

REVISED AGENDA

REGULAR MEETING OF COUNCIL

Monday, May 4, 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



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**REVISED
AGENDA**

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

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

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

1. ADOPTION OF THE AGENDA

1.1. May 4, 2026 Regular Meeting Agenda

Recommendation:

THAT the agenda for the May 4, 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. April 13, 2026 Regular Council Meeting

p.11-20

Recommendation:

THAT the minutes of the April 13, 2026 Regular Council Meeting are adopted.

3. PUBLIC INPUT

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

4. RECOGNITIONS

5. DELEGATIONS

5.1. North Vancouver Community Associations Network

p.23-25

Re: Local Election Process

Application Form

6. RELEASE OF CLOSED MEETING DECISIONS

7. COMMITTEE OF THE WHOLE REPORT

8. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to be 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. 2026 Tax Rates Bylaw 8795, 2026

p.29-35

File No.

Report: Section Manager – Revenue and Taxation, April 21, 2026

Attachment 1: Bylaw 8795

Recommendation:

THAT “Tax Rates Bylaw 8795, 2026” is given FIRST, SECOND, and THIRD Readings.

**8.2. OCP Amendment and Rezoning Application: 1578 - 1590 Hunter Street
(Student Rental Housing Development)**

p37-68

File No. PLN2024-00054

Report: Development Planner, April 21, 2026

Attachment 1: Translink Letter

Attachment 2: Capilano University Letter

Attachment 3: December 8, 2025 Council Report

Attachment 4: Architectural Drawings Excerpt

Attachments 1-4 have been added to the agenda.

Recommendation:

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

- a. 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.

8.3. Revised Timing for the Zoning Bylaw Rewrite Project

p.69-75

File No. 09.3900.30/003.001

Report: Senior Development Planner and Development Planner, April 16, 2026

Recommendation:

THAT Council supports the Zoning Bylaw Rewrite Project with the revised timeline extending into Q3 2027 (July), which will enable further discussion on specific topics with Council, the public and interest holders.

8.4. 2026 General Local Election – Voting Sites and Accessibility Enhancements

p.77-85

File No.

Report: Chief Election Officer, April 21, 2026

Attachment 1: Map of 2022 General Local Election Voting Sites

Attachment 2: Map of Proposed 2026 General Election Voting Sites

Recommendation:

THAT Council direct administration to use the following as voting sites including,

- Argyle Secondary School
- Blueridge Elementary School
- Carisbrooke Elementary School
- Lions Gate Community Recreation Centre
- Norgate Elementary School
- Windsor Secondary School
- Lynn Creek Community Recreation Centre
- Parkgate Community Centre (in a larger space)
- Seycove Secondary School
- Upper Lynn Elementary School
- Ross Road Elementary School
- Highlands Elementary School
- Handsworth Secondary School

8.5. Amendments to the Placemaking Committee Terms of Reference

p.87-90

File No.

Report: Director – Legislative Services, April 23, 2026

Attachment 1: Placemaking Task Force Terms of Reference – Redline Version

Recommendation:

THAT Council approve the amended Placemaking Committee Terms of Reference.

8.6. Community Opinion on Consumer Fireworks Prohibition

p.91-93

File No.

Report: Councillor Jim Hanson, April 21, 2026

Recommendation:

THAT, pursuant to section 83 of the *Community Charter*, Council seek community opinion regarding the prohibition of the retail sale, possession and use of consumer fireworks and smoke-generating pyrotechnic devices in the District of North Vancouver;

AND THAT such community opinion be obtained in conjunction with the October 17, 2026 general local election;

AND THAT the results of this process be non-binding on Council;

AND THAT staff be directed to report back to Council with proposed wording for a community opinion question to determine elector support for this prohibition.

9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

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

p.97-231

Report: Chief Administrative Officer, April 15, 2026

Attachment 1: Information RTC re Riverside Affordable Housing Site

Attachment 2: Information RTC re 2025 Arts and Culture Grants Annual Report

Attachment 3: Information RTC re Noise Exemption – 50 Pemberton Ave – March 1, 2026 – October 31, 2027

Attachment 4: Information RTC re Noise Exemption – North Shore Wastewater Treatment Plant – January 2, 2026 – December 31, 2028

Attachment 5: Information RTC re Noise Exemption – 3190 Edgemont Blvd – March 23, 2026 – April 10, 2026

Attachment 6: Information RTC re Bike Bells

Attachment 7: Information RTC re 2026 Deep Cove On-Street Parking Refinements

Attachment 8: Information RTC re Noise Exemption – Forester St – March 14, 2026 – March 15, 2026

Attachment 9: Information RTC re Inter River Artificial Turf Field Noise Exemption

Attachment 10: Information RTC re Hastings Creek Trail Update 2025

Attachment 11: Information RTC re Metro 2050 Amendment options consultation March 2026

Attachment 12: Information RTC re Bylaw 8778 – Chemtrade Rezoning – 100 Amherst

Attachment 13: Information RTC re 2025 Canadian Mortgage and Housing Corporation Rental Market Report

Attachment 14: Information RTC re Public Input Meetings 328 – 332 Seymour River Place

Recommendation:

THAT the “Information Reports to Council – January 2026 – March 2026” dated April 15, 2026, is received for information.

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

10. ADJOURNMENT

Recommendation:

THAT the May 4, 2026 Regular Meeting of Council for the District of North Vancouver is adjourned.

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 7:03 p.m. on Monday, April 13, 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
Dan Milburn, General Manager – Planning, Properties and Permits
Saira Walker, General Manager – Corporate Services
Tina Atva, Director, Community Planning and Housing
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Andy Bell, Manager – Engineering Services
Zeralynne Te, Manager – Community Planning
Yan Zeng, Manager – Development Planning
Ehab Taha, Section Manager – Transportation
Eirikka Brandson, Community Planner
Heidi Granger, Municipal Solicitor
Marcus Johnsen, Budget Officer
Mackenzie Stonehocker, Development Planner
Kelsey Stuckert, Senior Advisor – Legal and Intergovernmental Policy
Kevin Zhang, Senior Development Planner
Cheryl Archer, Confidential Council Clerk
Amanda Day, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. April 13, 2026 Regular Meeting Agenda

MOVED by Councillor MAH

SECONDED by Councillor MURI

THAT the agenda for the April 13, 2026 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. February 2, 2026 Regular Council Meeting

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the minutes of the February 2, 2026 Regular Council Meeting are adopted.

CARRIED

2.2. February 17, 2026 Special Council Meeting

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the minutes of the February 17, 2026 Special Council Meeting are adopted.

CARRIED

2.3. February 24, 2026 Public Hearing

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the minutes of the February 24, 2026 Public Hearing are received.

CARRIED

2.4. March 16, 2026 Public Meeting

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the minutes of the March 16, 2026 Public Meeting are received.

CARRIED

3. PUBLIC INPUT

3.1. Aidan Kyle:

- Spoke in support of item 8.6 Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation;
- Advised that he is a longtime District resident and praised the liveability of the municipality;
- Stated that traditional homeownership is out of reach for many and that coach houses offer opportunities for housing with gentle density;
- Stated that coach houses are allowed, but are not feasible due to cost and complexity;
- Opined that the District requirements for fees and servicing costs are the same as for large developments;

- Noted that costs and fee structures are lower in neighbouring municipalities; and,
- Requested that the District take a more balanced approach and scale fees to the size of the project.

3.2. Robert Armstrong:

- Spoke in support of item 8.6 Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation;
- Expressed support for the previous speaker's comments regarding coach houses;
- Advised that he is a longtime resident and his family began the process of building a coach house on his property in 2019 and has not been able to do so;
- Stated that the basement of his home is included in the calculation of floor area and that new homes in the area have been constructed deeper underground to avoid this;
- Advised that his property does not qualify to have a coach house due to the inclusion of the basement floor space;
- Commented on issues with deeper basements including cost, water table, and that they are less pleasant to live in;
- Stated that coach houses are not driven by developers and are family-focused to allow inter-generational living;
- Expressed disappointment that he has been unable to build a coach house to date and that construction costs have risen significantly since they started the process in 2019; and,
- Stated that District-driven costs add 25 percent to the cost of building a coach house.

3.3. Clayton Welwood:

- Spoke regarding Development Permit 4.25 – Lillooet Social Housing;
- Advised that he lives in a nearby building and was providing feedback on his own behalf as well as the strata board;
- Stated that they are broadly supportive of the proposal and consider the location suitable for the use;
- Expressed concern regarding the proposed vehicle parking, noting that half of the units are at least two bedrooms and suitable for families;
- Stated that allocating less than one vehicle space per unit is not realistic and opined that additional vehicles would be parked on the street; and,
- Suggested reallocating space from bicycle parking to vehicle parking.

3.4. Kathleen Jarvis:

- Expressed concern regarding the proposed amount of parking in Development Permit 4.25 – Lillooet Social Housing;
- Advised that she is a neighbourhood resident;
- Expressed support for affordable housing;
- Noted that she attended the public hearing and spoke with the Planner;

- Noted that the estimated number of units at the time of rezoning was up to 170 and the proposed unit count is now 188;
- Stated that she was assured that there would be sufficient on-site parking for residents, relatively small traffic impacts, and the building design would be stacked and use topography and natural screening;
- Noted that District staff acknowledged that parking is an issue in the neighbourhood at the public hearing;
- Expressed concern regarding the size and massing of the proposed buildings;
- Opined that the developer wants to maximize the number of units and not add parking due to the cost;
- Opined that the claim that residents of affordable housing with incomes up to 100,000 dollars per year are less likely to drive and more likely to travel by bicycle is not reasonable; and,
- Commented on the distance to shopping and services other than one grocery store and stated that a vehicle would be required for grocery shopping.

3.5. Vicky Pascoe:

- Spoke in support of item 8.6 Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation;
- Advised that they have explored building a coach house as their property is suitable and this would allow family to live for a lower cost than their current rental and provide the opportunity for her to age in place in the future;
- Stated that they hired a company to design and build a coach house and determined the cost would be manageable;
- Stated that the cost rose by 25 percent when they applied for permits due to District requirements for additional consultant fees;
- Stated that the project is no longer possible due to the additional costs;
- Commented on different processes in other municipalities, noting they do not have the same consultant requirements;
- Requested that the District work with companies that design and build infill housing as they have ideas on how to move forward;
- Stated that they are willing to upgrade services such as sewer and water; and,
- Opined that consultant fees are not necessary.

