-	-	-	-	-	-	-	-	-	-
Inter River Park South Washroom	250	250	-	-	-	-	-	-	-	-	-	-	-	-	-
Kilmer Park Washroom	500	500	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Canyon Park	394	394	-	-	-	-	-	-	-	-	-	-	-	-	-
Maplewood Farm	350	350	-	-	-	-	-	-	-	-	-	-	-	-	-
Natural Parkland Renewal	1,015	1,015	-	-	-	-	-	-	-	-	-	-	-	-	-
Parking Lot Renewal	374	374	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks Equipment Renewal	90	90	-	-	-	-	-	-	-	-	-	-	-	-	-
Playgrounds	105	105	-	-	-	-	-	-	-	-	-	-	-	-	-
Sports Court Renewal	80	80	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Parkland Renewal	1,365	1,365	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreation and Sport															
All NVRC Buildings	510	510	-	-	-	-	-	-	-	-	-	-	-	-	-
All NVRC Weight Room Equipment	185	185	-	-	-	-	-	-	-	-	-	-	-	-	-
Delbrook Community Centre	208	208	-	-	-	-	-	-	-	-	-	-	-	-	-
Karen Magnussen Community Centre	850	850	-	-	-	-	-	-	-	-	-	-	-	-	-
Lions Gate Community Centre	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Creek Community Centre	30	30	-	-	-	-	-	-	-	-	-	-	-	-	-
North Vancouver Tennis Centre	340	340	-	-	-	-	-	-	-	-	-	-	-	-	-
Northlands Golf Buildings	(250)	-	83	-	-	-	-	-	-	-	-	-	(333)	-	-
Parkgate Community Centre	665	665	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Golf Course	267	-	267	-	-	-	-	-	-	-	-	-	-	-	-
Public Golf Vehicles and Equipment	180	-	180	-	-	-	-	-	-	-	-	-	-	-	-
Recreation Facilities General	28	28	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreation Technology Renewal	310	310	-	-	-	-	-	-	-	-	-	-	-	-	-
Ron Andrews Community Centre	102	102	-	-	-	-	-	-	-	-	-	-	-	-	-
Sport Fields Renewal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Planning & Development															
Land and Property Management															
Lynn Valley Village	1,350	250	-	-	-	-	-	-	-	-	-	-	1,100	-	-
Protective Services															
Fire and Rescue															
Fire Equipment Renewal	(314)	(314)	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire Facilities Renewal	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire Ladder Truck Replacement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire Vehicles Replacement	(2,250)	-	-	-	-	-	-	(2,250)	-	-	-	-	-	-	-
Police Protection															
Police Facility & Equipment Renewal	512	512	-	-	-	-	-	-	-	-	-	-	-	-	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
Existing Capital															
Transportation															
Road Network															
Bridge Renewals Provision	40	40	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Paving - Renewal	4,330	4,330	-	-	-	-	-	-	-	-	-	-	-	-	-
Street Lighting Renewal	190	190	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Operations Renewal	430	430	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities															
Liquid Waste Management															
Corporate Project Overhead	747	-	-	673	-	-	-	-	-	74	-	-	-	-	-
Lift Stations Renewal	2,867	-	-	2,583	-	-	-	-	-	284	-	-	-	-	-
Sewer Mains	1,000	-	-	901	-	-	-	-	-	99	-	-	-	-	-
Stormwater Management															
Major Culvert Replacement	203	-	-	183	-	-	-	-	-	20	-	-	-	-	-
Storm Mains	1,000	-	-	901	-	-	-	-	-	99	-	-	-	-	-
Water Supply and Distribution															
Corporate Project Overhead	1,373	-	-	1,237	-	-	-	-	-	136	-	-	-	-	-
PRV Stations Renewal	1,400	-	-	1,261	-	-	-	-	-	139	-	-	-	-	-
Water Mains	6,800	-	-	6,127	-	-	-	-	-	673	-	-	-	-	-
Water Reservoirs Renewal	100	-	-	90	-	-	-	-	-	10	-	-	-	-	-
Existing Capital Total	31,443	17,100	315	13,956	-	-	-	(2,250)	-	1,533	21	-	767	-	-
Grand Total	**50,988**	**24,874**	**265**	**15,202**	**-**	**2,585**	**1,758**	**(1,983)**	**(225)**	**1,183**	**(1,352)**	**(183)**	**3,048**	**5,717**	**100**

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AGENDA INFORMATION	
✓	July 13, 202
❒ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

June 29, 2026

AUTHOR: Tanja Oswald, Community Planner

SUBJECT: **Ageing & Older Persons Strategy – Phase 2 Update**

RECOMMENDATION:
THAT Council receive for information, the report of the community planner titled "Ageing & Older Persons Strategy – Phase 2 Update", dated June 29, 2026.

REASON FOR REPORT:
This report provides an update on Phase 2 implementation activities of the approved Ageing & Older Persons Strategy work plan.

SUMMARY:
The Ageing & Older Persons Strategy is being developed through a three-phase process. Phase 1 established the project scope and work plan, including a set of Strategic Directions to guide the strategy's development:

- Community Life & Social Wellbeing;
- Connected Care & Supports;
- Mobility, Safety & Access; and
- Housing Stability & Ageing in the Right Place.

Together, these areas support healthy aging by fostering social connection and participation, improving access to services and supports, enhancing mobility and accessibility, and promoting safe, affordable housing for ageing and older adults to age in place.[1]

Building on the Strategic Directions approved by Council in Phase 1, engagement activities in the current Phase 2 are helping to validate priorities and identify goals and actions to support ageing and older adults in the District. To date, the District has completed 17 targeted engagement activities, including community dialogues and a survey, and meetings with government, health, community, and private-sector partners. Preliminary analysis of

[1] In this report, "older adults" and "seniors" refer to individuals aged 65 and older, consistent with census and policy definitions. However, it is recognized that some programs and services may include adults 55 and older, particularly those focused on early aging and prevention.

findings validated the Strategic Directions and identified emerging goal and action areas. An interim engagement summary is provided in **Attachment 1**.

The District was successful in securing the $25,000 requested amount through the BC Healthy Communities (BCHC)[2] Age-Friendly Communities Grant (Stream 1). This will support additional targeted community engagement and implementation planning. Staff will complete Phase 2 engagement and analysis before advancing to Phase 3, which will focus on preparing the Ageing & Older Persons Strategy for Council consideration and approval. The final Strategy will align strategic directions, goals and actions within a 10-year framework, and include responsibilities and performance measures to support implementation.

BACKGROUND:
Age-friendly communities in British Columbia are guided by eight key features that support older adults to remain healthy, connected, and engaged, while addressing accessibility, inclusion, transportation, housing, health, and community wellbeing. The North Shore municipalities are provincially designated Age-Friendly Communities and have a strong history of collaboration, including the 2018 Dementia-friendly North Shore Action Plan.

As the population aged 65 and older continues to grow, municipal and health system leaders have identified the need for stronger coordination and action on priorities such as accessible transportation, supportive housing, multi-sector collaboration, and responsive policies.

On November 3, 2025, Council adopted the following resolution:

> THAT Council direct staff to report back on options to create a comprehensive strategy for seniors in the District of North Vancouver, including specific goals and directions for how the municipality can best serve its aging and older persons population.

On March 2, 2026, staff reported back with a proposed Ageing & Older Persons Strategy work plan and recommendation to apply for the BCHC Age-Friendly Communities Program (Stream 1) for up to $25,000 to support engagement. Council adopted these resolutions:

> THAT Council approve the proposed work plan for the development of the Ageing and Older Persons Strategy, as described in the February 17, 2026, report of the Community Planner entitled Age-Friendly Strategy – Proposed Scope, including targeted engagement and preliminary strategic directions.
>
> AND THAT Council support an application to the BC Health Communities Age-Friendly Communities Program Grant Stream 1: Planning for engagement resourcing up to $25,000.

Attachment 2 provides the key policy context that supports this work.

[2] BC Healthy Communities Society (BCHC) is a province-wide non-profit organization that facilitates the ongoing development of healthy, thriving and resilient communities. The organization provides a range of resources, programs, funding and services for improving and strengthening community health and well-being.

ANALYSIS:
The three phases of the Ageing & Older Persons Strategy work plan are described below in **Table 1**.

Table 1: Ageing & Older Persons Strategy – Work Plan

Phase	Timeframe	Key Actions
Phase 1: Project Initiation & Scope	Q1 2026	• Council approval of work plan and strategic directions; • Application for Age-Friendly Communities grant funding; and • Preparation for targeted Phase 2 engagement. **Outcome:** Approved project framework.
Phase 2: Listen & Learn (Current Phase)	Q2 - Q3 2026	• Engagement to validate and identify goals and actions; • Interim Council update on Phase 2 engagement findings; and • Development of the draft Ageing & Older Persons Strategy. **Outcome:** Draft Strategy.
Phase 3: Strategy Refinement & Approval	Q4 2026 – Q2 2027	• Refinement and prioritization of actions, implementation measures, and performance indicators; • Finalization of the Strategy and Council approval; and • Grant reporting requirements. **Outcome:** Council-approved Strategy.

Phase 2 Listen and Learn – Interim Update: Emerging Goal and Action Areas
Targeted engagement was conducted between April 30 and June 17, 2026 through in-person, hybrid, and virtual formats. Staff engaged older adults aged 50 and older, as well as service providers and community partners representing a diverse range of lived experiences, backgrounds, and perspectives. An interim summary of the engagement activities and preliminary findings is provided in **Attachment 1**.

Phase 2 engagement findings will inform development of the final strategy and implementation plan. The final Strategy will include a summary of activities undertaken throughout the three-phase work plan

A total of 17 targeted engagement activities have been completed, including

- seven community dialogues (150+ participants), including one bilingual Farsi session;
- a community survey (211 respondents); and
- targeted meetings with partners:
    - provincial and municipal governments;
    - community organizations;
    - Vancouver Coastal Health;
    - private sector organizations; and
    - older adults and seniors living on the North Shore.

Preliminary Findings:

- Engagement confirmed and strengthened the Phase 1 Strategic Directions;
- Emerging goal and action areas were identified, with input informing short- and long-term priorities for the implementation framework; and
- Findings reinforced the need for ongoing cross sector collaboration.

Emerging goal and action areas highlighted in this phase complement age-friendly initiatives that the District is evolving or already undertaking. Together, these initiatives represent "quick wins" while supporting the implementation of longer-term strategic priorities that may require further Council decisions as part of future annual budget deliberations, including:

- Expanding the North Shore *Jump On A New Heat Pump* program to support cooling and energy-efficiency upgrades for residents in existing condominiums, apartments, and co-ops;
- Advancing the *Cooler Condos*[3] initiative in collaboration with the Zero Emissions Innovation Centre and other municipalities to improve heat safety for residents in existing strata buildings;
- Improving transit accessibility through bus stop upgrades and accessible pedestrian infrastructure;
- Supporting seniors' mobility through seniors' ride share funding and the *Cycling Without Age* program;
- Delivering accessible community facilities, universal washrooms, and cooling shelter upgrades;
- Providing funding and in-kind support to organizations delivering programs and supports for seniors; and
- Continuing accessibility and dementia-friendly planning efforts while strengthening emergency preparedness and response for seniors and other vulnerable populations.

Next Steps (Phase 2 Completion)

As part of Phase 2, the District's grant application for the BC Healthy Communities Age-Friendly Program was approved, providing $25,000 to support work plan delivery. The funding will be used to retain a consulting gerontologist to support Phase in collaboration with stakeholders and implementation partners.

Additional engagement activities, if needed, could also be undertaken.

For the remainder of Phase 2, staff will:

- Finalize analysis of engagement findings;
- Onboard the consulting gerontologist;
- Prepare to update participants from Phase 2's community dialogues; and
- Develop draft Ageing & Older Persons Strategy material for Phase 3.

[3] Cooler Condos – Zero Emissions Innovation Centre, accessed June 25, 2026

Phase 3: Strategy Finalization & Implementation Planning
Phase 3 will focus on refining the Strategy and actions for implementation in collaboration with stakeholders and implementation partners. This work will align goals and actions with District and partner initiatives; establish implementation priorities and timelines, and roles; and define performance measures for monitoring and evaluation. Once completed, staff will:

- Present consolidated Engagement Summary and draft Strategy to Council for input;
- Deliver the final Strategy and for Council's approval; and
- Fulfill BCHC grant reporting requirements.

Implementation Context:
While the District of North Vancouver is well positioned to lead in policy, planning, and coordination, successful implementation of the Strategy will depend on collaboration through existing partnerships, networks and coordinating tables. These include Vancouver Coastal Health, the North Vancouver Recreation and Culture Commission, the North Vancouver District Public Library, the North Shore Seniors Working Group, the North Shore Services to Seniors Coalition, seniors-serving community organizations, housing providers, volunteer networks, and other partners that deliver programs, services, and supports to older adults.

Staff will monitor and evaluate implementation of the Strategy.

Timing/Approval Process:
The project is proceeding in three phases: 1) initiating and scoping the project (Q1 2026); 2) gathering input and developing a draft strategy through community and stakeholder engagement (Q2 - Q3 2026); and 3) refining, finalizing, and seeking Council approval for the Age-Friendly Strategy (Q4 2026 - Q2 2027). Key milestones include the grant application, interim engagement updates, and final strategy approval.

Financial Impacts:
The District's application to the Age-Friendly Communities (AFC) Program was approved, providing $25,000 to support delivery of the Strategy work plan. The approved funding will be used to support delivering the final Strategy. This includes retaining the services of a consultant and undertaking Phase 3 engagement activities.

No additional financial implications are anticipated at this stage beyond existing staff resources. Any future project-specific funding recommendations would be brought forward to Council for consideration.

Public Input:
Engagement is being conducted through targeted outreach to key populations and stakeholders, consistent with available resources and the objectives of the Phase 2 engagement strategy.

Additional engagement activities in Phase 2 and Phase 3 will be supported by the $25,000 in grant funding received through the BC Healthy Communities Age-Friendly Program.

Conclusion:
The Ageing & Older Persons Strategy will provide a 10-year coordinated framework to support the wellbeing, inclusion, and quality of life of ageing and older adults in the District, while benefiting residents of all ages. In Phase 2, 17 engagement activities were held, including a mixture of community dialogues and a survey, and targeted meetings with partners. This process was informative and validated the Strategic Directions established through Phase 1. It also identified goal and action areas for the Strategy to address. Proceeding with Phases 2 and 3 will enable the District to deliver a comprehensive, evidence-informed Strategy for Council.

Respectfully submitted,

Tanja Oswald
Community Planner

ATTACHMENTS

1. Phase 2: Listen & Learn Engagement Summary [Report on Interim Findings] (June 23, 2026)
2. Existing Policy
3. Staff Presentation

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

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Attachment 1:
Phase 2 Listen & Learn Engagement Summary [Report on Interim Findings] (June 23, 2026)

Ageing and Older Persons Strategy

Phase 2: Listen & Learn

Engagement Summary

[Report on Interim Findings]

This report provides an interim summary of engagement findings for Phase 2: Listen & Learn of the Ageing and Older Persons Strategy. Findings reflect input received to date.

Contents

Overview 2
Methods 3
Who We Heard From 4
Key Insights from Engagement 5
Strategic Directions 7
Emerging Goal and Action Areas 8
Appendices 13
Participating Organizations 13
List of Meetings (April – June 2026) 14
Engagement Materials 15

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Overview

Input gathered through **Phase 2: Listen & Learn** will inform the development of goals and actions for the *Ageing & Older Persons Strategy*. The Strategy will establish a 10-year framework to enhance inclusion, accessibility, and wellbeing of older adults, while creating benefits for residents of all ages.

Engagement activities included in-person workshops, virtual sessions, community centre pop-ups, and targeted discussions with residents, subject matter experts, local agencies, and health system partners serving older adults. Staff also collaborated across departments and with advisory groups to align priorities and identify opportunities to address critical gaps.

Between April and June 2026, **17 targeted engagement activities** were completed, involving more than **150 older residents** aged 50 and older. These efforts included both online and in-person surveys conducted at recreation centres and libraries, resulting in **211 survey responses**.

The engagement process was supported by the contributions of community organizations and service partners. Key findings from phase 2 serve as the foundation for developing the Strategy's goals and actions and ensure they reflect the diverse needs and priorities of older adults in the community.

Phase 3 will focus on refining goals and actions, and establishing timelines, roles, and performance measures to support implementation. Together, these next steps will position the Strategy for effective delivery and measurable impact over the next decade.

Engagement at Kiwanis Lynn Manor, hosted in partnership with Hollyburn Community Services Society

Methods

A variety of engagement methods were used to support the direct participation of ageing and older adults across the District and to help identify and validate priorities, goals, and actions for the Strategy.

Targeted engagement activities were designed to gather feedback on key issues, confirm emerging themes, and identify opportunities for action. Sessions were held in neighbourhoods across the District, including Lions Gate, Lynn Valley, and communities east of the Seymour River.

Community engagement activity booklet

Recognizing that older adults often access services, programs, and supports across municipal boundaries, residents from neighbouring communities, including the City of North Vancouver and the District of West Vancouver, were welcomed to participate.

Engagement activities included a mix of small and large-group discussions conducted both in person and online. Supporting materials (**Appendix 3**) included:

- Virtual and paper surveys
- Activity booklets
- Highly visual display board
- Open house display boards

Community partners played an important role in supporting engagement activities through a range of in-kind contributions, including venue space, refreshments, staffing support, translation services, and, in some cases, live entertainment.

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Who We Heard From

Direct participation of older residents was largely facilitated through organizations involved in the **North Shore Seniors Working Group** and the **North Shore Services to Seniors Coalition**. These networks bring together senior-serving agencies across the North Shore and include both leadership and active participation from older adults.

Engagement participants primarily included older adults aged 50 and older, as well as service providers and community partners representing a broad range of experiences and perspectives, such as:

- Individuals accessing recreation, library, and social programs
- Those experiencing mobility, accessibility, or health-related challenges
- Culturally diverse participants, including newcomers and individuals who speak English as a second language
- Low-income and fixed-income seniors
- Individuals living alone or at risk of social isolation
- Seniors' service providers and advocates
- Regional health partners and system planners

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Key Insights from Engagement

Engagement with residents, service providers and partners highlighted a set of interconnected challenges and opportunities for shaping quality of life for older adults.

Parsian Coffee Group engagement, hosted in partnership with Capilano Community Services

Housing and Financial Security

Housing affordability and stability were identified as dominant concerns. Many older adults face difficulty downsizing, risk displacement during redevelopment, and encounter limited housing options between independent living and long-term care. These pressures are compounded for those on fixed incomes, newcomers, and individuals without permanent residency.

Access to Services and Information

Navigating services for housing, health, recreation, and income supports is complicated for many older adults. Barriers include fragmented information, digital exclusion, and limited in-person support. This eaves many older adults unaware of or unable to access available programs.

Mobility, Safety and Public Realm

Transportation and mobility constraints limit independence and participation. Gaps in east – west connections on the North Shore, challenging transit experiences, and limited local shuttle options reduce access to community programming, healthcare appointments, and social activities. These challenges are compounded by safety concerns in the public realm, such as uneven sidewalks, poor lighting, and lack of seating which increase risk of falls and discourage outdoor activity.

Social Isolation and Wellbeing

Social isolation remains a concern, particularly among older adults living alone, newcomers, or those facing mobility or language barriers. Program capacity constraints, long waitlists, and limited respite and day programming further contribute to reduced social connection and wellbeing.

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Climate Resilience and Emergency Preparedness

Participants highlighted that climate-related events, including heat waves, smoke, and extreme weather, disproportionately impact ageing and older populations. Many may be unaware of, or face barriers to accessing cooling centres, climate-resilient housing, and emergency supports.

Opportunities Moving Forward

Despite the challenges noted above, engagement identified strong opportunities to build on existing community assets, services, and partnerships. Libraries, recreation and community centres, seniors-serving organizations, healthcare providers, volunteer networks, and neighbourhood spaces form a solid foundation for supporting healthy ageing and social connection.

Participants also emphasized the important role of local government in convening partners, coordinating action, and shaping supportive environments. Key partners - including Vancouver Coastal Health, North Vancouver Recreation and Culture Commission (NVRC), community organizations, housing providers, and volunteer groups - will play a critical role in implementation.

Together, these partners can:

- **Strengthen coordination and awareness** across the seniors-serving ecosystem to improve access to information, programs, and services;
- **Expand community-based supports, social connection opportunities, and preventative wellbeing initiatives** that promote independence and reduce isolation;
- **Enhance walkability, accessibility, and local mobility options**;
- **Support a more diverse range of housing options** that enable ageing in place; and
- **Integrate climate resilience** into housing, infrastructure, emergency preparedness, and community support systems.

Through continued collaboration, the Strategy can build on existing strengths to create more inclusive, connected and age-friendly communities for current and future generations of older adults.

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Strategic Directions

The Strategic Directions below were identified through preliminary research and engagement in Phase 1. They reflect the key issues and priorities raised by residents, service providers, and community partners, and will continue to guide the development of the Strategy, including its goals and actions.

Findings from Phase 2 engagement validated these Strategic Directions and helped identify emerging goal and action areas within each direction for the Strategy to address.

Strategic Directions

Community Life & Social Wellbeing
This focus area supports social wellbeing, inclusion, and engagement. It promotes participation in recreational, cultural, and community activities, and encourages volunteerism and civic involvement.

Connected Care & Supports
This focus area is about access the services, supports, and information needed to live safely and independently. It emphasizes reducing barriers to services and improving inclusive supports.

Mobility, Safety & Access
This focus area is about helping people move around safely and easily and take part in community life. It promotes safe and accessible streets, trails, public spaces, and transit options while improving walkability, infrastructure, and transit accessibility.

Housing Stability & Ageing in the Right Place
This focus area supports ageing in place through affordable, safe, and adaptable housing, while encouraging seniors to remain active, independent, and connected to their communities.

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Emerging Goal and Action Areas

The following sections highlight the emerging goal and action areas identified through Phase 2 targeted engagement for the Ageing & Older Persons Strategy.

These areas are organized in alignment with the Strategy's Strategic Directions.

Goals and actions will be further refined in Phase 3 of the Strategy's development, including timelines, roles, and performance measures for implementation.

Strategic Direction: Community Life & Social Wellbeing

Community engagement highlighted the importance of social connection, meaningful participation, and opportunities to remain engaged in community life. Residents identified a need for inclusive and accessible programs, spaces, and outreach efforts that reduce isolation and support participation among older adults facing mobility, language, cultural, or financial barriers.

Emerging Goal Area: *Enhance social inclusion and participation*.

Opportunities for Action

- Expand free/low-cost wellness recreation, wellness and social programs (e.g. sport, physical therapy, chair yoga, arts, and games) at local seniors hubs and in community centres, including evenings on weekends.
- Deliver targeted outreach campaigns for newcomers, low-income seniors, and isolated residents, using multilingual newsletters and printed directories.
- Strengthen volunteer and peer-support programs to build community connection.
- Support design and delivery of culturally inclusive spaces in libraries, parks, and community centres for casual socializing and learning.

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Strategic Direction: Connected Care & Supports

Engagement highlighted that many older adults struggle to navigate services due to limited awareness, digital barriers, and fragmented information, and called for more coordinated, in-person access options. Residents emphasized the importance of community-based supports that help older adults maintain their health, independence, and social connections as they age.

Emerging Goal Area: *Improve navigation of seniors' services*.

Opportunities for Action

- Increase awareness of key resources, such as Seniors One Stop and annual seniors' directories, by enhancing multilingual accessibility and distributing materials through doctors' offices, community centres, libraries, and seniors' housing facilities.
- Conduct in-person navigation workshops at community centres for seniors who are digitally excluded.
- Integrate digital and human navigation supports with local health authority case management, home support programs, and volunteer navigators.
- Implement ongoing evaluation of access barriers and service gaps, adapting programs based on feedback from isolated seniors.

Annual Publishing of the North Shore Seniors Directory (2026)

Emerging Goal Area: *Expand community-based care and social supports*.

Opportunities for Action

- Increase capacity in assisted living, home care, and respite services through partnerships with Better at Home, Vancouver Coastal Health, and private non-profits.
- Develop a coordinated community care model integrating healthcare, social services, and recreation, leveraging existing government and non-profit resources.
- Scale social prescribing initiatives to connect isolated seniors to volunteers, programs, and peer support groups.

Strategic Direction: Mobility, Safety & Access

Engagement highlighted barriers for seniors, particularly around public transit, large buses, uneven sidewalks, and poor lighting. Participants also emphasized the need to strengthen climate-related actions and emergency preparedness as part of helping older adults remain safe, connected, and resilient.

Emerging Goal Area: *Improve local mobility and safe access*.

Opportunities for Action

- Offer transportation support for seniors to attend appointments, programming and social activities, including accessible shuttle services and promoting sign up for subsidized transit passes.
- Expand existing accessible shuttle and community bus services linking key seniors housing, recreation centres, and transit hubs.
- Implement dedicated east–west transit options and micro-mobility services tailored for older adults.
- Conduct accessibility audits of sidewalks, crossings, and bus stops, prioritizing repairs and improvements (e.g. raised curb ramps, more benches, shade structures).
- Evaluate opportunities to incorporate universal design principles during public infrastructure planning, renewal, and capital projects to improve accessibility and support independent mobility for older adults.
- Install better lighting and traffic calming measures at high-use crossings.
- Promote and develop senior-focused materials explaining key transportation changes, including parking access, payment methods (apps), and costs, to reduce access barriers.

Emerging Goal Area: *Increase safety and resilience to emergencies*.

Opportunities for Action

- Map seniors most at risk during climate events and ensure access to cooling and heating centres.
- Strengthen emergency communication networks through call systems, printed guides, and outreach initiatives.
- Integrate climate-resilient design into housing and community infrastructure projects.

DRAFT

- Collaborate with fire, police, health authorities, and non-profits to co-develop and promote emergency response plans and planning for seniors.
- Expand and promote senior-tailored emergency preparedness initiatives through public education and programming.

DRAFT

Strategic Direction: Housing Stability & Ageing in the Right Place

Community engagement identified housing as a key priority, with residents highlighting challenges related to affordability, housing choice, and suitable options as needs change over time. These findings support a focus on expanding housing options and enabling older adults to age in the right place within their communities.

Emerging Goal Area: *Expand housing options and affordability*.

Opportunities for Action

- Strengthen partnerships to increase affordable and supportive housing options.
- Expand rental support programs for low- and middle-income seniors.
- Provide information sessions and printed guides on housing options, rights, and financial assistance.
- Encourage development of accessible, adaptable, and smaller-scale housing options.
- Support mixed-tenure housing developments that maintain existing rental affordability.
- Work with partners to address housing and care needs between independent living and long-term care.

Emerging Goal Area: *Support older adults to ageing in the right place and home adaptations*.

Opportunities for Action

- Expand programming and volunteer-based support for tasks such as home maintenance, downsizing, or decluttering.
- Strengthen regional coordination linking seniors with trusted contractors, occupational therapists, and funding for home adaptation.
- Enhance age-friendly neighbourhood features, including sheltered seating areas, in community gathering spaces such as in parks and near community mailboxes.
- Integrate ageing-in-place principles into housing, land use, and development policies by encouraging universal design, adaptable housing features, and accessible community infrastructure.

DRAFT

Appendices

Participating Organizations

The following community organizations contributed to the engagement process by providing direct input and/or in-kind support to enable the participation of older adults and ageing residents.

- Alzheimer's Society
- BC Community Response Networks
- BC Seniors Advocate
- Bowen Island Community Health Centre
- Capilano Community Services
- Canadian Federation of University Women
- Canadian Federation of University Women
- Capilano Community Services Society
- City of North Vancouver
- City of North Vancouver Library
- City of Vancouver
- Comfort Keepers
- Delbrook Community Recreation Centre
- District of West Vancouver
- Family Services of the North Shore
- Hollyburn Community Services Society
- Keep Well Society
- Kiwanis Lynn Manor
- John Braithwaite Community Centre
- Lions Gate Community Recreation Centre
- Lionsview Seniors Planning Society
- Lynn Valley Seniors Association
- Lynn Valley Services Society
- Lynn Creek Community Recreation Centre
- Mollie Nye House
- North Shore Accessibility Advisory Committee
- North Shore Community Resources Society
- North Shore Neighbourhood House
- North Vancouver Recreation & Culture
- North Vancouver District Public Library
- Parkgate Community Services Society
- Parkgate Library
- Ron Andrews Recreation Centre
- SFU Connect Age
- Silver Harbour Seniors Centre
- Vancouver Coastal Health
- West End Seniors Network
- West Vancouver Recreation
- West Vancouver Seniors Activity Centre

DRAFT

List of Meetings (April – June 2026)

District staff met with representatives from municipal, community, public health, and private sectors, as well as older adults and seniors living on the North Shore, to validate and inform the development of goals and actions for the Ageing and Older Persons Strategy. A list of meetings is below.

1. April 30, 2026, with the BC Seniors Advocate
2. April 30, 2026, with the North Shore Accessibility Advisory Committee
3. May 6, 2026, with Vancouver Coastal Health
4. May 8, 2026, with the Canadian Federation of University Women – North Shore Social Issues Sub-Committee
5. May 11, 2026, with the Keep Well Program
6. May 12, 2026, with the Parsian Coffee Group
7. May 13, 2026, with the North Shore Seniors Working Group
8. May 14, 2026, Seniors Social
9. May 19, 2026, with the North Shore Seniors Coalition
10. May 20, 2026, with Hollyburn Seniors Outreach
11. May 21, 2026, Interdepartmental Staff Meeting
12. May 27, 2026, CFUW age-friendly event
13. June 9, 2026, with the Lynn Valley Seniors Association
14. June 10, 2026, Seniors Lunch
15. June 10, 2026, with the North Vancouver Recreation and Culture Commission
16. June 17, 2026, with the North Vancouver District Public Library

DRAFT

Engagement Materials

- Survey
- Activity booklet
- Highly visual display board
- Open house display boards

DRAFT

Age-Friendly Community Survey

The District is looking to hear from older adults in the community on how to make day-to-day life easier, safer, or more comfortable as you age. Please share your thoughts with us by answering the five survey questions below.

This short survey will take less than five minutes to complete.

1. **Thinking about your day-to-day life in the District of North Vancouver, how important or unimportant are the following changes in making your life easier, safer, or more comfortable as you age?**

Select an option from each of the following	Very unimportant	Unimportant	Neutral	Important	Very Important
Safer and easier walking routes (sidewalks, crossings, lighting)	O	O	O	O	O
More affordable or suitable housing options	O	O	O	O	O
More accessible public spaces (parks, benches, washrooms, community centres)	O	O	O	O	O
More programs and activities for seniors	O	O	O	O	O
Better access to health and support services	O	O	O	O	O
Help with transportation or getting around	O	O	O	O	O

2. **Which, if any, of the following areas are most important to you in making the District of North Vancouver an age-friendly place to live?**
You can choose up to 3 options.

○	Outdoor spaces & buildings (parks, sidewalks, public washrooms)
○	Transportation (driving, transit, walking, accessibility)
○	Housing (affordable, accessible, appropriate options)
○	Social participation (activities, programs, opportunities to connect)
○	Respect & social inclusion
○	Civic participation & employment
○	Communication & information
○	Community support & health services
○	None of the above

3. **What is your age range?**

○	50 – 59
○	60 – 69
○	70 – 79
○	80 – 89
○	90 – 99
○	100 – 109

4. **What is your gender identity?**

○	Male
○	Female
○	Non-binary or gender neutral
○	Prefer not to say

5. **What type of housing do you currently live in?**

○	Apartment
○	Care Home
○	Seniors Housing
○	Single Detached Home
○	Subsidized Housing
○	Townhouse

DISTRICT OF NORTH VANCOUVER

Ageing and Older Persons Strategy

Activity Booklet

Ageing and Older Persons Strategy

The District is developing a Strategy to support inclusion, accessibility, and wellbeing for older adults. While the focus of the Strategy is for older adults, it will benefit people of all ages.

Early this year, four key strategic directions were identified to help guide the development of policy and action for the Strategy to address:

- Community Life and Social Wellbeing
- Connected Care and Supports
- Mobility, Safety, and Access
- Housing Stability and Ageing in Place

Project Timeline Overview

Early 2026
Project initiation, early research and engagement, and work planning

We are here

Mid 2026
Listen and learn, and identify early goals and actions

Late 2026 to Early 2027
Finalize the Strategy

Project Completion
Council-approved Ageing and Older Persons Strategy

DISTRICT OF NORTH VANCOUVER

Ageing and Older Persons Strategy

Help us understand your priorities across the strategic directions

On the following pages, review each heading and place a "dot" beside priorities that matter most to you.

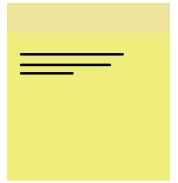
Did we miss something? Tell us your priority by writing it on a sticky note and adding it to the back of this activity booklet.

Your feedback will help guide the development of goals and actions for the Strategy.

What you will need for the exercise:

Dot stickers

Pen



Sticky notes

Speak to a staff member if you have questions

Community Life & Social Wellbeing

Share your priorities - place your dots below

Improve existing gathering spaces (e.g. upgrades to community centres, seating accessibility, informal drop-in use)

Create new gathering opportunities in the community (e.g. new plazas, parks)

Expand programs and activities (e.g. social, cultural, intergenerational volunteer opportunities)

Increase inclusive and welcoming spaces and programs (e.g. multilingual, intercultural, targeted outreach)

Mobility, Safety & Access

Share your priorities - place your dots below

Upgrade sidewalks, crossings, and pedestrian safety (e.g. curb cuts, better lighting)

Improve transit options by working with Translink and other levels of government (e.g. shuttle services, frequent routes)

Add more seating, rest areas, and weather protection (e.g. benches and shelters along trails, sidewalks)

Enhance accessibility and maintenance of public spaces (e.g. ramps, accessible washrooms)

Connected Care & Supports

Share your priorities - place your dots below

Make it easier to find and navigate services (e.g. one-stop info, better referrals)

Improve coordination between services (e.g. agencies working together, smoother transitions)

Expand culturally safe and inclusive support services (e.g. languages access, trauma-informed services)

Increase outreach to isolated seniors

Housing Stability & Ageing in Place

Share your priorities - place your dots below

Increase affordable and appropriate housing options (e.g. right-sized units, rent-subsidy programs)

Support accessible and adaptable housing design (e.g. step-free entrances, walk-in showers)

Expand supportive and non-market housing options

Ageing and Older Persons Strategy

Outdoor Spaces and Buildings
(parks, sidewalks, public washrooms)

Transportation
(driving, transit, walking, accessibility)

Housing
(affordable and accessible options)

Social Participation
(activities, programs, opportunites to connect)

Respect and Social Inclusion

Civic Participation and Employment

Communication and Information

Community Support and Health Services

Ageing and Older Persons Strategy

The District is developing a Strategy to support inclusion, accessibility, and wellbeing for older adults. While the focus of the Strategy is for older adults, it will benefit people of all ages.

Early this year, four key strategic directions were identified to help guide the development of policy and action for the Strategy to address:

- Community Life and Social Wellbeing
- Connected Care and Supports
- Mobility, Safety, and Access
- Housing Stability and Ageing in Place

Our Planning Process

Phase 1: Project Initiation and Scope
Early 2026
- Project initiation, early research and engagement, and work planning

WE ARE HERE
Phase 2: Listen and Learn Information Gathering
Mid 2026
- Listen and learn, and identify early goals and actions

Phase 3: Strategy Refinement and Approvals
Late 2026 - Early 2027
- Finalize the strategy

Project Completion:
Council-approved Ageing and Older Persons Strategy

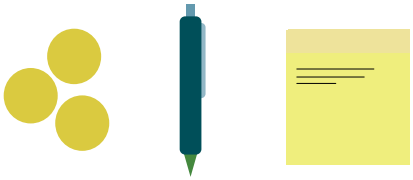
Help us understand your priorities

On the next pages, review each heading and place a "dot" beside priorities that matter most to you.

Did we miss something? Tell us what change would make the biggest difference in your day-to-day life by writing it on a sticky note and adding it to the board.

Your feedback will help guide the development of goals and actions for the Strategy.

What you will need for the exercise:



Dot stickers | Pen | Sticky Notes

Community Life and Social Wellbeing

This focus area supports social wellbeing, inclusion, and engagement. It promotes participation in recreational, cultural, and community activities, and encourages volunteerism and civic involvement.

Help us understand your priorities - place your dots below

Improve existing gathering spaces
(e.g. upgrades to community centres, seating accessibility, informal drop-in use)

Create new gathering opportunities in the community
(e.g. new plazas, parks)

Expand programs and activities
(e.g. social, cultural, intergenerational, work and volunteer opportunities)

Increase inclusive and welcoming spaces and programs
(e.g. multilingual, intercultural, targeted outreach)

Do you have more ideas? Let us know!

Connected Care and Supports

This focus area is about accessing services, supports, and information needed to live safely and independently. It emphasizes reducing barriers to services and improving inclusive supports.

Help us understand your priorities - place your dots below

Make it easier to find and navigate services
(e.g. one-stop info, better referrals)

Improve coordination between services
(e.g. agencies working together, smoother transitions)

Expand culturally safe and inclusive support services
(e.g. languages access and trauma-informed services)

Increase outreach to isolated seniors

Do you have more ideas? Let us know!

Mobility, Safety, and Access

This focus area is about helping people move around safely and easily, and take part in community life. It promotes safe, accessible streets, trails, public spaces, and transit, while improving walkability and making infrastructure and transit easier for everyone to use.

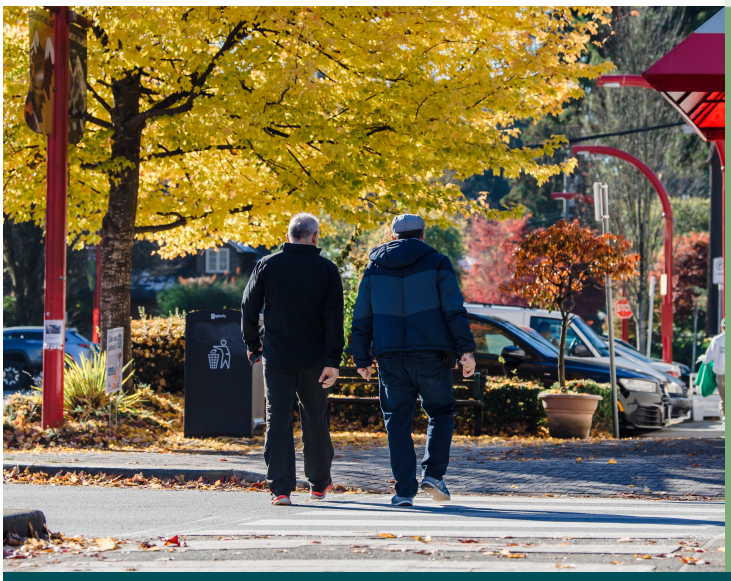
Help us understand your priorities - place your dots below

Upgrade sidewalks, crossings, and pedestrian safety
(e.g. curb cuts, better lighting)

Improve transit options by working with Translink and other levels of government
(e.g. accessible shuttle services, more frequent routes)

Add more seating, rest areas, and weather protection
(e.g. benches and shelters along trails and sidewalks)

Enhance accessibility and maintenance of public spaces
(e.g. ramps, accessible washrooms)



Do you have more ideas? Let us know!

Housing Stability and Ageing in Place

This focus area is about ageing in place through affordable, safe, and adaptable housing, while encouraging older adults to remain active, independent, and connected to their communities.

Help us understand your priorities - place your dots below

Increase affordable and appropriate housing options
(e.g. right-sized units, rent-subsidy programs)

Support accessible and adaptable housing design
(e.g. step-free entrances, walk-in showers)

Expand supportive and non-market housing options

Do you have more ideas? Let us know!

Ageing & Older Persons Strategy – Phase 2 Update

Existing Policy

- Interim Housing Needs Report (2024): determines a 20-year housing need, in accordance with the provincial legislative direction and prescribed methodology, including housing needs for seniors as an identified priority group;
- District Corporate Plan 2023-2026: includes goals to foster community wellbeing, and culture and safety, and priorities and objectives;
- Accessibility Plan 2023-2026: provides a framework for the DNV, NVDPL, and NVRC to improve accessibility for people with disabilities by enhancing how programs and services are delivered. By addressing the needs of individuals with dementia and other cognitive impairments, the plan aligns with an age-friendly community that supports seniors' participation, independence, and wellbeing;
- North Shore Poverty Reduction Strategy (2023): outlines priorities and actions in service of an inclusive, equitable, anti-racist, thriving, and just community.
- OCP Action Plan 2021: applied Social Equity Implementation lens to guide decision making and implementation of OCP actions in the plan;
- Dementia Friendly North Shore Action Plan (2018): includes strategy and actions aimed at supporting individuals living with dementia to have a high quality of life;
- Accessible Design Policy for Multi-Family Housing (2017): includes basic and enhanced accessible design features to support seniors aging in place;
- The Rental, Social and Affordable Housing Strategy (2016): guides the District and partners in expanding and retaining affordable rental housing through policy, planning, and collaboration. By increasing housing options for low to moderate income households, the strategy helps seniors access stable, age-friendly housing that is adaptable, inclusive and supportive;
- Transportation Plan (2012): supports mobility and transportation planning and policy for all ages and abilities, including specific enhancements for seniors;
- Parks and Open Space Strategic Plan (2012): Supports the development of spaces to accommodate the needs of children, youth, adults and seniors;
- Official Community Plan (2011): Includes goals and policy direction for an age and disability-friendly community; and
- Municipal Community Service Grants (1999): establishes Council support for core-funded community agencies delivering seniors' programs, and Rideshare services to enhance seniors' participation, mobility, and wellbeing.

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Ageing & Older Persons Strategy – Phase 2 Update

July 13, 2026
Regular Council Meeting

Work Plan

Phase 1: Initiation & Scope
(Spring 2026)

- Confirm scope & strategic directions
- Apply for BCHC grant
- Prepare for public input

Phase 2: Listen & Learn
(Spring and Summer 2026)

- Engagement
- Findings, themes, quick wins
- Draft Strategy

Phase 3: Refine & Approve
(Fall 2026 – Spring 2027)

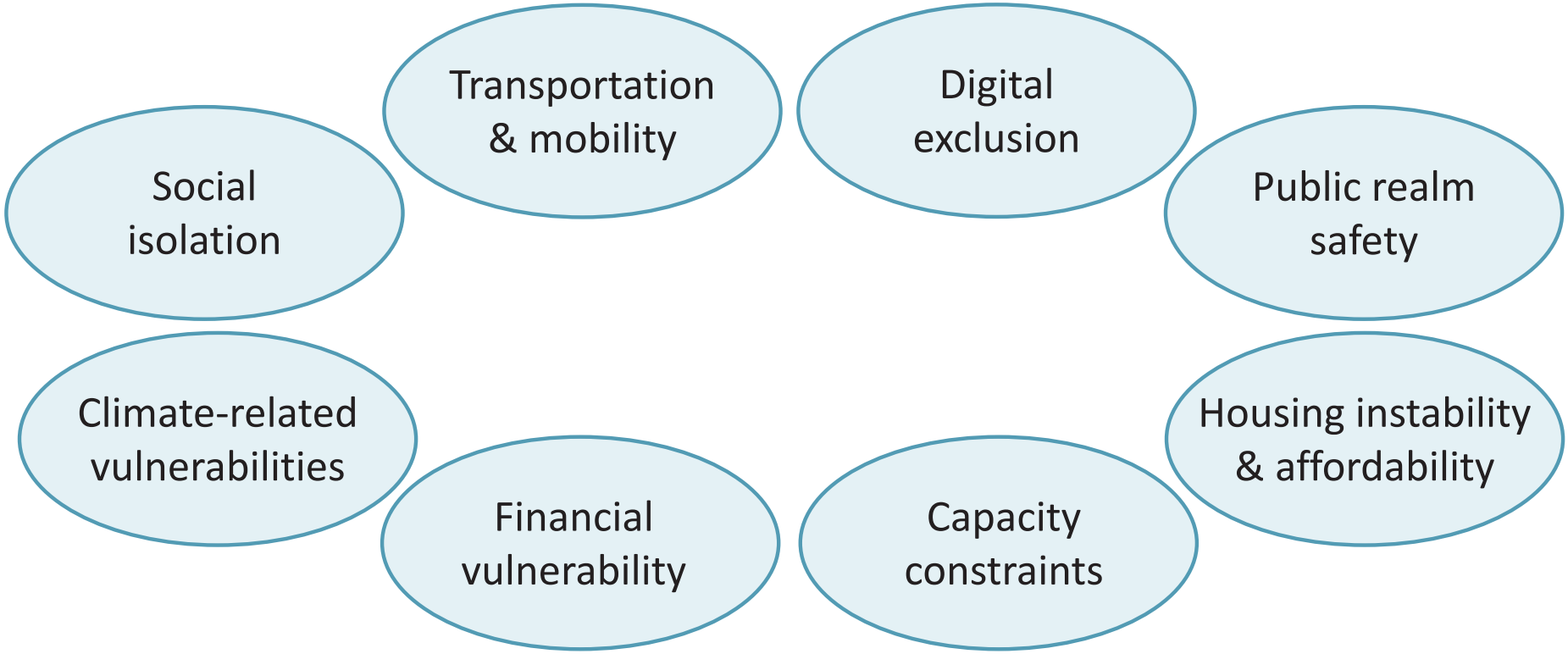
- Refine actions, performance measures
- Finalize & approve Strategy
- Grant reporting

Listen and Learn

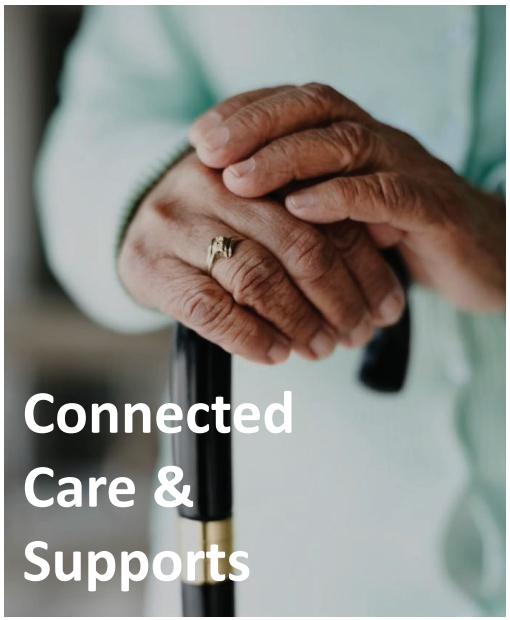
- Mixed Methods:
  virtual and in-person
- Diverse demographics:
  150+ older residents
- Targeted outreach:
  17 activities

Engagement at Kiwanis Lynn Manor, hosted in partnership with Hollyburn Community Services Society

Findings & Implications



Findings & Implications



Next Steps

- Complete engagement & finalize findings
- Develop draft Strategy with gerontologist support
- Finalize implementation plan roles, priorities & measures

Recommendation

- THAT Council receive for information, the report of the community planner titled “Ageing & Older Persons Strategy – Phase 2 Update”, dated June 29, 2026.

Thank you.

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

The District of North Vancouver
REPORT TO COUNCIL

June 22, 2026
File:

AUTHOR: Councillor Lisa Muri

SUBJECT: Environmental Policies re: Replanting of Trees

RECOMMENDATION:
THAT Council direct staff to report back in a workshop setting on the following items:

1. Existing bylaws, policies, and practices related to tree protection, replacement tree requirements, and environmental compensation measures, including how these requirements are applied across various project types and development contexts; and

2. How the District of North Vancouver measures environmental and urban tree canopy loss, including environmental impact such as increased carbon, altered water displacement and drainage patterns affecting the biodiversity of surrounding areas, and how we mitigate these critical losses to protect existing ecosystems.

REASON FOR REPORT:
Part 3 of the Official Community Plan (OCP) establishes objectives and policies related to the protection of the natural environment, ecosystems, biodiversity, wildlife corridors, greenways, and streamside areas.

As the community continues to grow, Council requires a clear understanding of how tree removal, canopy loss, and broader environmental impacts are evaluated and mitigated within public and private projects, and how environmental considerations are balanced with other community objectives.

As an example, with respect to the Riverside Drive and Lillooet Road social housing projects, staff are requested to advise Council on the significant loss of trees on lands that were previously zoned parkland and how those losses will be mitigated over the long term. Specifically:

A. how the requirements of Tree Protection Bylaw 7671 are applied;
B. how tree retention options, environmental impacts, and associated trade-offs are identified and communicated to Council, including opportunities available for Council direction during project planning and approval processes;

C. whether any exemptions or alternative compliance measures related to tree protection, replacement tree requirements, or environmental compensation measures are applied in either project; and
D. Opportunities for additional replacement tree planting, restitution planting, canopy restoration, and urban forest enhancement associated with, but not limited to, the Riverside Drive and Lillooet Road projects, including feasibility, costs, and implementation considerations.

SUMMARY:
This report reflects Council's interest in understanding how tree protection, retention, replacement, restitution, and environmental compensation practices are currently applied across development projects, and how environmental impacts are balanced with other community objectives, and the steps the District of North Vancouver is taking to follow Part 3 of the Official Community Plan as it relates to the protection of the natural environment, ecosystems, biodiversity, wildlife corridors, greenways, and streamside areas.

BACKGROUND:
The District rezoned the Lillooet Road housing site in 2023. Additional information is available on the DNV website[1].

The District rezoned the Riverside Drive housing site in 2021. Additional information is available on the DNV website[2].

EXISTING POLICY:
The District's Official Community Plan (OCP) includes policies related to:
- Protection of natural ecosystems and biodiversity;
- Urban forest and tree canopy retention;
- Streamside and environmentally sensitive areas; and
- Climate action, including greenhouse gas reduction.

Tree Protection Bylaw No. 7671 establishes requirements related to tree protection, removal permits, replacement trees, restitution, and environmental compensation.

ANALYSIS:
Environmental Impact:
The requested information will support ongoing DNV alignment with OCP objectives, including:
- Protection of natural ecosystems and biodiversity;
- Urban forest and tree canopy retention;
- Streamside and environmentally sensitive areas; and
- Climate action, including greenhouse gas reduction.

[1] Lillooet Road housing site
[2] Riverside Drive affordable housing site

Conclusion:
As the District continues to grow Council must balance multiple priorities, including environmental protection. This report will provide Council with a clearer understanding of how tree protection and replacement practices are currently applied, how environmental trade-offs are evaluated, and what options exist to strengthen future policy direction.

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,

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	___		

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CHIEF ADMINISTRATIVE OFFICER REPORTS

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

The District of North Vancouver
REPORT TO COUNCIL

June 25, 2026

AUTHOR: Mike Fox, Chief Administrative Officer

SUBJECT: **Information Reports to Council - April 2026 to June 2026**

RECOMMENDATION:
THAT the "Information Reports to Council – April 2026 – June 2026" dated June 25, 2026, is received for information.

REASON FOR REPORT:
Information Reports to Council (IRTC) distributed by email are summarized quarterly and included on a public agenda.

SUMMARY:
The IRTC's listed below were distributed to Council by email between April 2026 and June 2026.

Options:
THAT the "Information Reports to Council – April 2026 – June 2026" dated June 25, 2026, is received for information. (recommended)

Or

THAT the agenda is amended to include discussion on one or more of the attached Information Reports to Council.

Respectfully submitted,

Mike Fox
Chief Administrative Officer

Attachments:

1. Information RTC re Placemaking Task Force Wrap-up Report
2. Information RTC re Noise Exemption – 2550 Whiteley Court – April 19, 2026 – April 20, 2026
3. Information RTC re Noise Exemption – DNV – All Road – April 12, 2026 – Nov 15, 2026
4. Information RTC re Metro Vancouver Organic Waste Services Update
5. Information RTC re Noise Exemption – 1510 Crown St – May 9, 2026
6. Information RTC re Noise Exemption – 1510 Crown Street – May 23, 2026
7. Information RTC re William Griffin Pickleball Courts
8. Information RTC re Recreation Facility and Amenity Assessment
9. Information RTC re Fires Station #5 (Norgate) Replacement Project Update
10. Information RTC re Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination
11. Information RTC re Seylynn Park Phase 2 Planning: Temporary Pilot Park
12. Information RTC re Council World Cup Response
13. Information RTC re 3526 Everglade Place – Virtual Public Information Meeting
14. Information RTC re 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
15. Information RTC re Noise Exemption 220 Mountain Hwy June 1 - June 11
16. Information RTC re Noise Exemption Form August 8, 2026 1510 Crown St
17. Information RTC re Noise Exemption Form June 13, 2026 1510 Crown St
18. Information RTC re Noise Exemption Form July 18 1510 Crown St
19. Information RTC re Vancouver Coastal Health North Shore Services
20. Information RTC re Noise Exemption from June 4, 2026 to June 9, 2026 1080 Marine Drive
21. Information RTC re Fuel Price Impacts to the District's Operational Budget
22. Information RTC re Current Housing Market Conditions and Inclusionary Zoning Update
23. Information RTC re Poverty Reduction Partnership Update
24. Information RTC re Artificial Turf Fields Update
25. Information RTC re Geotechnical Investigation along Riverside Drive – Retaining Wall Stability Assessment
26. Information RTC re North Vancouver Recreation & Culture 2025 highlights infographic
27. Information RTC re Lynn Valley Library Refresh Project Update
28. Information RTC re Capilano Library Refresh Project Update
29. Information RTC re Fire Station #2 (Lynn Valley) Major Renewal Project Update
30. Information RTC re District Hall Renewal Project Update – May 2026
31. Information RTC re East Cates Park/ Whey-ah-Wichen Washroom Replacement
32. Information RTC re West Cates Park/ Whey-ah-Wichen Washroom Replacement
33. Information RTC re Noise Exemption from June 28, 2026 to July 10, 2026 Lynn Valley Road (Fromme Road to Mountain Hwy)
34. Information RTC re 2026 General Local Election Public Awareness Strategy

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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❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

March 30, 2026
File:

AUTHOR: Neonila Lilova, Business and Economic Development Manager
Carolyn Grafton, Director, Communications and Community Relations

SUBJECT: **Placemaking Task Force Wrap-up Report**

REASON FOR REPORT:
To provide a final summary report of the Placemaking Task Force activities from October 2024 to October 2025, as the task force mandate expired in October 2025.

SUMMARY:
Council endorsed a recommendation from the Advisory Oversight Committee to approve the Terms of Reference for the Placemaking Task Force, a select committee of Council, from October 2024 to March, 2025. A subsequent six-month extension was approved by Council in April 2025, bringing the mandate to a conclusion in October 2025.

Over the course of the year, the Placemaking Task Force developed and recommended a Council-approved five-year town and village centre beautification program and a part-time staffing resource, funded by film revenue. In developing the program, it assessed the business case for various placemaking tactics, met with City of North Vancouver staff and conducted a municipal scan to gain an understanding of placemaking models, budgets, and activities in the region. Staff initiated delivery of the program in the second half of 2025 and implementation is ongoing.

BACKGROUND:
In the October 7, 2024 Closed meeting, Council endorsed the Advisory Oversight Committee's recommendation to approve the Terms of Reference (Attachment 1) for a Placemaking Task Force (Task Force) – a select committee of Council, with a mandate to provide advice and recommendations on a vision, delivery model and resourcing for the activation and programming of public spaces in the District's town and village centres.

The Task Force was asked to report back to Council within six months of its creation. An extension for an additional six months was approved by Council in April, 2025 to enable the Task Force to report back on its recommendations.

EXISTING POLICY:
The approved beautification program supports multiple objectives in the District's strategic planning framework, including:

- Official Community Plan 2030 – creation of engaged and inter-connected public spaces and vibrant town centres that serve as a focal point for the community
- Corporate Plan 2023-2026 – utilization of public spaces to foster community wellbeing
- Economic Development Strategy 2025-2029 – cultivation of great public spaces to support commercial activity and local businesses.

ANALYSIS:
Recognizing the District's constrained fiscal environment, the Task Force focused on exploring immediate and near-term actions to enhance activation of the District's public spaces beginning in the 2025 summer season until 2030, subject to annual funding available in the Film Reserve Fund. In recommending the beautification program, the Placemaking Task Force addressed its goal to foster vibrant public places while minimizing the financial impacts on District residents and businesses.

From July 2025 onward, staff moved the projects outlined in the beautification program from planning into delivery: installing outdoor furniture, banners, and seasonal lights; expanding Live & Local events to new locations; completing early projects in several town and village centres; and transitioning placemaking into ongoing staffed operations.

- Throughout summer and fall of 2025, placemaking activity focused on outdoor furniture, seasonal lighting and banner installations in multiple centres, including Edgemont Village, Lynn Valley, and Deep Cove.
- In early 2026, banners were installed in Lynn Creek Town Centre.
- In early spring 2026, four additional adirondack-style chairs have been ordered for Lynn Valley Village. Six chairs have been ordered for Lion's Gate Village plaza.
- Feasibility is being assessed for the following additional activities in 2026:
    - Banners and/or lights in Lion's Gate Village and Marine Drive,
    - Updating banners at Lynn Valley Village, and
    - Temporary TV installations at three community recreation centre locations for World Cup viewing.

Council received an update report from the Placemaking Task Force in July 2025 (Attachment 2), outlining early implementation of the town and village centre beautification program.

Timing/Approval Process
This report provides a final view of the Placemaking Task Force's year-long mandate, although the work to implement the approved five-year beautification program continues. Future updates will be provided to Council as substantial project implementation occurs. Reconstitution of the Task Force requires Council consideration and approval.

Concurrence
NVRC staff and District staff from Corporate Services and Economic Development that supported the work of the Task Force, have reviewed this report.

Financial Impacts
There is no financial impact associated with this report, as funding from the existing annual film revenues for the five-year beautification program was approved alongside the five-year implementation plan. No additional film revenue is available to support other programming or activities. New placemaking initiatives outside of the Council-approved beautification program, including reconstitution of the Task Force, require additional staff resources and budget to implement and are subject to future consideration and approval by Council.

Liability/Risk
Economic uncertainty introduces a level of financial risk to the revenues (lower than anticipated film revenues) and costs (higher material costs due to inflation, tariffs, etc.) of the placemaking projects during implementation. The risk continues to be managed through sourcing locally first, and the built-in phasing flexibility of the staggered implementations.

Social Policy Implications
Projects completed to date are creating a positive reaction from businesses and residents and helping to foster a sense of community in the District town and village centres. It is anticipated these contributions to community wellbeing, as envisioned in the District's Official Community Plan, Corporate Plan, and Economic Development Strategy and will continue with ongoing implementation of the beautification program.

Conclusion
Over the course of its year-long mandate, the Placemaking Task Force successfully developed and recommended a fiscally responsible five-year beautification program. Early implementation and feedback from the businesses and residents suggests the program has been effective toward achieving Council's objectives of creating vibrant public spaces and fostering a sense of community in the District town and village centres. Implementation of the beautification program by staff continues, with further placemaking initiatives, including a reconstitution of the Placemaking Task Force mandate and resulting deliverables subject to Council approval.

Respectfully submitted,

Neonila Lilova
Manager, Business and Economic Development

Carolyn Grafton
Director, Communications and Community Relations

Att:

1. Placemaking Task Force Terms of Reference
2. Information Report to Council – Placemaking Program Implementation Update (July 28, 2025)

REVIEWED WITH:

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

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Nicola Chevallier	Michael Toland	Mike Fox

CREATED BY: Daniel Cifarelli

REQUESTED BY: Allteck GP Ltd (BC Hydro)

DESCRIPTION OF WORK: Underground cable pulling/splicing in existing infrastructure

LOCATION: 2550 Whiteley Court

START DATE: April 19, 2026

END DATE: April 20, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
Saturday		to		
Sunday	11:00pm	to	6:00am	✓

ADDITIONAL INFORMATION:

The Hydro works will result in a 2 block power outage which includes the Safeway in Lynn Valley. To minimize the impacts to the Safeway, Hydro has been asked to perform this work overnight. This work will create minimal noise as the new cables will be installed in existing underground ducts.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Residents impacted by the planned outage will receive notification from BChydro, which will include schedule and the anticipated noise impacts. Noise generated will be from cable pulling equipment, power tools, hand tools. The works will take place on both E 27th street and on Whiteley Court.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Nicola Chevallier	Michael Toland	Mike Fox

CREATED BY: Lee Halliday Traffic Tech, Streets

REQUESTED BY: Infinite Line Marking - DNV Contractor

DESCRIPTION OF WORK: Road marking in paint and thermoplastic 2026 season

LOCATION: DNV - All Roads

START DATE: 12 April 2026

END DATE: 15 Nov 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday	8:00pm	to	7:00am	✓
Saturday		to		
Sunday	5:00pm	to	7:00am	✓

ADDITIONAL INFORMATION:

Infinite has the 2026 DNV contract for line marking on all DNV roads. Line marking typically takes place at night during low traffic volumes. Line markings are either applied by a truck driving 10-20km/h on the road with pilot vehicle or by walk behind push cart with TCP support. The noise source is in continuous motion as it travels down the road.

IMPACT:

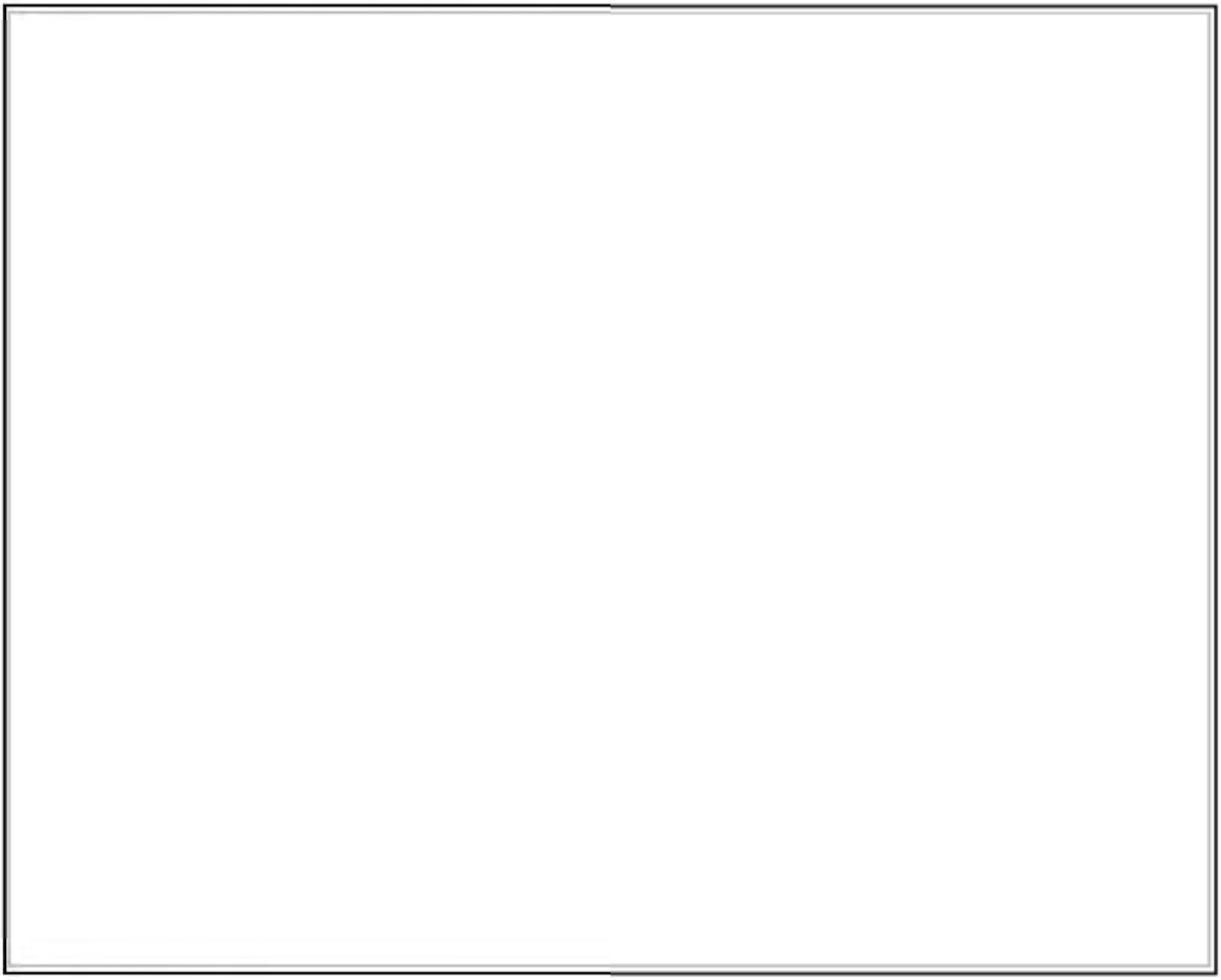
EXPECTED IMPACTS:			
trucking	concrete works	generators	lighting
pumps	compaction	hydro-vac	paving
excavators	✓ traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Typical line marking noise/impacts would be similar to a medium sized transport vehicle with flashing lights and a gas power line sprayer which sounds like a gas lawn mower. Eradication of road markings as required impacts, would be similar to a high powered gas power washer and vacuum truck with flashing lights.

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

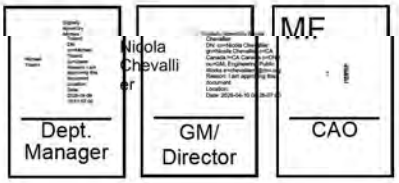
MAP:
Work area (in red) and notification area (in blue)



ADDITIONAL INFO:

This work is District wide. No notifications are distributed to residents, as road marking is fluid, weather dependent, traffic dependent. Typical impacts for residents are less than 5 minutes.

❒ Info Package Date:



The District of North Vancouver
INFORMATION REPORT TO COUNCIL

April 8, 2026

File:

AUTHOR: Michael Toland, Manager, Engineering Operations

SUBJECT: Metro Vancouver Organic Waste Services Update

REASON FOR REPORT:
To inform Council of the results of Metro Vancouver's procurement process for municipal organics at the North Shore Recycling and Waste Centre resulting in higher organics processing costs as Metro Vancouver transitions from the North Shore Municipalities Organics Agreement to tipping fees following its contract tender.

SUMMARY:
Metro Vancouver's recent tender for a new operator contract to receive, haul, and process organics at the North Shore Recycling and Waste Centre has resulted in higher costs than the current contracted rate under the North Shore Municipalities Organics Agreement, which is set to expire June 30, 2026. Rates under the current agreement were on the low end but aligned with market conditions, which have since changed significantly.

Subject to Board approval, Metro Vancouver has advised that the municipal organics rate and commercial garbage tipping rate will increase impacting the District's Solid Waste Utility. The annual cost increase of approximately $63 thousand will be funded through the Solid Waste Reserve in 2026 and increased utility rates starting in 2027.

Metro Vancouver is also implementing a $15 per tonne increase for yard trimmings and clean wood waste, which will create additional annual costs of approximately $8 thousand for non-utility-funded services.

Metro Vancouver will seek Board approval in April to award the contract and amend its tipping fee bylaw. Impacts will be reflected in the District's Spring Financial Plan amendment.

BACKGROUND:
The North Shore municipalities (City of North Vancouver, District of North Vancouver, and District of West Vancouver) currently deliver residential organics to the North Shore Recycling and Waste Centre under the North Shore Municipalities Organics Agreement with

Metro Vancouver. Other users such as Bowen Island, Lions Bay and commercial organics collectors also deliver organics to this location based on a tipping fee.

Metro Vancouver provides municipal organics processing on a cost-recovery basis. In 2021, the North Shore Municipalities Organics Agreement established a five-year rate schedule that informed municipal organics rates in Metro Vancouver's tipping fee bylaw and kept costs comparatively low from 2021–2026 despite rising market rates. The current rate is $117 per tonne.

Metro Vancouver's administration of the municipal organics processing contract has provided operational benefits to the District, including:

- access to the closest available drop-off location (reducing transport costs and avoiding a bridge crossing)
- better pricing potential through aggregated North Shore tonnage
- reduced exposure to service interruption risk due to extreme weather through Metro Vancouver's contingency planning (e.g., continuity during the 2021 Fraser Valley flooding events)
- reduced reliance on private organics facilities that can close unexpectedly due to compliance or market conditions.

EXISTING POLICY:
Council establishes reserve funds and their permitted uses through reserve fund bylaws, specifically Reserve Fund Bylaw No. 8418, which authorises the creation and use of the Solid Waste Reserve.

In accordance with this Bylaw, the Solid Waste Reserve is intended to support the solid waste utility and may be used, where appropriate, to smooth the impact of regional cost increases on local rates.

Council establishes local solid waste collection fees and related regulations through the District's Solid Waste Management Bylaw. As part of the 2026 fee setting process, staff noted the expiry of Metro Vancouver's North Shore organics contract at the end of June 2026 and included an additional contingency amount in the rate calculation in anticipation that Metro Vancouver's organics tipping fees could change following procurement.

ANALYSIS:
Metro Vancouver's existing municipal agreement and current service provider contract expire June 30, 2026. Metro Vancouver is set to award a new 5.5-year service contract effective July 1, 2026.

At the same time, Metro Vancouver plans to set municipal organics rates through its tipping fee bylaw rather than continuing with a standalone municipal agreement. The District may continue using Metro Vancouver's North Shore facility, but dissolution of the agreement removes the obligation to do so.

Metro Vancouver has identified several rate drivers affecting the new contract rates, including increased operating and transport costs, increased costs of compliance with

environmental regulations for compost facility operators, and market conditions for the sale of finished compost. Metro Vancouver has proposed a restructured rate model through changes to its tipping fee bylaw that allocates costs more accurately between the municipal and commercial waste streams.

Under the proposed model, the municipal organics tipping fee would be $155 per tonne effective July 1, 2026, which is $5 higher per tonne than the $150 per tonne assumed in the financial plan. In addition, a $2 per tonne increase to the commercial garbage tipping rate will be put into effect. These changes increase 2026 solid waste operating costs and reduce the planned contribution to the Solid Waste Reserve. Going forward, Metro Vancouver expects annual tipping fee bylaw updates to reflect annual service contract increases.

In addition, Metro Vancouver is planning a $15 per tonne increase in the tipping fee applied to yard trimmings and clean wood waste. This increase will create additional annual costs of approximately $8 thousand for other non-utility funded service areas that incur disposal costs, including Streets and Parks.

These changes will be reflected in the Spring Financial Plan amendment and annual utility rate-setting process going forward.

Timing/Approval Process:
Metro Vancouver expects to report to its Board on April 24 to award the service contract and amend its tipping fee bylaw, with the revised municipal organics tipping fee intended to take effect July 1, 2026.

Concurrence:
Engineering Operations and Finance are working together to reflect the changes in the utility rate model and Spring Financial Plan amendment, once Metro Vancouver's Board has adopted the changes to tipping rates.

Financial Impacts:
The increase in Metro Vancouver tipping fees increases the District's Solid Waste Utility costs by approximately $63 thousand per year more than budgeted, or $3.15 per single-family home. As changes begin July 1, 2026, the Solid Waste Reserve will fund impacts in 2026 ($31.5 thousand), and utility rate increases will fund impacts in future years.

Increased tipping fees will also increase costs for Streets and Parks services by approximately $8 thousand per year.

These changes will be reflected in the Spring Financial Plan amendment.

Liability/Risk:
The primary risks relate to affordability and cost volatility, along with limited alternatives for compliant organics processing capacity. Operational risk is mitigated by continued participation in the Metro Vancouver system and the contingency planning that was put in place prior to this change. The transition to a tipping fee bylaw pricing structure provides

greater flexibility for the District to assess alternative organics management options in future years, should they become viable.

Social Policy Implications:
Higher organics management costs increase utility rates for residents and businesses. Use of the Solid Waste Reserve, if required, can help moderate short-term impacts and support affordability while longer term cost pressures are integrated into utility planning.

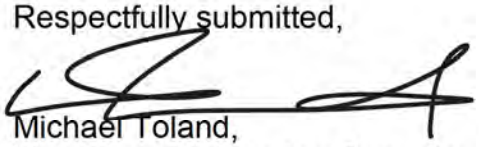
Environmental Impact:
No environmental impact is anticipated from the change in pricing mechanism. Continued delivery of organics to a regulated processing stream supports diversion from landfill, reduces greenhouse gas emissions, and supports waste reduction objectives.

Public Input:
Public input was not sought as this report is for information regarding a regional cost change arising from Metro Vancouver's procurement and tipping fee bylaw process.

Conclusion:
Metro Vancouver's tender results for the organics processing at the North Shore Recycling and Waste Centre indicate a significant increase in organics handling costs effective July 1, 2026, and Metro Vancouver intends to implement the new municipal organics rate through amendments to its tipping fee bylaw.

The Solid Waste Reserve will fund short-term impacts and utility rate increases will fund impacts in future years. Impacts will be reflected in the District's Spring Financial Plan amendment.

Respectfully submitted,



Michael Toland,
Manager, Engineering Operations

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:			
❑ Development Services	___	❑ Communications	___	❑ Library Board	___		
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___		
❑ Engineering Operations	___	❑ Fire Services	___	❑ RCMP	___		
❑ Parks	___	❑ ITS	___	❑ NVRC	___		
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___		
❑ Facilities	___	❑ GIS	___	❑ Other:	___		
❑ Human Resources	___	❑ Real Estate	___		___		

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Nicola Chevallier	Michael Toland	Mike Fox

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on site

LOCATION: 1510 Crown Street

START DATE: May 9, 2026

END DATE: May 9, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
✓ Saturday	5:00 am	to	10:00 pm	
Sunday		to		

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:
Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Nicola Chevallier	Michael Toland	Mike Fox

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on site

LOCATION: 1510 Crown Street

START DATE: May 23, 2026

END DATE: May 23, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
✓ Saturday	5:00 am	to	10:00 pm	
Sunday		to		

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

❒ Info Package Date: April 28th, 2026

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

April 28th, 2026

AUTHOR: Kyle Dupuis, Project Manager, Parks Capital Projects

SUBJECT: Project and construction updates - William Griffin Pickleball Courts

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REASON FOR REPORT:

To provide Mayor and Council with an update to the William Griffin Pickleball Court project and upcoming construction timeline and impacts starting May 2026.

SUMMARY:

On July 21st, 2025, District Council approved the Outdoor Sports Court Optimization Strategy which outlined recommended actions to assess the feasibility of, and ultimately add, new pickleball courts at William Griffin Park. Following completion of feasibility, design, and engagement, DNV Parks will be constructing a new 6-court pickleball facility at William Griffin Park this summer, located at the park's former lacrosse box.

Construction is expected to start early May 2026. The new pickleball courts are anticipated to be open for play later this summer, with landscaping and plantings scheduled for the fall. Temporary impacts to park users include trail closures and parking disruptions during working hours to William Griffin Park and Delbrook Recreation Centre for the duration of construction.

Figure 1. Artistic rendering of proposed pickleball courts at William Griffin Park

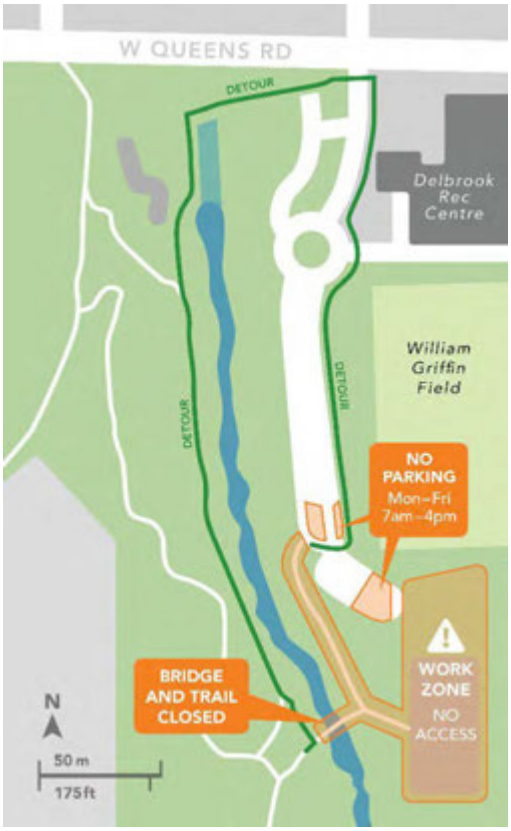

Figure 2. Construction impacts to William Griffin Park and Delbrook Recreation Centre

BACKGROUND:

William Griffin Park is located next to the Delbrook Recreation Centre and is a key community hub supporting year-round recreation and programs at both the Delbrook Recreation Centre and William Griffin Artificial Turf Field (ATF). Following approval of the 2025 Sport Court Optimization Strategy and adoption of the Financial Plan 2026-2030, DNV Parks is constructing a six-court pickleball facility on the site of the former underutilized lacrosse box at William Griffin Park.

This site was carefully selected through the 2025 Sport Court Optimization Strategy as a suitable location for pickleball given its optimal topography, proximity to existing park amenities (i.e. washrooms and parking), and sufficient distance from residential areas to minimize noise concerns.

Construction activities are expected to begin early May 2026, lasting up to three months involving temporary trail and parking closures (Figure 2) to facilitate construction and site access. DNV Parks are monitoring parking and construction impacts at Delbrook and William Griffin Park, working closely with the North Vancouver Recreation and Culture Commission

(NVRC) and DNV Transportation. The new courts are expected to be open for play by mid-August 2026.

Staff are exploring options to alleviate parking pressure at the site with a view towards introducing short term pickup and drop-off parking spaces, and are also working with NVRC staff to implement longer term changes to recreational bookings on the ATF field to shift higher capacity programming from the William Griffin ATF to the District's new ATF fields (Inter River, Handsworth). The project at William Griffin will also support active transportation initiatives through the installation of new bike racks at the new pickleball courts.

For Council's awareness, staff across NVRC, Parks, and Transportation continue to work closely on the upcoming active transportation improvements on W Queens Road. While this design work is ongoing, early implementation planning will avoid overlapping the construction activities of the pickleball courts and active transportation improvements to reduce impacts. Additional parking capacity is also being created on the east side of Delbrook Recreation Center (currently barricaded, gravel parking lot) with exact details to be finalized between NVRC and Transportation. A future update to Council will be shared on the W Queens Rd project from the Engineering Infrastructure Services division in the coming weeks.

SCHEDULE:

The new pickleball courts are expected to open for play in summer 2026. Starting early May 2026, construction will begin at William Griffin Park and is expected to last up to 3 months. Planting and landscaping works be scheduled for Fall 2026.

CONCURRENCE:

Public Input:

The Parks Department is working closely with NVRC and Transportation on associated parking impacts to Delbrook Recreation Centre. A communications plan is being developed to raise awareness about the project, construction activities, timelines, and related impacts to visitors and nearby residents.

In February 2026, staff engaged with the North Shore Pickleball Club, Sports Advisory Council, Parks and Natural Environment committee, North Shore Streamkeepers, and North Vancouver Recreation and Culture Commission (NVRC) to share the project's scope and design. Feedback from interest holders has been incorporated into the final plans.

Financial Impacts:

The Council-approved budget for the new pickleball courts is $750,000, timed with renewals to the existing retaining wall and upgrades to William Griffin's irrigation system.

Environmental Impact:

The ATF and parking lot drainage was confirmed to outflow into the existing bio-swale east of the proposed pickleball courts. The project will incorporate upgrades to the bioswale to further capture and manage fine materials and deposits. The improved bioswale will contain a series of check dams, organic and gravel material bedding, re-grading of channel slope, and plantings that allow storm water to be bio-filtered prior to entering Mosquito Creek.

CONCLUSION:

The renewal of the underutilized William Griffin lacrosse box into a six-court pickleball facility is a response to growing community demand and implementation of actions identified in the 2025 Sport Court Optimization Strategy. The District is ensuring a cost-effective and streamlined delivery of this high-priority amenity. Parking and construction impacts are being actively managed through interest holder collaboration and robust traffic planning, and the project remains on track opening later this summer.

Respectfully submitted,

Kyle Dupuis
Project Manager, Climate Action & Parks

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:	
❑ Development Services	___	❑ Communications	___	❑ Library Board	___
❑ Utilities	___	❑ Finance	___	❑ NS Health	___
■ Engineering Infrastructure Services	___	❑ Fire Services	___	❑ RCMP	___
■ Parks	___	❑ ITS	___	❑ NVRC	___
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___
❑ Facilities	___	❑ GIS	___	❑ Other:	___
❑ Human Resources	___	❑ Real Estate	___		___

✓ Info Package	Date:

Deputy Director	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

April 28, 2026
File:

AUTHOR: Mike Hunter, Deputy Director, Recreation & Culture
North Vancouver Recreation & Culture Commission

SUBJECT: Recreation Facility and Amenity Assessment

SUMMARY:
The Recreation Facility and Amenity Assessment, undertaken jointly by the District of North Vancouver (DNV), the City of North Vancouver (CNV), and the North Vancouver Recreation and Culture Commission (NVRC), provides a North Vancouver–wide overview of indoor and outdoor recreation infrastructure in both communities. The findings confirm that North Vancouver is well-served, with high resident satisfaction, strong distribution of amenities, and service levels that meet or exceed those of comparable municipalities. The Assessment also identifies key challenges and opportunities related to population growth, evolving trends, aging facilities, and climate resilience. The results will inform long-term planning in both municipalities.

This accompanying staff report provides an overview of the project findings, highlights District initiatives already underway, and describes how the Assessment will inform future recreation and facility planning. The Assessment has been endorsed by the Commission and is now being shared for Council's information.

BACKGROUND:
Recreation facilities and amenities support a wide variety of activities and play a critical role in supporting active, healthy lifestyles and community well-being for residents of all ages and abilities. North Vancouver has over 13,000 hectares of parkland, including 265 parks and greenbelts, and a network of approximately 354 kilometres of trails[1].
DNV and CNV have made significant investments in indoor and outdoor recreation infrastructure, including community recreation centres, sports fields, courts, pools, arenas, trails, playgrounds, and public open spaces. These investments contribute to North Vancouver's high quality of life and recognition as Canada's most livable community (Globe and Mail, 2024, 2025).

The Recreation Facility and Amenity Assessment was undertaken to support informed future planning by:

[1] Includes parkland and trails on public and private property.

- researching leading practices and emerging recreation trends;
- collecting North Vancouver data on community satisfaction, participation, facility inventory, usage, and geographic distribution; and
- identifying considerations to inform future priorities based on growth, demand, and available resources.

The scope of the Assessment included indoor facilities such as aquatic centres, arenas, gymnasiums, fitness and wellness spaces, and multipurpose rooms, as well as outdoor amenities including sports fields, a variety of sports courts, playgrounds, skateparks, and other recreation features. A key outcome was the creation of the first North Vancouver–wide geospatial inventory of public recreation amenities, including major civic projects currently under construction with completion anticipated in 2026.

It should be noted that while walking, hiking, and cycling are important recreational activities, the trail system and on-road bicycle infrastructure was not part of the project scope. The District's Natural Areas Trails Strategy was adopted in 2024 and guides the planning and management of recreation trails across natural areas in the community.

Since the Recreation Facility and Amenity Assessment's initiation, DNV and CNV have been responding to changes in the municipal planning framework in British Columbia, including new provincial legislation with housing targets. Both municipalities updated their OCPs and Zoning Bylaws 2025, with further amendments required by June 30, 2026. These changes will influence population, demographics, and land use, and have implications for future recreation needs.

Recognizing the timing of this ongoing work, the Commission determined that the information collected through the Assessment be shared with Councils and the community without specific infrastructure recommendations.

The resulting Recreation Facility and Amenity Assessment (attached) was presented to the Commission at their Regular Meeting of April 7, 2026, and the following resolution was carried unanimously:

> **THAT** the North Vancouver Recreation Facility and Amenity Assessment (Attachment 1) be endorsed and shared with City and District Councils for their information;
>
> **AND THAT** the Assessment be shared with the community for their information.

DISCUSSION:

Current Supply and Service Levels

The Assessment confirms that North Vancouver has a comprehensive, diverse, and geographically well-distributed recreation system, with service levels that meet or exceed those of comparable municipalities.

The DNV/CNV recreation asset inventory includes:

- ten indoor recreation facilities, including seven indoor pools (plus access to Pinnacle Pool), two public arenas (plus access to three ice sheets at Canlan Arena), six fitness centres, six gymnasiums, nine indoor tennis courts and numerous multipurpose rooms/spaces; and
- extensive outdoor amenities, including 83 playgrounds, 48 sports fields, 53 tennis courts, 23 pickleball courts, six skateparks, and specialty amenities such as running tracks, pump tracks, and a disc golf course.

Maps with the indoor and outdoor recreation assets are provided in Appendix 1 of the Assessment. Spatial analysis demonstrates that most residents live within a five-minute walk of an outdoor amenity and a ten-minute drive to a community recreation centre (Appendix 2).

Community Engagement and Satisfaction

Engagement undertaken as part of the Assessment included a statistically representative household survey, an open public survey, surveys of organized user groups, and discussion sessions with equity-deserving communities. Staff also met with representatives from the Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations to discuss barriers, collaboration opportunities, and future infrastructure planning.

The household survey results indicate that North Vancouver residents are highly active, with strong participation in outdoor physical activities, social recreation, and indoor fitness and wellness activities. Overall community satisfaction levels with existing recreation infrastructure are high while also highlighting areas where demand continues to grow.

Organized recreation and sport user groups reported growing memberships and challenges accessing the amenities that they need to deliver their programs. User group satisfaction with the quality of indoor and outdoor amenities was lower than the household survey.

Demand and Emerging Trends

Notable trends influencing future service demand include:

- growing interest in informal and spontaneous recreation;
- increasing popularity of pickleball, soccer, baseball, tennis, cricket, rugby, mountain biking, field hockey, basketball and disc golf;
- greater emphasis on equity, universal accessibility, and inclusive design; and
- climate impacts increasing need for shade, covered spaces, and indoor alternatives.

Booking data confirms that demand for many types of indoor and outdoor amenities is consistently high during peak times. Pools, arenas, gymnasiums, multipurpose spaces, indoor tennis courts, and sports fields experience particularly high demand; requiring careful allocation to balance casual public use, registered programs, and rentals by community groups.

Demand for most casual-use amenities is more difficult to quantify. Users reported high use of outdoor tennis courts and pickleball courts in favourable weather.

Municipal Investments and Initiatives
DNV and CNV continue to invest significantly in new and renewed facilities and amenities, and the Assessment highlights major initiatives that directly respond to identified needs and trends:

District of North Vancouver:
- Construction of Delbrook (2017), Lions Gate (2022), and Lynn Creek Community Recreation Centres (2025);
- Expansion of artificial turf fields, including a new field at Argyle Secondary (2023), new fields under construction at Inter River Park and Handsworth Secondary (2026), and renewal of the fields at William Griffin Park (2024) and Windsor Secondary (2025);
- Outdoor Sports Courts Optimization Strategy, including enhancements to existing courts and new courts for pickleball; and
- New and renovated parks with amenities close to growing neighbourhoods.

City of North Vancouver:
- Opening of the Harry Jerome Community Recreation Centre in 2026, adding more and new accessible indoor and outdoor amenities;
- Development of the Harbour Swimming Deck at Waterfront Park (anticipated in 2027);
- New and renewed parks in Central Lonsdale and along the waterfront; and
- Tennis Feasibility Study quick start initiatives to improve access and tennis service levels in 2026;
- Parks and Public Space Plan, which will establish a 10-year vision, service levels and enhancement priorities for parks and outdoor recreation.

OPPORTUNITIES:
The Assessment identifies opportunities to maximize community benefit through continued intermunicipal collaboration, exploring partnerships, enhanced utilization of existing assets, facility renewal planning, and improved data collection to support evidence-based decision-making.

With growing populations, limited land, and more people living in attached forms of housing with less access to private outdoor space, it will be increasingly important to maximize the utility of existing facilities and parks amenities, while also exploring opportunities to enhance access to open space and recreation amenities in growing neighbourhoods. For example, adding lighting to existing outdoor amenities and increasing hours of operation, where possible, can help to expand capacity to help meet demand. NVRC is currently piloting expanded hours at the North Vancouver Tennis Centre.

Conversion of gravel and grass sports fields to artificial turf also supports that objective. North Vancouver's wet climate significantly reduces the utility of grass, and one artificial turf field provides the equivalent playing time of approximately ten grass fields. As the inventory of artificial turf fields increases, there may be opportunities to re-purpose some other fields to support other park uses. Given the high cost of acquiring land and limited supply of flat terrain in North Vancouver, this approach could form part of a long-term strategy for meeting other parks and recreation needs.

North Vancouver is fortunate to have the most community recreation centres per capita in the region, and with completion of Harry Jerome in July 2026, four new centres will have been opened in the last decade. Planning for the renewal of the next two oldest facilities, Karen Magnussen and Ron Andrews, will be part of the Strategic Facility Plan. The planning process will consider the implications of the OCP updates and the Assessment findings to identify long-term amenity priorities for those sites.

The District's OCP amendments will be followed by updates to the Town and Village Centre Implementation Plans, which will provide the opportunity to consider priorities for parks and recreation infrastructure needed to support anticipated community growth. NVRC will be collaborating with DNV on the renewal planning for Karen Magnussen and Ron Andrews Community Recreation Centres.

The Recreation Facility and Amenity Assessment is also being shared with the City of North Vancouver Council, for their information. The City's Parks and Public Space Plan is currently underway and will consider the implications of the OCP amendments and build on data collected through the Assessment to establish a 10-year vision and recommendations for enhancements to meet community needs. NVRC will continue to collaborate with CNV as the planning process advances.

In the coming weeks, the Recreation Facility and Amenity Assessment will be posted on NVRC's project website, and updates will be shared with the community and the North Vancouver Sports Advisory Council.

CONCLUSION:
The District and City's investments in recreation facilities and amenities result in a strong North Vancouver system to enhance community health, social connection, and quality of life. The Assessment demonstrates that North Vancouver has a well-balanced, highly valued and well-used network to support residents. The information gathered through the Assessment process will support the District and City in their future parks, recreation and facility planning.

Respectfully submitted,

Mike Hunter
Deputy Director

REVIEWED WITH:

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

NORTH VANCOUVER
Recreation Facility & Amenity Assessment

APRIL 2026

NORTH VANCOUVER Recreation & Culture

DISTRICT OF NORTH VANCOUVER

city of north vancouver

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.

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SUMMARY

The North Vancouver Recreation Facility and Amenity Assessment project was initiated in 2023 by the North Vancouver Recreation & Culture Commission (NVRC), funded by and in collaboration with the City of North Vancouver (CNV) and the District of North Vancouver (DNV). Its purpose is to provide a North Vancouver-wide assessment to help inform future indoor and outdoor facility and amenity planning in both municipalities.

The work confirms that North Vancouver residents are well served by recreation and sport facilities and amenities, that most residents are satisfied with existing facilities and amenities, and that service levels meet or exceed those of comparable municipalities.

This report summarizes the project's key findings, including survey results, utilization data, amenity distribution analysis, municipal initiatives and long-term planning considerations. The report confirms high satisfaction among North Vancouver residents, identifies strong and growing demand for recreation amenities, and outlines strategic opportunities to maximize community benefit.

INTRODUCTION

CNV and DNV recognize the vital role that recreation plays in fostering active, healthy lifestyles for people of all ages and abilities. The municipalities have made significant investments in the provision of indoor and outdoor facilities and amenities. These efforts include the building of many community recreation centres, as well as an extensive network of multi-use trails, sports courts and fields, and public spaces designed for both active and passive recreation. These investments have contributed to North Vancouver being recognized as one of the most desirable places to live in Canada (Globe & Mail Most Livable Cities 2024 & 2025) and to the health and well-being of residents.

Demand for recreation spaces and experiences is high and is expected to continue to grow with anticipated population increases. Municipalities must supplement public opinion with utilization data and expertise to prioritize needs, and to consider these needs within the context of a municipal role, all policies, priorities and financial realities. With a wide range of existing recreation and sport amenities, it is essential to determine where and when to invest to realize the greatest community benefit. Several key factors inform these decisions, including community demand, supply, usage data and broader municipal priorities.

The project was initiated to:

- Research leading practices and emerging trends.
- Collect North Vancouver-specific data on community satisfaction, socio-demographics, and the inventory, usage and geographic distribution of recreation and sport facilities/amenities.
- Inform future priorities based on anticipated growth, identified needs and available resources.

The project scope included an inventory assessment of a range of indoor amenities, including aquatics (lane, leisure, therapy), gymnasiums, fitness/wellness spaces, multipurpose rooms and ice surfaces, and outdoor amenities such as sports fields, ball diamonds, playgrounds, pickleball and tennis courts and skateboard parks. In this context, a facility is the overall building or site that houses multiple amenities (e.g., a community recreation centre like Harry Jerome or a park like Inter River Park), whereas an amenity is a specific feature within that facility or site (e.g., an arena, a tennis court or a sports field).

A consulting firm, RC Strategies, was retained to support the project by conducting research, gathering data and preparing a geospatial database of recreation amenities in North Vancouver.

In 2023, after the start of this project, the Province of British Columbia introduced a new housing strategy mandating greater densification and housing targets that guide local planning, infrastructure, facilities and amenities. CNV and DNV were required to update their Official Community Plans (OCPs) and Zoning Bylaws in late 2025 to align with these requirements. More recent amendments to the Local Government Act will require further updates to both municipalities' OCPs and Zoning Bylaws by June 30, 2026. These changes will impact population distribution and demographics, which will in turn influence future demand for facilities and amenities. Understanding the implications of these changes is a critical next step in determining long-term priorities for recreation infrastructure.

The following sections outline the project's primary conclusions. The findings show that North Vancouver meets or exceeds almost all service levels of similar communities, that residents view amenities positively in terms of quality and quantity, and that demand for outdoor and indoor spaces is strong and growing, particularly during peak times. The section also highlights major initiatives, both completed and underway, that demonstrate a sustained commitment to enhancing this vibrant recreation and sport system.

1 SERVICE LEVELS AND SUPPLY

North Vancouver residents have access to a vast inventory of public indoor and outdoor recreation facilities and amenities. Each municipality owns and operates the outdoor amenities within its network of parks and public spaces, such as sports fields, playgrounds, sport courts, washrooms and trails. CNV and DNV also own the indoor recreation facilities within their jurisdictions and are responsible for the capital costs of their maintenance and renewal. The operation of CNV's and DNV's indoor facilities and the delivery of recreation and cultural programs and services are provided by NVRC, a joint entity of the two municipalities. NVRC's operating costs are also funded by the municipalities through a shared partnership agreement, of which 45% is recovered through user fees.

INVENTORY

In 2025, the City and District invested more than $79 million in parks and recreation, providing services, operating facilities, maintaining and replacing infrastructure, and adding new amenities to meet the needs of a growing community. As part of this project, the consultant created a geospatial database for CNV's and DNV's recreation amenities. This database will support North Vancouver-wide spatial analysis for park and recreation planning and provides a visual representation of the assets and their distribution. The resulting maps of indoor and outdoor amenities are provided in Appendix 1. The inventory is current to 2026 and includes capital projects that are currently under construction and scheduled for completion in 2026. It should be noted that the inventory does not include the network of paved multi-use trails (such as the Spirit Trail) or the more than 300 kilometres of municipal park and wilderness trails.

North Vancouver's recreation facilities and amenities are well distributed across both municipalities. As shown on Maps 3 and 4 (Appendix 2), most residents live within a five-minute walk of an outdoor amenity and a 10-minute drive of a community recreation centre.

North Vancouver's indoor recreation facilities and amenities include:

10	indoor recreation facilities
7	indoor pools at 4 locations, plus up to 6,500 hours/year at Pinnacle Pool for NVRC lane swim programming
2	public arenas with seasonal ice and dry floor space, plus 3 ice sheets at Canlan Arena, with up to 2,800 hours/year for NVRC programming
6	fitness centres
6	gymnasiums (basketball, pickleball, badminton, volleyball)
9	indoor tennis courts
6	seniors-oriented multi-purpose spaces
6	youth-oriented muti-purpose spaces
2	courts that convert to racquetball/squash
1	squash court

North Vancouver's outdoor recreation facilities and amenities include:

83	playgrounds
48	sports fields (9 artificial turf, 32 grass, 7 gravel)
53	tennis courts
39	basketball courts
23	pickleball courts (16 dedicated, 7 shared)
7	spray parks
6	skateboard parks
3	lacrosse/ball hockey courts
3	running tracks
3	pump tracks
1	BMX track
1	disc golf course
1	outdoor ice rink

Comparison to other jurisdictions

North Vancouver provides as many or more public amenities than comparable Canadian communities of similar size and demographics (Appendix 3).

Direct comparisons with other Lower Mainland communities are difficult given varying geography, land use and populations. However, North Vancouver's per capita supply of public recreation amenities generally meets or exceeds the regional averages (Appendix 4).

Notable comparisons per capita – North Vancouver vs municipalities in the region

Community recreation centres		Highest in region
Indoor amenities (swimming pools, ice sheets, fitness areas)		Meets or exceeds average
Sports fields	Artificial turf fields	Above average with new fields under construction at Handsworth Secondary School and Inter River Park
	Grass and gravel fields	Below average (excludes the 25+ gravel fields available for community use on School District property.)
Tennis courts (indoor and outdoor)		Above average
Pickleball courts	Dedicated courts	Above average
	Total courts (dedicated and shared indoor/outdoor)	Above average
Skateparks		Above average (second highest in the region)

2 COMMUNITY SATISFACTION

ENGAGEMENT METHODS

Through community engagement, the project team learned about residents' recreation preferences, amenity use patterns, participation barriers, satisfaction with current facilities and amenities, and opportunities for enhancements. This process included:

- A survey of over 150 organized groups that use recreation and sport facilities, distributed to representatives of community organizations, resulting in 41 group responses. NVRC, CNV and DNV also received supplemental information from groups through formal correspondence and meetings. A list of the organizations that responded is provided in Appendix 5.
- Discussion sessions and interviews were held with a variety of individuals and groups, including service partners, and representatives of equity-deserving communities, with 58 participants engaged.
- A random survey of North Vancouver residents, inviting 30,000 households to take part. A total of 963 responses from households were received, providing a representative community-wide perspective with a margin of error of ±3.14%, 19 times out of 20.
- An open survey, identical to the random survey and available to anyone wishing to complete it. It received 1,478 responses.

NVRC also met with staff from the Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations to discuss barriers to participation, opportunities for additional collaboration, and plans for more infrastructure within their communities.

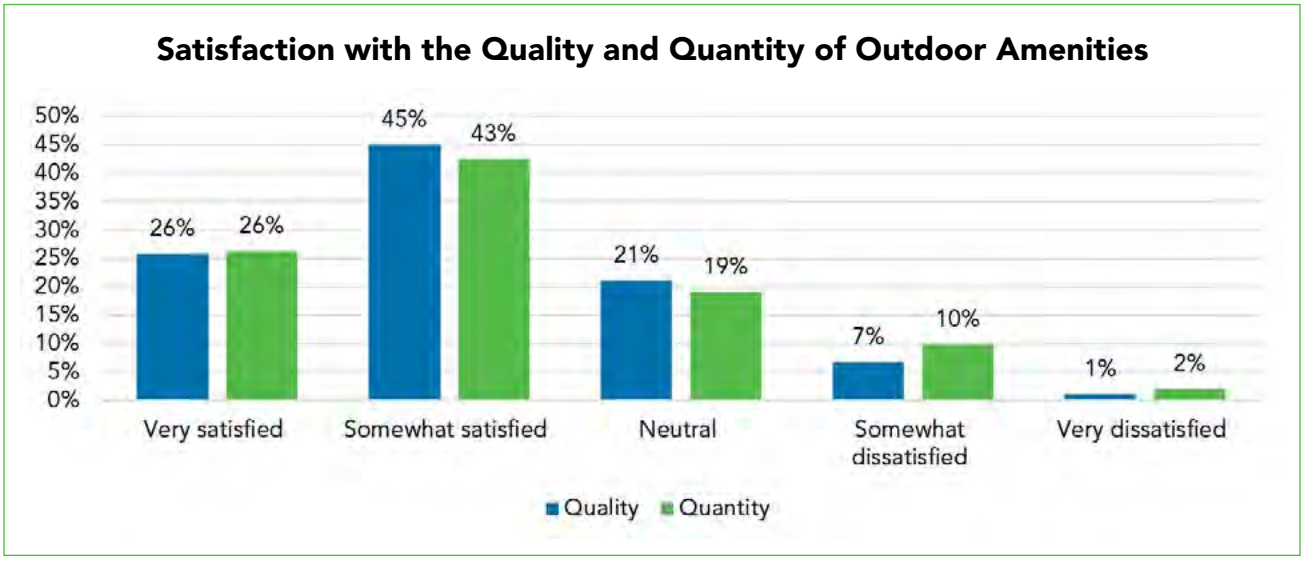
SURVEY RESULTS

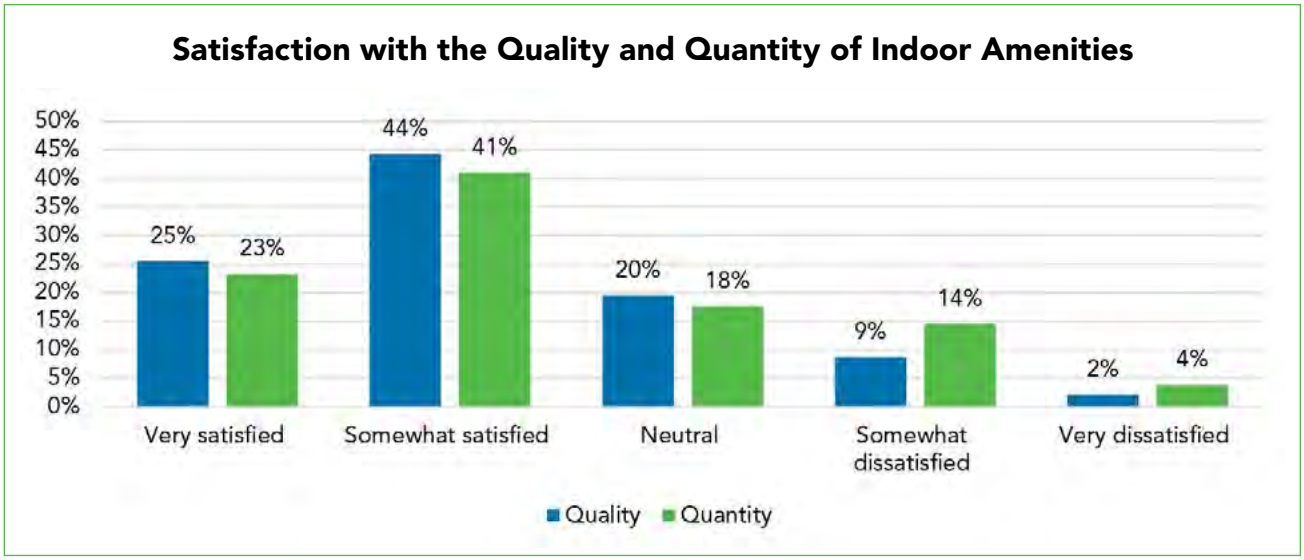
The random survey results show that North Vancouverites are highly active: 80% of households participate in activities using indoor recreation facilities and amenities and 82% participate in activities using outdoor amenities in the community (Source: 2023 Project data – Representative Community Survey)

Surveyed households take part in a wide range of activities (Appendix 6), with the top four being:

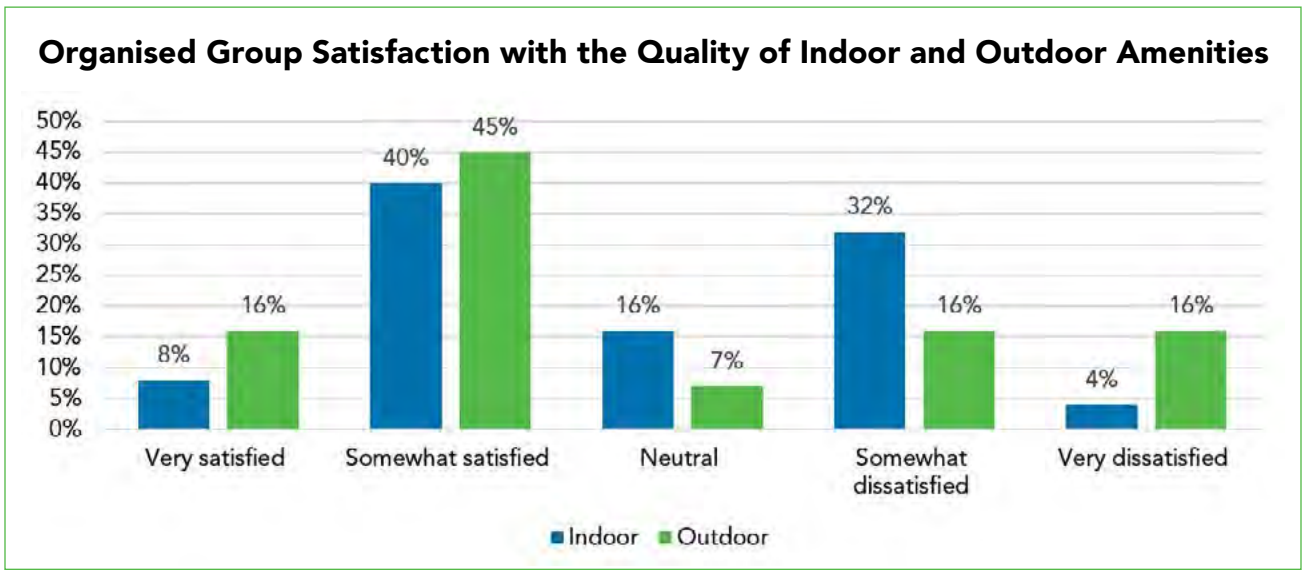
1. **Outdoor physical activities (91%)** – walking, hiking, cycling, gardening or skateboarding
2. **At-home leisure activities (83%)** – reading and games
3. **Social activities (82%)** – getting together with friends and family
4. **Indoor physical activity (72%)** – working out in a gym or doing yoga

Households that used outdoor facilities most often visited paved multi-use trails, passive park spaces, beaches, and unpaved hiking trails. The survey responses indicated that residents were satisfied with the availability and quality of public facilities and amenities in North Vancouver. 69% were very satisfied or somewhat satisfied with the availability of outdoor amenities and 71% were highly satisfied or somewhat satisfied with the quality of those amenities. For indoor facilities and amenities, 64% were very or somewhat satisfied with the availability, and 69% were very or somewhat satisfied with the quality.





Organized recreation and sport groups deliver services that primarily rely on municipal facilities, such as fields, gymnasiums, pools, and arenas. The 2023 survey of organized groups indicates that demand for bookable space continues to rise, with 67% reporting increased membership and 76% offering year-round programming, beyond traditional seasons. With that growth, 80% of groups reported that they face challenges accessing enough amenity space for their regular activities, 54% noted difficulty securing spaces for special events, and 44% felt that current facility types do not fully meet their program needs. Despite access challenges, 61% are satisfied with the quality of outdoor facilities and 48% with indoor facilities. (Source: 2023 Project data – Organised Recreation and Sport Group Survey)



3 DEMAND

RECREATION TRENDS

The research identified several broad recreation and sport trends that influence demand for community recreation amenities in North Vancouver. These include:

Unstructured casual use: Residents increasingly look for informal, spontaneous activities in parks and open spaces, which require supporting amenities like shade, seating and signage that welcome casual use.

Popular outdoor amenities: The most desired outdoor amenities include outdoor pools, outdoor fitness equipment, beaches, trails, picnic areas and open spaces.

Sport participation trends: Interest is rising in pickleball, soccer, baseball, tennis, cricket, rugby, mountain biking, field hockey, basketball and disc golf.

Amenity rental demand: Increased demand for indoor and outdoor amenities, particularly fields, gymnasiums, pools and arenas, as organized group programs expand and activities extend beyond traditional seasons.

Equity-focused: With growing and more diverse populations, a greater focus is needed on equitable access to amenities and services in underserved neighbourhoods and by equity-deserving segments of the population.

Climate impacts: Environmental conditions, including more extreme weather and decreased air quality due to seasonal wildfires, are affecting the use of outdoor amenities. With longer term climate trends for hotter/dryer summers and increasingly rainy winters, there will likely be an increasing demand for indoor and covered outdoor amenities.

Technology in parks: Increasing use of smart park features (solar charging benches, EV stations, QR codes for education) and operational tech for maintenance efficiency.

Multi-use community hubs: Recreation facilities are evolving into integrated spaces combining aquatics, fitness, arenas, arts, social areas, libraries, early years/preschool spaces and low sensory spaces to maximize operational efficiency and provide formal and informal participation for families and individuals of all ages and abilities. Community recreation centres promote belonging and social connection; they serve as inclusive, accessible places to gather, connect and engage in activities that promote well-being.

Accessibility and inclusion: Universal change rooms, barrier-free design and spaces that accommodate all genders, abilities and cultural backgrounds have become standard in modern facilities.

Participation shifts: Increased demand for flexible, drop-in activities and spontaneous recreation spaces alongside traditional structured programs. For example, community living room spaces have been incorporated into recent facility designs, providing informal spaces for people to feel a part of the community without having to register for a program.

Operational pressures: Staffing shortages for lifeguards and swim instructors and volunteer fatigue are straining operations. With younger, less experienced staff and more public incidents, enhanced training in conflict resolution and decision making is needed.

FACILITY AND AMENITY USE

Operational and utilization information derived from NVRC's amenity bookings and indoor participation data confirms that demand for outdoor and indoor spaces during peak times is consistently high and continues to grow. The challenge is that most individuals and community groups share similar windows of availability: early mornings, late afternoons and evenings on weekdays, and then all day on weekends. This creates significant competition for indoor and outdoor amenities during peak times.

Outdoor amenities: Most outdoor amenities are available for casual public use and can either support multiple users at one time (playgrounds) or are available on a casual drop-in basis, such as sport courts. Public amenities that are available for exclusive use, such as sports fields, are managed through a fee-based permit process administered by NVRC, with a prioritization and allocations process based on approved policy and procedures. As a result, verifiable outdoor amenity usage data is limited to bookable amenities such as sports fields.

Indoor amenities: Most indoor amenities support a combination of uses, including casual public use, participation in NVRC programs and services, as well as exclusive use or rentals by community organizations, sports groups and individuals. As a result, pools, arenas, gymnasiums and multipurpose spaces are consistently in high demand. Balancing these different types of usage is complex and supported by policy-based allocation processes. For example, NVRC's swimming programs, that serve the entire local population, have a higher priority for pool use than third-party sport organization rentals. There is data on participation of these indoor spaces which helps inform programs and facility planning.

Sports fields: Artificial turf, grass fields and ball diamonds are used by many types of community and school sports, including soccer, field hockey, football, rugby, baseball, softball and ultimate. With increasing popularity and overlapping seasons, artificial turf and grass sports fields are consistently in high demand. Demand for gravel fields has been lower; however, with limited availability of artificial turf and grass field time, bookings for gravel fields have been increasing during peak times. Following the pre-season field allocation process, remaining available time on artificial turf fields is typically limited to 9am to 4pm on weekdays at non-school based sites, such as Fen Burdett, William Griffin or Kirkstone.

Sports courts: The North Vancouver Tennis Centre provides programs and access to nine bookable indoor tennis courts. These are the only public indoor courts on the North Shore. There is high demand for programs and court bookings throughout the year, but particularly during the winter months. To help meet the increasing demand, NVRC has expanded the Tennis Centre's hours of operation and implemented a priority registration system for North Vancouver residents.

Indoor pickleball programs are offered in several community recreation centres, and demand is consistently high. Like badminton, the smaller court size makes it possible to play pickleball in a gymnasium.

As outdoor sports courts are primarily used on a casual basis, usage data is limited to the hours booked by community sports organizations, primarily for tennis and pickleball. Public outdoor courts cannot be reserved for individual use and are on a first-come, first-served basis. The North Shore Tennis Society and North Shore Pickleball Club report that courts are in high demand from spring to fall, with usage shifting to more indoor play during the winter months. The reallocation of land in the City of North Vancouver that had previously provided access to eight public tennis courts has resulted in concerns from the tennis community.

4 MUNICIPAL PRIORITIES AND MAJOR INITIATIVES

CNV and DNV continue to make substantial investments in the planning and delivery of outdoor and indoor facilities and amenities to support community well-being and provide enhanced opportunities for participation in recreation and sport.

NORTH VANCOUVER-WIDE INITIATIVES

Outdoor fees and charges review: NVRC, CNV and DNV are working through a review of policies and practices regarding fees for booking of outdoor amenities. An updated approach to fees and charges that is fair, efficient and effective will help maximize use of existing assets and ensure appropriate cost recovery to support maintenance and replacement of high-demand bookable outdoor amenities, such as sports fields and sports courts. The plan is to provide recommendations in early 2027.

Indoor and outdoor allocation policy review: The policy review will establish a principle-based framework for allocating indoor and outdoor spaces that ensures access is fair, transparent and aligned with community values. The framework will communicate clear priorities and seek to balance new and emerging groups and sports, while respecting the value of established user groups. The plan is to provide recommendations to the Commission in 2027.

NVRC facility accessibility assessments: Supporting access and inclusion is a fundamental part of NVRC's mission to build healthy individuals, families and communities. NVRC is conducting an accessibility review of the facilities it operates to identify barriers and recommend priority improvements to the built environment. A future phase will include a review of programs and services. The plan is to provide recommendations for future capital budget submissions.

Adapted aquatics service plan: This plan builds on NVRC's solid foundation of aquatics services to foster participation, enhanced confidence, improved health and wellness outcomes and a stronger sense of belonging for all. It focuses on direct program delivery, leisure counselling, specialized staff training, investment in adaptive equipment, facility design and equipment enhancements and strategic partnerships. The plan is to begin implementation in 2027.

CITY OF NORTH VANCOUVER INITIATIVES

Harry Jerome Community Recreation Centre: Currently in the final stages of construction, this centre will open in mid-2026. It will provide new and enhanced accessible indoor and outdoor amenities to support community needs for activity, creativity, wellness, celebration and connection. Program elements include: 500-spectator NHL-sized arena, an expanded aquatics centre with a large leisure pool, 10-lane 25-meter lap pool, arts spaces and youth, early years and pre-school spaces. Key additions include a full-size gymnasium, extensive indoor/outdoor fitness spaces, a new skate park, outdoor playground, half-court basketball and a community kitchen. The Silver Harbour Seniors Activity Centre is located adjacent to the CRC.

Harbour Swimming Deck: This project will deliver an innovative new outdoor public swimming amenity space at Waterfront Park. The first of its kind in Burrard Inlet, the swimming deck will provide safe, accessible and free public access to Burrard Inlet, as well as 50-metre swimming lanes, a shallow pool and recreational jumping platforms. The project is expected to be complete in 2027.

Parks and Public Space Plan: A CNV Parks and Public Space Plan is in development that will establish a 10-year vision and recommendations for enhancements to meet community needs. The planning process will build on data collected through this project to determine appropriate service levels for parks and outdoor recreation amenities, develop an equity framework, develop a vision for a connected network of parks and public spaces, and identify priorities for enhancing community health and well-being.

Tennis Feasibility Study - Quick Starts: CNV will be assessing service levels, identifying opportunities to increase capacity and optimize existing courts, and exploring options for new tennis amenities. For 2026 CNV will be assessing the condition of existing courts and the feasibility of adding lights to the four courts at Ray Perrault Park.

New parks: New parks are being created to enhance access to public open space and outdoor amenities in Central Lonsdale. Topo Park was completed in 2025 and features a large lawn area, playground and climbing wall. A new park at 1600 Eastern Avenue is currently under construction and will provide a central green surrounded by a variety of playful features and a fenced off-leash area. It is scheduled to be completed in mid-2026.

Mahon Park skateboard plaza: Constructed in 2022, the skateboard plaza added a new public amenity to the site of the decommissioned outdoor pool. Four pickleball courts and a basketball court had previously been built on other portions of the site, creating a new community sport hub.

Disc golf: The course at Eastview Park is planned to be enhanced in 2026, providing more separation between golfers and casual park users. This will include the development of a new perimeter trail and forest and habitat improvements. Disc golf has seen significant growth in recent years, and the project aims to address increased community demand while reducing impacts on the neighbourhood and other park users.

Kings Mill Walk Park: This park is getting a major upgrade as part of the revitalization of the Harbourside neighbourhood and climate-resilient shoreline improvements. The park will feature an all ages play zone, outdoor fitness stations, beach volleyball court and off-leash dog area. The shoreline improvements and park renewal will take several years and are expected to begin early 2026.

DISTRICT OF NORTH VANCOUVER INITIATIVES

New community recreation centres: Over the last nine years, DNV has opened three new centres, providing a significant expansion in service levels and adding amenities to growing town centres.

- Delbrook Community Recreation Centre opened in 2017, replacing the old William Griffin and Delbrook Community Recreation Centres. With a lap pool and leisure pool, gymnasium, large fitness area and a variety of multi-purpose rooms, Delbrook has been the busiest indoor recreation facility in North Vancouver.
- Lions Gate Community Recreation Centre opened in 2022 in Lions Gate Town Centre. The new building provides a gymnasium, community living room, multi-purpose spaces, express library and home for NVRC's service partner, Capilano Community Services Society. In response to community feedback, NVRC is exploring the opportunity of adding a fitness centre in the future.
- Lynn Creek Community Recreation Centre opened in early 2025, replacing the former Seylynn Hall. The centre provides a gymnasium, community living room, multi-purpose spaces, childcare centre and access to library resources. The facility is in the new Lynn Creek Town Centre, next to the North Shore Spirit Trail, providing easy bike and pedestrian access to the surrounding neighbourhoods.

Artificial turf fields: DNV has made significant investments in artificial turf fields in the last five years, constructing the new field at Argyle Secondary School (2023), and installing new turf at William Griffin (2024) and Windsor Secondary School (2025). New fields are currently under construction at Inter River Park and Handsworth Secondary School, with completion in 2026. In the longer term, DNV is also planning to convert an existing gravel field to artificial turf.

Outdoor Sports Courts Optimization Strategy: This strategy focuses on identifying ways to maximize use of DNV's sport courts. In addition to enhancements to the existing inventory of tennis courts, the strategy recommends increasing the number of pickleball courts in appropriate locations where concerns about noise, parking and support amenities can be addressed. Given the low demand for lacrosse boxes, DNV is exploring the feasibility of constructing new pickleball courts on the underutilized former lacrosse court site in William Griffin Park.

Kirkstone skatepark: This skatepark was recently enhanced with lighting and improvements to skateable features to maximize use.

Disc golf: DNV is engaging with the North Shore Disc Golf Association to explore potential options for a new course.

New parks: The District is adding new parks and completing upgrades to existing park spaces in town centres, recognizing the importance of providing park space amenities near new housing and density. Belle Isle Park was opened in 2025, providing additional public open space and amenities in Lions Gate Town Centre. The park complements the plaza and spray park adjacent to the community recreation centre, and features a playground, outdoor exercise equipment and fenced off-leash area.

Construction of a new park on the former Delbrook Lands was also completed in late 2025. The site now includes a playground, spray park, pump track, basketball court with some skateboard features, walking circuit and washroom building. The existing lit tennis courts were also refurbished.

OPPORTUNITIES

Future recreation and sport capital project priorities will be determined after both municipalities finalize and adopt their Official Community Plans (OCPs), as these plans shape expectations for future growth and population density in accordance with new, provincially-mandated requirements for increased housing.

Until then, innovative planning and asset management offer opportunities to maximize facility use and community benefit.

COLLABORATIVE APPROACH TO PLANNING

This project has been advanced through a coordinated effort by CNV and DNV and has included the development of the first North Vancouver-wide geospatial inventory of public indoor and outdoor recreation assets. The results show that the history of collaboration between the municipalities has generated an extensive network of amenities and a high level of service. This approach leverages the unique and complementary characteristics of both jurisdictions to provide North Vancouver residents with a diverse range of recreation opportunities that function as one integrated system. The information gathered through this project provides the foundation for future analysis to identify long-term infrastructure priorities and is currently being used to support parks and recreation planning by both municipalities.

LEVERAGE INTERGOVERNMENTAL PARTNERSHIPS

Explore opportunities to collaborate with Sḵwx̱wú7mesh and səlilwətaɬ Nations on shared amenities. The Sḵwx̱wú7mesh recently completed a new covered outdoor sports court (the first on the North Shore) and the səlilwətaɬ is constructing a new artificial turf field.

School grounds and gymnasiums form an important part of the community's system of amenities, and the municipalities have partnered with the North Vancouver School District on a variety of projects from joint-use artificial turf fields to playground enhancements. There may be opportunities to establish new amenities on school sites (such as tennis courts) and to ensure gymnasium use is maximized.

MAXIMIZE USE

With growing populations, limited land and more people living in attached forms of housing with limited private outdoor space, it will be increasingly important to identify strategies to maximize the utility of existing facilities and parks amenities, while also exploring opportunities to enhance access to open space and recreation amenities near town centres. Adding lighting to existing outdoor amenities, such as sport courts, and increasing hours of operation, where possible, can be a cost-effective way of expanding capacity to meet growing needs.

Continuing the gradual conversion of gravel and grass sports fields to artificial turf is another way to expand capacity. North Vancouver's wet climate significantly reduces the utility of grass, and one artificial turf field provides the equivalent playing time of approximately 10 grass fields. As a result, North Vancouver has prioritized artificial turf fields over grass and gravel fields.

As the inventory of artificial turf fields increases, there may be opportunities to re-purpose some other fields to support other park uses. Given the high cost of acquiring land, and limited supply of flat terrain in North Vancouver, this approach could be part of a long-term strategy for meeting future community needs.

COMMUNITY PARTNERSHIPS

Some community sport organizations and clubs have expressed interest in exploring potential partnerships with the municipalities to fund the construction and operation of new indoor facilities or sport-specific outdoor amenities through capital contributions or loans, and user fee-based cost recovery. This approach was used for the initial construction and operation of what is now the North Vancouver Tennis Centre. There may also be opportunities for more public-private partnerships, such as the District-owned, privately operated Canlan Sports Arena. There may be opportunities to explore these types of partnerships in the future. The challenge, however, is that this approach requires access to public land, which is in short supply.

PLANNING FOR FACILITY RENEWAL

Ron Andrews and Karen Magnussen Community Recreation Centres require renewal or replacement in the next decade. Both facilities are near town centres and have been identified as priorities in DNV's Strategic Facilities Plan. Planning for these facilities will incorporate findings from this project.

ENHANCING FACILITY USE DATA COLLECTION

As technology continues to evolve, there are opportunities to implement new methods for collecting data on amenity usage. Outdoor recreation data collected by NVRC is currently limited to hours of use and number of permitted bookings for a few amenities. The current outdoor user fee and allocation process also makes it challenging to track actual usage versus scheduled usage, which is critical to effectively manage system capacity.

Community recreation centres track registration, admissions and amenity rentals. However, they lack data on which specific amenities are used by day pass holders or monthly pass holders, since these passes provide access to multiple amenities and activities. There is also no data on passive use of spaces such as community living rooms. Enhanced data collection on usage of public amenities can support evidence-based decisions on priorities for maintenance and renewal, align bookings with actual demand and ensure equitable access.

NEXT STEPS

The next steps will involve assessing the implications of the revised OCPs and anticipated population growth on recreation facility and amenity planning, defining appropriate service levels, identifying gaps and recommending infrastructure enhancements. While there is always a demand for more, both the technical analysis and engagement with users conducted through this project combined with anecdotal, daily feedback at facilities demonstrates that residents are well-served and satisfied with the diverse and extensive network of parks and recreation facilities and amenities in North Vancouver. Continuing a collaborative, North Vancouver-wide perspective to parks and recreation planning will help ensure that the supply of facilities and amenities is right-sized for the community.

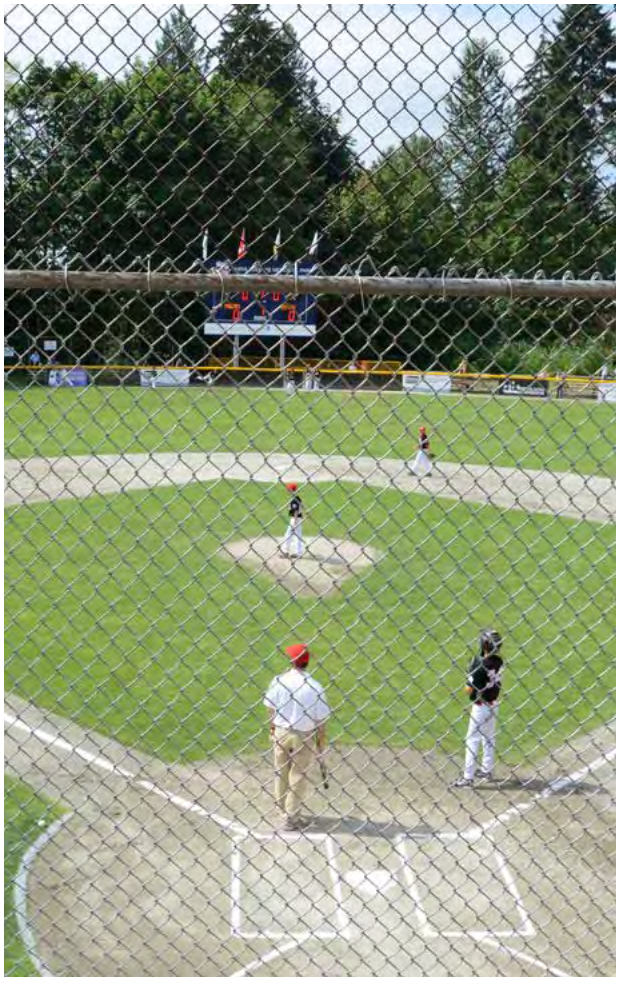
Recreation facilities and amenities are highly used and valued by residents and provide many benefits to the entire community. As indoor and outdoor amenities age, and operation and construction costs escalate, there will be more pressure to focus and prioritize limited resources on maintenance and enhancement of existing assets. Another important consideration will be to provide outdoor and indoor amenities together, where possible.

Following CNV's OCP updates, the Parks and Public Space Plan will build from the information collected through this project to establish a new 10-year vision, with service levels and recommended outdoor recreation priorities for the community. The new Harry Jerome Community Recreation Centre will provide a world-class facility to meet community needs.

Anticipated updates to the District's Town and Village Centre Implementation Plans provide the opportunity to consider the integration of public amenities, such as parks.

With the long-term community and neighbourhood plans updated, DNV will be well-positioned to consider the scope and timing of enhancements to Ron Andrews and Karen Magnussen Community Recreation Centres.

Priority actions to expand and enhance the District's outdoor amenities include constructing new fields at Inter River Park and Handsworth Secondary School and implementing the Sport Court Optimization Strategy.



FINDINGS

North Vancouver's recreation and sport system depends on four factors: community demand, amenity supply and distribution, operational realities, and the broader municipal planning context. Together, these factors define right-sized recreation and show that North Vancouver's facility network is diverse, equitable and well-positioned to serve both current and future needs.

1. **Community demand remains consistently high,** with residents participating in a wide range of indoor and outdoor recreation. Household survey data shows strong participation, reaffirming recreation as a core contributor to community health and wellbeing.

2. **The supply, type and geographic distribution of amenities in North Vancouver is strong.** Across both municipalities, residents benefit from an extensive network of community recreation centres, parks, trails, courts, fields, pools and specialized amenities that function as one integrated system. Inventories demonstrate that most service levels meet or exceed those in comparable municipalities, and that the system is well distributed across neighbourhoods, ensuring relatively easy access for all. The diversity of amenities supports a wide range of interests, abilities and cultural activities.

3. **Operational data shows how residents use the system,** underscoring both strengths and pressures. Peak time hours are busy and that is unlikely to change. However, the system functions within these challenges because of coordinated allocation practices, strong program delivery, and collaboration between CNV, DNV and NVRC.

4. **The larger planning and policy environment is reshaping future needs.** Provincial housing legislation, updated OCPs, demographic changes, shifting trends and interests and aging facilities all influence long-term recreation planning. Both municipalities continue to invest strategically in infrastructure renewal such as new community recreation centres, sport courts, artificial turf fields and park improvements while incorporating equity, climate resilience, accessibility and intergovernmental partnerships into decision-making. These four commitments maximize the potential to be responsive to community evolution.

CONCLUSION

North Vancouver has a robust, right-sized system by national and regional standards; one that is comprehensive, diverse, geographically balanced and highly valued by residents. At the same time, the insights from this project illuminate opportunities to refine, enhance and future-proof the system through data-informed planning, partnerships and targeted upgrades. With a strong foundation and a coordinated municipal approach, North Vancouver is well-positioned to continue delivering an inclusive, resilient and adaptable recreation system that supports the health and vitality of its growing communities for decades to come.

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km
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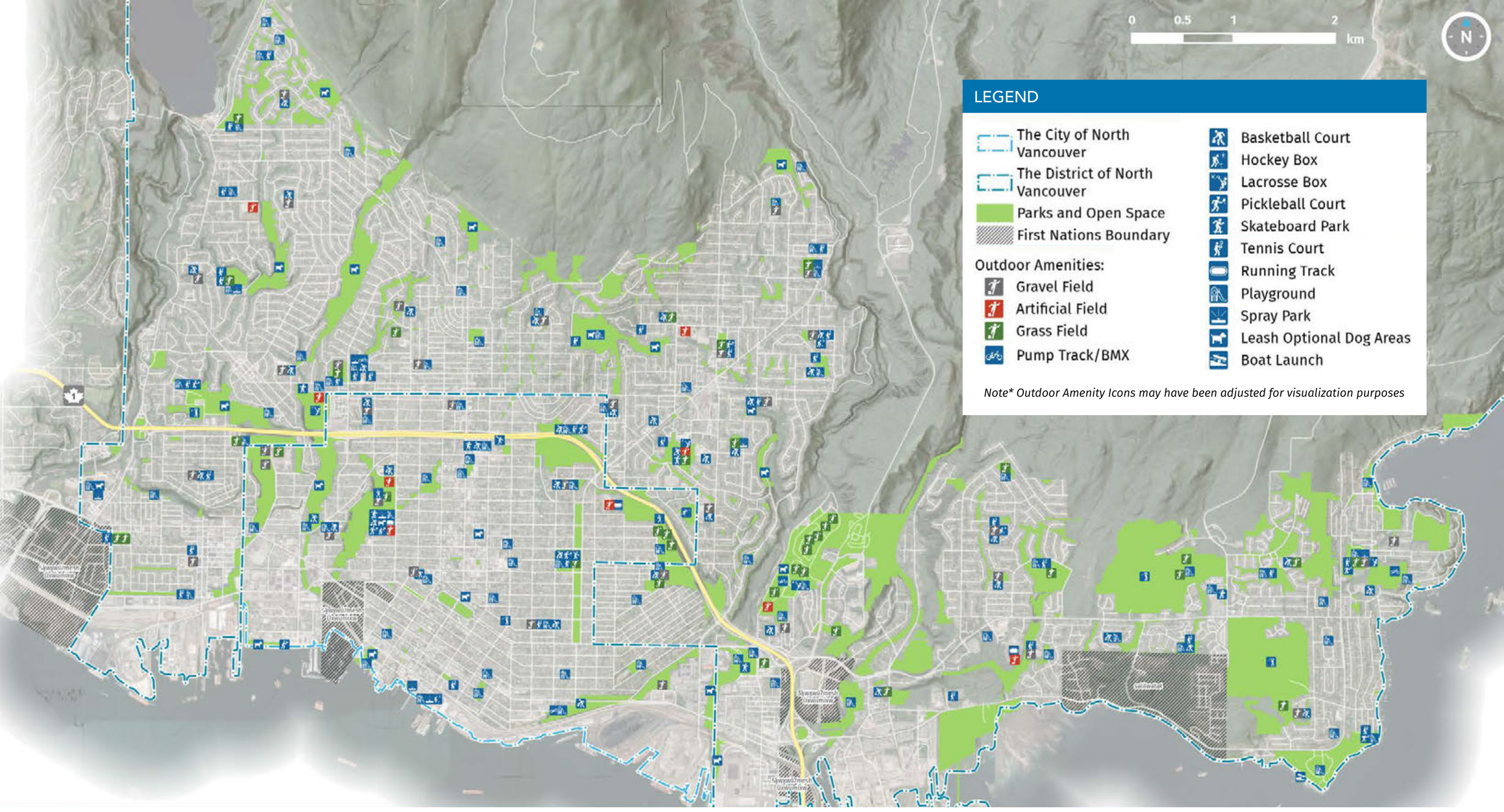
LEGEND
The City of North Vancouver
The District of North Vancouver
Parks and Open Space
First Nations Boundary
Community Recreation Centre
Note* Indoor Facility Icons may have been adjusted for visualization purposes
Lynn Valley
Delbrook
Harry Jerome
Karen Magnussen
Lions Gate
NV Tennis Centre
John Braithwaite
Lynn Creek
Ron Andrews
Parkgate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LEGEND
The City of North Vancouver
The District of North Vancouver
Parks and Open Space
First Nations Boundary
Outdoor Amenities:
Gravel Field
Artificial Field
Grass Field
Pump Track/BMX
Basketball Court
Hockey Box
Lacrosse Box
Pickleball Court
Skateboard Park
Tennis Court
Running Track
Playground
Spray Park
Leash Optional Dog Areas
Boat Launch
Note* Outdoor Amenity Icons may have been adjusted for visualization purposes

0 0.5 1 2 km

N

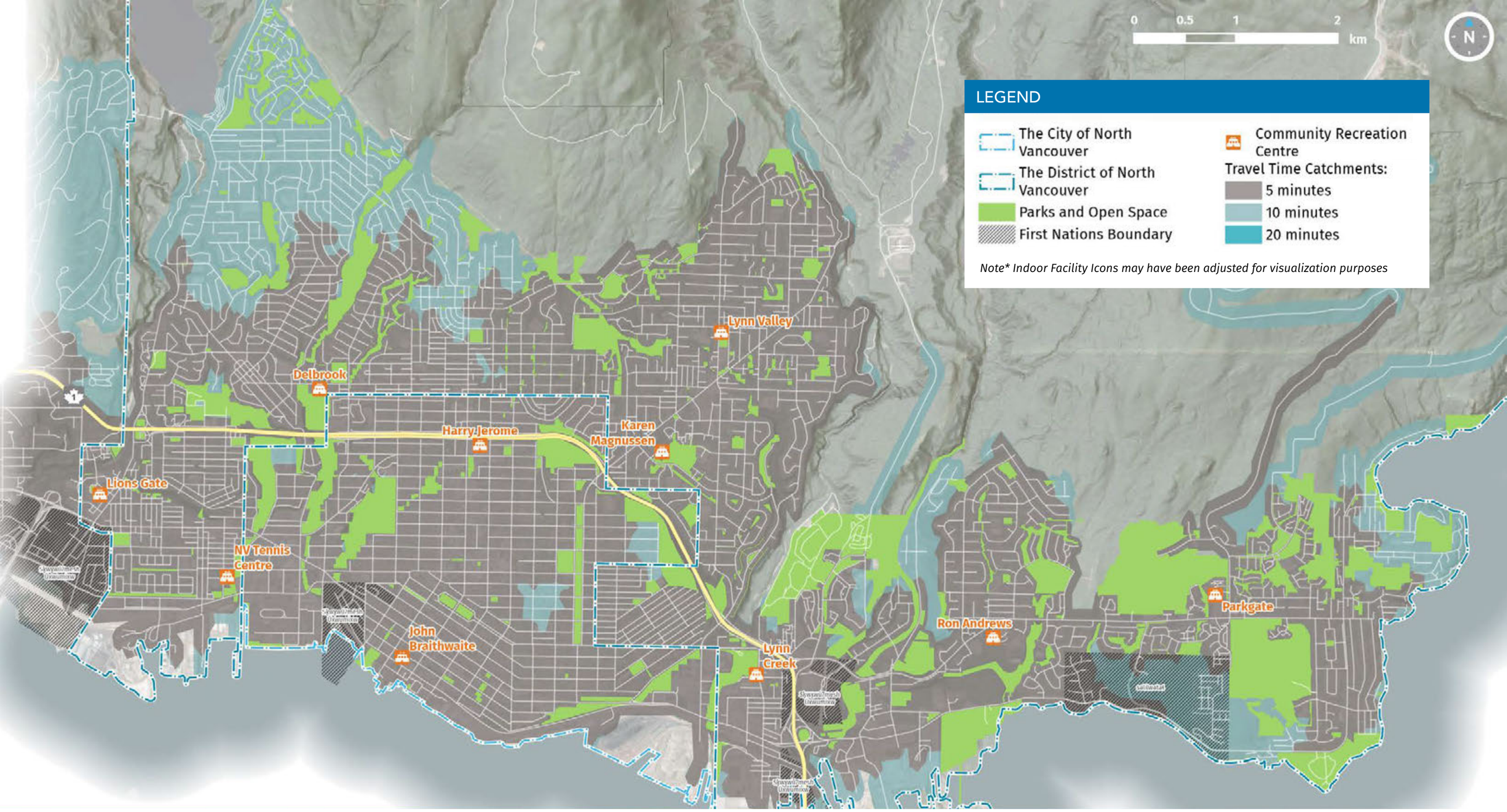
LEGEND

- The City of North Vancouver
- The District of North Vancouver
- Parks and Open Space
- First Nations Boundary

Outdoor Amenities:

- Gravel Field
- Artificial Field
- Grass Field
- Pump Track/BMX
- Basketball Court
- Hockey Box
- Lacrosse Box
- Pickleball Court
- Skateboard Park
- Tennis Court
- Running Track
- Playground
- Spray Park
- Leash Optional Dog Areas
- Boat Launch
- 5 minute walk from Outdoor Amenities

Note Outdoor Amenity Icons may have been adjusted for visualization purposes*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LEGEND
The City of North Vancouver
The District of North Vancouver
Parks and Open Space
First Nations Boundary
Community Recreation Centre
Travel Time Catchments:
5 minutes
10 minutes
20 minutes
Note* Indoor Facility Icons may have been adjusted for visualization purposes
Lynn Valley
Delbrook
Harry Jerome
Karen Magnussen
Lions Gate
NV Tennis Centre
John Braithwaite
Lynn Creek
Ron Andrews
Parkgate

APPENDIX 3: Municipal Comparisons

Prepared by: Project Research Consultant, RC Strategies.

This appendix summarizes municipal benchmarking comparing North Vancouver's recreation infrastructure to comparable Canadian communities.

For the purposes of this Assessment, municipalities studied were the City of Kelowna and the Regional District of Central Okanagan, the City of Victoria and the Capital Region District, and the City of Burlington and the Regional Municipality of Halton. These communities were selected due to population, context within a broader metropolitan area, and other community demographic characteristics.

Results are grouped into greater, similar, and lower supply categories.

Greater Supply

North Vancouver provides above-average supply in: Artificial turf fields, fitness/wellness facilities, multipurpose program rooms, basketball courts, indoor/outdoor tennis courts, pickleball courts, ball diamonds, parks, off-leash dog areas, cricket pitches, and lacrosse boxes.

Similar Supply

Supply levels are consistent for: Pools, gymnasiums, bike skills/pump/BMX tracks, disc golf, grass fields, spray parks, and skate parks.

Lower Supply

North Vancouver has fewer full-sized ice sheets compared to comparator municipalities but has the ice rink at The Shipyards for casual public use.

Benchmarking Considerations and Limitations

Benchmarking should be interpreted alongside demographic, geographic, and historical context. Facility counts do not reflect quality or usability. Municipalities track amenities differently; private/third-party facilities are excluded, and inventories may change over time.

Indoor Amenity Comparison

Amenity	Avg Qty	North Van Qty	Avg Ratio	NV Ratio
Pools	3	7*	37,696	36,572
Fitness / Wellness	3	6	37,696	24,381
Gymnasiums	9	6	12,565	16,254
Ice Sheets	6	5	18,848	29,258
Indoor Tennis Courts	3	9	37,696	16,254
Multipurpose Rooms	22	52	5,140	2,813

Outdoor Amenity Comparison

Amenity	Avg Qty	North Van Qty	Avg Ratio	NV Ratio
Ball Diamonds	33	48	3,427	2,760
Basketball Courts	11	43	10,281	3,751
Bike Pump/BMX Tracks	1	4	113,089	36,572
Cricket Pitches	1	2	113,089	73,144
Community Parks	88	141	1,285	1,038
Disc Golf Courses	1	1	113,089	146,288
Dog Off-Leash Areas	7	18	16,156	8,127
Lacrosse Boxes	1	3	113,089	48,762
Pickleball Courts	10	23	11,309	6,360
Skate Parks	5	6	22,618	24,381
Grass Fields	23	32	4,917	4,571
Artificial Turf Fields	3	9	37,696	16,254
Spray Parks	6	7	18,848	20,898
Tennis Courts	18	53	6,283	2,475

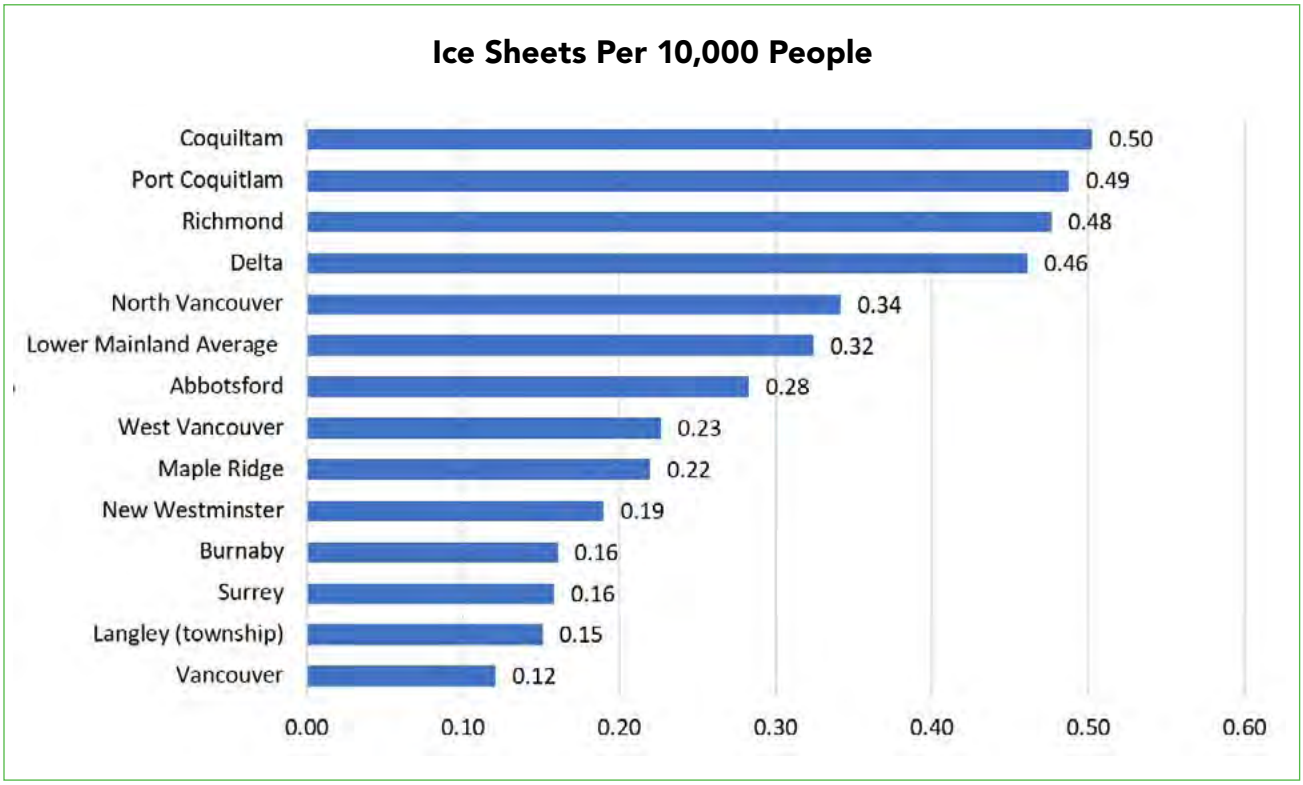
Municipal Comparators

	North Vancouver	Kelowna / RDCO	Victoria / CRD	Burlington / Halton
Population (2021)	58,120 / 88,168	144,576	91,867	186,948

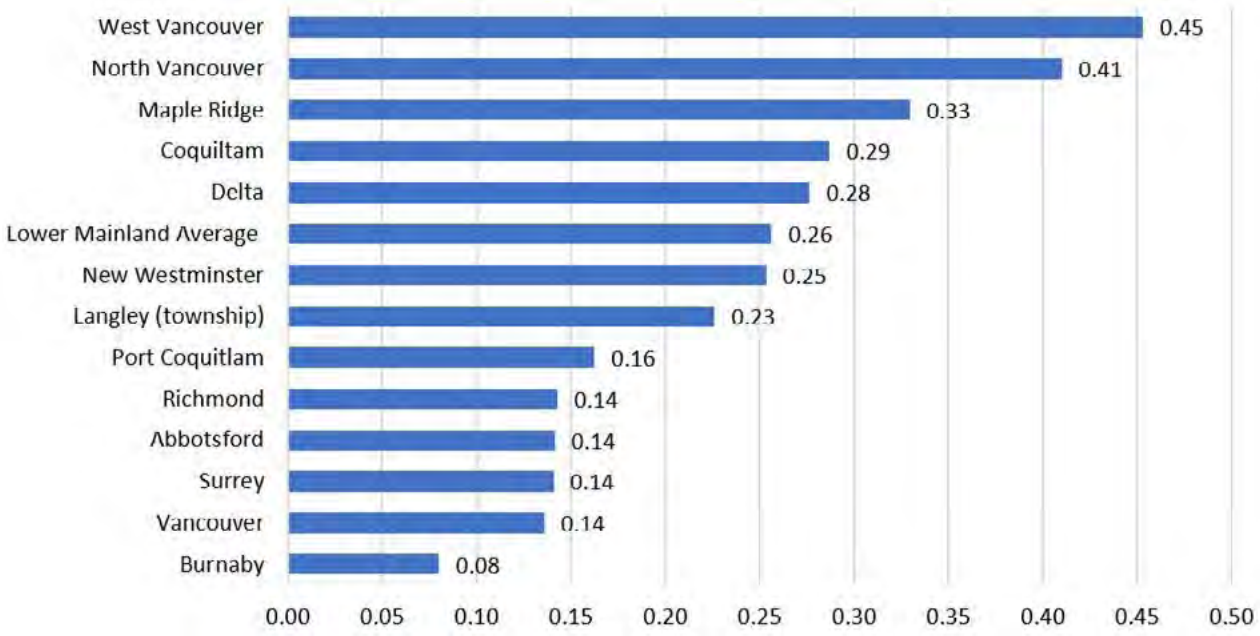
**Includes new Harry Jerome Community Recreation Centre*

APPENDIX 4: Regional Comparisons

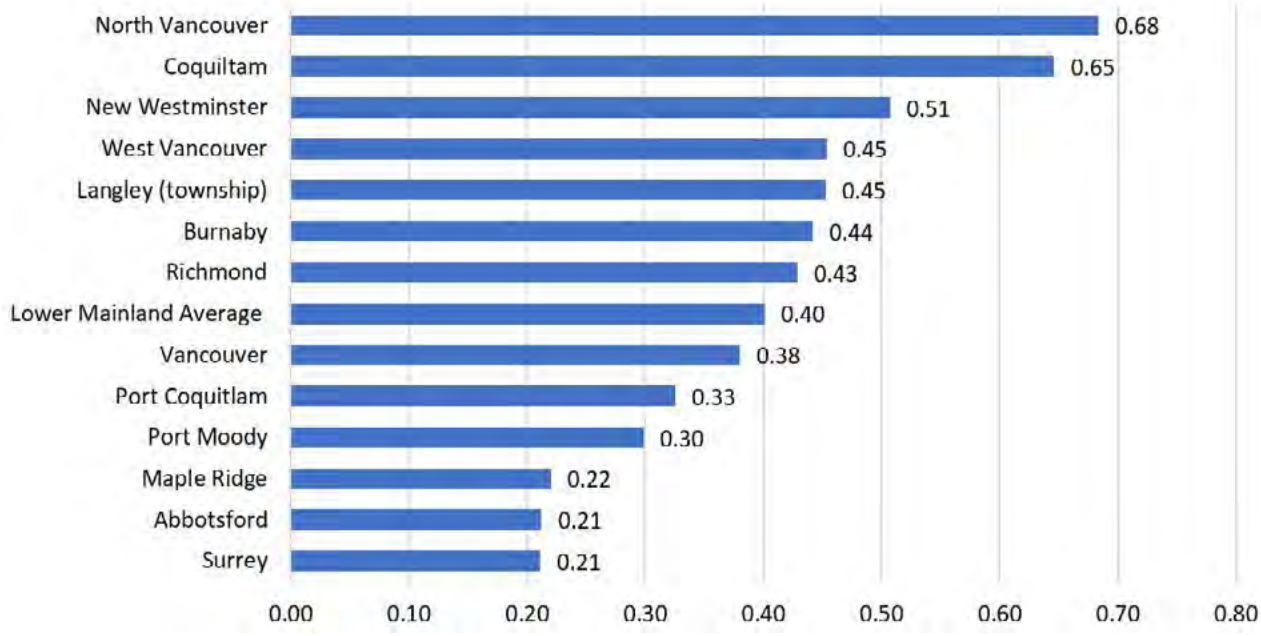
The following graphics compare the amount of recreation facilities and amenities in North Vancouver to other major communities in the Lower Mainland. The results utilise Canadian Census population data (2021), and online municipal recreation data to provide the number of amenities per 10,000 people.

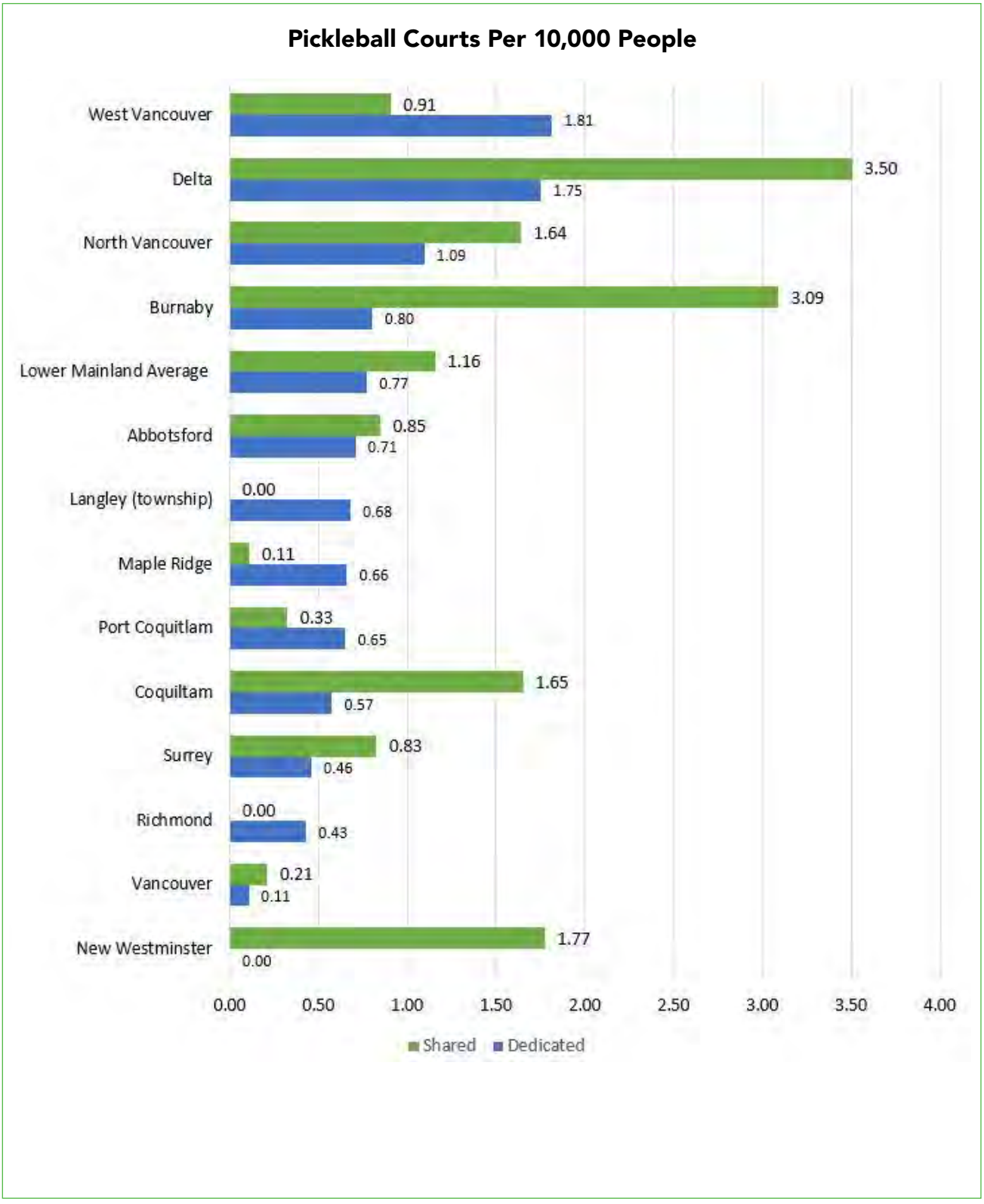


Skateparks Per 10,000 People



Community Recreation Centres Per 10,000 People




Pickleball Courts Per 10,000 People
West Vancouver
0.91
1.81
Delta
3.50
1.75
North Vancouver
1.64
1.09
Burnaby
3.09
0.80
Lower Mainland Average
1.16
0.77
Abbotsford
0.85
0.71
Langley (township)
0.00
0.68
Maple Ridge
0.11
0.66
Port Coquitlam
0.33
0.65
Coquiltam
1.65
0.57
Surrey
0.83
0.46
Richmond
0.00
0.43
Vancouver
0.21
0.11
New Westminster
1.77
0.00
0.00
0.50
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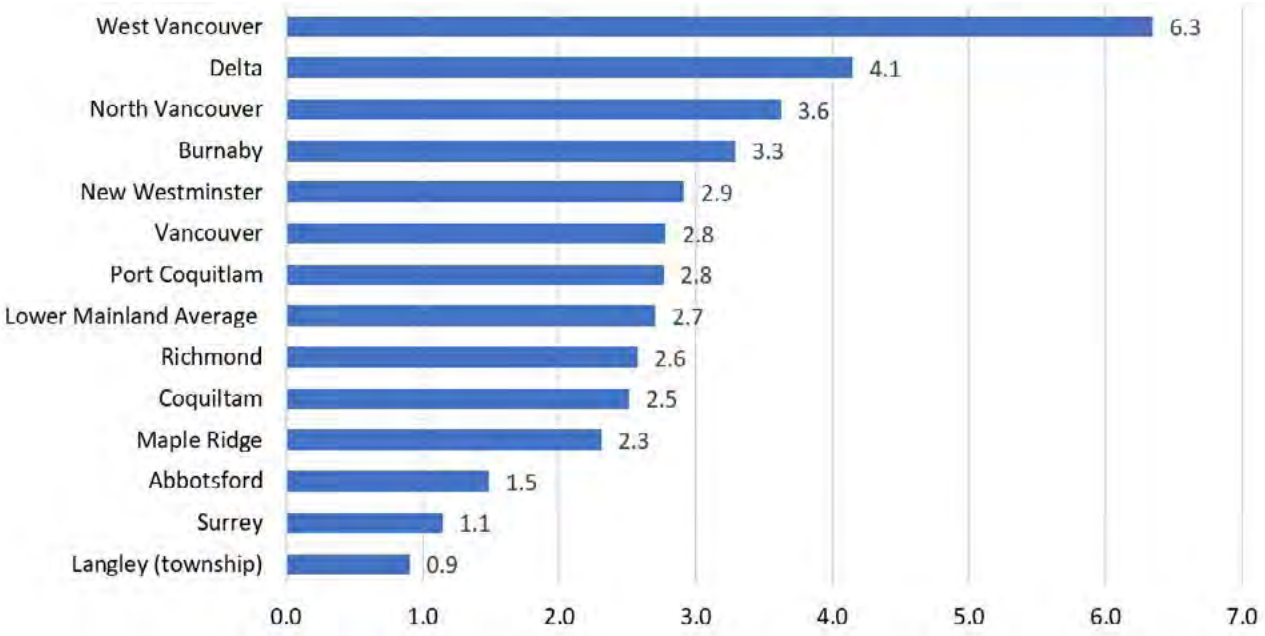
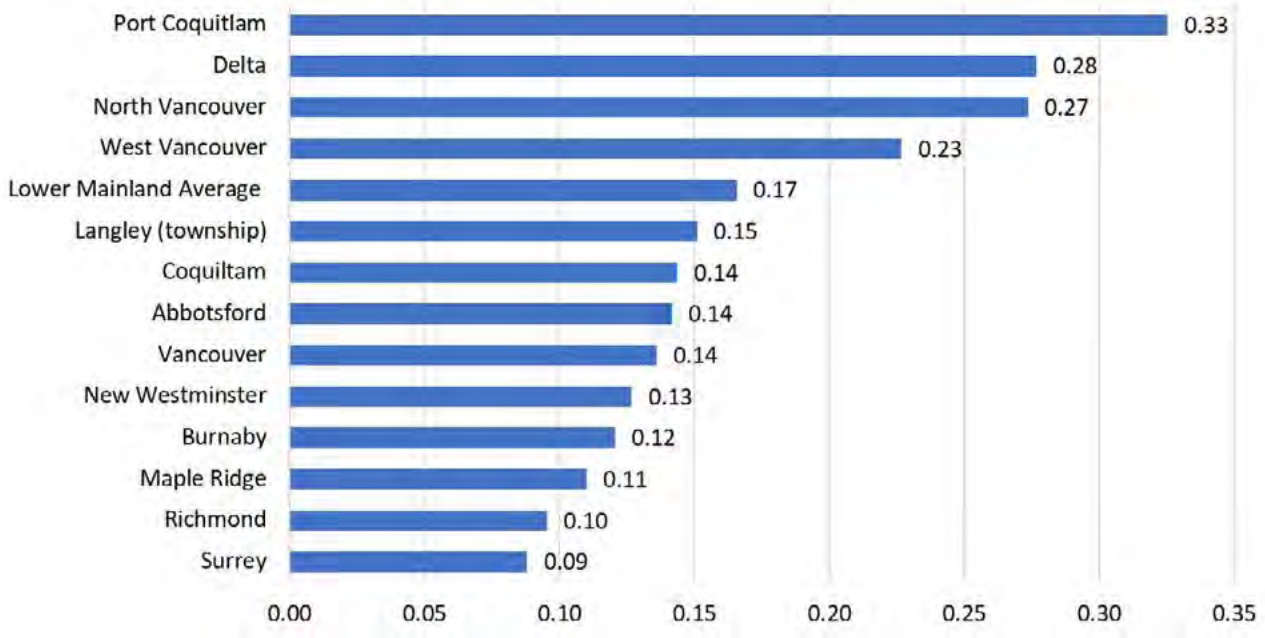
1.50
2.00
2.50
3.00
3.50
4.00
Shared
Dedicated

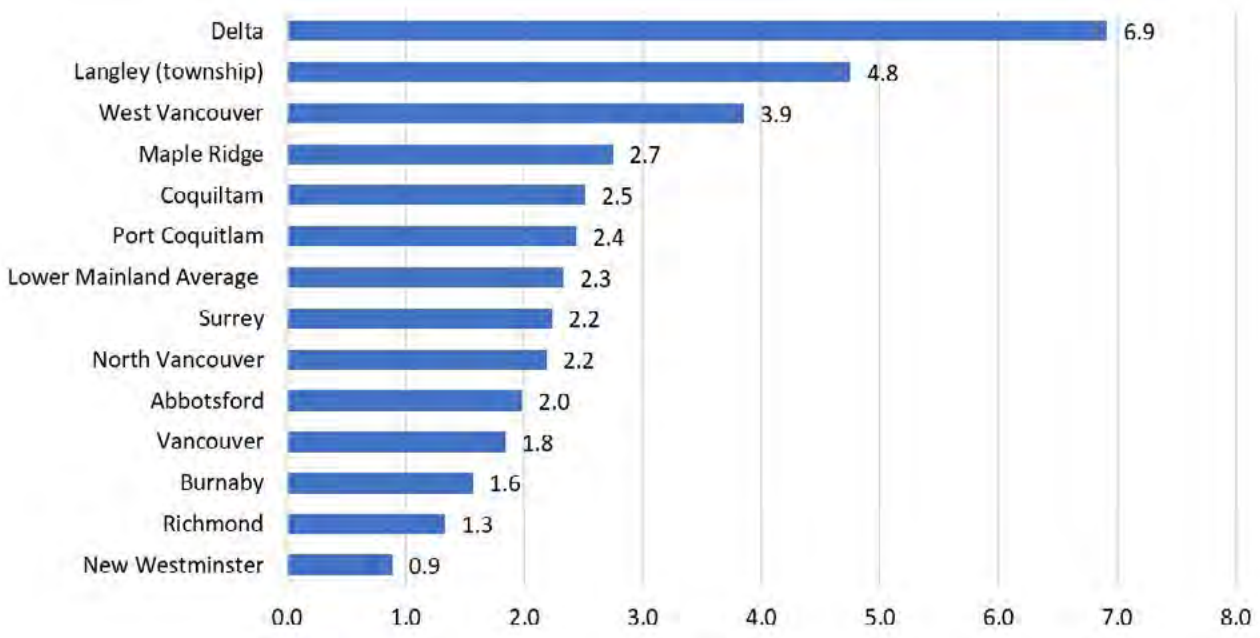
Outdoor Tennis Courts Per 10,000 People



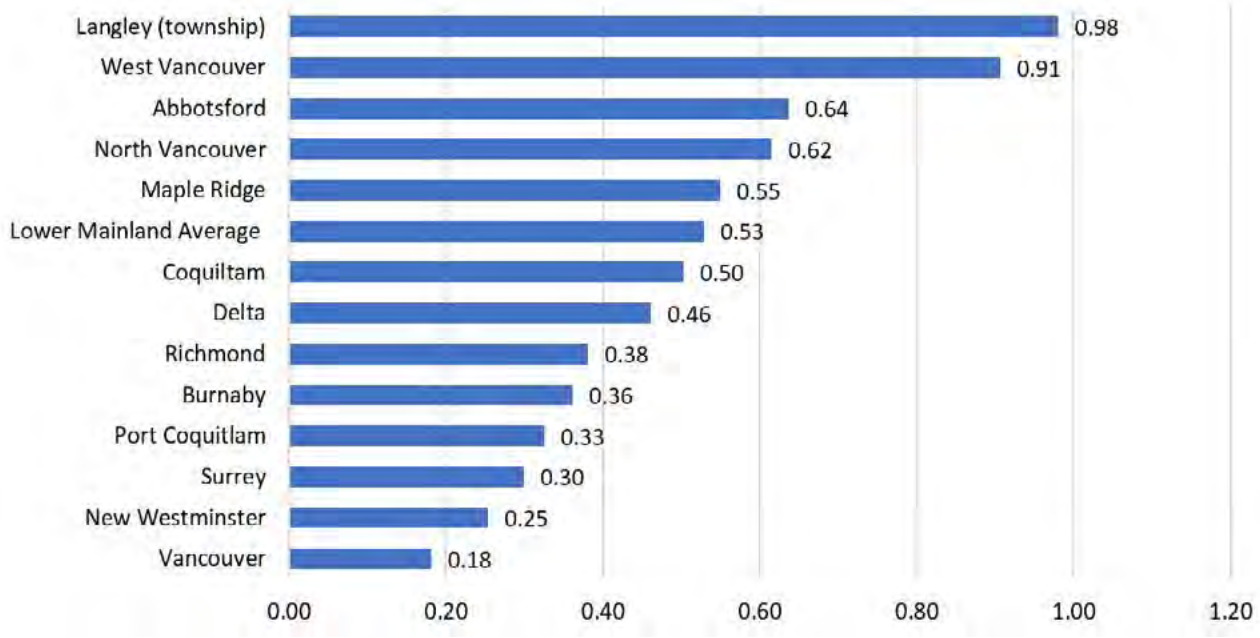
Indoor Pools Per 10,000 People



Grass Sports Fields Per 10,000 People



Artificial Turf Fields Per 10,000 People



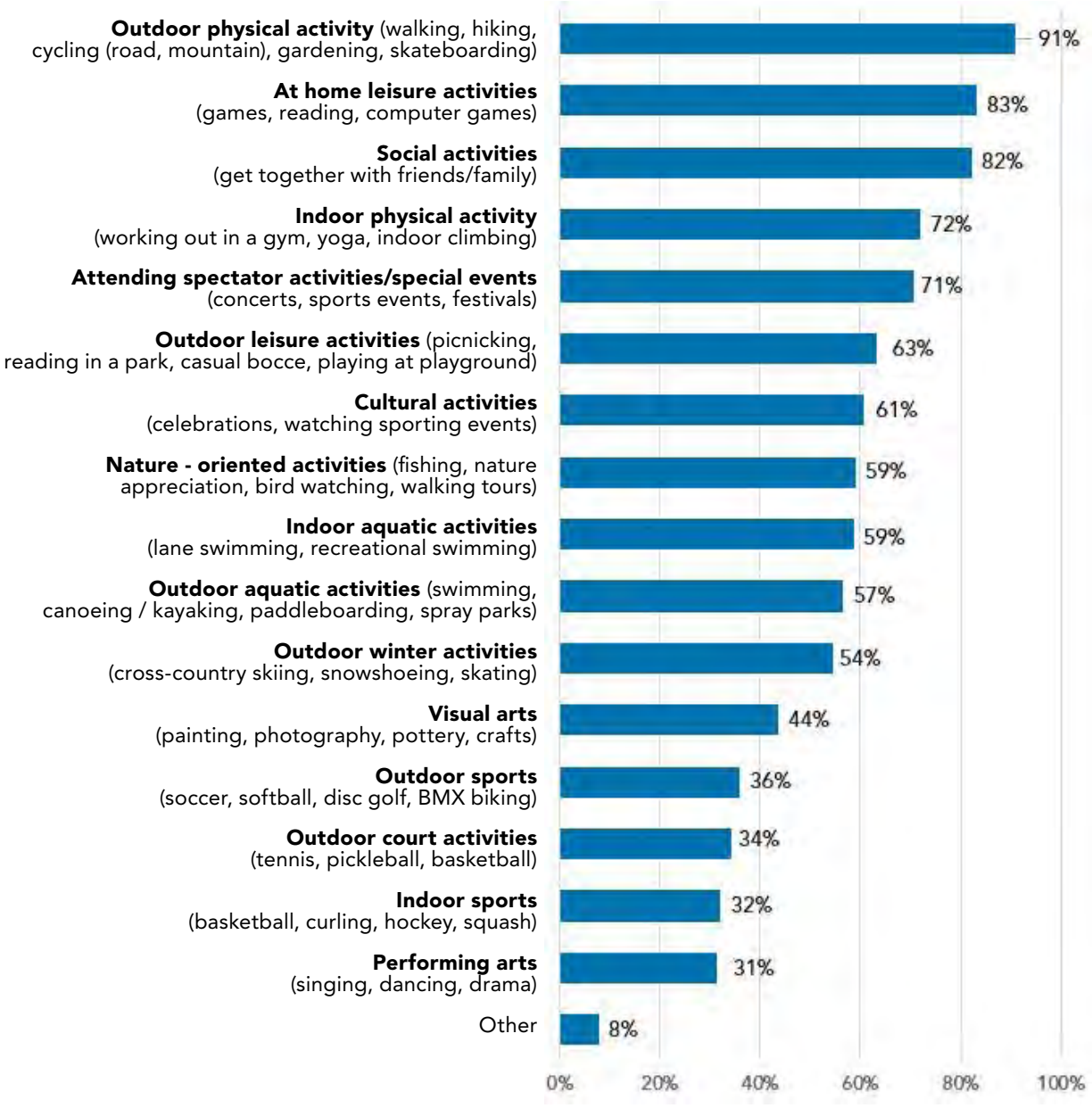
APPENDIX 5: Group Survey Participants

1. 604 Volleyball
2. Altus Arts Tennis Club
3. BCO Volleyball
4. British Columbia Rugby Union
5. Chena swim club
6. Colour the Trails Advocacy Inc
7. DEVO (Developmental Escape Velocity Organization)
8. Greater Vancouver Orienteering Club
9. Grouse mountain flying team
10. Grouse Mountain Tyee Ski Club
11. Inter River Community Association
12. Little Kickers North Shore
13. Norgate Park Community Association
14. North Shore Baseball Association
15. North Shore Basketball Academt
16. North Shore BMX (Inter-River BMX Association)
17. North Shore Curling Association
18. North Shore Disc Golf
19. North Shore Dolphins Dive Club
20. North Shore Equestrian Centre
21. North shore girls Fastpitch
22. North Shore Inline Hockey League
23. North Shore Mountain Bike Association
24. North Shore Pickleball Club
25. North Shore Seniors Slo-pitch Association
26. North Shore Tennis Society
27. North Shore Thirty Something Women's Soccer League
28. North Shore Titans Water Polo Club
29. North Shore Twins
30. North Vancouver FC
31. North Vancouver Minor Hockey Association
32. NorWesters Track and Field Club
33. NS Seniors Slo-Pitch League
34. Pemberton Heights Community Assoc.
35. Powerwest Volleyball Society
36. Roll Jiu Jitsu Academy
37. Spectrum Skateboard Society
38. STANS (Seniors Tennis Association of the North Shore)
39. SwimFaster Club
40. The Yoga Root
41. Vancouver North West Hawks AAA Hockey program

APPENDIX 6: Household Survey Recreation Activities

Source: 2023 Project Data: Representative Community Survey

Types of Recreation Activities that Household Members Participate In



❒ Info Package Date:

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

April 30, 2026
File: ENGIPG-964173360-170200

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities

SUBJECT: **Fire Station #5 (Norgate) Replacement Project Update**

REASON FOR REPORT:
To provide Council with an update on the schedule and Class C cost estimate for the Fire Station #5 (Norgate) Replacement Project.