3.6. Erik Jensen:

- Requested the District conduct a 15-year audit of bylaw changes to determine which increased the time and cost of development;
- Opined that all additional requirements such as for energy, water, and slope hazard have increased costs to owners and indirect costs to the District;
- Questioned if regulations are decreasing affordability;
- Opined that savings can be found by eliminating unnecessary and burdensome requirements;
- Noted that the Financial Plan shows that debt servicing costs will double by 2030;

- Stated that the District is dependent on development for revenue and if there is a slowdown due to extra requirements, that will negatively impact the District's finances; and,
- Stated that coach houses should be encouraged and that applying for a building permit is challenging.

3.7. Peter Teevan:

- Stated that he is interested in transportation matters;
- Stated that he spoke with the project engineer for the Mountain Highway Interchange project during public information meetings regarding the life of the Ironworkers Memorial Bridge, noting he was told at the time that the bridge had 30 year left of structural life, now 21 years, at which point there will be no options other than full replacement;
- Noted that the Deas Tunnel was announced 14 years ago and construction has not started;
- Expressed concern that the Ironworkers Memorial Bridge planning has not started and urged Council to support moving forward; and,
- Commented on an editorial article he wrote recommending that officials consider the next 100 years and ensure every decision they make plays a part in the larger vision rather than focussing on individual projects.

3.8. Akua Schatz:

- Advised that she is with a company that builds infill housing in residential neighbourhoods and has completed more than 500 projects;
- Expressed support for moving forward with SSMUH, noting its importance for housing;
- Stated that there is Interest across the District in building infill housing;
- Expressed support for comments by previous speakers regarding barriers to building coach houses;
- Opined that the largest barrier to building coach houses is municipal-driven costs, not zoning;
- Stated that the costs for additional consultants required by the District are three times as much as in other comparable municipalities;
- Stated that construction costs for coach houses are 25 percent higher than in other municipalities;
- Opined that there are other ways to meet the same Step Code and stormwater management requirements;
- Opined that if the District approves SSMUH and does not update its policies, coach houses will not be financially possible to build;
- Stated that there have been very few coach houses built in the District compared with the City of Vancouver.

4. RECOGNITIONS

5. DELEGATIONS

5.1. Hollyburn Community Services Society

Re: Year In Review

Mark Friesen, Executive Director, and Mike Thorne, Board Member, Hollyburn Community Services Society, provided an overview of the organization, including their structure, purpose, programming, challenges, recent accomplishments, community impacts, and their perspective on current and emerging community needs. Mr. Thorne thanked the District for providing land for the housing project at the Delbrook site, noting that additional funding from BC Housing has allowed them to increase the number of deep subsidy units to help address the housing needs of those displaced by the fire at Silverlynn Apartments.

MOVED by Councillor MURI

SECONDED by Councillor MAH

THAT the delegation of Hollyburn Community Services Society is received for information.

CARRIED

6. RELEASE OF CLOSED MEETING DECISIONS

Nil

7. COMMITTEE OF THE WHOLE REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT items 8.2 and 8.3 are included in the Consent Agenda and are approved without debate.

CARRIED

8.1. Business Licence for Blue Sky Daycare – 431 Vienna Crescent

File No.

MOVED by Mayor LITTLE

SECONDED by Councillor HANSON

THAT Council approve the application to amend the business licence for Blue Sky Daycare, located at 431 Vienna Crescent, to increase capacity from eight children (multi-age child care) to 14 children.

CARRIED

8.2. 2026-2030 Financial Plan Approval Bylaw 8790

File No. 09.3900.20/000.000

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT “2026-2030 Financial Plan Approval Bylaw 8790” is ADOPTED.

CARRIED

8.3. Repeal and replace the North Shore Disaster Bylaw 7619, 2006, North Shore Emergency Management Office Agreement Bylaw 7303, 2002, and the Emergency Plan Bylaw 7304, 2002 with North Shore Emergency Management Establishing Bylaw 8791, 2026 and the North Shore Emergency Management Delegation Bylaw 8792, 2026

File No. 09.3900.20/000.000

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT “North Shore Emergency Management Establishing Bylaw 8791, 2026” is ADOPTED;

AND THAT “North Shore Emergency Management Delegation Bylaw 8792, 2026 is ADOPTED.

CARRIED

8.4. Bylaw 8778 – Text Amendment Rezoning – 100 Amherst Avenue (Chemtrade)

File No. 09.3900.20/000.000

MOVED by Mayor LITTLE

SECONDED by Councillor MURI

THAT “District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)” is given no further Readings and is abandoned at First Reading.

CARRIED

Opposed: Councillors BACK, HANSON and MAH

Mayor LITTLE left the meeting at 8:29 p.m.

Councillor FORBES assumed the Chair.

Mayor LITTLE returned to the meeting at 8:30 p.m.

8.5. Development Permit 4.25 – Lillooet Social Housing

File No. 08.3060.20/004.25

MOVED by Mayor LITTLE

SECONDED by Councillor POPE

THAT Development Permit 4.25 for a six-storey affordable rental apartment building at the southwest corner of Old Lillooet Road and Lillooet Road is ISSUED.

A member of Council proposed a motion to refer the matter to an in-camera meeting.

MOVED by Councillor MURI

SECONDED by Councillor MAH

THAT the matter is referred to a closed meeting of council for further discussion regarding the District's ownership of the site and partnership with BC Housing.

DEFEATED

Opposed: Mayor LITTLE, Councillors BACK, FORBES, HANSON, and POPE

The main motion was then considered.

MOVED by Mayor LITTLE

SECONDED by Councillor POPE

THAT Development Permit 4.25 for a six-storey affordable rental apartment building at the southwest corner of Old Lillooet Road and Lillooet Road is ISSUED.

CARRIED

Opposed: Councillors MAH and MURI

The meeting recessed at 9:13 p.m. and resumed at 9:24 p.m.

Councillor BACK returned to the meeting at 9:25 p.m.

Councillor MURI left the meeting at 9:36 p.m. and returned at 9:37 p.m.

8.6. Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation

File No.

MOVED by Mayor LITTLE

SECONDED by Councillor MURI

THAT Council does not support the implementation of Small-Scale Multi-Unit Housing (SSMUH) in the District of North Vancouver as implied in Bill 25.

CARRIED

Opposed: Councillors BACK, HANSON and POPE

A member of Council proposed a motion arising.

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT staff are directed to draft a letter to the Province communicating the decision of Council to not support SSMUH including concerns pertaining to the challenges with servicing, managing hazardous conditions, the appropriate density to support future transit investment, and the importance of the District's current growth model that directs 70-90% to Town Centres.

A member of Council proposed postponing consideration of the motion to a future meeting.

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT the motion to draft a letter to the Province is postponed to a future meeting of Council.

CARRIED

MOVED by Mayor LITTLE

SECONDED by Councillor MURI

THAT the April 13, 2026 Regular Council Meeting is authorized to continue beyond 10:30 p.m.

CARRIED

(10:19 p.m.)

8.7. Pilot Project Update for Edgemont Boulevard and Highland Boulevard

File No. ENGES-1189852991-425

MOVED by Councillor MURI

SECONDED by Councillor POPE

THAT Council receive the report, titled 'Pilot Project Update for Edgemont Boulevard and Highland Boulevard', dated March 19, 2026.

CARRIED

8.8. 2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings

File No. ENGES-1189852991-428

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT Council receive the report, dated March 25 2026, titled "2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings."

CARRIED

8.9. Passenger Rail Services Within the Sea to Sky Corridor

File No.

This item was deferred to the April 27, 2026 Regular Council Meeting.

9. REPORTS

9.1. Mayor

Nil

9.2. Chief Administrative Officer

Nil

9.3. Councillors

Nil

9.4. Metro Vancouver Committee Appointees

Nil

10. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

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

CARRIED
(10:56 p.m.)

Mayor

Corporate Officer

DELEGATIONS

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Delegation to Council Request Form

District of North Vancouver

Corporate Officer

355 West Queens Rd, North Vancouver, BC V7N 4N5

Phone: 604-990-2311

Email: signup@dnv.org

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

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

Name of group wishing to appear before Council: North Vancouver Community Associations Network

Title of Presentation: Local Election Process

Name of person(s) to make presentation: John Miller, Peter Teevan and Eric G.Andersen

Purpose of Presentation:

- ☒ Information only
☐ Requesting a letter of support
☐ Other – please describe below:

Attach separate sheet if additional space is required

At our most recent monthly meeting of NVCAN, one of the topics was our preparation and regular non-partisan facilitation supporting the Local Election Process.

In our Delegation, NVCAN will send a maximum of three board members who will detail for the Mayor and Council the following:

Affirmation of NVCAN and our member Community Association's disposition of being non-partisan facilitators of the Local Election Process.

Our goals are to increase voter information and voter participation.

We will try to present as complete as possible, a draft schedule for All Candidates Meetings that will be facilitated around the District by Community Associations.

We will detail for the Mayor and Council how we now live-stream & publish videos of All Candidates meetings on YouTube to increase voter information.

We will ask the Council for their input into our process and what their ideas are that support our goals of increasing voter information and participation

We feel that the earlier this delegation is scheduled, the better for the municipal election preparation.

Please contact the undersigned to provide feedback and a decision on this delegation request.

Eric G. Andersen and John L. Miller

President and Vice-President, North Vancouver Community Associations Network (NVCAN)

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

Contact person (if different than above): Eric Godot Andersen

Daytime telephone number: 604 929 6849

Email address: ericgandersen@shaw.ca

Will you be providing supporting documentation? ☐ Yes ☒ No

If yes: ☐ Handout ☐ Digital Format ☐ PowerPoint Presentation

Note: All supporting documentation must be provided 14 days prior to your appearance date.

This form and any background material provided will be published in the public agenda.

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

Please note:

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

Delegation to Council Request Form

Rules for Delegations:

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

Helpful Suggestions:

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

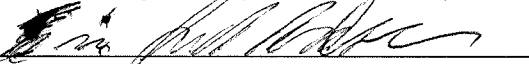
I understand and agree to these rules for delegations

Eric Godot Andersen

03/28/2026

Name of Delegate or Representative of Group

Date


Signature

For Office Use Only

Approved by:

Corporate Officer



Deputy Corporate Officer

Appearance date:

Receipt emailed on:

Rejected by:

Mayor

CAO

Applicant informed on:

Applicant informed by:

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

At our most recent monthly meeting of NVCAN, one of the topics was our preparation and regular non-partisan facilitation supporting the Local Election Process.

In our Delegation, NVCAN will send a maximum of three board members who will detail for the Mayor and Council the following:

1. Affirmation of NVCAN and our member Community Association's disposition of being non-partisan facilitators of the Local Election Process.
2. Our goals are to increase voter information and voter participation.
3. We will try to present as complete as possible, a draft schedule for All Candidates Meetings that will be facilitated around the District by Community Associations.
4. We will detail for the Mayor and Council how we now live-stream & publish videos of All Candidates meetings on YouTube to increase voter information.
5. We will ask the Council for their input into our process and what their ideas are that support our goals of increasing voter information and participation.