SUMMARY:
Following Council's receipt of the July 2025 *Information Report to Council - Fire Station #5 (Norgate) Replacement Project Update* (July 2025 IRTC), schematic design has now been completed. A recent cost estimate has validated the Total Estimated Cost (TEC) at $30.5 million. Design development will continue throughout 2026, with a refined cost estimate expected by year-end. The public engagement process will begin once the newly elected Council has been briefed on the project in early 2027.

BACKGROUND:
The July 2025 IRTC (Attachment 1) confirmed that Fire Station #5 is well beyond its service life and no longer meets the operational requirements of the District of North Vancouver Fire and Rescue Service (DNVFRS). That update also established the existing Norgate site as the preferred long-term location for the replacement facility and identified Pemberton Park as the site for the temporary fire hall during construction. Options to integrate housing were explored but determined not to be feasible due to operational requirements and site constraints.

EXISTING POLICY:
The project is aligned with applicable District policies and plans by supporting DNVFRS strategic priorities, sustainable asset management and service delivery, climate ready municipal building requirements, required public information/engagement processes, zoning compliance, and Public Art Policy implementation. Below is a detailed list of applicable policy:

DNV Fire and Rescue Services Strategic Plan: The replacement of Fire Station #5 supports all of the major strategic priorities set out in the plan.

Cooperative Fire/Rescue Service Agreement: DNVFRS participates in a Cooperative Fire/Rescue Service Agreement that provides tri-municipal automatic aid on the North Shore and provides mutual aid to member municipalities of the Metro Vancouver area. While it is acknowledged that our neighbour municipalities will be growing at a similar or even greater rate to the DNV, only growth within the District was considered to define space requirements for the new fire station.

Asset Management Policy: The replacement of the fire station supports sustainable service delivery, with the appropriate service levels to residents, businesses, visitors, and the environment.

Climate Ready Municipal Buildings Policy: The new fire station will be designed to meet the requirements of this policy, including achieving a Zero Carbon Building (ZCB) design standard.

Public Information Meetings – District Fire Halls and Fire Training Centres: The design of the new fire station will be communicated to the public in alignment with this policy.

DNV Zoning Bylaw: The sites are owned by the District and are zoned industrial and park. The use of a building or structure as a District fire station or District fire training centre is permitted in all zones without any density, height or siting restrictions (Bylaw *3210, section 402)*.

Public Art Policy: The guiding principles, goals and procedures, including funding and implementation strategies, for the selection and management of a Public Art Program in this policy will be followed to incorporate public art into the new fire station. An allowance of $100k has been included in the TEC.

ANALYSIS:
Staff have now completed the Schematic Design stage, with the replacement facility estimated at approximately 1,468 m^2 (15,800 ft^2). The existing facility is 557 m^2 (6,000 ft^2). The increased size reflects current code requirements, a dedicated fitness area, and an increase in capacity needed to serve the growing community into the future.

The proposed design includes three drive-through apparatus bays along with key operational spaces such as hose-drying areas, self-contained breathing apparatus (SCBA) servicing, and dedicated decontamination zones. These operational components are intentionally separated from the living quarters to enhance firefighter health, safety, and contamination control.

The living quarters are designed to support the needs of a full crew on shift and include kitchen and dining areas, dormitories, training space, washrooms, and areas for fitness, rest, and recovery following emergency responses. The facility also incorporates capacity for additional firefighters in the future, recognizing anticipated population growth and evolving emergency response needs within the Norgate neighbourhood for 50 years.

To maintain emergency response coverage during construction, DNVFRS operations will be temporarily accommodated at a temporary fire hall at Pemberton Park. Due to the construction and siting of the temporary fire hall, Pemberton Park will not be available for public use for three years starting in 2027. The park will be restored following completion and occupancy of the new Fire Station #5.

Timing/Approval Process:
Due to current workloads, staff capacity is significantly constrained, and the required public engagement process cannot be completed before the 2026 General Local Election. Accordingly, the project schedule has been adjusted as follows:

- Public engagement in early 2027
- Tendering and award of construction contracts in early 2027
- Construction start in Summer of 2027

Under this revised schedule, completion of the new fire station is anticipated in Fall 2030. The decision to proceed with construction based on tendered pricing will take place during the next Council term in early 2027. Refer to Attachment 2 for a detailed project schedule.

Financial Impacts:
A Class C level cost estimate has confirmed the Total Estimated Cost (TEC) of the project at $30.5M, consistent with the previous update. This estimate includes all major components of the project: construction of the temporary fire hall, restoration of Pemberton Park, demolition of the existing firehall, offsite improvements, and construction of the new replacement facility.

The current budget includes a 7% construction cost premium to achieve a ZCB design standard fire station. This will result in an all-electric building with improved building envelope, reduced overall energy use, and lower embodied carbon. While ZCB design standards carry an upfront capital premium, industry data suggests this cost is offset over time through reduced operating costs, resulting in savings or in some cases a positive return relative to a non-ZCB designed building. Operating costs for the new facility are anticipated to increase relative to the existing fire hall, with a preliminary estimate of $50k annually. However, a more accurate estimate will not be known until detailed design is further advanced.

The updated project schedule reflecting the shift of public engagement and tendering activities to early 2027 has been accounted for within the TEC. Any escalation associated with the schedule adjustment has been offset by reductions in other project risks and allowances that have since been mitigated or refined, resulting in no net change to the overall TEC at this stage.

There is sufficient approved budget to continue with design development and cost estimates will continue to be refined as the design progresses and a Class B estimate is completed.

While more energy-efficient, the cost to operate this new facility is expected to be higher than the existing Fire Station due to its increased size.

Concurrence:
Consultation with District staff has taken place through a Preliminary Development Application process. Finance, Fire, and Climate Action & Parks have provided concurrence to this report.

A project steering committee was established consisting of the CAO and GMs from all key stakeholder Divisions, and update meetings are being held regularly.

Liability/Risk:
The existing fire station is well beyond the end of its useful life and does not meet modern standards for worker safety or current response needs. There is an increased risk of unplanned building system failure that could compromise DNVFRS' ability to respond to emergencies. Critical building renewal work would be required to maintain the existing Fire Station in operation beyond the next five years at a cost of more than $2.5 million. The building is also located in a high-risk seismic zone (liquefaction). In the event of an earthquake, damage to the existing building is likely and could result in service disruptions. An investigation of the site for environmental contamination has been completed. The Province of BC has provided a Final Determination that the project site is not contaminated, and remediation requirements are no longer a project risk.

Social Policy Implications:
The replacement of Fire Station #5 supports all of the major strategic priorities set out in the DNV Fire and Rescue Services Strategic plan and the mission to provide exceptional service to the District.

Environmental Impact:
The new fire station will be designed, and if approved, constructed to meet the requirements of the *Climate Ready Municipal Buildings Policy*. The facility will be fully electric, significantly lowering greenhouse gas emissions. Its design will incorporate high-performance building standards, low-carbon materials, and energy-efficient systems, while also improving resilience to climate-related risks and supporting local biodiversity through sustainable site and landscaping strategies.

Two mature trees (Honey Locust and Japanese Maple) on the north end of the Park will be removed. All other trees on south and west areas of the site are planned to be retained. The Parks space will be restored upon completion of the new fire station.

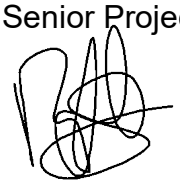
Public Input:
District Policy: Public Information Meetings – District Fire Stations and Fire Training Centres, the design of the new Fire Station will be communicated to the public in alignment with this policy. A public engagement process will be undertaken as part of the design of the fire station which is anticipated to take place in early 2027. In the meantime, a public website will be posted shortly.

Conclusion:
The existing fire station is well beyond the end of its useful life expectancy and future building failures may compromise District Fire and Rescue Service's ability to respond to

emergencies. Schematic design has been completed, and the current Class C TEC of $30.5 million remains aligned with expectations. Staff will continue design development and return to Council with an updated project status and a Class B cost estimate prior to public engagement in early 2027.

Respectfully submitted,

Bivash Talukder
Senior Project Manager, Facilities



Attachment 1: Previous IRTC (July 2025)
Attachment 2: Project Schedule

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:	
❑ Development Services	___	❑ Communications	___	❑ Library Board	___
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___
❑ Engineering Operations	___	☒ Fire Services	MD	❑ RCMP	___
☒ Parks	CJ	❑ ITS	___	❑ NVRC	___
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___
❑ Facilities	___	❑ GIS	___	❑ Other:	___
❑ Human Resources	___	❑ Real Estate	___		___

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❒ Info Package	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL
- CONFIDENTIAL -

July 11, 2025
File: ENGIPG-964173360-151770

AUTHOR: Mathew Schofield, Senior Project Manager - Facilities

SUBJECT: **Fire Station #5 (Norgate) Replacement Project Update**

REASON FOR REPORT:
To provide Council with an update on the progress of the project to replace Fire Station #5 in Norgate.

SUMMARY:
Fire Station #5 is past its target service life and no longer meets the requirements of the District of North Vancouver Fire and Rescue Service (DNVFRS). A project to replace the existing facility is currently in the Planning and Design phase. The new fire station will be constructed on the existing site and the project will require a temporary fire station to be constructed in the adjacent Pemberton Park for the duration of the project. Once construction is complete (approximately 2 years), Pemberton Park will be returned to its current state. Provision of affordable housing is not included in the scope as it is not feasible on this site.

BACKGROUND:
Norgate Fire Station #5, situated at 1221 15th Street West, was constructed in 1972, and it has reliably served the community for over five decades. The building has exceeded its intended service life, and it no longer meets the operational requirements of DNVFRS (see Liability/Risk section for more detail). The Buildings Asset Management Plan (AMP) lists the facility as being in 'Very Poor – F' Physical condition. Functional and Demand/Capacity ratings are also below target. Refer to Table 1 for details.

Table 1: Asset Management Plan Details

		Physical Condition		Demand/Capacity		Function	
Asset	FCI	Target	Actual	Target	Actual	Target	Actual
FIRE STATION #5 - NORGATE	0.71	B	F	B	C	B	D

The existing fire station site is bordered by 15th Ave to the north, a lane to the east, Pemberton Park to the west, and a road allowance to the south. Refer to Appendix 1 for details.

EXISTING POLICY:

DNV Fire and Rescue Services Strategic Plan: The replacement of Fire Station 5 supports all of the major strategic priorities set out in the plan.

Asset Management Policy: The replacement of the fire station supports sustainable service delivery, with the appropriate service levels to residents, businesses, visitors, and the environment.

Climate Ready Municipal Buildings Policy: The new fire station will be designed and constructed to meet the requirements of this policy.

Public Information Meetings – District Fire Halls and Fire Training Centres: The design of the new fire station will be communicated to the public in alignment with this policy.

DNV Zoning Bylaw: The sites are owned by the District and are zoned industrial and park. The use of a building or structure as a District fire station or District fire training centre is permitted in all zones without any density, height or siting restrictions (Bylaw *3210, section 402)*.

ANALYSIS:

Site Selection:
A project to replace the existing facility was initiated in 2021. Alternative sites were investigated, based on criteria provided by the DNVFRS. The criteria included a suitable site size to accommodate the fire station, appropriate access and egress for emergency vehicles and a location that would meet response times. Possible sites, including those that were listed on the market to be sold, were reviewed; however, no suitable sites were found. The existing site, including the temporary use of Pemberton Park during construction, was determined to be the best fit. Refer to Appendix 2 for details on sites that were considered as part of the site selection analysis.

Inclusion of Housing:
Council has directed staff to consider the inclusion of affordable housing in new construction projects. As such, the project team investigated the feasibility and options for including affordable housing as part of the fire station replacement scope. Options for both adjacent standalone facilities and as a combined facility were investigated as illustrated in Appendix 3. (Note that the housing structures are shown in yellow and the fire station in red.)

Option A considered locating housing in a standalone building adjacent to the new fire station, which would be rebuilt on the area currently occupied by the tennis courts. This option preserved the unopened road allowance and avoided the need for underground parking. However, it resulted in the permanent loss of the tennis courts and left a highly

constrained footprint that compromised the function of both the housing and the fire station. Additionally, there was no room to accommodate a temporary fire station on-site during construction, which would require relocation of fire services and add considerable cost and complexity.

Option B involved closing the unopened road allowance to create space for all three components: the fire station, housing, and reinstated tennis courts. This configuration required underground parking and would be delivered in two phases. While it accommodated all uses on-site, it resulted in the permanent loss of the road allowance, including mature trees and a potential future road connection or utility corridor. It also did not allow for an on-site temporary fire station, which would again require relocation of fire services and add considerable cost and complexity. It would also involve complex staging and utility relocation.

Option C explored the idea of constructing housing above the fire station in a combined facility with underground parking. This compact design preserved the tennis courts and the road allowance, but would significantly increase costs and delay the project due to its complexity. It would require securing funding and partnerships, interim renovations to the existing fire station, and a longer construction schedule. Like the other options, it did not provide a solution for temporary fire operations on-site during construction.

In all three cases, the inclusion of housing introduced trade-offs that undermined critical elements of the fire station project, including operational continuity, delivery timelines, public amenities, and long-term flexibility. None of the options were able to accommodate the temporary fire station on-site, which is essential for maintaining uninterrupted emergency services. For these reasons, staff recommend proceeding with the fire station replacement and reinstatement of the tennis courts, while preserving the road allowance and continuing to explore separate opportunities for housing in the area.

Additionally, it should be noted that the Fire Hall #5 site is not included in the MOU between the District and BC Housing. In recent conversations, BC Housing staff noted that there are currently no funding opportunities or partnerships that have been identified for a project of this nature. They further shared findings that combined fire hall/housing projects in the region had high comparative costs and poor satisfaction from residents.

Therefore, the inclusion of housing on this site, as either a separate standalone facility or as part of a combined facility, is not recommended and is not included in the next phase of project planning and design. Housing, in combination with other facility replacement projects, will continue to be explored on future projects in accordance with Council policy to consider the use of District land, where appropriate, for social and affordable housing.

<u>Pemberton Park / Temporary Fire Station</u>
Pemberton Park is located directly adjacent to the existing building on the west side of the site (See Appendix 1) and has been determined to be the best site for a temporary fire station to be installed while the new fire station is constructed on the existing building's footprint. Pemberton Park includes some green space, but the primary use is the tennis court. There are two (2) additional courts located approximately three blocks south of Pemberton Park on Welch street. There are six trees in the park with trunks greater than

0.5m in diameter, and every effort will be made to protect them during construction. Removal of landscape beds and ornamental trees on the frontage of 15th Ave will be required to allow road access for the temporary fire station. After the new building is open and the temporary fire station has been removed, Pemberton Park will be restored to its current condition and uses. Refer to Appendix 4 for the preliminary site study showing the layout and construction sequencing.

Road Allowance:
A road allowance is located immediately to the south of the existing site. The road allowance contains some underground services but is primarily serving as additional greenspace between the existing fire station, Pemberton Park and Norgate Elementary School. The road allowance area is not required for the new fire facility and is recommended to be preserved for future road connections and utility corridors that may be needed to support future development of the area. There are 15 trees in the road allowance. As no construction is required in the road allowance as part of this project, these trees will be retained and protected from damage during construction.

Fire Station Design
District staff are performing a detailed space programming review to determine the extent of the of the new facility. It is anticipated that the size of the replacement facility will be larger than the existing fire station as design best practices and DNVFRS operational needs have changed significantly since the original building was designed. Consideration will also be given to projected growth in the area. More details on the new fire station size and program will be provided in the next update to Council.

Timing/Approval Process:
Considering the age and overall condition of the existing fire station, staff are continuing with design development. Staff will return to Council with design options prior to community engagement currently estimated to take place in early 2026.The current project schedule shows tender in late 2026 and completion in mid-2029. The decision to proceed with tender and construction will take place during the next Council term.

Concurrence:
Consultation with District staff has taken place through a Preliminary Development Application process. Senior staff have been consulted for input and concurrence. Parks, Community Planning and Housing, Fire, Finance, Utilities, Engineering Design, and Transportation Engineering departments were consulted and have provided concurrence.

Financial Impacts:
While the detailed space program is still being determined, preliminary cost estimates indicate that with the inclusion of a temporary fire hall and restoration of Pemberton Park, the Total Estimated Cost (TEC) of the project could reach $30.5M. There is sufficient budget to proceed with the facility design as the 5-year Capital Plan includes $15M for this project. As the design progresses, consideration towards right-sizing the facility and balancing affordability will be prioritized. It is expected that additional funding will be required in order to construct the facility.

Considering future growth in the Lions Gate / Lower Capilano area, DNVFRS is planning for increased capacity for Fire Station 5. If detailed space programming confirms these needs, approximately one-third to one-half of the project is expected to be funded by development, through an amendment to the development cost charges (DCC) bylaw.

Housing, while not deemed to be feasible for inclusion in this project, would significantly increase construction costs by 30-50%, depending on factors like the number of units, underground parking, number of stories and impact to schedule.

Liability/Risk:
The existing fire station is well beyond the end of its useful life and does not meet modern standards for worker safety or current response needs. There is an increased risk of unplanned building system failure that could compromise DNVFRS' ability to respond to emergencies. Critical building renewal work would be required to maintain the existing Fire Station in operation beyond the next five years at a cost of more than $2.5 million. The building is also located in a high-risk seismic zone (liquefaction). In the event of an earthquake, damage to the existing building is likely and could result in service disruptions.

An investigation of the site for environmental contamination is underway. The use of the site, the surrounding businesses and the presence of an underground storage tank in the past makes the site at risk for contamination which would require remediation prior to occupancy of the new facility.

Social Policy Implications:
The replacement of Fire Station 5 supports all of the major Strategic Priorities set out in the DNV Fire and Rescue Services Strategic plan and the mission to provide exceptional service to the District.

Environmental Impact:
The new fire station will be designed and if approved, constructed to meet the requirements of the *Climate Ready Municipal Buildings Policy*. The new station would be 'all electric" which will contribute to the reduction of GHG emissions from building operations.

Mature trees on south and west areas of the site are planned to be retained. The Parks space will be restored upon completion.

Public Input:
District Policy: Public Information Meetings – District Fire Stations and Fire Training Centres, the design of the new Fire Station will be communicated to the public in alignment with this policy. A public engagement process will be undertaken as part of the design of the fire Station.

Conclusion:
The existing fire station is well beyond the end its useful life expectancy and future failures in the building may compromise District Fire and Rescue Service's ability to respond to emergencies. OCP Land Use and Implementation Plan in this area require the facility to be

expanded to maintain fire and rescue service levels in the Lions Gate / Lower Capilano community.

Staff will proceed with the design of a new fire station on the existing site and return to Council with an update and a cost estimate prior to community engagement in early 2026.

Respectfully submitted,

Mathew Schofield
Senior Project Manager, Facilities

Appendix 1: Location of Fire Station 5
Appendix 2: Alternative sites
Appendix 3: Housing Studies
Appendix 4: Preliminary Site Study

REVIEWED WITH:

☒ Community Plng & Hsg	___	☐ Clerk's Office	___	External Agencies:	
☒ Development Services	___	☒ Communications	___	☐ Library Board	___
☒ Utilities	___	☒ Finance	___	☐ NS Health	___
☒ Engineering Services	___	☒ Fire Services	___	☐ RCMP	___
☒ Parks	___	☐ ITS	___	☐ NVRC	___
☐ Environment	___	☐ Solicitor	___	☐ Museum & Arch.	___
☐ Facilities	___	☐ GIS	___	☐ Other:	___
☐ Human Resources	___	☒ Real Estate	___		___

Appendix 1: Location of Fire Station 5

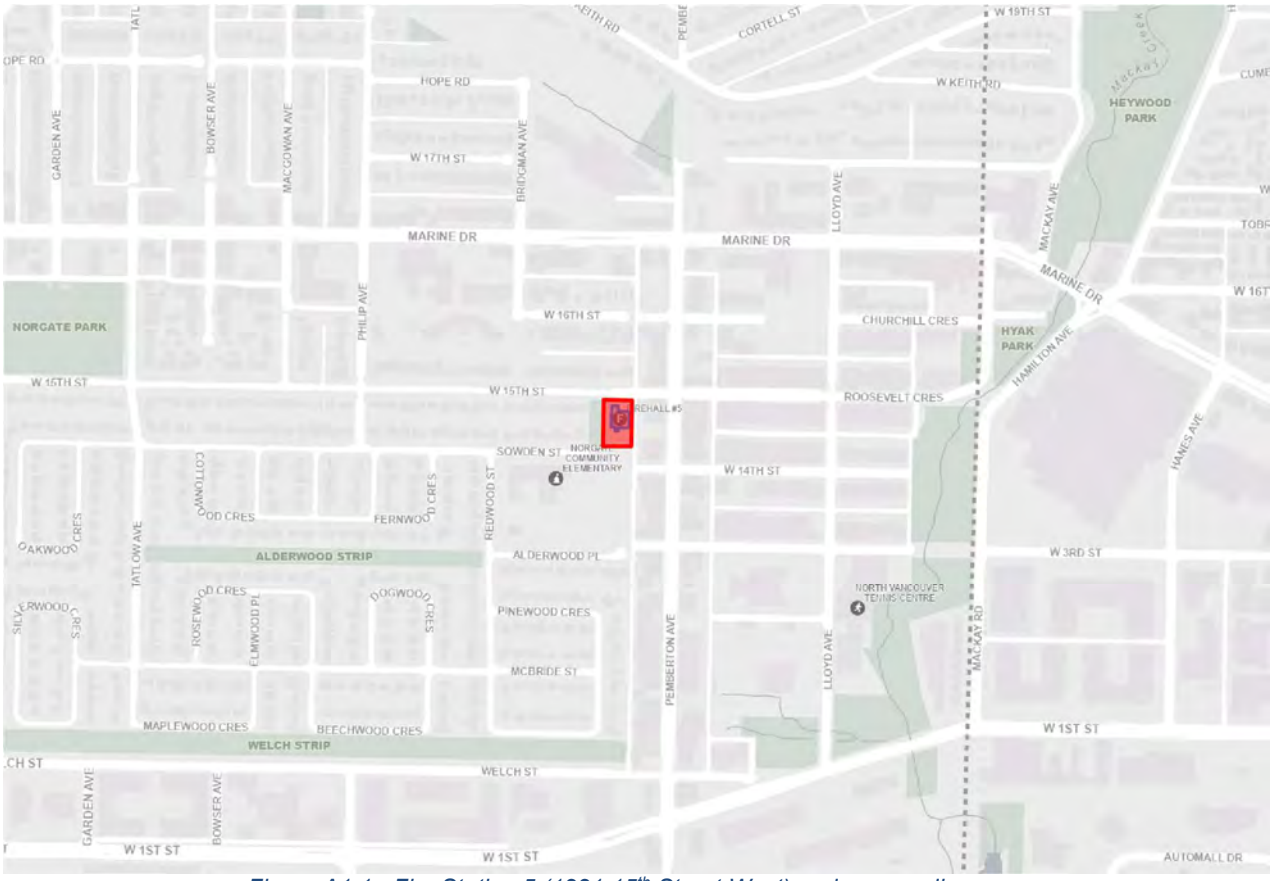


Figure A1.1 - Fire Station 5 (1221 15th Street West) and surrounding area

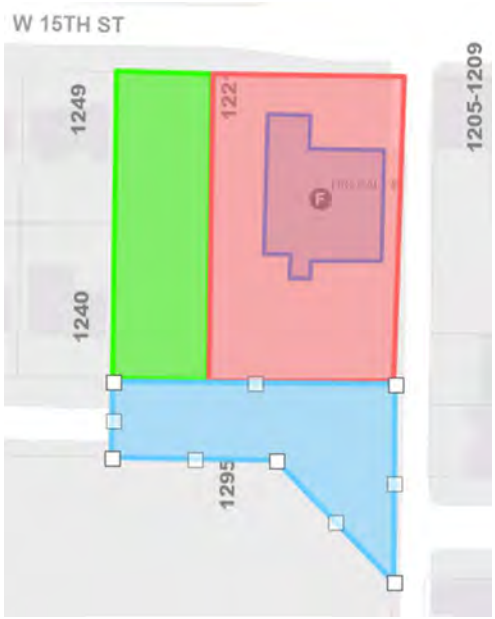


Figure A1.2 Legend:
Red: Fire Station site
Green: Pemberton Park
Blue: Road Allowance

Figure A1.2 – Fire Station 5 site components

Appendix 2: Alternative sites

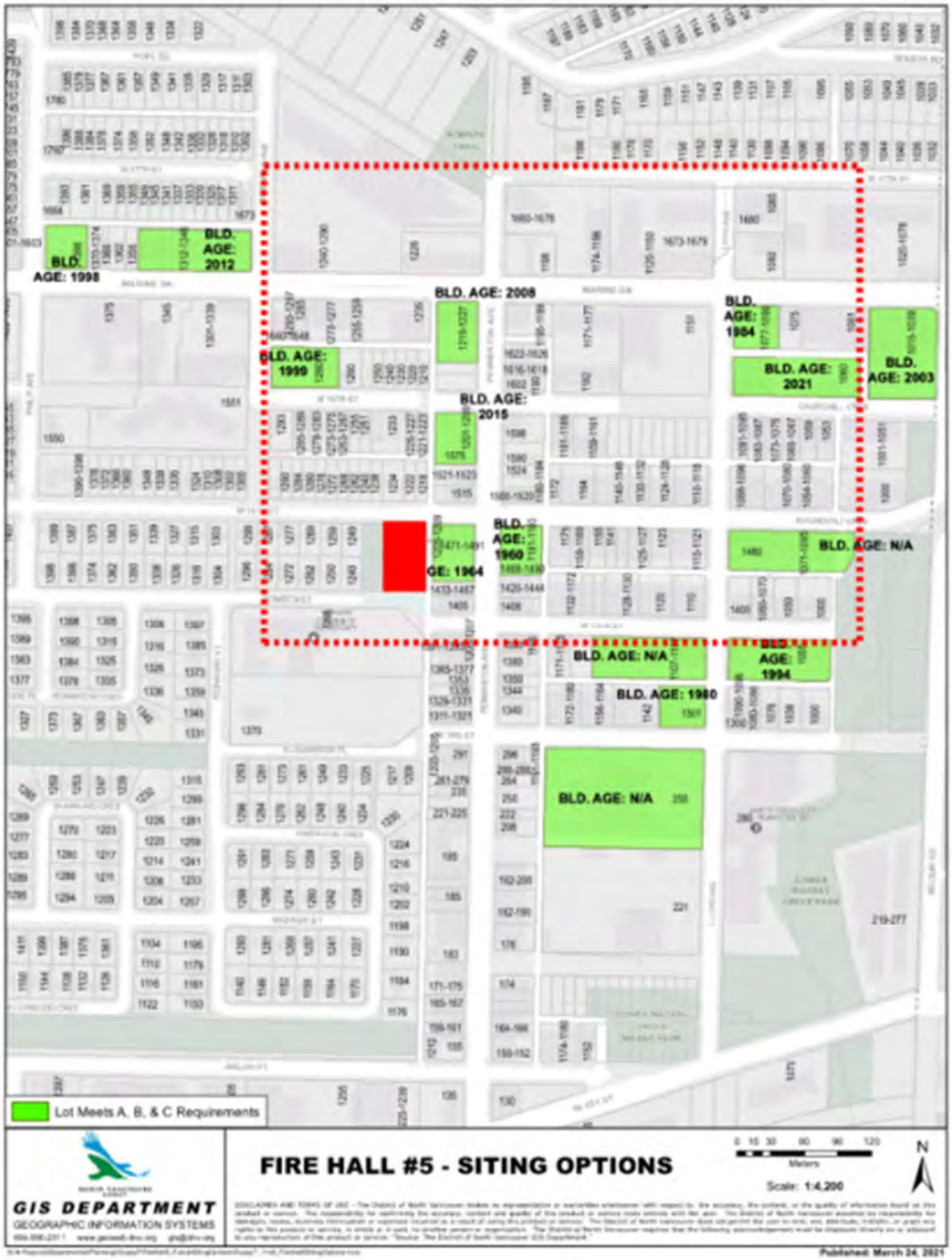
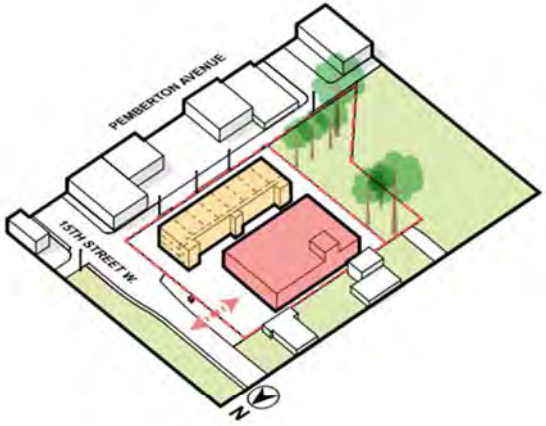


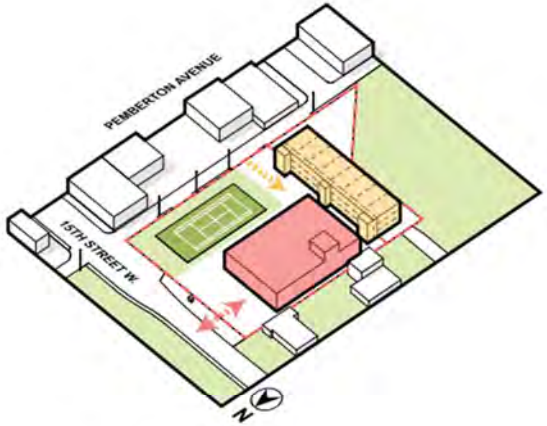
Figure A2.1: Site Options

Figure A2.1 Legend:
Red block: Fire Station site
Green Block: Alternative sites investigated
Red Dotted Line: Response time boundary

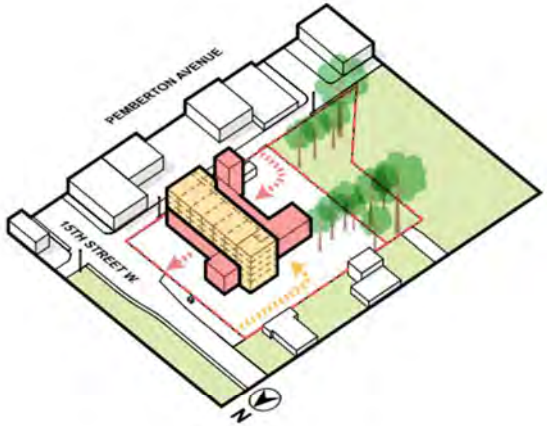
Appendix 3: Housing Studies



A. HOUSING ADJACENT TO FIRE HALL

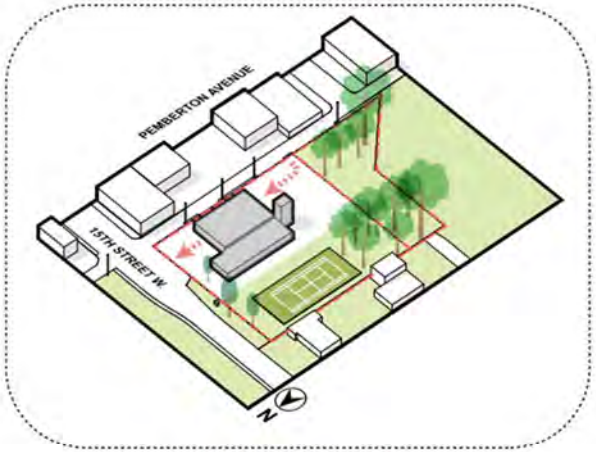


B. HOUSING ON ROAD ALLOWANCE WITH UNDERGROUND PARKING (IN 2 PHASES)

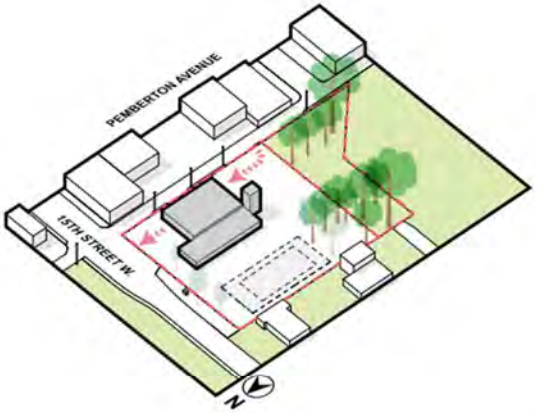


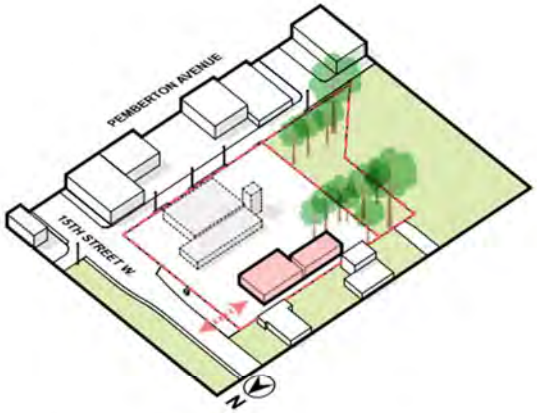
C. HOUSING ABOVE FIRE HALL WITH UNDERGROUND PARKING (IN 1 PHASE)

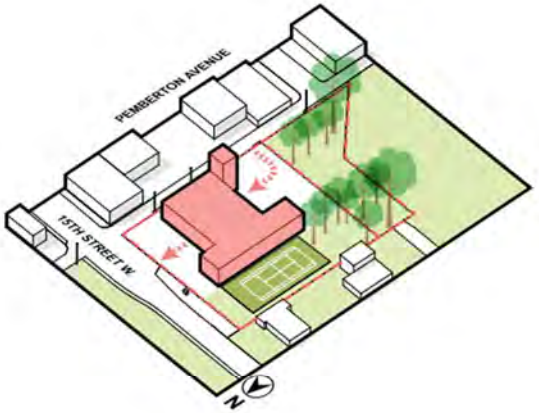
Appendix 4 - Preliminary Site Study



EXISTING CONDITION







❶ REMOVE TENNIS COURT

❷ CONSTRUCT TEMPORARY FIRE HALL,
DEMOLISH EXISTING FIRE HALL
ONCE TEMPORARY HALL IS COMPLETED

❸ CONSTRUCT NEW FIRE HALL,
REMOVE TEMPORARY FIRE HALL
ONCE CONSTRUCTION OF
NEW FIRE ALL IS COMPLETE,
REINSTATE TENNIS COURT

Attachment 2: Project Schedule

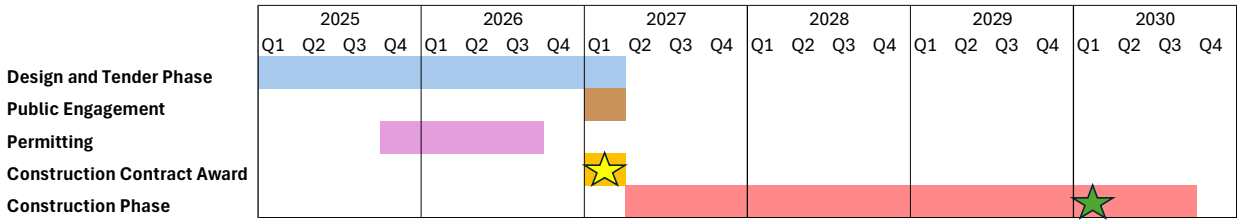


Figure A2.1 – Overall Project Schedule (as of March 2026)

Notes:

- Yellow star represents a major funding commitment point
- Green star represents occupancy of the new fire station
- Parks restoration will take place after occupancy

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❒ Info Package	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 4, 2026
File: 12.6360.01/001.000

AUTHOR: Naizam Jaffer, Section Manager, Park Operations

SUBJECT: **Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination**

RECOMMENDATION:

That Council receive the report entitled **"Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination"** for information purposes.

REASON FOR REPORT:

To provide Council with an update on boating safety initiatives planned for the 2026 boating season, including implementation of a new 5-knot speed zone at Whey-ah-Wichen Park by the Vancouver Fraser Port Authority (VFPA), multi-agency boating safety events including VFPA boating blitzes, the return of the ICBC/RCMP Project Wave program, installation of a Kids Don't Float lifejacket loaner board in partnership with the Royal Canadian Marine Search and Rescue (RCMSAR), and additional public education signage initiatives supported through community partners such as MADD Canada.

SUMMARY:

Whey-ah-Wichen Park is one of the District's busiest waterfront parks and a key regional boating destination. The District's Park Ranger Service (Rangers) have been engaged with the VFPA, DNV Fire and Rescue Services, North Vancouver RCMP, RCMSAR, and other partners to support boating safety initiatives for the 2026 season.

This year, the VFPA is proceeding with implementation of a 5-knot speed zone around the boat launch area, supported by signage, updated boating communications, and coordinated compliance activity.

VFPA is a federal port authority established under the *Canada Marine Act* and is responsible for managing navigation-related harbour practices within the Port of Vancouver's jurisdiction, including Burrard Inlet. VFPA implements operational measures such as designated speed

zones through its Port Information Guide and related public notices, supported by on-water patrol presence and coordination with enforcement partners.

Similar 5-knot speed zones have been implemented in other high-use areas within port waters, including Deep Cove and Port Moody.

Additional initiatives include VFPA Safe Boating Blitz events, a Safe Boating Awareness Week event, the return of ICBC/RCMP Project Wave, installation of a Kids Don't Float lifejacket loaner board, and supplementary public education messaging supported through partners such as MADD Canada.

BACKGROUND:

Whey-ah-Wichen Park is a high-use waterfront park that includes a public boat launch and experiences heavy seasonal boating activity. As a result, the District faces ongoing safety concerns related to vessel speed, wake impacts, swimmer and paddlecraft safety, and enforcement limitations.

The June 2025 tragic boating incident off Whey-ah-Wichen Park underscores the need for enhanced boating safety measures and strengthened inter-agency coordination.

EXISTING POLICY:

These boating safety initiatives align with the District of North Vancouver Official Community Plan (Bylaw 7900) by supporting safe access to parks and waterfront recreation areas and strengthening partnerships with external agencies responsible for marine transportation and public safety.

These efforts also align with the Corporate Plan 2023–2026 by supporting community safety, improving coordination with external partners, and reinforcing stewardship of high-use public recreation assets.

ANALYSIS:

Rangers have been working with VFPA Harbour Patrol, DNV Fire and Rescue Services, and the North Vancouver RCMP to support boating safety initiatives in Burrard Inlet and Indian Arm, with a particular focus on Whey-ah-Wichen Park. This includes coordination, information sharing, and operational planning through VFPA-led multi-agency boating safety meetings involving federal agencies, policing partners, and marine response organizations.

The District is also supporting development of a joint public safety signage program, including the installation of QR-code-based signage that directs users to VFPA boating safety rules and information (Appendix A).

Implementation of a 5-Knot Speed Zone

The VFPA is establishing a formal 5-knot speed zone around the Whey-ah-Wichen Park boat ramp and float area. VFPA is a federal port authority established under the *Canada Marine Act* and is responsible for managing navigation-related harbour practices within the Port of Vancouver's jurisdiction, including Burrard Inlet. VFPA implements operational measures such as designated speed zones through its Port Information Guide and related public notices, supported by on-water patrol presence and coordination with enforcement partners.

The proposed design is consistent with the Deep Cove Deep Anchorage Area (DAA) speed zone and the model implemented in Port Moody and includes a defined zone extending approximately 250 metres from the launch and dock area (Appendix B). The speed zone is intended to reduce vessel speeds in proximity to swimmers, paddlecraft users, and boat launch activity.

The speed zone will be included in the next update of VFPA's Port Information Guide, currently being prepared through a notice of assessment and a 30-day consideration period that began the week of April 27, 2026. Subject to public feedback, VFPA anticipates implementation between late May and early June 2026. Once that process is complete, speed zone signage will be installed on the foreshore, with Burrard Inlet marker buoys anticipated to follow in 2027.

Implementation will be supported through signage, updated boating publications, public messaging, and increased on-water patrol presence during peak boating season. The District's Communications Department will support amplification of key safety messaging through District channels over the summer season.

Enforcement

VFPA has confirmed that enforcement of marine speed restrictions within Burrard Inlet is undertaken by federal and marine enforcement agencies, including Transport Canada, VFPA Harbour Patrol, Vancouver Police Department Marine Unit, and the RCMP Marine Units (North Vancouver, Port Moody, Coquitlam, and Richmond Detachments). Compliance activity will be dependent on operational availability and deployment priorities. VFPA will support implementation through signage, communications, and on-water presence, and will continue to work with enforcement partners to align the speed zone with existing enforcement frameworks.

Boating Safety Events (2026)

VFPA has scheduled twelve (12) Safe Boating Blitz events for the 2026 season, including multiple blitzes planned at Whey-ah-Wichen Park. These blitzes will occur across June, July, and August and are intended to support boating compliance checks, public engagement, and education. VFPA, in conjunction with agency partners, is also planning a Safe Boating Awareness Week event scheduled for May 16, 2026, at the Gallant Wharf in Deep Cove. The event is organized on behalf of the Canadian Safe Boating Council and is intended to promote public awareness at the start of the boating season.

The RCMP and ICBC are spearheading the return of the Project Wave boating safety initiative in 2026, with potential dates in June, July, and August at Whey-ah-Wichen Park. Project Wave is expected to involve coordinated enforcement and education activity, including boating compliance checks and public-facing safety messaging.

In addition to permanent MADD signage at Whey-ah-Wichen and Gallant wharves, Parks is coordinating with MADD Canada to support temporary public education signage and volunteer engagement during scheduled boating safety outreach events, reinforcing messaging related to responsible boating behaviour.

Kids Don't Float Lifejacket Loaner Board

Rangers are working with RCMSAR to install a Kids Don't Float lifejacket loaner board at Whey-ah-Wichen Park. This initiative will provide free access to properly sized personal flotation devices (PFDs) at a high-use waterfront site and supports preventative public education by improving access to safety equipment.

FINANCIAL IMPACTS:

Enforcement of the proposed 5-knot speed zone will be undertaken by federal and marine enforcement agencies, including Transport Canada, VFPA Harbour Patrol, and various RCMP Marine Units, consistent with existing practices in Burrard Inlet.

Therefore, no new resources or costs are anticipated for the District.

LIABILITY/RISK:

These initiatives are intended to reduce public safety risk through on-the-water speed reduction measures, education, and inter-agency coordination. Collectively, these actions support reduced likelihood of serious injury or fatality at a high-use waterfront site.

SOCIAL POLICY IMPLICATIONS:

These initiatives support community safety and public well-being by promoting safe recreational use of public waterfront spaces. Education, enforcement coordination, and improved access to safety equipment support safer participation for families, youth, and visitors.

The Kids Don't Float program also supports equitable access to public recreation by reducing barriers to obtaining appropriate PFD equipment.

ENVIRONMENTAL IMPACT:

The 5-knot speed zone is expected to reduce wake and vessel turbulence in the immediate vicinity of Whey-ah-Wichen Park. Reduced wake may help minimize shoreline erosion and disturbance to the foreshore and nearshore environment, including sensitive intertidal areas and habitat used by juvenile fish and other marine species. Boating safety education and

compliance initiatives also reinforce responsible marine recreation practices, including appropriate conduct around marine mammals.

CONCLUSION:

A number of boating safety initiatives are planned for summer 2026 at Whey-ah-Wichen Park in partnership with VFPA, DNV Fire and Rescue Services, North Vancouver RCMP, and RCMSAR. This includes a new 5-knot speed zone, VFPA-led Safe Boating Blitz events and Safe Boating Awareness Week programming, ICBC/RCMP Project Wave initiative, and installation of a Kids Don't Float lifejacket loaner board to strengthen preventative safety education and improve access to PFDs for children and other vulnerable users.

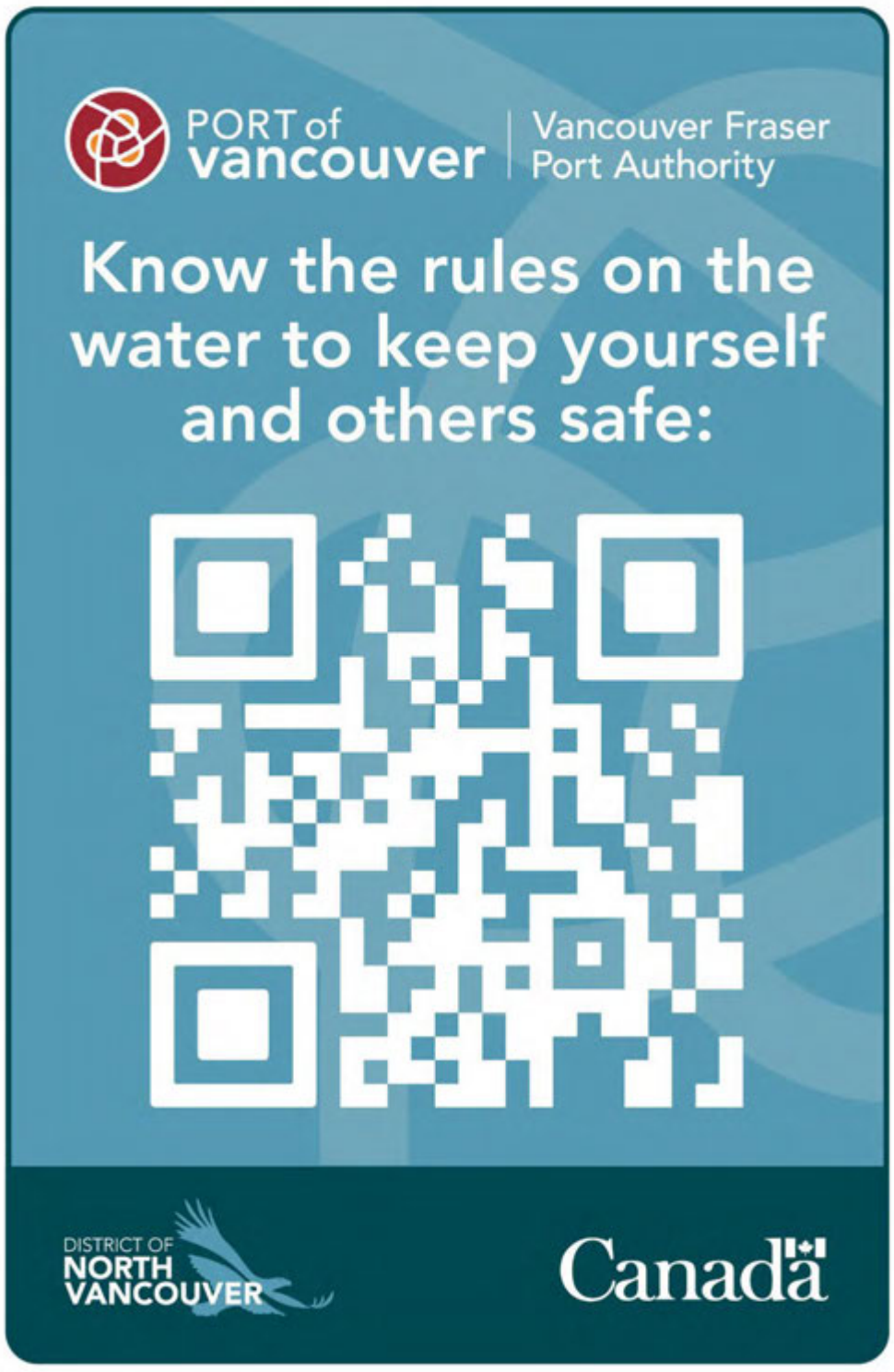
Respectfully submitted,

Naizam Jaffer
Section Manager, Park Operations

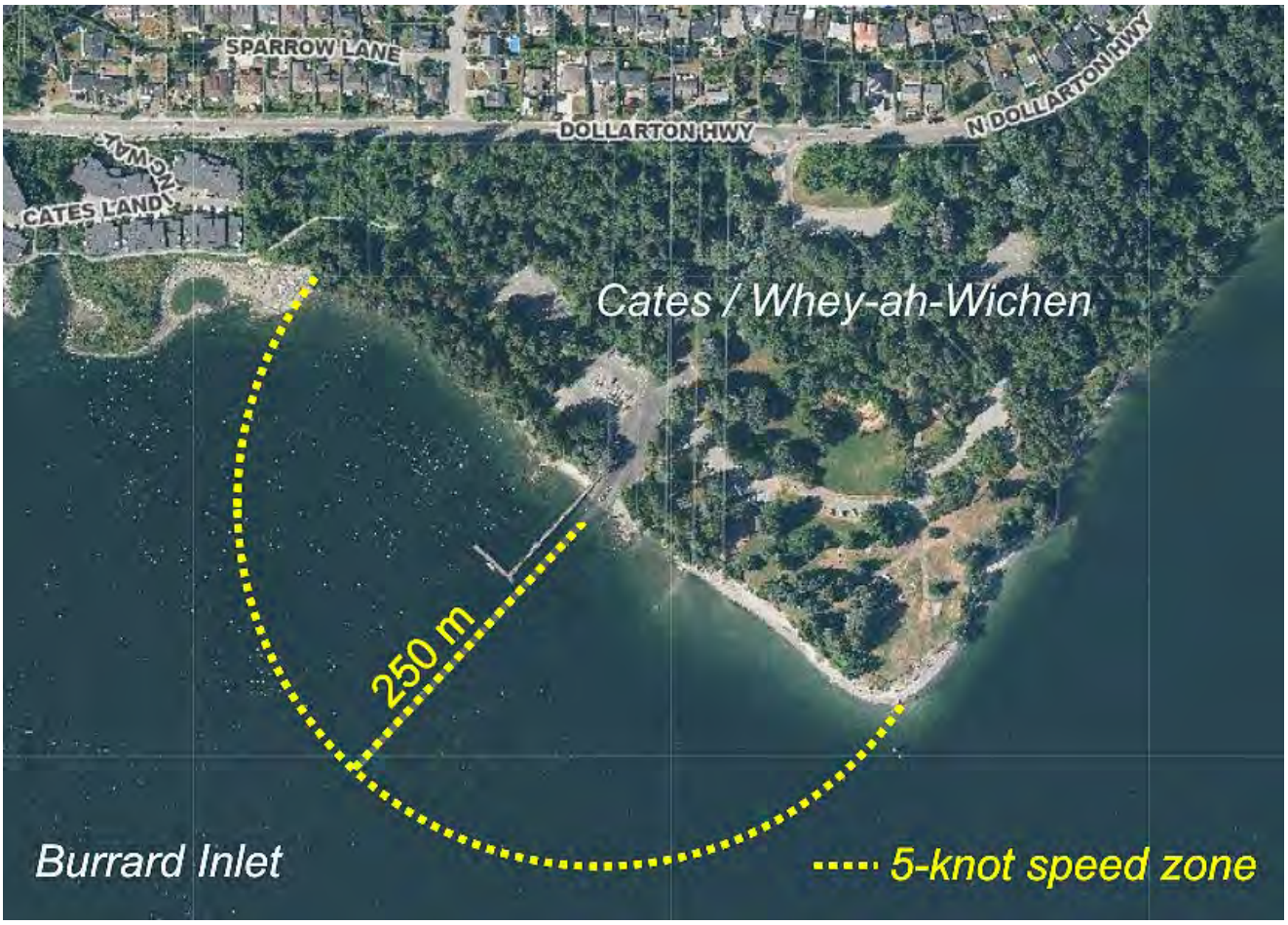
REVIEWED WITH:

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

Appendix A


PORT of vancouver
Vancouver Fraser Port Authority
Know the rules on the water to keep yourself and others safe:
DISTRICT OF NORTH VANCOUVER
Canada

Appendix B


SPARROW LANE
DOLLARTON HWY
N DOLLARTON HWY
CATES LAND
Cates / Whey-ah-Wichen
250 m
Burrard Inlet
5-knot speed zone

❒ Info Package	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 4, 2026
File: CAPPARKS-313193949-31110

AUTHOR: Graham MacInnes, Parks Designer

SUBJECT: Seylynn Park Phase 2 Planning: Temporary Pilot Park

REASON FOR REPORT:
To inform Council about the one-year pilot park at Seylynn Park, and how the results and targeted neighbourhood feedback will be used to refine the Phase 2 design before full construction scheduled for 2027.

SUMMARY:
The District is advancing the second phase of design and development for Seylynn Park. Phase 1 was completed in 2020. Funding for Phase 2 design, engagement, and construction was approved in 2024 and is funded through development charges to support park amenities in the growing Lower Lynn Town Centre, where many new residents live in apartments with limited access to private green space. As part of this next phase, the District is undertaking additional targeted neighbourhood engagement to ensure the updated design responds to neighbourhood growth and evolving recreational needs.

To support this work, a one-year pilot park will be installed in spring 2026 within the future Phase 2 area. Public feedback will be collected throughout the pilot. The pilot will include seating areas, planters, an informal kids bike route, and a multiuse sports area with table tennis. Installing these amenities in advance of detailed design and construction will allow the District to test their use, gather community input, and make refinements. If well received, temporary amenities could be made permanent or be reused elsewhere.

BACKGROUND:
Seylynn Park is a 3-hectare neighbourhood park that features a large oval lawn, seating areas, rain gardens, a paved promenade, skate bowl, small play area, and connections to the Spirit Trail. It also includes riparian and forested areas along Lynn Creek. The park supports a wide range of community uses, such as children's summer camps, fitness programs, and the Live and Local concert series, and is relied upon by nearby residents for daily outdoor recreation.

With 2,496 completed and approved units and a projected demand of 3,000 units by 2030, Lynn Creek Town Centre is growing quickly. Nearly 70% of dwellings in the town centre are

high-rise apartments (five storeys or more) with limited access to private green space, meaning many residents depend on Seylynn Park as their primary outdoor “backyard”.

The park has undergone several planning and redevelopment stages:

- 2015: Lower Lynn Town Centre Implementation Plan recommends re-envisioning Seylynn Park.
- 2015: Seylynn and Bridgman Parks Master Plan is completed.
- 2018: Seylynn Park detailed concept plan is prepared.
- 2020: Phase 1 construction is completed, including the oval lawn, seating areas, rain gardens, paved promenade, and Spirit Trail connections.
- 2024: Funding is approved for community engagement, design work and construction for Seylynn Park Phase 2.
- 2025: Seylynn Community Recreation Centre is demolished, allowing for Phase 2 development of the park to proceed.

EXISTING POLICY:
The pilot park for Seylynn Park Phase 2 aligns with several key District plans and strategies:

- Official Community Plan (2011): Calls for updating and adapting local parks to meet evolving community needs and demographics.
- Parks and Open Space Strategic Plan (2012): Recommends reviewing and upgrading Seylynn Park to better address local recreational demands.
- Lower Lynn Town Centre Implementation Plan (2015): Supports a redesign of Seylynn Park to ensure it effectively serves current and future users.
- Seylynn and Bridgman Parks Master Plan (2015):
  - Envisions Seylynn Park as “a community hub with a wide range of recreation amenities.”
  - Recommends a multi-purpose sports court with a basketball hoop that can also function as an event plaza.
  - Recommends a fenced dog off-leash area nearby.
- Outdoor Sports Courts Strategy (2025): Identifies the need for additional basketball courts in District parks near town and village centres, including the Lynn Creek Town Centre.
- People, Dogs and Parks Strategic Plan (2026): Identifies Seylynn Park as a priority site for a fenced dog off-leash area.

ANALYSIS:

Temporary Pilot Park:
A temporary pilot park will be installed in spring 2026 for approximately one year within the Pilot/Phase 2 area. The District will provide opportunities for public feedback throughout the pilot's duration to better understand the community's values and to help test and refine amenities and programming. See Appendix 1 for examples of other temporary pilot park projects.

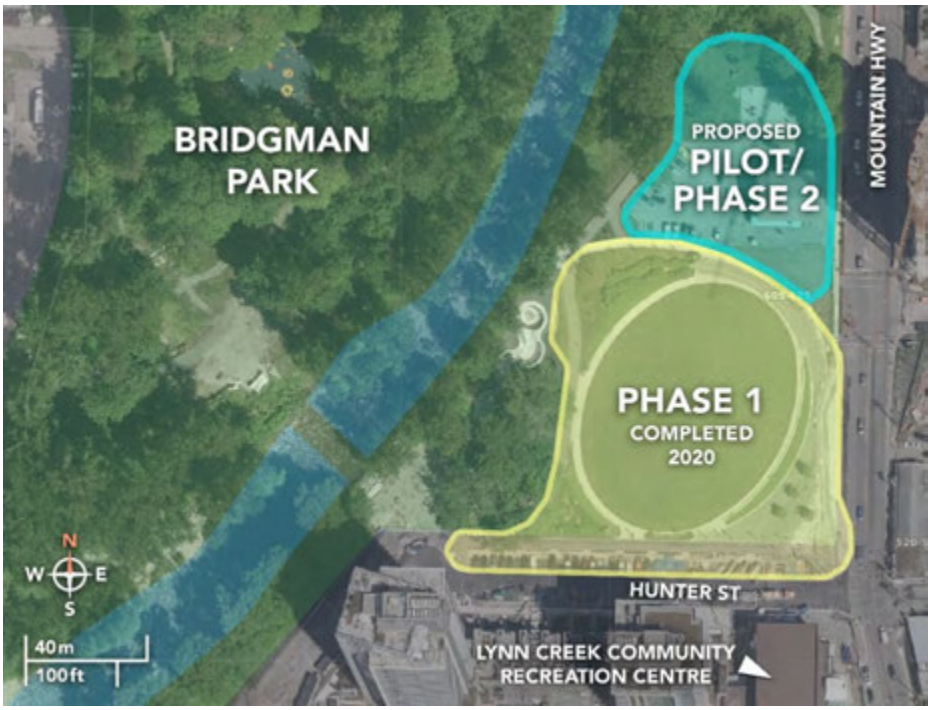


Figure 1: Location of Seylynn Park Phase 2 and Pilot Park

The temporary pilot park will incorporate the following elements:

- Multi-use area with games table (table tennis), basketball net, lockable storage bin with various small lawn games (with a key available at the Lynn Creek Community Rec Centre), and the existing asphalt painted with colourful artistic designs, half-court basketball lines, and kids' bike route.

- Flexible seating areas with Adirondack style chairs (secured to deter theft), picnic tables with umbrellas (including an accessible table), and planters with trees and shrubs (to provide a visual buffer and greenery).

- The existing playground equipment (in the fenced area) will remain for the duration of the temporary pilot.

- A misting station may be considered depending on the availability of a suitable product and nearby location (in proximity to utility connection).

Figure 2: Seylynn Park – Existing Conditions

Figure 3: Temporary Pilot Park Concept (Artist Rendering)

Public Input:
Targeted neighbourhood feedback will be collected throughout the duration of the year-long pilot period. On-site signage will invite park users and residents of the Lynn Creek neighbourhood to provide feedback on the District's website. All responses will be timestamped to help staff understand how community sentiment evolves as new features are introduced.

Parks staff will also run pop-up information sessions on-site at the park, to answer questions and collect informal feedback on the pilot park and encourage visitors and residents to provide feedback.

Ongoing review of this input will help determine what's working well or not and highlight desired permanent features. Towards the end of the pilot period, staff will prepare an engagement summary report to consolidate community input and inform the draft Seylynn Park Phase 2 design.

NVRC (North Vancouver Recreation and Culture Commission) will be engaged at key milestones before and during the pilot to gather their perspectives on what is working well, any challenges observed, and opportunities for improvement. Their feedback will help shape the Phase 2 design.

PNEAC (Parks and Natural Environment Advisory Committee) will be consulted to review community input and provide feedback on the emerging Phase 2 design.

Following the pilot and development of the draft Phase 2 design, an additional engagement phase is planned to share the draft concept plan and proposed permanent amenities. This may include a community open house or pop-up events in Seylynn Park to present the design, gather input, and provide an opportunity for staff to answer questions. Community feedback from this phase will be used to refine and finalize the Seylynn Park Phase 2 design.

Figure 3: Public engagement will occur at the "consult" level of the District's engagement spectrum.

TIMING/APPROVAL PROCESS:
Pilot park amenities will be installed in spring 2026 and will remain in place for approximately one year. Park amenities could be reused. Public input will be gathered throughout the pilot period to monitor success and to collect input.

Council will receive updates at key milestones, including at the launch of the first and second rounds of community engagement, as well as following the completion of the draft concept plan for Phase 2 in summer/fall 2026.

Construction for Seylynn Park Phase 2 is anticipated to begin in 2027.

CONCURRENCE:
Parks Operations, Communications and NVRC were consulted in preliminary planning. Communications reviewed this report.

FINANCIAL IMPACTS:
Budget for the Seylynn Park Phase 2 design (and construction) was approved through the 2025–2030 Financial Plan.

Capital funding for Seylynn Park Phase 2 engagement (including temporary pilot park) and detailed design was approved in 2024 (approximately $313,000). Construction funding of $2.8 million is included in the 2027 budget.

CONCLUSION:
The temporary pilot park provides an opportunity to test and refine future park amenities and gather meaningful and targeted neighbourhood feedback in real time. It responds to the needs of the growing Lynn Creek Town Centre and aligns with multiple District plans and strategies.

Input collected throughout the pilot will directly inform the development of the Seylynn Park Phase 2 design, which will be shared with Council and the community before the design is finalized. Construction of Phase 2 is anticipated to begin in 2027.

Respectfully submitted,

Graham MacInnes, Parks Designer

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	CG	❑ 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			

APPENDIX 1:

Precedent Temporary Pilot Parks

Figure 4: Bridge Street Pop-up Park, City of Delta

Figure 5: Pop-up Plaza at Maple and 4th Avenue, City of Vancouver

Figure 6: Concord Community Pop-up Park, City of Vancouver

Figure 7: Village Park Community Centre Pop-up, Town of Comox

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❒ Info Package	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 12, 2026
File:

AUTHOR: Carolyn Grafton, Director of Communications and Community Relations

SUBJECT: FIFA World Cup 2026 – District of North Vancouver Readiness and Resourcing Context

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REASON FOR REPORT:
At the direction of the CAO, the purpose of this Information Report is to advise Council of anticipated operational considerations related to the FIFA World Cup events taking place in the region from June 11 to July 19, 2026, and to outline the District of North Vancouver's current capacity to prepare for and respond to potential impacts associated with increased visitor volumes.

SUMMARY:
Vancouver is a host city for the FIFA World Cup in 2026, and it will be the first time a World Cup is hosted in North America. With games scheduled over 39 days in 16 host cities across three countries, it is the first time a World Cup has been hosted in this manner. Therefore, a precedent for crowds and impact on surrounding municipalities is difficult to determine.

While no matches or official FIFA events are planned within the District of North Vancouver, the proximity of the District to Vancouver and our popular visitor destinations, access to the Sea to Sky corridor and Vancouver Island, and the City of North Vancouver's fan zone at the Shipyards may result in impacts such as increased traffic, increased park usage, and heightened demand for municipal services.

The District is expected to experience localized increases in visitor volumes and demand near key destinations and access routes. Under current resources, staff will manage this period similarly to other peak summer days, responding to issues as they arise.

At present, there is no approved budget or dedicated resourcing allocated for proactive planning, staffing, or inter-agency coordination specific to FIFA World Cup–related impacts. As a result, the CAO has directed that the majority of District work associated with potential World Cup impacts will be reactive, focused on responding to issues as they arise within

existing staff resources and approved work plans. The District will continue to use established summer operating practices, such as monitoring conditions, responding to service requests and issues as they arise, and escalating through existing inter-agency and emergency management processes when required.

BACKGROUND:
Over 39 days in June and July 2026, Vancouver will host FIFA World Cup matches and related activities. Events of this nature typically generate increased regional travel, tourism activity, and public interest, including informal viewing events, celebrations, and pressure on transportation networks.

ANALYSIS:
Within existing budgets and staffing levels, District efforts related to the World Cup will be limited to:

- monitoring regional conditions and issues as they emerge
- responding to operational, enforcement needs or communications needs on a case-by-case basis
- participating in regional coordination only where required and within existing capacity
- general operational readiness and preparedness for unforeseen emergencies (in collaboration with NSEM)

This approach relies on established summer operating practices and existing inter-agency/emergency management protocols to respond to issues as they arise.

No dedicated planning, enhanced monitoring, or resource pre-deployment is planned for District staff at this time.

While the District anticipates increased visitor volumes in peak tourism areas during the tournament period, the operational approach is expected to align with the District's standard response for other high-demand summer days (e.g., sunny long weekends). Service response will remain focused on monitoring conditions and addressing issues as they arise within existing resources. Potential increases in service demand at key destination parks will be managed using existing scheduling frameworks, while operating within existing approved seasonal budgets and resource allocations. Depending on visitor volume, residents may notice impacts on the park system including increased litter, trail erosion, increased pressure on washrooms, and slower service request response times.

Staff have considered the sequencing and timing of planned capital work (e.g., watermain replacements and paving) to manage local disruption where feasible; however, the District is not proposing to defer capital work entirely during the tournament period or to incur additional costs (such as night work) solely to mitigate possible impacts. Work will continue in

accordance with approved work plans, contractual requirements, and asset management priorities.

This approach reflects current financial constraints and priorities approved through the District's existing financial plan. Council is aware of the shuttle arranged through partners and the Economic Development Office through an information report entitled *Lonsdale to Grouse Tourism Shuttle Pilot Project - Summer 2026.*

The City of North Vancouver is planning a series of FIFA World Cup–related fan activations and public viewing events at the Shipyards during the 2026 tournament period. Known as the Uber Eats Canada Soccer House North Vancouver, it will be the official fan home for Canada Soccer during the 2026 FIFA World Cup.

Based on information shared with District staff through inter-agency coordination and RCMP briefings, these activations are expected to include organized game-day events and additional programming. The City is currently planning for crowd management, public safety, traffic, security, and first responder access, including close coordination with the RCMP and on-site policing during the event period. District Fire and Rescue Services is participating in FIFA-related meetings with City Fire, and in tabletop exercises with RCMP and West Van police. NSEM is involved in the City's planning efforts, and any activation of the Emergency Operations Centre (if an emergency arises) will be supported by all North Shore municipalities, as required, based on established practices.

CNV's activations are expected to drive additional impacts across the North Shore, such as

- spillover parking and traffic
- increased use of trails, parks, and viewpoints outside the City
- increased service demand in both West Vancouver and the District

Concurrence:
Senior executives have reviewed, contributed and concurred with this report.

Financial Impacts:
There is no funding currently allocated for proactive World Cup-related planning or resourcing. Service response will remain focused on monitoring conditions and addressing issues as they arise within existing resources.

Liability/Risk:
In preparation for FIFA, and as part of broader summer seasonal preparedness, NSEM will be leading refresher training with key municipal staff in the coming weeks to better prepare should an EOC activation be required. An inventory of staff availability is also being prepared to ensure adequate availability and coverage should an emergency arise.

Conclusion:
The District of North Vancouver may experience the indirect effects of hosting a major international event regionally. Under current staffing and budget conditions, the District's

response to any FIFA World Cup-related impacts will be reactive in nature, consistent with established peak-season operations and existing emergency management protocols.

Respectfully submitted,

Carolyn Grafton
Director, Communications and Community Relations

REVIEWED WITH:

❑	Business and Economic		❑	Finance		External Agencies:	
❑	Bylaw Services		☑	Fire Services	MD	❑	Library Board
❑	Clerk's Office		❑	GIS		❑	Museum and Archives
❑	Climate and Biodiversity		❑	Human Resources		❑	NSEM
❑	Communications		☑	Integrated Planning	DM	❑	NS Health
❑	Community Planning		❑	ITS		❑	NVRC
❑	Development Engineering		☑	Parks	CJ	❑	RCMP
❑	Development Planning		❑	Real Estate		❑	Other:
☑	Eng Infra Services	PC	❑	Review and Compliance			
☑	Eng Pub Works	NC	❑	Solicitor			
❑	Facilities		❑	Utilities			

☑ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 19, 2026
Case: PLN2026-00006
File: 08.3060.20/006.26

AUTHOR: Jon Maselli, Development Planner

SUBJECT: 3526 Everglade Place – Virtual Public Information Meeting

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REASON FOR REPORT:

The purpose of this report is to inform Council of an upcoming virtual Public Information Meeting (PIM) for a detailed planning application at 3526 Everglade Place.

SUMMARY:

Steven Bailey and Katie Johnson have applied to redevelop the property at 3526 Everglade Place. The proposal involves the relocation, restoration, and permanent protection of the existing heritage building known as the Perry Residence (designed by Arthur Erickson in 1963 and listed on the District's Community Heritage Register), and the subdivision of the site into three single-family lots. Two new single-family homes are proposed on the two new lots, with the relocated Perry Residence on the third.

To accommodate the proposal, the application requires a Heritage Revitalization Agreement (HRA) and a Heritage Designation Bylaw. A Public Hearing will be required prior to bylaw adoption.

The applicant is holding the required Public Information Meeting (PIM) in a virtual format. The staff report to Council for consideration of the HRA will include a summary of the input received. Council will also receive a copy of all public correspondence collected.

PUBLIC INFORMATION MEETING DETAILS:

Website will be live for viewing, Q&A, and comments: **June 3 to June 17, 2026**
Web link: www.DNV.org/Public-Meeting

SITE AND SURROUNDING AREA:

The subject site is located on Everglade Place, within a neighbourhood characterized by low-density detached residential development. The site is approximately 1,650 m^2 (17,800 ft^2) in area and is currently occupied by the Perry Residence, a 1963 single-family home designed by architect Arthur Erickson. The home is listed on the District's Community Heritage Register and does not have formal heritage protection. Formal protection would be secured through the proposed Heritage Designation Bylaw.

Surrounding properties consist of single-family homes characteristic of the Delbrook neighbourhood. Braemar Elementary School is located within a five-minute walk to the northeast of the site, and Mountainside Secondary School is located within a five-minute walk to the south. Directly adjacent properties on all sides are single-family residential.

The site is currently designated Residential Level 2: Detached Residential (RES2) in the Official Community Plan, which typically envisions housing up to approximately 0.55 FSR. The site is currently zoned Single-Family Residential Delbrook (RSD) under the Zoning Bylaw.

Under the *Local Government Act*, a Heritage Revitalization Agreement (HRA) is a regulatory tool similar to a rezoning, which can vary uses, heights, densities, and other zoning provisions for the purpose of heritage preservation. An HRA Bylaw is required to accommodate the proposed subdivision and to secure the relocation, retention and restoration of the existing heritage building. The blended density across the three proposed lots is consistent with the RES2 designation, and an OCP amendment is not required.

PROJECT DESCRIPTION:

As part of the Heritage Revitalization Agreement (HRA), the Perry Residence is proposed to be relocated within the property to a newly created southern lot, where it would be restored and permanently protected through a Heritage Designation Bylaw.

The application proposes to subdivide the existing property into three single-family lots:

- **Lot 1:** One new two-storey, three-bedroom single-family home at a proposed Floor Space Ratio (FSR) of approximately 0.78;

- **Lot 2:** One new two-storey, three-bedroom single-family home at a proposed FSR of approximately 0.78; and

- **Lot 3:** The relocated and restored Perry Residence at a proposed FSR of approximately 0.36.

The blended FSR across the three lots is approximately 0.54. Vehicle access and off-street parking for all three homes is proposed via Everglade Place.

The HRA Bylaw would vary the following provisions of the underlying RSD zone to accommodate the proposed subdivision and the relocation of the heritage home: minimum lot area; minimum lot width; minimum lot depth; FSR; building height; building depth; building coverage; and setbacks.

The applicant has submitted a Statement of Significance and a Heritage Conservation and Maintenance Plan, both prepared by a qualified heritage professional. These documents identify the character-defining elements of the Perry Residence and the conservation measures required to preserve them.

FORMAT OF MEETING:

The format of the virtual PIM includes a webpage with details on the application, visual materials (in lieu of display boards), and a short video prepared by the applicant team (in lieu of an in-person presentation).

The virtual PIM will be live for a two-week period, from June 3 to June 17, 2026. During this time, a Q&A function on the webpage will allow staff and the applicant to respond to questions from interested community members. Comments will also be accepted through the webpage during this period.

The staff report to Council for consideration of the HRA will include a summary of the input received. Council will also receive a copy of all public correspondence collected.

PUBLIC NOTIFICATION:

In accordance with District's Non-Statutory Public Consultation for Development Applications, the notification for the meeting includes:

1. 94 notification flyers sent to owners and occupants within 100 metres (328 ft) of the site (Attachments 1 and 2);

2. One bi-directional notification sign installed on the subject property along the Evergreen Place frontage (Attachment 3);

3. A newspaper advertisement placed in two editions of the North Shore News (Attachment 4); and

4. Notification sent to the Delbrook Community Association and Norwood/Queens Community Association.

Respectfully submitted,

Jon Maselli
Development Planner

Attachments:

1. Notification Flyer with Process Flowchart
2. Notification Mailout Radius Map
3. Notification Sign and Installation Location
4. Newspaper Advertisement

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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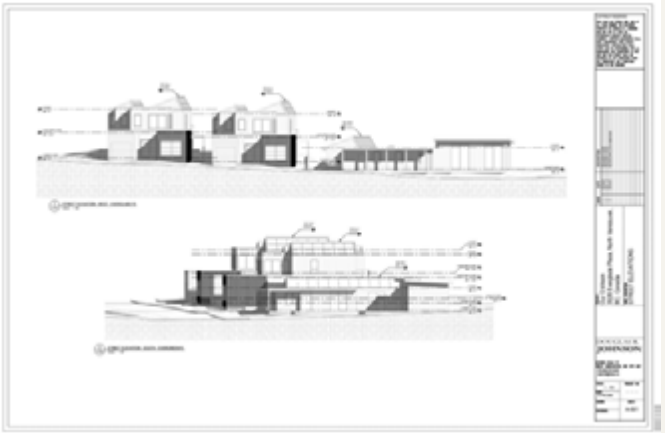
ATTACHMENT 1
NOTIFICATION FLYER WITH PROCESS FLOWCHART

NOTICE OF A VIRTUAL PUBLIC INFORMATION MEETING IN YOUR NEIGHBOURHOOD

ARTHUR ERICKSON - PERRY ESTATE

3526 EVERGLADE PLACE, NORTH VANCOUVER

This information package is being distributed to the owners and occupants within 100 metres of the proposed development site in accordance with District of North Vancouver policy.



ABOUT THE PROPOSAL

We are proposing the preservation and restoration of the Arthur Erickson-designed Perry Residence located at 3526 Everglade Place.

To facilitate this preservation, we have submitted a development application for a Heritage Revitalization Agreement and Subdivision of the existing property into three individual lots.

The heritage home will be relocated to the newly created southern lot, restored, and permanently protected through a Heritage Designation Bylaw. Two new single-family homes are proposed to be constructed on the remaining two northern lots. Vehicle access and off-street parking for all three homes will be provided via Everglade Place.

The home is currently experiencing ongoing deterioration due to water ingress impacting multiple areas of the structure.

Without timely intervention, the home will continue to deteriorate, putting its long-term preservation at serious risk.

This proposal aims to create a viable path to restore and preserve the home.

VIRTUAL PUBLIC INFORMATION MEETING

A two-week public input opportunity will be held through the District of North Vancouver's platform.

This is an opportunity for neighbours to share their feedback and ask questions to the applicant regarding the development proposal.

MEETING DATES
June 3 to June 17, 2026

Please visit **www.DNV.org/public-meeting** to access the virtual two-week meeting.

IMPORTANT NOTE:

This is not a Public Hearing. No decisions on the proposal will be made at this stage.

FOR MORE INFORMATION, PLEASE CONTACT:

Steven Bailey, Home Owner
steven.bailey818@gmail.com
(604) 362 4547

Jon Maselli, Development Planner
masellij@dnv.org
(604) 990 2411 ext. 7199

DEVELOPMENT REVIEW PROCESS

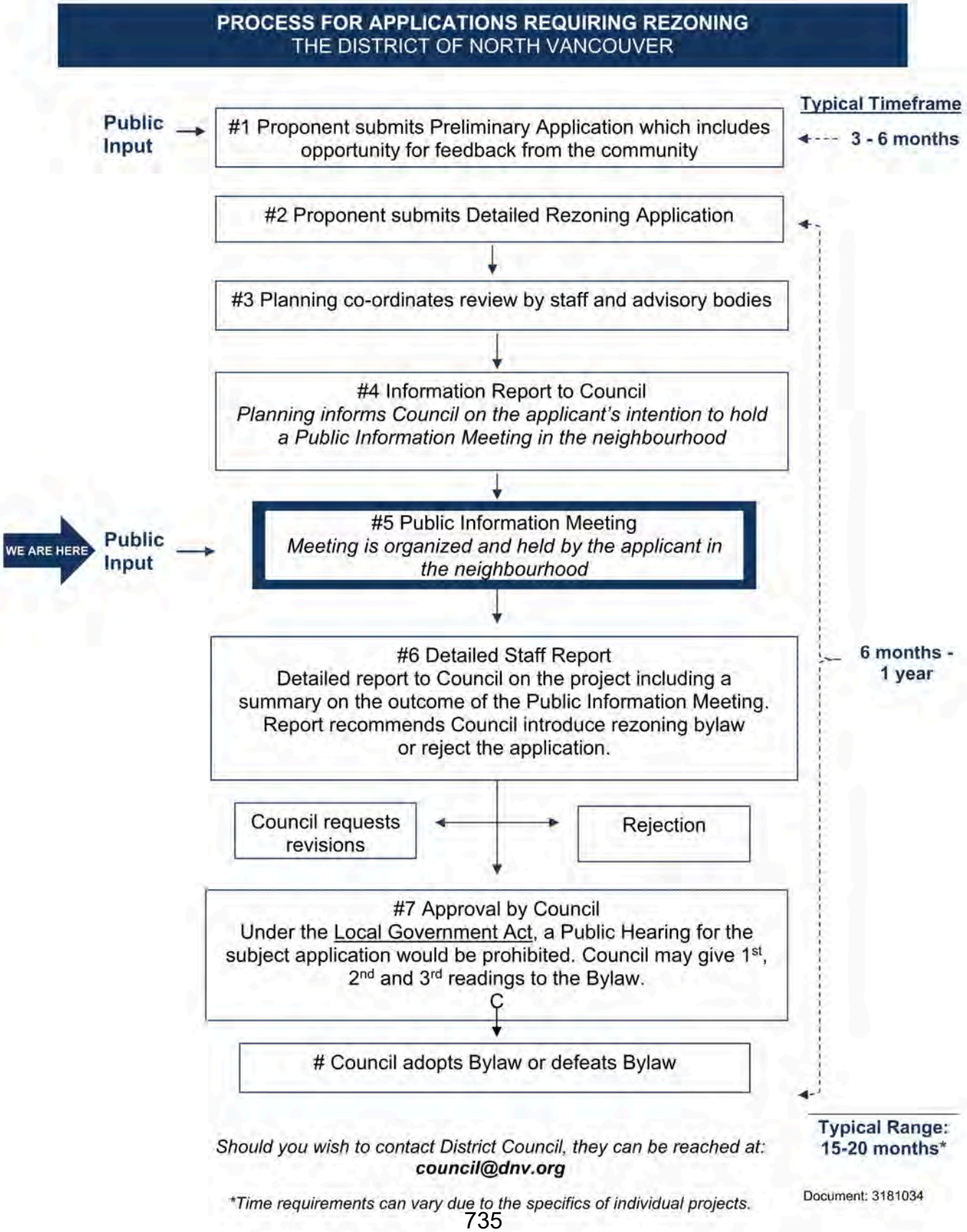
Flowchart provided on next page.

SITE CONTEXT MAP

Map provided on next page.