We feel that the earlier this delegation is scheduled, the better for the municipal election preparation.

Please contact the undersigned to provide feedback and a decision on this delegation request.

Eric G. Andersen and John L. Miller

President and Vice-President, North Vancouver Community Associations Network (NVCAN)

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REPORTS

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AGENDA INFORMATION	
☒ Regular Meeting	Date: May 4, 2026
☐ Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver REPORT TO COUNCIL

April 21, 2026

AUTHOR: Daniel So, Section Manager, Revenue & Taxation

SUBJECT: Tax Rates Bylaw 8795, 2026

RECOMMENDATION:

THAT "Tax Rates Bylaw 8795, 2026" is given FIRST, SECOND, and THIRD Readings.

REASON FOR REPORT:

In accordance with Section 197 of the Community Charter, Council must adopt the 2026 Tax Rates Bylaw by May 14.

SUMMARY:

As directed by the Committee of the Whole at the Property Tax Distribution Workshop held on April 20, 2026, staff have prepared the 2026 Tax Rates Bylaw. The bylaw is based on a 3.53% property tax increase distributed evenly across the property classes, except where capped by the Province. Additionally, 2026 tax growth revenue in the Light Industry class is reinvested within the class to move its rate closer to the regional average.

EXISTING POLICY:

Section 165(3.1) of the Community Charter requires five-year financial plans to include specific objectives and tax policy disclosure. The tax strategy is based on tax rate competitiveness within the Metro Vancouver region to sustain economic development and encourage tax growth through investment. Each year the tax strategy will be re-evaluated against achievements to date, current economic conditions, and the status of assessment appeals impacting major industrial properties and their potential tax loss risks.

ANALYSIS:

At the Property Tax Distribution Workshop, options for allocating the property tax levy were discussed. The Committee of the Whole supported even distribution of the tax levy and the reinvestment of \$54,000 of 2026 Light Industry tax growth (from new improvements) within the Light Industry class. Staff will continue to advance the following policy initiatives:

- Collaborate with the consortium of municipalities affected by the Ports Property Tax Act (PPTA) to pursue its modernization or repeal.
- Analyze assessment values of major industrial waterfront properties, including the resolution of outstanding assessment appeals.

- Monitor the business and light industry property tax rates for meaningful opportunities to harmonize tax rates between these classes and further align with the District's Economic Development Strategy.
- Monitor for impacts of the new provincial housing legislation on residential property assessment values.

In addition to the actions above, the Committee of the Whole passed a motion directing staff to draft a resolution calling on the Province to work with host municipalities to modernize or repeal the PPTA, for submission to the 2026 Union of British Columbia Municipalities (UBCM) Convention. The City of Delta has submitted a similar resolution to the Lower Mainland Local Government Association (LMLGA) Annual Conference scheduled for April 30, 2026, calling on UBCM to ask the Province to amend the PPTA for tax fairness for port communities. Pending the outcome of the resolution at the LMLGA Conference, staff will provide a report to Council with options on how to proceed, along with a resolution for the 2026 UBCM Convention.

The following table details the tax share for each property class after applying an even distribution of the 2026 property tax levy, with reinvestment of tax growth within the Light Industry class.

Tax Shares:

Property Class	2026	2025
1. Residential	72.5%	72.5%
2. Utilities	0.2%	0.2%
4. Major Industry – Non-capped	5.9%	5.9%
4. Major Industry – Capped	4.3%	4.3%
5. Light Industry	0.9%	0.9%
6. Business	15.9%	15.9%
8. Recreation	0.3%	0.3%
Total	100.0%	100.0%

Tax Rates:

For 2026, tax rates for Class 1 and Class 4 (uncapped) remain below regional averages, reflecting steady increases in property values and growth from new construction. The remaining classes are at or above regional averages and will be reviewed for potential adjustments as part of ongoing policy work, taking into account evolving economic conditions.

Property Class	2026 Municipal	2025 Municipal
Residential	1.83419	1.71033
Utilities	40.00000	40.00000
Industrial (Major)		
Uncapped	15.97657	13.85969
Capped Properties	27.50000	27.50000
Capped New Investment	22.50000	22.50000
Industrial (Light)	6.84105	6.22549
Business / Other	5.30558	4.79692
Recreation	4.57289	4.13355

Timing/Approval Process:

Adoption of Bylaw is required by May 14, 2026.

Conclusion:

The Property Tax Strategy has been largely effective in maintaining the District's competitive position within the region. Going forward, staff will continue to monitor tax rate competitiveness, advance efforts to modernize or repeal the Ports Property Tax Act (PPTA), and bring forward options that support the District's economic development objectives.

Respectfully submitted,



Daniel So
Section Manager, Revenue & Taxation

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	_____		

The Corporation of the District of North Vancouver

Bylaw 8795

A bylaw to set Tax Rates for 2026

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

Citation

1. This bylaw may be cited as "Tax Rates Bylaw 8795, 2026".

2026 Tax Rates

2. The following tax rates are imposed for 2026 on the taxable land and improvements as set out in the assessment roll:
 - a) for all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "A" of the Schedule A attached hereto and forming a part hereof;
 - b) for provision of the monies required in 2026 under bylaws of the municipality to meet payments of interest and principal of debts incurred for which other provision has not been made, on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "B" of Schedule A attached hereto and forming a part hereof; and,
 - c) for provision of the municipality's appropriate share of the monies required for Regional District purposes for the year 2026, for expenditures of the Metro Vancouver Regional District on the assessed value of land and improvements taxable for hospital purposes, rates appearing in column "C" of Schedule A attached hereto and forming a part hereof.

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

READ a second time

READ a third time

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8795

2026 TAX RATES (\$'S OF TAX PER \$ 1,000 TAXABLE VALUE)

Property Class	A Municipal General	B Municipal Debt	Total Municipal	C Metro Vancouver Regional District
Residential	1.76803	0.06616	1.83419	0.05506
Utilities	38.55718	1.44282	40.00000	0.19270
Industrial (Major)	15.40028	0.57629	15.97657	0.18720
Industrial (Major)				
Capped Properties	26.50804	0.99196	27.50000	0.18720
Capped New Investment	21.68843	0.81157	22.50000	0.18720
Industrial (Light)	6.59429	0.24676	6.84105	0.18720
Business/Other	5.11420	0.19138	5.30558	0.13489
Recreation	4.40794	0.16495	4.57289	0.05506

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AGENDA INFORMATION	
☒ Regular Meeting	Date: <u>May 4, 2026</u>
☐ Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver

REPORT TO COUNCIL

DATE: April 21, 2026
CASE: PLN2024-00054

AUTHOR: Kevin Zhang, Development Planner
SUBJECT: OCP Amendment and Rezoning Application: 1578 - 1590 Hunter Street
(Student Rental Housing Development)

RECOMMENDATION

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

- a. 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.

REASON FOR REPORT

This report provides Council with an assessment of the revised application for a purpose-built student rental building proposed at the subject site and staff recommendations for next steps. The assessment includes to what extent the applicant has responded to the directions provided by Council when it considered the application at the December 8, 2025 Regular Council meeting (Attachment 3).

BACKGROUND & SURROUNDING CONTEXT

January 2025 - District planning staff received a complete detailed Official Community Plan (OCP) amendment and rezoning application for a purpose-built student rental

accommodation at 1578 - 1590 Hunter Street that was significantly inconsistent with the District's policies.

Despite the proposed student housing being encouraged in the District's housing policies, staff were challenged by how significantly the proposal deviated from the District's policies for density and height and encouraged the applicant to modify their submission accordingly. Despite some modifications to their initial proposal, significant unresolved issues remained.

December 8, 2025 - Council reviewed these outstanding issues identified by staff in a [Report to Council](#) (Attachment 3) and passed the following resolution:

THAT Council is not supportive of the application as it is presented and requests the applicant revise their application to lower the density, and to address key issues of building design, site access and below market housing, along with other rezoning stage issues identified by staff.

Some key comments provided by Council at this meeting include:

- **Need for Student Housing:** Councillors noted support for student housing, noting it reduces bridge congestion and frees up local rental stock;
- **Lack of Affordability:** Some councillors noted the high market rents and sought dedicated, below-market affordability component for lower-income students;
- **Density Departure:** Concerns were raised regarding the proposal exceeding the Official Community Plan's 2.5 FSR limit. However, member(s) of Council noted the increase density and height is not entirely out of place with the surrounding neighbourhood, and may be supportable when considered alongside adequate community benefits, such as below-market housing;
- **Micro-Units:** Most councillors accepted the 160-220 square foot micro-units, noting them as smartly designed and acceptable for students;
- **Transportation Issues:** Member(s) of Council noted transit access is problematic and suggested exploring a dedicated shuttle for future tenants; and
- **Economic and Community Benefits:** Member(s) of Council highlighted that housing students would inject vitality into the community and provide staffing for local businesses.

January 2026 - A revised application was received by staff. This 2026 submission is the subject of this report, which evaluates how the revised proposal has addressed directions from Council on Dec 8, 2025 and staff input throughout the review process.

Site and Surrounding Area

This 1,942 m² (20,898 sq. ft.) site is a four-lot assembly located at the northwest corner of Hunter Street and Orwell Street, in the Lynn Creek Town Centre. Adjacent properties include the Seylynn Centre development to the west, a property owned by the Ministry of Transportation and Transit (MOTT) to the north, Squamish Nation lands to the east, and a proposed apartment development to the south. Further details about surround sites can be found in the December 8, 2025 Council Report (Attachment 3).



Description of the Revised Application

Following the Early Input Opportunity with Council on December 8, 2025, the applicant submitted a revised application in January 2026. The revised proposal included the following:

- reduction the overall density from 6.28 FSR to approximately 5.5 FSR;
- reduction of height from 25 storeys to 21 storeys;
- reduction of dwelling units from 584 to 426;
- clarification on forecasted student demand in the area;
- confirmation that all units will be only inhabited by Cap U students, with eligibility criteria and other operational clauses to be negotiated with the District and Capilano University; and
- an updated project pro forma.



Renderings of proposed development from Hunter Street

ANALYSIS

There is a demonstrable need for housing to support students attending Capilano University. Staff support the proposed land use and have been working with the applicant to shape the proposal so that it aligns with District standards, policies, and regulations, including our Official Community Plan, as well as addressing critical infrastructure demands and transportation impacts.