DEVELOPMENT REVIEW PROCESS FLOWCHART

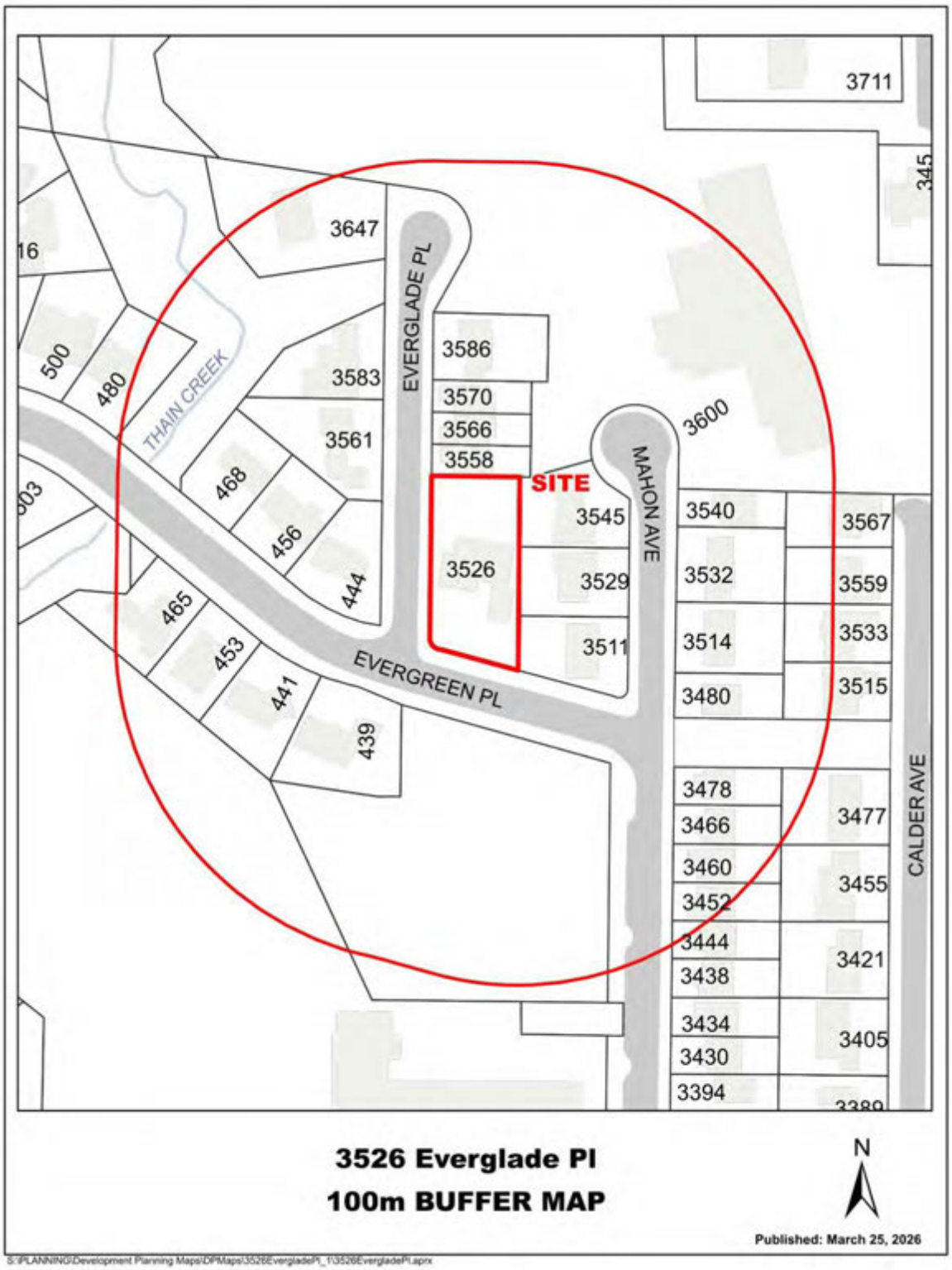
Note: A Heritage Revitalization Agreement is a regulatory tool that functions as a rezoning and follows the same review process outlined in this flowchart.



SITE CONTEXT MAP

3526 Everglade Place, North Vancouver

ATTACHMENT 2
NOTIFICATION MAILOUT RADIUS MAP



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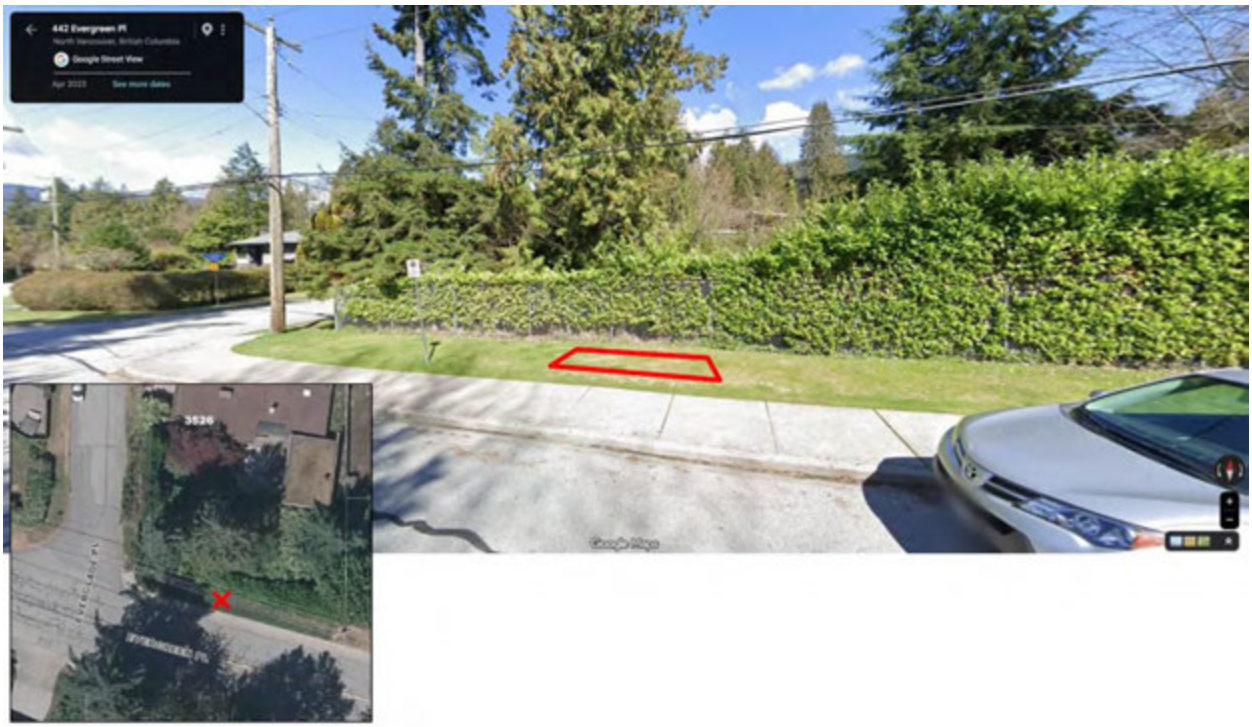
ATTACHMENT 3
NOTIFICATION SIGN AND INSTALLATION LOCATION


442 Evergreen Pl
Google Street View
3526

ATTACHMENT 4
NEWSPAPER ADVERTISEMENT

Development Proposal

PUBLIC INFO MEETING

Participate virtually June 3–17 at **DNV.org/public-meeting**

PROPOSAL: 3526 Everglade Place

1 Heritage Revitalization Agreement

3 single-family lots

2 new single-family homes

WE ARE HERE

PUBLIC INFO MEETING → **PUBLIC HEARING**

Contact: Steven Bailey & Katie Johnson
steven.bailey818@gmail.com, 604-362-4547

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☑ Info Package Date: May 20, 2026

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 20, 2026
Case: APP2026-00300

AUTHOR: **Mina Sami, Development Planner**
SUBJECT: **1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort Development Plan**

REASON FOR REPORT:

The District has received a referral from BC Parks for the "Mt. Seymour Resort - Ski Resort Development Plan" at 1700 Mt. Seymour Road. This report is intended to provide Council with information regarding this plan.

SUMMARY:

BC Parks, the agency responsible for the development and management of provincially owned park lands, has referred the Mt Seymour Resort's "Mt Seymour Resort - Ski Resort Development Plan" to the District for preliminary review and assessment. The plan includes expanding the resort area and activities to a four-season operation, with increased capacity, services, and infrastructure over the next 60 years.

Location of Mt Seymour Ski Resort and Aerial Image of Current Operations

PROPOSAL:

Mt Seymour Resort is located in the District of North Vancouver, outside its Urban Containment Boundary, and on lands within Mount Seymour Provincial Park. The Ski Resort Development Plan (SRDP) **(Attachment 1)** for Mt Seymour Resort describes the proposed transformation of

the current ski resort into a regional, all-season, mountain recreation destination for Metro Vancouver. The SRDP outlines the resort's long-term, phased expansion and its diversification into a mix of year-round mountain and recreation facilities, including enhanced ski terrain, summer activities, overnight accommodations, wellness amenities, shops, cafes, and integrated transportation solutions, accommodating approximately 6,765 guests at peak periods.

The following table highlights key proposed changes over the next 60 years, with actual buildout influenced by market demand and other factors:

Category	Existing Condition	Proposed Condition
Peak Balanced Resort Capacity	2,641 visitors (including 1,700 skiers)	6,765 visitors (including 5,200 skiers) (+156%)
Controlled Recreation Area (CRA)	230 hectares	334 hectares (+45%)
Ski Trails	41	97
Ski Lifts	4	14
Ski Terrain	42 hectares	157 hectares (+270%)
Summer Operations	Eco-adventure camps (July–August), self-guided hiking, sightseeing, and wildlife viewing	Expanded four-season recreational programming including cross-country mountain biking trails, aerial adventure park, zip lines, wildlife viewing, disc golf, events and festivals, via ferrata, skywalk, alpine slide, suspension bridge, and expanded hiking, trail running, and backcountry backpacking opportunities
Parking	823	Approximately 40% increase in parking supply
Gondola	None	Proposed gondola connection (with base at yet to be determined location) and associated infrastructure
Mountain Spa	None	Proposed mountain spa facility (size and capacity to be determined through future detailed design)
Year-round Accommodation	None	Approximately 200 overnight guests/day
Built Floorspace	32,177 sq. ft.	126,595 sq. ft. (+290%)
Annual Potable Water Use	7.8 million litres	19.3 million litres (+147%)
Snowmaking System Water Demand	Not known	Approximately 79 million litres annually
Sewage System	Existing 170 m^3 wastewater treatment plant (WWTP)	Significant upgrade/expansion/replacement of the wastewater treatment system and related infrastructure required to support projected demand
Power Infrastructure	Existing infrastructure servicing current operations	Electrical infrastructure upgrades required to meet current and projected demand

ANALYSIS

The SRDP outlines a long-term vision for an important local ski resort.

This plan has been reviewed with District's internal departments, including Zoning Bylaw Rewrite Project team, Community Planning, Parks Planning, Environmental Protection, Building Inspection, Property Use, Fire Department, Economic Development, and Development Engineering and Engineering Services staff.

It has been assessed against current District policies and bylaws, including but not limited to the Official Community Plan (OCP), the Regional Growth Strategy (Metro 2050), the Parks and Open Spaces Strategic Plan, the Natural Areas Trail Strategy and the Economic Development Strategy.

In summary, staff generally support the long-term vision as outlined in the SRDP. As the north shore continues to grow, its role in regional recreation and conservation will continue to evolve. Staff stress however, that there are signification potential impacts to the District and its residents that must be taken into consideration.

Key impacts include but may not be limited to:

- Transportation impacts associated with increase in guests;
- Utility impacts related to increasing demand for water, sanitary, and stormwater services;
- The potential for increased urbanization and intensification of development outside the Urban Containment Boundary;
- Potential impacts associated with expanded lift-accessed mountain biking, including increased pressure on existing unauthorized trails and the potential for further informal trail development extending into District of North Vancouver lands, particularly on the east side of the mountain;
- Potential impact related to Environmental Development Permit Areas (DPAs), including Slope and Wildfire Hazards, Protection of the Natural Environment, and Streamside Protection, as all development phases are expected to trigger one or more of these requirements; and,
- Potential impact related to wildfire risk, including the need for on-site fire protection measures such as fire suppression equipment and trained resort personnel capable of initiating a limited initial response until Fire Department resources arrive, particularly during extended dry summer periods when wildfire risk is elevated.

Should Mt Seymour seek to obtain permission to connect to the District's municipal services, District staff would evaluate their proposal including policy implications, regulatory requirements, impact assessment, estimated costs and timelines, then seek Council's direction on options

BC Parks is the lead agency in evaluating the proposal. As a result of a comprehensive public engagement led by BC Parks, including consultation with First Nations and NSEM, additional issues or impacts may be identified.

NEXT STEPS

Staff will be providing District staff's consolidated response to the referral from BC Parks regarding the SRDP.

Should Mt Seymour Resort proceed with components of the SRDP, they are advised to submit a preliminary application, including a complete drawing set, servicing and infrastructure drawings, a transportation study, and professional environmental reports, among other supporting materials, for staff review. This is to enable an assessment of the potential impacts of the proposed expansion into the surrounding area, particularly with respect to the development of outdoor recreation areas and associated accessory uses, provided that such uses do not contribute to increased urbanization outside the Urban Containment Boundary.

PUBLIC CONSULTATION

BC Parks has initiated inter-agency engagement with First Nations and local governments. As part of the ongoing process, BC Parks will lead the upcoming public engagement process from May 26 to June 25. District staff have sought information of a detailed scope of engagement and how BC Parks plans to share engagement results with the District. If this information is forthcoming, staff will update Mayor and Council.

CONCLUSION

The BC Parks referral for the Mt Seymour Ski Resort Development Plan (SRDP) involves the proposed expansion of the resort area and activities to a four-season operation, with increased capacity, services, and infrastructure. It is a long-term vision document at this time.

Staff generally support the plan while emphasizing that local and environmental impacts as well as infrastructure demands must be taken into consideration. Further, if the first phase of a phased development proposal was contemplated, staff recommend that a preliminary application be submitted for District review.

Respectfully submitted,

Mina Sami
Development Planner

Attachments:

1. Mt. Seymour Resorts Ski Resort Development Plan (SRDP)

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	_____		

Mt Seymour Resort
Ski Resort Development Plan
February 2025

www.brentharley.com

All photos credit of Mt Seymour Resort Ltd., unless otherwise attributed.

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Eddie Wood, President & General Manager

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TERRITORY ACKNOWLEDGEMENT

Mt Seymour Resort acknowledges that it operates on the unceded territories of the səlilwətaɬ (Tsleil-Waututh), Skwxwú7mesh (Squamish), and xʷməθkwəy̓əm (Musqueam) Nations.

Executive Summary

Introduction

The Ski Resort Development Plan (SRDP) for Mt Seymour Resort (MSR) describes the proposed transformation of this successful ski area into the mountain recreation gateway for Metro Vancouver. The SRDP describes the Resort's phased expansion, its diversification into a mix of high-quality all-season mountain and recreation facilities and attractions in a well-balanced and integrated fashion, and growth into the premiere mountain recreation destination in Metro Vancouver. The SRDP was completed by Brent Harley and Associates Inc. (BHA) with input from Mt Seymour Resort Ltd., BC Parks, Tsleil-Waututh Nation, Squamish Nation, and local stakeholders. The purpose of the SRDP is to provide a conceptual roadmap for the preferred development at Mt Seymour Resort. This development has been designed to improve the quality of the guest experience at MSR in an environmentally and economically sustainable fashion. The SRDP is the foundation from which MSR's vision, goals, and objectives can be achieved.

The Planning Process

In January 2017, Brent Harley and Associates were retained to create a new SRDP to guide the long-term development of MSR. The Resort developed a comprehensive vision for MSR as the foundation for the SRDP, recognizing the strong demand for an accessible, family-oriented, all-season mountain recreation experience on Vancouver's North Shore. BHA then undertook a detailed terrain analysis of the study area, confirming the technical viability of expanding and upgrading the mountain's alpine skiing and snowboarding experience and the development of summer recreational activities. BHA also completed an in-depth analysis of the base area, its size, layout, and orientation. BHA tied these analyses together to create a series of potential development concepts for expanding and upgrading the mountain facilities and amenities in balance and integrating them with an improved base area. The development concepts were refined through collaboration with Mt Seymour Resort Ltd. to arrive at the preferred concept presented in the BHA Ski Resort Development Plan for Mt Seymour Resort.

The Vision

Visioning sessions, led by BHA, established that MSR has a strong reputation as a family-oriented, beginner-friendly resort with the best snow on the North Shore Mountains. The variety of beginner and novice ski terrain and a consistent, deep snowpack have made MSR the place to go for new skiers, young and old.

Building on these positive qualities, Mt Seymour Resort is envisioned as:

Metro Vancouver's starting gate to mountain recreation.

Mt Seymour Resorts Ltd., the owner of Mt Seymour Resort, recognizes that its position within a Provincial Park places it in a unique position within both the ski industry and the parks system. It understands that to realize its vision, it must be aligned with the vision of Mount Seymour Provincial Park.

BC Parks states that their role is:

To protect the legacy of our natural heritage for future generations to enjoy as past generations have.

Mt Seymour Resort Ltd. will work with BC Parks, First Nations, local stakeholders, and members of the public to realize the complementary visions for Mt Seymour Resort and Mount Seymour Provincial Park. To do so, the following goals and objectives guided the creation of the Mt Seymour Resort SRDP.

- Ensure the long-term viability of Mt Seymour Resort by improving existing recreation activities and diversifying recreation activities and facilities through all four seasons.
- Address capacity and access issues related to the ski area and the Provincial Park.
- Resolve Controlled Recreation Area (CRA) boundary conflicts in collaboration with BC Parks and Metro Vancouver.
- Upgrade existing water and sewage systems to meet growing visitation and support the development of snowmaking infrastructure.

Existing Resort

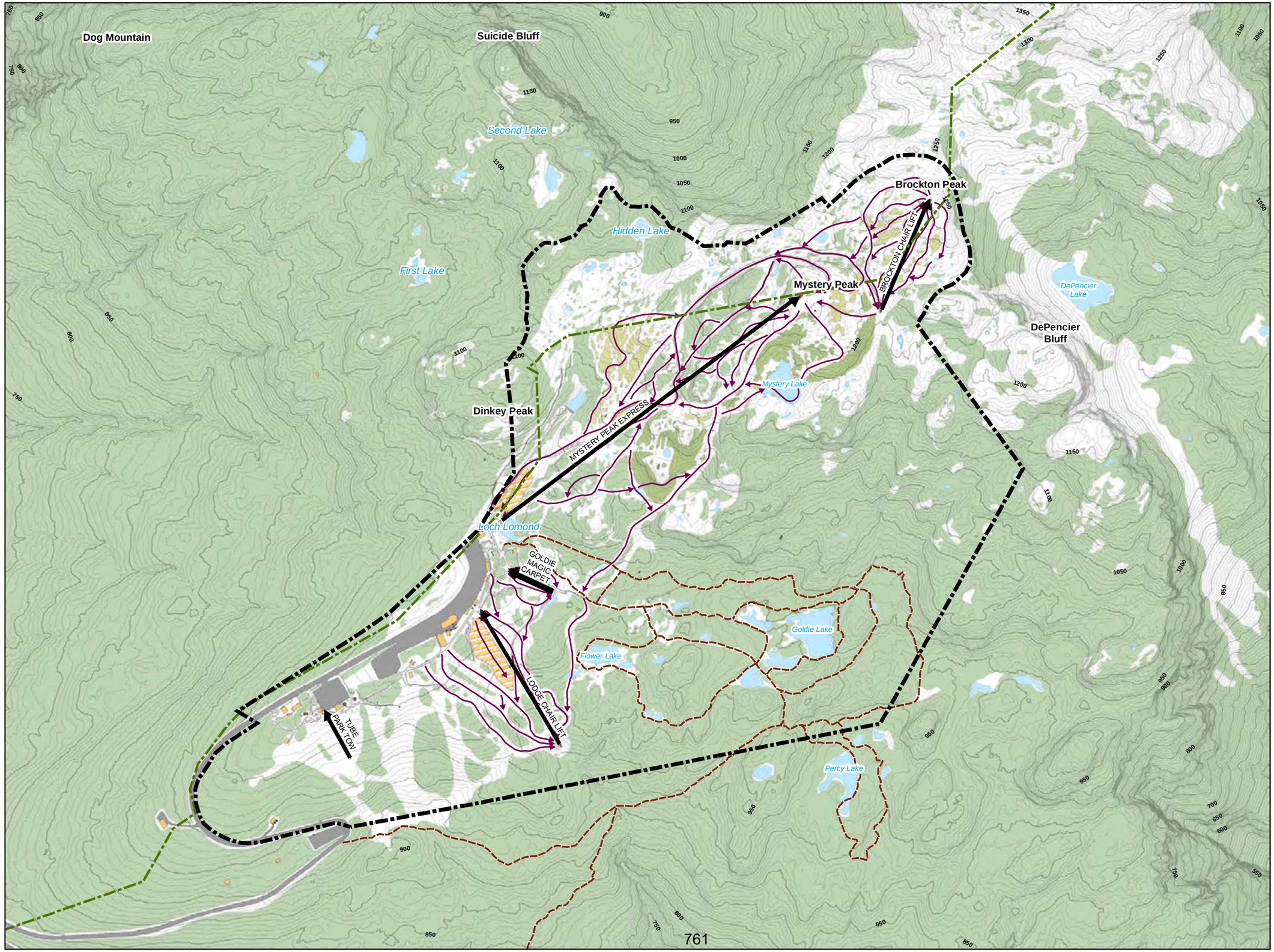
Location

Mt Seymour Resort is located within Mount Seymour Provincial Park in North Vancouver, BC. The Resort sits on the eastern edge of the North Shore Mountains below the peak of Mt. Seymour and overlooks the Metro Vancouver region. It is approximately a 30-minute drive from downtown Vancouver and within a 1.5-hour drive of all areas of Metro Vancouver.

Existing Facilities

Mountain Facilities

The current mountain facilities at Mt Seymour Resort (Figure E-1) consist of 4 lifts servicing 41 trails (plus gladed ski trails and terrain parks) contained within their Controlled Recreation Area (CRA), an area of approximately 230 hectares (570 acres). The CRA area also contains MSR's snowshoe trail network, consisting of 11 trails (5.6 km) and two sliding areas.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Terrain Parks
- Existing Ski Trails
- Existing Snowshoe Trails

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Existing Resort

Figure E-1

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The skiing facilities at MSR have a Peak Comfortable Carrying Capacity (PCCC) of 1,701 skiers[1]. The Peak CCC is a measure of the optimum number of skiers who can utilize a resort during its busiest period while being guaranteed a pleasant recreation experience and not causing a decline in the quality of the surrounding environment. Given the high demand for alpine skiing at MSR, its proximity to Metro Vancouver, and its vision for the future, BHA applied the highest acceptable skier densities in its analysis.

The analysis of the existing ski trails found an oversupply of beginner and novice terrain and a lack of intermediate, advanced, and expert terrain. Mt Seymour Resort has committed to addressing this imbalance by developing new ski terrain.

The capacity of the available alpine skiing, additional winter activities (e.g., snowshoeing) and passive visitors resulted in a Peak Balance Resort Capacity (Peak BRC) of 2,641 visitors at MSR. The Peak BRC is the total number of guests the Resort's facilities can accommodate during the busiest period of a day, while respecting the site's environmental limits and preserving a high-quality guest experience. The Peak BRC is the foundation for determining the appropriate scale of base area development (e.g., built space, parking).

Base Area Facilities

The existing base area at Mt Seymour Resort extends along the Lodge Ridge connecting the Mystery Peak Express in the north with the Enquist Lodge in the south. BHA's analysis of these facilities, as they relate to the Peak BRC, found that the amount of built space for ski patrol/first aid and administration is well provided. However, compared to industry standards, space for washrooms, restaurant/dining, rentals, and ski school are underserviced. As these are crucial to a positive visitor experience, the SRDP evaluates and illustrates the opportunities to expand or upgrade base area.

Parking

The day-use parking lots at Mt Seymour Resort have a capacity of 823 cars. At full capacity, the parking areas have space for approximately 1,646 guests (based 2 people per vehicle, determined from recent vehicle surveys). Recent experience has shown that parking capacity is insufficient to meet current demand. Through the SRDP, as Mt Seymour Resort expands, parking capacity will expand, additional programs and active management will be employed, and alternative transport options explored to create a balance with the resort's recreation capacity and improve the guest experience.

[1] For simplicity, any reference to skiing in the SRDP implies both skiing and snowboarding.

Site Analysis

The Mountain and the Base

BHA analyzed the physical characteristics of the study area in terms of slope, elevation, and aspect to gain an understanding of the alpine skiing development potential and its capability to support additional all-season resort activities, physically and environmentally. BHA identified several areas that hold significant promise for the upgrade and expansion of winter activities and the development of summer activities. Notably, slopes within the CRA to the southeast of the Mystery Peak Express present a significant opportunity to increase the amount of intermediate and advanced ski terrain. Further, the ski terrain above De Pencier Lake could add a new dimension to the Resort, offering long intermediate ski runs and gladed areas currently lacking at MSR. Finally, the surrounding Mount Seymour Provincial Park offers summer and winter backcountry adventure opportunities, which MSR can support, enhancing the recreation opportunities and promoting Mt Seymour Resort as a wilderness gateway on the North Shore.

Ski Resort Development Plan

The Mt Seymour Resort Ski Resort Development Plan (SRDP) describes the proposed transformation of MSR from a local ski area into a standout all-season regional resort. It is divided into two principal parts – the mountain facilities and the base area facilities.

Mountain Facilities

Mountain facilities are the on-mountain recreation trails, equipment and infrastructure developed to complement the natural landscape and environment in which they are built. They are the tools visitors and guests utilize to enjoy their escape to the mountains. The SRDP defines the proposed facilities that Mt Seymour Resort can support, now and in the future. In the winter, these include ski lifts and trails, snowshoeing, and tubing, while in the summer, opportunities will include hiking, wildlife viewing, zip lining, aerial adventure experiences, and mountain biking, all complemented by year-round glamping, cabin, and spa experiences.

Mountain Facility Goals and Objectives

Winter Season

The primary mountain development goals for MSR as they relate to winter facilities are to:

- Continue to offer terrain that reinforces the diverse needs of families and provides something for everyone, from traditional ski runs to gladed terrain for all ability levels.
- Continue to offer terrain designed to encourage skier skill progression.
- Provide intermediate/entry-level gladed ski trails that are ‘feathered’ into advanced gladed ski trails, supporting skier skill progression.
- Realize efficiencies within the existing terrain through modifications, upgrades, and infill.
- Continue to upgrade the ski lift system to cater to a high-density family skiing experience.

- Develop exciting new terrain that will inspire the market.
- Preserve, develop, and enhance the ski to/ski from capabilities of the base area.
- Develop a comprehensive snowmaking system utilizing state-of-the-art technologies to ensure a reliable snowpack, especially at lower elevations.
- Improve and expand on-mountain facilities to cater to the diverse needs and expectations of skiers in each area of the mountain.
- Provide exciting and compelling alternative winter activities for guests, such as snowshoeing and tubing, recognizing families' diverse needs and interests.

Summer Season

The primary mountain development goals for MSR as they relate to summer facilities are to:

- Plan for, design, and develop an accessible mountain biking trail system, an aerial adventure park and zip lines unique to Mt Seymour Resort.
- Plan and design various overnight options, from glamping to cabins, that are welcoming and accessible to all and provide a range of wilderness experiences.
- Consider and develop additional recreational opportunities in and around Mt Seymour Resort, including facilities and activities like a via Ferrata, a skywalk, an alpine slide, and a suspension bridge.
- Preserve, enhance, and expand on the trails catering to hiking, trail running, and backcountry backpacking trails staged from Mt Seymour Resort.
- Explore the opportunities to develop additional summer attractions, facilities, festivals, events, and celebrations based out of the Base Area.

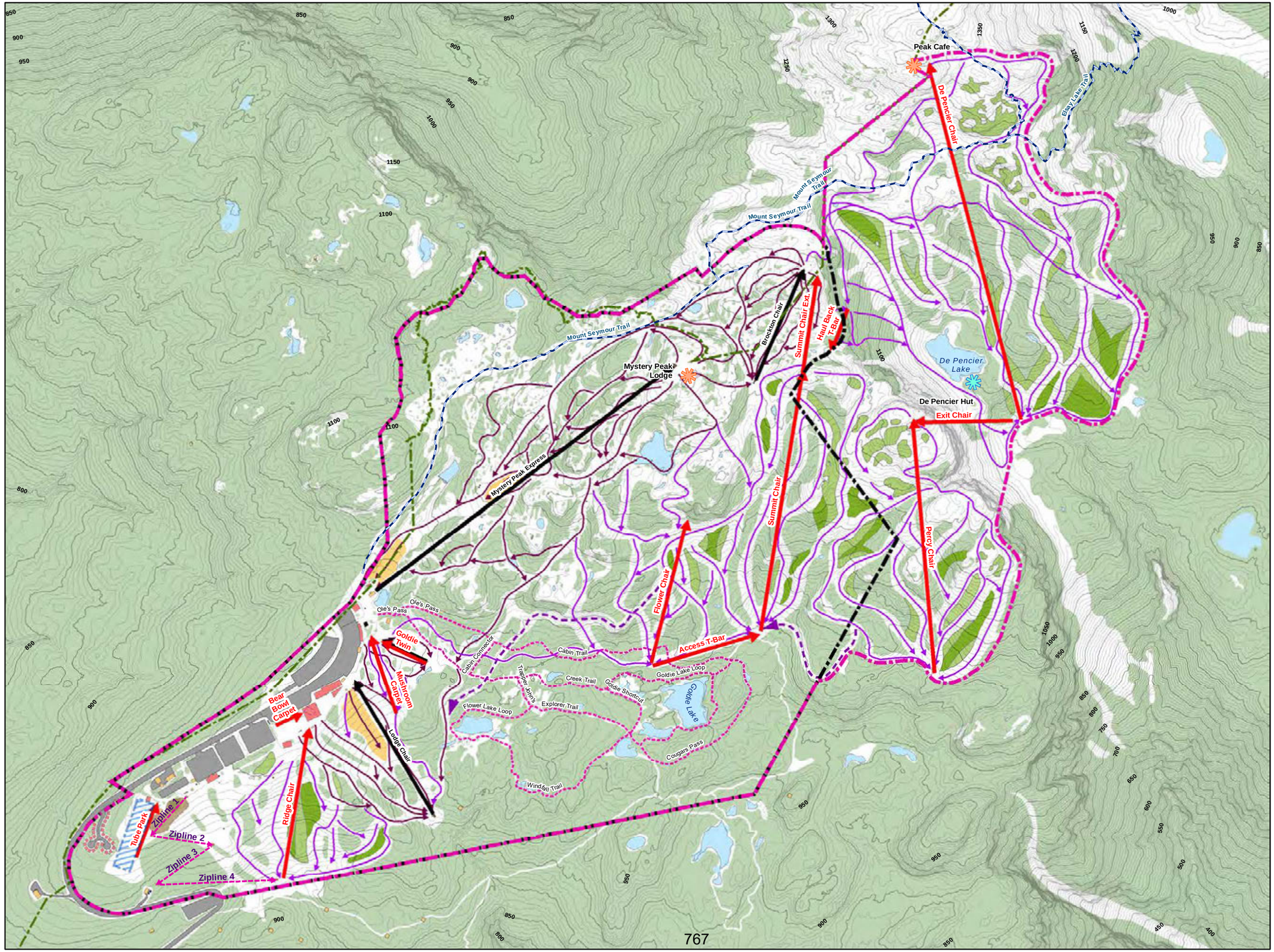
Guests heading up Mystery Peak Express after a fresh snowfall.

Lift and Trails

At the buildout of the SRDP, Mt Seymour Resort will consist of 14 ski lifts servicing 97 ski trails, plus gladed ski trails and terrain park areas (Figure E-2). Of these, 5 lifts will service existing terrain, 6 lifts will offer access to new areas, and 3 will facilitate skier circulation. This represents an additional 122 hectares (301 acres) of newly developed ski terrain and will bring Mt Seymour Resort's total developed ski terrain to approximately 164 hectares (405 acres). With the planned increases to the intermediate, advanced, and expert terrain, the ski terrain available will more closely align with the distribution of the skier skill classes in the skier marketplace and respond to increasing demand for alpine skiing in the Metro Vancouver region. At buildout, the Peak Comfortable Carrying Capacity, or the number of guests that can be accommodated during the busiest period of the day while ensuring a positive experience and respecting the environmental limits of the landscape, will be approximately 5,200 skiers.

Summer Attractions

Mt Seymour Resort has excellent potential to realize its summer activity goals. The SRDP describes a comprehensive Summer Plan. This includes adding an accessible mountain biking trail network, an expanded hiking network, and wildlife viewing and sightseeing opportunities. Additional summer facilities include the adventure park with zip lines near the Enquist Lodge, and glamping and cabin opportunities. Further, as base area facilities develop, MSR will actively engage in summer-use programming to accommodate festivals, concerts, camps, and weddings.



Mt. Seymour Resort Resort Development Plan 2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings

Summer Use Areas

- Aerial Adventure

Winter Activities

- Potential Tube Park

Proposed Glading

- Dense Glading
- Thin Glading

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

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Mount Seymour Resort at Buildout

Figure E-2

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Peak Balanced Resort Capacity

At buildout, the alpine skiing facilities will have a Peak CCC of approximately 5,200 skiers. The expansion of the snowshoeing and tubing, as well as overnight and passive visitors will add another 1,200 guests for a Peak BRC of approximately 6,400 visitors during the busiest periods.

Base Area Facilities

The proposed improvements and expansion of the base area at MSR have been designed to complement the mountain's attributes and planned on-mountain facilities. Base area projects will be gradually developed, in balance with the creation of additional skiing and associated mountain resort attractions.

Built Space

Built space requirements are driven by the Peak BRC of the Resort's facilities. At buildout, MSR must be able to provide for the needs of approximately 5,200 visitors during its busiest period of the day. The types of built space need to complement the needs and expectations of visitors and will range from amenities such as restaurants, bars, and retail shops to services such as ski school, rental, and day lockers to administrative space needed to manage the resort itself. As Mt Seymour Resort grows in reputation and visitation, these facilities must be expanded and enhanced to meet visitors' expectations. At buildout, the amount and composition of skier-related space will reflect the needs of skiers and visitors, totalling approximately 90,500 ft^2 of built space. The proposed base facilities will take place within the footprint of the existing base area, parking, and staging area, complemented by select on-mountain cafes and huts. The focus of the upgrades will be to complement and provide for the needs of day-use guests.

Base Area

The proposed improvements and expansions of the base area at MSR have been developed to service and complement the adjacent mountain facilities. When completed, the base area will provide a visitor-centred experience supported by restaurants, a pub, rentals, and guest services. The layout of the core of the base area has been designed to support easy movement to and from mountain facilities, spatially separating visitors from vehicles and parking areas to create an intimate and family-oriented atmosphere with stunning views of the Fraser Valley.

Development Summary

The following table summarizes the key elements and improvements in the Mt Seymour Ski Resort Development Plan.

Mt Seymour Resort SRDP Summary			
	Existing Conditions	**Proposed Development**	**Potential Total Buildout**
Controlled Recreation Area (Hectares)	235	99	334
Ski Lifts			
Carpet Lifts	1	2	3
T-Bars	0	2	2
Double Chairs	2	3	5
Triple Chairs	0	0	0
Fixed Quads	0	3	3
Detachable Quads	1	0	1
Total Lifts	4	9	14
Ski Trails	41	56	97
Skiable Terrain (Hectares)	42	115	157
Peak Comfortable Carrying Capacity - CCC	1,701	3,599	5,300
Additional Winter Activities – Capacity			
Snowshoe	200	50	250
Tubing	300	100	400
Glamping/Cabins	0	200	200
Total Additional Capacity	500	350	850
Additional Passive Guests	440	175	615
Peak Balanced Resort Capacity - BRC	2,641	4,124	6,765
Facility-Related Built Spaces (sq. ft.)	32,177	94,419	126,595

Implementation Plan

The resort marketplace, visitation trends, economic conditions, and the priorities of MSR will drive the pace of the implementation of the MSR Ski Resort Development Plan. However, the SRDP identifies a series of short-term implementation priorities to set the Plan in motion. These are:

- Secure approvals and initiate construction of a comprehensive snowmaking system;
- Secure approvals and initiate construction of two new beginner carpets, the Summit Chair and access lifts, and associated ski terrain;
- Develop a mountain bike trail network associated with the Lodge and Goldie lifts;
- Secure approvals and initiate the relocation of the tube park and the development of the adventure park, which will include zip lines;
- Secure approvals and initiate the development of a disc golf course near the Goldie pod;
- Complete the planning, secure approvals, and initiate the development of the glamping, cabins, and spa experience;
- Design and secure approvals to expand the built space in the base area (e.g., 3 Peaks Lodge) to address the needs of guests and staff; and,
- Complete the planning and secure approvals for the realignment and expansion of the parking and drop-off areas.

On a longer timeframe, implementation strategies would include, but are not limited to:

- Pursue the development of new ski terrain (e.g., Percy and De Pencier Chairs).
- Complete the planning and approvals for and construction of on-mountain day lodges (e.g., Mystery Peak Lodge, Peak Café);
- Pursue the development of via Ferratta routes, the Skywalk, and suspension bridge;
- Complete the planning and approvals for an access gondola, connecting the development at the base of the mountain with MSR; and,
- Continue gradually redeveloping the base and staging area, expanding skier services and parking capacity to meet demand.

Each of these planned development components aligns directly with the vision of MSR becoming the all-season mountain recreation gateway for Metro Vancouver.

1 INTRODUCTION

The BHA Ski Resort Development Plan for Mt Seymour Resort has been developed to realize the resort's vision as *Metro Vancouver's starting gate for mountain recreation*, where guests are offered *fun, safe, and enriching experience*s. It builds on Mt Seymour Resort's strong reputation as a fun, family-oriented ski area and recognizes the unique opportunities and responsibilities that come from its location within Mount Seymour Provincial Park.

Initiated in January 2017, the Ski Resort Development Plan planning process developed a clear vision for the Resort. It progressed from an initial analysis of existing facilities and capacities, identifying challenges and opportunities, to a series of preliminary concepts, which were then refined and synthesized into a proposed preferred concept for Mt Seymour Resort.

The Ski Resort Development Plan establishes a clear and well-defined course of action to achieve projects that enhance the existing winter recreation activities, capitalize on the area's all-season recreational potential, and preserve and showcase the significant natural values of the surrounding parkland guided this design process. The preferred resort concept presented in the SRDP achieves this and serves to guide the development of the Resort for the foreseeable future.

1.1 Project Overview

Mt Seymour Resort is a regional ski resort in North Vancouver, British Columbia, located atop the North Shore Mountains, overlooking the Metro Vancouver region. The BHA Ski Resort Development Plan (SRDP) for Mt Seymour Resort describes an exciting opportunity for the Resort to enhance its winter experience and expand its summer activities. Supporting the all-season mountain development, the existing base area will be transformed to create a mountain village experience designed to cater to the needs and expectations of guests while realizing operational efficiencies.

The SRDP for Mt Seymour Resort describes the planning process, demonstrates the technical analyses, and details the proposed ski area enhancements, summer uses, and base area plans. The overall intent of the SRDP is to reinforce Mt Seymour Resort's well-established reputation as a family-oriented ski area with the best snow on the local Vancouver mountains while providing a blueprint for future improvements. The SRDP will guide the development of a four-season ski area that caters to the growing population of outdoor recreationists in Metro Vancouver while respecting and supporting the ecological integrity of Mount Seymour Provincial Park.

1.2 The Proponent

Mt Seymour Resort (MSR) is owned and operated by Mt Seymour Resorts Ltd., a Vancouver-based family-run organization that prides itself on MSR's welcoming, family-oriented atmosphere. Since 1984, Mt Seymour Resorts Ltd. has invested in developing MSR, revitalizing aging infrastructure, adding base area amenities, and improving the guest experience.

1.3 Planning Process

In January 2017, Brent Harley and Associates Inc. (BHA) was engaged to develop the SRDP for Mt Seymour Resort. The SRDP planning process was initiated by inventorying the existing conditions in the ski area. BHA created concepts based on a clear development vision for the future, the characteristics and potential of the terrain, the area's natural attributes, and the history and culture of MSR.

Building upon the opportunities inherent in the local terrain and recognizing the growing market demand in Metro Vancouver for an accessible, family-oriented mountain resort experience, a comprehensive vision for the Resort was created, and detailed conceptual planning was undertaken. BHA and the MSR team identified opportunities and weaknesses of the existing mountain and base area offerings, with the results of this process providing the foundation for the SRDP that will guide the implementation of these all-season plans, both on the mountain and in the base area, well into the future.

BHA carefully reviewed and completed an initial analysis of the mountain's undeveloped potential within a study area centred on MSR's existing Controlled Recreation Area to improve and upgrade the skiing and snowboarding product and fully incorporate summer-use recreation facilities and attractions. The objective was to consider existing developments, opportunities for infill expansion, and expansion into new terrain that would improve the balance of the offering, reflecting changes in the expectations of the guest marketplace.

With the analysis complete, BHA determined the Peak Comfortable Carrying Capacity (CCC) of the existing and potential lift-serviced ski terrain. The cumulative capacity of the attractions - alpine skiing and snowboarding, tubing, and snowshoeing - enabled BHA to determine the resort's peak period capacity. In addition, BHA explored the possibility of diversifying the winter product, differentiating the area from other 'typical' ski areas, and offering various other outdoor activities.

Complementing the winter-oriented development, in support of the goal to transition MSR into an all-season resort, a full range of summer-season recreation activities, including hiking, sightseeing, a learn-to-ride lift-serviced mountain bike trail network, an aerial adventure park, and other summer pursuits, were explored. This would expand the year-round opportunities and the reputation of the Resort as a recreation gateway for Metro Vancouver and support the sustained financial viability and success of the Resort well into the future.

The results of these analyses, the opportunities and constraints facing MSR, were presented and discussed with Mt Seymour Resorts Ltd., BC Parks, the Tsleil-Waututh First Nation, and the Squamish First Nation. These discussions influenced the project's vision, goals, and objectives.

With the vision, goals and objectives defined, BHA undertook a detailed planning exercise, refining and synthesizing the initial concepts through an iterative process into a preferred concept. The preferred concept represents the realization of MSR's vision, goals, and objectives and forms the foundation for the proposed developments at Mt Seymour Resort. It is illustrated and described in detail in Section 4 of the SRDP.

1.4 Mt Seymour Resort Vision, Goals, and Objectives

Mt Seymour Resort's Ambition Statement guided the development of the SRDP:

We exist to create wow experiences in a mountain environment for all skillsets and abilities, all year round.

Invested in the local community and committed to environmental stewardship, we operate from a context of integrity, treating our guests, staff, and stakeholders like part of our family. We are beloved by Vancouverites, both Canadian newcomers and long-time locals alike, and this is demonstrated by our reviews, retention, and our revenue. We have a reputation as the #1 family-owned urban resort in North America, and we've developed innovative processes that have created sufficient capacity to comfortably host a 100% increase in volume.

The Mt Seymour way is about 'we can'. Our team is aligned and empowered to succeed in their roles, whether seasonal or year-round. We are bold and courageous when making decisions that fulfill our purpose, and we are aligned in doing what it takes to get there together.

In support of this Statement, Mt Seymour has made the following commitments:

To First Nations we promise: *to maintain mutually beneficial working relationships on your unceded territory*

To BC Parks we promise: *to go above-and-beyond our operational mandate to support the Park*

To the Community we promise: *to make the experience of having Mt Seymour in your background a positive one; we will maximize the value of our visitors to your businesses and employ locals as much as possible.*

To our Partners we promise: *to be bold when establishing our expectations and holding partners and ourselves to account, to mutually succeed.*

To our Guests we promise: *a safe environment, to treat you like family, and to create exceptional guest experiences. To be honest and keep you up-to-date. To uphold our standards of care.*

To our Staff we promise: *to treat you like the Seymour family. To be clear on our expectations of you, to be organized, and to ensure you are trained to be successful in your role. A safe and healthy working environment, an opportunity to enjoy the outdoors and have fun.*

The expansion and changes contemplated in this plan have been developed to fulfill the Ambition Statement and Commitments. This Ski Resort Development Plan has been designed to further the reputation of MSR as a family-oriented ski area with the best snow on the North Shore Mountains while developing a balanced all-season mountain experience and attracting visitors from across the Metro Vancouver region.

Supporting the stated Vision, Mt Seymour Resort's Goals and Objectives include the following:

- Ensure the long-term viability of Mt Seymour Resort by improving existing recreation activities and diversifying them throughout all four seasons. To that end, MSR will look to:
    - Incorporate all-season amenities and facilities.
    - Incorporate non-motorized mechanized recreation opportunities (e.g., mountain biking).
    - Incorporate on-mountain accommodation.
    - Expand and improve alpine skiing and snowshoeing opportunities.
- Address capacity and access issues as they relate to the ski area and the Provincial Park
    - Clarify management responsibilities with BC Parks and Metro Vancouver
    - Expand parking capacity for resort guests.
    - Improve and implement alternative transportation strategies to reduce parking capacity requirements, vehicle traffic, and environmental impacts.
    - Address liability and management issues related to control of the CRA.
- Resolve Controlled Recreation Area (CRA) boundary conflicts with BC Parks and Metro Vancouver
- Support upgrading existing water and sewage systems by BC Parks to meet growing visitation.

1.5 Ski Resort Development Plan Goals and Objectives

The primary goal of this planning process is to create a new Ski Resort Development Plan for MSR that will guide the ongoing development of the Resort. It must reflect the:

- Defined Ambition Statement, Commitments, Goals and Objectives.
- Unique development opportunities at MSR, reinforcing the established resort ambience and experience offered.
- The Resort's unique position within the BC Parks system and the ski industry.
- Changes in the mountain resort marketplace and guest expectations.
- Requirements and expectations of Mt Seymour Resorts Ltd.
- Requirements of BC Parks and the BC Parks Ski Area Policy.

The intent of this project is to:

> *Create a Ski Resort Development Plan for Mt Seymour Resort that establishes a clear and well-defined course of action to achieve projects that enhance the existing winter recreation activities and capitalize on the area's all-season recreational potential.*

Building on this, the goals and objectives of the Ski Resort Development Plan are:

- Distinguish Mt Seymour Resort from other regional ski areas, highlighting the Resort as a special and unique place that complements the environment.
- Define and incorporate the all-season recreation opportunities within the existing Controlled Recreation Area and the surrounding study area.
- Be planned to respect, preserve, and showcase the natural values of the Controlled Recreation Area.
- Optimize development and operational efficiencies.
- Build upon and expand base area amenities to cater to a growing user base.
- Be planned and designed as an economically self-sustaining enterprise.
- Establish a well-defined course of action that successively guides future mountain and base area development.

2 EXISTING RESORT CONTEXT

Located on the doorstep of Metro Vancouver, a region of 2.4 million residents, Mt Seymour Resort (MSR) has seen a rapid growth in visitation in recent years as demand for outdoor recreation experiences has risen. Its proximity to a vibrant outdoor recreation community and its setting within a Provincial Park have led MSR to occupy a unique position within the BC Parks system and the regional skier marketplace. The Resort can blend opportunities for high-quality alpine resort experiences, immersive and authentic wilderness experiences, and the protection and celebration of the surrounding parklands.

Currently, MSR offers downhill skiing and snowboarding, complemented by an ever-popular tube park and snowshoe trail network within a 235-ha Controlled Recreation Area. Skiers can access over 41 ski trails and 4 terrain parks via 4 chairlifts, amounting to 42 ha of skiable terrain. Viewed in relation to the marketplace, MSR has an abundance of novice and beginner terrain but a lack of advanced and expert ski terrain.

Analysis of the existing ski trails and recreation opportunities determined that MSR can comfortably accommodate 1,701 skiers, while popular secondary winter activities, such as snowshoeing and tubing, led to a Peak Balanced Resort Capacity of 2,641 guests per day. Complementing the recreation opportunities available, the base area is well-positioned to meet the needs of day-use guests, offering a restaurant, cafeteria, and pub along with a comprehensive equipment rental service, ski school, and administrative and maintenance facilities. However, there are opportunities to expand the base area facilities and associated parking and operational efficiencies, realize efficiencies in space use, and better connect the Resort to neighbouring municipalities.

2.1 LOCATION & ACCESS

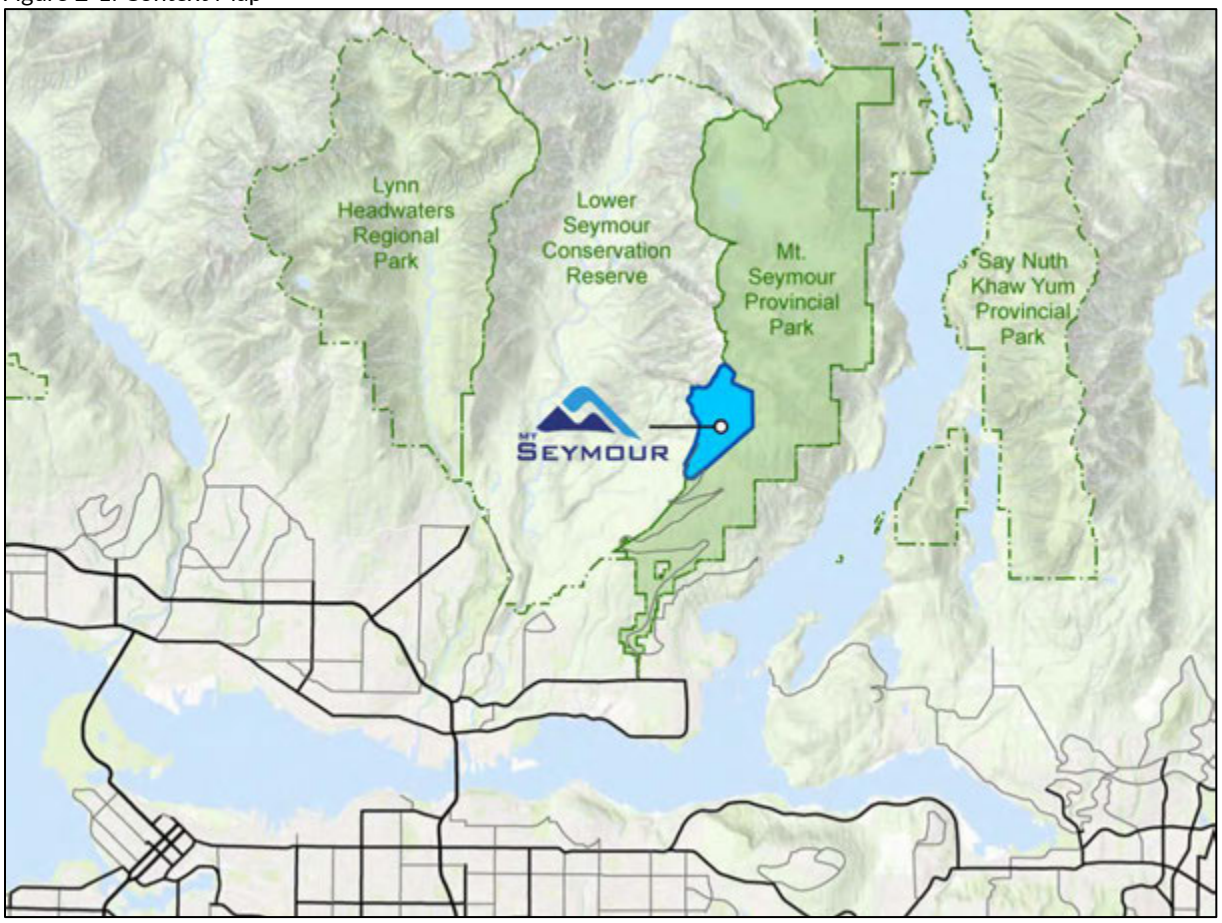
Mt Seymour Resort is located within Mount Seymour Provincial Park in North Vancouver, BC. The Resort sits on the eastern edge of the North Shore Mountains below the peak of Mt. Seymour, overlooking the Metro Vancouver region (Figure 2-1). It is approximately a 30-minute drive from downtown Vancouver and within a 1.5-hour drive of all areas of Metro Vancouver.

Mt Seymour Resort is easily accessible via Mount Seymour Road from the District of North Vancouver. The approximate driving times from representative local municipalities are presented in Table 2-1.

Table 2-1: Drive Times to Mt Seymour Resort

Location	Drive Time (minutes)
North Vancouver, BC	20
Vancouver, BC	45
Surrey, BC	55
Maple Ridge, BC	65

Figure 2-1. Context Map



2.2 Regional Context

The Metro Vancouver region is home to 2.4 million people dispersed across 21 municipalities, an electoral area, and a Treaty First Nation. It is situated between the Coastal Mountain Range, the Salish Sea, and the border with the United States of America. The area is a gateway for the rest of the Province, with a diversified economy and an ever-growing population.

Metro Vancouver is a major transportation and economic hub for the Province of British Columbia (B.C.). Its close ties to major cities along the Pacific Rim have made the region a focal point for international commerce, acting as a distribution centre for Canadian and international products. The vibrancy of trade has led to a strong, diversified economy that has grown significantly in recent years.

The region has also become a gateway for international travellers. The Province's natural beauty and rich culture have led B.C. to become a premiere destination for travellers seeking cultural, nature-based, or adventure tourism experiences. As tourism has grown, so have the facilities and amenities needed to support their visits.

A strong economy and beautiful natural setting have driven rapid population growth over the past 3 decades. Since 1990, the regional population has grown from 1.6 million people to 2.4 million people, with the population expected to surpass 3 million by 2030[2]. The increase in population has spurred further economic growth, demand for outdoor recreation experiences, and the development of a diverse range of tourism offerings.

2.3 First Nations

Mt Seymour Resort resides within the asserted traditional territory of the Tsleil-Waututh, Squamish, and Musqueam First Nations in British Columbia. These Nations have lived in and around what is now called Metro Vancouver for millennia. Mt Seymour Resort has engaged with all the Nations through the SRDP development process, providing early concepts and soliciting feedback on how the SRDP could best address any resulting concerns or potential opportunities.

Over the last several years, Mt Seymour Resort and Tsleil-Waututh Nation have worked together on various projects and programs to strengthen the connection between them and between the Tsleil-Waututh Nation members and the resort area. These activities include a traditional welcoming ceremony at the beginning of each season, the incorporation of Tsleil-Waututh art on resort passes, collaboration on the curriculum for outdoor education programs, support of the Nation's ski and snowboard club, and coordination regarding the investigation of archaeological and cultural values following Tsleil-Waututh Nation protocols.

Mt Seymour Resort is committed to maintaining and strengthening its working relationship with First Nations. It will work with them and BC Parks to preserve traditional use in the CRA, conserve culturally significant sites, integrate their culture and history into the guest experience at MSR, and pursue projects that help achieve the shared goal of sustained prosperity.

[2] BC Stats (2017). Sub-Provincial Population Projections – P.E.O.P.L.E 2016 (Aug 2016). Retrieved from: https://www.bcstats.gov.bc.ca/apps/PopulationProjections.aspx

2.4 Regional Recreation Demand

The demand for outdoor recreation activities has exceeded the recent population growth rate in the Metro Vancouver region. Over the past 20 years, participation in recreational activities in the Metro Vancouver region has increased by approximately 110%[3]. On average, a resident of Metro Vancouver participates in an outdoor recreation activity 41 times a year, with most activities pursued in the summer (>1 activity per week). These activities are primarily day-use, with visitors seeking experiences within 1.5 hours from home[2].

As the demand for recreational activities has grown, so has the diversity of experiences being sought. Traditionally, activities that were accessible and presented low barriers to entry have been the most popular[2]. However, interest in skill-demanding activities, such as cycling, skiing, and snowboarding, has significantly increased in recent years[2].

The future growth of skiing and snowboarding will expand an already large and active skiing community. Metro Vancouver is home to approximately 274,000 skiers[4], who spend 2.1 million days skiing each year[5]. This equals a third of all days skied in the province of British Columbia annually[3] and confirms a strong demand for skiing in the Metro Vancouver region.

2.5 Adjacent Land and Resource Use

Mt Seymour Resort is surrounded by parkland administered by BC Parks, the District of North Vancouver, and the Metro Vancouver Regional District. These areas are used extensively for recreational activities all year round. In the summer, the area offers numerous walking, hiking, and mountain biking trails and opportunities for camping and wildlife viewing, the same time, in the winter, snowshoeing and backcountry skiing are increasingly popular.

Mt Seymour Resort occupies a 235 ha Controlled Recreation Area (CRA) within Mount Seymour Provincial Park. The Park is approximately 3,509 ha, with trails linking lower elevations to local peaks. Say Nuth Khaw Yum Provincial Park, a collaboration between BC Parks and the Tsleil-Waututh First Nation, resides immediately east of Mount Seymour Provincial Park.

The District of North Vancouver manages lands just south of Mount Seymour Provincial Park. This is a major area for mountain biking, hiking, and dog walking in Metro Vancouver. The trail networks here are interconnected with those in the Park and allow visitors to connect to MSR by foot if desired.

On its western side, MSR shares a border with the Lower Seymour Conservation Reserve, which is managed by the Metro Vancouver Regional District. Several hiking trails that originate in Mt Seymour Resort cross over into Metro Vancouver lands, though most local hikers do not distinguish between the two areas.

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[3] Metro Vancouver & Fraser Valley Regional District (2011). Regional Outdoor Recreation Opportunities Study. Retrieved from: http://www.metrovancouver.org/services/parks/learn/plans-and-reports/research/Pages/default.aspx

[4] Canadian Ski Council (2016). *Stats & Facts: Ski and Snowboard Industry 2014-15*. Retrieved from: *https://www.skicanada.org/wp-content/uploads/2016/.../2014-15-Facts-and-Stats.pdf*

[5] Assumes 7.5 days skied per skier per year (Canadian Ski Council, 2017).

2.6 Provincial Legislative Framework

The terms by which Mt Seymour Resorts Ltd. operates within Mount Seymour Provincial Park are established in its Park Use Permit (PUP). The intent of PUPs is to manage and mitigate the impacts of commercial activity within the parks system and ensure activities align with the goals and objectives of BC Parks and the specific park in question. The PUP for MSR was issued in 1984 for 50 years and has been revised as needed over subsequent years.

In addition to the PUP, development at MSR is guided by the BC Parks Ski Resort Policy. The policy was created as a framework to guide ski resort development within the Provincial Parks and address management concerns not included in other policies or legislation. The Ski Resort Policy calls for the creation of a Ski Resort Development Plan to convey the current state of the resort as well as planned developments or improvements to BC Parks and the broader public. Ski Resort Development Plans illustrate the Resort's recreational benefits to the public, its long-term viability, environmental mitigation measures, how plans align with park management objectives, and reflect stakeholder interests and aspirations. The Ski Resort Policy is applied to decisions on planned ski resort developments or improvements with consideration of the Parks Act, the Park's Class, and Management Plan, as well as the needs of other PUPs within the park.

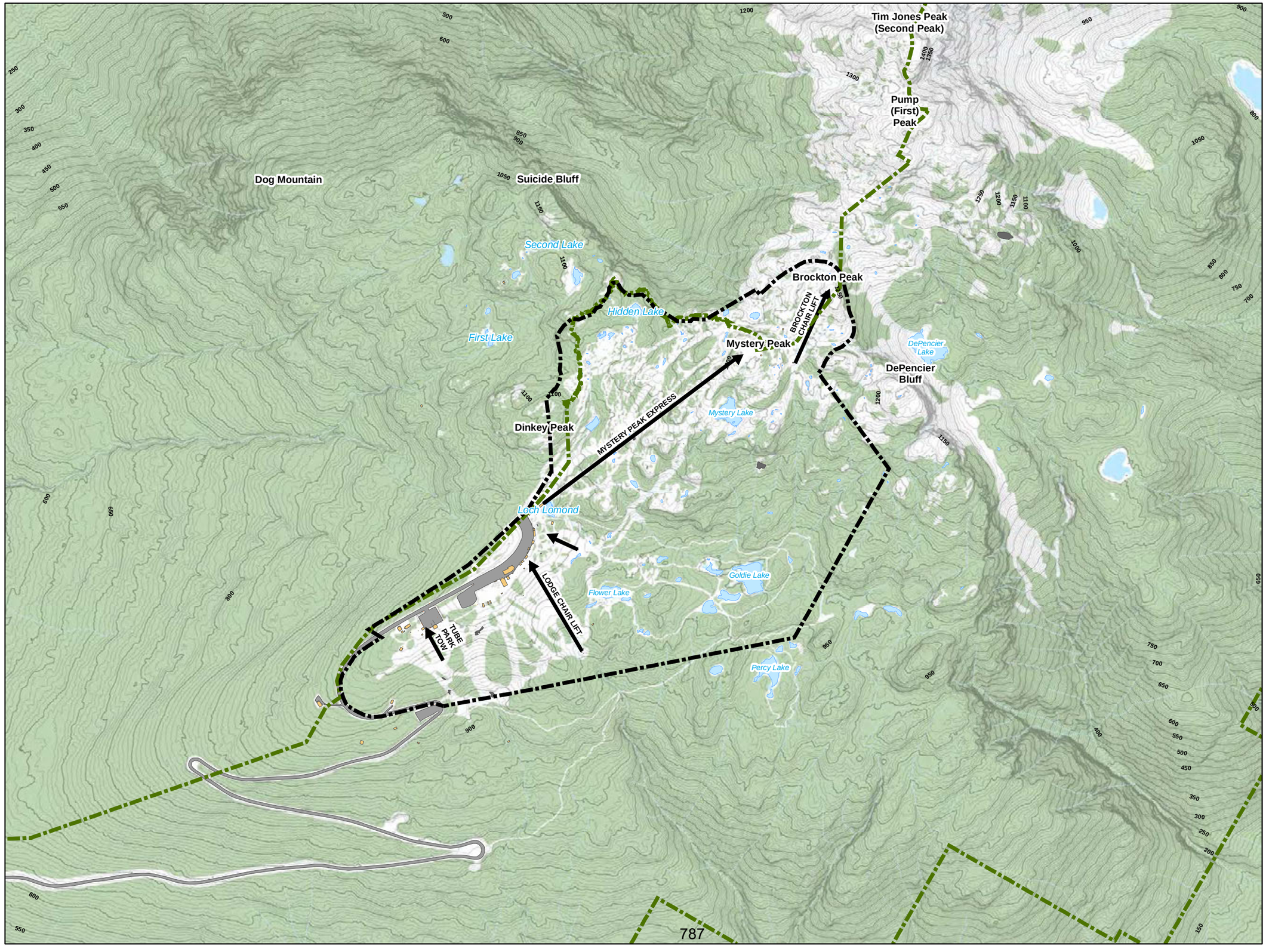
2.7 Mt Seymour Resort Study Area

For the BHA Ski Resort Development Plan for Mt Seymour Resort, the lands surrounding Mt Seymour Resort's Controlled Recreation Area (CRA) have been considered part of the Study Area (Figure 2-2). While not under the authority of Mt Seymour Resorts Ltd, it was important to consider adjacent land use and contextual factors that may influence the future direction of MSR.

Within the BC Parks system, a Controlled Recreation Area refers to an area within which the resort owner/operator controls use and access as per their Park Use Permit to facilitate the continued viability of the resort and the provision of high-quality recreation experiences for the people of British Columbia. In the case of Mt Seymour Resort, the lands outside their CRA are managed by BC Parks or the Metro Vancouver Regional District.

There are two ongoing issues centred on the CRA: the delineation of management responsibilities and its physical extent. Currently, MSR has been left responsible for members of the public crossing through the CRA and the efforts needed to ensure adequate provision of facilities and elements of their safety and enjoyment. This lies beyond the scope of their Park Use Permit and has placed additional strain on operational resources. Through the SRDP, MSR will look to define and clarify management roles and responsibilities to better serve resort guests and park users.

Second, the alignment of the CRA boundary under the terms of MSR’s current Park Use Permit extends beyond the park boundaries into lands managed by the Metro Vancouver Regional District. The overlap between jurisdictions has created confusion and complications for all sides, ultimately limiting the effective use of lands within the CRA. Accordingly, parallel with the approval of the SRDP, the boundaries of the CRA, Provincial Park, and Metro Vancouver lands should be aligned.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Vegetation
- Lakes

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Mt Seymour Study Area

Figure 2-2

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2.8 HISTORIC CONTEXT

The history of MSR is interwoven with the history of skiing on the North Shore Mountains. In the early 1900s, pioneer skiers would make the trip over to the slopes of Mt. Seymour from Vancouver. The great ski terrain they found led them to develop ski cabins through the 1920s and 1930s, giving rise to the first commercial ski operations on Mt. Seymour in the late 1930s. At the same time, residents recognized the ecological and recreational value of the area, and Mount Seymour Provincial Park was created in 1936 to preserve these values for generations to come.

Over the following decades, the area's popularity grew and was supported by terrain improvements, the installation of the first permanent ski lifts and base area amenities, and the completion of a public paved road in 1973. This period of development and expansion was carried out while the Province of British Columbia owned the ski area. In 1984, the Provincial Government sought to divest itself of the ski resorts operating in Provincial Parks. The Woods family purchased the ski area infrastructure at Mount Seymour Provincial Park and signed a 50-year PUP intending to create a family-oriented skiing experience true to the skiing history and culture of Mount Seymour.

2.9 ENVIRONMENTAL CONTEXT

2.9.1 ENVIRONMENTAL SETTING

Mt Seymour Resort resides within the Pacific Ranges Ecoregion and Southern Pacific Ranges Ecosection. The Resort contains areas of the Coastal Western Hemlock biogeoclimatic zone characterized by biologically rich, temperate rainforests and the drier, hardier Mountain Hemlock biogeoclimatic zone at higher elevations (>1,000m). Stands of old-growth forests still exist in pockets within the CRA, and valuable wetland habitat populates the subalpine area.

Table 2-2. Biogeoclimatic Zones in Mt Seymour Resort

Biogeoclimatic Zone	Subzone	Label	Area (ha)
Coastal Western Hemlock	Very Wet Maritime	CWH vm 2	128.7
Mountain Hemlock	Moist Maritime	MH mm 1	101.9

2.9.2 CLIMATE AND WEATHER

Using data collected on-site and weather models, BHA calculated that MSR has a mean annual temperature of 5.7°C, with seasonal averages ranging from -2.7°C to 17.2°C. Winter temperatures (December to February) range from -4.5°C to 2.3°C, while summer temperatures (June to August) range from 6.9°C to 17.8°C.

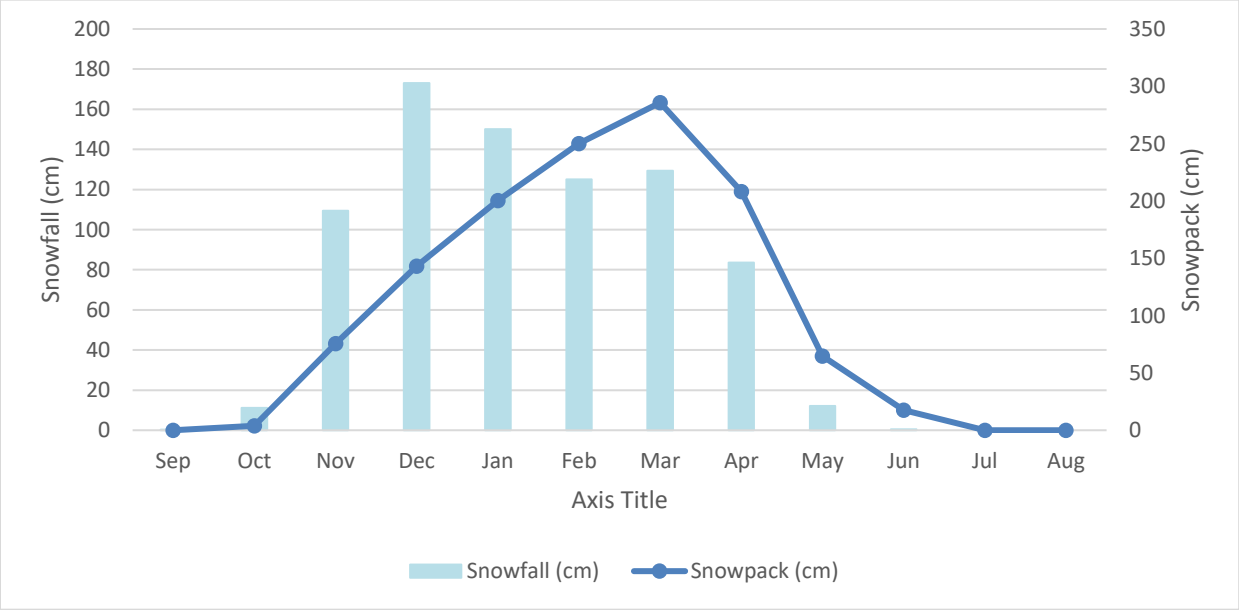
These temperatures align with historical weather data from the Grouse Mountain Weather Station (Table 2-3). The weather station is located approximately 10 kilometres west of MSR, at an elevation of 1,103m. As detailed in Table 2-3, the mean annual temperature at the Grouse Mountain site is 5.4°C, with seasonal averages ranging from -0.5°C to 13.8°C. Like MSR, winter temperatures range from -2.8°C to 2.5°C, while summer temperatures range from 6.3°C to 17.5°C.

Table 2-3. Historical Weather Data (1976 – 2006) – Grouse Mountain Weather Station (1,103m)

Month	Mean Max Temp (°C)	Mean Min Temp (°C)	Mean Temp (°C)	Total Rain (mm)	Total Snow (cm)	Total Precip. (mm)	Snowpack (cm)
Jan	1.7	-2.8	-0.5	139.3	150.1	290.0	200.4
Feb	2.5	-2.6	-0.1	97.1	125.0	214.3	250.1
Mar	3.4	-1.7	0.9	83.9	129.3	209.6	285.8
Apr	6.7	0.4	3.5	73.8	83.6	158.9	208.2
May	10.0	3.4	6.7	153.3	12.1	164.9	64.8
Jun	13.3	6.3	9.9	155.7	0.4	156.0	17.5
Jul	17.1	9.4	13.2	94.8	0.0	94.8	0.0
Aug	17.5	10.2	13.8	114.6	0.0	114.6	0.0
Sep	14.5	7.8	11.2	160.6	0.2	160.8	0.0
Oct	8.6	3.3	6.0	267.3	11.2	278.9	3.8
Nov	3.4	-1.0	1.2	294.3	109.4	396.0	75.7
Dec	1.3	-3.1	-1.0	134.4	173.1	305.2	143.1
Average	8.3	2.5	5.4	-	-	-	-
Total	-	-	-	1,769.1	794.5	2,544.0	-

Overall, annual precipitation at MSR (2,440 mm) is comparable to other mountains along the North Shore (Grouse Mountain - 2,544 mm, Hollyburn Ridge – 2,593 mm). During winter, approximately 75% of this precipitation falls as snow. On average, each year, MSR receives more than 725 cm of snowfall. This allows MSR to maintain a snowpack of approximately 255 cm throughout the ski season. Referencing historical weather data from the weather station, the area receives significant snowfall between November and April, with a snowpack suitable for skiing extending from the end of November to the end of April (approx. 140 days). Historic snowfall and snowpack data from the Grouse Mountain Weather Station are presented in Chart 2-1.

Chart 2-1. Historic Snowfall and Snowpack from the Grouse Mountain Weather Station



The local topography has a strong influence on temperatures and precipitation. MSR's position on the North Shore Mountains, adjacent to the Pacific Ocean, results in masses of warmer, moist air moving in from the ocean. This leads to warmer average temperatures relative to ski resorts found further inland. Additionally, the North Shore Mountains force this warmer, wet air up, which in turn causes the air mass to cool and results in significant levels of precipitation.

2.9.3 WILDLIFE

Mount Seymour Provincial Park was created partly to preserve the area's rich biodiversity for future generations. The area is home to several large mammals and a rich diversity of birds, including the Canada jay and the Steller's jay. A selection of the species found in Mount Seymour Provincial Park is listed in Table 2-4.

Table 2-4. Species Found at Mount Seymour Ski Resort

Common Name	Scientific Name
Mammals	
Coyote	*Canis latrans*
Black-Tail Deer	*Odocoileus hemionus*
Black Bear	*Ursus americanus*
Bobcat	*Lynx rufus*
Douglas Squirrel	*Tamiasciurus douglasii*
Pine Marten	*Martes americana*
Birds	
Canada (Grey) Jay	*Perisoreus canadensis*
Common Raven	*Corvus corax*
Stellar's Jay	*Cyanocitta stelleri*
Black-Capped Chickadee	*Poecile atricapillus*
Golden-Crowned Kinglet	*Regulus satrapa*
Red-Breasted Sapsucker	*Sphyrapicus ruber*
Sooty Grouse	*Dendragapus fuliginosus*
Pine Siskin	*Spinus pinus*

2.9.4 SENSITIVE AND ENDANGERED SPECIES

Critical habitat for the Marbled murrelet, *Brachyramphus marmoratus*, has been identified at lower elevations below MSR. The Marbled murrelet is a blue-listed species in BC and registered as Threatened under the Species at Risk Act. While no occurrences have been noted and no potential habitat has been found within the CRA, MSR will work with BC Parks to ensure all sensitive or endangered species in the area are protected and preserved.

2.10 EXISTING MOUNTAIN FACILITIES

2.10.1 INTRODUCTION

The primary winter attractions at MSR are the lift-serviced alpine skiing and snowboarding. Snowshoeing and tubing are secondary attractions, complementing the Resort's offering. In the summer, MSR offers eco-adventure camps for youth, and the area is open to the public for hiking, sightseeing, and wildlife viewing.

The following section describes Mt Seymour Resort in its current configuration. Below, the existing skier capacity, the existing distribution of ski terrain in relation to the skier marketplace, the balance between uphill and downhill capacity, and the capacity of secondary winter and summer activities are detailed and discussed.

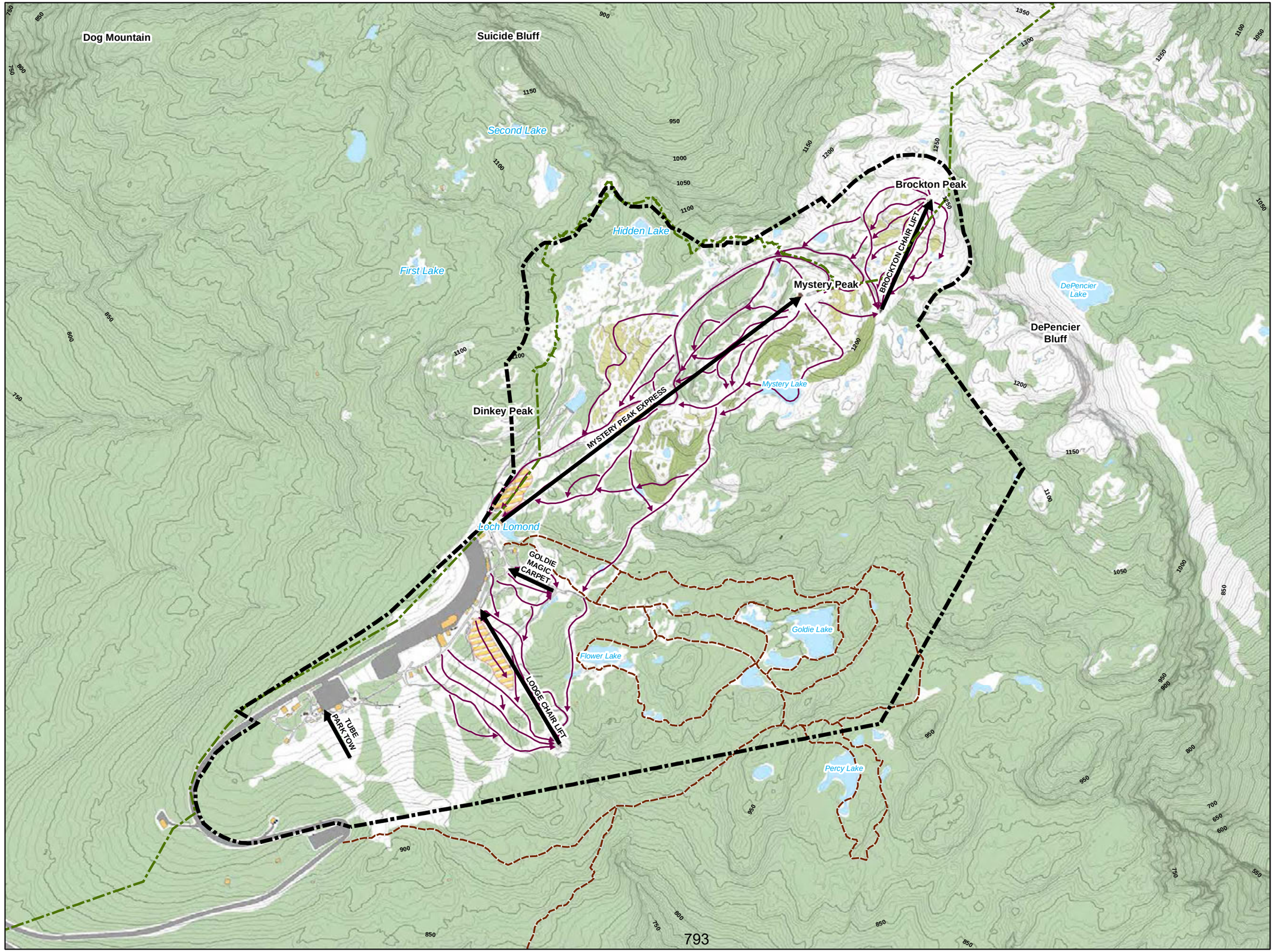
2.10.2 SKIING AND SNOWBOARDING

The existing lift-serviced mountain facilities comprise 4 ski lifts that access 41 ski trails over approximately 42 hectares (103 acres) (Figure 2-3a, 2-3b, 2-3c). Skiing and snowboarding are offered on the predominantly southern-facing slopes of Brockton and Mystery Peak and depend entirely on natural snowfall. These facilities have a Peak Comfortable Carrying Capacity (CCC) of approximately 1,701 skiers/boarders.

Peak Comfortable Carrying Capacity (Peak CCC) the optimum number of skiers/snowboarders who can utilize the resort during the busiest period of the day while being guaranteed a pleasant recreational experience without causing a decline in the quality of the environment. At MSR, visitation throughout the day typically occurs in three waves – morning, afternoon, and evening – with guests spending an average of 4 hours skiing. The capacity of the lifts, trails, and facilities at MSR must be aligned with the busiest of these periods. At MSR, the morning period has typically been the busiest, followed closely by the afternoon, with the evening typically being the least busy. As such, Peak CCC is set by the visitation experienced in the morning at MSR.

The Peak CCC of a lift-serviced resort results from analyzing and comparing its Uphill CCC and Downhill CCC for that period. The uphill capacity is a function of ski lift characteristics, the length of the guest's visit, and access. The downhill capacity is a function of the skiable area and acceptable skier densities defined by the skier skill class and the resort's target market. Ideally, Uphill and Downhill CCC are in balance for each chairlift and the entire resort, though this is rarely achieved. As such, the Peak CCC for the Resort is determined as the lower of Uphill CCC and Downhill CCC to ensure that both thresholds are respected, and the guest experience is never compromised.

The estimation of the Peak CCC is the most important planning criterion for a resort. Based on the proper identification of the mountain's true capacity, all other related skier service facilities, such as restaurants, retail outlets, guest services, and parking can be planned.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Terrain Parks
- Existing Ski Trails
- Existing Snowshoe Trails

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Existing Resort

Figure 2-3

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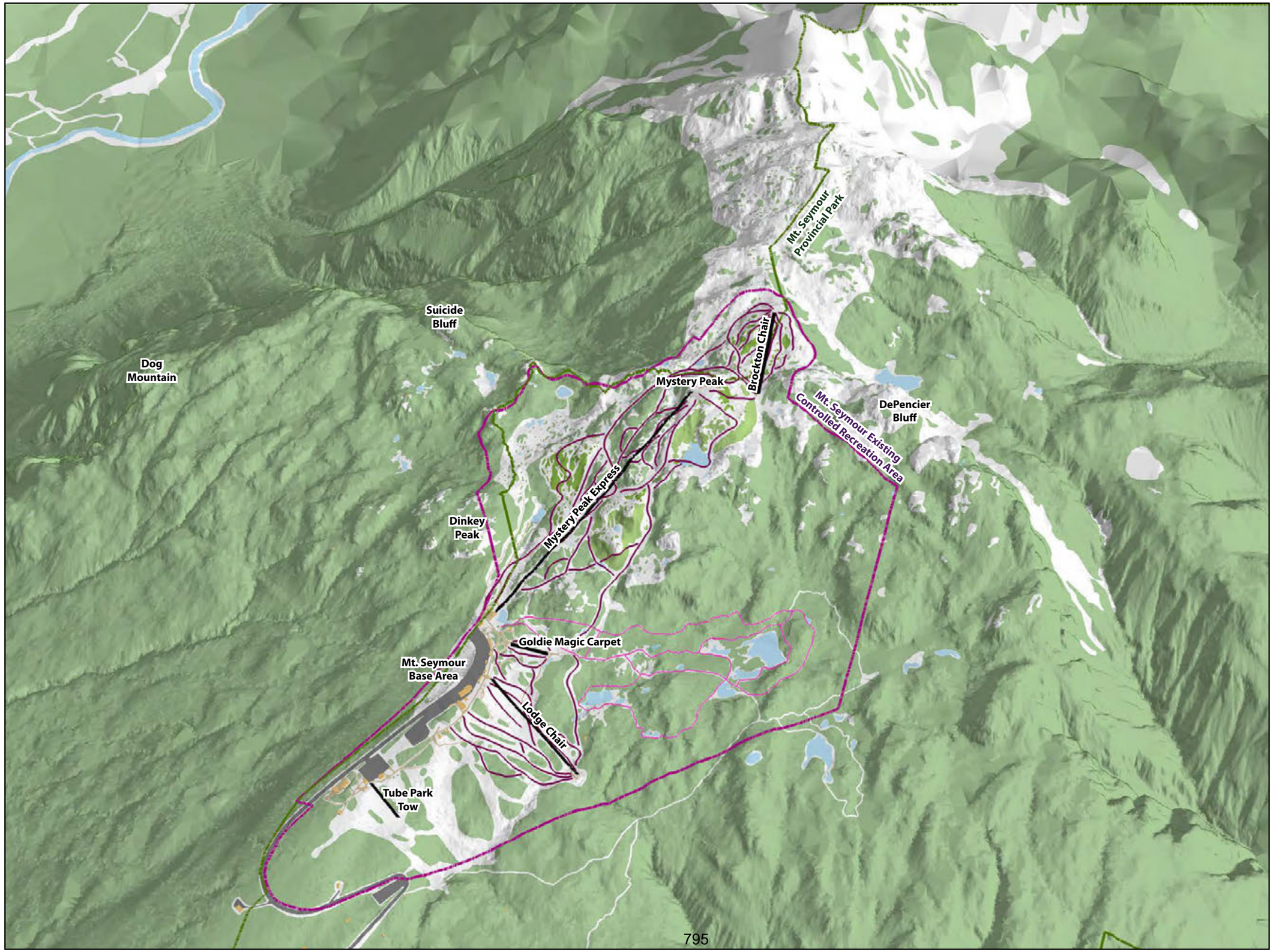

Mt. Seymour Resort
Resort Development Plan
2024

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Existing Resort 3D View

Figure 2-3b

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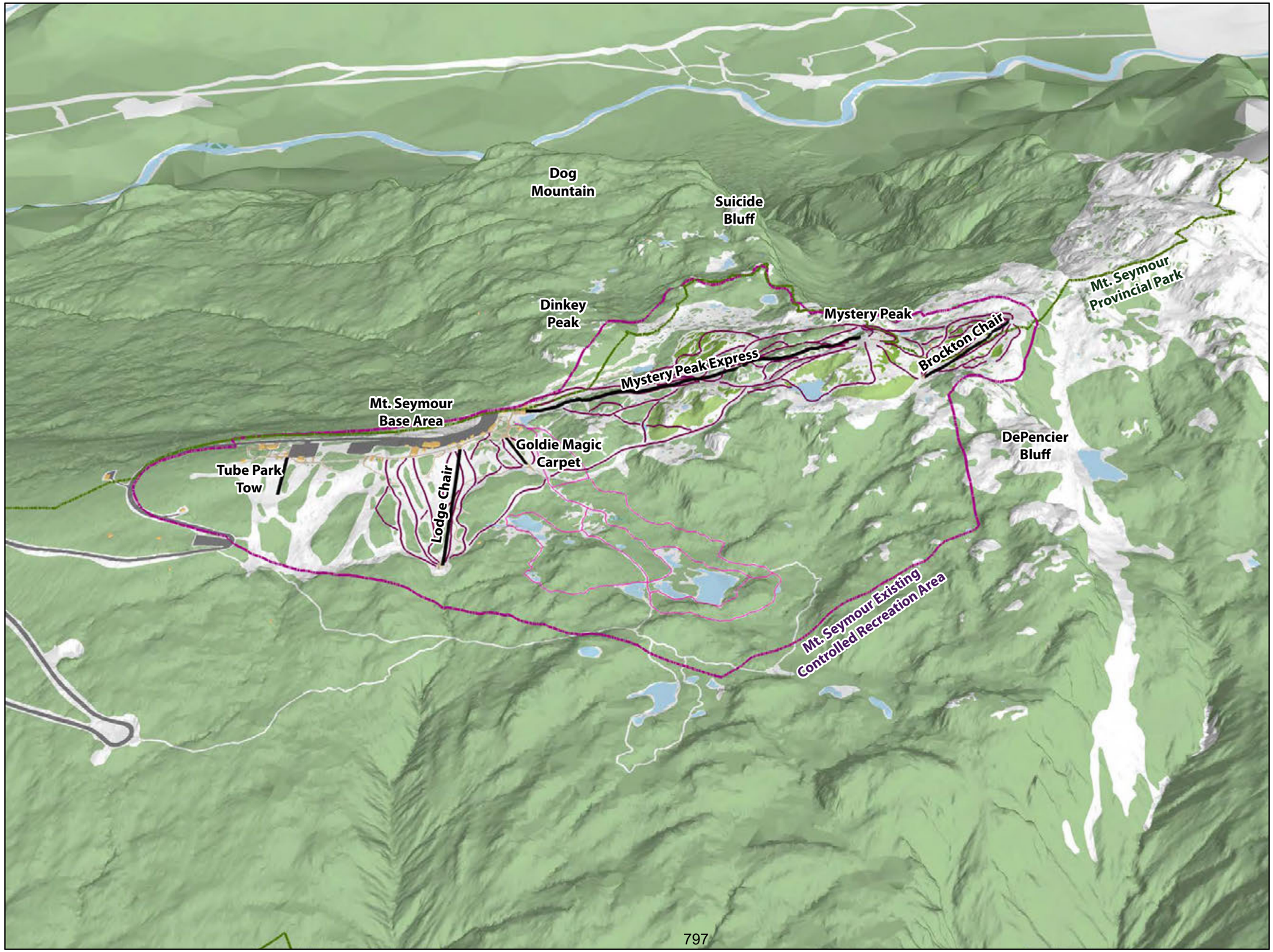

Mt. Seymour Resort
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Existing Resort 3D View

Figure 2-3c

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Mt. Seymour Resort
Resort Development Plan
2024

Brockton Pod

Mystery Peak Pod

Goldie Pod

Lodge Pod

BROCKTON CHAIR LIFT

MYSTERY PEAK EXPRESS

GOLDIE MAGIC CARPET

LODGE CHAIR LIFT

TUBE PARK TOW

De Pencier Lake

Glide Lake

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts

Existing Ski Pods

- Brockton Pod
- Goldie Pod
- Lodge Pod
- Mystery Peak Pod

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Existing Ski Pods

Figure 2-4

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2.10.3 Existing Uphill Capacity

Mt Seymour Resort has 4 uphill conveyances, including 1 high-speed quad chairlift, 2 fixed-grip quad chairlifts, 1 double chairlift, and 1 carpet lift. In addition, the Resort runs a magic carpet to service the tube park, but this is not considered in Uphill CCC calculations as it does not service skiers.

The Uphill CCC for each lift is calculated by considering the vertical serviced, the lift capacity, the typical length of a guest visit (4 hrs), the lift loading efficiency, access reduction and the vertical skier demand as determined by the mix of skier types using the lift. The cumulative Uphill CCC for each lift yields the total Uphill CCC for the resort.

The ski lifts at MSR have a peak period uphill capacity of approximately 1,715 skiers. Figure 2-4 and Table 2-5 illustrate and specify the existing chairlifts at MSR.

Table 2-5. Summary of Uphill CCC

Lift Name	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Guest Visit (hrs)	Access Reduction	Uphill CCC
Brockton Chair	D	75	341	1,200	1,200	1,938	95%	4	0%	176
Goldie Magic Carpet	MC	31	129	1,500	1,500	844	80%	4	0%	176
Mystery Peak Express	D4C	205	1,072	2,200	1,800	1,451	85%	4	1%	902
Lodge Chair	D	86	433	2,000	1,600	1,078	90%	4	0%	460
Total			1,975	6,900	6,100					1,715

2.10.4 Existing Downhill Capacity

Mt Seymour Resort offers 41 ski trails, several gladed areas, and four terrain parks amounting to over 42 ha of skiable terrain. Of these, 13 trails and all four terrain parks are open until 9 p.m. every day for night skiing.

To accurately analyze MSR's downhill capacity, BHA created a detailed 3D terrain model of the study area. The existing trail network was overlaid onto a 5-metre contour topographic mapping and organized into groups of trails or 'pods' associated with each ski lift. Trails that cross into one or more pod areas are generally associated with the lift at which they return. Some ski pods may be associated with one or more lifts depending on the flow and layout of the mountain.

With the network of existing ski trails assembled by ski pod, BHA categorized the existing ski trails by skier ability level. The North American standard for classifying ski trails is easiest (green circle), more difficult (blue square), and most difficult (black diamond). BHA further classified the existing ski trails based on the criteria detailed in the BC All Season Resort Guidelines (ASRG) (Table 2-6).

Table 2-6: Ski Trail Classification by Gradient

Skill Class	Range of Acceptable Gradients (%)
Beginner	8 - 15
Novice	15 - 25
Low Intermediate	25 - 35
Intermediate	35 - 45
Advanced	45 - 60
Expert	60 - 80
Extreme	80+

A detailed list of the existing ski runs at MSR is presented in Table 2-7, and Figure 2-5 illustrates the existing ski trails inventory at MSR. It is worth noting that the classification of the ski trails using the ASRG criteria may differ from the ski trail classification applied by MSR. To ensure consistency with the broader ski industry and skier marketplace, BHA utilizes the ASRG criteria for the ski trail analysis.

Table 2-7. Existing Ski Trail Network

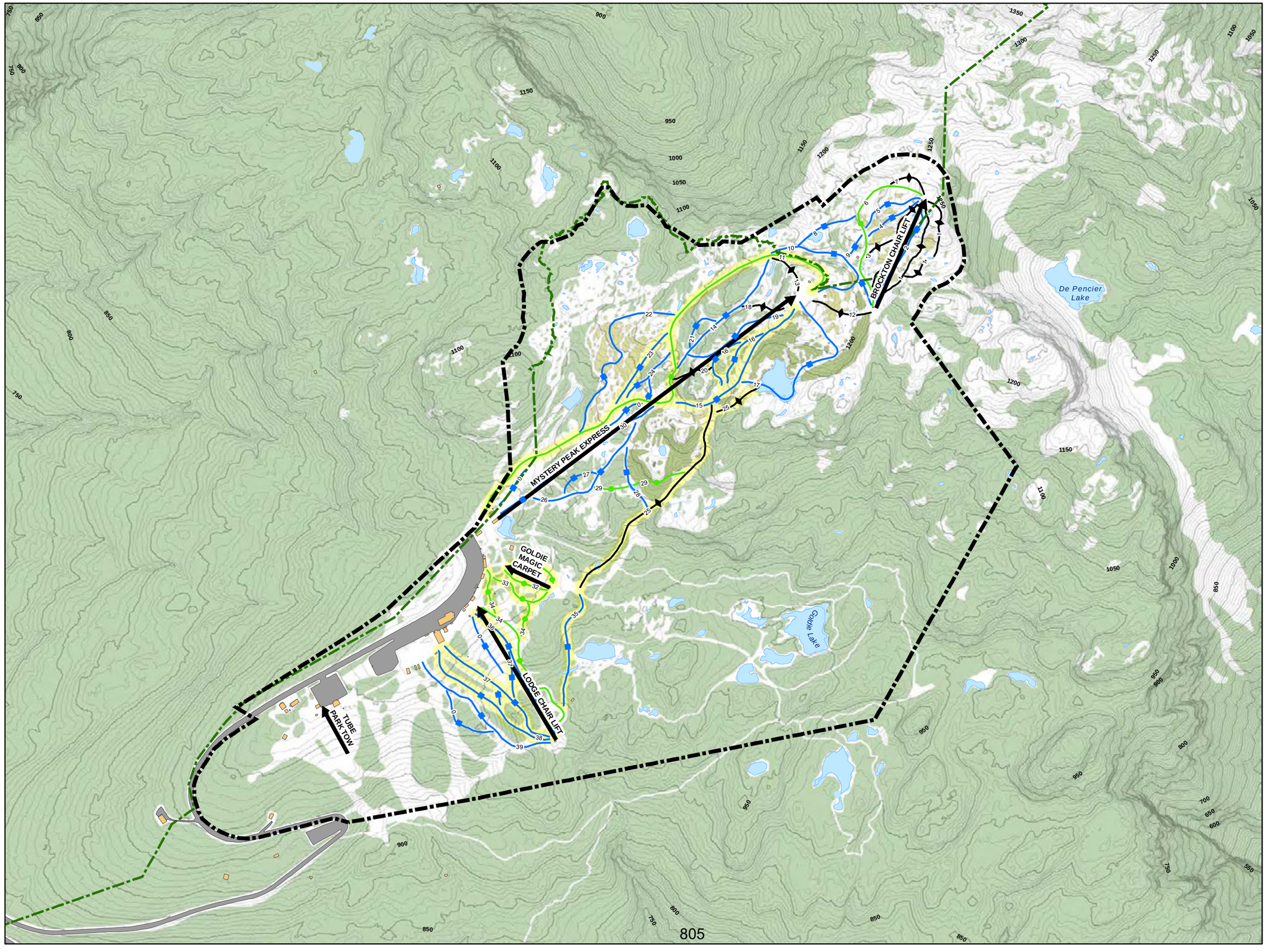
Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Brockton Chair (POD BR)							
BR1	Exit 22	77	23	14	15	0.1	Novice
BR2	Sammys Express	195	30	23	20	0.4	Novice
BR3	Upper Sterns Stairway	185	59	24	40	0.7	Intermediate
BR4	Lower Sterns Stairway	83	21	16	35	0.3	Novice
BR5	Sterns Stairway	310	58	23	25	0.8	Intermediate
BR6	Hang Ten	332	54	23	25	0.8	Intermediate
BR7	Maverick	199	36	29	25	0.5	Low Intermediate
BR8	Sammy J	185	70	32	15	0.3	Advanced
BR9	Lower Cliff House	89	24	16	30	0.3	Novice
BR10	Brockton Gully	507	46	15	15	0.8	Intermediate
BR11	Sunshine Ridge	127	30	24	35	0.4	Novice
BR12	Cliff House	287	75	25	20	0.6	Advanced
BR13	Lower Backdoor	76	16	12	10	0.1	Novice
Int Glade						0.2	Int Glade
Adv Glade						0.6	Adv Glade
Total Skiable Area						**6.8**	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Goldie Magic Carpet (POD GC)							
GC1	Goldie Meadows	144	17	14	35	0.5	Novice
GC2	Lower Rookies	99	17	13	20	0.2	Novice
GC3	Mushroom	192	16	10	15	0.3	Novice
GC4	Flower Basin	135	14	13	30	0.4	Beginner
GC5	Upper Rookies	127	20	12	10	0.1	Novice
Total Skiable Area						**1.5**	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Mystery Peak Express (POD MP)							
MP1	Devils Drop	127	67	34	15	0.2	Advanced
MP2	Lower Unicorn	343	27	14	20	0.7	Novice
MP3	Upper Boomerang	155	50	18	10	0.2	Intermediate
MP4	Sling Shot	189	30	14	15	0.3	Novice
MP5	Crowfoot	122	41	20	10	0.1	Low Intermediate
MP6	Gun Barrel	401	30	13	15	0.6	Novice
MP7	Tower Line	538	37	19	30	1.6	Low Intermediate

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
MP8	Upper Unicorn	141	45	23	15	0.2	Intermediate
MP9	Unicorn	687	45	23	25	1.7	Low Intermediate
MP10	Upper Earls	61	22	20	15	0.1	Novice
MP11	Earls	183	44	22	15	0.3	Low Intermediate
MP12	Petes Run	560	22	16	20	1.1	Novice
MP13	Elevator Shaft	250	30	20	25	0.6	Novice
MP14	Nutcracker	134	66	40	15	0.2	Advanced
MP15	Looper Express	325	82	32	20	0.7	Expert
MP16	Mystery Lake	544	38	13	30	1.6	Low Intermediate
MP17	Friendly Nut House	192	37	25	20	0.4	Low Intermediate
MP18	Northlands	476	37	22	25	1.2	Low Intermediate
MP19	Wonger	132	32	19	10	0.1	Novice
MP20	Velvet Gully	413	30	17	20	0.8	Novice
MP21	Noels Flight	139	54	36	15	0.2	Intermediate
MP22	Backdoor	419	43	13	10	0.4	Low Intermediate
MP23	Manning	1,462	31	15	20	2.9	Novice
MP24	Scooter	180	42	27	35	0.6	Low Intermediate
MP25	Lower Boomerang	98	14	13	25	0.2	Beginner
MP26	Lower Friendly Nut House	175	27	17	25	0.4	Novice
MP27	Upper Northlands Terrain Park	117	25	17	35	0.4	Novice
MP28	Lower Northlands Terrain Park	125	17	12	50	0.6	Novice
Int Glade						1.8	Int Glade
Adv Glade						1.9	Adv Glade
Exp Glade						3.3	Exp Glade
Total Skiable Area						**25.6**	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Lodge Chairlift (POD L)							
L1	Rookies	470	26	17	30	1.4	Novice
L2	Trapper Johns Cut	129	18	15	15	0.2	Novice
L3	Seymour 16s Cut	38	12	12	40	0.2	Beginner
L4	Cabin Trail	471	33	19	25	1.2	Novice
L5	Seymour 16s	435	37	20	30	1.3	Low Intermediate
L6	Trapper Johns	415	34	21	35	1.5	Novice
L7	Chucks Place	422	29	20	25	1.1	Novice
L8	Young Guns	184	30	25	45	0.8	Novice
Total Skiable Area						**7.6**	



MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Vegetation

Existing Ski Trails

Class

- Beginner
- Intermediate
- Advanced
- Lighted Ski Trails

Existing Glading

- Thin Glading
- Dense Glading

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Existing Lifts, Trails, and Glading

Figure 2-5

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Ski trail capacity is a function of the acceptable density of skiers per hectare, rated by skier skill class. Typically, the range of acceptable densities for ski trails by skill class is as follows:

Table 2-8: Acceptable Densities of Ski Trails for Various Skill Classes

Skill Class	Skier Density/Ha*	MSR Applied Density/Ha
Beginner	35 - 75	75
Novice	30 - 60	60
Low Intermediate	20 - 40	40
Intermediate	15 - 30	30
Advanced	10 - 20	20
Expert	5 - 10	10

*The acceptable density of skiers on gladed trails is generally 15% to 30% of the comparable skier skill class, depending on the spacing of the trees and the acceptable densities of the trails around them.

Successful regional resorts on the periphery of major metropolitan centres excel at balancing an authentic mountain experience with high visitor demand. While urban skiers are willing to accept higher densities in exchange for the convenience created by the ease of access, regional resorts must ensure the skiing experience is not degraded through overuse. Where demand for skiing is very high, it is best to set acceptable trail densities to the highest level to ensure the resort develops and maintains the capacity to handle high demand well into the future.

It should be noted that the preferred and acceptable skier densities have decreased in recent years (for all skill classes). The advent of shaped skis, combined with snowboarding's relatively easy learning curve, has enabled a larger number of skiers to negotiate steeper and more adventuresome slopes sooner and with greater control than ever before. What was considered "experts-only" terrain ten years ago is now accessible to a much broader segment of the skiing population. This has often resulted in faster speeds and greater ski trail congestion. In addition, new terrain has opened in traditionally too steep areas to ski or ride.

The issue of what is acceptable, what is expected, and what is desirable must be carefully considered. Regional ski resorts, such as MSR, must continually assess the demands of the skier marketplace and adjust the winter experiences on offer accordingly.

Mt Seymour Resort is a regional resort serving a large, expanding day-use skier marketplace. Demand for skiing at MSR is characterized by large fluctuations between weekdays and weekends, with many visitors travelling to MSR on peak weekends. Accordingly, while acceptable densities during the week are likely low, urban skiers are likely to accept a far more crowded skiing experience on peak weekends.

Aligned with the high skiing demand created by its proximity to Metro Vancouver and its vision for the future, BHA applied high skier densities to the analysis (see Table 2-8).

By applying these densities to the trail and gladed areas existing at MSR, BHA calculated the capacity of existing ski trails. Table 2-9 outlines the trail attributes, highlighting skier skill classes and capacity within each Ski Pod and for the entire existing ski trail development at MSR. The total existing trail capacity is 1,701 skiers at one time.

Table 2-9. Existing Downhill CCC of Mt. Seymour Ski Resort

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Downhill Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Brockton Chair (POD BR)	75	7	0	95	20	95	22	0	232
Goldie Magic Carpet (POD GC)	18	2	30	67	0	0	0	0	98
Mystery Peak Express (POD MP)	205	26	18	526	319	35	23	20	941
Lodge Chair (POD L)	86	8	11	367	52	0	0	0	430
Totals		**42**	**60**	**1,055**	**391**	**130**	**45**	**20**	**1,701**

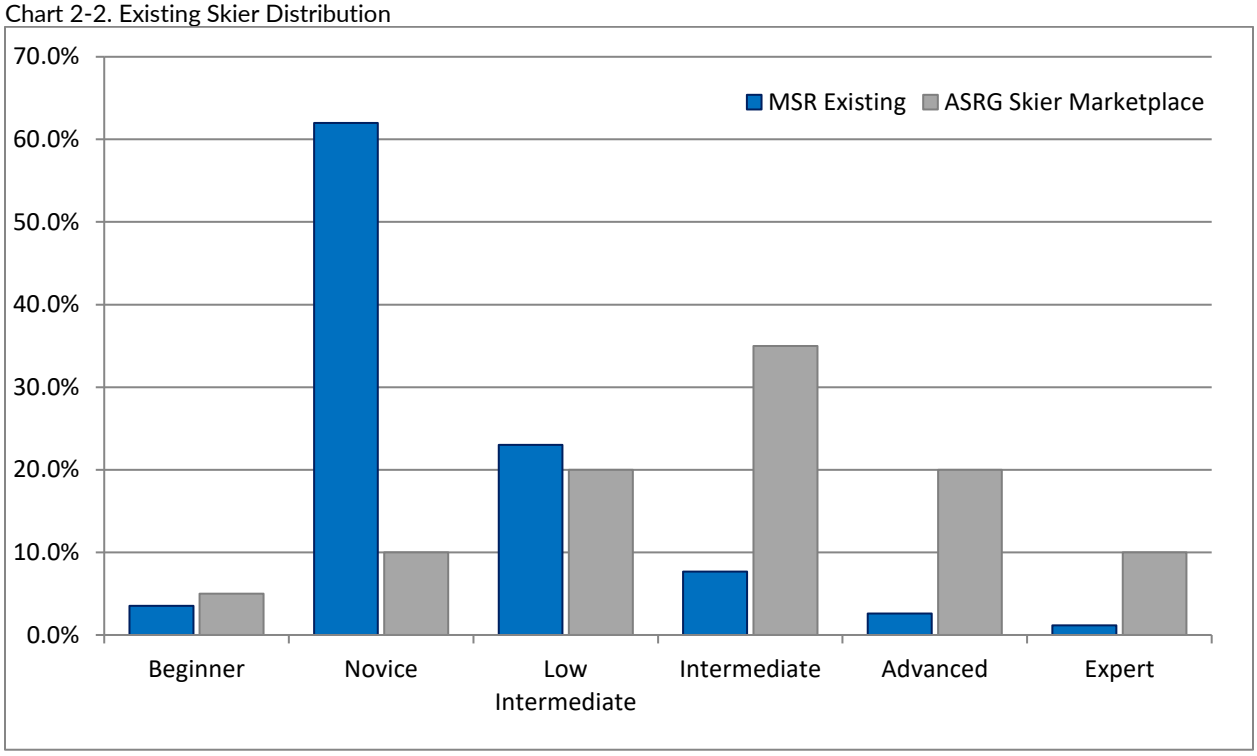
2.10.5 Existing Terrain Distribution Analysis

The existing ski trails were assessed in terms of their consistency with the accepted distribution of the skier marketplace. As defined in the All Season Resort Guidelines, the accepted distribution is used as a benchmark to compare existing and proposed skier distribution within this plan. This is illustrated in Table 2-10 and Chart 2-2.

Table 2-10. Existing Terrain Distribution by Skier Skill Class

Market Distribution	Skier Marketplace	MSR Existing Distribution
Beginner	5%	3.5%
Novice	10%	62.0%
Low Intermediate	20%	23.0%
Intermediate	35%	7.7%
Advanced	20%	2.6%
Expert	10%	1.2%

Chart 2-2. Existing Skier Distribution



Regarding whom the existing ski area development caters, 65.5% of the terrain serves Novice and Beginner skiers, 30.7% serves Low Intermediate and Intermediate skiers, and just 3.8% is suited to Advanced and Expert skiers. It is important to note that skier marketplace distribution is typically 15% Beginner, 55% Intermediate and 30% Advanced. As illustrated in the Chart above, the results of the analysis clearly show that, when MSR is compared to the skier marketplace, it has an insufficient offering of intermediate, advanced, and expert terrain. Future terrain development and expansions (see Section 4.0) have been designed to address this imbalance.

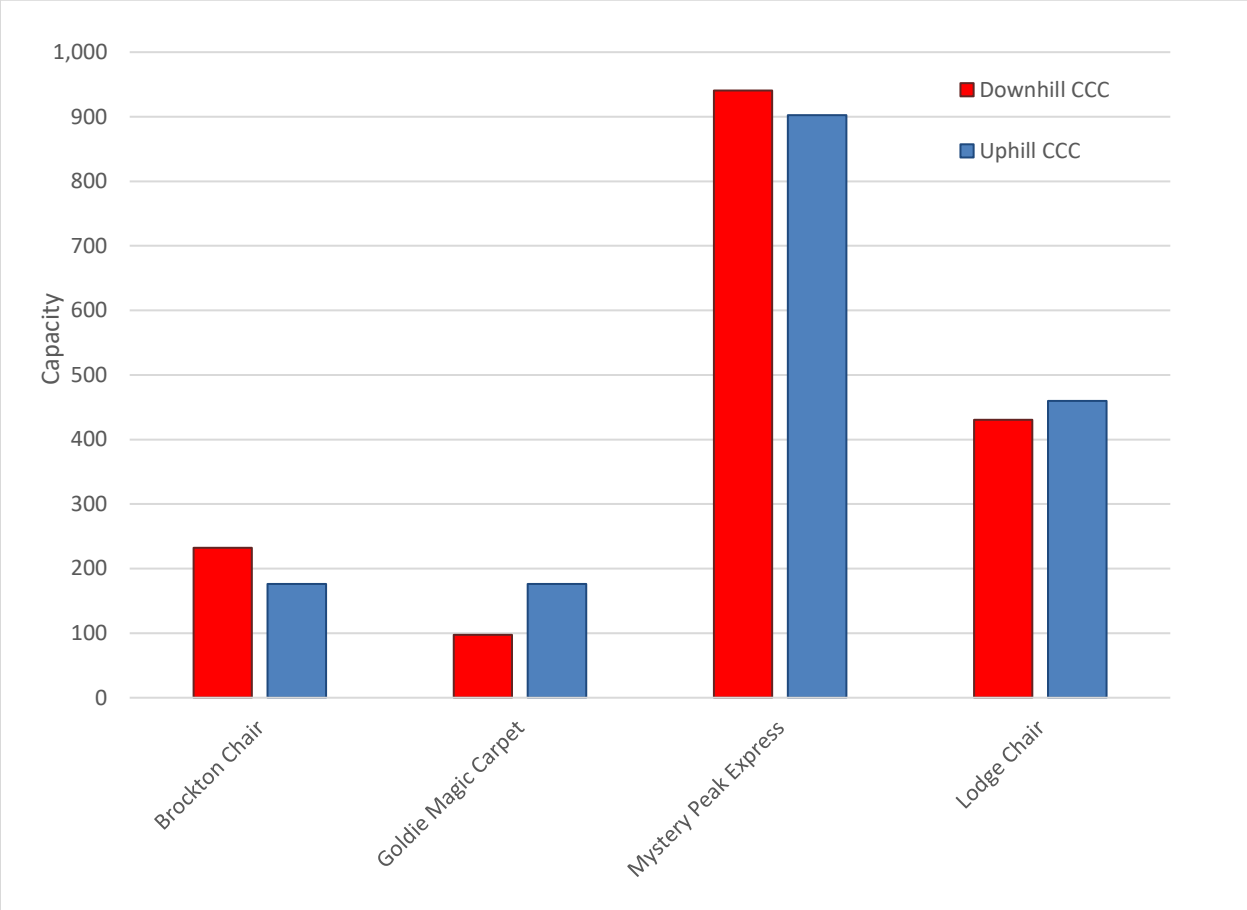
2.10.6 Existing Lift Balance Assessment

At a well-balanced ski resort, the downhill capacity of the ski trails should match the Uphill CCC of the ski lifts, resulting in a balanced ski product. This should hold over the entire resort and for each ski pod area. By comparing the Uphill CCC and Downhill CCC for each pod, BHA identified points of imbalance. Subsequently, improvements can be made to rectify the imbalances and improve the overall quality of experience at the resort. Table 2-11 and Chart 2-3 outline MSR's existing lift and trail balance.

Table 2-11. Uphill and Downhill CCC

Lifts	Uphill CCC	Downhill CCC
Brockton Chair	176	232
Goldie Magic Carpet	176	98
Mystery Peak Express	902	941
Lodge Chair	460	430
	1,715	**1,701**

Chart 2-3. Existing Lift Balance Assessment



As illustrated, overall, the lift capacities of the existing ski lifts at MSR are reasonably close to downhill CCC. However, the Brockton Chair currently underserves the terrain it accesses based on the acceptable skier densities. From the skier's perspective, less crowded slopes are a benefit, which is offset by fewer runs due to the lower relative uphill capacity. In contrast, the Goldie Magic Carpet has more uphill than downhill capacity. However, as this lift is dedicated to beginner skiers less concerned with crowding, this imbalance is not as pressing as it might appear (Chart 2-3).

2.10.7 Existing Peak Comfortable Carrying Capacity

As illustrated in Table 2-10, based on the existing lift configuration, the peak period uphill capacity of the ski lifts is 1,715, and the downhill capacity of the ski trails is 1,701. As the downhill capacity of the trails is surpassed by the uphill capacity of the lifts, the Peak CCC of MSR's existing facilities is set at 1,701 skiers. Utilizing the lower of the two values as the resort Peak CCC ensures that neither the Uphill nor Downhill CCC is exceeded.

2.11 Additional Activities and the Balanced Resort Capacity

At resorts such as MSR, where the focus is primarily on skiing and snowboarding, calculating the lift and trail capacities becomes the most important planning variable. However, additional attractions that add to the overall demand for and capacity of the resort must also be accounted for. In today's competitive tourism market, it is becoming increasingly necessary for resort developers to provide a variety of on-mountain activities that complement and enhance the proposed area's alpine skiing product. The capacity of additional facilities and attractions, such as snowshoeing and tubing, must be calculated and added cumulatively to determine the total carrying capacity of the resort.

The concept of carrying capacity must incorporate and achieve a sense of balanced land use without overwhelming the site's physical or environmental limitations. Likewise, the perceived experience must be integrated into the determination of capacity. That is, the expectations of the target market must be accounted for.

Just as there are limits to growth in terms of the actual size that an attraction can reach before it compromises the site's environmental integrity, there are thresholds beyond which the number of users, or the mix of user types, compromises the quality of experience that a resort offers. Again, a balance must be determined and adhered to. The objective is to calculate a "Balanced Resort Capacity".

The definition of the Peak Balanced Resort Capacity (BRC) is the optimum number of visitors that can utilize a resort's facilities during the resort's busiest period of the day in such a way that their recreational expectations are being met while the integrity of the site's physical and socio-cultural environment is maintained all year round. This number functions as the baseline figure to establish the annual capacity potential and utilization rates, as well as all development and market projections for the resort on a seasonal basis. Most importantly, the Peak BRC becomes the cornerstone when calculating the appropriate base area facilities (e.g., restaurant seating and washrooms) to be developed at the resort.

Snowshoeing

Mt Seymour Resort maintains a network of 12 snowshoeing trails (5.6 km) adjacent to their downhill skiing operations. Visitors can rent snowshoes and take a range of snowshoe tours designed to get guests of all skill levels out into the mountains. The popularity of snowshoeing in Metro Vancouver has grown rapidly in recent years and is expected to continue. Snowshoeing offers guests unfamiliar or uncomfortable with skiing or snowboarding an accessible and fun opportunity to experience nature in the winter. Snowshoeing accounts for approximately 200 additional guests at the resort at its busiest.

Tubing

Tubing offers families and those new to winter outdoor recreation opportunities to experience the mountain environment and play in the snow. It represents an easy entry point to engage with winter mountain recreation activities, requiring little equipment or skill. Tubing accounts for approximately 300 additional guests at the Resort at its busiest. It is important to note that the existing tube park is relatively small and steep, and often at capacity on weekends. Section 4 of the SRDP presents an alternative alignment with greater capacity and gentler grades.

Passive Guests

In addition to the active visitors, non-participating guests must be considered when determining the space use requirements and parking at the Resort. This includes parents, grandparents, or families that have come to watch their children learn to ski in the Bear's Den or hired drivers of group excursions to the mountain. Due to its proximity to the population of Metro Vancouver, and the sizeable number of residents unfamiliar with skiing and snowplay, this number equates to another 15% to 25% of guests at MSR. Previous surveys at MSR indicate that 20% of guests at a given time are passive guests.

Existing Summer Activities

Mt Seymour Resort hosts eco-adventure camps every summer, providing unique and immersive wilderness experiences to youth (ages 5-14) from across the region. Camps run each week from early July to late August. The on-mountain area is also open to the public throughout the summer and offers a range of self-guided hiking, sightseeing, and wildlife viewing options. Both the ski trails and snowshoeing trails have proven to be popular routes for locals from Metro Vancouver seeking a summer day in the mountains.

The success of MSR to this point has relied predominantly on winter recreation activities. However, as part of the planning process and to reaffirm the Vision for MSR, the activities on offer need to be expanded to all seasons. The details of the summer resort experience are discussed further in Section 4.

2.12 Existing Peak Balanced Resort Capacity

The BRC of the activities and attractions at a resort is the baseline for determining all necessary supporting facilities such as restaurants, equipment rental, retail outlets, resort services, parking, day-use facilities, and services. Adding the capacity of the attractions and passive guests, the BRC at MSR is calculated to be 2,641 guests per day (Table 2-12).

Table 2-12. Existing Peak Balanced Resort Capacity

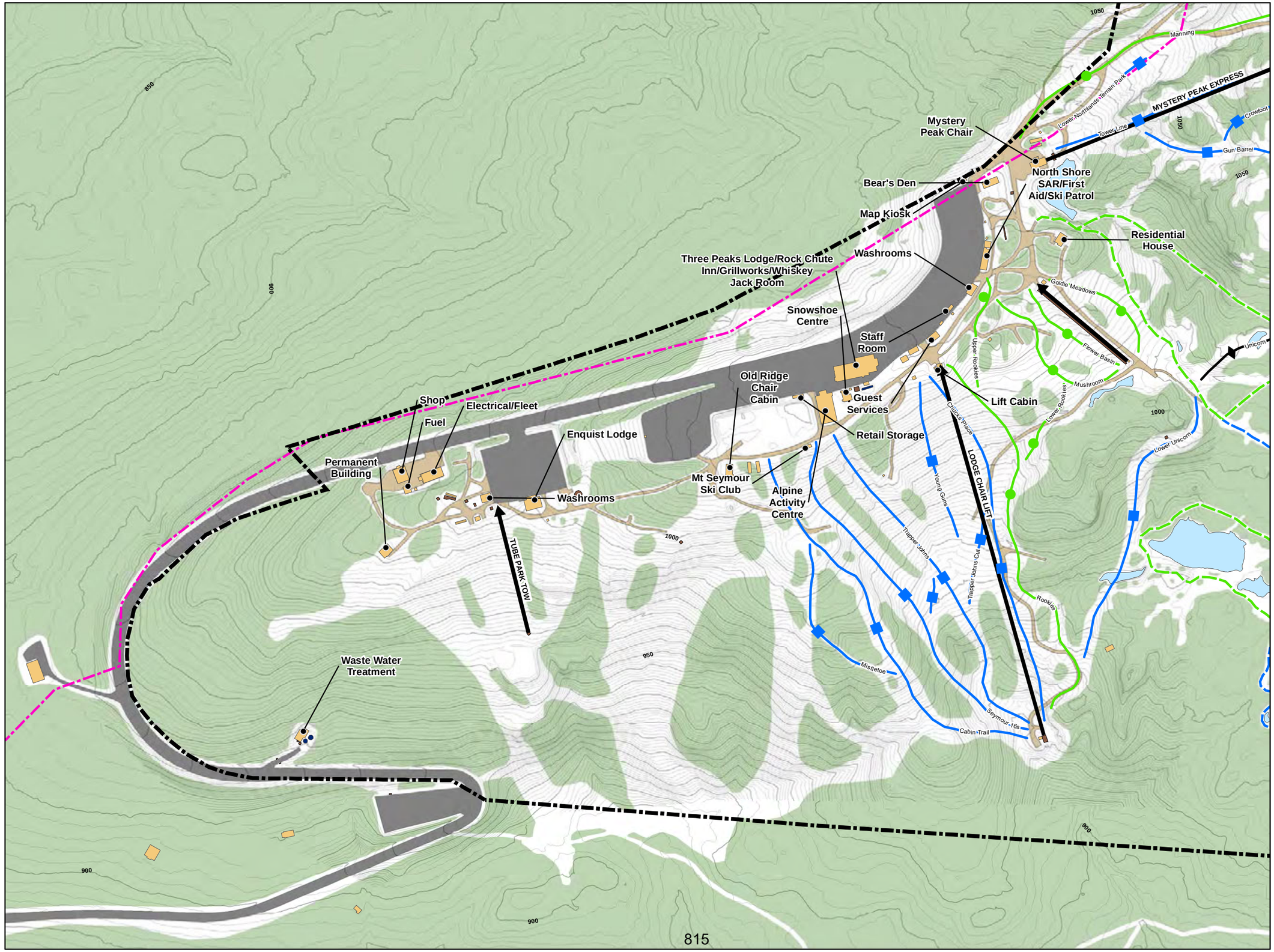
Total Mtn CCC	**1,701**
Additional Activities (Winter)	
Snowshoe	200
Snowplay (Tubing/Tobogganing)	300
Total Additional	500
Total Facility Capacity	2,201
Add Passive Guests (20% of Capacity)	440
BRC	**2,641**

2.13 Existing Base Area

2.13.1 Existing Skier-Related Built Space

Skier-related built space provides the expected and required services for a ski resort to function properly during the skiing day. These services include all built space (e.g., restaurants, retail, equipment rental, washrooms, ski patrol, lockers, resort information, administration, etc.) catering to day-use skiers.

The core of the MSR base area consists of the Three Peaks Lodge, Alpine Activity Centre, and Enquist Lodge, which serve day-use guests throughout their day. The rest of the base area includes parking lots, guest services, the snowshoe centre, ski patrol, and the maintenance building (Figure 2-6).



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Controlled Recreation Area
- Mt. Seymour Provincial Park
- Existing Lifts

Existing Ski Trails

Class

- Beginner
- Intermediate
- Advanced

Existing Snowshoe Trails

Difficulty

- Beginner
- Intermediate
- Advanced

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Base Area Existing Conditions

Figure 2-6

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The built space at MSR, including restaurants, bars, rental, retail, washrooms, and guest services, totals about 32,000 square feet (Table 2-13).

Table 2-13. Space Use Inventory (ft^2)

Service/Function	Alpine Activity Centre	Enquist Building	Three Peaks Lodge	Guest Services	Patrol Hut	The Hut	Snowshoe Centre	Bear's Den	Ridge Cabin	Washroom Buildings	Staff Room (Trailer)	Storage Containers	Total (sq. ft.)
Restaurants and Related Facilities													
Restaurant Seating	0	1,110	2,472	0	0	0	0	0	0	0	0	0	3,582
Kitchen/Scramble	341	200	1,191	0	0	0	0	0	0	0	0	0	1,732
Bar/Lounge Seating	0	0	1,216	0	0	0	0	0	0	0	0	0	1,216
Subtotal	**341**	**1,310**	**4,879**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,530**
Retail													
Equipment Rental/Repair	5,195	0	0	0	0	0	1,025	298	0	0	0	0	6,518
Retail	110	0	0	0	0	400	0	409	0	0	0	0	919
Subtotal	**5,305**	**0**	**0**	**0**	**0**	**400**	**1,025**	**707**	**0**	**0**			**7,437**
Skier Services													
Washrooms	325	185	486	0	0	0	0	0	0	1,900	0	0	2,896
Ski School	117	0	0	0	0	0	0	0	0	0	0	0	117
Ski Patrol/First Aid	0	0	0	0	1,037	0	0	0	0	0	0	0	1,037
Public Lockers	26	0	0	0	0	0	0	442	0	0	0	0	468
Ticket Sales	115	50	0	387	0	0	0	0	0	0	0	0	552
Subtotal	**583**	**235**	**486**	**387**	**1,037**	**0**	**0**	**442**	**0**	**1,900**	**0**	**0**	**5,070**
Operations/Storage													
Administration	2,121	600	1,300	184	77	0	0	81	0	0	0	0	4,363
Employee Lounge / Lockers	250	300	0	25	0	0	0	94		0	500	0	1,169
Subtotal	**2,371**	**900**	**1,300**	**209**	**77**	**0**	**0**	**175**	**0**	**0**	**500**	**0**	**5,532**
Back of House													
Mechanical/Furnace	476	147	361	50	70	24	56	72	57	101	0	0	1,412
Storage Space	650	400	336	372	236	65	65	65	1,100	65	0	1,400	4,754
Circulation, Walls, Waste	486	150	368	51	71	24	57	73	58	103	0	0	1,442
Subtotal	**1,613**	**696**	**1,065**	**473**	**377**	**113**	**178**	**210**	**1,214**	**270**	**0**	**1,400**	**7,608**
Total Ski Related Space	**10,213**	**3,141**	**7,729**	**1,069**	**1,491**	**513**	**1,203**	**1,534**	**1,214**	**2,170**	**500**	**1,400**	**32,177**

2.13.2 Space Use Requirements

To determine an appropriate mix and amount of built space, BHA compared the existing space use inventory to industry standards for ski resorts similar to MSR. Further, an MSR-specific perspective was applied to the space use analysis to incorporate actual and perceived base area strengths and weaknesses. Overall, the objective is to identify any gross area deficiencies in the existing development that should, once corrected, make MSR a more balanced, enjoyable, and successful operation.

The space use requirements are directly related to the resort's Peak BRC. On average, utilizing an existing Peak BRC of 2,641 visitors at one time, the current 32,000 ft^2 of developed space is only approximately 59% of what should be in place to balance the base area facilities with the capacity of the on-mountain attractions (Table 2-14).

Table 2-14. Space Use Analysis (ft^2)

		Peak CCC	1,701	
		Peak BRC	2,641	
Service/Function	**Existing Space (sq ft)**	**Space Required (sq ft)**	**Difference (sq ft)**	**% of Required**
Restaurants and Related Facilities				
Restaurant	3,582	11,372	-7,790	32%
Kitchen/Scramble	1,732	5,231	-3,499	33%
Bar/Lounge	1,216	2,843	-1,627	43%
Subtotal	**6,530**	**19,446**	**-12,916**	**34%**
Retail				
Equip Rental/Repair	6,518	9,887	-3,369	66%
Retail Sales	919	2,274	-1,355	40%
Subtotal	**7,437**	**12,161**	**-4,724**	**61%**
Skier Services				
Washrooms	2,896	2,911	-15	99%
Ski School	117	1,190	-1,073	10%
Ski Patrol/First Aid	1,037	915	122	113%
Public Lockers	468	1,648	-1,180	28%
Ticket Sales	552	549	3	100%
Subtotal	**5,070**	**7,214**	**-2,144**	**70%**
Operations				
Administration	4,363	3,639	724	120%
Employee Lockers	1,169	2,746	-1,577	43%
Subtotal	**5,532**	**6,385**	**-853**	**87%**
Back of House				
Mechanical/Furnace	1,412	2,712	-1,300	52%
Storage	4,754	3,164	1,590	150%
Circulation, Walls, and Waste	1,442	3,616	-2,175	40%
Subtotal	7,608	9,493	-1,885	80%
Total Built Space	**32,177**	**54,699**	**-22,522**	**59%**

This analysis suggests that specific base area functions can be improved. Future base area development should address key areas such as the restaurant and kitchen, and washrooms.

Restaurant, Pub, and Kitchen

At present, MSR offers approximately one third the space needed for restaurants, pubs and kitchens. This includes cafeterias, coffee shops, restaurants, 'brown bag' lunchrooms and the supporting food preparation and service space. Aside from a place to refuel between runs or activities, these areas form the primary space to socialize and enjoy the mountain environment. Further, a range of food and beverage services, from coffee shops to restaurants, can be a major contributor to the financial sustainability of resort operations. The lack of restaurant, pub, and kitchen space was addressed to the greatest degree possible in the Resort Concept presented in Section 4.

Ski School

MSR is where Vancouver learns to ski and its ski school programs are a core part of its services to guests, its operational viability, and its reputation and identity within the regional marketplace. Providing sufficient space for guests and the administration of programming is key to a well-functioning ski school. Based on the current experience at MSR, it should increase the space dedicated to the ski school by approximately 1,000 ft^2.

Rentals

The rental area at MSR often operates above its capacity, and the lack of space is evident in Table 2-14. Ski rentals go hand in hand with ski school programs and MSR's focus on learning and skier skill progression. To meet existing demand and continue to support the ski school and skiers, MSR needs to nearly double its existing rental area. The additional space will not only allow for more equipment and a greater range of equipment but also provide an improved and expedited experience for guests eager to get out on the slopes.

Employee Lockers and Lounge

The staff community at MSR is central to its identity and ability to continue to provide a quality guest experience. Whether it is the parking attendants, ski instructors, lift attendants, or kitchen team, their interactions with guests come to define the experience for guests. Ensuring staff have a comfortable place to rest, fuel up, and transition at the beginning and end of their shifts is critical to supporting them so they can support the guests. Currently, staff space is at a premium, and MSR should add approximately 1,500 sq ft. to support its workforce.

2.13.3 EXISTING PARKING

The day-use parking lots currently have a capacity for approximately 823 cars at any time (Table 2-15). From past surveys, MSR has established that on average each car contains 2 resort guests. At 2 people per car, this equates to 1,646 resort guests at any time on a full day. This does not include parking stalls outside the CRA dedicated to Park users. These are the jurisdiction of BC Parks, and while MSR manages these lots under contract from BC Parks, it cannot prescribe parking expansions or the reorganization of lots beyond its CRA.

Experience shows that the parking lots in their existing configurations are insufficient on peak days throughout the winter. The reservation system implemented by MSR works to reduce pressure on parking by limiting guest visits to 4 hours during peak periods. This window aligns with the typical length of stay at MSR, so it does not place an undue constraint on most guests. While the reservation system effectively reduces MSR's current parking challenges, the growing interest in winter and summer recreation at MSR and the potential to capitalize on that interest with new and expanded terrain will place increasing pressure on the limited parking areas. The base area concept in Section 4 addresses parking demand through lot expansion, incentivization of ridesharing/carpooling, continued active management by MSR, increased shuttle access, and the opportunity for a gondola to the developed areas at the foot of the mountain.

Table 2-15. Existing Parking Capacity

Location	Car Capacity	Guest Capacity
P2	170	340
P3	165	330
P4	420	840
P5	68	136
Total	**823**	**1,646**

2.13.4 Existing Base Area Experience

The existing resort base area at MSR is dominated by the parking areas, with day-use facilities lining the eastern edge of the main parking lots. Skier services stretch from the Bear's Den children's area to the Three Peaks Lodge, approximately 350 m away. The Enquist Lodge operates as a satellite base for the tubing area, approximately 350 m south of the Three Peaks Lodge. The linear layout of the base area buildings results in a disjointed visitor experience, with skiers having to walk extended distances between lifts and services. In turn, this requires an inefficient duplication of services.

As MSR evolves, it will be important to develop the base area into a centralized focal point to the greatest degree possible and develop fully serviced satellite base areas, isolate pedestrians from vehicle traffic and ideally create a mountain village ambience. The built form of the base area should attempt to follow the natural flow of pedestrian traffic, recognizing the "desire lines" of movement to and from primary amenities. Further, where possible, base area facilities and lift and trail alignment should complement each other to allow easy access and egress to on-mountain and village base facilities. The lack of available flat land constrains upgrades and expansion at the existing base area. This leads to a need to redevelop existing built space to create the desired base area. The base area improvements detailed in Section 4 of this SRDP have been designed to address these challenges and deliver an improved guest experience.

3 SITE AND CONTEXT ANALYSIS

The physical, environmental, and climatological realities of Mt Seymour Resort's Controlled Recreation Area and surrounding lands were assessed using advanced GIS tools. The results indicate that MSR has significant potential to expand its current on-mountain offerings and bring ski terrain distribution closer to the skier skill classes in the skier marketplace. The terrain in the east of the existing CRA offers the potential to link contiguous areas of intermediate and advanced ski terrain with considerable vertical drop. Further, slopes just north of the CRA, above De Pencier Lake, offer a large area of intermediate and advanced terrain with the promise of long ski runs. However, the projected impacts of climate change on winter snowfall stress the importance of mitigation strategies, such as snowmaking, and adaptation strategies, such as the expansion of summer and shoulder season recreation activities as critical pieces of any future development. These realities influenced the various analyses completed below.

3.1 INTRODUCTION

BHA analyzed the MSR study area to assess the development potential for the existing Resort. Given the defined project goals and objectives, a study area of approximately 500 hectares (1,235 acres) was identified. A digital terrain model was created using a combination of high-level topographic mapping with 20-metre contour information and more detailed mapping with 5-m contour information. Subsequent analyses were completed to initiate and guide the mountain and base area planning processes.

3.2 MOUNTAIN TERRAIN ANALYSIS

BHA analyzed the MSR study area in terms of slope, elevation, and aspect to understand the winter and summer development potential. The map analyses, combined with historical weather data and site visits, culminated in an understanding of the study area's capacity to support expanded, four-season recreational activities physically and environmentally.

The initial assessments examined the terrain, analyzed the slope and elevation profiles, and considered associated linkages. Multiple concepts were prepared to identify potential ski pod and lift locations at this stage. A coarse analysis of these potential pods was then conducted to get a general idea of the possible capacities. The results of the analysis identified potential areas of expansion and redevelopment. Moreover, the initial analysis indicated that developing this terrain would improve the skier distribution of MSR by providing much-needed advanced and expert ski terrain, enabling the Resort to match the accepted market distribution of skier skill classes more closely.

Given the potential to diversify available skiable terrain, the design team began to identify potential ski area trail alignments, lift configurations and gladed skiing opportunities. Summer opportunities were also identified to explore the potential to accommodate downhill and cross-country mountain biking, hiking, and sightseeing.

The following sections highlight the results of the terrain analyses on which these assessments were founded. Section 4.0 details the resultant all-season mountain and base area concepts for MSR.

3.2.1 MOUNTAIN SKI SLOPE ANALYSIS

The Mountain Slope Analysis divides the topography of the study area into a range of skiable gradients as they relate to each of the primary skier skill classes (Figure 3-1). These are as follows:

Table 3-1. Ski Slope Gradients by Skill Class

Skill Class	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Beginner	8	15
Novice	15	25
Low Intermediate	25	35
Intermediate	35	45
Advanced	45	60
Expert	60	80
Extreme	80	+

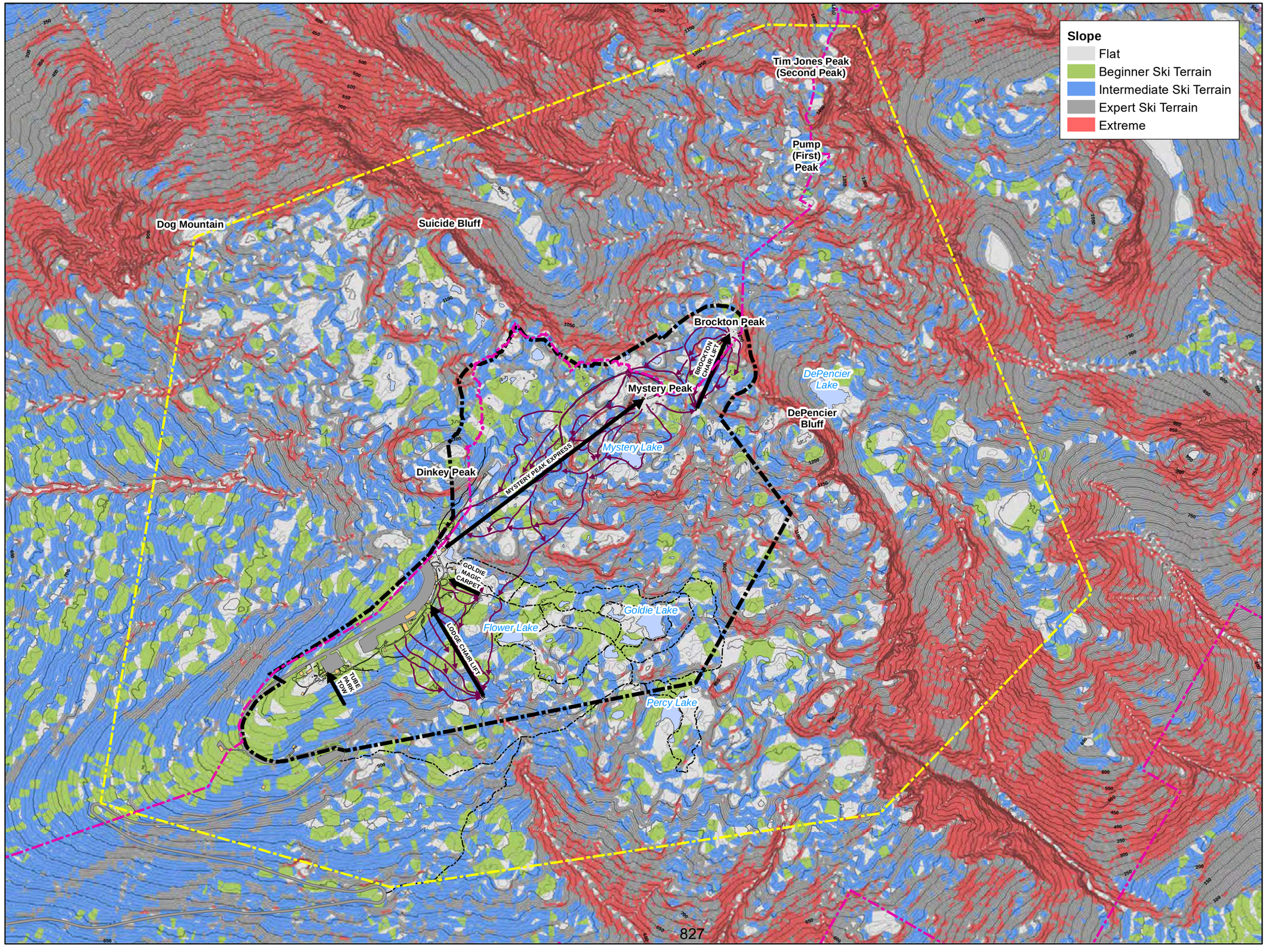
The slope analysis is layered over the existing lift and trail configuration, the base area development, and the CRA Boundary. The resultant analysis describes the general character of the land, illustrating that the study area has a well-balanced mix of terrain.

Overall, the study area contains a diverse mix of ski terrain. The slopes stretching south down the mountain towards the District of North Vancouver are dominated by gentle beginner and intermediate terrain, punctuated by steeper slopes where streams or creeks exist. To the north, a thick band of extreme ski terrain, denoting cliffs, stretches east-west across the entire study area, effectively tracing the existing CRA boundary. Beyond this band, there are pockets of intermediate to extreme ski terrain on the southern slopes of First Peak, extending down to De Pencier Lake.

Within the CRA, the slopes east of the base area contain a balance of beginner and intermediate terrain. The existing Lodge Chair accesses much of the contiguous areas of intermediate terrain, though there are also pockets to the south of that Chair that may be viable as ski terrain. Towards Goldie Lake, the terrain eases to beginner or flat slopes. This may be suitable for beginner skiing if it can be effectively integrated into a ski pod, but it is also ideal for the existing snowshoe trail network.

The terrain radiating from Mystery Peak occupies the full range of slope classes. To the west and southwest, there are areas of beginner and intermediate terrain. The terrain to the south, southeast, and east is characterized by bands of expert and extreme slopes, with sizeable pockets of intermediate terrain forming 'steps' down the mountain. The terrain off Brockton Peak is much the same, with the lands within the CRA containing intermediate terrain broken up by bands of expert and extreme slopes. Its northwestern slopes also hold intermediate terrain with small areas of expert and extreme slopes, while the northeast is dominated by the larger cliff band noted earlier.

Closer to the base area, viewing the slope analysis in terms of tube park improvement or relocation, there is a significant opportunity for development on the terrain immediately below the maintenance area.



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MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

Planning by:

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Mountain Slope Analysis

Figure 3-1

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3.2.2 MOUNTAIN BIKE SLOPE ANALYSIS

A Mountain Bike Slope Analysis was undertaken to help identify lands with a suitable gradient for mountain bike trails (Figure 3-2 and Table 3-2). The analysis involves colour-coding the topographic features within the MSR study area based on bikeable slope gradients. The following table defines the gradients in terms of their desirability for downhill mountain bike park development.

Table 3-2 Mountain Bike Slope Gradients

Type of Terrain	Description	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Flat	Try to Avoid. Drainage will be an issue.	0	5
Preferred	Best range for skill parks, trail hubs, trail intersections, climbing turns and all development of trails suited to all skill levels.	5	25
Possible	Maximum preferred grade for switchbacks	25	40
Generally Avoid	Switchbacks will require retaining structures.	40	55
Avoid	Too steep for use as mountain biking trails.	55	+

A review of the Analysis indicates that while the uneven topography of the area will present challenges to trail development, there are several large areas with high potential for mountain biking. The slopes in the southern half of the study area are relatively smooth, with moderate pockets of Preferred and Possible terrain separated in areas by small bands of terrain classified as Generally Avoid and Avoid. In contrast, the northern half of the study area is characterized by irregular patches of all slope types. Small to moderate-sized pods of Preferred terrain exist and are often connected by Possible terrain.

Within the CRA, the lands east of the base area, extending from the Tube Park Tow through to Goldie Lake, are dominated by Preferable and Possible slopes. Small areas of steeper terrain exist but can be easily avoided. The analysis also highlights the opportunity to utilize the snowshoeing/hiking trail network as part of a mountain bike trail network.

Further north, there is also a large area of Preferred and Possible terrain west of Mystery Peak Express. While pockets of unfavourable terrain exist near the top terminal of the Express, they can be addressed through careful planning and trail construction, and the area would create an attractive lift-serviced mountain biking opportunity. Further, this Preferred/Possible area extends outside the CRA to the plateau above Suicide Bluff, surrounding several small lakes. This area already contains a trail network used by hikers and may be amenable to cross-country mountain biking.

3.2.3 MOUNTAIN ELEVATION ANALYSIS

The Elevation Analysis (Figure 3-3) slices the study area's topographic features into 25-metre increments. This analysis effectively illustrates the height and "flow" of the land.

The study area is dominated by Mystery Peak (1,228 m), with Brockton Peak (1,265 m) rising just to the north. Suicide Bluff and De Pencier Bluff radiate west and east of Mystery Peak, respectively, forming a height of land from which the elevation declines as it moves southward. First Peak rises to 1,391 metres north of the CRA and overshadows De Pencier Lake, approximately 200 metres below.

The base area sits on a relatively flat finger of land (~1,025 m) extending southward from the side of Mystery Peak. From this flat area, the terrain to the west descends quickly, while the decline of terrain to the south and east is more gradual. Further to the east, the land around Flower and Goldie Lakes is relatively flat, forming a small bench.

The highest point within MSR is the top terminal of the Brockton Chair Lift at 1,265 metres (4,150 feet) elevation. The lowest-developed ski terrain is at 935 metres (3,068 feet), providing a total skiable vertical of 330 metres (1,083 feet).

Mt Seymour Resort's highest elevation is comparable to other resorts in the region, while its lowest skiable terrain is considerably higher (Table 3-3). The elevation of the lowest skiable terrain provides a buffer against low snowfall years or warmer temperatures. However, the higher elevation also results in lower skiable vertical relative to other locations in the region.

Table 3-3. Resort Area Elevation and Skiable Vertical

Resort	Lowest Skiable Terrain (m)	Peak Elevation (m)	Vertical (m)
Mt Seymour Resort	935	1,265	330
Cypress Mountain Resort	830	1,440	610
Grouse Mountain Resort	850	1,250	400

Mt. Seymour Resort
Resort Development Plan
2024

Slope
- Flat
- Preferrable
- Possible
- Generally Avoid
- Avoid

Legend
- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

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Mountain Bike Slope Analysis

Figure 3-2

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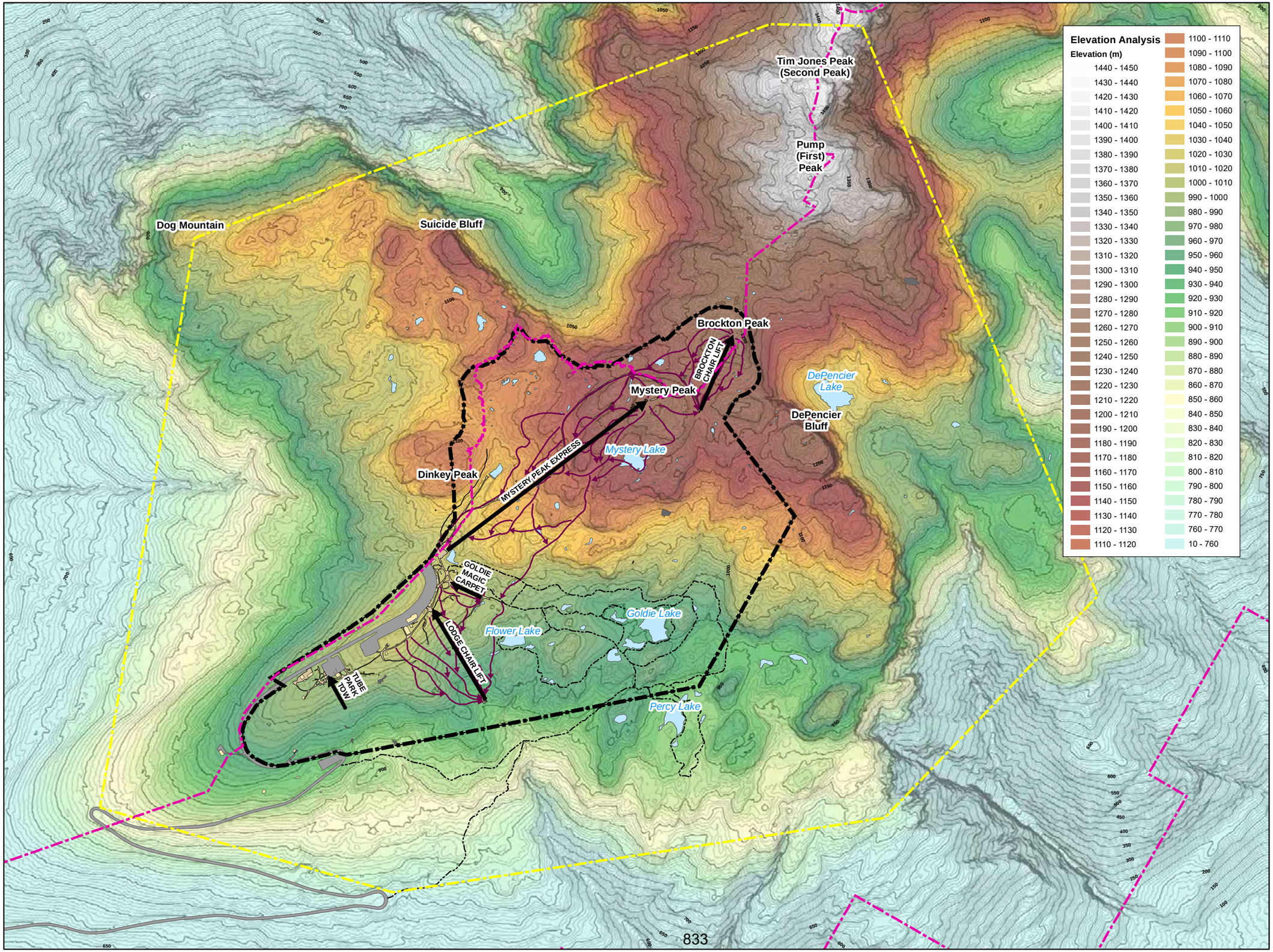

MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
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Mountain Elevation Analysis

Figure 3-3

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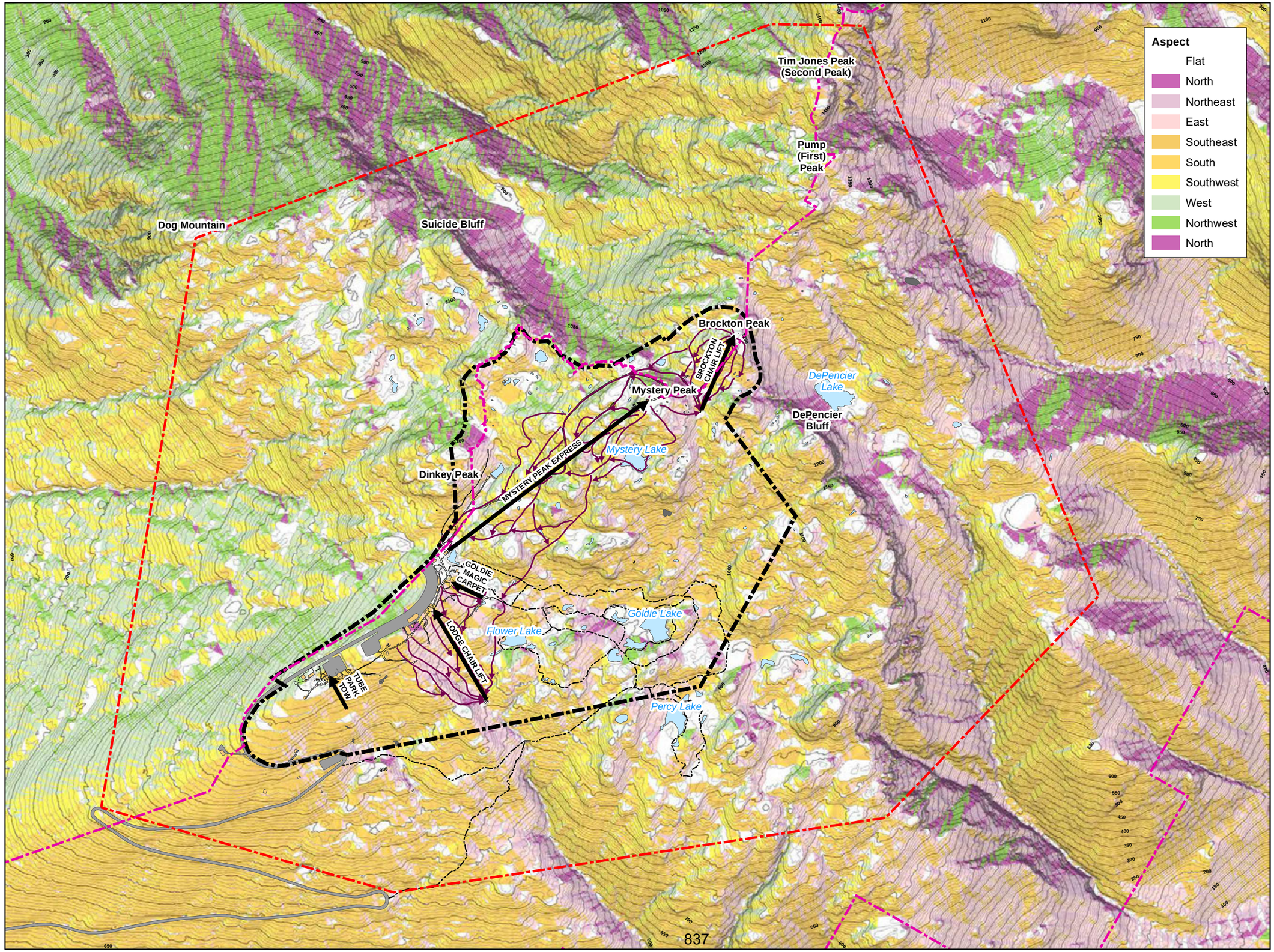
3.2.4 Mountain Aspect Analysis

The Aspect Analysis involves colour-coding the topographic features of the study area to illustrate the orientation and geographical exposure with respect to the eight points of the compass (Figure 3-4). Northern exposures receive reduced direct sunlight, so they are better suited for snow retention and, therefore, ski trail development. Southern exposures can prove problematic as ski terrain due to reduced snow retention capabilities and a greater probability of snowpack reliability problems. However, southern orientations are more desirable for base area developments and on-mountain lodges.

Ski trails with a high degree of solar exposure can minimize the resultant "solar burnout" through careful design, including detailed grading (e.g., angling trails away from direct exposure), reduced trail width (e.g., maximizing shade from edge vegetation), and erosion control (e.g., directing melt waters away from the trails).

The study area is dominated by south and southeast-facing slopes. In the south, outside the CRA, there are areas with western orientation, while the northern slopes of Suicide and De Pencier Bluffs face to the north and northwest.

The majority of MSR's skiable terrain is south or southeast-facing. Of the existing ski terrain, the areas accessed by the Lodge Chair are at the greatest risk of solar burnout due to limited tree cover and a southern aspect. The terrain available from Mystery Peak Express and Brockton Chair area is also south-facing, but tree cover limits solar exposure. The base area at MSR sits on the top of a flat ridge, ensuring that amenities, such as restaurants and the pub, receive sunshine throughout the day.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

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Mountain Aspect Analysis

Figure 3-4

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3.3 Base Area Terrain Analysis

The resort's guest capacity is directly tied to the staging capacity of the base area lands. To determine the staging capacity for MSR, the slope of the study area was analyzed using detailed contour data, and the mountain aspect and elevation analyses described above were integrated to determine the best potential base area layouts and concepts.

3.3.1 Base Area Slope Analysis

The Slope Analysis of the base lands study area was completed and is illustrated in Figure 3-5. As indicated, the slopes of the lands were categorized based on their physical capability to support specific types of development.

The grey areas represent areas with less than 5% slope. Generally, this land is ideal for all types of built development (e.g., base lodge/village development; high, medium, and low-density residential; parking lots; settlement ponds). However, it is important to note that these same areas, because they are flat, limit the ski-in/ski-out qualities and skier circulation. In addition, these lands can be wet and environmentally sensitive, adding to the development challenges.

Lands with slopes between 5% and 10% (yellow) surrounding the 'flat' lands (less than 5%) have significant development potential. With minimal grading, these lands can all be tied together into a contiguous development opportunity.

The green-coloured slopes represent areas with terrain greater than 10% but less than 20% slope. These lands may be utilized for built development, subject to more difficult access issues. While they are generally too steep for base area staging capabilities and high-density development, they are still conducive to more creative design and architectural strategies.

Slopes between 20% and 30% gradients (light blue) are lands where base area development becomes more challenging. The key to entertaining such development is both vehicular access and establishing parking in an economically viable fashion. The benefits of development on these slopes usually include ski-to/ski-out capabilities, unrestricted views, and good solar access.

The dark blue colour represents areas with slopes between 30% and 40. The benefits of big views and excellent solar access can offset the challenges of developing on these slopes.

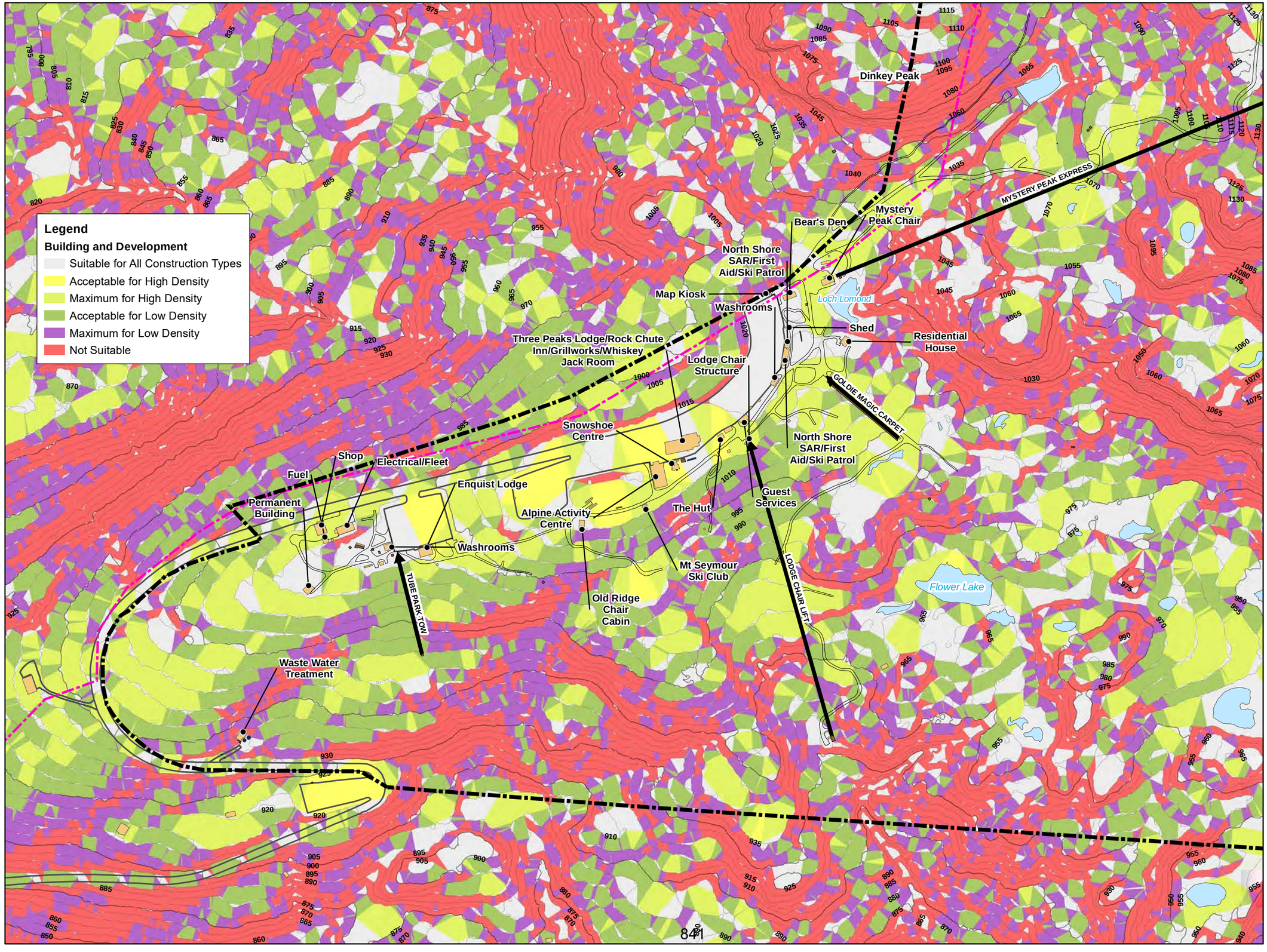
Finally, red-coloured areas represent slopes greater than 40%. Unless special circumstances prevail, these areas should largely be avoided due to the difficulties of access and the expense of building.

It should be noted that any proposed base area development, whether for additional amenities or accommodation, will adhere to the relevant regulations detailed in MSR's Park Use Permit, the BC Parks Ski Resort Policy, and the BC Parks Fixed-Roof Accommodation Policy.

Table 3-4. Base Area Slope Gradients

Slope	Building and Development Potential Use
0 - 5%	Capable of accommodating all types of base area development with limited grading. Typically, identifying parking potential as well as lands that may be wet and environmentally sensitive to development.
5 - 10%	Capable of accommodating all types of base area development with minimal grading.
10 - 20%	Lands that will require some grading to accommodate development. Upper limits to base area/village development.
20 - 30%	Upper limits to development with grading.
30 - 40%	Upper limits to development.
40%+	The terrain is generally too steep for development. However, some development may be possible, depending on reasonable access and geotechnical considerations.

Based on these slope classifications, much of the land within the study area is unsuitable for base-area development. The ridge on which the current base-area amenities are located is the largest, contiguous area of land with high development potential. Beyond the Enquist Lodge, the southern end of this ridge holds lands suitable for further low-density development. Similar opportunities for low-density development are available on the lands surrounding the Goldie Magic Carpet, though integration with the existing ski product may present challenges.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt. Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts

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Building and Dev Slope Analysis

Figure 3-5

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4 SKI RESORT DEVELOPMENT PLAN

The BHA Ski Resort Development Plan details the proposed improvement and expansion of Mt Seymour Resort over the next 60 years, capitalizing on significant opportunities to improve the on-mountain and base area guest experience. On the slopes, the proposed development of five new ski lifts and realignment of the tube park will result in an additional 122 ha of skiable terrain, with a significant increase of intermediate terrain. This would bring the distribution of ski runs into better alignment with the skier marketplace.

Complementing the expansion of on-mountain terrain, skier-related built space will expand in response to increasing visitation. The base area will develop around a central, more walkable, pedestrian-scale core offering a full range of skier services. Further, Mt Seymour Resort will develop on-mountain day lodges that provide essential skier services and scenic views of the region.

Together, the expansion of ski terrain and the base area will see the Peak Balanced Resort Capacity rise from 2,641 to approximately 6,700 guests, fulfilling Mt Seymour Resort's vision as the starting gate for recreation in Metro Vancouver, strengthening its family-oriented reputation and realizing the ski area's full recreation potential.

The implementation plan establishes the path to achieving all the proposed improvements and expansions. It details a well-defined course of action to guide development at Mt Seymour Resort.

4.1 INTRODUCTION

The BHA Ski Resort Development Plan (SRDP) for Mt Seymour Resort (MSR) describes the proposed transformation of this already successful regional ski area into the starting gate for mountain recreation in Metro Vancouver. The following section describes the various components and elements of the SRDP. It is divided into two primary pieces - the improvement and expansion of the mountain facilities and recreation amenities and the transformation of the base area. Each is detailed below in terms of its proposed resort buildout condition.

The SRDP is focused on developing a diverse mix of high-quality all-season mountain and recreation facilities and attractions. To be successful, these will be designed to reflect the expectations of existing and future day-use guests. The size and scale of the base area facilities will reflect the Peak Balanced Resort Capacity of those mountain recreation facilities and attractions, providing the appropriate combination of support facilities and services to meet the guests' needs during their visit.

Section 4.11 defines a phased implementation of the mountain facilities included in the SRDP. However, it must be noted that any redevelopment or expansion of MSR will only be initiated when market conditions, ongoing resort utilization, and resort area trends all indicate a business case for doing so. Further, the order of certain projects may be revised based on these same factors.

The Ski Resort Development Plan is structured as follows:

- Section 4.2 details the BHA Ski Resort Development Plan and Resort Recreation.
- Section 4.3 describes the Other Resort Attractions.
- Section 4.4 discusses the proposed Summer Resort Activities
- Section 4.5 presents the Amenities available through all Four Seasons
- Section 4.6 outlines the content and relationship between the attractions regarding the Peak Balanced Resort Capacity at Buildout.
- Section 4.7 specifies the scale and scope of the associated Resort Base Area.
- Section 4.8 describes the basic requirements regarding Service and Infrastructure.
- Section 4.9 describes the proposed realignment of the Controlled Recreation Area boundary.
- Section 4.10 assesses Climate Change in the CRA and the project's potential Economic Impact.
- Section 4.11 describes the Ski Resort Development Plan Implementation Strategy.

4.2 MOUNTAIN DEVELOPMENT PLAN

Based on the detailed Inventory and Analysis of the mountain terrain (See Sections 2 and 3) and its physical capability to support additional development, MSR has a significant opportunity to enhance the skiing and snowboarding experience.

Utilizing the completed analyses as a foundation, BHA completed a more comprehensive and detailed assessment of technical opportunities and constraints. These resulted in the creation of a series of development concepts from which the Preferred Resort Concept was derived. This Preferred Resort Concept became the basis for the BHA Ski Resort Development Plan for MSR. This section details the extent of ski area development proposed for MSR's mountain facilities expansion. It illustrates the configuration of all proposed lifts, trails and gladed ski trails at buildout and demonstrates the associated capacities and market distribution of ski terrain.

4.2.1 MOUNTAIN DEVELOPMENT GOALS

The BHA Ski Resort Development Plan provides the blueprint to define, describe, protect, and develop MSR's alpine environment such that it anticipates and capitalizes on evolving market trends, establishes a unique and distinctive character, and ultimately is fundamentally about 'mountain play' on a year-round basis.

The defined vision for the resort was guided by the BC Parks Ski Resort Policy and design criteria detailed in the Province of British Columbia's All Season Resort Guidelines (ASRG). High skier densities were applied during the design process to reflect changes in expectations of the marketplace and MSR's desire to be the mountain recreation gateway for the Metro Vancouver region. Further, the planning process addressed the need for a diverse summer product that complements the attributes of the surrounding parklands, attractions and facilities, catering to the growing market demand and guest expectations for an accessible, environmentally aware recreation offering.

Building on the identified goals and objectives of the Resort (see Section 1), the following development goals were envisioned for the mountain area, divided by season and type of activities:

Winter Season – Skiing and Snowboarding

- Continue to offer terrain that reinforces the diverse needs of families and provides something for everyone, from traditional ski runs to gladed terrain for all ability levels.
- Continue to offer terrain designed to encourage skier skill progression.
- Provide intermediate/entry-level gladed ski trails that are 'feathered' into advanced gladed ski trails, supporting skier skill progression.
- Realize efficiencies within the existing terrain through modifications, upgrades, and infill.
- Continue to upgrade the ski lift system to cater to a high-density family skiing experience.
- Develop exciting new terrain that will inspire the market.
- Preserve, develop, and enhance the ski to/ski from capabilities of the base area.
- Develop a comprehensive snowmaking system utilizing state-of-the-art technologies to ensure a reliable snowpack, especially at lower elevations.
- Improve and expand on-mountain facilities to cater to the diverse needs and expectations of skiers in each area of the mountain.
- Provide exciting and compelling alternative winter activities for guests, such as snowshoeing and tubing, recognizing families' diverse needs and interests.

Winter Season – Other Activities

- Provide alternative winter activities for guests, recognizing the diverse needs of families, such as snowshoeing and tubing.

Summer Season

- Plan for, design, and develop a cross-country mountain biking trail system, an aerial adventure park and zip lines unique to Mt Seymour Resort.
- Plan and design various overnight options, from glamping to cabins, that are welcoming and accessible to all and provide a range of wilderness experiences.
- Consider and develop additional adventure tourism opportunities in and around Mt Seymour Resort, including facilities and activities like a via Ferrata, a skywalk, an alpine slide, and a suspension bridge.
- Preserve, enhance, and expand on the trails catering to hiking, trail running, and backcountry backpacking trails staged from Mt Seymour Resort.
- Explore the opportunities to develop additional summer attractions, facilities, festivals, events, and celebrations based out of the Mount Seymour Base Area.

4.2.2 Preliminary Winter Terrain Capacity Analysis

After synthesizing the results of the various analyses, several conceptual alternatives for ski trail and lift development were explored. Well-integrated skiing potential was identified within several pods, each complemented by other mountain attractions and supported by and balanced with the proposed base area facilities.

Ski pods are defined by the characteristics of the terrain and the potential skier type (e.g., beginner, intermediate, advanced, and expert.). The shape of the ski pods was delineated by the height and flow of the land and skiable terrain present, with ski runs radiating out from an upper elevation and returning naturally to a lower focal point. The areas identified were tied to a skier skill class and potential lift terminal locations. This terrain analysis illustrates the potential to develop the much-needed intermediated, advanced, and expert skiing.

The total area of potential skiable terrain within the MSR study area is approximately 500 hectares (1,235 acres). To account for unskiable areas, slopes over 80% and under 8% were removed. Typically, the skiable terrain within a ski pod ranges from 25% to 50% of the total area. According to these preliminary analyses, the MSR study area could develop approximately 110 hectares (272 acres) of additional ski terrain (using 35% trail development per unit of potentially skiable terrain). Additional gladed ski terrain could be developed on an additional 15% of the expansion area.

Applying a high skier density to each pod, the skiable terrain identified within the study area can support approximately 4,000 skiers during peak periods. Although these results were preliminary, they indicate that there was enough potential for expanding and improving skiable terrain, leading to the recommendation to complete a more detailed analysis of the opportunities inherent within the study area.

Once established, the skiing experience will be a well-balanced product that continues to adhere to MSR's established family-oriented reputation and culture. If the MSR study area's potential is

fully developed and realized, it is not hard to imagine Mt Seymour Resort as the standout ski destination in the Metro Vancouver region.

4.2.3 PROPOSED MOUNTAIN DEVELOPMENTS

The following section details and illustrates each proposed ski pod contained in the SRDP (Figure 4-1 and 4-1b). Together, they represent the realization of the vision for Mt Seymour Resort and the potential for all-season recreation within the study area.

Ridge Chair (Pod A)

The proposed Ridge Chair represents the reactivation of previously established ski terrain that has become underutilized and once redeveloped, will work effectively in concert with the Lodge Chair Pod to support beginner to intermediate skier skill progression. The slopes in this ski pod are ideal for low intermediate and intermediate skiers, and their relatively short length makes them perfect for those skiers who are still building their confidence but looking to challenge their skills. The proximity of this lift to the rental and ski school buildings makes it very accessible to newer skiers and well-suited to ski school lessons. Finally, adding the ski terrain in this ski pod will also increase the intermediate ski terrain offered at MSR, bringing it closer to the distribution of skiers in the skier marketplace.

Summit and Percy Chairs (Pod B and C)

The proposed Summit and Percy Chairs will add to MSR's intermediate and advanced ski terrain and bring the overall distribution of ski terrain at the ski area more in line with that found in the skier marketplace. The unique, undulating topography of the slopes will result in remarkably playful and dynamic ski terrain featuring natural bumps, rolls, and banks sought after by experienced skiers. The Summit Chair includes a mid-station and connection to the top of the Brockton ski pod, allowing skiers to lap the Summit pod, combine the Summit and Brockton pods for a longer run, or transit into the De Pencier pod. Adding this new, dynamic terrain will only strengthen the ski experience at MSR, appealing to the currently underserved segment of experienced skiers.

The Summit Access T-Bar and the Flower Chair provide access to the lower terminal of the Summit Chair via the proposed access trail. The Flower Chair will also function as a small, self-contained ski pod. The T-Bar and Flower Chair serve a critical role in, first, reducing demand on the Mystery Peak Express as the sole point of access to the northern areas of the resort and, second, providing redundant access to the Summit, Percy, Brockton, and De Pencier Chairs should the Mystery Peak Express encounter a mechanical issue.