With the revised application, the applicant has made some progress in addressing some of Council's and staff's comments, but significant technical issues are still outstanding. At the time of the writing of this report, staff and the applicant remain apart on these outstanding issues.

Below-Market Housing, Density and Height

At the December 2025 Council meeting, some members of Council indicated general support for the provision of student housing at this site, but at the same time, affordability was identified as an important issue for students on the North Shore. Members of Council stated that a proposal with density far beyond the OCP designation must include an affordability component, i.e. below-market rental housing.

While Council generally supported a reduction in density and height of the proposal, they also noted that if there was to be a below-market component in the development, they may be open to considering a density above the current OCP limits.

At the District, when a development proposes density and height that are significantly higher than envisioned in the OCP and, in this case, the Lower Lynn Town Centre Implementation Plan, the OCP states that "Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP."

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Density	~6.28 FSR	~5.5 FSR	2.5 FSR Official Community Plan (OCP) Designation
Height	25 storeys	21 storeys	3 - 5 storeys (Lower Lynn Town Centre Implementation Plan)
Units	485	426	-
Below-market Housing	No below-market housing	No below-market housing	Significant increases beyond OCP densities typically accompanied by below-market housing

In the revised application, a pro forma was submitted, enabling staff to do a review guided by the District's [CAC policy](#). The purpose of the CAC policy and proforma review is to determine whether there would be a significant land lift as a result of the rezoning

and therefore whether any community benefits, such as below-market housing, can be negotiated and secured.

An independent review of this pro forma indicated that there is not a substantial lift in the value of the land when comparing the current zoning and the proposed zoning. There are a few unique factors that come into play in this case, including the current real estate market conditions, the proposed student tenancy limits, forecasted operating cost, construction cost escalation, as well as significant off-site servicing costs that can be anticipated with this application. Given these constraints, the analysis demonstrates that the applicant would be challenged to provide below-market housing at this time.

The applicant states that their proposed rents are inherently more affordable to student population because of the smaller unit sizes and the included amenities. The table below compares the applicant's proposed 2026 rents with other market rental development on the North Shore.

	2026 Proposal	Other Purpose-Built Rental Developments
Unit Type	Junior Studio / Studio	Studio
Average Size	160 – 220 sq. ft.	~ 450 sq. ft.
Average Rent	~ \$1,700 - \$2,000 / month	~ \$2,200 / month
Average Rent per sq. ft.	\$9.09 - 10.63 / sq. ft.	\$4.89 / sq. ft.
Inclusions	Utilities, Internet, Furniture & Chattels, Student-focused Amenities (approx. \$400 value)	Typical condominium amenities

Should the proposal proceed to bylaw introduction, it would be accommodated by an OCP amendment bylaw, which would introduce a new designation of “Commercial Residential Mixed-Use Level 5” accommodating up to approximately 5.5 FSR.

Lastly, should the proposal advance to bylaw introduction stage, a Housing Agreement with the District would be required to secure, at a minimum, the following conditions:

- Market rental for students;
- Eligibility criteria (Cap U students);
- Operational details; and
- Other items as applicable.

Vehicle Parking, Curb-Side Management, and Transportation Impacts

At the December 2025 Council meeting, members of Council raised concerns regarding students travelling to and from Capilano University. A shuttle service was suggested to be explored. Staff also raised concerns related to potential vehicle trips generated by the proposed development, and the lack of proposed parking for tenants.

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Vehicle Parking	0 residential 20 visitor 0 loading	0 residential 20 visitor 0 loading	The District's Alternative Vehicle Parking Rates Policy set a range between 0.5 and 1.0 parking spaces per market rental unit. There are no precedents for off-campus, student-only developments in the District.
Student Shuttle Service	Not proposed	Not proposed	TransLink has provided a letter (Attachment 1) stating that if "volumes [on the 245 bus] exceed levels identified in the Transit Service Guidelines, [TransLink] will investigate the possibility of adding additional service as part of quarterly service changes".

The applicant's Traffic and Parking Review Report estimates peak traffic of 5 vehicles per hour in the morning and 18 vehicles per hour in the afternoon. Staff did not receive adequate justification for these figures, especially considering high level of anticipated ride-share, food delivery, and goods delivery trips that may be associated with 426 university student dwelling units.

The applicant's Traffic and Parking Review Report notes the proposed parking arrangement as 0 residential stalls, 20 visitor stalls, and 0 loading stalls. While staff agree that parking demand for student-only housing is likely to be lower than typical market rental housing, staff did not receive adequate justification for zero residential parking and loading. As such, on-site parking and curb-side management will be key, given the limited street parking available in the neighbourhood.

Since receipt of the original application in early 2025, in accordance with District best practice, staff have been seeking a full Transportation Study with a parking analysis, with the scope of the study set by the District staff and analysis based on Institute of Transportation Engineers (ITE) rates and guidance, and observed parking occupancy data. At the time of this report writing, a study with the requested information and analysis has not been provided.

Overall, significant issues of transportation impact and parking supply remain unresolved. Staff hope to receive the requested Transportation Study and want to work collaboratively with the applicant to reach solutions that are acceptable for both the applicant and the community.

Vehicle Access and Garbage and Recycling Staging

The access locations of vehicles and garbage and recycling staging remain key unresolved issues. The portion of Orwell Street adjacent to the site is identified to be an active-transportation-only route by the District (see diagram below). As such, it is preferred that no vehicle/garbage/loading access from Orwell Street. This change will require significant redesign of both the building and the site layout.

The applicant stated that vehicle access from Orwell Street (orange arrow in diagram below) is preferred given consideration relating to the flood construction level, intersection alignment on Hunter Street, and safety and street function. Staff and the applicant have not yet reached agreement on these topics.

Further, a shared-driveway along the east edge of the property with a knock-out wall (red arrow in diagram below) is requested by staff to provide future access to a potential development on the MOTT-owned lands to the north. This shared driveway has not been provided as part of the latest submissions.

Resolution of these issues will require time. Staff aim to work with the applicant to find a solution that will be suitable for this site as well as the surrounding changing road network.

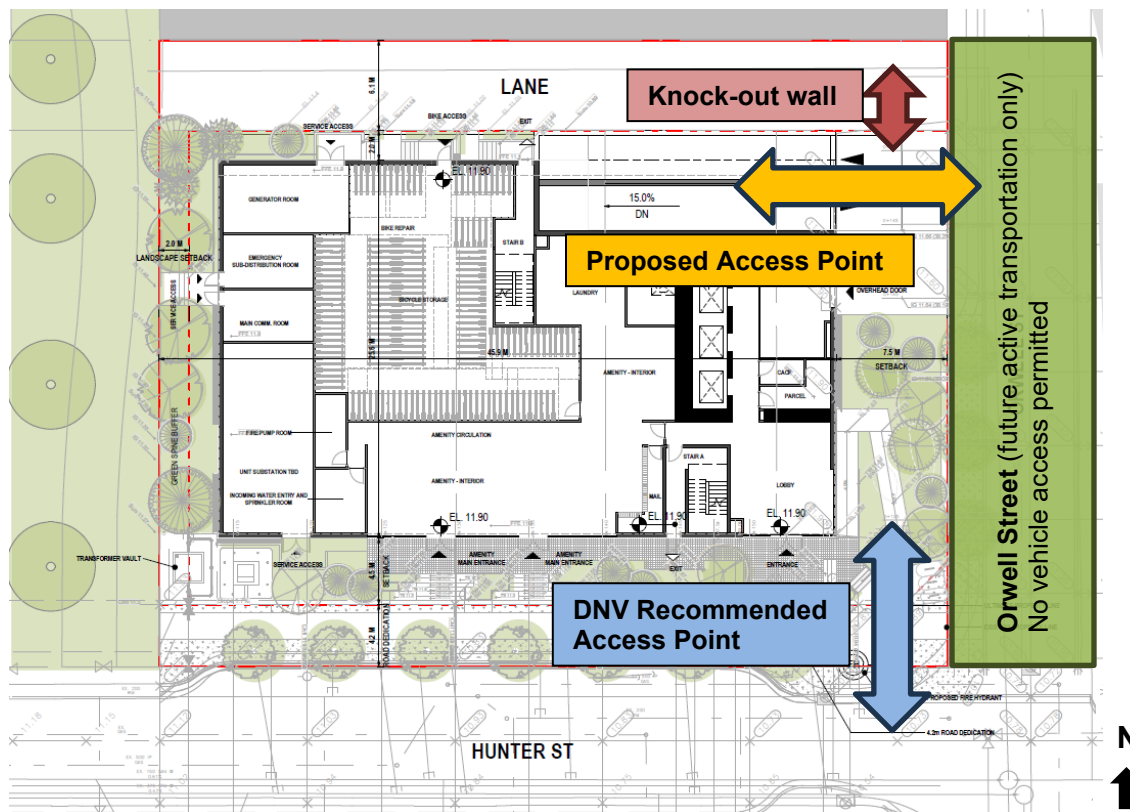


Diagram showing proposed vs recommended vehicle access points

Off-Site Servicing and Infrastructure Upgrades

The District typically identifies key infrastructure upgrades, particularly those related to proposed developments, at rezoning stage, prior to Council consideration of the bylaws. As the subject site and some of the surrounding sites are pursuing significantly higher density developments, there is an infrastructure gap that must be addressed. In accordance with the Local Government Act, some of these off-site servicing upgrades can only be effectively secured at rezoning stage.

There are known capacity issues with sanitary and storm sewer systems in this sub-area of the Lynn Creek neighbourhood. Staff have outlined to the applicant that the required offsite utility upgrades are determined based on detailed utility modelling conducted by the District. As such, the applicant has been advised to pay the required utility modelling fees to initiate this important process.

Staff do not recommend that bylaws be introduced to Council until the scope of the off-site infrastructure upgrades (including utility, frontage, and intersection improvements/upgrades) have been determined and potential construction traffic management issues are addressed to the satisfaction of staff.

Accessibility

The number of accessible units are lower than District's policy recommendation and are described in the table below. While a student population is less likely to experience accessibility issues when compared with the general public, staff believe the inclusion of more accessible and/or adaptable design features would also benefit students. The applicant is encouraged to include as many basic and enhanced units as feasible.

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Accessible Units	5% Basic 0% Enhanced	5% Basic 0% Enhanced	100% Basic 5% Enhanced (Accessible Design Policy for Multi-Family Housing)

Setbacks and Land Dedications

Staff aim to achieve adequate setbacks along the Green Spine linear park to the west of the subject property, and land dedications along Hunter Street. These components will be key to reduce impacts to the park, and also to secure the delivery of a multi-use path, and other public infrastructure along Hunter Street and Orwell Street.

Architectural Design

Issues related to architectural design remain, with the design of the tower being pivotal. Due to the tower floorplate being an L-shape, the width still exceeds the maximum tower width of 30m as per the District's Form and Character Development Permit Area guidelines. This guideline aims to minimize view blockage and shadow impacts on the surrounding neighbourhoods. Staff recommend exploring different tower floor plates through massing studies and shadow analysis and introducing architectural articulations.



North Elevation

Summary of Key Outstanding Issues

The table below summarizes key outstanding issues identified in this report.

Key Outstanding Issue	Council Input / Staff Review / DNV Plans and Policies	January 2026 Proposal
Density	2.5 FSR (Official Community Plan)	Approx. 5.5 FSR
Height	3-5 Storeys (Lower Lynn Town Centre Implementation Plan)	21 Storeys (4 storey podium + 17 storey tower)
Below Market Housing	Significant increases beyond OCP densities typically accompanied by below-market housing.	No below-market component proposed
Vehicle Parking, Curb-Side Management, and Transportation Impacts	Parking rates below the minimums set out in the Zoning Bylaw and the Alternative Vehicle Parking Rates Policy must be supported by a full Transportation Study with a parking analysis.	0 residential spaces 20 visitor spaces 0 loading spaces Full Transportation Study with a parking analysis not submitted.
Student Shuttle Service	A student shuttle service was suggested to be explored.	Student shuttle is not proposed.
Vehicle Access and Garbage and Recycling Staging	Vehicle access is preferred to be on Hunter Street.	Vehicle access is proposed on Orwell Street.
Off-Site Servicing and Infrastructure Upgrades	Key off-site servicing and infrastructure upgrades are typically determined at the rezoning stage and informed by utility modelling.	Utility modelling has not commenced.

Accessibility	100% Basic Accessible 5% Enhanced Accessible (Accessible Design Policy for Multi-Family Housing)	5% Basic Accessible 0% Enhanced Accessible
Setbacks and Land Dedications	Setback and land dedication adjustments are suggested to reduce impacts to the park, and also to secure the delivery of a multi-use path, and other public infrastructure along Hunter Street and Orwell Street	
Architectural Design	Staff recommend exploring different tower floor plates to align with Form and Character guidelines.	
Construction Traffic Management	Staff recommend identifying and addressing potential construction traffic management issues.	

Capilano University feedback

An updated letter of support has been received from Capilano University (Cap U) (Attachment 2). Cap U supports the development of independent living for upper-year students as the off-campus Dollarton Hwy residence closes. Cap U emphasizes that the project will ease pressure on the broader North Shore rental market. Additionally, the site's proximity to campus and transit will reduce cross-bridge commuting (currently 65% of students commute from off the North Shore) decreasing regional transit strain, supporting local businesses, and advancing sustainability goals.

CONCLUSION

The revised application on the subject site for a purpose-built student housing project has addressed some aspects of Council and staff comments, such as a reduction of density, height, and unit count, although the application remains well in excess of the current District's policies for density and height. In addition, the application has clarified the project's intent as a 100% Cap U student housing project, as well as described clearly forecasted student housing demand and the liveability of the units in conjunction with other amenities provided on site.

The revised application still falls short of addressing key technical issues staff have identified since the beginning of the application review. Staff recommend these issues be resolved prior to the introduction of associated bylaws. Depending on the timing of resolution of these items, bylaw introduction may take place after the 2026 Municipal Election.

OPTIONS

The following options are available for Council consideration:

1. Revise (staff recommendation):

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

- a. 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.

2. Proceed "as is":

THAT Staff be directed to prepare bylaws based on the applicant's current OCP amendment and rezoning application;

3. Reject:

THAT Council is not supportive of this OCP amendment and rezoning application as presented and that no associated bylaws are presented to Council; or

4. Other:

THAT Council provide alternative direction to staff.

Respectfully submitted,



Kevin Zhang
Development Planner

ATTACHMENTS

1. TransLink Letter
2. Capilano University Letter
3. December 8, 2025 Council Report
4. Architectural Drawings Excerpt

REVIEWED WITH:

☐ Community Planning _____
☐ Development Planning _____
☐ Development Engineering _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____
☐ Review and Compliance _____

☐ Clerk's Office _____
☐ Communications _____
☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
☐ Real Estate _____
☐ Bylaw Services _____
☐ Planning _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ NVRC _____
☐ Museum & Arch. _____
☐ Other: _____



TransLink
 400 – 287 Nelson's Ct
 New Westminster, BC V3L 0E7
 Canada
 778.375.7500
 South Coast British Columbia
 Transportation Authority

April 1, 2026

Re: Proposed Off-Campus Student Housing on Hunter St

To District of North Vancouver Planning Department,

Transport 2050 and the Transit-Oriented Communities Design Guidelines encourage a mix of housing types, including affordable and rental housing, near frequent transit services to create inclusive communities and promote equitable access to transportation. The proposed development for Purpose-Build Student Accommodation at 1578-1590 Hunter St will increase demand for transit service on route 245 and other routes to key regional destinations at Phibbs Exchange. As demand evolves, TransLink will monitor customer volumes and crowding levels. When volumes exceed levels identified in our [Transit Service Guidelines](#), we investigate the possibility of adding additional service as part of our quarterly service changes. Our planning process ensures that the network is managed in an efficient manner, and resources are allocated where they are needed most.

Transit service has recently been increased on route 245. Since Fall 2022, TransLink has added up to three peak round trips per hour and two midday round trips per hour. This capacity has been added to align with Capilano University's class schedule and enrollment numbers. Since then, we have seen the overcrowding rate on route 245 drop from 5.3% in Fall 2023 to 2% in Fall 2025. We continue to collaborate with Capilano University to tailor route 245 service to meet the needs of students.

In the near future, the extension of the R2 RapidBus from Phibbs Exchange to Metrotown Station will improve transit accessibility for North Vancouver residents by expanding all day fast and frequent service to key regional destinations in Vancouver and Burnaby.

We appreciate the opportunity to coordinate land use planning and transit service planning. It is critical to ensure that transit capacity and access are appropriately considered as travel demand evolves near frequent transit corridors.

Sincerely,

TransLink Transit Planning

CC: Dayna Gilbert, Forum Asset Management daynag@forumam.com
 Virginia Bird, Pottinger Bird Community Relations virginia@pottingerbird.com

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April 10, 2026

Mayor Mike Little and Members of Council
 District of North Vancouver
 425 District Court Road
 North Vancouver, BC V7P 3L2

Dear Mayor and Council Members,

Providing affordable and accessible student housing remains critical to attracting and retaining students at post-secondary institutions. Capilano University (CapU) is advancing its 360-bed on-campus student housing project, anticipated to open for Fall 2026; however, this will address only a portion of current demand. The University continues to pursue additional housing solutions through partnerships.

Since the initial submission, CapU and Forum Asset Management (Forum) have continued to work collaboratively to align the project with the University's housing objectives and operational considerations. CapU remains supportive of the proposal in its current form.

CapU's on-campus residence is designed primarily for first-year students who want a meal plan, while Forum's proposal would provide complementary housing for upper-year students in more independent living arrangements. The room sizes and layouts are typical of student housing, with the smaller footprint enabling a lower rental rate for our students. The site's proximity to campus, transit, and nearby services makes it well suited for student housing. 65% of our students cross the bridge to come to campus. An affordable housing option on the North Shore would ease pressure on Transit and reduce carbon emissions for increased travel.

With the anticipated closure of CapU's existing off-campus residence on Dollarton Avenue, the need for additional student housing capacity remains pressing. Purpose-built student housing will help address this need while also reducing pressure on the local rental market, supporting local businesses, and advancing sustainability objectives through reduced commuting.

CapU appreciates the DNV's continued engagement and respectfully reiterates its support for this proposal. Affordable housing remains one of the most significant barriers to higher education and this initiative would support your university's growth and stability and provide access to CapU's exceptional educational experience.

Sincerely,

A handwritten signature in blue ink, appearing to read "JD", with a stylized flourish at the end.

Jason Dewling, PhD
 President & Vice-Chancellor
jasondewling@capilanou.ca

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AGENDA INFORMATION☒ Regular MeetingDate: December 8, 2025☐ Other:

Date: _____



 Dept.
Manager



 GM/
Director



 CAO
The District of North Vancouver

November 17, 2025

File: 08.3060.20/054.24

Case Number: PLN2024-00054**AUTHOR:** Tash Cheong, Development Planner**SUBJECT:** Detailed Rezoning Application - 1578 - 1590 Hunter Street**RECOMMENDATION**

THAT Council provide direction(s) to staff regarding how to process this detailed rezoning application for a purpose-built rental student housing accommodation which significantly exceeds the OCP density limit.

REASON FOR REPORT

An application was received by staff which proposes to redevelop the subject site into a 24-storey, 485-unit, purpose-built rental student accommodation building. This proposed land use is aligned with the Official Community Plan (OCP) and District policies and objectives. However, the proposed density and form of development deviate significantly from the OCP and the Lower Lynn Towner Centre Implement Plan (Lynn Creek Plan). Staff are seeking Council directions on how to process this application.

ANALYSIS**Site and Surrounding Area**

This 1,942 m² (20,898 sq. ft.) site is a four-lot assembly located in Lynn Creek Town Centre.

Adjacent development includes the now-complete Seylynn Village to the northeast and the proposed Seylynn Centre development to the west that recently received second and third reading of the bylaws. The site is also situated directly east of the planned Green Spine, a future pedestrian-oriented



Figure 1: Site Map

neighbourhood corridor identified in the Lynn Creek Plan. Directly to the north is a Ministry of Transportation and Transit (MOTT) owned site and on-ramp to Highway #1. To the east, across Orwell Street, is Squamish Nation lands.