Peak Cafe
De Pencier Chair
Elsay Lake Trail
Mount Seymour Trail
Mount Seymour Trail
Mount Seymour Trail
Brockton Chair
Summit Chair Ext.
Haul Back T-Bar
Mystery Peak Lodge
Mystery Peak Express
De Pencier Lake
De Pencier Hut
Exit Chair
Summit Chair
Percy Chair
Flower Chair
Access T-Bar
Ole's Pass
Ole's Pass
Goldie Twin
Mushroom Carpet
Bear Bowl Carpet
Cabin Connector
Cabin Trail
Creek Trail
Goldie Lake Loop
Goldie Shortcut
Goldie Lake
Trapper John's
Flower Lake Loop
Explorer Trail
Cougars Pass
Windfall Trail
Lodge Chair
Ridge Chair
Tube Park
Zipline 1
Zipline 2
Zipline 3
Zipline 4

Mt. Seymour Resort Resort Development Plan 2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings

Summer Use Areas

- Aerial Adventure Park

Winter Activities

- Potential Tube Park

Proposed Glading

- Dense Glading
- Thin Glading

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

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Mount Seymour Resort at Buildout

Figure 4-1

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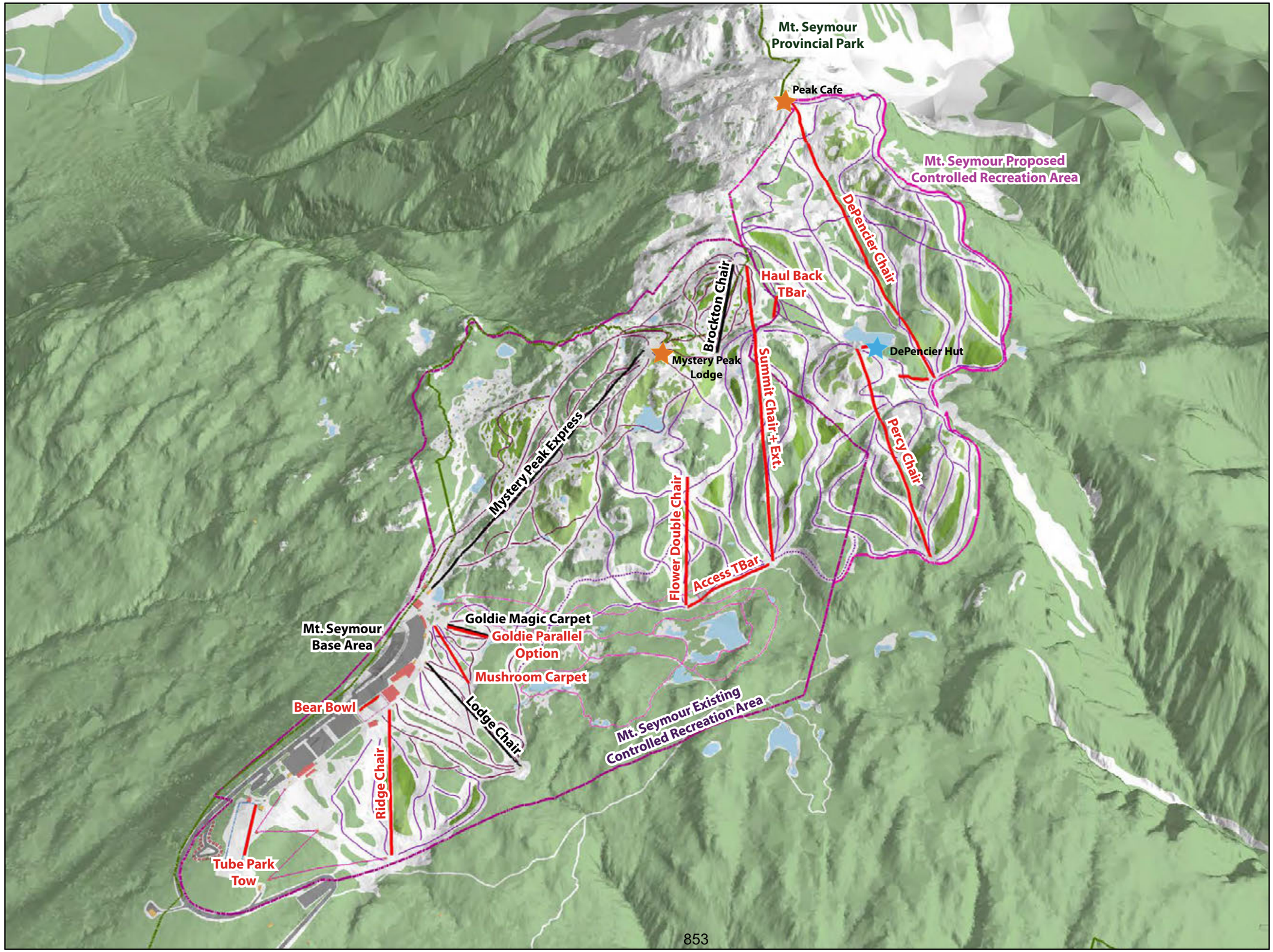

Mt. Seymour Resort
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2024

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- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings

Summer Use Areas

- Aerial Adventure Park

Winter Activities

- Potential Tube Park

Proposed Glading

- Dense Glading
- Thin Glading

Proposed Mountain Lodges

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Mount Seymour Resort at Buildout

Figure 4-3

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De Pencier Chair (Pod D)

The proposed De Pencier Chair represents a significant expansion to the ski terrain at MSR, adding 50 ha of intermediate and advanced ski terrain to the ski area. Further, this terrain will add a new dimension to the ski experience at MSR, replicating the long runs found on the Mystery Peak Express but on the intermediate and advanced ski terrain currently lacking at MSR. Much of the ski terrain sits at a relatively high elevation and is oriented to the east, limiting solar exposure, which preserves the snowpack and snow quality. The De Pencier ski pod will offer spectacular 270° views of Metro Vancouver and the Indian Arm from its peak. Its location will provide skiers with a sense of backcountry adventure and escape while being lift-serviced and attached to MSR.

Skiers exiting the De Pencier pod will use a short Haul Back T-Bar or the Exit Chair. The former connects skiers with the Brockton ski pod, while the latter brings them into the Summit ski pod. Together, the return lifts support easy and effective skier circulation, whether during the day in response to changing conditions or at the end of the day when skiers return to the base area.

Mushroom Carpet (Pod F)

The proposed Mushroom Carpet adjacent to the popular Goldie Carpet will reinforce MSR's family-oriented, beginner-friendly reputation. It has been designed as the last step in beginner skier skill progression before guests graduate to ski lifts and longer, more challenging runs. The Mushroom Carpet also provides additional uphill capacity in the increasingly popular Goldie beginner area, with longer runs and additional ski terrain, supporting the growth of MSR's ski school programs.

Tube Park

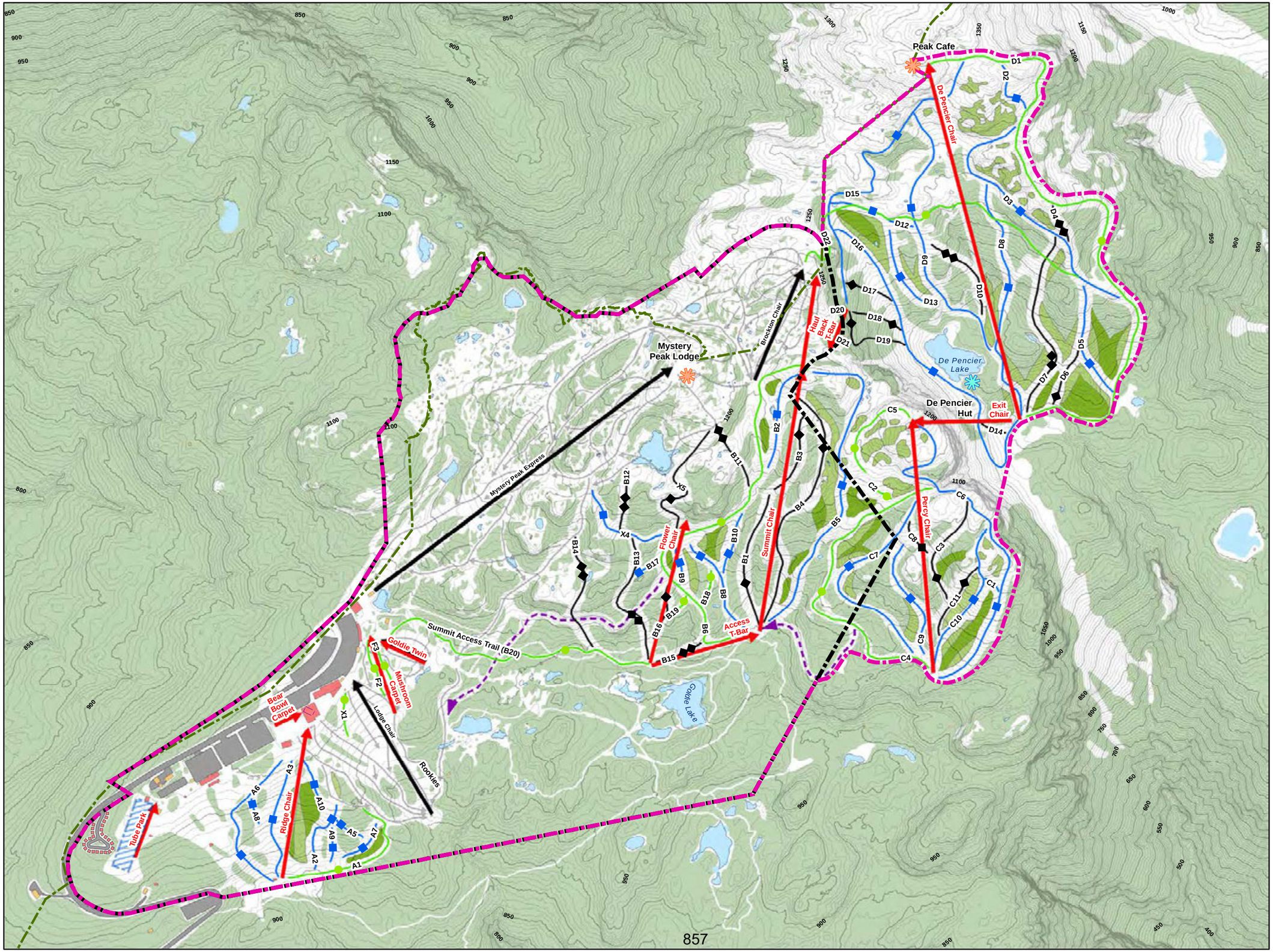
As planned, the existing Tube Park will be relocated and expanded in the CRA, south of and below the Enquist parking area. With some grading, the new alignment will facilitate ideal Tube Park gradients, making for an exciting, easy-to-use winter activity. It will provide amazing views of Metro Vancouver and maintain easy access to and from the Enquist Lodge and parking area. The increased capacity and improved quality of experience will address the growing demand for snowplay. It is anticipated that the iconic views offered by the new alignment will become a defining feature of Mt Seymour Resort.

4.2.4 PROPOSED SKI TRAIL DEVELOPMENT

The proposed development at MSR includes the realignment of some existing terrain use and the addition of the new ski area terrain. The following sections detail the specific nature and characteristics of the Ski Resort Development Plan in its proposed 'buildout' form.

The existing and proposed ski lifts and trails (Figure 4-1) graphically illustrate the proposed transformation of the mountain as it relates to the existing lift and trail development. This is further enhanced by the description of the proposed ski trails by skier skill class in Figure 4-2 and Table 4-1. Each ski trail or trail segment has been identified by an alphanumeric code, which identifies the trail on all associated mapping and within the geospatial and statistical databases. The general extent of proposed gladed areas has been included to indicate potential gladed terrain (see Section 4.2.5).

Mt Seymour Resorts recognizes the ecological, cultural, and recreational value of the surrounding parkland and strives to ensure its integrity. To that end, MSR will not plan for any development within ecologically or culturally sensitive areas and ensure that any development adjacent to these areas has negligible impact. Further, MSR will work with stakeholders, BC Parks, the Metro Vancouver Regional District, and the District of North Vancouver to ensure the health of the adjacent public lands for the enjoyment of all British Columbians.



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MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed CRA
- Mt Seymour Existing CRA
- Mt Seymour Provincial Park
- Proposed Vegetation
- Existing Lifts
- Proposed Lifts
- Proposed Access Trails

Proposed Ski Trails

Class

- Beginner
- Intermediate
- Advanced

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Proposed Ski Trails by Skier Class

Figure 4-2

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Table 4-1. Proposed Ski Trails at Buildout

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Ridge Chair						
A1	638	33	18	35	2.2	Novice
A10	155	24	19	35	0.5	Low Intermediate
A2	230	43	36	35	0.8	Low Intermediate
A3	363	39	32	35	1.3	Low Intermediate
A4	584	19	11	35	2.0	Novice
A5	96	50	33	35	0.3	Intermediate
A6	471	59	26	35	1.6	Intermediate
A7	150	38	27	35	0.5	Low Intermediate
A8	78	46	38	35	0.3	Intermediate
A9	107	50	49	35	0.4	Intermediate
Int Glade	0	0	0	0	3.0	Int Glade
Total Skiable Area					**13.0**	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Summit Chair						
B1	638	33	18	35	1.4	Advanced
B10	155	24	19	35	0.5	Intermediate
B2	230	43	36	35	1.2	Intermediate
B3	363	39	32	35	0.9	Advanced
B4	584	19	11	35	2.7	Advanced
B5	96	50	33	35	3.4	Intermediate
B6	471	59	26	35	4.5	Novice
B7	150	38	27	35	1.5	Novice
B8	78	46	38	35	1.2	Intermediate
B9	107	50	49	35	0.6	Low Intermediate
X4*	329	43	23	35	1.2	Low Intermediate
X5*	476	75	31	35	1.7	Advanced
Int Glade	0	0	0	0	6.4	Int Glade
Total Skiable Area					**27.3**	

*Access Trails

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Percy Chair						
C1	57	37.79	33.05	35	0.2	Low Intermediate
C10	468	59.2	34.93	35	1.6	Intermediate
C11	250	68.66	48.1	35	0.9	Advanced
C2	81	27.18	23.15	35	0.3	Novice
C3	332	65.58	28.71	35	1.2	Advanced
C4	960	38.48	20.95	35	3.4	Novice
C5	309	32.17	22.06	35	1.1	Novice
C6	1,111	95.21	30.6	35	3.9	Low Intermediate
C7	660	89.12	22.96	35	2.3	Intermediate
C8	111	35.96	30.14	35	0.4	Advanced
C9	369	50.91	28.17	35	1.3	Intermediate
Int Glade	0	0	0	0	7.0	Int Glade
Total Skiable Area					**23.5**	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
De Pencier						
D1	1,977	77.22	30.97	35	6.9	Novice
D10	301	99.85	48.77	35	1.1	Expert
D11	231	19.85	13.19	35	0.8	Novice
D12	251	43.16	21.22	35	0.9	Low Intermediate
D13	291	52.76	38.45	35	1.0	Intermediate
D14	84	68.2	51.81	35	0.3	Advanced
D15	1,821	60.17	27.11	35	6.4	Intermediate
D16	1,056	80	24	30	3.2	Intermediate
D17	158	80	51	30	0.5	Advanced
D18	176	80	66	30	0.5	Advanced
D19	286	100	53	30	0.9	Advanced
D2	171	41.89	35.8	35	0.6	Low Intermediate
D20	65	100	120	30	0.2	Advanced
D3	822	58.36	27.91	35	2.9	Intermediate
D4	130	80.36	61.1	35	0.5	Expert
D5	361	56.74	43.2	35	1.3	Intermediate
D6	196	68.95	45.69	35	0.7	Advanced
D7	597	86.84	41.85	35	2.1	Expert
D8	751	73.54	33.2	35	2.6	Intermediate
D9	862	78.94	33.63	35	3.0	Intermediate
Int Glade	0	0	0	0	14.5	Int Glade
Total Skiable Area					**50.6**	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Mushroom Carpet						
F2	115	18	11	35	0.4	Novice
F3	42	18	10	35	0.1	Novice
Total Skiable Area					**0.5**	

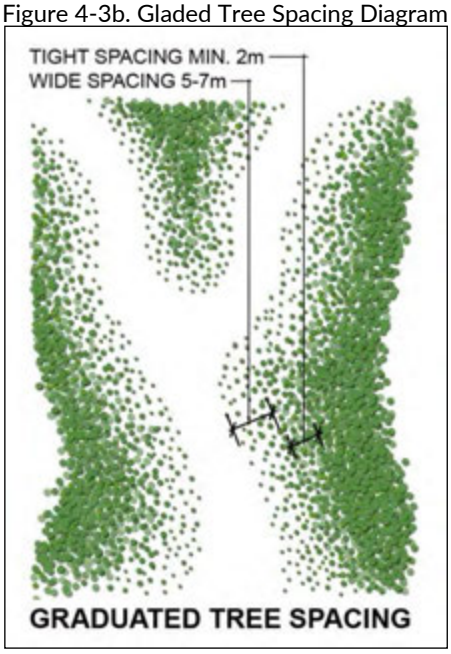
4.2.5 PROPOSED GLADED SKI TERRAIN

By buildout, gladed skiing on the mountain will be expanded from the current 7.8 hectares to over 38.8 hectares (see Figure 4-4).

As proposed, the gladed ski terrain will be developed using a feathering technique initiated from the ski run edges. As illustrated in Figures 4-3a and 4-3b, the typical layout would see a gladed edge moving into the trees from the clear cut of the ski trail. The tree spacing initially would be wide (5 to 7 metres). Tree separation would decrease progressively, closing to a minimum of 2 metres. The lower branches of gladed trees should also be limbed to 3 metres above the maximum snow depth, depending on tree species, to facilitate clear paths for skiers and boarders.

Figure 4-3a. Illustrative Example of Glading

Figure 4-3b. Gladed Tree Spacing Diagram



Glading can deliver ecological and recreational benefits. Feathering forest edges by thinning encourages a brushy transition zone between the opening and the denser stand, which promotes food growth and improves wildlife habitat. In addition, the feathered edge protects against wind blowdown and provides better visual quality across the forest stand.

From the guest's perspective, feathering the edges of ski trails provides an excellent skills development opportunity by making a semi-gladed transition zone between the fully cut ski run and the denser gladed areas in between runs. Feathering the edges of runs and glading in between runs will provide great adventure terrain for all ability levels and encourage all ability levels to progress to new levels of enjoyment.

Mt. Seymour Resort
Resort Development Plan
2024

Peak Cafe
De Pencier Chair
Mystery Peak Lodge
Brockton Chair
Summit Chair Ext.
Haul Back T-Bar
De Pencier Lake
De Pencier Hut
Exit Chair
Mystery Peak Express
Summit Chair
Flower Chair
Access T-Bar
Percy Chair
Goldie Twin
Mushroom Carpet
Bear Bowl Carpet
Lodge Chair
Ridge Chair
Tube Park
Goldie Lake

Legend

- Proposed CRA
- Mt Seymour Existing CRA
- Mt Seymour Provincial Park
- Existing Lifts
- Proposed Lifts
- Existing Ski Runs
- Proposed Ski Runs

Existing Glading

- Thin Glading
- Dense Glading

Proposed Glading

- Dense Glading
- Thin Glading

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Proposed Glading at Buildout

Figure 4-4

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4.2.6 DOWNHILL CAPACITY

By applying the appropriate acceptable densities to the ski trails and gladed areas in terms of skiers per hectare, the total downhill capacity of the existing and proposed development at MSR was calculated. Table 4-2 outlines the downhill capacity of the trails by skier skill class within each pod for the entire ski area. In total, the buildout ski trail capacity is 5,300 skiers.

Table 4-2. Downhill Capacity of Trails by Skier Class

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Downhill Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Existing									
Brockton Chair (POD BR)	75	7	0	95	20	95	22	0	232
Goldie Magic Carpet (POD GC)	31	2	30	67	0	0	0	0	98
Mystery Peak Express (POD MP)	205	26	18	526	319	35	23	20	941
Lodge Chair (POD L)	86	8	11	367	52	0	0	0	430
Existing Totals		**42**	**60**	1,055	391	130	45	20	1,701
Proposed									
Ridge Chair (POD A)	111	13	-	257	126	109	-	-	491
Summit Chair (POD B)	252	35	-	403	131	255	146	48	982
Percy Chair (POD C)	254	23	-	284	164	227	49	-	723
De Pencier Chair (POD D)	244	50	-	464	59	755	57	36	1,370
Mushroom Carpet (POD F)	34	0.5	-	33	-	-	-	-	33
Proposed Total		122	-	1,440	479	1,345	251	84	3,599
PROPOSED + EXISTING TOTAL		**163**	**60**	**2,495**	**870**	**1,476**	**295**	**104**	**5,300**

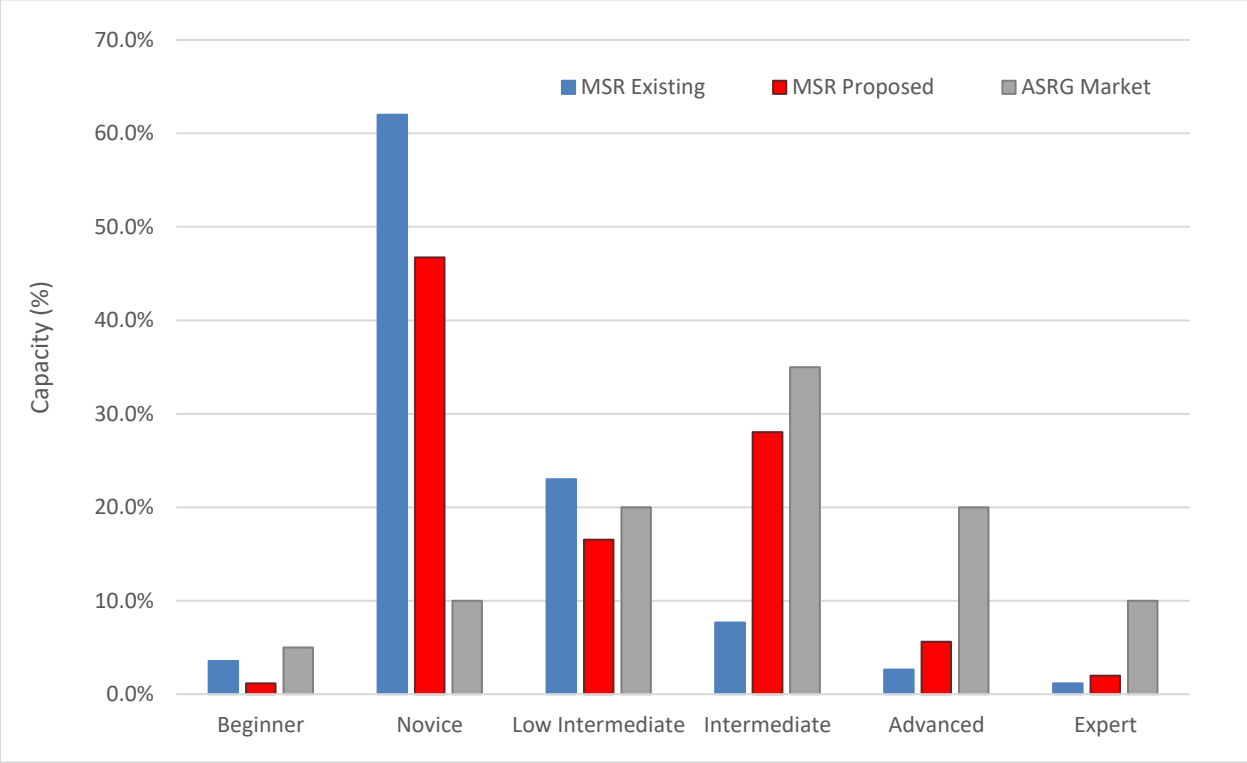
4.2.7 Alpine Terrain Distribution

The design of the ski trails was carefully planned to ensure that the proposed development of the ski terrain closely approximates the distribution of the skier marketplace. The terrain distribution assessment is important to ensure that currently accepted market segmentation is represented in the ski trail network. Table 4-3 and Chart 4-1 illustrate the overall distribution assessment of the proposed buildout condition at MSR. They also compare the proposed distribution to the existing and market distributions. This demonstrates that the proposed trail development at buildout provides a much more balanced product than what is currently offered.

Table 4-3. Terrain Distribution Assessment

Market Distribution	Mt Seymour Existing	Mt Seymour Proposed	ASRG Market
Beginner	3.5%	1.1%	5%
Novice	62.0%	47.1%	10%
Low Intermediate	23.0%	16.4%	20%
Intermediate	7.7%	27.8%	35%
Advanced	2.6%	5.6%	20%
Expert	1.2%	2.0%	10%

Chart 4-1. Terrain Distribution Assessment



As illustrated above, the proposed ski terrain expansion will significantly increase the proportion of intermediate ski terrain available, which is currently lacking at MSR. Importantly, this is the largest segment of the skier marketplace and one that every resort should cater to. Similarly, though not to the same degree, the proposed expansion will increase the proportion of advanced ski terrain offered at MSR. Beginner, novice, and low intermediate ski terrain will continue to dominate the ski runs available at MSR, aligned with their reputation and to maintain their position as the resort where Vancouverites learn to ski.

4.2.8 PROPOSED SKI LIFT INVENTORY & UPHILL CAPACITY

Directly related to the goal of balancing the skier skill class distribution with the market distribution, the downhill capacity of the ski terrain needs to be in balance with the uphill capacity of the ski lifts. To achieve this, the mountain plan must also anticipate skier movement and circulation patterns over the course of the ski day. This involves detailed disbursement modelling and staging analysis to ensure that skiers on slopes, lifts, lift lines, and support facilities are accounted for. From this, the appropriate capacity of uphill infrastructure is determined.

The proposed ski lift system has been planned to act as the uphill balance to the downhill capacity of the alpine trail network. Table 4-4 illustrates the specific characteristics, capacities, and design parameters for each existing and proposed ski lift. At buildout, MSR will have increased their ski lift inventory from 4 to 14 ski lifts. Figure 4-1 illustrates the existing and proposed ski lifts at buildout.

Table 4-4. Existing and Proposed Ski Lifts

	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Guest Visit (hrs)	Access Reduction	Uphill CCC
Existing										
Brockton Chair	2C	75	341	1,200	1,200	1,938	95%	4	0%	176
Goldie Magic Carpet	MC	31	128	3,000	2,200	844	80%	4	0%	259
Mystery Peak Express	D4C	205	1,027	2,200	2,200	1,451	95%	4	20%	936
Lodge Chair	2C	86	423	2,000	1,600	1,078	90%	4	0%	460
Total Existing			1,919	8,400	7,200					1,830
Proposed										
Ridge Chair (POD A)	2C	122	435	1,200	1,200	1,524	95%	4	0%	365
Summit Chair + Extension (POD B)	4C	282	994	2,400	2,200	2,091	95%	4	11%	998
Percy Chair (POD C)	4C	224	700	2,000	1,500	1,826	95%	4	0%	699
De Pencier Chair (POD D)	4C	402	1,018	2,400	1,900	2,078	90%	4	0%	1,324
Mushroom Carpet (POD F)	T	30	114	1,200	1,000	1,000	95%	4	0%	125
Flower Chair*	2C	130	402	1,200	800	-	-	-	-	-
Summit Access T-Bar*	T	33	310	1,200	800	-	-	-	-	-
De Pencier Return T-Bar*	T	30	114	1,200	800	-	-	-	-	-
De Pencier Exit Chair*	2C	249	263	1,200	1,000	-	-	-	-	-
Total Proposed			4,442	14,000	11,500					3,511
Total (All)			**6,361**	**22,400**	**18,700**					**5,342**

*These are transportation lifts and do not contribute to overall uphill capacity

BHA calculated the ski lifts' Peak Uphill CCC in alignment with industry and market trends that aim to provide a higher-density, family-oriented product. BHA calculated the proposed lift and trail capacities for buildout conditions using these design criteria. Combining the existing Peak Uphill CCC and the proposed additions results in a Peak Uphill CCC number of 5,342 skiers per day at buildout.

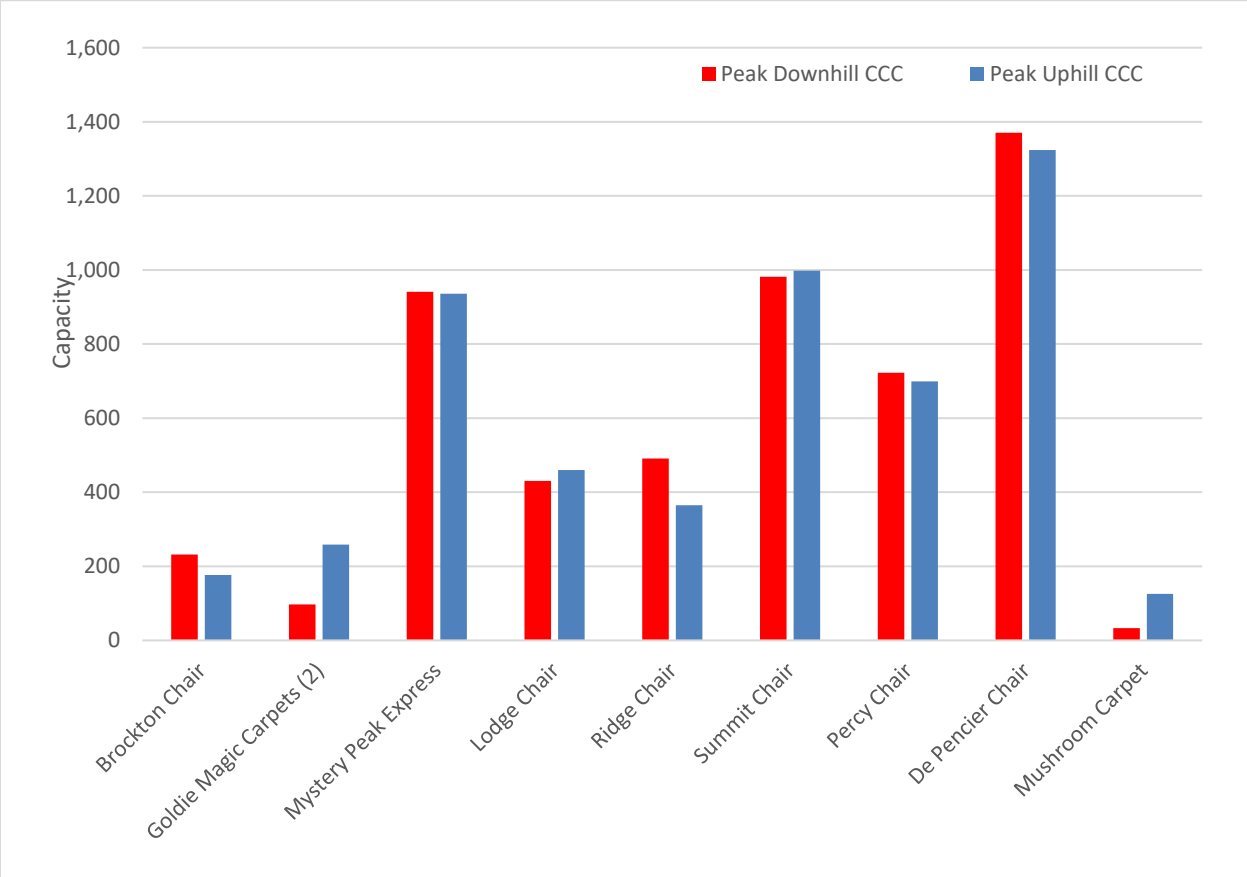
4.2.9 PROPOSED LIFT BALANCE ASSESSMENT

The following summary demonstrates the balance between the proposed capacity of the lift infrastructure and the capacity of the associated trails:

Table 4-5. Peak Comfortable Carrying Capacity by Ski Pod

Lifts	Peak Uphill CCC	Peak Downhill CCC
Brockton Chair	176	232
Goldie Magic Carpet	259	98
Mystery Peak Express	940	941
Lodge Chair	460	430
Ridge Chair	365	491
Summit Chair	935	982
Percy Chair	699	723
De Pencier Chair	1,324	1,370
Mushroom Carpet	125	33
Total	**5,342**	**5,300**

Chart 4-2. Lift Balance Assessment at Buildout



As illustrated, the SRDP will address existing imbalances in ski pod capacity, and the proposed ski terrain expansion will balance uphill and downhill capacity while ensuring efficient circulation throughout the ski area.

4.2.10 Proposed Peak Comfortable Carrying Capacity

As detailed previously, the Peak Comfortable Carrying Capacity (CCC) measures the optimum number of skiers who can utilize the resort during its busiest period while being guaranteed a pleasant recreational experience without causing a decline in the quality of the physical or socio-cultural environment. It is a dynamic number that considers the use of the mountain throughout the day.

As illustrated in Table 4-5, based on the proposed lift configuration, the uphill capacity of the proposed and existing lifts is 5,342 skiers. As the uphill capacity of the lifts (5,342) surpasses the downhill capacity of the trails (5,300), the CCC of MSR's proposed facilities is set at 5,300 skiers and snowboarders during the resort's busiest period. Utilizing the lower of the two values as the resort Peak CCC ensures that neither the Peak Uphill nor Peak Downhill CCC is exceeded.

4.3 Other Resort Attractions

In the past, MSR's winter activities have been focused on lift-accessed alpine skiing. However, increasing effort has been placed on providing complementary attractions, such as snowshoeing and tubing, and supporting activities on the surrounding parklands. Looking to the future, MSR understands that it will need to develop and improve a diverse range of alternative winter activities.

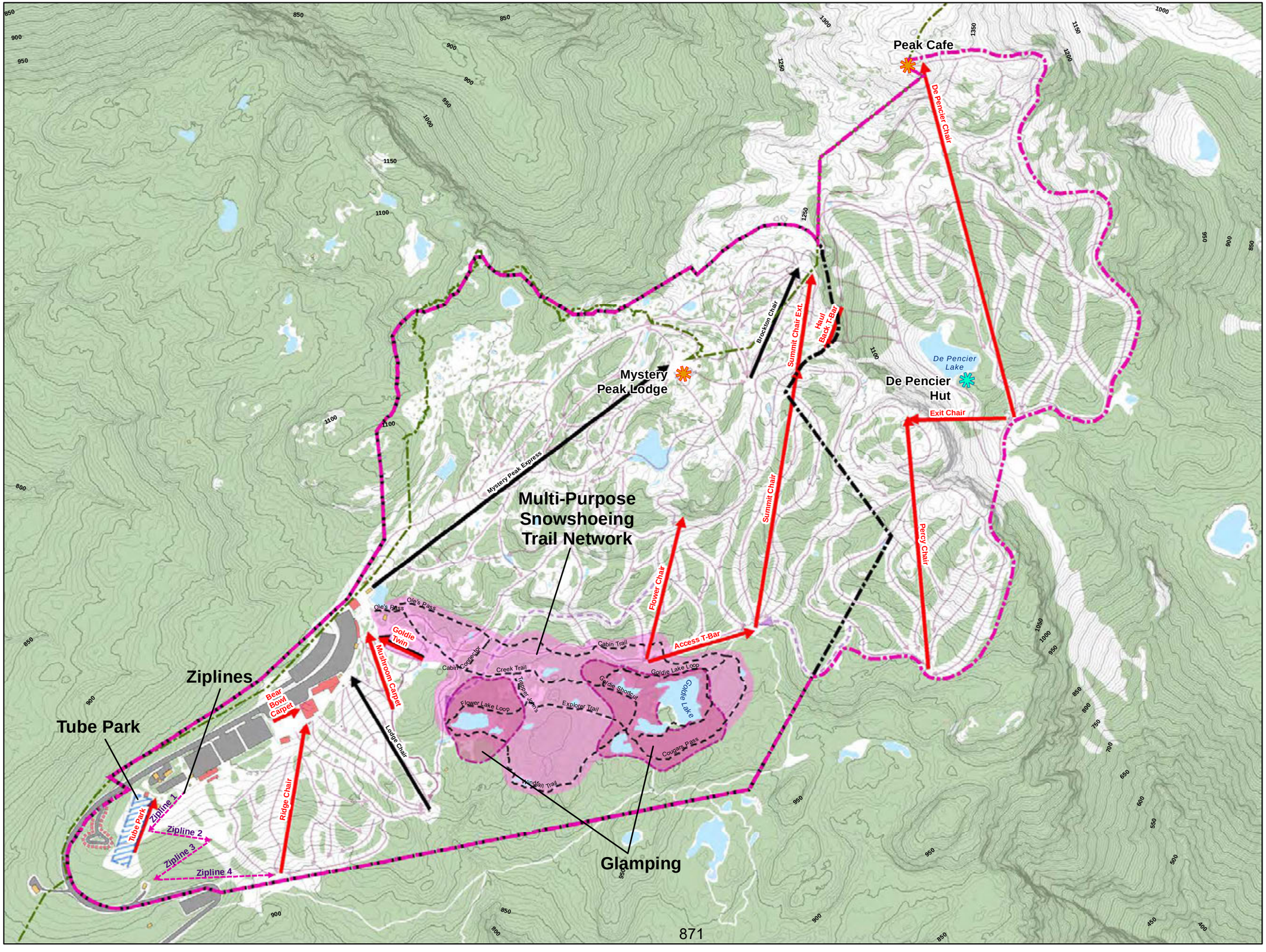
4.3.1 Other Winter Activities

Snowshoeing

As part of MSR's transition into an all-season resort, the Discovery Snowshoe Trails system will be improved and expanded as appropriate with new multi-purpose trails. Further, opportunities to develop scenic viewpoints as new destinations and a wilderness warming hut around the Goldie Lake area will be explored. The area is easily accessible from the Three Peaks Lodge and the primary parking and staging areas. The expanded snowshoeing trail network is anticipated to attract 250 guests to MSR.

Tubing

As described in Section 4.2.3 the Enquist Tube Park and tobogganing area at Mt Seymour Resort will be relocated to slopes just south of the Enquist Lodge. The improved and larger tube park will result in an increased user capacity, which is anticipated to attract 400 guests.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed CRA
- Mt Seymour Existing CRA
- Mt. Seymour Provincial Park
- Existing Ski Runs
- Proposed Ski Runs
- Existing Snowshoe Trails

Winter Use Areas

- Multi-Purpose Trail Network
- Proposed Glamping

Proposed Mountain Facilities

- Restaurant/Cafe
- Warming Hut

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Other Resort Attractions

Figure 4-5

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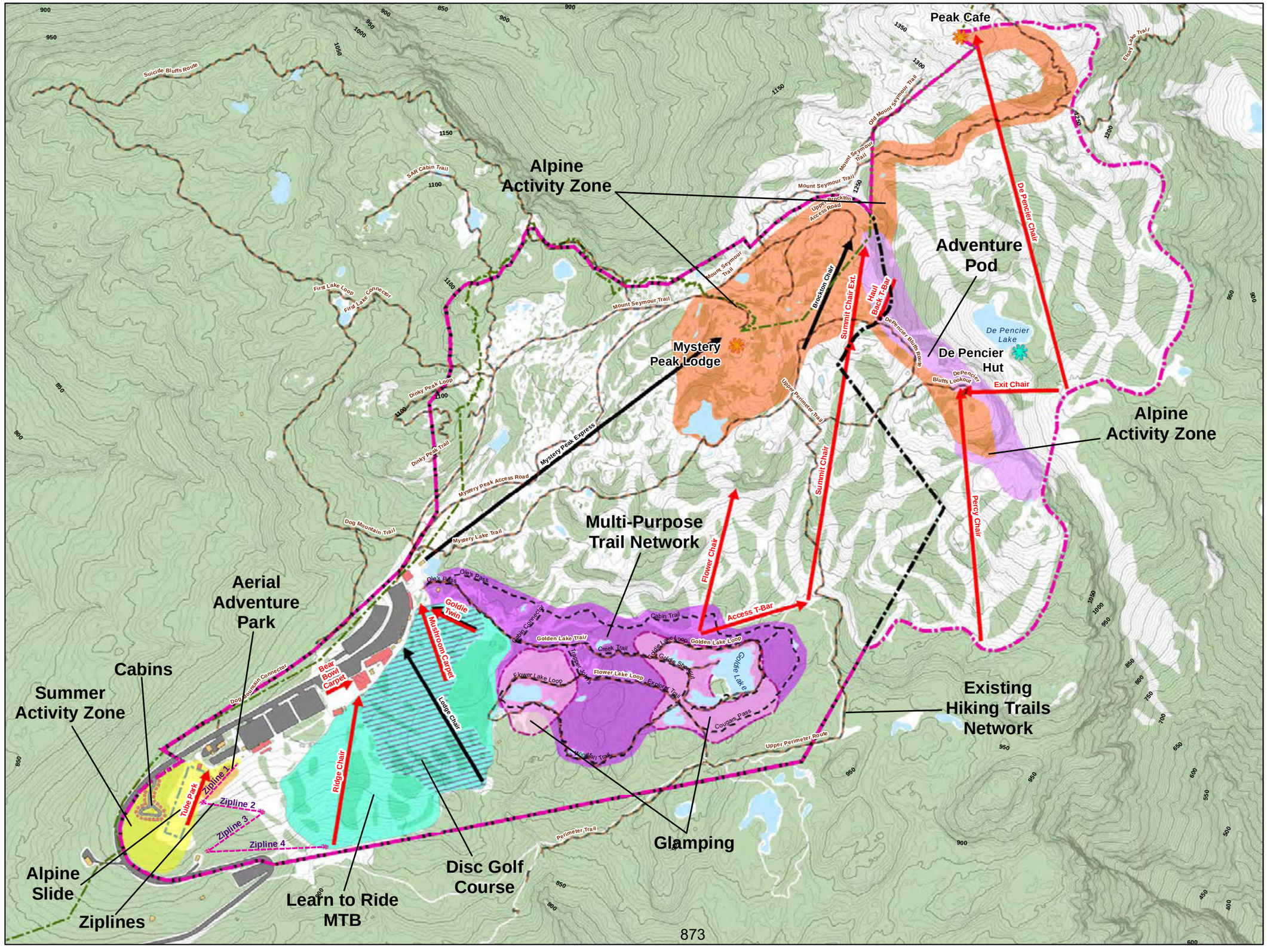

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Mt Seymour

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed CRA
- Mt Seymour Existing CRA
- Mt. Seymour Provincial Park
- Existing Snowshoe Trails
- Existing Hiking/Pedestrian Trails

Summer Use Areas

- Aerial Adventure Park
- Disc Golf Course
- High Alpine Activity Zone
- High Elevation Adventure Pod
- Learn to Ride MTB
- Multi-purpose Trail Network
- Summer Activity Zone
- Proposed Glamping

Proposed Mountain Facilities

- Restaurant/Cafe
- Warming Hut

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Summer Use Plan

Figure 4-6

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4.4 PROPOSED SUMMER RESORT ACTIVITIES

As planned, the summer season at MSR will grow in prominence and importance at the Resort over time. It is anticipated that this will include cross-country mountain biking, aerial adventure, zip lines, alpine slide, via Ferrata, hiking and sightseeing. While further study and design are needed, the locations for the proposed summer resort activities will be located within one of three areas: High Alpine Activity Zone, Multi-purpose Trail Network, or the Summer Activity Zone. The summer resort activities are illustrated in Figure 4-6.

Mountain Biking

Through the SRDP, the Lodge, Ridge, and Goldie pods will be developed to support beginner, family-oriented, learn-to-ride mountain biking. Mt Seymour Resort recognizes that the mountain biking experience on the mountain's lower slopes offers world-class intermediate to expert trail experiences and is not looking to duplicate them. Instead, the mountain biking experience envisioned is designed to complement the established facilities at MSR, introduce people to the sport, be accessible to all experience levels and age groups, and be compatible with existing hiking and sightseeing offerings. The primary trails will be geared to cater to beginner and novice mountain bikers of all ages.

Following well-proven design, the trails within the network will form a hierarchy in terms of rider skill, with the wider, flatter trails acting as the primary, beginner-friendly routes, with secondary, and tertiary trails branching off, each offering a progressively more difficult mountain biking experience. This approach to trail design is intuitive to guests, allows them to easily identify the skill level required for a given trail, and effectively separates riders of different skill levels and experiences.

MSR will adapt the Lodge Chair and possibly the proposed Ridge Chair to support mountain bikes, creating a lift-serviced mountain bike experience. It will also pursue opportunities for Class 1 e-Mountain Bikes (pedal assist) within the proposed trail network to make the trails more accessible to a range of guests. All the required equipment will be available through a rentals program and bike camps and lessons will be available through a mountain bike school.

Further study and design remain to be completed and may result in one-way or single-use trails (e.g., hikers only, mountain bikers only). Trail development will always respect and preserve important culturally and environmentally sensitive areas.

Alpine Activity Zone

Mt Seymour Resort is a popular destination for hikers, sightseers, and trail runners. Building on this, in addition to the proposed Multi-purpose Trail Network, MSR will look to develop an accessible trail network on the top of Mystery Peak and neighbouring summits along the De Pencier Bluff. Accessible via the Mystery Peak Express, the trail network would feature options for all ages, including those with mobility issues or small children, all the way up to challenging singletrack trails that may require ropes and chains to navigate. Paired with interpretive programming, views across Metro Vancouver and the Fraser Valley, and the proposed Mystery Peak Lodge, it will come to be the heart of MSR's summer alpine activities.

The Resort is uniquely positioned to cater to summer guests looking to escape the urban rush and experience the amazing views available throughout the area. Moving forward, through the SRDP, Mt Seymour Resort will work to enhance the trail user's experience by creating new destinations and viewpoints. These include the proposed on-mountain lodges (Sec. 4.7.4), strategically located at high points along De Pencier Bluff with uninterrupted views of the region, and offering essential services (e.g., washrooms, food, and beverage).

Adventure Zone

Within the CRA, MSR will look to develop several via Ferrata routes around De Pencier Bluff. A via Ferrata, or "iron road", is a well-defined alpine climbing route travelling through exposed areas. The climbing route is equipped with fixed, manmade structures to increase ease and security for climbers, and trained climbers typically guide groups. Mt Seymour Resort intends to develop via Ferrata routes that cater to all experience, confidence, and physical ability levels. Additionally, MSR will look to develop the De Pencier Skywalk, a horseshoe-shaped bridge that will extend out from De Pencier Bluff, offering guests an 'over the edge' experience and unparalleled views. Lastly, MSR is exploring options to develop a mountaintop suspension bridge as part of a condensed, high alpine trail network easily accessible from one of the proposed on-mountain lodges.

Summer Activity Zone

The Summer Activity Zone would be developed in concert with the relocation of the Tube Park. It would feature an aerial adventure park, zip lines, and an alpine slide. The alpine slide would use the Tube Park slopes during the summer, with a synthetic sliding surface installed seasonally. The aerial adventure park and zip lines would be integrated into the surrounding forests and could operate year-round.

An aerial adventure experience combines wilderness hikes with playground activities in a playful, family-oriented atmosphere. Tree-top walks, rope ladders and swings allow visitors to explore the forests and challenge their nerve and skills. A multiple-lined zip line course offers visitors a unique perspective on the surrounding landscapes and the rush of whisking through trees.

As envisioned, these facilities would be centred on and themed around the wilderness experience, with built structures seamlessly integrated into the forests in an unobtrusive manner intended to immerse guests in the forest. Interpretive signage would be developed and placed throughout the experience, highlighting features of the forest rarely seen by guests, and guided walks hosted by naturalists could be developed.

Base Village Programming

With its forest setting and stunning views of the Metro Vancouver region, MSR will expand its current event offerings to become a hub for mountain festivals, events, concerts, meetings, conferences, weddings, and general celebrations. The proximity of the Resort to a large urban population opens unique opportunities for evening and weekend events, such as a summer concert series or film screenings. Events and festivals would be organized to complement the other proposed summer and winter activities, allowing guests to remain engaged in the mountain experience while resting after participating in the other physical and recreational activities. Mt Seymour Resort anticipates that they could host events ranging from 50 to 2,000 guests at one time.

All programming would be based out of the existing and proposed base area facilities, utilizing Day Lodges, parking areas, or ski trails as attraction spaces as needed.

4.5 Proposed All-Season Resort Amenities

Glamping

Glamorous camping, or 'Glamping', sits between car camping and cabins along the outdoor accommodation spectrum. Glamping is an all-season attraction that can provide a cool respite in the summer and a warm cabin feel in the winter while retaining a rustic wilderness experience. It involves semi-permanent tents or Yurts that are installed without the need for a permanent foundation. These structures can be outfitted with wood-burning stoves, power, water, and sewer, depending on the climate and the desired experience.

At MSR, the forests surrounding the Multi-purpose Trail Network have been identified as an ideal location for a glamping experience. This area features a series of lakes and undisturbed forests and is easily accessible via the existing trail network. Further, it is far enough removed from the base area to separate guests from the sights and sounds of ongoing resort operations and guest activity, thereby maintaining a wilderness ambience while close enough to allow easy travel to and from base area amenities. Operating year-round, upon arrival, guests would be transported to their sites by shuttle or snowcat. Once settled, they could step out their front door onto the trail network for a hike or bike ride or organize transport back to the base area for a day of skiing (winter) or aerial adventure play (summer).

As planned, the glamping experience would complement existing and proposed recreation activities and act as an attraction in and of itself. As such, it is anticipated that the glamping experience will attract an additional 100 guests per day in all four seasons. As such, though further detailed design is required, MSR is planning to develop approximately 20 tent/Yurt pads suitable for varying sizes of groups (e.g., 2 to 8) and desired experiences (e.g., rustic to supported).

Cabins

To complement the proposed glamping experience, MSR proposes a small enclave of small, self-contained cabins that offer all essential amenities, including water, heating, and power, with an added level of comfort compared to the yurts. These cabins would be conveniently located next to the Tube Park, allowing easy access to winter tubing and summer activities like the aerial adventure park and ziplines. At peak times, the cabins are expected to accommodate up to 100 guests per day.

Mountain Spa

To further diversify resort attractions and appeal to a wide range of guests, MSR plans to develop an all-season mountain spa experience. A Mountain spa combines professional spa services and treatments found in a typical spa with a relaxed mountain setting, and demand for these experiences has only grown in recent years.

Though a final site has not yet been identified and is dependent on further study, as envisioned, the mountain spa would be located near the base area core and the associated utilities, and paved

roads to facilitate guest access. The spa would maximize the feeling of seclusion and immersion in nature, integrated into the mountains and forests, with views extending across Metro Vancouver.

Guests could integrate their spa experience with various other activities (e.g., skiing, snowshoeing/hiking, mountain biking) and the proposed glamping or dedicate their day to relaxation in the mountains. The spa would also offer treatments, such as massage, and opportunities to host related activities, such as yoga, will be explored.

Given the growing popularity of these experiences and the significant potential at MSR offered by its wilderness setting and views of the region, the addition of a mountain spa is anticipated to attract 75 guests per day throughout the year.

4.6 Peak Balanced Resort Capacity at Buildout

As MSR matures, the capacity of the winter attractions will still exceed the proposed capacity of the summer attractions. As such, the effective Peak Balanced Resort Capacity (Peak BRC) of MSR is the capacity of alpine skiing, snowshoeing and other winter attractions plus additional passive guests. Table 4-6 shows that this equates to 6,765 visitors during its busiest period.

Table 4-6. Peak Balanced Resort Capacity at Buildout

Total Mtn CCC	**5,300**
Additional Activities (Winter)	
Snowshoe	250
Snowplay (Tubing/Tobogganing)	400
Glamping/Cabins	200
Total Additional	850
Total Facility Capacity	**6,150**
Passive Guests (10% of Capacity)	615
BRC	**6,765**

4.7 Base Area Development

The BHA Ski Resort Development Plan for the proposed improvements of the base area developments at MSR has been designed to complement the mountain's attributes and proposed development opportunities. These developments will be undertaken gradually to remain balanced with the expansion of additional skiing and mountain resort attractions. The following describes the details of the various base area developments, the rationale behind them, and their relationships with the skiing and all-season attractions at MSR.

4.7.1 Base Area Development Goals

Specific to MSR's Base Area, the following development goals were applied to guide the details of the development plan:

- Develop the base area at MSR in a comprehensive and integrated fashion that caters to day-use guests.
- Ensure that all development respects environmentally sensitive areas and limits its environmental footprint and impact.
- Balance base area facilities with the Peak Balanced Resort Capacity.
- Encourage a more pedestrian-friendly base area environment.
- Provide enough parking to satisfy the full requirements of all peak period visitation.
- Improve the quality of all base area elements at MSR in a year-round capacity.

4.7.2 Base Area Planning Criteria

The appropriate size and scale of development of the base area facilities are directly linked to the capacity, location, and scope of the resort attractions. The Balanced Resort Capacity (BRC) ultimately defines the size of MSR in terms of the number of visitors that can be expected at buildout. It is important to remember that this is a static picture of the finished resort in the future. In practice, the proposed development will be pursued in a series of phases leading from existing conditions to the buildout state.

The Peak BRC for MSR was calculated as 6,400 visitors per day. This defines the number of people that need to be catered to in terms of their expectations for a satisfying resort experience. By extension, this defines the total amount and type of built space that needs to be put in place. It also defines the infrastructure (e.g., sewer, water, and power) and parking requirements for the resort.

4.7.3 Built Space Requirements

At buildout, MSR must have enough built space to provide for the needs of approximately 6,700 guests during the peak period on any given day. The types of built space necessary to provide for the needs and expectations of the guests range from restaurants, bars, rental and repair shops, guest services, ski school, patrol/first aid, and lockers to resort administration and employee facilities. Specific space use requirements for MSR are listed in Table 4-7. The total requirements at buildout are compared with the existing development to provide a sense of the scale of development necessary for MSR to be in balance in the future.

Table 4-7. Space Use Requirements for Buildout

	Peak CCC	5,300		
	Peak BRC	6,765		
Service/Function	**Existing Space**	**Space Required**	**Difference**	**% of Required**
Restaurants and Related Facilities				
Restaurant	3,582	29,127	-25,545	12%
Kitchen/Scramble	1,732	12,525	-10,793	14%
Bar/Lounge	1,216	5,097	-3,881	24%
Subtotal	**6,530**	**46,749**	**-40,219**	**14%**
Retail				
Equip Rental/Repair	6,518	17,970	-11,452	36%
Retail Sales	919	5,825	-4,906	16%
Subtotal	**7,437**	**23,796**	**-16,359**	**31%**
Skier Services				
Washrooms	2,896	9,071	-6,175	32%
Ski School	117	2,881	-2,764	4%
Ski Patrol/First Aid	1,037	2,852	-1,815	36%
Public Lockers	468	5,134	-4,666	9%
Ticket Sales	552	1,198	-646	46%
Subtotal	**5,070**	**21,137**	**-16,067**	**24%**
Operations / Storage				
Administration	4,363	7,809	-3,446	56%
Employee Lockers	1,169	5,134	-3,965	23%
Subtotal	**5,532**	**12,943**	**-7,411**	**43%**
Back of House				
Mechanical / Furnace	1,412	6,277	-4,865	22%
Storage	4,754	7,324	-2,570	65%
Circulation, Walls, and Waste	1,442	8,370	-6,928	17%
Subtotal	**7,608**	**21,971**	**-14,363**	**35%**
Total Built Space (Sq Ft)	**32,177**	**126,595**	**-94,419**	**25%**

As illustrated, as MSR develops to buildout, approximately 94,400 square feet will need to be added for the resort to be in balance with and complement the Peak BRC of 6,700 guests per day. This will bring the total amount of built space for facilities to approximately 126,500 square feet.

These numbers are intended to guide the content, type, size, and scale of facilities to be established at MSR. In the final analysis, the specifics of the base area facilities will be designed and located to meet the needs of guests and the realities of MSR. The pace of the development will be market-driven and tied to improvements and expansion of the skiing and resort attractions.

4.7.4 Base Development Areas

The Ski Resort Development Plan for Mt Seymour Resort details the planned transformation of the base and staging areas in a manner that complements and is in balance with the proposed on-mountain developments, addresses existing and future challenges, and optimizes the use of the base area lands. The guest's experience, needs, and desired movement patterns guided the base area planning process. It resulted in a guest-oriented base area that is aligned with the vision for MSR as the starting gate for recreation.

The planned transformation of the MSR base area includes the addition of approximately 94,400 sq. ft. of built space designed to house skier services and oriented to create a pedestrian-scaled base area experience (Figure 4-7). The proposed buildings are centrally located, limiting the need for guests to walk between skier services (e.g., ski school and equipment rentals). It will also see the redevelopment of the parking and staging area to create additional capacity, improve bus access, and create an effective drop-off/pick-up area.

4.7.5 Mountain Facilities

There are a variety of facilities key to the successful operation of any mountain resort. The degree of impact and influence each has on the resort offering is tied directly to the envisioned type of product. Specific to MSR, the size, scale and scope of the area dictates primary operational considerations including day lodges, ski patrol, snowmaking, night skiing, grooming, and maintenance.

On Mountain Day Lodges

The existing day lodges, the Three Peaks Lodge and Enquist Lodge, offer an array of food and beverage services, and room for guests to enjoy a meal and warm up. However, the current space available to guests will be insufficient to meet projected demand. Further, at present the lodges are isolated spatially from high-use areas, notably the Mystery Peak Express and the proposed De Pencier Chair. With the intent to both meet guest expectations and create options throughout the resort, the SRDP proposes the addition of three new on-mountain facilities: the Mystery Peak Lodge, Peak Café, and De Pencier Hut.

- Mystery Peak Lodge

The Mystery Peak Lodge is planned for the flat land just southeast of the upper terminal of the Mystery Peak Express. Its primary role would be to provide skier services sought by guests during their ski day (e.g., food and beverage, washrooms), as well as space for mountain operations (e.g., ski patrol, storage).

The Mystery Peak Express is currently the most popular ski pod at MSR, providing access to the largest pod of ski terrain. However, its lower terminal is approximately 350 m from the Three Peaks Lodge, forcing skiers to walk to access skier services (e.g., food and beverage, washrooms). Relatedly, as MSR grows, the day lodge space at the resort will have to increase by approximately 50,000 sq. ft.

While additional capacity will be added to the existing lodges, developing a new lodge at the top of the Mystery Peak Express as part of efforts to address these challenges creates ski-in/ski-out facilities with greater skier access, provides spectacular views of Metro Vancouver, and can easily be developed as an all-season facility, supporting summer use activities, such as hiking, or serving as a setting for events, such as weddings.

- Peak Café

As proposed, the De Pencier Chair and associated ski terrain will surpass the Mystery Peak Chair in capacity, and the unique ski terrain it will create (see Sec. 4.2.3) is anticipated to become a primary destination for skiers. However, the characteristics that make the De Pencier Chair an attraction will also make it somewhat isolated from existing and proposed lodge facilities. The proposed Mystery Peak Lodge would be the closest facility but would still require skiers to leave the De Pencier ski pod.

To address this, MSR is proposing to develop a small, café-style lodge near the upper terminal of the De Pencier Chair. It would provide similar advantages as the Mystery Peak Lodge, proactively addressing issues of guest access to essential skier services (e.g., washrooms, food, and beverage) and providing panoramic views of the region. Further, if desired, the Peak Café could operate year-round, serving as a hiking destination in the summer or an events space.

As envisioned, the Peak Café would not be of the same scale as the Three Peaks Lodge or the proposed Mystery Peak Lodge. Instead, it would offer limited food and beverage services (e.g., soup and baked goods), washroom facilities, and a mix of indoor and patio seating. Space would also be provided to support ski patrol and mountain operations within the De Pencier ski pod.

- De Pencier Hut

In contrast to the Mystery Peak Lodge and Peak Café, the De Pencier Hut is planned as a warming hut, only offering washrooms and a heated seating area. Located next to De Pencier Lake, near the lower terminal of the De Pencier Chair, it is intended to serve as a place to rest and warm up and will complement the space provided by the Peak Café, ensuring there is adequate on-mountain built space in the De Pencier ski pod.

At present, the De Pencier Hut is planned to be a winter-only hut as no summer activities or programming are planned for the area.

Welcome Hut
Ski Patrol Expansion
Proposed P4 Parking Lot
Three Peaks Lodge Expansion
Relocated Propane Tank
Tube Park Facility
Upper Gondola Terminal
Alpine Activity Centre Expansion
Ridge Chair Cabin Expansion
Enquist Lodge Expansion
Mystery Peak Express
Loch Lomond
Goldie Magic Carpet
Goldie Twin
Mushroom Carpet
Lodge Chair
Ridge Chair
Tube Park
Zipline 1
Zipline 2
Zipline 3
Zipline 4
PARKING
PLAZA
BEAR BOWL
Bear Bowl Carpet
MAINTENANCE
MAINTENANCE EXPANSION
CABINS
TUBE PARK
AERIAL ADVENTURE PARK

Mt. Seymour Resort Resort Development Plan 2024

Legend

- Controlled Recreation Area
- Proposed CRA
- Mt. Seymour Provincial Park
- Existing Snowshoe Trails
- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Proposed Ski Runs
- Proposed Buildings
- Proposed Parking

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Proposed Base Area at Buildout

Figure 4-7

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Three Peaks Lodge and The Plaza

The Plaza and the associated expansion of the Three Peaks Lodge will realize the need for a distinct, pedestrian-focused base area at MSR. Effectively isolated from the parking areas and vehicle traffic by the revised base are buildings, The Plaza will feature as a multipurpose space, offering expansive patio seating, including covered/heated options, serviced by the expanded Three Peaks Lodge, food trucks, or outdoor beer garden. Picnic tables, Adirondack chairs, and café tables would be arranged appropriately, accentuated by fire pits for cold nights or family marshmallow roasts, and a stage for live music or events (e.g., film screenings). It would be easily transitioned to support an array of festivals or events, with booths or tables ringed around the perimeter. And it would provide some of the best views found anywhere in Vancouver, the entire space offering a panoramic view of the Fraser Valley.

Ski Patrol

The phased development of ski patrol facilities is a key component of a well-planned and effectively managed mountain operation. Design considerations include the need to provide on-snow, emergency toboggan access to medical facilities and vehicular and ambulance access to injured or sick guests. Mt Seymour Resort's existing ski patrol facilities will be maintained and expanded as needed to provide timely and effective application of first aid and rescue services. As planned, developing the Mystery Peak Lodge and Peak Café would also provide storage space for these services.

Night Skiing

Mt Seymour Resort offers night skiing on 13 runs split between the Mystery Peak Express and Lodge Chair. Current power infrastructure can support additional night skiing and, as planned, would be extended to the Ridge, Summit, and Percy ski pods. However, the expansion of night skiing will be considered based on resort visitation, operational realities, and MSR's priorities.

Grooming

Ski trail grooming is required to create ski terrain suitable for beginner, novice, and intermediate skiers, and to develop early-season snowfall into a suitable snowpack that will last for the season. Mt Seymour Resort's well-established grooming program is based out of the existing maintenance yard, south of the base area. As new ski terrain is developed, MSR will adjust and expand, where needed, their ski grooming capabilities to ensure that skiers have access to sufficient groomed ski terrain and that grooming activities can be completed in a timely, efficient fashion.

Maintenance

The existing maintenance facility at the south end of the base area will remain the primary maintenance facility, and it will be incrementally expanded to provide more space and storage to match the Resort's needs as it expands.

4.7.6 SNOWMAKING

The winter snowpack on the North Shore Mountains is expected to decline and become less predictable because of climate change. Mt Seymour Resort will require a snowmaking system to offset increasing climate variability and ensure a reliable snowpack during the ski season. As planned, the snowmaking system would be designed and scaled to cover existing and proposed ski trails open for night skiing (Fig. 4-8). The intention will be to first deploy snowmaking to high-use and vulnerable areas at lower elevations, such as the Goldie Pod and the proposed Bear Bowl and Tube Park, and gradually expand the system to cover higher-elevation terrain, such as Mystery Peak Express and the proposed Summit and Percy Chairs. This will help ensure that MSR will be open for early-season skiing and activities through to early spring.

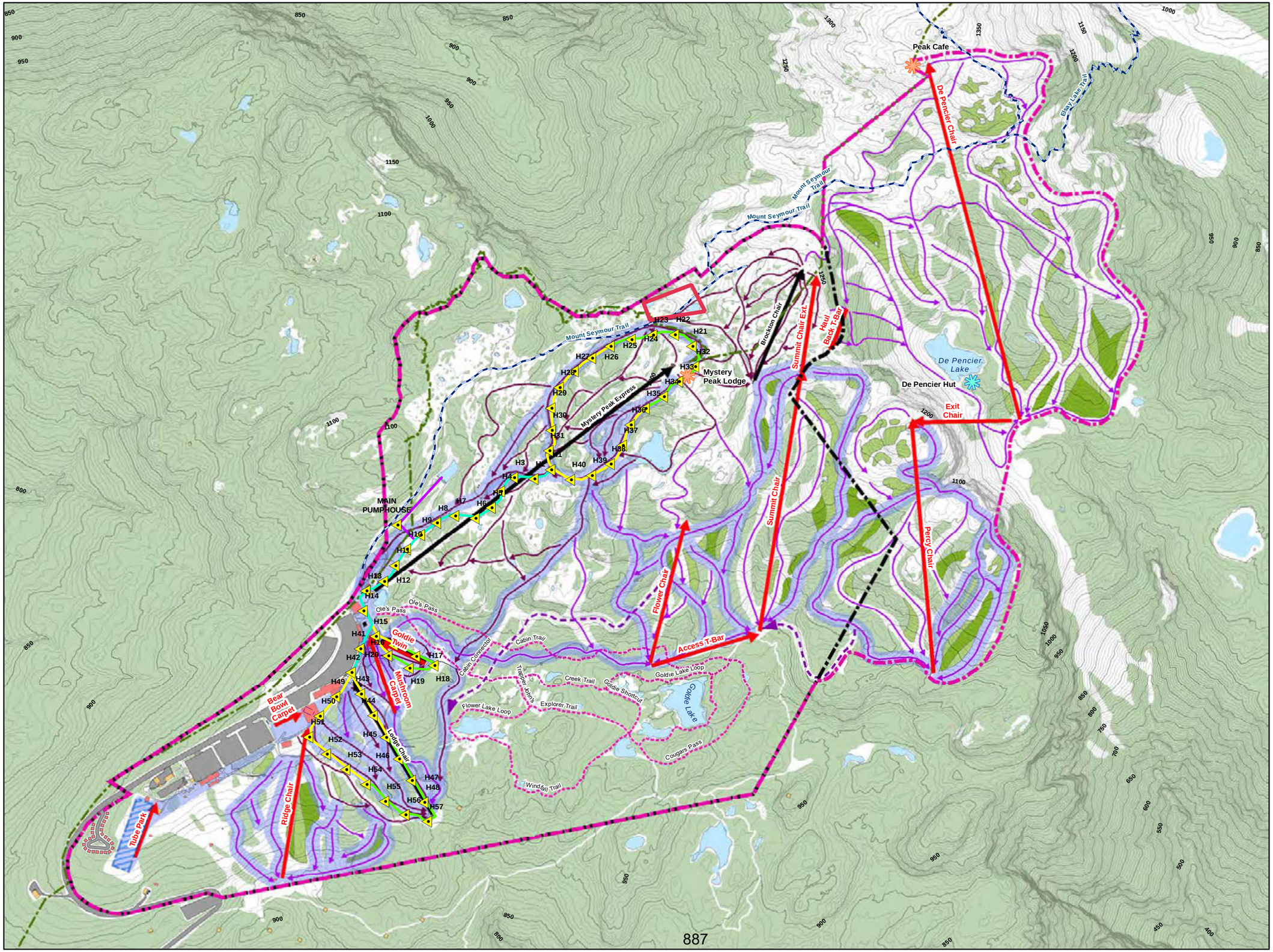
4.7.7 PROPOSED PARKING

With the growing popularity of the Mount Seymour area, parking capacity has become a growing challenge for MSR. With the envisioned changes to the mountain and base area lands, the pressure on parking will only increase. MSR's strategy to address growing parking demand is not limited to an expansion of the parking area but is also focused on affecting behaviour change in guests and promoting transportation methods that increase rider density (e.g., shuttles, ridesharing) and eliminate the need for vehicles (e.g., links with public transit, shuttles, gondola). Further, MSR recognizes that this challenge affects the whole of Mount Seymour Provincial Park and surrounding lands managed by Metro Vancouver Regional District. Building on past collaborations, MSR will work with BC Parks and the Regional District to develop alternative travel options to MSR.

Based on buildout conditions, MSR will need to accommodate 6,700 guests during its busiest periods. It will meet this requirement through:

- A 40% increase in the parking area and improved organization of the parking area.
- Continued active management by MSR and the application of a reservations system and time windows to limit the number of vehicles at one time.
- Implement an incentivization program for ridesharing/carpooling, which could include. priority parking and access, and discounts on food and drinks, among others.
- Increased shuttle frequency from regional pick-up points.
- Increased parking for buses serving groups or charters (e.g., schools).
- Development of a gondola with access from the development at the foot of the mountain.

These actions are projected to address the anticipated future parking demand at MSR.



Mt. Seymour Resort Resort Development Plan 2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings

Proposed Snowmaking

- Potential Snowmaking Pond Area for Investigation
- Proposed Snowmaking Hydrants

Winter Activities

- Potential Tube Park

Proposed Glading

- Dense Glading
- Thin Glading

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

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Proposed Snowmaking Buildout

Figure 4-8

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4.7.8 Alternative Transportation – Mt Seymour Gondola

As part of efforts to address the current and future parking challenges at Mt Seymour Resort for activities in the Resort, Mount Seymour Provincial Park, and on lands managed by Metro Vancouver, MSR will work with these partners to study the possibility of a gondola extending from the lower elevations of Mount Seymour to the expanded resort base area.

Gondolas are increasingly being employed in resort and recreation contexts where onsite parking capacity is limited or where additional vehicles would detract from the desired experience. The development of a gondola at MSR would address parking capacity issues at the resort and reduce traffic on Mount Seymour Road. However, it would need to be developed in conjunction with additional traffic mitigation measures (e.g., shuttles and additional offsite parking).

The concept of a gondola connecting the lower elevations of Mount Seymour with the MSR base area was explored in a survey of Park users (*Mount Seymour Provincial Park Access and Development Study*, 2018). The results indicate that this proposal was polarizing among respondents, with approximately half strongly in favour and half strongly opposed. Addressing the concerns of those opposed will be integral to any further design work with this option.

As seen in Figure 4-7, the proposed base area has been designed to integrate a gondola terminal at a future stage. Further, based on the physical realities of the larger area, BHA developed three potential gondola alignments that demonstrate the potential of this transportation option. The pros and cons of the lower terminal locations remain to be fully explored in collaboration with BC Parks, partners, First Nations, stakeholders, and the public.

4.7.9 Sustainability Characteristics

The ongoing development at MSR will adapt and implement sustainability best practices. The intent is to ensure that the development of all elements of the resort are environmentally sensitive, designed to maintain the ecological integrity of the setting and to mitigate all impacted areas. Aside from being the right thing to do, MSR recognizes that any guest patronizing the resort is escaping their day-to-day realities. They are invariably most interested in visiting a place that has respect for the special qualities of its setting. To that end, MSR will:

- Incorporate design guidelines that include green building objectives, criteria, and minimum standards.
- Incorporate resort-wide sustainable procurement strategies.
- Incorporate a bear-aware management strategy.
- Use riparian habitat protection best practices on all watercourses.
- Restore damaged riparian habitat from previous development.
- Incorporate a trail development plan to avoid the removal of large and old-growth trees and enable appropriate on-the-ground trail alignment adjustments.
- Incorporate soil erosion best practices to minimize the loss of valuable topsoil and associated vegetation.
- Plan and design to minimize requisite grading.
- Utilize renewable energy systems (e.g., solar, geothermal) when possible.

4.8 SERVICING AND INFRASTRUCTURE

4.8.1 INTRODUCTION

As the development of MSR is pursued, the water, sewer and power utilities will need to be improved and upgraded. In all cases, state-of-the-art technologies should be applied to keep environmental impacts to an absolute minimum. Following the direction of the current Park Use Permit, BC Parks is responsible for the capital costs of these utilities, while MSR is responsible for their operation and maintenance. The team at MSR will continue to collaborate with and support BC Parks as it plans and implements the needed upgrades.

4.8.2 WATER

Potable water as MSR is provided by a local reservoir and monitored regularly to ensure Provincial water quality standards are met. At present, based on records from the 2023/24 season, MSR guests use approximately 7.8 million litres of water annually, or 27 L/guest. Detailed engineering has not been completed, but assuming the same per capita usage, projected potable water demand at MSR will increase to 19.3 million litres of water annually. However, with the application of water-saving technologies (e.g., faucets, toilets, kitchen appliances) and the elimination of leaks through infrastructure upgrades, the total water demand will likely be significantly less than this estimate. MSR will continue to work with BC Parks on the review and design of future water systems.

In addition to potable water, the proposed snowmaking system will generate water demand as it is gradually brought online. At buildout, the total area of the ski terrain covered will be approximately 37.7 ha (Fig. 4-8) and is projected to require approximately 79 million litres of water annually during winter. No additives will be used to support the snowmaking process. Further study in support of water licences will be required to establish minimum stream flows and preserve aquatic and riparian ecological values within and downstream of the CRA.

4.8.3 SEWAGE

Mt Seymour Resort is serviced by a 170 m^3 wastewater treatment plant (WWTP) that was installed by BC Parks around 1956. The system had been in operation well beyond its intended design life, and a recent assessment of the WWTP concluded that it should be replaced. Despite its age, the current WWTP and related wastewater infrastructure have enough capacity to meet the short-term projected growth in visitation for both Mount Seymour Provincial Park and MSR. However, significant improvements to MSR's wastewater treatment system will require the renewal and expansion of current infrastructure. BC Parks has initiated a process to review, plan, design, and install a new WWTP.

4.8.4 Power

Mt Seymour Resort receives its power via a transmission line running up the mountain from the adjacent District of North Vancouver. The current transmission line (12.5 kV), as well as the substation in the base area, will need to be upgraded to meet current and projected demand. MSR has initiated conversations with Fortis BC to assess demand and the opportunities to upgrade its on-mountain substation.

4.8.5 Fire Protection

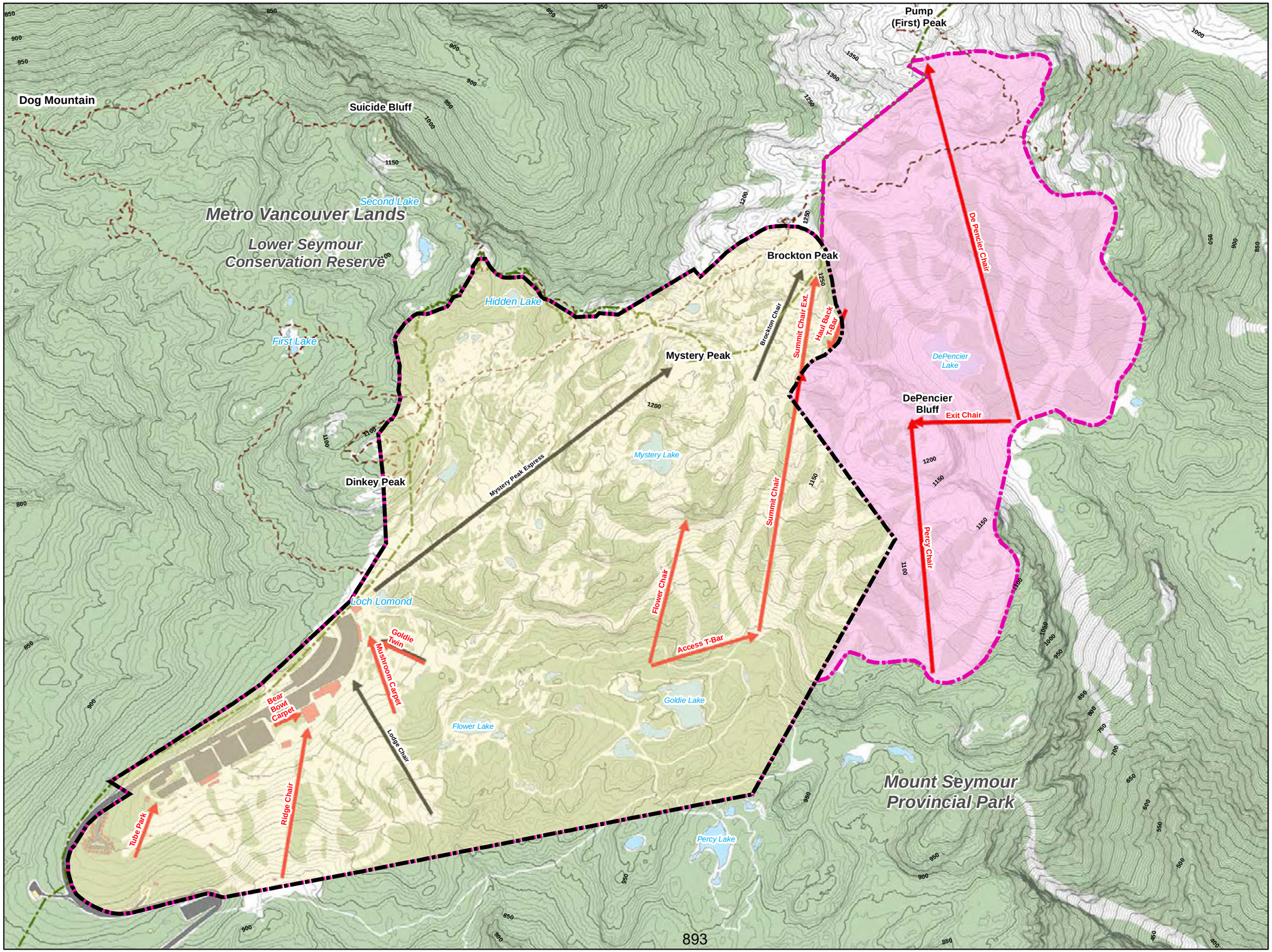
Mount Seymour Provincial Park is required to have a Wildfire Management Plan under the BC Parks Conservation Policy (2014). However, one does not exist at this time but will be developed as part of the larger Park Management Plan for Mount Seymour Provincial Park, which is currently being drafted.

Wildfire response for Mt Seymour Resort is provided by the BC Wildfire Service, which is tasked with managing, preventing, and mitigating forest fires on Crown land within the Province of BC.

4.9 Proposed Adjustment of the Controlled Recreation Area Boundary

Under the terms of the current Park Use Permit, the current Controlled Recreation Area (CRA) Boundary extends beyond the park boundaries into lands managed by the Metro Vancouver Regional District. The overlap between jurisdictions has created confusion and complications for all sides, ultimately limiting the effective use of lands within the CRA. Accordingly, parallel with the approval of the SRDP, the boundaries of the CRA, Park, and Metro Vancouver lands should be brought into alignment.

As illustrated in Figure 4-9, the existing CRA is approximately 235 ha (580 acres). However, the CRA boundary must be expanded to approximately 334 ha (825 acres) to include the proposed ski terrain. The developments proposed in the SRDP depend on whether the CRA is expanded or maintained in its current form. The boundaries are included here to indicate the existing extent of the CRA and its potential expansion, but it is recognized that any boundary realignment will require discussion between Mt Seymour Resort Ltd. and BC Parks and will follow BC Parks' Provincial Protected Area Boundary Adjustment Policy, Process and Guidelines.



MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Existing Lifts
- Proposed Lifts
- Mt Seymour Existing CRA
- Proposed Ski Area
- Mount Seymour Provincial Park
- Existing Hiking/Snowshoe Trails

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Mount Seymour Administrative Boundaries

Figure 4-9

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4.10 Climate and Economic Assessment of Proposed Development

4.10.1 Climate Assessment

The growing influence of climate change presents a challenge to ski areas across British Columbia. Changes to temperature and precipitation regimes will alter the timing and amount of annual snowfall, influencing the length of the season and the quality of the guest experience. These changes threaten MSR's existing alpine skiing and snowplay offerings but may also provide opportunities for expanded spring and summer recreation activities. A greater understanding of the potential impacts of climate change and the resulting implications for MSR is needed.

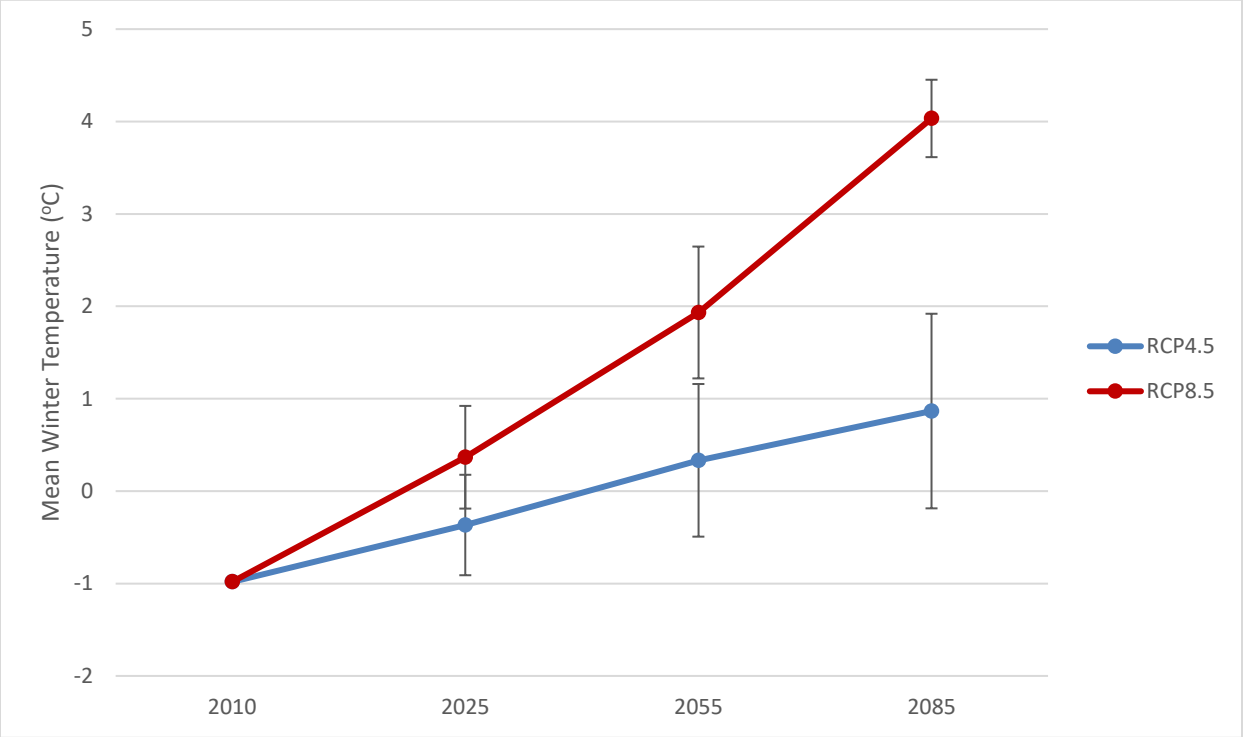
To assess future climate change at Mt Seymour Resort and its potential impacts, projections were generated for Mean Winter Temperature, Winter Degree Days < 0 °C, and Mean Winter Snowfall to 2085 using the ClimateBC online tool[6]. Projections were based on two future climate scenarios, or Representative Concentration Pathways (RCP). Representative Concentration Pathways are greenhouse gas concentration scenarios that capture a range of possible greenhouse gas emissions. They were developed as part of the International Panel on Climate Change's Fifth Assessment Report (IPCC AR5) and are intended to help with climate change modelling and projections. There are four RCPs: 2.6, 4.5, 6, and 8.5. These values refer to the projected radiative forcing (heat gained from the sun minus heat lost to space) in the year 2100 relative to pre-industrial levels. For instance, the RCP4.5 scenario equates to 4.5W/m^2 greater than pre-industrial levels in 2100. Recent analysis indicates that radiative forcing increased from 2.16W/m^2 in 1990 to 3.03W/m^2 in 2016[7]. As such, the RCP2.6 scenario is unlikely to be realistic. For this analysis, the RCP4.5 and RCP8.5 were chosen as they provide a realistic range of climate change projections following the IPCC AR5.