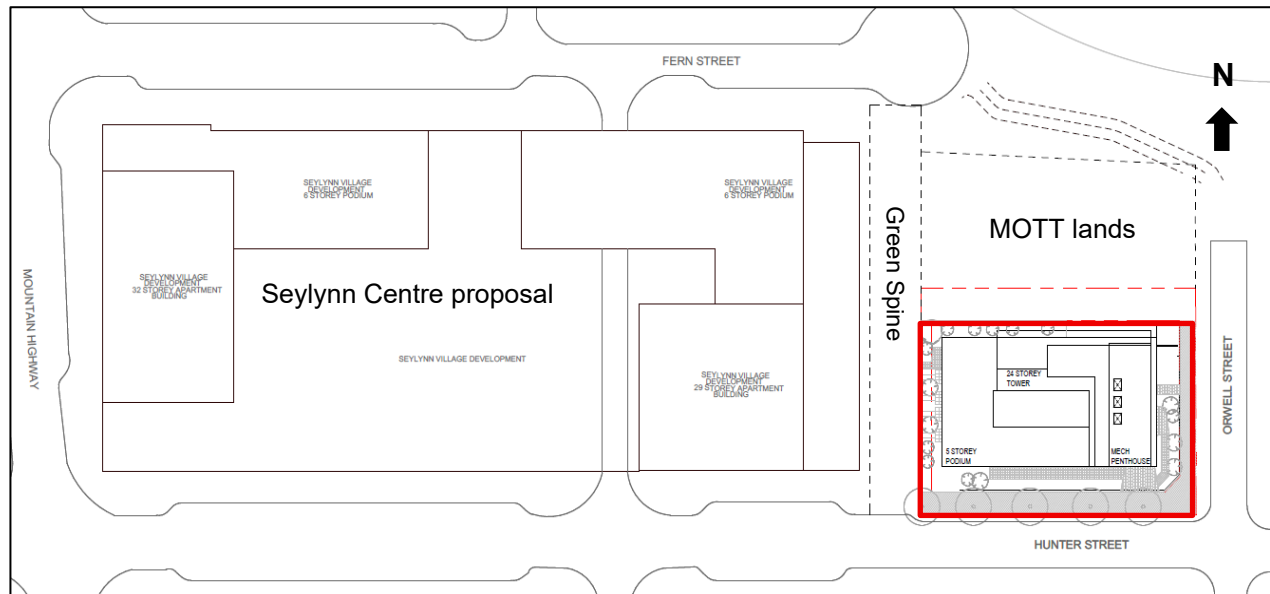


Figure 2: Site Context Plan

Project Description

On January 31, 2025, a complete detailed rezoning application was submitted to the District for the site. The current application includes a 24-storey tower on a five-story podium, over a one-level underground parkade with a proposed density of 6.28 FSR. There are common amenity rooms and facilities on the ground floor, surrounding a double-height atrium. The interior of the ground floor is organized around a large atrium and spans from Level 1 to Level 5.

From Level 1 to Level 24, there are 485 individual units proposed. These units are labelled micro or nano units, with micro units averaging from 15.4 m² (166 sq. ft.) in size, and nano units averaging from 20.6 m² (221.7sq. ft) in size. The proposal includes 20 vehicle parking stalls (all visitor) and is accessed from the northern tip of Orwell Street, as shown in Figure 3, Site Plan.

The has applicant stated that there would be a range of services and programs offered to residents as listed below:

- Indoor and outdoor amenity space
- Games lounge
- Wellness spa
- Yoga studio/gym
- Library/study

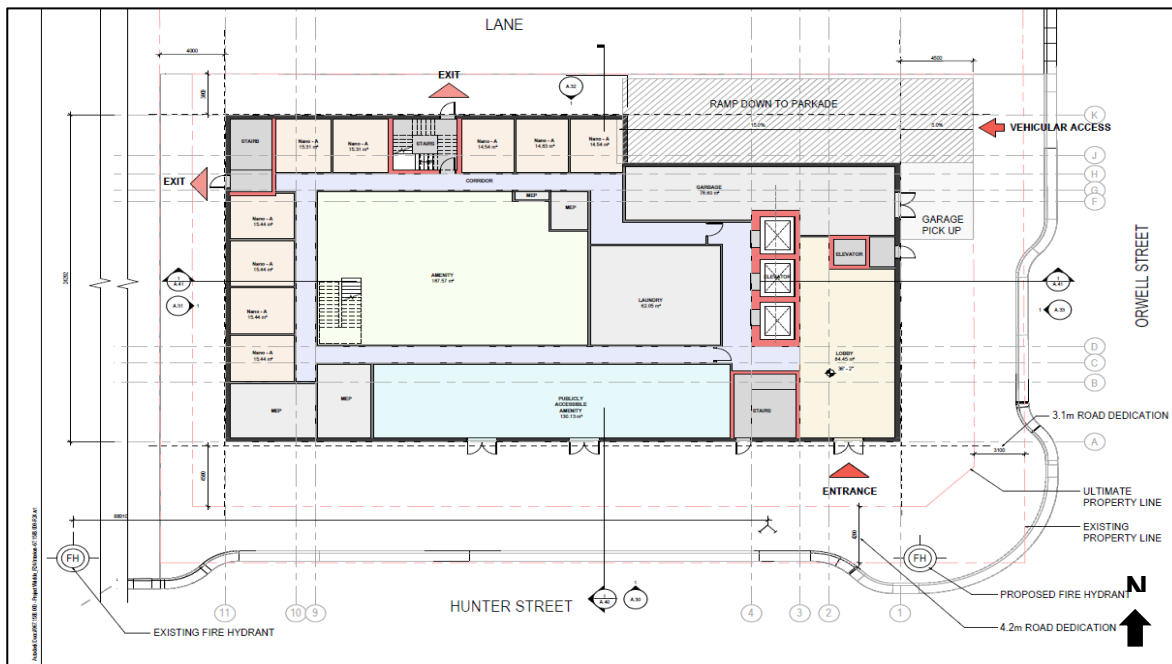


Figure 3 - Site Plan Showing Ground Floor Design

Key Issues

Upon an initial review of the January 2025 submission, staff issued a preliminary letter to the applicant on March 7th, 2025, noting the substantial deviation from District policy and the applicable design context. That letter outlined staff's initial challenge in supporting the submission in its current form at that time, as it departed significantly from the density, height, and built form envisioned in the District's OCP, including the Form and Character design guidelines, and the Lynn Creek Plan.

In response to this feedback, the applicant revised their proposal which is the subject of this report.

Staff subsequently completed a second review of the updated submission, which informed the most recent staff review summary letter provided to the applicant on November 13, 2025. This letter outlined key issues that needed to be addressed if the applicant were to proceed further with the proposal and is discussed below.



Figure 4: Rendering looking North along Hunter Street

As of the writing of this report, staff have not heard from the applicant in response to the letter. Any written response received from the applicant will be provided to Mayor and Council in an agenda addendum or on table.

1. Density and Built Form

The proposed 24-storey height and 6.28 FSR significantly exceeds the 2.5 FSR and lower building heights envisioned under the OCP, Residential Level 6: Medium Density Apartment (RES-6) designation for this site. While staff support the provision of student housing at this site, the proposed density and height represent a substantial departure from established density and height limits found in the OCP as well as the Lynn Creek Plan and the Lynn Creek Public Realm Guidelines. Not only does the proposed density exceed the density of the existing OCP designation for this property, the proposal significantly exceeds the maximum density of any designation found in District policy, which is 4.5 FSR.

In the past, when any deviation from the policy framework is sought by applicants, a substantial alignment with Council key priorities and objectives as well as offering of substantial community benefits have been demonstrated. When it comes to residential proposals, provision of below market housing that is truly affordable for targeted populations is usually the key benefit, along with the provision of other public benefits. At this time, the applicant has not identified any below-market offerings in the application.



Figure 5: Rendering looking south

As such, staff recommend a reduction in density, to approximately 4.5 FSR, to be consistent with the most intense existing development designation in the District's current OCP, Commercial Residential Mixed-Use Level 4 (CRMU4). ***This recommendation on density is predicated on the inclusion of a below market component in the proposal, which currently appears to be missing.***

In terms of the building design, the proposed L-shaped tower raises concerns regarding shadowing, contextual fit, and distance to adjacent towers. Staff recommend design development to adjust the tower floor plate, so it is closer to a point tower form, which generally has a lesser impact on the surrounding sites.

Other urban design considerations include podium relationships with the Green Spine, form and massing across the Green Spine to the west of the site, as well as across Hunter Street.

2. Unit Size and Types

The application includes a very high number of micro and nano units, ranging from 15.4 m² (166 sq. ft.) to 20.6 m² (221.7sq. ft) which raises questions about the livability and long-term suitability for residents in the building, which, based on the applicant's statement, targets students and young professionals.

Staff are thus seeking information from the applicant regarding potential unit repurposing during potential seasons/periods of low student demand or if long-term student housing needs decline. Staff are also seeking a description of a longer-term housing strategy for the life of the building, and liveability measures associated with micro and nano units is required.

Finally, staff are also recommending a housing agreement be negotiated including:

- **terms and conditions respecting the form and tenure of the housing units,**
- **availability of the housing units for students, along with an appropriate definition for a qualifying "student",**
- **the administration and management of the housing units, and**
- **for any below market units, the rents that may be charged, and the rate at which these may be increased over time.**

3. Rental rates

The applicant stated that market rental rates will be applied to all proposed units in the building. When asked about a below-market housing offering, the applicant further stated that relative affordability would be inherent when unit sizes are as small as the proposal. Staff do not believe this purely market-based approach justifies the proposed density lift of 3.78 FSR (i.e., the difference between the proposed 6.28 FSR and the current 2.5 FSR density identified in the OCP). A reasonable component of affordable housing, secured with a Housing Agreement, would more effectively address the identified housing needs in the community.

A negotiated CAC approach will also apply to this application. The negotiation has not yet started due to missing information from the applicant. In addition to the project proforma, the following related information will be helpful in assessment of the land lift as a result of the significant upzoning being proposed by the applicant.

- Supporting documentation for the breakdown of hard construction cost assumptions (e.g. a cost estimate from a quantity surveyor or general contractor)
- Supporting documentation for any off-site cost estimates
- Evidence to support the rent rate assumptions for the different unit types.
- Documentation for building operating costs.

- Information about other revenues (in addition to rent) that could be generated by the residents such as parking fees, storage fees, laundry revenue, fees to access amenities, fees for any other services that are offered.

4. Vehicle Access & Parking

The proposed parking rate appears insufficient given the number and type of units, as well as existing concerns about on-street parking pressure from local residents. More information and assessment will be needed to assess the full scope of parking and transportation impacts. The development proposes 20 vehicle stalls (all visitor, inclusive of one accessible stall) with a parking rate of 0.04.

The proposed vehicle driveway access is also to be relocated to the easterly property line of the site, as the north leg of the ultimate intersection of Orwell Street and Hunter Street; this requirement means significant changes to the ground floor plan and parking plan.

In addition, several site servicing issues have been identified related to dedications, legal matters, transportation, utilities, roadwork improvements including the design and construction of a Multi-Use Path along Orwell St. These will need to be resolved at the rezoning stage.

Community Input

A virtual Public Information Meeting was held from September 22 – October 6, 2025 and an In-person Public Information Meeting on September 25th, 2025.

Overall, participation in these engagement events was not substantial. Staff received a total of 14 comments submitted by 7 individual participants. The in-person PIM resulted in one written comment.

The following general comments were raised by the public:

- Recognition of the site's strategic location in relation to Capilano University, with comments noting its proximity to transit and potential to help alleviate pressure on the broader rental market.
- Concerns regarding the limited provision of parking, including the potential for spillover impacts on surrounding residential areas and requests for a clearer rationale behind the proposed parking strategy.
- Feedback suggesting the site may not be appropriate for this type of use, with a preference expressed for locating student housing closer to Capilano University or the Phibbs Exchange transit hub.
- Concerns that the proposed massing, height, and density are not aligned with the vision and planning principles of the Lynn Creek Town Centre.
- Comments that the proposal lacks commercial or retail space, public amenities, and meaningful contributions to the surrounding community.

- Concerns about the small size of the proposed residential units, particularly the inclusion of "nano" suites.
- Perceptions that the scale of the development may worsen existing traffic congestion in the area.
- Criticisms related to the building's overall design, including architectural expression and visual integration with the surrounding context.

Capilano University also submitted a letter of support as part of the proposal package (Attachment 1)

CONCLUSION

Staff support the creation of new student housing units in the District, especially within key growth centres close to amenities and services such as transit. However, this application proposes a density that is significantly higher than the current OCP density limit, that cannot be justified with the limited amount of proposed community benefits. Furthermore, there are other significant issues with the application, including building form and design, site access, and a lack of secured below-market units.

This report outlines these key issues to inform Council early in the application review process and to seek Council's direction on how to proceed with the project review.

Staff recommend that that application be revised as described in this report.

The following Options section of this report includes alternative directions for Council consideration.

Options:

1. Proceed with bylaw introduction – *"THAT Staff be directed to prepare bylaws based on the applicant's OCP amendment and rezoning application";*
2. Revise – *"THAT Council is not supportive of the application as it is presented and requests the applicant revise their application to lower the density to a maximum 4.5 FSR, and to address key issues of building design, site access and below-market housing, along with other rezoning-stage issues identified by staff."*

[Staff Recommendation].

3. Reject – *"THAT Council is not supportive of this OCP amendment and rezoning application as presented and that the application be rejected"; or*
4. Defer – *"THAT Council's consideration of the application as presented be deferred until after further policy work is done to assess opportunities and challenges related to introducing a new OCP density limit"*

Respectfully submitted,



Tash Cheong
Development Planner

Attachments:

1. Capilano University Letter

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	



Mayor Mike Little and Members of Council
District of North Vancouver
355 West Queen's Street
North Vancouver BC

November 14, 2024

Dear Mayor and Council:

Subject: Forum Asset Management Student Housing

Housing on the North Shore has been a growing concern. At Capilano University (CapU), we have been looking at ways to contribute to solutions, including our on-campus student housing scheduled to be completed in 2025. We are also pleased to share information with you on a new opportunity that would bring more housing to the District of North Vancouver (DNV) and benefit the community.

CapU and Forum Asset Management (Forum) are exploring an opportunity for off-site housing for CapU students. The project will require District of North Vancouver council approval so we welcome any feedback you might have on the project.

CapU is focused on the idea of a university area/village that was first socialized to DNV council members in 2019 during a visit to the University. We have a vision of the University being integrated into the community, providing facilities and amenities for athletics and entertainment that would benefit the DNV and the University communities. We picture our students living in student style housing, both on- and off-campus within the area/village, and finding gainful employment with small businesses while they complete their studies.

The University is in a period of growth, increasing enrolment, expanding our degree and course selections and adding more childcare spaces. As we continue to grow, providing housing is a top priority for attracting and retaining students.

In 2023, the University announced provincial funding for a new 360-bed on-campus student housing facility set to open in 2025. The DNV has been a great supporter of this project, and we appreciate your work to help us move this forward; however, we know that our current plans will not be enough to meet the high and growing demand for student housing. To bring more housing to our campus community, CapU is exploring two avenues: applying for additional funding through the province for a phase 2 and working with private sector companies who share our values and share our vision for true student style housing.

Forum has presented a great opportunity for CapU and the DNV with a proposed development on the edge of the University area/village and could provide housing within walking and biking distance of the campus, reducing traffic congestion and supporting environmental sustainability.

The project being explored could provide up to 500 beds of student housing-style affordable units. The project could help push us over the 800-bed mark for our students. This development would benefit the DNV by freeing up affordable employee housing, gaining up to 500 employable students for North Shore businesses and reducing the number of students commuting over the bridge.

In the coming months, we look forward to sharing more information as we delve further into the details of the opportunity. We look forward to hearing any initial feedback you may have and are available to talk and answer any questions.

Kind regards,

A handwritten signature in black ink, appearing to read 'Paul Dangerfield', with a stylized, cursive script.

Paul Dangerfield

Table 2: Zoning

Designation	Permitted/Required	Proposed	Complies
Use	RS4	CD - PBSA (Purpose Built Student Accommodation)	NA
Accessory Use	Uses ancillary and subordinate to RS4	Parkade	NO
Lot Area (1)	Minimum 550 m ²	1,941.51/ 1,711.83 m ²	YES
Units/Acre (UPA) (2)	7.26	887	NO
Units/Hectare (UPH) (3)	18	2,195	NO
GFA (4)	170 m ²	11,113.62 m ²	NO
GFA (Without Amenity) (5)	NA	10,507.88 m ²	NO
Floor Space Ratio	< 0.6	5.77	NO
Floor Space Ratio (Without Amenity) (6)	NA	5.46	NO
Building Coverage (7)	35%	62%	NO
Site Coverage (8)	50%	65%	NO
Building Height (9)	10.7	74.2m	NO
Number of storeys	NA	21	NA
Setbacks			
North (Side)	1.05m	3.0m	YES
South (Side)	3.05m	4.5m	YES
East (Rear)	7.6m	4.5m	NO
West (Front)	6.1m	4.0m	NO
Units and Amenity			
Units	NA	436	NA
Beds	NA	488	NA
Total Amenity (Unit + 2.98m ² /bed + 2.83m ²)	NA	1267.59 m ²	NA
Indoor Amenity (Unit + 1.42m ² /bed + 1.35m ²)	NA	605.74 m ²	NA
Outdoor Amenity (Unit + 1.52m ² /bed + 1.48m ²)	NA	661.85 m ²	NA

Notes below are provided for additional clarity as related to information provided in Proposed

Note (1): Gross lot area = 1941.51 m²
Dedication 4.2 m number = 229.68
Net Area = 1941.51 - 229.68 = 1711.83 m²
Note (2): UPA = Units/Gross Lot(Acre) = 426/0.48 = 887
Note (3): UPH = Units/Gross Lot(Hectare) = 4260/194 = 2195
Note (4): Below grade area of 231.88m² excluded
Note (5 & 6): Indoor Amenity of 605.74m² excluded
Note (7): Building Coverage = 1073.34 Building Area / 1,711.83 Net lot = 62%
Note (8): Site Coverage (1073.34 Building Area + 40.92 Ramp) / 1,711.83 Net lot = 65%
Note (9): Building height in meters will be recalculated after receiving exact natural and finished grade during BP submission review.

Table 3: Parking

Designation	Required	Proposed	Complies
Required Parking	578	0	NO
Residential Parking (1)			
Parking Breakdown			
Small Car (ZB 1007 max. 35%) or proposed 20 spaces	7	5	NO
Visitor Parking (ZB 1003: min 0.25 sp/unit)	121	15	NO
Universal Parking (4.5% of provided 20sp) (4)	1	1	YES (based on 20 parking spaces)
Bicycle Parking			
Class 1 Residential (Not Regulated Under ZB)	NOT REGULATED	340	NOT REGULATED
Class 3 Short Term Residential (3)	57	6	YES

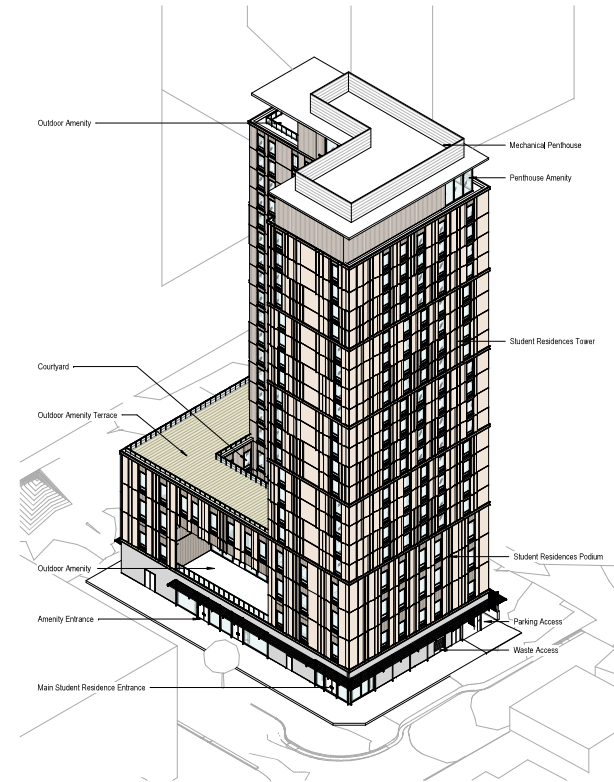
Note (1): 1 space per unit plus 1 space per 300m² of gross residential floor area
485+(9304.78 m²/100 m²) = 485+93=578 spaces
Note (2): Bicycle racks/parking details have not been shown in the submitted drawings. This report is based on the architect's declaration.
Note (3): 0.2 spaces per unit for any development containing 5 or more dwelling units
Note (4): This requirement comes from DNV Accessibility policy.