The charts presented below represent the averages of three climate change models (CanESM2, CNRM-CM5, and HadGEM2) calculated by the ClimateBC tool. Taking the average of multiple climate change projections, or ensemble mean, helps to account for model uncertainty, in turn lending confidence to model projections. Model uncertainty, calculated as the standard deviation of model projections, is represented by the error bars in the following charts. The projections included here focus on the winter season (Dec. – Feb.) as this season is critical to the viability of winter recreation activities at MSR. Values for 2010 were derived from recorded weather data for the 2001 - 2010 period.

Of note, the projections are made at 30-year intervals extending to 2085. However, decisions regarding the development and management of MSR take place on much shorter timescales, reflecting dynamic changes in the ski industry and skier marketplace. Thus, the SRDP must address current realities but also include the flexibility to adapt to climate trends that are realized over decades.

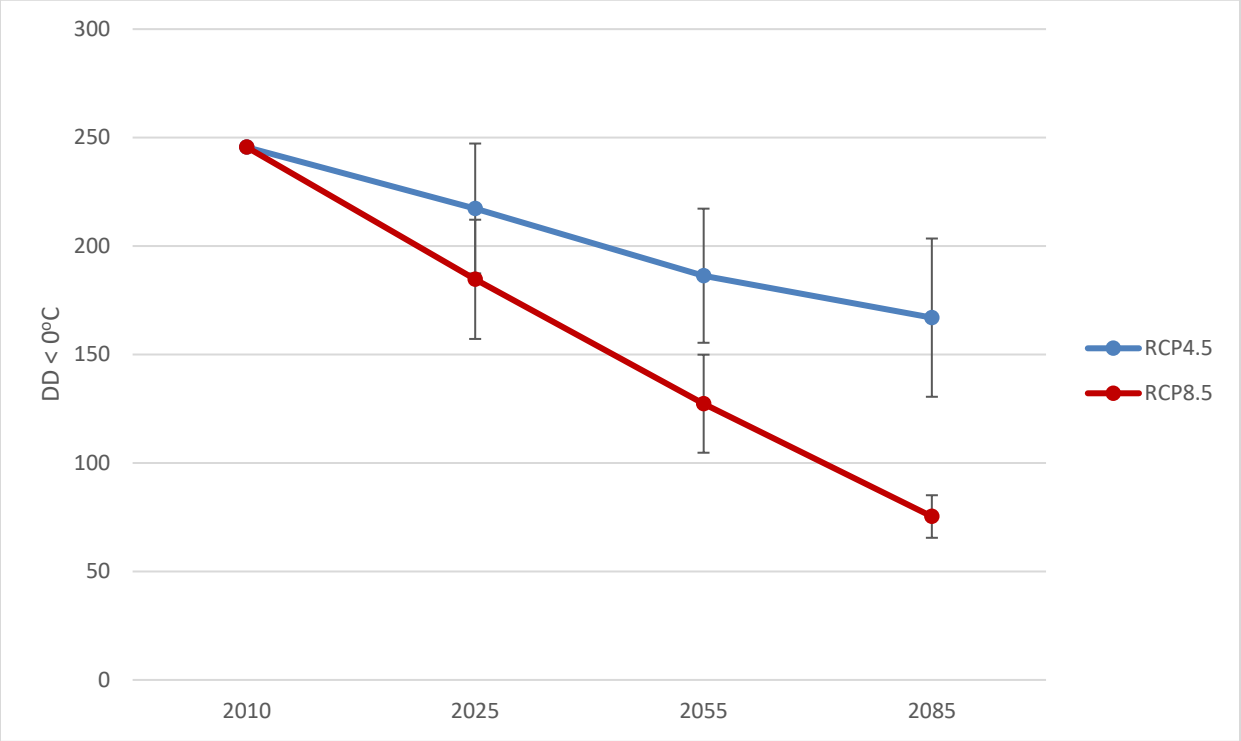
[6] http://www.climatewna.com/ClimateBC_Map.aspx
[7] Butler, J. H. & Montzka, S. A. (2017). THE NOAA ANNUAL GREENHOUSE GAS INDEX (AGGI). Retrieved from: https://www.esrl.noaa.gov/gmd/aggi/aggi.html

Chart 4-3. Projected Average Winter Temperature at Mt Seymour Resort



The average winter temperature at MSR is projected to increase considerably in the coming decades, regardless of the scenario (Chart 4-3). Under the RCP4.5 scenario, the average winter temperature is projected to rise by approximately 2°C by 2085, while the RCP8.5 scenario indicates that the average winter temperature will rise by approximately 5°C by 2085. Uncertainty surrounding both projections is notable, with the RCP4.5 and RCP8.5 showing a range of 2°C and 0.8°C in 2085, respectively. Of note, while average minimum winter temperature at Mt Seymour Resort will also increase, it is well below the average winer temperature illustrated in Chart 4-3 and will continue to support natural snowfall, albeit in reduced amounts as time progresses.

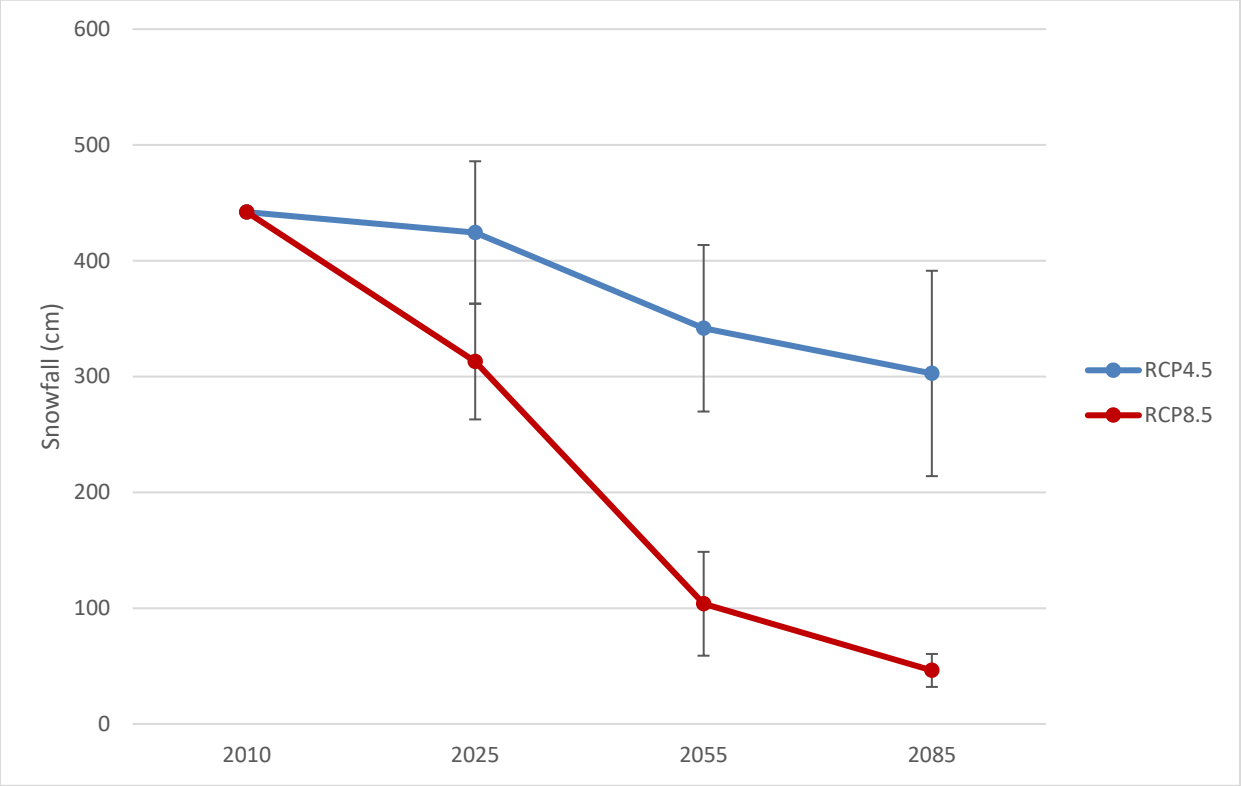
Chart 4-4. Projected Winter Degree Days < 0°C



Degree days are a measure of how long (in days) and how much (in degrees) the temperature sits above or below a temperature threshold. For example, looking at degree days less than 0°C, if the temperature over five days was -5°C, 3°C, -1°C, 4°C, and -2°C, Degree Days < 0°C would equal 8 (-5°C + -1°C + -2°C).

As can be seen in Chart 4-4, the number of degree days below 0°C is projected to decline significantly at MSR in the coming decades. The RCP4.5 scenario projects that degree days below 0°C will decrease by approximately 80 by 2085, while degree days below 0°C are projected to drop by approximately 175 by 2085 in the RCP8.5 scenario. Uncertainty surrounding the RCP4.5 scenario is considerable and increases at later dates. Conversely, uncertainty around the RCP8.5 is greatest at earlier dates, and smallest in 2085.

Chart 4-5. Projected Mean Winter Snowfall



Under the RCP4.5 scenario, average winter snowfall at MSR is expected to initially remain somewhat stable before declining by approximately 150 cm (Chart 4-5) in 2085. In contrast, projections for the RCP8.5 scenario have snowfall steadily declining by over 400 cm by 2085, with a notable decline from 2010 to 2025. The RCP4.5 projection is qualified by significant uncertainty, which increases with time, while uncertainty surrounding the RCP8.5 scenario declines over time.

Examining these three metrics together, if these projections are realized, MSR will undoubtedly face the challenge of ensuring adequate snow for winter activities, such as skiing, snowshoeing, and tubing. This stresses the need for adaptation measures, such as snowmaking, to address uncertainty in annual snowfall and the development of recreational opportunities in all seasons (detailed in Sec. 4.4 and Sec. 4.2.10, respectively). These efforts will help ensure that MSR remains a viable starting gate to wilderness recreation for the Metro Vancouver region for decades.

4.10.2 Skier Marketplace in Metro Vancouver

The ski resorts in British Columbia offer unsurpassed, world-class mountain experiences. Unsurprisingly, the province has developed a strong and stable skier marketplace. It is estimated that there are 670,000 skiers in BC, or 14.5% of the population, well above the national participation rate of 11.5%[8]. This group has remained active over the past decade, with visits to ski resorts in BC remaining stable and averaging just under 6 million visits annually[3].

[8] Canadian Ski Council (2016). *Stats & Facts: Ski and Snowboard Industry 2014-15*. Retrieved from: *https://www.skicanada.org/wp-content/uploads/2016/.../2014-15-Facts-and-Stats.pdf*

The trends in visitation at MSR mirror those of the province. Visits to MSR have remained stable in past years, with the resort receiving an average of 290,000 visits annually over the past 5 years.

One reason for MSR's continued success is its proximity to the Metro Vancouver region and its active skiing community. Metro Vancouver is home to approximately 274,000 skiers who spend an average of 2.1 million days skiing each year[9]. This represents a third of all days skied in British Columbia[3]. The region has also experienced a rapid uptake in recreational participation more broadly. Over the past decade, participation in recreational activities has doubled, and residents are looking to more challenging activities, such as skiing, snowboarding, and cycling[10].

Mt Seymour Resort has also maintained a unique position within the local ski area industry. It has developed features and facilities to appeal to young families, youth, and adults and cultivated a fun, family-oriented, beginner-friendly atmosphere. As such, the mountain draws skiers learning to carve their first turns, those introducing their children to the sport, and those pushing their skills past the beginner slopes. In contrast, other ski areas in the region have positioned themselves by offering "big mountain" experiences more commonly found in BC's interior or as winter recreation hubs with diverse recreational offerings with less focus on alpine skiing and tubing. Mt Seymour Resort sets itself apart and continues to draw guests from all over the Metro Vancouver region.

The core group of skiers visiting MSR falls into three broad categories: Children (age 5-12) and Youth (age 12-18), Young Adults (age 18-28), and Young Families (children under 12). Together, these groups comprise approximately 71% of the skier marketplace in British Columbia (18% - Children and Youth, 36% - Young Adults, and 17% - Families)[3].

The composition of these groups has changed in recent years, with more new Canadians and first-generation Canadians taking part in alpine skiing and tubing. A growing number of children learning to ski are first-generation Canadians whose parents did not have the opportunity to ski in their youth. MSR has found that a child's participation can be a family affair, with parents and grandparents often visiting to watch the child learn to ski. This allows MSR to engage those unfamiliar with the mountain experience and cultivate a love for winter play. Further, by engaging prospective skiers at an early age, it allows them to become life-long participants. It is common to hear of skiers returning to MSR to teach their children how to ski on the same slopes where they took their first turns.

Looking to the future, a large and active skiing community and a growing interest in recreation activities in the Metro Vancouver region will support the viability of MSR. With a well-defined ski product, distinct from other resorts in the region, and a strong reputation, MSR is well-positioned to adapt to changing trends in the ski industry and grow into a vibrant all-season resort.

4.11 PHASED DEVELOPMENT

The gradual development of MSR over the length of its 60-year Park Use Permit is envisioned to occur over four or more phases (Figure 4-10a to 4-10d). Each phase is a self-contained product,

[9] Assumes 7.5 days skied per skier each year (Canadian Ski Council, 2017).
[10] Metro Vancouver & Fraser Valley Regional District (2011). Regional Outdoor Recreation Opportunities Study. Retrieved from: http://www.metrovancouver.org/services/parks/learn/plans-and-reports/research/Pages/default.aspx

effectively able to function as a finished resort offering with both the mountain and the base area development complementing each other. The phases will be triggered based on demand from the skier marketplace.

Phase One will include:

- Twinning of the Goldie Magic Carpet to improve uphill capacity.
- Development of the Mushroom Carpet adjacent to and integrated with the Goldie ski pod.
- Development of the lift-serviced mountain bike trail network in the Lodge, Ridge, and Goldie pods.
- Development of Summer Activity Zone, including Aerial Adventure Park and Ziplines.
- Development of Disc Golf in the Goldie pod.
- Removal, or Replacement and Upgrade of the Brockton Chair.
- Development of Summit Chair, access lifts, and associated ski terrain.
- Development of the initial phase of a comprehensive snowmaking system.
- Development of the proposed Cabins and Glamping areas.
- Expanded and improved space in the base area (e.g., Food and Beverage, Rentals).
- Realigned, expanded, and improved parking area.

Phase Two will include:

- Relocation of the Tube Park and Tube Park Tow, and development of the Alpine Slide.
- Development of the Ridge Chair and associated ski terrain.
- Development of Mystery Peak Lodge and the Alpine Activity Zone, including hiking trails.
- Expansion of the comprehensive snowmaking system.
- Expanded and improved space in the base area (e.g., Food and Beverage, Rentals).
- Realigned, expanded, and improved parking area.

Phase Three will include:

- Development of the Percy Chair and associated ski terrain.
- Development of the Adventure Zone, including the De Pencier Skywalk.
- Expansion of the comprehensive snowmaking system.
- Expanded and improved space in the base area.

Phase Four will include:

- De Pencier Chair, related Exit Chair, and Haul-Back T-Bar with associated ski terrain.
- Development of the Peak Café and De Pencier Hut.
- Development of the Mt Seymour Gondola.
- Expanded and improved space in the base area.

Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				

Phase 1a

Brockton Chair
Mystery Peak Express
Ole's Pass
Goldie Parallel Option
F2
F3
Mushroom Carpet
Bear Bowl Carpet
Cabin Connector
Cabin Trail
Trapper John's
Creek Trail
Goldie Lake Loop
Goldie Shortcut
Flower Lake Loop
Explorer Trail
Cougars Pass
Windfall Trail
Rookies
Lodge Chair
Zipline 1
Zipline 2
Zipline 3
Zipline 4

901

MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Buildings
- Proposed Parking
- Aerial Adventure Park

Proposed Phasing

Phasing Plan

- Phase 1

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Mount Seymour Resort Phase 1a

Figure 4-10a

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				

Phase 1b

Brockton Chair
Summit Chair Ext.
Summit Chair
Flower Chair
Access T-Bar
Mystery Peak Express
Mystery Peak Lodge
Summit Access Trail (B20)
Goldie Parallel Option
Mushroom Carpet
Loggie Chair
Bear Bowl Carpet
Ole's Pass
Cabin Connector
Cabin Trail
Trapper Jim's
Creek Trail
Goldie Shortcut
Goldie Lake Loop
Flower Lake Loop
Explorer Trail
Cougars Pass
Windfall Trail
Zipline 1
Zipline 2
Zipline 3
Zipline 4
B1
B2
B3
B4
B5
B6
B8
B9
B10
B11
B12
B13
B14
B15
B16
B17
B18
B19
X4
X5

903

MT SEYMOUR

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Lifts to be Upgraded/Replaced
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 1b

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Mount Seymour Resort Phase 1b

Figure 4-10b

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				

Phase 2

Brockton Chair
Summit Chair Ext.
Summit Chair
Flower Chair
Access T-Bar
Mystery Peak Express
Ridge Chair
Ledge Chair
Mushroom Carpet
Goldie Parallel Option
Bear Bowl Carpet
Ole's Pass
Cabin Connector
Cabin Trail
Trapper John's
Creek Trail
Goldie Shortcut
Goldie Lake Loop
Flower Lake Loop
Explorer Trail
Cougars Pass
Windfall Trail
Tube Park
Zipline 1
Zipline 2
Zipline 3
Zipline 4
X1
A1
A2
A3
A5
A6
A7
A8
A9
A10

905

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Lifts to be Replaced/Upgraded
- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 2

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Mount Seymour Resort Phase 2

Figure 4-10c

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 3

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Mount Seymour Resort Phase 3

Figure 4-10d

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				

Phase 4

Peak Cafe
De Pencier Chair
Exit Chair
De Pencier Hut
Mystery Peak Lodge
Brockton Chair
Summit Chair Ext.
Haul Back T-Bar
Mystery Peak Express
Summit Chair
Percy Chair
Flower Chair
Access T-Bar
Ridge Chair
Ledge Chair
Mushroom Carpet
Goldie Parallel Option
Bear Bowl Carpet
Option C
Option B
Option A
Tube Park
Ole's Pass
Cabin Connector
Cabin Trail
Trapper John's
Creek Trail
Goldie Shortcut
Goldie Lake Loop
Flower Lake Loop
Explorer Trail
Cougars Pass
Windfall Trail
D1 D2 D3 D4 D5 D6 D7 D8 D9 D10 D12 D13 D14 D15 D16 D17 D18 D19 D20 D21 D22

909

Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 4

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Tel: 604 932 7002
email: bha@brentharley.com
website: www.brentharley.com

Prepared for:

Mt. Seymour Resort Ltd.
1700 Mt. Seymour Road
North Vancouver, BC, Canada V7G 1L3
Tel: 604 986 2261
email: snow@mtseymour.ca
website: www.mtseymour.com

Statement of Limitations:
The information included on this map has been compiled by BHA from a variety of sources and is subject to change without notice. BHA makes no representation or warranty, expressed or implied, as to accuracy, completeness, timeliness or rights to the use of such information. BHA shall not be liable for any general, special, indirect, incidental or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map.

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Mount Seymour Resort Phase 4

Figure 4-10e

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5 APPENDIX

BHA
BRENT HARLEY & ASSOCIATES

Brent Harley and Associates Inc.
#4 – 1005 Alpha Lake Road
Whistler, BC
V8E 0H5
604.932.7002
bha@brentharley.com
www.brentharley.com

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Sean Rooney Digitally signed by Sean Rooney DN: cn=Sean Rooney ou=Users Reason: I am the author of this document Location: Date: 2026-05-27 15:17-07:00	Michael Toland Digitally signed by Michael Toland DN: cn=Michael Toland ou=Users Reason: I am approving this document Location: Date: 2026-05-27 13:56-07:00	Mike Fox Digitally signed by Mike Fox DN: cn=Mike Fox gn=Mike Fox c=CA Canada HCA Canada o=District of North Vancouver ou=Executive Services e=fcorn@dnv.org Reason: I am approving this document Location: Date: 2026-05-28 09:02-07:00

CREATED BY: Daniel Cifarelli

REQUESTED BY: Areva Living on Oxford St.

DESCRIPTION OF WORK: Sanitary replacement in Mountain Hwy

LOCATION: 220 Mountain Hwy

START DATE: June 1, 2026

END DATE: June 11 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday	8:00 pm	to	6:00 am	✓
Saturday	8:00 pm	to	6:00 am	✓
Sunday		to		

ADDITIONAL INFORMATION:

To replace the sanitary main on Mountain Hwy between Main St and Oxford St. 3 of 4 travel lanes will need to be closed. This work is scheduled to take place at night to mitigate significant disruptions to traffic during the day. Mountain Hwy north bound will be fully closed and detoured to Harbour Ave .

IMPACT:

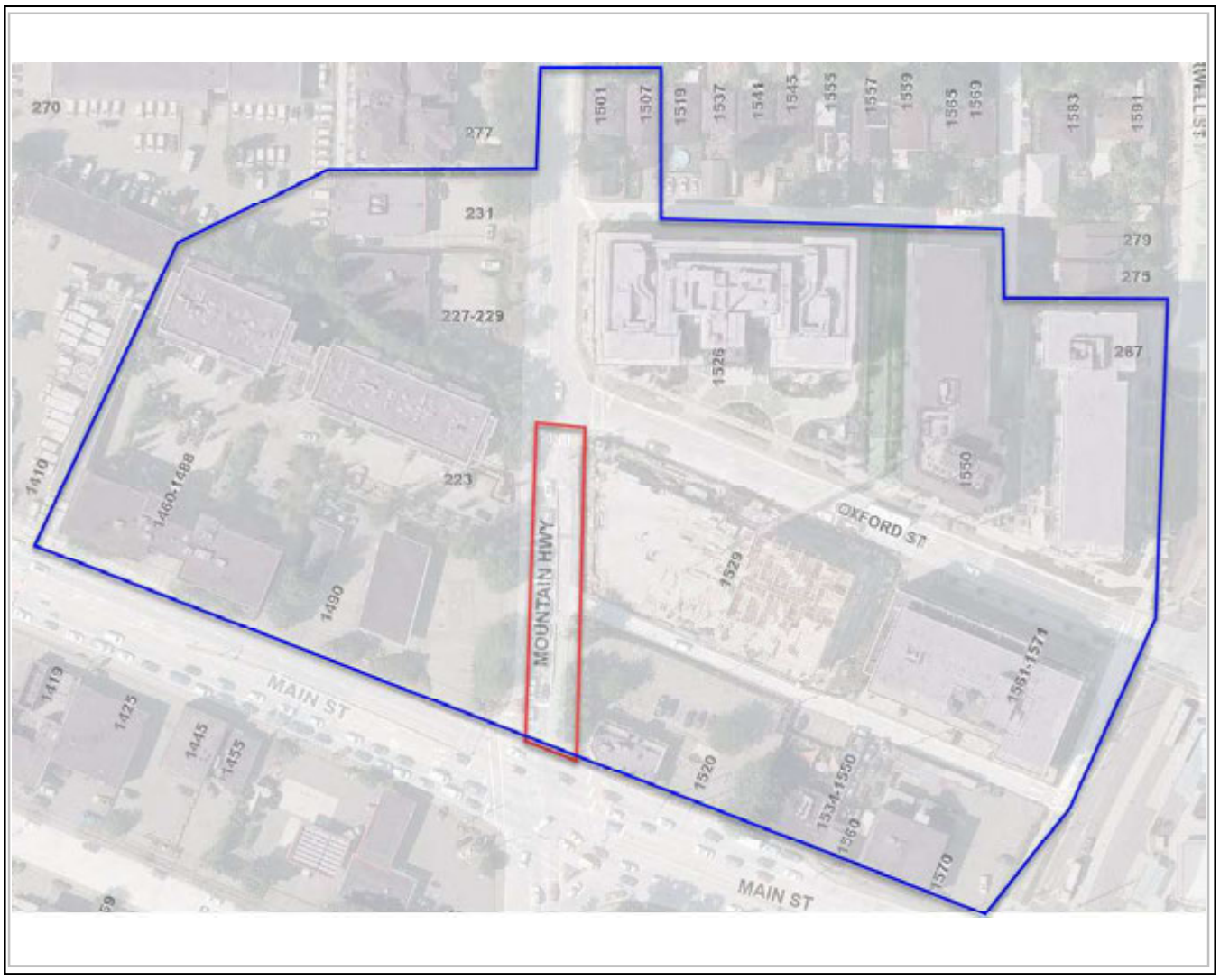
EXPECTED IMPACTS:			
✓ trucking	concrete works	✓ generators	✓ lighting
✓ pumps	✓ compaction	✓ hydro-vac	✓ paving
✓ excavators	✓ traffic delays/detours	✓ sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

The developer is required to notify all impacted neighbours. To mitigate the louder works, saw cutting will take place at the start of shift just after 7pm. If a vactor truck is required they will be required to source a newer noise dampened unit. Paving will occur at the end of each shift approximately just before 6am. Bypass pumps may be required and if so will need to be shrouded.

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:
Work area (in red) and notification area (in blue)



ADDITIONAL INFO:

This noise exemption is being requested with short notice due to the number of meetings with the developer, consultants and contractor, engineering coordination, and with FIFA upcoming. The Ministry is still reviewing the traffic management plan which impacts Main St, so a delay in commencement date is still a possibility.

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Sean Rooney	Michael Toland	Mike Fox

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: August 8, 2026

END DATE: August 8 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
Saturday	5:00 am	to	10:00 pm	
Sunday		to		

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change.
The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Sean Rooney	Michael Toland	Mike Fox

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: June 13, 2026

END DATE: June 13, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
Saturday	5:00 am	to	10:00 pm	
Sunday		to		

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change.
The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Sean Rooney — Digitally signed by Sean Rooney DN: cn=Sean Rooney ou=Users Reason: I am the author of this document Location: Date: 2026-05-25 14:55-07:00	Michael Toland — Digitally signed by Michael Toland DN: cn=Michael Toland ou=Users Reason: I am approving this document Location: Date: 2026-05-25 14:47-07:00	Mike Fox — Digitally signed by Mike Fox DN: cn=Mike Fox,o=Mike Fox c=CA Canada HCA Canada o=District of North Vancouver ou=Executive Services e=fcem@dnv.org Reason: I am approving this document Location: Date: 2026-05-28 09:07-07:00

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: July 18, 2026

END DATE: July 18 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday		to		
Saturday	5:00 am	to	10:00 pm	
Sunday		to		

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change.
The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:
Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

❒ Info Package Date:

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 28, 2026
File: PPPCP-376181117-20869

AUTHOR: Aylin Tavakoli, Housing Planner

SUBJECT: **Vancouver Coastal Health North Shore Services**

REASON FOR REPORT:
The purpose of this report is to provide Council with information received from Vancouver Coastal Health (VCH) regarding current and anticipated health services on the North Shore.

SUMMARY:
In response to District staff inquires, VCH indicated several impactful and ongoing initiatives on the North Share. These included seniors' care, such as respite services and long-term care expansion, and the development of a vision for the Lions Gate Hospital campus. The East Keith Road supportive housing project, which includes five complex care beds funded by VCH, is the only project on the North Shore specifically focused on mental health and substance use. Given the District's aging population, housing pressures, and evolving care needs, ongoing coordination and advocacy with health partners will continue to be essential.

BACKGROUND:
To better understand current and emerging health service priorities on the North Shore, District staff reached out to Vancouver Coastal Health. Information requests focused on the planning of specific housing and services that have been raised by Council and the community:

- treatment and recovery services;
- abstinence-based programs and involuntary care;
- complex care and dementia care models;
- seniors' long-term care; and
- broader regional health system planning.

The District's 2024 Interim Housing Needs Report identifies a 20-year need for 22,369 housing units and highlights the need for housing options that supports:

- aging in place;
- accessibility and disability needs;
- homelessness response; and

- varying levels of care and support.

These priorities align with the 2018 Dementia-friendly North Shore Action Plan, which promotes more inclusive policies, services, programs, and built environments for people living with dementia and other cognitive impairments.

The 2024 Interim Housing Needs Report also identifies:

- a 15% core housing need rate among seniors (compared with 12% across the broader community); and
- approximately 1,022 households on the BC Housing waitlist in 2023 (District and City of North Vancouver), including 490 senior households.

The Province's Housing Target Order requires the District to deliver 2,838 net new completed housing units over five years (October 1, 2023 - September 30, 2028). As of September 2025, the District had completed 832 net new housing units and has 3,108 multi-family units in stream.

The District's Official Community Plan and Corporate Plan further recognize that local need extends beyond housing supply to include appropriate support options for seniors, persons with disabilities, and residents experiencing cognitive, mental health, substance use, or other vulnerabilities.

On March 2, 2026, Council approved a proposed scope and work plan for the District to develop an Ageing & Older Persons Strategy. The Strategy will provide a 10-year framework to enhance quality of life for older residents and the broader community in areas of social wellbeing, connected supports, mobility and access, and housing to support ageing in place.

ANALYSIS:

Overview of Health System Context
The District's housing priorities are closely linked to the availability of health and social supports that enable residents to remain safely and appropriately housed. VCH is an important regional partner in delivering these supports, alongside BC Housing and other service providers.

Seniors, Long-Term Care and Dementia-Related Needs
Several initiatives are underway on the North Shore:

City of North Vancouver:

- Paul Myers and Shore Family Respite Centre
  - Part of the North Shore Neighbourhood House redevelopment.
  - 89 affordable rental housing units.
  - 18 overnight respite care units and 25 adult day program spaces.
  - Occupancy is anticipated summer of 2026.

West Vancouver:

- 525 Clyde Avenue (former Capilano Care Centre) - *on hold*
  - The property was purchased by VCH and is undergoing redevelopment exploration
  - A demolition permit for the site was issued on March 31, 2026.

- Inglewood Care Centre Redevelopment
  - Total of 725 units of seniors housing ranging from specialized care to independent living
  - Phase 1: increasing long-term care beds from 230 to 364.
  - Phase 2: seniors' independent living (200 units) and seniors' rental housing (161 units).
  - Public Hearing scheduled for June 23, 2026.

- Kiwanis Village West
  - An adult day program, opened in early April 2026, servicing approximately 20 participants, including people living with dementia and other neurocognitive conditions.

- Baptist Housing Redevelopment
  - Municipal approval (rezoning) is anticipated in early June 2026.
  - Project proposal includes:
    - Phase 1: 134 net new long-term care (LTC) beds.
    - Phase 2: Seniors' housing units offered at 20% below market rates.

Mental Health, Substance Use, Addiction Treatment, and Complex Care

The District contains a range of supportive housing options, including safe houses, youth housing, second-stage housing, and group homes, many of which are operated by non-profit community service providers. These homes support individuals with diverse needs to live safely and successfully within the community. Related to addictions supports, staff note that there are currently two supportive recovery homes in the District, operated by Turning Point, providing a total of 19 beds for both men and women.

The East Keith Road supportive and complex care housing project is currently the only confirmed upcoming initiative on the North Shore that includes complex care within a supportive housing model. The project is being delivered in partnership with BC Housing, and Vancouver Coastal Health and is intended to help address local needs related to homelessness and complex health challenges. Construction is anticipated to begin in late 2026 - early 2027.

The project will be delivered as low-barrier supportive housing, consistent with BC Housing's Housing First approach. Tenancy is not contingent on abstinence, and on-site supports will include staffing, building management, and connections to health and substance use services.

Lions Gate Hospital and Broader North Shore Health Planning
Vancouver Coastal Health is leading the Health Vision Lions Gate Hospital project, which aims to support long-term planning for the future of the Lions Gate Hospital (LGH) campus.

Phase 1 engagement (completed in spring 2024) included a public online survey, as well as engagement with residents, community partners, staff, medical staff, and Squamish and Tsleil-Waututh Nations. Key themes identified include:

- Improved access, coordination, and system capacity across the continuum of care;
- Increased demand for mental health and substance use services;
- Growing need for seniors' care and aging-in-place supports; and
- Stronger integration between hospital and community-based services.

While focused on the hospital campus, the process also identified broader system pressures that influence demand for community health services.

Collaboration and Partnership
The District's work is grounded in strong cross-sector collaboration across planning, housing, social policy, and health. This is done in recognition that housing needs are closely linked to factors such as life stage, disability, mental health, addictions, homelessness, affordability, and access to services. Steady progress has been made in advancing housing supply and approving supportive housing projects, working in partnership with senior governments and agencies including Vancouver Coastal Health and BC Housing. These collaborations continue to strengthen alignment between housing initiatives and health and social service planning.

Financial Impacts:
This report is informational in nature and has no immediate financial implications for the District of North Vancouver. Any future financial implications would depend on whether additional health-related initiatives require municipal approvals, land use decisions, servicing, infrastructure coordination, or partnership commitments.

Social Policy Implications:
Access to a continuum of health and support services - including mental health, substance use, aging, disability, and complex care - is critical to supporting residents' well-being and their ability to remain safely and appropriately housed. These issues are closely linked to the District's housing priorities, homelessness response, and broader goal of fostering a healthy, inclusive and resilient community.

Conclusion:
While investment continues in seniors' care and hospital system planning on the North Shore, there remains a need to further support and expand community-based services. Housing demand and demographic trends identified in the District's 2024 Interim Housing Needs Report reinforce the importance of aligning housing delivery with accessible and appropriate health and social supports. The District will continue working with Vancouver

Coastal Health, BC Housing, and other partners to support integrated approaches that enable residents to age in place and remain safely and appropriately housed.

Respectfully submitted,

Aylin Tavakoli
Housing Planner

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

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DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Sean Rooney	Michael Toland	Mike Fox

CREATED BY: Sean Ramsden

REQUESTED BY: Darwin Construction

DESCRIPTION OF WORK: Utility Works - Storm Connection

LOCATION: 1080 Marine Drive

START DATE: June 4, 2026

END DATE: June 9, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
Monday – Friday	8:00 PM	to	6:00 AM	✓
Saturday		to		
Sunday		to		

ADDITIONAL INFORMATION:

Darwin Construction's civil contractor, AC Civil Contracting Ltd. is constructing storm main upgrades for the development at 1080 Marine Drive. The works will involve crossing Lloyd Ave at the north end intersection of Marine Drive and a closure to the westbound curb lane of Marine Drive. Due to traffic volumes on Marine Drive this work has been scheduled for four overnight shifts.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	✓ compaction	✓ hydro-vac	✓ paving
✓ excavators	✓ traffic delays/detours	✓ sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:
Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

The contractor has provided late notice for this work. DNV Engineering is expediting approval in order to avoid works running into the FIFA World Cup window. The contractor expects to complete the work over three night shifts between June 4th and June 7th; however, one additional night shift may be required June 8th to 9th. The schedule is subject to change. An update to Mayor and Council will be provided if the contractor has to reschedule the work.

❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 28, 2026
File: ENGOPS-778840599-1895

AUTHOR: T. Madigan, Section Manager - Fleet & Solid Waste

SUBJECT: Fuel Price Impacts to the District's Operational Budget

---

REASON FOR REPORT:
To inform Council of the financial impact of sustained and volatile fuel price increases on the District's operating budget to support the upcoming Financial Plan amendment. The report also outlines mitigation measures being implemented and considered.

SUMMARY:
Fuel prices in 2026 have increased significantly beyond the assumptions used in the adopted Financial Plan, resulting in a projected $430,625 operating shortfall within Fleet Services.

The increase reflects external market conditions and was not reasonably foreseeable during budget development. The 2026 in-year impact will be funded through the operating budget contingency in 2026 and incorporated into the spring Financial Plan amendment, with any remaining variance addressed through the year-end update.

In parallel, staff are implementing and assessing mitigation strategies to manage cost pressures and improve cost recovery, including enhanced fuel monitoring, operational efficiency measures, and reviewing cost allocation approaches to better align fuel costs with departmental consumption.

Sustained fuel price increases are also expected to increase costs for other petroleum-based materials such as tires, asphalt, lubricants, and plastics, which are anticipated to place additional pressure on operating and capital budgets.

BACKGROUND:
Fuel is a critical input for a wide range of District services, including solid waste collection, operations, and emergency response, and fleet operations. The 2026 operating budget was developed during a period of comparatively stable global fuel markets, with price assumptions reflecting historical averages and forward-looking forecasts available at that time. Since early 2026, geopolitical developments in the Middle East have materially altered global energy markets leading to supply disruptions, elevated insurance and freight costs,

and precautionary market behaviour that has quickly translated into higher crude oil and refined fuel prices and increased volatility worldwide.

EXISTING POLICY:
Council establishes operating budgets, reserve funds, and their permitted uses through the annual Financial Plan and associated reserve fund bylaws. The operating budget contingency is intended to address unforeseen and unavoidable cost pressures that arise within a fiscal year and were not reasonably anticipated during budget development.

Fleet currently operates under a centralized fuel and fleet cost model. Fuel costs are integrated in set vehicle rates at the start of the year. These rates directly impact operational budgets as the set rate provides cost certainty to the users. Fuel costs are developed through fleet usage, historical fuel usage and projected annual fuel costs.

ANALYSIS:
Fuel prices have increased approximately 35% in 2026 due to geopolitical disruptions affecting supply and transportation, resulting in significantly higher and more volatile pricing than assumed in the 2026 Financial Plan and a projected $430,625 operating shortfall within Fleet Services.

Fuel price increases have resulted in:

- Higher-than-budgeted fuel expenditures.
- A projected operating deficit within Fleet Services for 2026, as approved funding is insufficient to fully recover actual fuel costs.

Finance has confirmed that the 2026 fuel-related deficit will be funded from the operating budget contingency, as the increase represents an external shock that could not be fully mitigated within existing operating budgets.

Fleet Services is assessing options to better align fuel costs with departmental consumption and improve cost recovery transparency, including:

- Allocating fuel costs more directly to departments based on actual consumption.
- Enhancing fuel usage monitoring and efficiency (including electrification) initiatives.
- Incorporating higher and more volatile fuel price assumptions into future budget development.

Future Outlook

Energy market authorities, including the IEA and the U.S. Energy Information Administration (EIA), expect continued volatility through the remainder of 2026, with fuel prices reflecting ongoing geopolitical risk and uncertainty around the duration and scope of Middle East supply disruptions. While emergency stock releases and partial rerouting of supply have moderated prices intermittently, sustained stability is not anticipated in the near term.

Looking ahead, global agencies project that fuel prices will remain structurally higher and more volatile than pre-2026 norms due to:

- Increased geopolitical risk in key energy-producing regions.
- Tighter refined product markets, particularly for diesel.
- Higher costs associated with transportation, insurance, and regulatory compliance across fuel supply chains.

These conditions suggest that fuel-related cost pressures are likely to persist and should be explicitly considered in future multi-year financial planning. In addition to rising fuel prices driven by oil supply disruptions, potential shipping lane closures in the Strait of Hormuz are expected to increase costs for petroleum-based products such as tires, plastics, lubricants, and asphalt. They may also lead to higher prices and longer lead times for manufacturing supplies and other imported materials due to disruptions in global shipping routes. Strategic planning will be required to address potential operational budget shortfalls and support long-term financial sustainability.

Financial Impacts:
Fuel costs in 2026 are projected to exceed budget by $430,625 due to sustained price increases. This risk will be partially offset using the operating budget contingency in 2026 and incorporated into the spring Financial Plan amendment, with any final variance addressed through the year-end financial update. Any future cost increases will be adjusted through the services supported by Fleet and include updated assumptions around fuel prices, cost allocations and cost recovery.

The tables below compare budgeted fuel costs with updated projections based on current market conditions:

BUDGETED 2026 FUEL EXPENSE

TYPE	PROJECTED LITRES	PROJECTED ANNUAL PRICE PER LITRE	TOTAL COST
DIESEL	422,500	1.85	$781,625
GAS	260,000	1.65	$429,000
TOTAL			**$1,210,625**

PROJECTED 2026 FUEL EXPENSE

TYPE	PROJECTED LITRES	PROJECTED ANNUAL PRICE PER LITRE	TOTAL COST
DIESEL	422,500	2.50	$1,056,250
GAS	260,000	2.25	$585,000
TOTAL			**$1,641,250**

The Financial Plan amendment will formally incorporate this adjustment within the District’s approved budget

The primary risks associated with elevated fuel prices include ongoing budget volatility, pressure on service delivery, and reduced flexibility to absorb other unplanned costs. These risks are partially mitigated using reserves in 2026 and through future changes to cost recovery and budgeting practices.

Conclusion:
Global fuel price increases driven by the ongoing Middle East conflict have had a direct and material impact on the District's operational budget in 2026. Actual fuel costs have surpassed original projections, creating a deficit within Fleet Services. It is projected the deficit will be $430,625. The shortfall will be addressed through the operating budget contingency in 2026, while staff pursue longer-term solutions to improve cost allocation/recovery, transparency, and budget resilience in future years.

Respectfully submitted,

Tom Madigan
Section Manager – Fleet & Solid Waste

REVIEWED WITH:

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

☑ Info Package	Date: June 11, 2026

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 9, 2026

AUTHOR: Brianne Labute, Community Planner

SUBJECT: Current Housing Market Conditions and Inclusionary Zoning Update

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REASON FOR REPORT:
To provide an update on current housing market conditions and implications for the Inclusionary Zoning (IZ) work.

BACKGROUND:
In 2024, the Province introduced inclusionary zoning (IZ) as a new tool to enable local governments to secure affordable and special needs housing through the adoption of an inclusionary zoning bylaw. IZ allows municipalities to specify both the required proportion of inclusionary housing units and the level of affordability, with these parameters set by Council. The introduction of IZ was part of a broader package of legislative changes aimed at streamlining development approvals, increasing transparency for developers and the community and reducing the need for rezonings.

At the December 8, 2025 Council workshop, staff presented a proposed IZ approach to secure below-market rental housing[1] through private developments in the District's four key growth centres. This approach, summarized below, was informed by a preliminary financial feasibility analysis completed in early 2025.

Proposed Development Requirement: Built IZ Units
- 10% of residential gross floor area set aside as IZ units; and
- Rents set at 20% below DNV median rents.

Alternatives to Providing Built IZ Units
1) Purpose-Built Market Rental Option
   - 100% market rental projects at market rates with no inclusionary requirement
2) Cash In-Lieu Option
   - Available for projects providing fewer than 10 IZ units (in select growth centres)

[1] Below-market units are delivered through development and have rents that are set at below-market levels (e.g., 20% below DNV rents). These units have no ongoing subsidies from government.

At the workshop, Council expressed general support for continuing to explore IZ and requested that staff update the financial feasibility analysis to reflect current market conditions and inform additional options, including adding an inclusionary requirement for 100% market rental projects. Council also expressed interest in expanding the cash in-lieu program across all four growth centres, as well as understanding the potential revenue outcomes produced by projects of various sizes.

ANALYSIS:

Key Considerations

Since the initial workshop with Council, two key conditions have changed:

1) Council direction on growth management; and
2) Market conditions affecting development.

Council Direction on Growth Management

As part of the 2025 Official Community Plan (OCP) update, staff initially presented three potential scenarios to accommodate the District's housing needs (concentrating growth in key centres, expanding centres or distributing growth throughout the District). More detail on these scenarios can be found in the February 24, 2025 Council report.

Some pre-zoning was anticipated under these scenarios to align the zoning with future OCP land use designations. Pre-zoning is a key factor in enabling inclusionary zoning as it grants additional density in advance, which is usually necessary to offset affordability requirements. Implementing IZ alongside pre-zoning helps ensure opportunities to secure affordable housing are not lost when multi-family sites redevelop or when additional as-of-right density is granted.

Council later directed staff to prepare another option, referred to as Option B, that continues housing growth as envisioned in the current OCP (i.e., no changes to current growth plans). Option B did not include any pre-zoning (see October 20, 2025 Council report for more information). Under this approach, most development is expected to proceed through site-specific rezoning applications, where affordable housing contributions are determined through case-by-case negotiations. As a result, the effectiveness of IZ as a tool to achieve affordable units is more limited compared to scenarios that include pre-zoning.

Current Market Conditions

The financial feasibility analysis completed in early 2025 to inform the proposed inclusionary zoning approach showed limited feasibility for IZ. This analysis no longer reflects current market conditions. To better understand emerging trends, staff retained Coriolis Consulting to provide an updated market review (**Attachment 1**). Key findings indicate that conditions for new residential development have weakened due to:

- Flat or declining population growth;
- Increased inventory of unsold new homes;
- Rising rental vacancy rates;
- Declining sales prices and rent rates;

- Reduced pre-sale activity for strata units; and
- Increased construction costs.

Given these conditions, an updated financial feasibility analysis is expected to show even less favourable outcomes than the previous analysis. The *Local Government Act* requires that Council consider the results of the financial feasibility analysis when adopting an inclusionary zoning bylaw and whether the proposed requirements may deter residential development. Challenging market conditions limit which IZ options are realistic, including adding inclusionary requirements for 100% market rental projects. Proceeding with an IZ program at this time may risk impeding the pace of development and reducing the number of new housing units built in the District.

Continuation of Current Approach to Secure Below-Market Housing

Without an IZ program, the District will continue to secure below-market housing through site-specific negotiations at the time of rezoning. This negotiated process between the District and a developer involves the granting of additional development rights (e.g., increased density or height beyond what existing zoning permits) in exchange for public benefits, such as affordable housing and amenities. During this process, staff evaluate the proposal against community plans, policy objectives and financial feasibility and engage in discussions with the applicant to secure contributions that address local priorities.

Since adoption of the Official Community Plan in 2011, the rezoning process has facilitated the delivery of:

- 1,359 market rental units;
- 91 below-market rental units; and
- 537 social and supportive housing units[2].

Additional rental and affordable units have an approved rezoning or are under the development permit process, building permit process and/or construction. In some cases, the District has secured cash in-lieu of affordable housing, which continues to be leveraged to support affordable housing projects, typically in partnership with other agencies.

This approach has enabled Council to negotiate below-market housing contributions that correspond to the scale of development and site-specific economic conditions. Through this case-by-case review, Council has generally been able to secure affordable housing outcomes while accounting for project viability. As a result, the mix and level of affordability can vary across projects, reflecting differing contexts while supporting broader housing objectives at the same time.

Inclusionary Zoning as Part of Future Work

IZ is a useful tool in certain circumstances. It establishes clear expectations for below-market housing in new developments. This includes the amount, tenure, affordability levels and term (duration) of the inclusionary units. Similarly, the transition from negotiated Community

[2] Data from the District of North Vancouver as of May 31, 2026.

Amenity Contributions to set Amenity Cost Charges[3] established a consistent per unit contribution that would be collected from residential land use types and spent on specified amenities.

Future implementation of an IZ program would also support the District's broader objective of streamlining and improving the development approvals process. This would be achieved by eliminating or reducing the potential need for lengthy site-by-site negotiations for below-market housing.

Given current policy direction and market conditions, however, staff do not recommend advancing an IZ program at this time. Inclusionary zoning could be reconsidered through future planning processes such as the review and update of the Town and Village Implementation Plans (subject to further Council discussion). These plans help guide development in their respective centres, including any changes to land uses or densities. These policy updates could support future discussion on whether pre-zoning is appropriate. IZ is most effective when accompanied by pre-zoning to ensure projects are financially feasible to deliver.

Future work may also consider pairing IZ with a density bonus (DB) program to encourage additional below-market housing to be delivered on a site. Inclusionary zoning would apply to base density, while density bonus would apply to density above and beyond the base density (see **Attachment 2** for an example). A key difference between the two tools is IZ is mandatory, and DB is optional for the developer (i.e., more density in exchange for below-market housing).

FINANCIAL IMPLICATIONS:
Should Council adopt an inclusionary zoning program in the future, it will standardize the amount of below-market units or cash in-lieu contributions the District can expect to secure from a project. Cash in-lieu funds would be put in a dedicated housing reserve, enabling the District to leverage these funds to support affordable housing projects through land acquisition and partnerships with non-profits and/or other levels of government.

Under the *Local Government Act*, inclusionary zoning units are exempt from Amenity Cost Charges. The District would need to address this funding gap in its financial plan to ensure there are sufficient funds to support the demand on amenities created by the occupancy of the new IZ units. The District would also have to consider the ongoing administrative costs of monitoring housing agreements, performing regular financial feasibility analyses and potentially managing multiple reserve funds for cash in-lieu payments.

CONCLUSION:
Current market conditions do not support implementing an inclusionary zoning program at this time, particularly in the absence of increased density that pre-zoning could enable. There is potential to revisit IZ when future planning work, such as updates to the Town and Village Centre Implementation Plans, have been completed. Future consideration of inclusionary

[3] Amenity Cost Charges (ACCs) help fund the cost of amenities needed to support increased population growth and housing supply. Revenue generated from ACCs cannot be used for affordable housing.

zoning could also consider a density bonus program to maximize the amount of below-market housing secured on a site.

In the interim, the District will continue to secure below-market housing through site-specific rezonings. While this approach provides flexibility, a future IZ program could improve consistency, transparency and predictability for both the development industry and the community.

Respectfully submitted,

Brianne Labute,
Community Planner

ATTACHMENTS:

Attachment 1: Market Context for New Home Development and the Implications for Inclusionary Zoning Memo
Attachment 2: Inclusionary Zoning and Density Bonus on the Same Site

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

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MEMORANDUM

coriolis CONSULTING CORP.

DATE: 8 April 2026

TO: Brianne Labute, District of North Vancouver

FROM: Blair Erb, Coriolis Consulting Corp.

RE: **Market Context for New Home Development and the Implications for Inclusionary Zoning**

1.0 Background

The District of North Vancouver often negotiates the provision of affordable rental units as part of the rezoning and approvals process for new apartment projects.

To help streamline the approvals process and create clarity for applicants, the District is evaluating the opportunity to introduce inclusionary zoning bylaw requirements that would apply to new multifamily projects in the District. An inclusionary zoning bylaw would specify the required share of affordable rental housing in a new project, the maximum rental rates permitted for these units and the types of projects that are subject to the bylaw requirements. So, this would reduce the number of applications that involve negotiations about the provision of affordable housing.

However, an inclusionary zoning bylaw will only result in new affordable rental units if new apartment projects are financially viable. Affordable rental units reduce the value of a completed project which can impact project viability (particularly in the absence of increased permitted density or an offsetting reduction in municipal levies). Therefore, it is important to consider and evaluate the financial feasibility of new multifamily development as part of implementing a new inclusionary bylaw.

A key factor that impacts financial feasibility is the market context for new projects. So, the District asked Coriolis to provide an overview of current market conditions in the new home market and comment on the likely implications for the viability of new projects.

2.0 Market Context

Market conditions in Metro Vancouver and North Vancouver are currently very difficult for developers planning new market housing. Some of the key challenges include:

1. Demographics. According to Statistics Canada, between Q4 2019 and Q4 2024, BC's population grew by an average of about 110,000 people per year. However, between Q4 2024 and Q4 2025 BC's population declined by about 14,000. This is a sudden reversal from historic trends and is due primarily to changes in Federal government immigration policies that were implemented in 2024, which aim to reduce the number of non-permanent residents in the country. Our understanding is that this may be the first time the yearly population of BC has ever declined (annual data is not available prior to 1950).

   Data for Metro Vancouver (from BC Stats) indicates that the region's population and the District's population followed a similar pattern of flat or declining population during 2025. Estimates from BC Stats indicate that Metro Vancouver's population grew by about 5,260 between 2024 and 2025 (0.17% growth) and the District of North Vancouver's population declined by about 1,083 (negative 1.09%). Population

growth is a key driver of demand for new housing. Given the lack of population growth over the past year or so, demand for new housing is currently very low.

2. Standing inventory of new homes. The inventory of new homes that are complete but unoccupied in Metro Vancouver has been rising over the past year or so as new projects have been completed. Based on data from Zonda Urban, as of Q1 2026, we estimate there are approximately 3,500 new strata apartments that are completed and unsold in Metro Vancouver (this is up from about 1,000 completed and unsold strata units two years ago). In addition, there are about 2,900 new rental apartment units at projects that are completed but not rented. So, the total standing inventory of new unoccupied apartment units is about 6,400 in the region.

   Under the current low population growth environment, we expect the standing inventory of vacant new apartment units to continue to grow over the next year or so as additional projects are completed which are currently under construction.

3. Increasing rental vacancy. A combination of a surge in new rental completions plus low population growth has led to a sharp increase in the rental vacancy rate in Metro Vancouver. According to CMHC, Metro Vancouver's rental apartment vacancy rate increased from 1.6% in late 2024 to 3.7% in late 2025. This is the highest vacancy rate in the region since the late 1980's.

4. Declining sales prices and rent rates. Residential values and apartment rents have been declining over the past year or more. According to the Real Estate Board of Greater Vancouver, the benchmark value of an apartment unit in Metro Vancouver declined by about 6.8% between February 2025 and February 2026. The annual price decline was similar in North Vancouver at 5.6%.

   Rent rates have also been declining. According to Rentals.ca, the average asking rent declined by 7.2% in Vancouver between February 2025 and February 2026.

5. Lack of presale activity. Lenders typically require developers to achieve significant presale targets (often about 60% or more) before advancing the project financing that is required to proceed with the construction of a new strata apartment project. However, activity in the presale market is currently limited and has been declining. In Q4 2025, we estimate that there were about 600 apartment presales in Metro Vancouver. This was down from about 2,900 units in Q4 2023.

   Apartment unit values are not increasing, so there is no urgency for potential buyers to acquire a presale unit to lock in the price. This, coupled with a lack of demographic driven demand (no population growth), has resulted in little market interest in presale units. This makes it very difficult for strata apartment developers to obtain project financing.

6. Project costs. Construction costs increased rapidly between 2021 and 2024. Cost increases have slowed significantly over the past year or so, but total costs still remain high and have not declined materially despite a slowing housing market. For example, according to Stats Can, apartment construction costs increased by about 2.0% in Vancouver between Q4 2024 and Q4 2025. In addition, government levies have been rising. The District increased DCC rates and introduced a new ACC rate in 2024 and 2025 while Metro Vancouver adopted large increases to its DCC rates.

Overall, there is currently little demand for new market housing in Metro Vancouver and in North Vancouver, which has led to an increasing inventory of unoccupied units, declining apartment prices, declining rents at new projects, and increasing vacancy. Therefore, the potential revenue generated by new apartment projects

has been declining. This has not been accompanied by declining project costs[1]. Therefore, the financial viability of new apartment development is significantly more challenging than it was 12 to 24 months ago.

3.0 Implications

Market conditions in the Metro Vancouver and North Vancouver new home market are currently very challenging and have been deteriorating over the past 12 to 24 months. Introducing new inclusionary zoning bylaw requirements would further impact development viability under current market conditions.

The District may want to consider delaying the implementation of an inclusionary zoning bylaw until market conditions stabilize and improve.

However, this does not mean that proposed projects that are currently seeking rezoning approval cannot provide affordable rental units as part of a negotiated rezoning process. The financial ability of a project seeking rezoning approval to incorporate affordable housing units in the current market context will depend on a number of factors that vary from project to project such as: whether there is a proposed increase in density (beyond the current OCP density), the proposed tenure (rental or strata), and whether other contributions from the project (such as amenity contributions) are calibrated to account for the impact of the affordable units (rather than applying bylaw ACC rates).

[1] Over time, the cost to acquire apartment development sites could decline due to the deteriorating viability of new development, although the cost cannot go below the market value supported by the existing use (e.g. older house or older commercial building). This would help off-set declining revenues. However, for developers that have already acquired property, it is not possible to reduce land acquisition costs.

Example of Inclusionary Zoning and Density Bonus on the Same Site

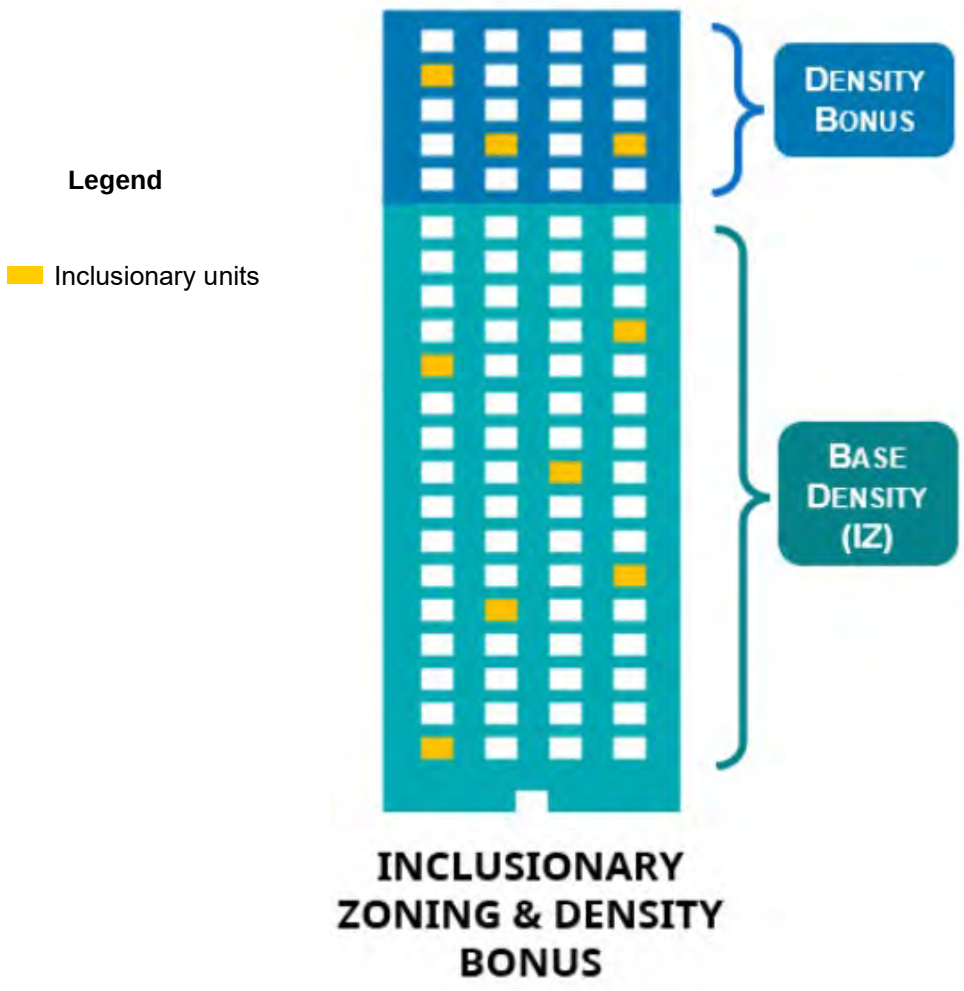

Figure 1: Inclusionary units (shown in yellow) secured by Inclusionary Zoning and Density Bonus as part of the same development. Note: These Inclusionary units are shown for illustrative purposes only. The number of units and their location within the building would be determined by bylaw and through site-specific proposals.

☒ Info Package Date: June 11, 2026

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

May 28, 2026

AUTHOR: Eirikka Brandson, Community Planner

SUBJECT: Poverty Reduction Partnership Update

REASON FOR REPORT:
This report provides an update on the mobilization of the Poverty Reduction Partnership, including progress on implementation of the Poverty Reduction Strategy, current funding, and formalization of the partnership through a Memorandum of Understanding.

SUMMARY:
Work is underway to establish a collaborative Poverty Reduction Partnership across the North Shore. Progress to date includes developing governance structures, securing funding, and beginning early implementation activities aligned with the Poverty Reduction Strategy. The District's role in the partnership is to facilitate, coordinate and convene partners to support collaborative action and the advancement of poverty reduction initiatives.

BACKGROUND:
In 2020, the Province of BC provided funding through the Poverty Reduction Planning and Action Program, administered by UBCM.

The North Shore received $75,000 to develop a regional Poverty Reduction Strategy in partnership with the City of North Vancouver and the District of West Vancouver. An interim report was presented to Council in June 2022.

An additional $150,000 supported the creation of the North Shore Solutions Navigator Program, launched in November 2022 and delivered by North Shore Neighbourhood House.

Council endorsed the Poverty Reduction Strategy on March 13, 2023.

In total, the North Shore received $225,000 through this program. The Solutions Navigator Program has since demonstrated strong outcomes by supporting residents with complex needs. It continues to operate through a shared funding model with the City of North Vancouver, with the District's support provided through a core grant.

An information report with an update on the Poverty Reduction Strategy was provided to Council in December 2024.

EXISTING POLICY:

Corporate Plan (2023-2026)

- Goal: Enhance transportation and mobility
- Goal: Address the housing crisis and the community's housing needs
- Goal: Foster Community Wellbeing, Culture, and Safety

Official Community Plan (2011)

- Social Well-Being objective – to foster a safe, socially inclusive and supportive community that enhances the health and well-being of its residents.

North Vancouver Recreation and Culture Commission Strategic Plan (2025)

- Goal: Provide accessible programs and services to enhance the health and well-being of individuals and families.
- Goal: Promote community connections and a strong sense of belonging.

North Shore Poverty Reduction Strategy (2023)
The North Shore Poverty Reduction Partnership is a collaborative initiative working to implement the 10-year Strategy to reduce poverty on the North Shore through four shared priority areas.

Rental, Social and Affordable Housing Task Force Final Report (2021)

- Goal: Parter with other agencies to help deliver affordable housing.

Child Care Action Plan (2020)
The Plan identifies four goals and 29 actions to enhance child care services in the District over a 10-year period.

Coalition of Inclusive Municipalities
On December 7, 2020, the District of North Vancouver approved joining this Coalition, and endorsed the Common Commitments, with an agreement to develop a Plan of Action accordingly.

Truth and Reconciliation Commission of Canada Calls to Action (2015)
On December 7, 2020, Council supported implementation of the municipal-specific Truth and Reconciliation Commission of Canada Calls to Action

Food Security and Food Systems
North Shore Food Charter - Endorsed by Council in 2013
Regional Food System Action Plan - Endorsed by Council in 2016

ANALYSIS:

Partnership Development

Mobilization of the North Shore Poverty Reduction Partnership (NSPRP) commenced in 2024 with the bringing together of a wide range of organizations and community members.

This was in alignment with Action 1.1 of the Poverty Reduction Strategy which aims to create a structure with diverse representation, including:

- Indigenous communities;
- people with lived experience of poverty;
- non-profit and service providers;
- youth and newcomers; and
- business and community partners.

This work takes time and coordination, as partners align priorities and build a shared approach. In early 2025, progress on formalizing the partnership slowed due to changes in consulting support. More time was also needed to develop an acceptable and suitable governance framework. A new consultant has since been engaged, and work has resumed.

Governance Structure and Role of District

The NSPRP is a community-driven partnership and leadership table dedicated to implementing the Poverty Reduction Strategy through advocacy, coordination, shared accountability and collective action. It brings together more than 30 community organizations across the North Shore, alongside government agencies (i.e. Vancouver Coastal Health, RCMP), First Nations and the North Shore municipalities. Given the regional nature of service delivery and the community's collaborative approach to addressing the interconnected dimensions of poverty across the North Shore, this governance model is both necessary and strongly supported by partners.

Attachment 1 provides the key partnership documents that will guide its membership:

- Unity Charter – articulates the partnership's shared values and purpose.
- Terms of Reference – sets out the partnership's structure and decision-making.
- Memorandum of Understanding – describes roles and commitments of partner participation.

The District supports the partnership through participation at the Steering Committee level (alongside the City of North Vancouver and District of West Vancouver, who will all be signatories to the MOU), funding support for the NSPRP Coordinator position[1], and in-kind contributions (i.e. staff time). The District also acts as the financial host for the partnership through June 2027, administering the Community Prosperity Fund, as described in the next section.

[1] The District of North Vancouver has committed funding of $40,000 annually for the Coordinator position through to 2030. This part-time role supports both the North Shore Homelessness Task Force and the North Shore Poverty Reduction Partnership, with approximately 20 hours per week shared between the two initiatives.

The partnership will deliver a report and presentation every two years to each of the three municipal Councils, as well as to the governing bodies of the Squamish and Tsleil-Waututh Nations. These presentations are intended to share updates on progress made toward the Strategy's priorities. They will highlight emerging gaps or challenges in implementation and identify opportunities where Council direction or support may help advance shared commitments.

Funding Update

In September 2024, a grant was received from Community Prosperity Fund for the Poverty Reduction Partnership. This funding is directed to the non-profit sector and does not provide direct municipal operating funding. The District submitted the application on behalf of the partnership. The North Shore Neighbourhood House was a co-applicant given its role in delivering the Solutions Navigator program[2] and broader poverty reduction initiatives.

The Community Prosperity Fund is a $25 million provincial investment supporting poverty reduction and social inclusion across British Columbia. Funding decisions were made by local community foundations, including the North Shore Community Foundation and the West Vancouver Community Foundation, both of which endorsed the collaborative, cross-sector approach of the proposed partnership.

The funding received supports implementation of the North Shore Poverty Reduction Strategy through coordinated action across key priorities including governance, service access, inclusion, housing supports, communications, intergovernmental coordination, and joint funding applications.

An initial $25,000 was allocated to support early implementation of the partnership, including development of key partnership documents.

Implementation Priorities and Monitoring

The next phase will focus on further mobilizing partners to advance implementation, strengthen coordination, and adapting to evolving community needs and changing local conditions over time.

Four working groups are being established to advance key priorities of the Strategy:

1. Data and Shared Measurement (Priority 1: Continue to Work Together)
2. Service Access and Navigation (Priority 2: Enhance Access to Services)
3. Inclusion and Belonging (Priority 3: Create a More Inclusive North Shore)
4. Housing, Food and Transit Advocacy (Priority 4: Address the Cost of Living)

Monitoring will include the development of key indicators to track progress against a 10-year baseline. In addition, development of a North Shore Community Profile (Action 6.1 in the Strategy) is being explored to provide a shared evidence base on social, health, and economic conditions. This profile would complement a monitoring dashboard by integrating

[2] Solutions Navigator program supports North Shore residents to access housing, food, basic needs and community services.

key datasets and contextual information to support a more complete understanding of community well-being over time.

Early indicators under consideration (and data sources) include:

- number of people experiencing homelessness (Point-in-Time Count)
- households spending over 30% of income on housing (Statistics Canada)
- kindergarten readiness (Human Early Learning Partnership)
- children living below the Official Poverty Line (Statistics Canada)
- child care spaces (VCH licensing and local government data)
- cost of a nutritious food basket (Health Canada)
- residents with a family doctor (Statistics Canada)
- unemployment rate (Statistics Canada)
- households in core housing need (Statistics Canada)
- sense of belonging (Vital Signs)
- health and wellness (Vital Signs)

Timing/Approval Process:
The partnership is expected to formally adopt its Terms of Reference in mid-June 2026. At that time:

- the District will confirm its participation;
- governance structures will be finalized; and
- implementation efforts will continue to expand.

Concurrence:
Finance has reviewed the report.

Financial Impacts:
The Poverty Reduction Partnership has $235,000 in Community Prosperity Fund funding available to support implementation through June 2027.

The District also provides in-kind support through staff coordination and a part-time Coordinator position, totalling approximately 20 hours per week. This support is shared between the Poverty Reduction Partnership (10 hours per week) and the North Shore Homelessness Task Force (10 hours per week).

The partnership will continue to pursue external funding opportunities and may return to Council with future funding requests to support ongoing implementation, if required.

Social Policy Implications:
The Poverty Reduction Partnership will strengthen collaboration across governments and community organizations. It supports more coordinated, inclusive, and effective responses to poverty by:

- improving access to services;
- identifying gaps in supports;
- aligning efforts across sectors; and

- advancing equity and inclusion.

Over time, this work is expected to contribute to stronger social outcomes and improved quality of life for North Shore residents.

Conclusion:
The Poverty Reduction Partnership represents an important step toward a more coordinated and community-drive approach to addressing poverty. It brings together over 30 cross sector partners, including municipalities, First Nations, service providers, and people with lived experience, to implement the 10-year Poverty Reduction Strategy.

Continued collaboration, supported by shared governance documents (Unity Charter, Terms of Reference, and MOU), working groups focused on key priorities, and ongoing monitoring through common indicators, will strengthen implementation. With support from the Community Prosperity Fund and municipal participation, the partnership is well positioned to improve coordination, enhance service access, and support stronger long-term community outcomes.

Respectfully submitted,

Eirikka Brandson
Community Planner

REVIEWED WITH:

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

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UNITY CHARTER - DRAFT

North Shore Poverty Reduction Partnership

Who We Are

The North Shore Poverty Reduction Partnership is a collective of organizations, governments, Nations, and people with lived experience working together to reduce poverty on the North Shore. We came together to implement the North Shore Poverty Reduction Strategy 2023–2033, a 10-year commitment to meaningful, systems-level change. The vision is to build a movement that reduces poverty and removes barriers to services, based on the values of creating an inclusive, equitable, anti-racist, thriving, and just community.

We are a leadership table, not a service delivery body. Our work is to change the conditions that create and sustain poverty — through advocacy, coordination, shared accountability, and collective action.

What We Believe

Poverty on the North Shore is real and affects over 10% of the North Shore population (based on the 2021 Census). Poverty is not just a lack of income. It is the absence of housing, food, health, safety, and the opportunity to be part of a community. It is shaped by systemic barriers, structural inequality, and the ongoing legacy of colonization. It is experienced differently depending on who you are and where you come from, and it carries shame and stigma that no one should have to bear.

Poverty is not a choice and it is not inevitable. No one deserves to be poor.

We believe every person has a right to live with dignity; to have their basic needs met, to participate in community life, and to exercise agency over their own circumstances. Housing, food, income, and access to essential services are rights, not privileges. This is the partnership's fundamental approach to poverty. Our work is grounded in justice, not charity.

We believe the North Shore community has the capacity, the relationships, and the collective will to reduce poverty.

We believe reducing poverty requires the whole community working together under a shared commitment.

What We Stand For

Equity

We direct resources and attention based on need. We recognize that poverty does not affect all people equally. Overlapping and compounding barriers shape people's access to resources and opportunity requiring targeted action and support.

Reconciliation

The experience of poverty among Indigenous peoples on the North Shore is inseparable from the ongoing legacy of colonization. We are committed to advancing the Truth and Reconciliation Commission's Calls to Action through our work, and to building relationships grounded in respect, trust, and shared purpose.

We commit to learning from and centring Indigenous ways of being, doing and knowing, and to work in meaningful partnership to advance culturally grounded approaches to addressing poverty.

Nothing About Us Without Us

We are committed to creating the conditions for meaningful participation and leadership by people with lived experience, including removing financial and logistical barriers to involvement. Decisions that affect people living in poverty must be informed and shaped by those people.

Upstream Action

We focus on the conditions that create poverty, not only its symptoms. This means engaging with policy, systems, and the decisions that shape housing, income, services, and opportunity on the North Shore. It means advocating to other levels of government when change requires action beyond local jurisdiction.

Collective Accountability

No single organization can reduce poverty on its own. We are accountable to each other, to the people we serve, and to the community. We measure progress, report publicly, and hold ourselves and each other to our commitments.

Openness and Courage

Meaningful collaboration requires more than goodwill. We commit to building a partnership where candour is possible and disagreement is handled with respect. We are hard on issues and soft on people. We move at the speed of trust.

What We Are Working Toward

Our vision is a North Shore without poverty.

We are guided by four priorities:

1. **Work together**: build and sustain the relationships, structures, and shared practices needed for coordinated collective action
2. **Enhance access to services**: support the social services sector and improve how residents access the services they need
3. **Create a more inclusive North Shore**: reduce barriers to participation in community life, address stigma, and build connections across difference
4. **Address the cost of living**: advocate for systemic change on housing, income, food, transit, and health care

These priorities are grounded in the North Shore Poverty Reduction Strategy 2023–2033, which is the foundation this partnership is built on and the document that guides our work.

Our Commitment

By joining this partnership, we commit to working together in the spirit of these values with honesty, respect, and a shared sense of purpose. We acknowledge that our organizations bring different perspectives, different capacities, and different relationships to this work. We commit to holding those differences with care, and to returning, when things are difficult, to what we share: the belief that the North Shore can be a community where everyone has what they need to live with dignity.

TERMS OF REFERENCE

North Shore Poverty Reduction Partnership

Effective Date: [Date] — Reviewed annually

PREAMBLE

The North Shore Poverty Reduction Partnership (NSPRP) was formed to implement the North Shore Poverty Reduction Strategy 2023–2033, which has been endorsed by the City of North Vancouver, District of North Vancouver, District of West Vancouver, Squamish Nation and Tsleil-Waututh Nation.

The partnership's values and shared commitments are set out in the NSPRP Unity Charter.

The expectations of Partner organizations are set out in the Memorandum of Understanding.

This document governs the partnership's structure, decision-making, and operations.

1. PURPOSE

Vision: A North Shore without poverty.

Mission: Build a movement that reduces poverty and enhances access to services.

Scope

The partnership is responsible for:

- implementing, monitoring, and promoting the North Shore Poverty Reduction Strategy
- coordinating systems and policy-level action across member organizations
- collective advocacy on shared priorities
- tracking and publicly reporting on progress against the strategy's indicator framework

The partnership is not responsible for:

- direct service delivery to individuals experiencing poverty
- revisiting or revising the foundational framework of the 2023 strategy
- duplicating the North Shore Homelessness Task Force (NSHTF)'s operational coordination function

The strategic vs. operational distinction between the NSPRP and the NSHTF will be communicated actively to new members, at the first meeting of each year, and in all partnership recruitment materials.

DRAFT

2. PEOPLE

Membership

Membership is available at two levels. Membership in both tiers is voluntary and open to any organization, public agency, institution, or individual that supports the North Shore Poverty Reduction Strategy.

Partners have a formal relationship with the partnership documented through a signed MOU. Partners:

- attend full partnership meetings,
- hold voting rights in the steering committee general seat selection process,
- are eligible to serve on the steering committee, and
- participate in at least one working group annually.

Partner representatives should be leaders in their organizations who can influence decision-making and action. Partners should provide a primary contact, as well as an alternate contact for back up.

Contributors and Allies participate without a formal MOU. Participation is flexible and expected to shift as organizational circumstances change.They may:

- attend full partnership meetings,
- join working groups, and
- contribute expertise or capacity on specific initiatives.

Sovereign Nation Partners refer to Skwxwú7mesh Úxwumixw (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations. Their engagement is governed by a nation-to-nation protocol developed in partnership with each Nation. Each Nation holds a dedicated steering committee seat outside the general membership structure.

References in this document to “governments” include the three municipalities and the two Nations as distinct sovereign entities.

Coordinator

The coordinator role is one or more paid staff positions funded by the partnership’s fiscal host(s). The current position is staffed by one person at a maximum of 10 hours per week. This may be periodically reviewed with the Chair of the steering committee and the fiscal host(s).

The coordinator reports to the steering committee and is responsible for:

- **Meeting Coordination:** Organize and support Steering Committee and full partnership meetings, including agenda setting, facilitation, minute taking and follow-up on action items.
- **Annual Plan Development:** provide administrative support to the Steering Committee chair and collaborate with steering committee members and working groups to produce the Annual Action Plan.
- **Community Representation:** represent the North Shore Poverty Reduction Partnership at community meetings and participate in regional poverty reduction activities, as needed.
- **Reporting and Advocacy:** track progress on the annual action plan, prepare the Annual Report, present findings to diverse audiences as needed, and identify funding opportunities.
- **Communication:** support communication activities for the Partnership, as defined in the Communication Protocol below.
- **Partnership Development:** maintain strong relationships among members of the Partnership and track participation at each membership level. Maintain relationships with the fiscal host(s) and external stakeholders.

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The coordinator acts on decisions made by the steering committee within the scope of their role. The coordinator does not hold independent decision-making authority on matters of strategic direction.

Templates to support the coordinator are available:

- Meeting Agenda
- Meeting Minutes
- Annual Action Plan and Report

Fiscal Host

The fiscal host is any organization that holds funds on behalf of the North Shore Poverty Reduction Partnership. There may be more than one fiscal host that supports the Partnership.

The fiscal host acts on the direction of the steering committee in all financial matters affecting the partnership and has no independent authority over partnership funds. (See Financial Oversight section)

Lived Experience

> **TO BE DEVELOPED:** *The process by which people with lived experiences inform the work of the partnership will be developed with input from the Partnership. The feedback received via a feedback survey will be shared with the steering committee for their decision within the first six months of the partnership's operation.*

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3. Process

Full Partnership Meetings

The full partnership meets twice yearly: an Annual General Meeting and a mid-year check-in. Full partnership meetings are the venue for:

- receiving and discussing the Annual Action Plan and progress reports
- reviewing the Annual Report
- holding the steering committee to account
- ratifying ToR amendments and major structural decisions
- conducting the steering committee general seat nomination and vote process

Hybrid participation is a standard option at all meetings.

New members are invited to review the Unity Charter, MOU and Terms of References to orient them to the NSPRP's mandate and governance.

Steering Committee

The steering committee is the partnership's primary governance body. It holds decision-making authority on behalf of the full membership between full partnership meetings.

Composition: 11 seats, structured as follows:

- **7 general seats**: filled through an open nomination and vote process
- **2 First Nations seats**: filled by appointment by Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation respectively, in accordance with each Nation's own governance processes
- **1 health authority seat**: filled by a representative from Vancouver Coastal Health (VCH)
- **1 municipal seat**: all three municipalities may attend Steering Committee meetings but they will have one collective vote.

Term: Members serve two-year terms, renewable once. After two consecutive terms, a member must take at least one year off before serving again. The coordinator tracks terms and notifies the partnership when seats are approaching renewal.

Chair: Appointed by the steering committee for a two-year term. The Chair sets the agenda, chairs meetings, and may delegate responsibilities as required. When representing the partnership publicly, the Chair acts on the direction of the steering committee and reports back on any representations made. The Chair does not make public commitments on behalf of the partnership without prior steering committee authorization.

Chair honorarium: The Chair receives an annual honorarium. The amount is set by the steering committee and disclosed to the full partnership at the AGM. Where the Chair is employed by a Partner organization, the honorarium is paid to that organization. Where the Chair is an individual without organizational affiliation, the honorarium is paid directly to the Chair. The honorarium is reviewed annually by the steering committee.

Accountability: The steering committee is accountable to the full partnership and reports on its decisions at each full partnership meeting.

Meetings: The steering committee meets at minimum once per quarter. Additional meetings may be called by the Chair or by any three steering committee members with at least 7 days notice. Meetings may be held in person, virtually, or in hybrid format.

Quorum: 51%

Authority: The steering committee:

- approves the Annual Action Plan,
- approves working group mandates,
- makes operational decisions,
- oversees the coordinator,
- manages conflicts of interest,
- surfaces and responds to strategic risks, and
- proposes amendments to the Terms of Reference or major structural decisions.

ToR amendments and major structural decisions require full partnership approval at a scheduled meeting.

Steering Committee Selection

Only the 7 **general seats** are filled through an open nomination and vote process:

- Nominations open 30 days before the AGM and close 14 days before the AGM
- The coordinator circulates the full slate of nominees, including a brief statement of interest from each, to all Partners no later than 10 days before the AGM
- Voting opens when the slate is circulated and closes at the end of the AGM
- Voting is conducted asynchronously through a secure method designated by the coordinator
- Each Partner organization holds one vote
- Results are announced at the AGM and confirmed in writing within 5 days
- Where only one nominee stands for a seat, that nominee is acclaimed without a vote
- In filling general seats, the partnership should seek geographic and sectoral diversity; no single sector or organizational type should hold a majority of general seats

The First Nations seats are filled by appointment by each Nation.**The VCH seat** will also be filled by appointment by VCH. **The municipal seat** is filled in discussion with the three municipalities.

Interim vacancies: The remaining steering committee members may appoint an interim member to fill any vacant seat until the next AGM.

Working Groups

Working groups are open to all partners, contributors, allies, and external contributors. Overlapping participation across groups is expected and encouraged.

Four working groups are aligned to the strategy's four priorities:

1. **Data and Shared Measurement** (Priority 1: Continue to Work Together)
2. **Service Access and Navigation** (Priority 2: Enhance Access to Services)
3. **Inclusion and Belonging** (Priority 3: Create a More Inclusive North Shore)
4. **Housing, Food and Transit Advocacy** (Priority 4: Address the Cost of Living)

Each working group requires a steering committee-approved mandate, a designated lead, a defined meeting cadence, and regular reporting to the steering committee on progress against the Annual Action Plan. Working groups hold decision-making authority within the scope of their approved mandate. Decisions outside that scope are escalated to the steering committee.

New working groups may be established and existing ones dissolved by the steering committee, with notice to the full partnership.

Annual Action Plan

The coordinator develops the Annual Action Plan in consultation with working groups and the steering committee. The steering committee approves the plan before it is presented to the full partnership at the AGM.

The Annual Action Plan specifies for each priority area: goals and objectives, planned activities, responsible party, timeline, and resources required.

The steering committee reviews progress at each full partnership meeting. Where actions are not advancing the strategy's priorities, the steering committee adjusts the plan and assigns accountability for follow-through.

Decision-Making

Decisions of the steering committee and full partnership are made by a simple majority of those present and voting, unless otherwise specified in this document. The coordinator records all decisions in writing and circulates them to relevant members within 5 days.

Fundraising Protocol

> **TO BE DEVELOPED:** *The process by which funding is sought to support the work of the partnership and how funded organizations are held accountable will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. Until that process is in place, the District of North Vancouver will maintain oversight of the funding secured through the Community Prosperity Fund.*

Communications Protocol

> **TO BE DEVELOPED:** *A communications protocol will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. The protocol will define how steering committee decisions are communicated to the full membership between meetings, how working group progress is shared, and how information about funding decisions is disclosed before commitments are finalized.*

Dispute Resolution

> **TO BE DEVELOPED:** *A dispute resolution process will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. Until that process is in place, disputes are referred to the steering committee Chair for facilitated resolution.*

Amending this Document

Amendments to this Terms of Reference may be proposed by the coordinator in collaboration with the steering committee. Amendments are put to the full partnership for ratification by asynchronous vote, with a minimum 14-day voting window. Ratification requires a simple majority of Partners voting. Amendments are limited to once per calendar year. All Partners are notified of proposed amendments at least 21 days before the voting window opens.

Financial Oversight

The partnership's funds are held and managed by a fiscal host under an agreement with the steering committee. The fiscal host acts on the direction of the steering committee in all financial matters affecting the partnership and has no independent authority over partnership funds.

The fiscal host is responsible for:

- receiving and disbursing partnership funds,
- maintaining financial records,
- producing financial statements for review by the steering committee,
- managing the relationship between the Partnership and its funders
- complying with the Fundraising protocol.

The three municipalities are responsible for any municipal grant funding committed to the partnership.

Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation manage their own resources in accordance with their own governance processes.

Funding decisions that affect the partnership's direction or Annual Action Plan are communicated to the steering committee before commitments are finalized. The fiscal host presents an annual financial report to the full partnership at the AGM.

Code of Conduct

Partners and steering committee members will:

- disclose individual or organizational conflicts of interest that may affect participation in specific decisions
- not use their position to obtain employment
- respect the process by which decisions are made
- maintain confidentiality of internal deliberations

The partnership acknowledges the structural dynamic where the three municipalities fund many of the community organizations also sitting at the table. The steering committee is responsible for monitoring this dynamic and maintaining conditions for all members to participate openly. Community organizations are not prevented from advocating on issues within their mandate, including where their views differ from those of municipal members.

Confidentiality and Advocacy

Internal deliberations are confidential. Partners speak in their organizational capacity on issues relevant to their mandate without requiring Chair authorization. Chair authorization is required only when a Partner speaks as an official representative of the full partnership on a matter of formal partnership position.

4. Performance

Accountability

The partnership tracks progress against the indicator framework in the North Shore Poverty Reduction Strategy 2023–2033 (pages 30–32). The steering committee selects the indicators to be tracked each year from the strategy's indicator framework, with input from the Data and Shared Measurement working group. The selection is reviewed annually to ensure it remains aligned with the partnership's current priorities and the strategy's four priority areas. The coordinator tracks the selected indicators and reports annually.

The Annual Report is prepared by the coordinator in collaboration with the Steering Committee and working group members. It is approved by the steering committee, presented to the full Partnership and shared publicly. It includes progress against the Annual Action Plan, a financial summary, and key considerations for activities planned for the coming year.

Reporting to Elected Councils and Nation Governments

Every two years, the partnership will present findings to the councils of the City of North Vancouver, District of North Vancouver, and District of West Vancouver, and to the governing bodies of Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation. The purpose of these presentations is to report on progress against the strategy's priorities, surface gaps in implementation, and identify areas where council or Nation government action is needed to advance shared commitments.

Presentations are to be scheduled by the coordinator and delivered by the Steering Committee Chair or designates. Each jurisdiction receives the same core report.

Risk Management

The steering committee is responsible for monitoring and managing the following strategic risks:

Capacity: Participation expectations are flexible. No organization is penalized for reduced engagement during periods of constraint.

Purpose drift: The 2023 strategy is not open for revision through the partnership process. The steering committee redirects efforts that move toward re-examining the strategy's foundations.

Philosophical divide: The partnership acknowledges that members hold different views about poverty. Working groups allow organizations to contribute at the level most aligned with their mandate.

Municipal alignment: The steering committee surfaces differences in municipal priorities early and escalates unresolved alignment issues before they affect collective action.

NSPRP/NSHTF confusion: Managed through onboarding and other communications.

Organizational Signatories

This section captures the names, titles, and organizations of all Partners who have signed an MOU with the NSPRP.

FIRST NAME	LAST NAME	TITLE	ORGANIZATION

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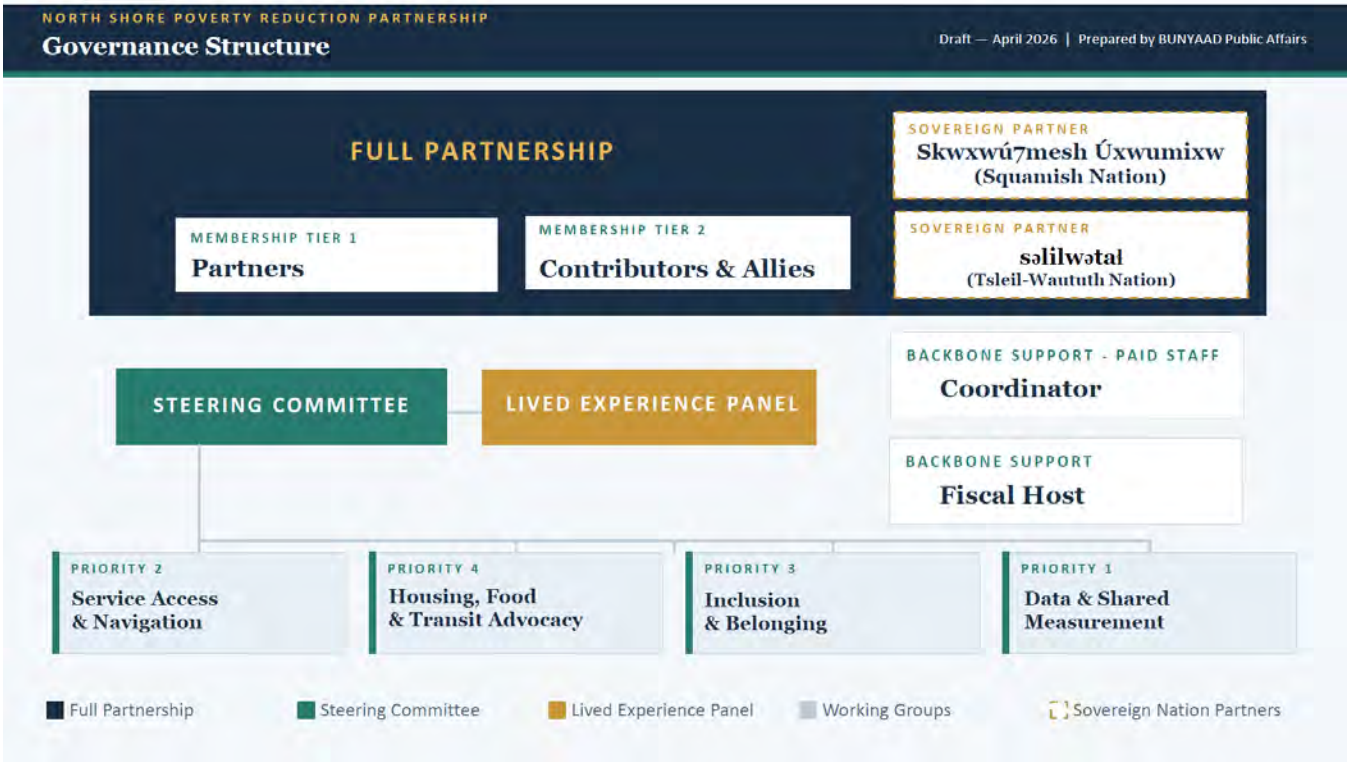
APPENDIX

Governance Structure Diagram



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MEMORANDUM OF UNDERSTANDING - DRAFT

North Shore Poverty Reduction Partnership

Between	North Shore Poverty Reduction Partnership
And	[Organization Name]
Effective Date	[Date of signing]
End Date	December 31, 2033

Purpose

This Memorandum of Understanding formalizes **[insert Organization Name]**'s participation in the North Shore Poverty Reduction Partnership (NSPRP) as a Partner. It describes the shared commitments that underpin the partnership relationship and the expectations that come with Partner status.

Participation is grounded in the following:

- NSPRP Unity Charter, which articulates the partnership's shared values and purpose,
- NSPRP Terms of Reference, which sets out the partnership's structure and operating principles.

For the purpose of this MOU, the NSPRP Partners comprises of all the groups listed in Schedule A who have signed this MOU in counterparts (the "Partnership").

The NSPRP exists to implement the North Shore Poverty Reduction Strategy 2023–2033 through coordinated, systems-level action. This MOU does not create a legal or financial obligation between the parties. It is a statement of intent and mutual commitment.

What the Partnership Commits To

The NSPRP will:

- Provide all partners with timely information about partnership activities, decisions, and progress
- Ensure all partners have meaningful opportunity to participate in working groups and full partnership meetings
- Protect all partners' right to independent voice
- Ensure lived experience is structurally supported within the partnership's governance
- Communicate in ways that foster transparency and accountability
- Report publicly on progress against the strategy's indicator framework on an annual and three-year basis
- Abide by the most current NSPRP Terms of Reference

What the Partner Commits To

The partner will:

- Participate in at least one working group annually, contributing organizational expertise and capacity toward the Annual Action Plan
- Attend full partnership meetings (twice yearly), or send a designated representative when attendance is not possible
- Stay informed of partnership activities and publicly support the partnership's goals
- Uphold the values and commitments set out in the NSPRP Unity Charter
- Disclose any individual or organizational conflicts of interest that may affect participation in specific partnership decisions
- Respect the confidentiality of internal partnership deliberations while retaining full freedom to advocate publicly on issues aligned with the strategy and Unity Charter
- Participate in the steering committee nomination and vote process by casting a vote for general seats
- Notify the coordinator if they are unable to participate in the partnership's activities

Duration and Withdrawal

This MOU is effective from the date of signing until December 31, 2033, aligning with the North Shore Poverty Reduction Strategy 2023–2033.

Any signatory may withdraw at any time with 30 days written notice to the partnership coordinator.

Partners may adjust the level of its participation without penalty by informing the coordinator.

Sustained disengagement over 12 months without communication may result in a conversation about transitioning to Contributor/Ally status.

Amendments

This MOU may be amended by mutual written agreement. Substantive changes to the partnership's Terms of Reference or Unity Charter that affect the commitments described here will be communicated to all Partners before taking effect.

Signatories

On behalf of [Organization Name]:

Name: _____

Title: _____

Date: _____

On behalf of the North Shore Poverty Reduction Partnership:

Name: Josie Kanu

Title: Coordinator, North Shore Poverty Reduction Partnership

Date: _____

> Note: For MOUs signed after the NSPRP Steering Committee is constituted, the signatory on behalf of the partnership will be the Chair of the Steering Committee.

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❒ Info Package	Date:

Dept. Manager	GM / Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 10, 2026

AUTHOR: Adam Vasilevich, Section Manager, Parks Planning, Design, and Development

SUBJECT: **Artificial Turf Fields Update**

REASON FOR REPORT:
The purpose of this report is to inform Council of current District artificial turf field (ATF) operational hours and capacity with two new fields, Inter River and Handsworth, opening in 2026.

SUMMARY:
Inter River Park artificial turf field is now open for use, and it is anticipated that Handsworth Secondary field will be available for use in late 2026. Field hours are specific to location and generally operate from 7am-11pm. District staff, together with North Vancouver Recreation and Culture staff, are working with local sport clubs to optimize sport field use and address any site-specific issues.

DISCUSSION:
By the end of 2026, the District will have the following ATF fields available for sport organizations, with operating hours as follows:

Argyle:	7am-10pm
Inter River:	7am-11pm
Kirkstone:	7am-10pm
William Griffin:	7am-11pm
Windsor:	7am-11pm
Handsworth:	7am-11pm (when ATF is ready for use)

Based on conversations with existing user groups, NVRC staff anticipate substantial demand for booking space at the two new fields, particularly during the traditional peak times of weekday evenings and all day on weekends.

Bookings vary in terms of the intensity of use of the field (in other words, how many people are using the field at the same time). Higher intensity of use means more people on the field at once, which increases demand on nearby facilities like washrooms and parking.

Expanding the District's ATF inventory with the new fields Inter River and Handsworth provides additional capacity and the opportunity to work with sport groups to shift higher intensity bookings with higher parking demands to newer fields where parking is in greater supply.

District Staff and North Vancouver Recreation and Culture staff are asking sports user groups to move higher intensity field bookings to the new ATFs, Inter River and Handsworth, and lower intensity field bookings to William Griffin Field. This may help alleviate some of the parking pressures experienced around the Delbrook Recreation Centre and William Griffin Field.

Information being shared with the sports groups is as follows:

- The new ATFs will bring more capacity and more sport groups will be accommodated.
- The number of participants using a field at the same time (intensity) has a direct impact on the demand for support facilities, such as parking and washrooms.
- Redistributing high intensity field bookings to the fields best able to handle those uses will help mitigate some of the site specific issues.
- The entire network of sports fields can be considered for optimization.

NVRC staff are meeting directly with the high use sports groups to hear about site specific challenges and will work together to address issues in preparation for the 2026-2027 sports season.

Concurrence:
This report was reviewed by Engineering Infrastructure Services, Communications, and the North Vancouver Recreation and Culture staff.

Conclusion:
Staff anticipates the opening of the two new ATFs in 2026 will help resolve field capacity issues. District staff and NVRC staff will work with sports clubs to optimize use at each location.

Respectfully submitted,

Adam Vasilevich
Section Manager, Parks Planning, Design and Development

REVIEWED WITH:

❑ Sustainable Community		❑ Clerk's Office		External Agencies:	
❑ Development Services		❑ Communications	SS	❑ Library Board	
❑ Utilities		❑ Finance		❑ NS Health	
❑ Engineering	RB	❑ Fire Services		❑ RCMP	
Infrastructure Services					
❑ Parks		❑ ITS		❑ NVRC	MH
❑ Environment		❑ Solicitor		❑ Museum & Arch.	
❑ Facilities		❑ GIS		❑ Other:	
❑ Human Resources		❑ Real Estate			

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❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 16, 2026
File: ENGES-1988111058-112691

AUTHOR: Wendelin Jordan, P. Eng.
Section Manager, Engineering, Planning and Design

SUBJECT: **Geotechnical Investigation along Riverside Drive – Retaining Wall Stability Assessment**

REASON FOR REPORT:
To inform Council of potential safety concerns related to a retaining wall along the District-owned lot between 1981 and 2109 Riverside Drive and the need for a detailed geotechnical investigation, including drilling on the roadway. Temporary parking and access restrictions are required to support this work and ensure public safety.

SUMMARY:
Concerns have been raised by both staff and residents regarding the condition of a retaining wall supporting Riverside Drive adjacent to the Seymour River, between 1981 and 2109 Riverside Drive. A preliminary engineering review has been completed and has identified signs of deterioration. The location of the site is shown in Figure 1 below:

Figure 1: Approximate Location of the Retaining Wall

Given the potential risk to the roadway, the District has initiated a detailed geotechnical investigation to better understand slope stability conditions and determine appropriate next steps. This detailed investigation will:

1. Determine whether there is a risk of continued ground movement in this area, and whether this could lead to localized structural issues and/or damage to the roadway.
2. Assess whether any worsening conditions could disrupt access for residents and emergency services on this section of Riverside Drive (given it is the only access to the neighbourhood).
3. Identify whether any District or third-party utilities are at risk (e.g. storm, water, sanitary, hydro, telecommunication).

The investigation will include geotechnical drilling along the retaining wall within the Riverside Drive right-of-way and provide the information needed to confirm the level of risk and guide future repair or replacement options. The site investigation is expected to be completed in the coming weeks.

BACKGROUND:
The retaining wall (referred to as ‘District Asset WALL00408’) is located along Riverside Drive near Seymour River Heritage Park. It is approximately 96 metres long and was constructed around 1970. The wall consists of vertical steel beams with horizontal timber panels (a common older wall type) and supports the edge of the roadway and sidewalk.

Below the wall, the ground slopes steeply down toward the Seymour River, dropping approximately 22 metres. While the wall itself is relatively low in height (about 1.8 metres in some areas), it supports the upper portion of a much larger slope system that helps stabilize the roadway.

EXISTING POLICY:
Development Servicing Bylaw 8145 establishes requirements for slope stability and mandatory design provisions for retaining wall systems in the District of North Vancouver. In line with regulatory and engineering standards, the design and inspection of any retaining wall or structure exceeding 1.2 m in height above finished ground must be undertaken and certified by a qualified professional engineer.

In accordance with Engineers and Geoscientists British Columbia (EGBC) professional practice guidelines, a detailed quantitative slope stability assessment is required where qualitative indicators of slope instability are present in proximity to infrastructure supporting public safety.

ANALYSIS:

Observed Conditions
Recent observations identified visible deformation along the roadway edge, including settlement and slumping of the guardrail. Comparison with historical imagery indicates that these conditions have worsened over time, confirming ongoing ground movement.

The most affected portion of the wall is approximately 25 metres in length and is showing multiple signs of distress, including:

- Misaligned and tilted steel elements;
- Inconsistent spacing between structural components; and
- Limited or ineffective connection between wall elements.

These conditions mean the wall may not be reliably supporting the roadway and surrounding ground.

Overall, the structure does not appear to meet modern engineering standards for permanent retaining walls. As a result, its ability to safely retain soil and support the roadway is uncertain until further analysis is done.

Geotechnical Investigation
To understand the severity of the situation, the District (via direction from the Municipal Engineer) has initiated a detailed geotechnical investigation in line with established engineering standards, which will include drilling and sampling of soils, assessment of groundwater conditions, installation of monitoring equipment (if required), and engineering analysis of slope stability. This work will confirm the level of risk and support the development of repair or replacement options.

Impacts on Neighbourhood Access
Riverside Drive is the sole access route for residents and emergency services in his area. Following engineering recommendations and until the geotechnical investigation has been completed, temporary parking restrictions are in effect and construction fencing with warning signage has been installed to reduce public access.

During the geotechnical investigation, single lane alternating traffic will be required, resulting in minor traffic disruptions. These measures are necessary to ensure worker and public safety and allow equipment to access the site.

Financial Impacts:
The detailed geotechnical investigations will require a budget of approximately $70,000 and will be funded from the Operating Budget Contingency (out of the Risk Management Reserve) which is maintained for unforeseen and urgent works of this nature.

Conclusion:
The initial observations and preliminary geotechnical assessment indicate that the retaining wall along Riverside Drive is experiencing deterioration and ongoing movement, which may pose a risk to roadway stability.

A detailed geotechnical investigation is underway to confirm the level of risk, ensure public safety, and identify appropriate next steps. Temporary restrictions are required to safely complete this work. The results will inform decisions regarding repair or replacement of the retaining wall. Any capital requirements will be brought forward through the appropriate planning process.

Respectfully submitted,

Wendelin Jordan, P. Eng.
Section Manager, Engineering, Planning and Design

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:			
❑ Development Services	___	❑ Communications	___	❑ Library Board	___		
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___		
❑ Engineering Operations	___	❑ Fire Services	___	❑ RCMP	___		
❑ Parks	___	❑ ITS	___	❑ NVRC	___		
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___		
❑ Facilities	___	❑ GIS	___	❑ Other:	___		
❑ Human Resources	___	❑ Real Estate	___		___		

AGENDA INFORMATION		GM/ Director	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Committee of the Whole	Date:			

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 17, 2026
File:

AUTHORS: Heather Turner – Director, Recreation & Culture
North Vancouver Recreation & Culture Commission

SUBJECT: North Vancouver Recreation & Culture 2025 highlights infographic

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This report presents a visual recap of NVRC's achievements and impact in 2025. The accompanying infographic provides a snapshot of the reach and meaningful contributions of programs and services to customers and the broader community.

The infographic supports the organization's strategic objective of encouraging residents to recognize and appreciate the value of community recreation and the arts. It also highlights the significant contributions of staff and volunteers in delivering these services and outcomes.

The infographic will be distributed widely across NVRC's network, including Councils, staff and volunteers, customers, and the broader community. In the coming days, key highlights will be shared through multiple channels, including:

- NVRC's website and social media platforms
- Digital screens within community centres
- Upcoming email newsletters

Residents are encouraged to connect with NVRC through its social media platforms, including Instagram, Facebook, and LinkedIn, and to subscribe to email newsletters via the Newsletters section of the NVRC website to stay informed of updates and initiatives.

This report is intended to provide an informative overview of NVRC's impact and to support ongoing awareness and engagement across the community.

RESPECTFULLY SUBMITTED:

Heather Turner
Director, Recreation & Culture

REVIEWED WITH:

				External Agencies:	
❑ Sustainable Community Dev.	____	❑ Clerk's Office	____	❑ Library Board	____
❑ Development Services	____	❑ Communications	____	❑ NS Health	____
❑ Utilities	____	❑ Finance	____	❑ RCMP	____
❑ Engineering Operations	____	❑ Fire Services	____	❑ Recreation Com.	____
❑ Parks	____	❑ ITS	____	❑ Museum & Arch.	____
❑ Environment	____	❑ Solicitor	____	❑ Other:	____
❑ Facilities	____	❑ GIS	____		
❑ Human Resources	____	❑ Real Estate	____		

NORTH VANCOUVER Recreation & Culture

2025 year in review

Top 5 drop-ins

1. Swimming
2. Fitness
3. Skating
4. Parent participation playtime
5. Open Gym

Top 5 book-a-visits

1. Stretch
2. AquaFit
3. Strength
4. Cardio
5. Masters swim

8 Artists in residence

50 Artist in residence workshops

35 grants awarded

$980,596 arts & culture grants

220 public art pieces in North Vancouver

7 new public art pieces

45 NVRC community events with **13,095** attendees

81 art & culture workshops

41,547 Centennial Theatre audience members

153 active/booked days at Centennial Theatre

6,462 camp participants

7,300 volunteer hours from 132 volunteers

690 financial assistance recipients

141,925 rental hours (park, plaza, field, meeting room, gym, pool, arena)

70,489 monthly passes sold

7,541 tennis program registrations

767,580 active pass holder visits

2,501 free pass donations to non-profit community groups/schools

366,009 program & activity registrations

8,586 programs offered

41,687 book-a-visit/book-a-court programs offered

288,468 drop-in admissions

949 staff members

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

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 27, 2026
File: ENGFAC-1776684901-206951

AUTHOR: Michael Gamble, Manager - Civic Facilities

SUBJECT: **Lynn Valley Library Refresh Project Update**

REASON FOR REPORT

The purpose of this Information Report is to provide Council with an overview of the Lynn Valley Library Refresh project, which is currently in the early planning stage, and to advise of the proposed use of Strategic Facilities Plan Provision funding. This work supports Council's direction to proactively manage facility risk, maintain service levels, and extend the useful life of priority assets.

SUMMARY

Lynn Valley Library is a high-use community facility that remains in fair condition but is entering a mid-life stage where targeted investment is required to maintain reliability, functionality, and service quality.

A major renewal project is being initiated to proactively address aging building components, improve accessibility and space functionality, and reduce the risk of service disruption over the next 10–15 years. The project is in its early planning stage, and the scope and cost will be refined through conceptual design.

A preliminary Class Z Total Estimated Cost (TEC) of approximately $2 million has been identified for core lifecycle renewal work. In addition, potential functional improvements are being considered to enhance flexibility, accessibility, and alignment with evolving library service needs. These improvements will be informed by the North Vancouver District Public Library Space Needs Assessment (2025–2050), which is expected to be brought forward by NVDPL for Council consideration.

Conceptual design will translate these broader strategic directions into site-specific options for the Lynn Valley Library. Any additional functional scope will be subject to Council direction and may increase the TEC up to approximately $5 million.

BACKGROUND

The Lynn Valley Library & North Commercial building is located at 1277 Lynn Valley Road in the District of North Vancouver. Constructed in 2007, the three-storey facility is approximately 53,000 square feet and includes public library space along with ground-oriented commercial units. Parking is provided through the shared underground Lynn Valley Village parkade.

The Buildings Asset Management Plan (AMP) lists the facility as being in "Fair – C" physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Lynn Valley Village - Library & North Commercial	C	B	C	B	C	B

ANALYSIS

As a mid-life asset, Lynn Valley Library presents an optimal opportunity for proactive renewal. Targeted reinvestment at this stage supports continued service delivery, mitigates the risk of accelerated deterioration, and reduces the need for more costly interventions in the future.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan. This project aligns with Council's direction for the Provision, which prioritizes investment in facilities expected to be retained long-term. This project:

- Addresses renewal needs at the appropriate lifecycle stage;
- Maintains service continuity in a high-use facility;
- Improves functionality without triggering major capital expansion; and
- Protects long-term asset value within existing infrastructure

Deferring renewal would increase the likelihood of accelerated deterioration, higher long-term capital costs, and unplanned service disruption.

Project Scope

The project is currently in the pre-design phase. Detailed scope will be defined through conceptual design.

At this stage, the project is anticipated to include:

Lifecycle Renewal: Targeted renewal of aging building systems and interior elements that are approaching end-of-life. Specific components and priorities will be confirmed through technical assessments and design development.

Functional Improvements: Enhancements to space utilization, accessibility, and flexibility to support evolving library services. These potential improvements will be informed by the North Vancouver District Public Library Space Needs Assessment (2025–2050), which identifies system-wide service gaps and increasing demand for flexible programming space, study areas, and accessible environments.

The Library Space Needs Assessment will be advanced by NVDPL and presented to Council to establish broader service and space priorities. Conceptual design for the Lynn Valley Library Refresh project will then translate these directions into site-specific options for Council consideration, prior to confirming final project scope.

Schedule
The project is scheduled to begin conceptual design in 2026, with construction targeted to begin in 2027. Actual construction start and sequencing will depend on scope refinement that will occur in the conceptual design phase.

Timing/Approval Process:
The Strategic Facilities Plan Provision enables the District to advance high-priority facility renewal projects where the need for investment is well established, but full scope and cost certainty will continue to evolve through early planning and design.

Staff propose allocating funding at this stage, prior to completion of conceptual design as there is a high degree of confidence that renewal work is required.

Early allocation of funding through the Financial Plan Amendment provides greater certainty within the near-term financial plan, enables timely planning and coordination, and reduces the risk of reactive or unplanned expenditures.

Project scope, cost, and delivery approach will be refined through conceptual design, with any required adjustments brought forward through future Financial Plan updates.

Concurrence:
Finance and Library staff have provided concurrence.

Financial Impacts:
- The project has an approved budget of $250K for planning and conceptual design.
- $2.0M has been identified within the Strategic Facilities Plan Provision for lifecycle renewal, with $1.75M proposed for allocation through the upcoming Financial Plan Amendment to support construction.
- At this early stage, the total estimated cost is based on a high-level (Class Z) estimate and carries a high degree of uncertainty. While the base renewal scope is expected to

align with the current Provision allocation, additional functional improvements are being explored through conceptual design.

- These improvements will be informed by community feedback, patron surveys, and the Library Space Needs Assessment (2025–2050), which identifies evolving service and space requirements. The Assessment is expected to be brought forward separately for Council consideration.
- Any functional enhancements will be subject to Council direction and may be incorporated into the project scope. If advanced, the total project cost could increase to approximately $5.0M.
- The project is expected to result in modest operating cost increases, estimated at approximately $20K annually, to be refined through the design process.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Lynn Valley Library Refresh	250	1,750	2,000	20
Strategic Facilities Plan - Provision (Balance)	23,717	(1,750)	21,967	
Total (net impact)	**23,967**	**-**	**23,967**	**20**

Liability/Risk:
If renewal work is deferred, the District may face:

- Increased maintenance demands and reactive repair costs;
- Gradual decline in user experience and functionality; and
- Potential service disruptions due to localized system failures

While risks are not immediate or critical, proactive investment now reduces the likelihood of more significant and costly interventions in the future.

Social Policy Implications:
Lynn Valley Library plays an important role in providing accessible public services, community space, and educational and cultural resources. Maintaining continuity of service supports equitable access, particularly for residents who rely on local, transit-accessible facilities.

Environmental Impact:
Lynn Valley Library is a high energy-consuming, all-electric facility where building renewal provides an opportunity to deliver environmental co-benefits aligned with District policy. Improvements to system efficiency and building performance are expected to reduce electricity consumption and support more efficient use of the electrical grid.

Enhanced thermal performance and system reliability will also improve resilience to extreme weather, strengthening the Library's role as a publicly accessible community refuge during extreme heat events and periods of poor air quality.

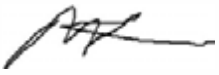
Public Input:
No public engagement has been undertaken for this project to date. In addition to receiving regular ongoing patron feedback, the NVDPL issues a Library Experience Survey every two years. Feedback regarding the Lynn Valley Library will inform the conceptual design phase. Should construction activity impact library operations, appropriate communication and mitigation measures will be developed.

Conclusion:
The Lynn Valley Library Renewal project represents a proactive, mid-life reinvestment in a key facility that is expected to continue serving the community long term. Advancing this project will maintain service levels, reduce the risk of system failure, and extend the useful life of the facility. The project is in early planning and conceptual design will refine scope, cost, and delivery approach prior to further capital commitments if needed.

This approach aligns with the District's asset management strategy to invest at the optimal lifecycle stage while maintaining flexibility for long-term financial planning.

This report provides Council with advance notice in preparation for inclusion in the upcoming Financial Plan Amendment.

Respectfully submitted,



Michael Gamble
Manager, Civic Facilities

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:	
❑ Development Services	___	❑ Communications	___	☒ Library Board	JVD
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___
❑ Engineering Operations	___	❑ Fire Services	___	❑ RCMP	___
❑ Parks	___	❑ ITS	___	❑ NVRC	___
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___
❑ Facilities	___	❑ GIS	___	❑ Other:	___
❑ Human Resources	___	❑ Real Estate	___		___

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

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 27, 2026
File: ENGIPG-964173360-171949

AUTHOR: Lynsey Rafferty, Senior Project Manager, Facilities

SUBJECT: **Capilano Library Refresh Project Update**

REASON FOR REPORT

The purpose of this Information Report is to provide Council with an overview of the Capilano Library Refresh project. This report outlines the proposed use of Strategic Facilities Plan Provision funding, consistent with Council's direction to manage facility risk and sustain service delivery. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY

Despite past investments, Capilano Library is an aging facility with declining physical condition, functionality, and capacity, and is now at increasing risk of service disruption due to end-of-life building systems.

A risk-based interim, or "bridge" renewal project has been initiated to address life-safety priorities, replace end-of-life building systems, and improve basic functionality and accessibility, allowing the library to remain operational for the next decade, while recognizing that a long-term replacement decision will be required in the future.

The project has a Total Estimated Cost (TEC) of $4.8 million and is aligned with the Strategic Facilities Plan Provision approach of making targeted, time-limited investments to sustain service delivery and manage asset risk within the existing capital plan. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

BACKGROUND

Capilano Library is an important community asset located in the heart of Edgemont Village, serving a high-use catchment area. Constructed in 1959, with an addition completed in 1985, the two-storey, 17,000-square-foot facility is the District's oldest and second largest library branch. The building has undergone limited upgrades over time including seismic work

completed in 2009, which addressed a key life-safety risk. Most other major building systems are now at or near end of life.

The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Capilano Library	D	B	D	B	C	B

ANALYSIS

From an asset management perspective, Capilano Library is due for replacement. However, replacement is not currently funded or scheduled within the 2026-2030 Financial Plan. Given that replacement planning and delivery typically spans a decade, interim investment is required to avoid service disruption, rising reactive maintenance costs, and elevated safety and liability risks.

Accordingly, an interim, or "bridge" renewal project has been included in the 2026-2030 Financial Plan that is intended to extend the facility's safe and functional service life while preserving flexibility for future replacement decisions. Conceptual design has been completed and is ready to proceed to detailed design and construction.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to support building renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Limiting investment to scope that preserves service continuity; and
- Avoiding decisions that would preclude future replacement or relocation

Project Scope

The project scope has been refined and consolidated into two categories:

Required Lifecycle Renewal

Includes non-discretionary life-safety, code and accessibility upgrades; select finish refreshes; and replacement of end-of-life building systems required to maintain safe operation and prevent service interruptions.

Functional Improvements

Includes limited functional and durability improvements undertaken concurrently to improve usability, public safety and reduce lifecycle costs, without expanding service.

Lower-priority aesthetic or discretionary enhancements have been excluded, as they can be deferred without impact to safety or operations.

Schedule
The project is scheduled to complete detailed design in 2026, with construction anticipated to begin in early 2027.

TIMING/APPROVAL PROCESS
Confirmation of funding through the Financial Plan Amendment is required to maintain the schedule and mitigate the risk of system failure and cost escalation.

CONCURRENCE
Libraries and Finance have provided concurrence.

FINANCIAL IMPACTS
- A Class B cost estimate of approximately $4.8M has been developed.
- The project has an approved budget of $1.7M for planning and conceptual design, of which $720K is committed. This funding is sufficient to complete design and tendering; however, additional funding is required to proceed to construction. Staff propose to allocate the remaining $3.3M from the Strategic Facilities Plan Provision through the upcoming Financial Plan Amendment.
- The project is expected to result in modest operating cost increases, estimated at approximately $20K annually, to be refined through the design process.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Capilano Library Refresh	1,717	3,283	5,000	20
Strategic Facilities Plan - Provision (Balance)	36,000	(3,283)	32,717	
Total (net impact)	**37,717**	**-**	**37,717**	**20**

LIABILITY/RISK
Without this investment, the risk of system failure, service disruption, and potential temporary closure will continue to increase.

SOCIAL POLICY IMPLICATIONS
Capilano Library plays an important role in providing public library service to the community. It is an inclusive space heavily used by residents, families, youth and seniors from all cultural backgrounds, regardless of socioeconomic status. Maintaining continuity of service supports equitable access, particularly for residents who rely on local, transit-accessible facilities.

ENVIRONMENTAL IMPACT

This project focuses on renewal rather than new construction, extending the physical life of an existing asset and deferring the carbon impacts associated with demolition and replacement.

The project includes several climate action improvements that will reduce energy use, lower greenhouse gas emissions, and strengthen the building's resilience during extreme weather events. Renewing the aging mechanical systems, will improve reliability and ensure the library can continue serving the community as a cooling and clean-air refuge during periods of extreme heat and poor air quality.

PUBLIC INPUT

No public engagement has been undertaken as the project is limited to asset renewal and does not change service levels or use. Should construction activity impact library operations, appropriate communication and mitigation measures will be developed.

CONCLUSION

The Capilano Library Refresh project represents a prudent, risk-based investment that maintains service continuity, manages asset risk, and aligns with the Strategic Facilities Plan Provision approach.

This report provides Council advance notice in preparation for inclusion in the upcoming Financial Plan Amendment.

Respectfully submitted,

Lynsey Rafferty
Senior Project Manager, Facilities

REVIEWED WITH:

☐ Sustainable Community		☐ Clerk's Office		External Agencies:	
☐ Development Services		☐ Communications		☒ Library Board	JVD
☐ Utilities		☒ Finance	RD	☒ NS Health	
☐ Engineering Operations		☐ Fire Services		☐ RCMP	
☐ Parks		☐ ITS		☐ NVRC	
☐ Environment		☐ Solicitor		☐ Museum & Arch.	
☐ Facilities		☐ GIS		☐ Other:	
☐ Human Resources		☐ Real Estate			

❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 27, 2026
File: ENGIPG-964173360-173653

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities

SUBJECT: **Fire Station #2 (Lynn Valley) Major Renewal Project Update**

REASON FOR REPORT:
The purpose of this Information Report is to provide Council with an overview of the Fire Station #2 (Lynn Valley) Major Renewal Project. This report also outlines the proposed use of Strategic Facilities Plan Provision funding, consistent with Council's direction to manage facility risk and sustain service delivery. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY:
Fire Station #2, located at 1110 Lynn Valley Road, is a critical operational facility for the District of North Vancouver Fire and Rescue Services (DNVFRS). Constructed in the 1980s, the 11,000 sq. ft. two-level station is in poor overall condition. It has benefited from selective system renewals in recent years. However, the facility must remain in service for an estimated further 10-15 years until replacement is feasible.

An interim, or "bridge" renewal project has been initiated to address end-of-life building components, improve health, safety, privacy, and functionality for firefighters, and enhance resilience, energy performance, and climate readiness. The scope is intentionally limited to renewal and functional improvements necessary to maintain safe, reliable service delivery while preserving flexibility for a future replacement project.

A preliminary Total Estimated Cost (TEC) of $4.5 million has been identified at a Class Z level, based on high level assumptions. As the project advances through conceptual design, both scope and cost will be refined and may change. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

This project reflects the broader condition of the District's aging building portfolio and funding constraints previously identified to Council, and is intended as an interim investment to manage risk and sustain service delivery.

BACKGROUND:
Fire Station #2 serves the Lynn Valley Town Centre and surrounding areas and remains an essential part of the District's emergency response network. The facility includes three back-in apparatus bays fronting Fromme Road, living and operational spaces on the main floor, and former administrative and meeting areas on the lower level accessed from Lynn Valley Road. Parking is accommodated via a small structure behind the building.

While key systems such as the fire alarm, roof, and portions of the HVAC system have been renewed in recent years, broader renewal is required to ensure continued safe operation, address evolving firefighter health and safety standards, and modernize functional layouts. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and Demand/Capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Fire Station #2 - Lynn Valley	D	B	D	B	B	B

These conditions are consistent with the broader portfolio trends and funding pressures previously identified through Strategic Facilities Plan work and Council reporting.

ANALYSIS:
From an asset management perspective, full replacement is the preferred long-term solution; however, Fire Station #2 replacement is not currently funded or scheduled within the approved Capital Plan. Replacement planning and delivery typically spans a decade or more and targeted interim investment is required to avoid service disruption, escalating reactive costs, and elevated safety and liability risks.

<u>Strategic Facilities and Policy Alignment</u>
Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to support building renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Addressing functional deficiencies that affect firefighter health, safety, and privacy;
- Improving energy performance, indoor air quality, and climate resilience; and
- Avoiding decisions that would preclude future replacement, relocation, or redesign of the facility.

Project Scope
The project is currently in the pre-design phase, and detailed scope definition will occur through upcoming conceptual design work.

At this stage, the project is anticipated to include two broad categories:

Lifecycle Renewal - High-level planning assumptions include targeted renewal of building systems and interior elements that are approaching end-of-life. Specific components and priorities will be confirmed through technical assessments and design development.

Functional Improvements - Early planning considerations include the following opportunities:

- Assessment and refresh of firefighter sleeping areas and washrooms;
- Selective interior renewal of living spaces to address privacy, health, and functional requirements;
- Selective demolition and "make-good" work on the lower level to enable interim use or prepare the area for a future fit-out; and
- Identification and incorporation of upgrades required under the BC Building Code.

The renewal scope has been deliberately defined to stabilize building performance and manage near-term risk, without establishing the long-term solution for Fire Station #2. In this context, this work is consistent with interim, or "bridge" renewal investment intended to extend the service life of the facility for a defined period while longer-term decisions are advanced.

Note: Scope elements listed above are indicative only and will be refined as part of the conceptual design process.

Schedule
The project is scheduled to begin conceptual design work in 2026, with Construction work targeted for 2027. Actual construction start and sequencing will depend on scope refinement that will occur in conceptual design phase.

Timing/Approval Process:
The project is currently in the consultant procurement and early design phase. Schematic design and the development of a Class C cost estimate will inform subsequent design development and construction timing. Construction sequencing and timing will be structured to ensure no disruption to emergency response operations.

The Strategic Facilities Plan Provision enables the District to advance high-priority facility projects where the need for reinvestment is well established, while allowing scope and cost certainty to be refined through early design.

For the Fire Station #2 renewal project, consistent with Council's approved Financial Plan and the inclusion of the Strategic Facilities Plan Provision, staff are proposing to allocate funding in advance of completed conceptual design. This facility has been identified as a

high dependence asset requiring near-term investment to maintain service reliability and manage risk. While cost estimates remain preliminary, there is a high degree of confidence that the work will be required.

Early allocation of funding through the Financial Plan Amendment provides greater certainty within the near-term financial plan, enables timely planning and coordination, and reduces the risk of reactive or unplanned expenditures. Scope, cost, and delivery approach will be refined as design advances, with updates brought forward through future Financial Plan amendments.

Concurrence:
Consultation with District staff has occurred and will continue throughout the project. Facilities and DNVFRS staff are working collaboratively to define operational requirements and confirm phasing approaches. Input from Finance, DNVFRS, and Climate Action staff will be incorporated as the project advances.

Financial Impacts:
- The project is in early pre-design. The total estimated cost is approximately $4.5M based on a high-level estimate that will be refined as design progresses.
- A $500K budget is approved for planning and design and is expected to be sufficient to complete the conceptual design phase. Additional funding will be required before construction can proceed.
- $4.0M has been identified within the Strategic Facilities Plan Provision and will be advanced through the upcoming Financial Plan Amendment to support construction.
- The project is expected to result in modest operating cost increases – driven by improvements in privacy, health, and maintenance practices – are expected to result in operating cost increases estimated at approximately $20K annually, to be confirmed through design.
- The renewal is expected to extend the service life of the facility by approximately 10–15 years.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Fire Hall #2 (Lynn Valley) Major Renewal	500	4,000	4,500	20
Strategic Facilities Plan - Provision (Balance)	32,717	(4,000)	28,717	
Total (net impact)	**33,217**	**-**	**33,217**	**20**

Liability/Risk:
If the project does not proceed, the District faces increasing risk associated with aging building systems, functional deficiencies, and potential unplanned failures that could impact emergency response capability. Typical risks associated with renovating an operational, aging facility remain; however, these risks are considered manageable through careful phasing, detailed design, and coordination with DNVFRS operations.

Social Policy Implications:
The major renewal at Fire Station #2 supports all of the major strategic priorities set out in the DNV Fire and Rescue Services Strategic Plan and the mission to provide exceptional service to the District. Fire Station #2 plays a vital role in supporting public safety and emergency services within Lynn Valley. The project supports firefighter health and wellbeing while maintaining reliable emergency response for residents, businesses, and visitors.

Environmental Impact:
This project focuses on renewal rather than new construction, extending the physical life of an existing asset and deferring the carbon impacts associated with demolition and replacement.

Depending on the scope, upgrades may reduce energy use, support electrification, improve indoor environmental quality, and enhance resilience during extreme weather and air quality events.

Public Input:
No public engagement is proposed at this stage, as the project scope is limited to asset renewal and does not involve service expansion or change in use. Should construction activities affect day-to-day operations or surrounding areas, appropriate communications will be developed.

Conclusion:
The Fire Station #2 Major Renewal project represents a prudent, risk-based investment to maintain essential emergency response services while planning for a future facility replacement. The proposed scope balances safety, functionality, climate objectives, and cost control, ensuring the facility can continue to serve the community reliably over the next decade while Council considers future replacement options. This reflects broader portfolio challenges previously identified to Council, including an aging building inventory, increasing reinvestment needs, and funding levels that do not fully address long-term requirements.

This approach aligns with sound asset management practices by addressing needs at the optimal time, before systems fail, while preserving flexibility for long term planning.

This Information Report is provided to ensure Council is informed of the project scope, intent, and anticipated next steps.

Respectfully submitted,

Bivash Talukder
Senior Project Manager, Facilities

REVIEWED WITH:

❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:			
❑ Development Services	___	❑ Communications	___	❑ Library Board	___		
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___		
❑ Engineering Operations	___	☒ Fire Services	MD	❑ RCMP	___		
❑ Parks	___	❑ ITS	___	❑ NVRC	___		
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___		
❑ Facilities	___	❑ GIS	___	❑ Other:	___		
❑ Human Resources	___	❑ Real Estate	___		___		

❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

May 27, 2026
File: ENGIPG-964173360-173646

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities

SUBJECT: **District Hall Renewal Project Update – May 2026**

REASON FOR REPORT:
The purpose of this Information Report is to inform Council of the rationale, scope, budget, and planned delivery approach for the District Hall Renewal Project. This report also informs Council of the allocation of project funding from the Strategic Facilities Plan Provision that will be completed in the forthcoming Financial Plan Amendment.

SUMMARY:
The District Hall requires renewal of key infrastructure systems that are at or beyond end-of-life. While the broader Hall Renewal Project continues to advance through planning and design, several critical systems require immediate action to maintain safe and reliable operations.

Staff are proposing a phased approach under which only an initial phase would proceed at this time, focused on high-priority life-safety systems and critical HVAC repairs using available Strategic Facilities Plan Provision funding, while the broader major renewal project continues through design. Deferring this initial phase would increase the risk of system failure, service disruption, and unplanned reactive expenditures in a facility that supports core municipal functions.

In parallel, preliminary high-level options studies are underway to evaluate potential approaches for a future District Hall facility, recognizing long-term capacity constraints and growth projections. The full renewal scope, budget, and delivery approach will be brought back to Council in Q1 2027, at which time Council will have the opportunity to determine whether to proceed with the broader renewal program and/or accelerate replacement planning for District Hall.

The Total Estimated Cost (TEC) for the initial phase of critical life safety systems renewal and immediate repairs is approximately $5.0 million. The broader major renewal project remains in design, with a preliminary TEC currently anticipated to be up to $29M, subject to

refinement through design. The full scope, cost, and delivery approach will be refined and presented to Council in Q1 2027 for direction.

This approach balances immediate risk mitigation with the need to make a well-informed, long-term investment decision for District Hall.

In addition, in 2021, the Government of British Columbia passed the Accessible British Columbia Act, known as the Accessible BC Act. To ensure alignment with the Act and improve accessibility, it is necessary to identify, remove, and prevent barriers to participation in community and public life for people with disabilities.

The Accessible BC Act identifies a set of guiding principles for improving accessibility including the principle of Universal design. This entails creating, building, and maintaining services and environments that can be accessed, understood, and used to the greatest extent possible by all people. While critical life safety modifications are being considered for District Hall, it provides an opportunity to upgrade existing infrastructure to newly developed standards which meet accessibility requirements and improve the physical accessibility of public infrastructure and spaces within our community.

BACKGROUND:
The Hall was originally constructed in 1957 and is now over 68 years old. A significant renovation was completed in 1994 that expanded the facility to accommodate work and meeting spaces for approximately 170 staff. Today, the Hall serves approximately 300 staff, within a hybrid work environment.

The District's Buildings Asset Management Plan (AMP) indicates many of the building systems are in need of renewal. The physical condition of the building is listed as 'D - Poor' in the AMP. Function and Demand ratings for the building are also below the targets set in the AMP (refer to Table 1).

Table 1: Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
DNV Municipal Hall	D	A	B	A	C	B

Over the last 5 years, a number of projects have been completed to replace end-of-life central systems such as air handling units and the heating and cooling plant. The renewal of other end-of-life building systems with components located within occupied areas was delayed due to the COVID-19 pandemic. In 2023, a renewal project was initiated to address the remaining systems.

As we continue to adapt to the post-pandemic hybrid nature of our workplace and the changing demographic of our workforce, there has been ongoing demand for additional workstations and workspace reconfigurations from all departments which has required some limited ad-hoc changes. This led to the decision to expand the scope of the Hall Renewal project to consider possible interior upgrades to align with modern workforce expectations, ensure staff well-being, and maintain organizational performance.

ANALYSIS:
From an asset management perspective, replacement of District Hall would be the most cost-effective means of addressing its long-term functional and capacity requirements. However, replacement is not currently funded and would require a separate, long-term planning and funding strategy. Given that replacement planning and delivery typically spans a decade, interim investment is required to avoid service disruption, rising reactive maintenance costs, and elevated safety and liability risks.

Accordingly, a major renewal project has been included in the 2026-2030 Capital Plan that is intended to extend the facility's safe and functional service life while preserving flexibility for future renewal and/or replacement decisions. The major renewal project is currently in design; however, staff recommend that an initial phase proceed at this time to address the most urgent risks while the broader scope, budget, and long-term strategy continue to be refined.

The proposed initial phase is intended to stabilize the facility in the near-term and address urgent operational and life-safety risks, while preserving flexibility for Council to return in Q1 2027 to determine whether to proceed with the broader major renewal program or accelerate replacement of District Hall. This initial phase is expected to reduce the risk of near-term system failures and improve operational reliability while longer-term decisions are finalized.

Based on current asset management assumptions, if the District proceeds only with renewal at the presently contemplated scope, the building would still be expected to require replacement in approximately 10-15 years, unless the scope of reinvestment is significantly expanded.

<u>Strategic Facilities Plan Alignment</u>
Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to address emerging risks in priority facilities where renewal is required ahead of full replacement. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Addressing critical life-safety system renewals such as emergency generator, fire alarm, and specialty sprinkler systems;
- Reactive repairs to address immediate risks (e.g., HVAC failures); and
- Avoiding decisions that would preclude future replacement or relocation

Project Scope
At this time, staff are proceeding only with an initial phase focused on the most urgent life-safety systems and immediate repairs. This includes the replacement of the emergency generator and urgent upgrades to HVAC, fire alarm, and sprinkler systems.

The broader District Hall Renewal Project, currently in design, includes renewal of other critical building infrastructure and targeted functional upgrades required to maintain safe, reliable, and code-compliant operations. The broader project also includes functional upgrades to address current code and legislative requirements, improve accessibility, and enhance the overall performance of the facility.

In parallel with near-term renewal work, staff are undertaking preliminary, high-level options analysis to inform long-term planning. This work is exploratory in nature and is intended to support future Council direction, not to advance a preferred option.

Schedule
Design work for the broader District Hall Renewal Project is currently underway and will continue through 2026. In the interim, only the initial phase of critical works will proceed with construction. An updated scope, budget, delivery approach, and long-term options analysis will be presented to Council in Q1 2027, at which time Council will be asked to determine whether to proceed with the broader renewal program and/or accelerate replacement planning.

Timing/Approval Process:
The Strategic Facilities Plan Provision (Provision) enables the District to advance high-priority facility projects where the need for reinvestment is well established, while allowing scope and cost certainty to be refined through early design.

For the District Hall Renewal Project, staff are proposing to allocate funding from the Provision for an initial phase consisting of critical life-safety building components in advance of completed detailed design for the broader project. The Hall supports core municipal functions and requires near-term investment to maintain operational reliability, ensure life safety compliance, and manage the increasing risk associated with aging systems.

While cost estimates for the broader project remain preliminary, there is a high degree of confidence that these base building renewal works will be required. This approach enables immediate mitigation of operational and safety risks while preserving flexibility for future Council decisions in Q1 2027 on whether to proceed with the broader major renewal program and/or accelerate replacement planning.

Confirmation of funding through the Financial Plan Amendment is required to maintain schedule and mitigate risk of system failure and cost escalation. The overall project scope, cost, and delivery approach will continue to be refined as design advances, with further updates brought forward through future Financial Plan updates.

Concurrence:
Consultation with District staff has occurred and will continue throughout the project. Finance and Corporate Services have provided concurrence.

Financial Impacts:
- The Hall Renewal project has an approved budget of $3.4M. Staff propose to allocate an additional $5.0M from the Strategic Facilities Plan Provision through the upcoming Financial Plan Amendment (July).
- Initial critical works will be advanced using a combination of existing approved funding and Provision allocation, allowing early action without delaying for full project approval.
- The remaining renewal scope will continue through design and will be brought forward to Council in Q1 2027 with an updated cost estimate, funding strategy, and long-term options. At that time, Council will determine whether to proceed with the broader renewal program and/or accelerate replacement planning.
- Based on the current scope, the building is expected to require replacement within approximately 10-15 years, unless reinvestment is significantly expanded.
- The project is expected to result in modest operating cost increases, estimated at approximately $20K annually, to be confirmed through design.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
District Hall Renewal Project	3,400	5,000	8,400	20
Strategic Facilities Plan - Provision (Balance)	28,717	(5,000)	23,717	
Total (net impact)	**32,117**	**-**	**32,117**	**20**

Liability/Risk:
Delaying renewal of base building systems presents a growing risk of outages, health and safety concerns, and service disruption. Several systems are already failing. For example, the committee room HVAC system has failed, resulting in loss of cooling and requiring meetings to be relocated. The building is also experiencing ongoing water infiltration at the atrium and perimeter glazing, driven by deteriorated window gaskets.

More broadly, lighting quality and thermal comfort across the Hall are poor, with frequent occupant complaints. Continued deferral will increase reliance on reactive maintenance, escalate costs, and heighten the risk of service disruption. Proactive renewal is required to stabilize operations and maintain safe building performance.

Social Policy Implications:
This work supports the commitments outlined in the District's 2023-2026 Accessibility Plan, specifically the priorities identified in the Implementation Plan. Informed by staff and public feedback, Goal #5 aims to improving the physical accessibility of public infrastructure and spaces within our community, including ensuring that all public-facing indoor areas offer accessible options for interaction.

District Hall serves as both a central workplace and an important civic facility for the public, advisory committees and community groups. As such, accessibility remains a key consideration in its infrastructure upgrades, planning and design. Removing, preventing and mitigating barriers within this facility helps advance the District's commitments under Goal #5 and responds to accessibility feedback regarding the Hall's public and workspaces, benefitting both staff and all members of the community. It also supports compliance with the mandate of the *Accessible BC Act (ABCA)*, which calls on local governments to support the full and equal participation of individuals who interact with municipalities and their services.

Investment in the renewal of the Hall supports staff safety, inclusion, and well-being, while enabling the delivery of a high-quality and barrier-free service to the community. These investments reflect the District's commitment to maintaining an accessible, safe, efficient, and comfortable work environment for staff, Council, and the public while also ensuring compliance with WorkSafeBC regulations and provincial legislation.

Environmental Impact:
System upgrades are expected to reduce greenhouse gas emissions, improve energy efficiency, and align with the District's climate readiness objectives.

Public Input:
No public engagement is proposed at this stage, as the project scope is limited to asset renewal and does not involve service expansion or change in use. Should construction activities affect day-to-day operations or surrounding areas, appropriate communications will be developed.

Conclusion:
Advancing only the initial phase of critical base building systems now represents a prudent, risk-based approach that addresses urgent operational and life-safety needs while maintaining progress on the broader Hall Renewal Project currently in design. This approach preserves flexibility for Council to consider in Q1 2027 whether to proceed with the broader renewal program and/or accelerate replacement planning for a future District Hall facility.

Respectfully submitted,

Bivash Talukder
Senior Project Manager - Facilities

REVIEWED WITH:

❑ Sustainable Community	___	☒ Clerk's Office	SW	External Agencies:			
❑ Development Services	___	❑ Communications	___	❑ Library Board	___		
❑ Utilities	___	☒ Finance	RD	❑ NS Health	___		
❑ Engineering Operations	___	❑ Fire Services	___	❑ RCMP	___		
❑ Parks	___	❑ ITS	___	❑ NVRC	___		
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___		
❑ Facilities	___	❑ GIS	___	❑ Other:	___		
❑ Human Resources	___	❑ Real Estate	___		___		

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❒ Info Package Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 17, 2026
File: ENGIPG-964173360-175857

AUTHOR: Michael Gamble – Manager, Civic Facilities

SUBJECT: East Cates Park/Whey-ah-Wichen Washroom Replacement

REASON FOR REPORT:
The purpose of this report is to provide Council with an overview of the planned replacement of the East Cates Park/Whey-ah-Wichen Washroom facility (also known as Little Cates washroom) and to advise of the proposed use of Strategic Facilities Plan Provision funding for detailed design and construction. This allocation will be brought forward as part of the upcoming Financial Plan Amendment.

SUMMARY:
The East Cates Park/Whey-ah-Wichen Washroom (East Washroom) is a small, standalone facility serving the Little Cates picnic and beach area. The building is at end-of-life and no longer meets current expectations for accessibility, functionality, or reliability.

Consistent with asset management and Strategic Facilities Plan principles, replacement has been identified as the preferred approach, as continued investment in renewal would not represent good long-term value.

The project is currently in the early planning stage and conceptual design will begin in 2026 to develop site-specific options, confirm scope, and refine cost estimates. Staff will continue to advance project planning and will keep Council informed through future updates as appropriate.

A preliminary Class Z Total Estimated Cost (TEC) of approximately $2.0 million has been established. As this is an early-stage estimate, costs carry a high degree of uncertainty, and costs will be refined through conceptual design, including efforts to identify potential efficiencies and cost reductions.

BACKGROUND:
Cates Park/Whey-ah-Wichen includes several aging park service buildings constructed between the 1960s and 1980s. These facilities were built to standards that predate current building code, seismic, accessibility, and servicing requirements.

The East Washroom building (c.1975) provides basic seasonal washroom service to the eastern portion of the park. The facility is approximately 387 ft² and supports recreation use in a lower-intensity park area.

The Buildings Asset Management Plan (AMP) lists the facility as being in "Very Poor – F" Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1: Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Cates Park East Washrooms (Little Cates)	F	C	D	B	D	C

EXISTING POLICY:
This report is guided by the District's Asset Management Policy, the Strategic Facilities Plan, and the 2026–2030 Financial Plan. The Cates Park/Whey-ah-Wichen Master Plan (2006) identifies that the East Washroom building at Little Cates is in need of upgrading, and affirms that washroom facilities are needed at this location. The Cates Park/Whey-ah-Wichen co-management agreement with the Tsleil-Waututh Nation is also relevant to ongoing planning and delivery considerations.

ANALYSIS:
The East Washroom is at the end of life and no longer provides reliable, accessible, or code-compliant service. Condition assessments note several key deficiencies, including:

- Significant lifecycle deterioration and deferred maintenance;
- Extensive accessibility limitations;
- Lack of mechanical ventilation and lighting; and
- Reliance on portable washrooms during the off-season.

From an asset management perspective, replacement is the preferred approach. While limited short-term maintenance could allow continued operation, renewal would not address fundamental deficiencies and would likely trigger significant code, accessibility, and servicing upgrades without resolving core functional limitations. Renewal would result in a high-cost intervention with limited service life extension and constrained functional improvement.

Strategic Facilities Plan Alignment
Council established a Strategic Facilities Plan Provision in the 2026–2030 Financial Plan to support priority facility renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Planning proactively for facilities nearing end of life;
- Managing risk through timely replacement rather than reactive repair; and
- Aligning facility investment with long-term service needs.

Replacement of the East Washroom reflects the risk-based and service-based approach of the SFP, recognizing that even lower-intensity park amenities require reliable and accessible infrastructure to support public use.

Project Approach
The project will be advanced as a replacement initiative beginning in 2026 with project scoping and conceptual design by:

- Assessing site servicing and infrastructure requirements;
- Exploring potential configurations appropriate to site conditions and service requirements;
- Confirming accessibility, durability, and maintenance considerations; and
- Developing a Class C cost estimate.

Conceptual design will translate service needs and site conditions into options for review prior to advancing to detailed design and construction in 2027-2028.

Timing/Approval Process:
The project is currently in the pre-design phase with conceptual design to be completed in 2026 and detailed design and construction anticipated in 2027-2028.

Concurrence:
Parks and Finance have provided concurrence with this report. The project is being advanced in collaboration with TWN under the co-management agreement.

Financial Impacts:
The project has an approved budget of $217,000 for planning and conceptual design, with detailed design and construction anticipated to be funded from the Strategic Facilities Plan Provision.

The current Class Z TEC is $2.0 million for the replacement of this building (including demolition). At this early stage, the project estimate carries a high degree of uncertainty. Costs will be refined through conceptual design, including efforts to identify potential efficiencies and cost reductions. Staff intend to recommend that Council allocate the remaining $1.8 million to this project through the upcoming Financial Plan Amendment.

Operating costs are expected to increase due to the introduction of electrical and mechanical systems as part of the new building, with preliminary impacts estimated in the range of $20,000 annually. These estimates will be refined through design.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
East Cates Park Washroom	217	1,783	2,000	20
Strategic Facilities Plan - Provision (Balance)	21,967	(1,783)	20,184	
Total (net impact)	**22,184**	**-**	**22,184**	**20**

Liability/Risk:
If replacement is deferred, the District may face:

- Increased maintenance and operational challenges;
- Ongoing reliance on temporary servicing solutions; and
- Risk of service disruption due to building failure;

While the service provided is not critical in the context of the broader facilities portfolio, it remains an important public amenity. Replacement reduces operational risk and improves reliability, user experience, and accessibility.

Social Policy Implications:
The East Washroom supports public access to park space, including beach, picnic areas, and a highly used tennis court facility. Replacing the facility provides an opportunity to improve accessibility and inclusivity, aligning with broader District goals.

Environmental Impact:
Replacement provides an opportunity to incorporate improved building performance, water efficiency, and climate resilience measures.

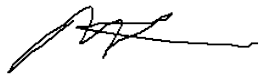
Design will consider durable, low-maintenance materials and servicing approaches appropriate for a waterfront and partially off-grid context. While the District's Climate Ready Municipal Building Policy will be used as guidance, third party certification will not be pursued for this small facility.

Conclusion:
The East Washroom facility is at end-of-life and no longer meets current standards for accessibility, functionality, or reliability. Renewal is not recommended as it would require significant investment without resolving underlying limitations.

Staff are proceeding with early planning for a replacement facility. Conceptual design in 2026 will refine scope and cost, with implementation planned for 2027-28.

This approach aligns with the District's asset management strategy and Strategic Facilities Plan direction to proactively address aging infrastructure and manage service risk in a structured and cost-effective manner.

Respectfully submitted,



Michael Gamble
Manager, Civic Facilities

REVIEWED WITH:

☐ Sustainable Community		☐ Clerk's Office		External Agencies:	
☐ Development Services		☐ Communications		☐ Library Board	
☐ Utilities		☒ Finance	RD	☐ NS Health	
☐ Engineering Operations		☐ Fire Services		☐ RCMP	
☒ Parks	CJ	☐ ITS		☐ NVRC	
☐ Environment		☐ Solicitor		☐ Museum & Arch.	
☐ Facilities		☐ GIS		☐ Other:	
☐ Human Resources		☐ Real Estate			

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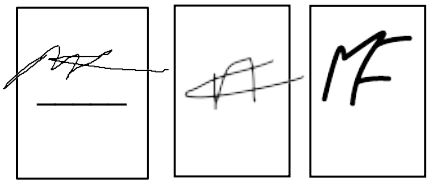
❒ Info Package Date:



The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 17, 2026
File: ENGIPG-964173360-175845

AUTHOR: Lynsey Rafferty, Senior Project Manager, Facilities

SUBJECT: **West Cates Park/Whey-ah-Wichen Washroom Replacement**

REASON FOR REPORT

The purpose of this Information Report is to provide Council with an overview of the Cates Park/Whey-ah-Wichen West Washroom Replacement project and to advise of the proposed use of Strategic Facilities Plan Provision funding. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY

The existing washroom and concession facilities that serve the west side of Cates Park/Whey-ah-Wichen are aging assets that are at or near end of life and no longer meet current expectations for accessibility, reliability or building performance. A replacement project is being advanced to address these core service and infrastructure risks in one of the District's highest-use destination parks.

Staff are proposing a phased approach to replacement. The first phase would deliver a new consolidated public washroom facility to serve the western area of the park along with supporting site infrastructure and demolition of the two existing buildings (washroom/concession and washroom/caretaker house).

The second phase could expand the building footprint to include a concession facility or other food services and would be brought forward separately as a subsequent phase once scope, operating model, and funding are further defined. Work will also continue to be coordinated with Tsleil-Waututh Nation (TWN) and plans for the future addition of a longhouse at Cates Park/Whey-ah-Wichen.

A preliminary Class C Total Estimated Cost (TEC) for the first phase has been established at approximately $6.9 million. As this estimate reflects an early stage of design development, costs will be further refined as the project progresses. A preliminary Class C TEC indicates that the full concession build-out would increase the total project cost to approximately $8.8 million, depending on scope, market conditions, and timing.

The phased approach prioritizes delivery of the most critical infrastructure needs while providing time to further evaluate the concession and food service options without committing Council to those investments at this stage.

BACKGROUND

Cates Park/Whey-ah-Wichen is a high-use waterfront destination and one of the District's most significant recreational assets. The park's existing washroom and concession facilities were constructed between the late 1950s and 1980s and support a range of visitor services in a high-demand area. The primary washroom building serving the west side of the park was constructed in 1959, with a concession addition completed in 1980. There is an additional washroom and caretaker facility that was constructed in 1980. This building no longer functions as a residence and is currently used by Parks staff as a ranger station. These facilities collectively provide core amenities to park users but were developed under standards that predate current building code, seismic standards, accessibility, and servicing requirements.

The buildings no longer meet current expectations for life safety, accessibility, seismic performance, or building envelope integrity. The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Cates Park Washrooms and Caretaker House	D	C	D	B	D	D
Cates Park Concession & Washrooms	D	C	D	B	F	B

EXISTING POLICY:

This report is guided by the District's Asset Management Policy, the Strategic Facilities Plan, and the 2026–2030 Financial Plan. The Cates Park / Whey-ah-Wichen Park Master Plan (2006) identifies the concession/washroom building as in poor condition, end of its useful life, and identified for redevelopment. The Cates Park/Whey-ah-Wichen co-management agreement with Tsleil-Waututh Nation is also relevant to ongoing planning and delivery considerations.

ANALYSIS

The existing Cates Park/Whey-ah-Wichen washroom facilities serving the west side of the park are at end of life and no longer provide reliable, accessible, or code-compliant service in a high-use destination park.

Condition assessments note several key deficiencies that indicate that the washroom facilities are no longer able to meet current service expectations, including:

- significant lifecycle deterioration and deferred maintenance;
- extensive accessibility limitations; and
- reliance on portable washrooms during peak-season.

From an asset management perspective, replacement is the preferred approach. While limited short-term maintenance could allow continued operation, renewal of the washroom facilities would not address fundamental deficiencies and would likely trigger significant code, accessibility, and servicing upgrades without resolving core functional limitations.

As a result, renewal would represent a high-cost intervention offering limited service life extension and marginal improvement in service outcomes.

Strategic Facilities Plan Alignment:
Council established a Strategic Facilities Plan Provision in the 2026–2030 Financial Plan to support priority facility renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- replacing end-of-life public washroom infrastructure in a high-use destination park;
- addressing accessibility, reliability, servicing, and building-performance risks;
- limiting the initial investment to the priority washroom replacement scope; and
- preserving flexibility for future food-service, and Longhouse-related decisions.

The proposed replacement west washroom facility will incorporate modern systems that improve reliability, accessibility, and overall user experience. While this may result in modest increases in some operating costs compared to the existing buildings, these changes are consistent with current standards and are required to achieve expected levels of service in a high-use public facility. The District will also realize ongoing operating savings from discontinuing the use of portable toilets at this location.

Phased Delivery Strategy
A phased delivery approach is recommended to address the most critical infrastructure needs while preserving flexibility for future Council decisions on food-service components.

Phase 1 – West Washroom Replacement (Priority):
Phase 1 focuses on the delivery of a new consolidated public washroom facility to address immediate service and risk requirements. Key components include:

- Construction of a new consolidated public washroom facility (approximately 15 stalls, compared to the existing 13 toilets and 4 urinals);
- Demolition of the existing washroom, concession, and caretaker buildings following commissioning of the new facility;
- Installation of servicing infrastructure sized to support future expansion of the building to include food services. Servicing infrastructure will also be sized to support a future longhouse;
- Coordination with lift station upgrades and underground servicing.

The facility will be designed to maintain flexibility for future food-service or cultural/community components without committing Council to those investments at this stage.

Phase 2 – Concession / Food Service (Future Consideration):
A subsequent phase may include the provision of food services, such as a permanent concession facility. Staff will bring forward options informed by funding availability, market demand, and operational considerations for Council's consideration.

The phased approach provides flexibility to reduce immediate capital requirements, maintain optionality, and confirm long-term service needs prior to Council committing to further investment at this stage.

Future Park Additions: Longhouse
The Cates Park/Whey-ah-Wichen Park Master Plan (2006) contemplates the potential development of a longhouse (called "feast house" in the plan) as a cultural and community gathering space within the park. Site planning and archaeological investigations completed to date have included the area where the proposed longhouse would be located. This component remains outside the current project scope and would be advanced separately.

Servicing and utility capacity will be designed to support potential future expansion, providing flexibility for additional phases.

TIMING/APPROVAL PROCESS:
The project is advancing through detailed design for Phase 1, with construction anticipated to begin in 2027–28. Confirmation of the proposed $3.344 million allocation is required through the upcoming Financial Plan Amendment. This would increase the approved budget to $6.9 million and is necessary to maintain schedule, manage cost escalation risk, and proceed with the priority washroom replacement scope.

Concession food-service options for the second phase will be brought forward separately to Council in early 2027 for consideration once scope, operating model, cost and funding requirements are better defined.

This phased approach enables Council to consider additional investment separately before committing to the full project scope.

CONCURRENCE:
Finance and Parks have provided concurrence with this report. The project is being advanced in collaboration with TWN under the co-management agreement.

FINANCIAL IMPACTS:
The project has an approved budget of $3.556 million for preliminary design, with detailed design and construction anticipated to be funded from the Strategic Facilities Plan Provision. The most recent Class C cost estimate identifies a total project cost of $8.8 million for a full washroom and concession building (including demolition of the existing buildings) reflecting current scope, market conditions, and servicing requirements.

Phase 1 focuses on delivery of the washroom facility and supporting infrastructure. The Phase 1 TEC is currently estimated at approximately $6.9 million, including demolition of

existing structures (approximately $300K). This phase represents the core investment required to address immediate service and infrastructure risks.

The Strategic Facilities Plan Provision has earmarked an additional $3.34 million for the replacement of this building (including demolition) based on earlier cost estimates. Staff intend to recommend that Council allocate $3.34 million to this project through the upcoming Financial Plan Amendment.

A phased delivery approach allows the District to prioritize essential infrastructure while limiting upfront capital investment and retaining flexibility to refine the preferred concession model.

Phasing reduces immediate budget pressures while preserving the ability to achieve the full build-out over time.

Increased operating costs are expected due to the requirements associated with maintaining modern building systems, with preliminary impacts estimated in the range of $20,000 annually. These estimates will be refined through design.

Five-year Capital Plan ($000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Cates Park Concession (PH1)	3,556	3,344	6,900	20
Strategic Facilities Plan - Provision (Balance)	20,184	(3,344)	16,840	
Total (net impact)	**23,740**	**-**	**23,740**	**20**

LIABILITY/RISK:
If the full project is deferred, risks include:

- facility failure and service disruption
- increased maintenance and emergency repair costs
- additional costs to maintain a failing building
- reduced accessibility and park usability
- operational reliance on temporary facilities

The phased approach mitigates these risks by addressing the most critical infrastructure first.

Failure of the existing facilities would likely result in emergency repair or replacement requirements, reduced park usability, reputational impacts, and temporary reliance on portable washrooms.

SOCIAL POLICY IMPLICATIONS:
Cates Park/Whey-ah-Wichen is a major community and regional destination, and reliable washroom facilities are essential to supporting equitable access, maintaining public health

and safety, enabling year-round park use, and enhancing the overall tourism and visitor experience. The park is co-managed with the TWN and has been identified as a priority in the annual park work plan that was developed together between DNV and TWN.

ENVIRONMENTAL IMPACT:
Replacement provides an opportunity to incorporate improved building performance, water efficiency, and climate resilience measures.

The design will consider durable, low-maintenance materials and servicing approaches appropriate for a waterfront facility. While the Climate Ready Municipal Building Policy will be used as a guide, third-party certification will not be pursued for this small facility.

CONCLUSION:
The existing Cates Park/Whey-ah-Wichen washroom facilities serving the west side of the park are at their end of life and no longer meet current standards for accessibility, functionality, or reliability. Renewal is not recommended as it would require significant investment without resolving underlying deficiencies or meeting long-term service needs.

Staff are advancing a phased replacement project, with Phase 1 focused on delivering a new consolidated west washroom facility for this high-use destination park. A future phase, including potential expansion of the building footprint to include a concession, will be brought forward separately for Council consideration.

This approach aligns with the District's asset management strategy and Strategic Facilities Plan direction to proactively address aging infrastructure, maintain service continuity in a high-use park, and manage risk in a structured and cost-effective manner.

Respectfully submitted,

Lynsey Rafferty
Senior Project Manager, Facilities

REVIEWED WITH:

☐ Sustainable Community		☐ Clerk's Office		External Agencies:			
☐ Development Services		☐ Communications		☐ Library Board			
☐ Utilities		☒ Finance	RD	☐ NS Health			
☐ Engineering Operations		☐ Fire Services		☐ RCMP			
☒ Parks	CJ	☐ ITS		☐ NVRC			
☐ Environment		☐ Solicitor		☐ Museum & Arch.			
☐ Facilities		☐ GIS		☐ Other:			
☐ Human Resources		☒ Real Estate	JR				

DISTRICT OF NORTH VANCOUVER

Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:	Manager:	CAO Notified:
Nicola Chevallier	Mike Clarke	Mike Fox

CREATED BY: Matt Dasilva

REQUESTED BY: Matt Dasilva - Construction Department

DESCRIPTION OF WORK: Milling and Paving Works

LOCATION: Lynn Valley Road (Fromme Road to Mountain Hwy)

START DATE: June 28, 2026

END DATE: July 10, 2026

DAYS OF THE WEEK	EXTENDED HOURS			OVERNIGHT
✓ Monday – Friday	8:00 pm	to	7:00 am	✓
✓ Saturday	5:00 pm	to	7:00 am	✓
✓ Sunday	7:00 pm	to	7:00 am	✓

ADDITIONAL INFORMATION:

One lane of traffic will be maintained in each direction while crews work on the opposite side of the median. Please note that the extended work hours noted above do not represent continuous construction activity. The extended hours are to provide project flexibility and allow the work to be completed as efficiently as possible. Work will be scheduled and coordinated to minimize impacts to residents, pedestrians, transit users, and other municipal stakeholders wherever practicable.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	✓ compaction	hydro-vac	✓ paving
excavators	✓ traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Temporary traffic pattern changes will be implemented during construction activities to facilitate the safe and efficient movement of traffic. Where possible, work with the greatest potential to impact traffic operations will be undertaken outside of peak travel periods. Project updates will be communicated through Changeable Message Signs (CMS), the DNV website, and social media channels. Notification letters have also been distributed to directly affected properties.

NOTIFICATION:
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:
Work area (in red) and notification area (in blue)

ADDITIONAL INFO:

DNV Construction Managers will oversee this project to ensure that work proceeds as efficiently as possible and to address resident concerns as they arise.

It is anticipated that the work will be completed within the requested construction window of June 28 to July 10, 2026. Inclement weather, unforeseen conditions, or other unexpected circumstances may extend the schedule as required.

❒ Info Package Date:

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

June 16, 2026

AUTHOR: Genevieve Lanz, Chief Election Officer

SUBJECT: 2026 General Local Election Public Awareness Strategy

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REASON FOR REPORT:
This report provides Council with an update on the public awareness strategy for the 2026 General Local Election.

SUMMARY:
The 2026 General Local Elections will be held across all local governments in British Columbia on **Saturday, October 17, 2026**.

Legislation requires all local governments to provide:
- one advance voting opportunity on **Wednesday, October 7, 2026**, and
- a second advance voting opportunity on a date established by bylaw.

The District will offer:
- a second advance voting opportunity on **Saturday, October 10**, and
- an additional (third) advance voting opportunity on **Monday, October 12**.

Under Sections 58 and 59 of the *Local Government Act*, Council appoints the Chief Election Officer (CEO), who is responsible for administering all aspects of the election, including, election operations (for the election of Mayor, six Council members, and four School Trustees), statutory notices and public awareness activities.

To maintain neutrality, the CEO and the District must not engage in or comment on election issues or campaign discourse. The focus of all election-related communication is to raise awareness amongst residents, specifically to ensure the public:

- knows when, where, and how to vote, and
- has access to accurate, timely information required to participate.

Consistent with other impartial election bodies (e.g., Elections BC and Elections Canada), District awareness activities:

- provide factual information only

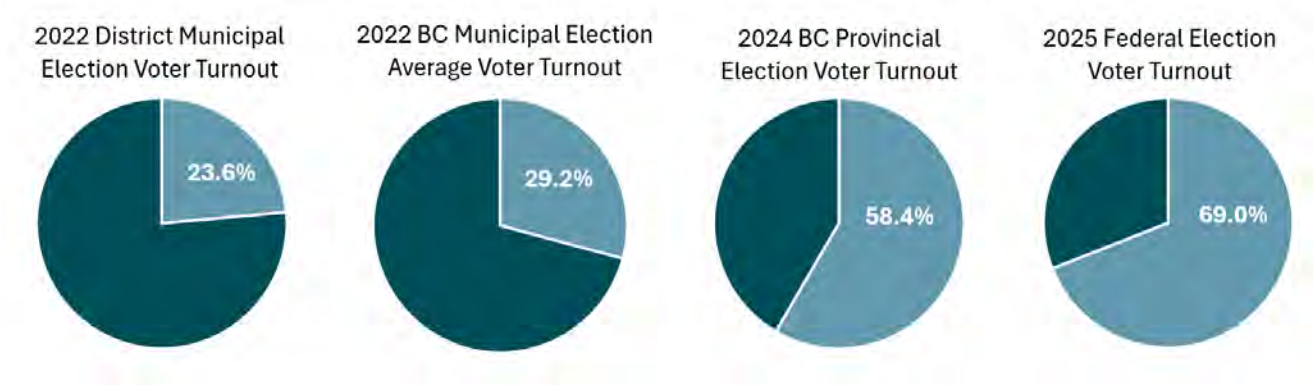
- do not promote issues, candidates, or reasons to vote

All election communications are official District records and are subject to the *Freedom of Information and Protection of Privacy Act* and records management requirements. These materials may also be relevant in the event of a judicial recount or election challenge.

Voter Turnout

According to CivicInfo BC:
- District voter turnout in 2022 was 23.6%,
- The B.C. municipal average voter turnout was 29.2%.

Local municipal turnout is significantly lower than both provincial and federal elections:
- 58.4% in the 2024 B.C. provincial election
- 69% in the 2025 federal election.

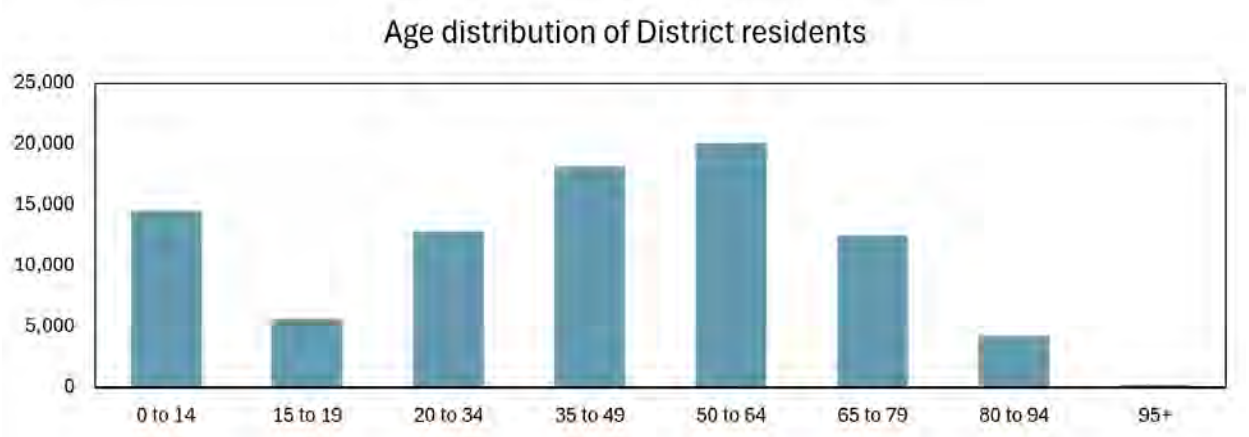


In the District's General Local Election, voting is conducted by anonymous ballot. As a result, the District does not collect voter demographic data, and individual characteristics (e.g., age, gender) are not recorded.

This approach is standard under the *Local Government Act* and is designed to protect voter privacy. Consequently, the District cannot analyze voting patterns by demographic group.

To inform outreach efforts, the District relies instead on **Census data** to better understand its population.

District Demographics (2021 Census)
- Total population: ~88,168
- Eligible voters (2022): 66,411



These demographics help inform targeted awareness activities.

2026 Election Awareness Activities
The following is an overview of the District's planned awareness activities for the 2026 General Local Election.

Election Webpage (DNV.org)
The 2026 General Local Election webpage has been live since March and is regularly updated. It includes voter registration information, voting dates and locations, mail ballot details and candidate information. New for 2026 is a selection of "*Hot Topics"* for candidates, intended to provide prospective candidates with factual information on District-related projects and issues.

Following the close of the nomination period, candidates will have the opportunity to submit a photo and a brief statement to be posted on the District's website, including links to their social media accounts and campaign websites. The District will also advertise "All Candidates" meetings hosted by community associations and other organizations on DNV.org.

Candidate Information Sessions
The District has also changed how it engages with prospective candidates. The Chief Administrative Officer held a number of candidate information sessions to discuss what it means to be a council member. Additionally, candidate information sessions are scheduled for June 25th and July 22nd to be held in a hybrid format. This is a change from 2022, when the candidate information session was held following the close of the nomination period but prior to the deadline to withdraw. The intent is to reach individuals who may have questions about running for council prior to the nomination period.

Statutory Notification
As required by the *Local Government Act,* the District will publish notifications in the local newspaper advertising legislative requirements for candidates, voters, scrutineers, and any non-binding public opinion or referendum questions.

Print Advertising and Direct Outreach

As in previous elections, the District will make election materials (brochures, posters and postcards) available at municipal facilities, including recreation centres and libraries. There will also be an election brochure mailout to all households in the District. Staff are adding a separate, targeted mailout to residents who live on streets that straddle the border between the City of North Vancouver and the District of North Vancouver to clarify voting jurisdiction.

As in the past, staff will target students at Capilano University to ensure they are aware of the upcoming election and know how to participate. Staff will also provide election-related information to School District 44 for inclusion in parent newsletters. Each election, staff also collaborate with səlilwətaɬ (Tsleil-Waututh) and Sḵwx̱wú7mesh Úxwumixw (Squamish) Nations to encourage Indigenous and non-Indigenous electors living on reserve to vote. Additionally, staff will reach out to community resource organizations and local cultural group newspapers to seek opportunities to advertise the election in as many diverse ways possible.

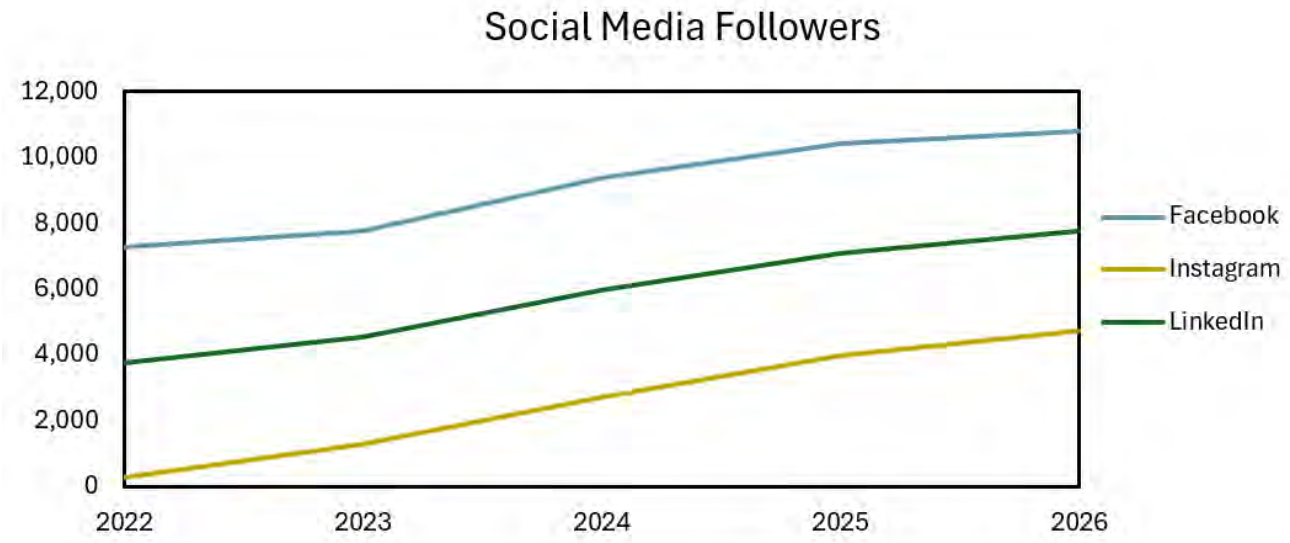
Social Media

The District has a social media content strategy designed to promote public awareness of the 2026 election. This comprehensive strategy will share information on voting, candidacy, and election jobs; use targeted advertising to reach underrepresented groups, particularly younger voters; and include short-form video content – similar to the videos introduced this year to promote council meetings.

Council meeting promotion video

The District's social media channels continue to grow, providing an opportunity to reach a greater number of residents. Below is a snapshot of the growth we've seen on the District's social media channels over the last few years:

- Facebook: 77% increase in followers from 2019-2025
- Instagram: 211% increase in followers from 2023-2025 (launched in November 2022)
- LinkedIn: 269% increase in followers from 2019-2025



***I Voted* Campaign**
On general voting day, voting sites will have "I Voted" stickers and selfie stations so voters can share their pride for participating in the democratic process with their peers and families.

Advertising
In addition to the required statutory notices, the District will run a supplemental advertising campaign on transit shelters, street banners, and fleet vehicles.

Other Advertising
The District is partnering with the City of North Vancouver and the District of West Vancouver to increase the visibility of election messaging and to share advertising costs.

CIVIX Student Vote 2026
The District is pleased to continue supporting CIVIX in administering the Student Vote in District schools for the 2026 General Local Elections. CIVIX is designed to foster the development of active and informed citizens by engaging youth before they reach voting age. The Student Vote is described as an experiential learning program that engages students in the democratic process by casting ballots for official candidates in a parallel election.

In addition to the Student Vote program, we have contacted high schools located within the District to seek student volunteers for general voting day in exchange for volunteer hours. This will be advertised to high school students in September in advance of general voting day.

Concurrence
This information report has been reviewed by Communications.

Financial Impacts
At the present time, the approximate budget is $50,000.

CONCLUSION:

In conclusion, the aforementioned advertising activities are planned to raise public awareness of the 2026 General Local Elections, educate voters and candidates, and convey information to the public in a neutral yet comprehensive way.

Respectfully submitted,

Genevieve Lanz
Chief Election Officer

REVIEWED WITH:

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

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