Table 5: Unit Mix

LEVEL	TOTAL RESIDENTIAL UNIT COUNT					
	JR. STUDIO	STUDIO	STUDIO ACC	3B	UNITS	BEDS
UNIT TYPE						
GENERAL AVERAGE UNIT SIZE						
	17m ²	26m ²	28m ²	61m ²		
PODIUM						
Level 01	0	0	0	0	0	0
Level 02	18	6	1	0	25	25
Level 03	24	6	2	0	34	34
Level 04	30	9	2	0	40	40
TOWER						
Level 05	12	6	1	0	19	19
Level 06	14	4	1	1	20	22
Level 07	14	4	1	1	20	22
Level 08	14	4	1	1	20	22
Level 09	14	4	1	1	20	22
Level 10	14	4	1	1	20	22
Level 11	14	4	1	1	20	22
Level 12	14	4	1	1	20	22
Level 13	14	4	1	1	20	22
Level 14	14	4	1	1	20	22
Level 15	14	4	1	1	20	22
Level 16	14	4	1	1	20	22
Level 17	15	1	1	0	22	22
Level 18	15	6	1	0	22	22
Level 19	15	6	1	0	22	22
Level 20	15	6	1	0	22	22
Level 21	0	0	0	0	426	0
TOTAL	298	96	21	11	426	448
	70%	22.5%	4.9%	2.6%		

Table 4: Parking Dimensions

Designation	Required	Proposed	Complies
Minimum Parking Space Dimensions			
Standard – Width	2.7 m (8.8’)	2.7 m (8.8’)	YES
Standard – Length	5.7 m (18.7’)	2.7 m (8.8’)	YES
Small Car – Width	2.6 m (8.5’)	2.6 m (8.5’)	YES
Small Car – Length	4.9 m (16.1’)	4.9 m (16.1’)	YES
Universal – Width	3.7 m (12.1’)	3.7 m (12.1’)	YES
Universal – Length	5.7 m (18.7’)	5.7 m (18.7’)	YES
Car Spaces – Clear height	2.1 m (6.9’)	2.1 m (6.9’)	YES
Loading – Width	3 m (9.8’)	NA	NA
Loading – Length	9 m (29.5’)	NA	NA
Loading – Clear height	NA	NA	NA
Additional Width Abutting Wall	0.2 m (0.66’)	0.2 m (0.66’)	YES
Minimum Manoeuvring Aisle Width	7 m (23’)	7 m (23’)	YES
Maximum Driveway Widths	6 m (20’)	Applies at...	NA
Maximum Driveway Widths			
Within 20’ of Property Line	10%	15%	NO
Generally	12.5%	15%	NO
Maximum Cross Slope for Parking	5%	NA	NA



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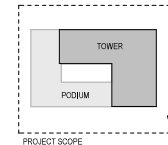
HUNTER DEVELOPMENT

1578-1590 Hunter Street North, Vancouver, BC, V7J 1H5

Gensler

1385 W 8th Ave
Suite 111
Vancouver, BC V6H 3V9
Canada

Tel: +1 604.344.6371



Date Description
1 2026-01-16 DP Submission

Seal / Signature



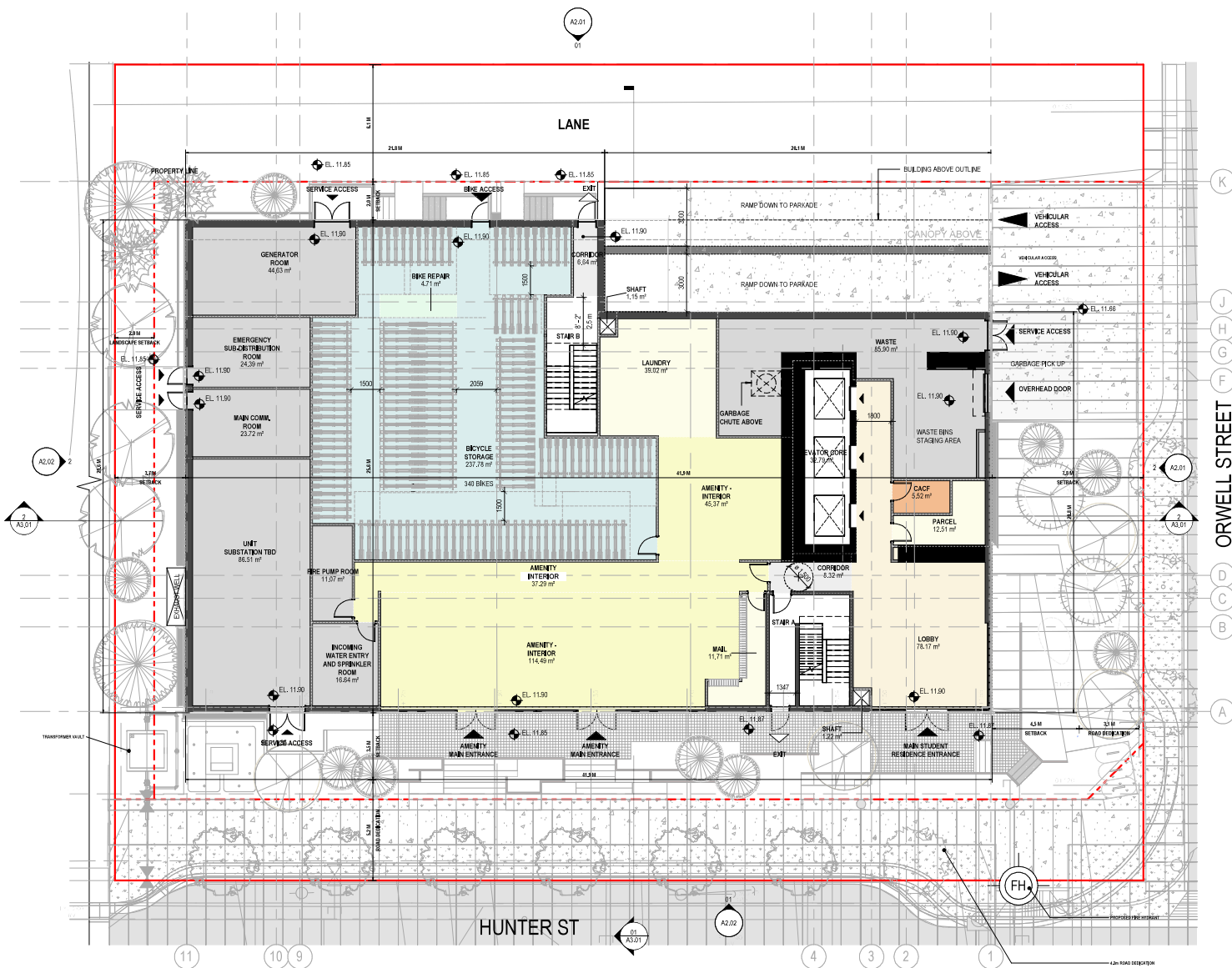
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Forum Asset Management & Lotus Capital Corp
Project Number
67.1588.000
Description
STATISTICS

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SHEET NOTES

HUNTER DEVELOPMENT

1578-1590 Hunter Street North, Vancouver, BC, V7J 1H5

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Vancouver, BC V6H 3V9
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Tel: +1 604.344.6371

Date	Description
1	2020-01-16: DP Submission

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Project Name
Forum Asset Management &
Lotus Capital Corp
Project Number
67.1588.000
Description
LEVEL 01

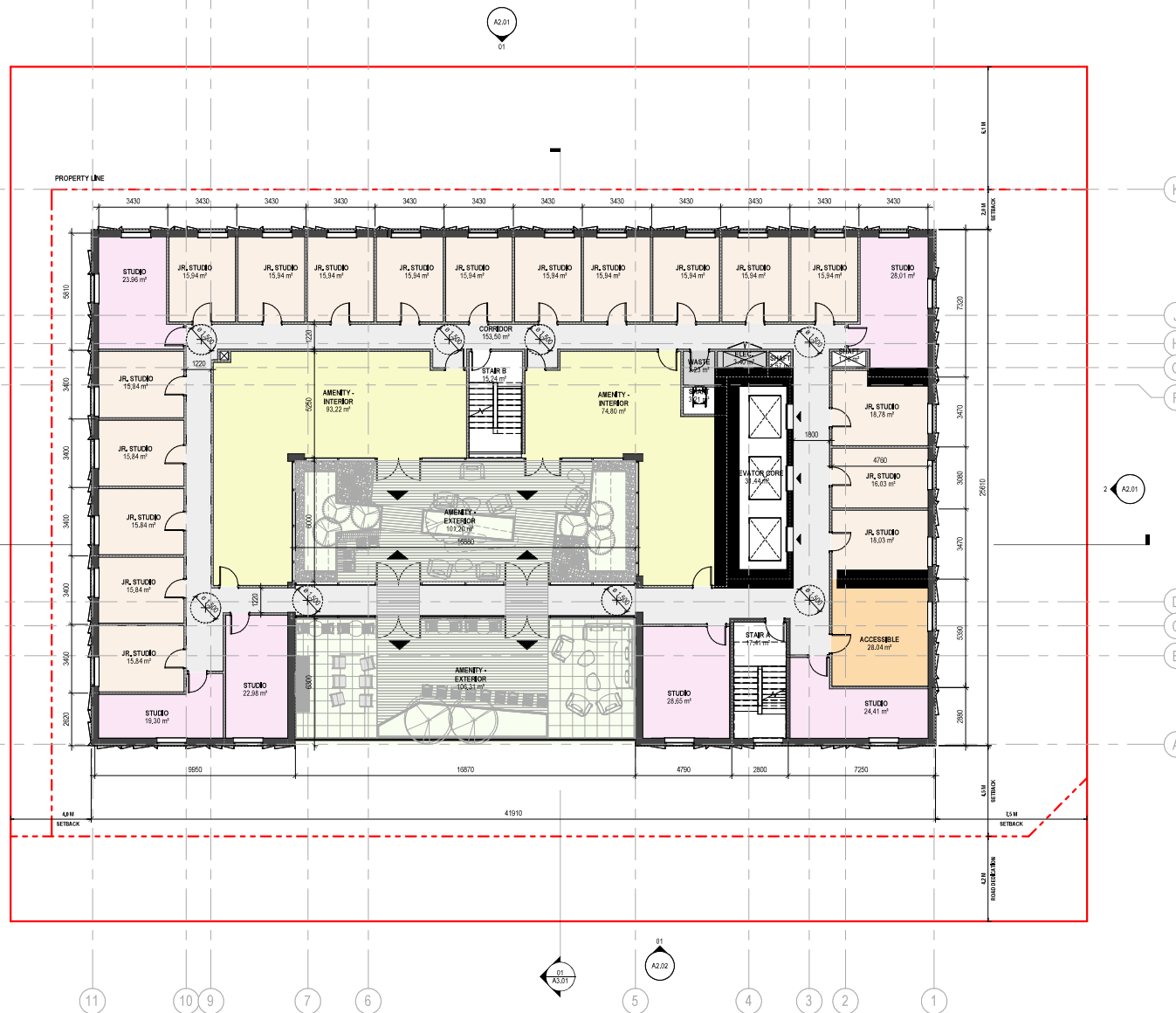
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LEGEND

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SHEET NOTES

HUNTER DEVELOPMENT

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Date Description
1 2020-01-16 DP Submission

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Project Name

Forum Asset Management &
Lotus Capital Corp

Project Number

67.1588.000

Description

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SHEET NOTES

HUNTER DEVELOPMENT

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1385 W 8th Ave
Suite 111
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Canada

Tel: +1 604.344.6371

Date	Description
1 2020-01-16	DP Submission

Seal / Signature



Project Name

Forum Asset Management & Lotus Capital Corp

Project Number

67.1588.000

Description

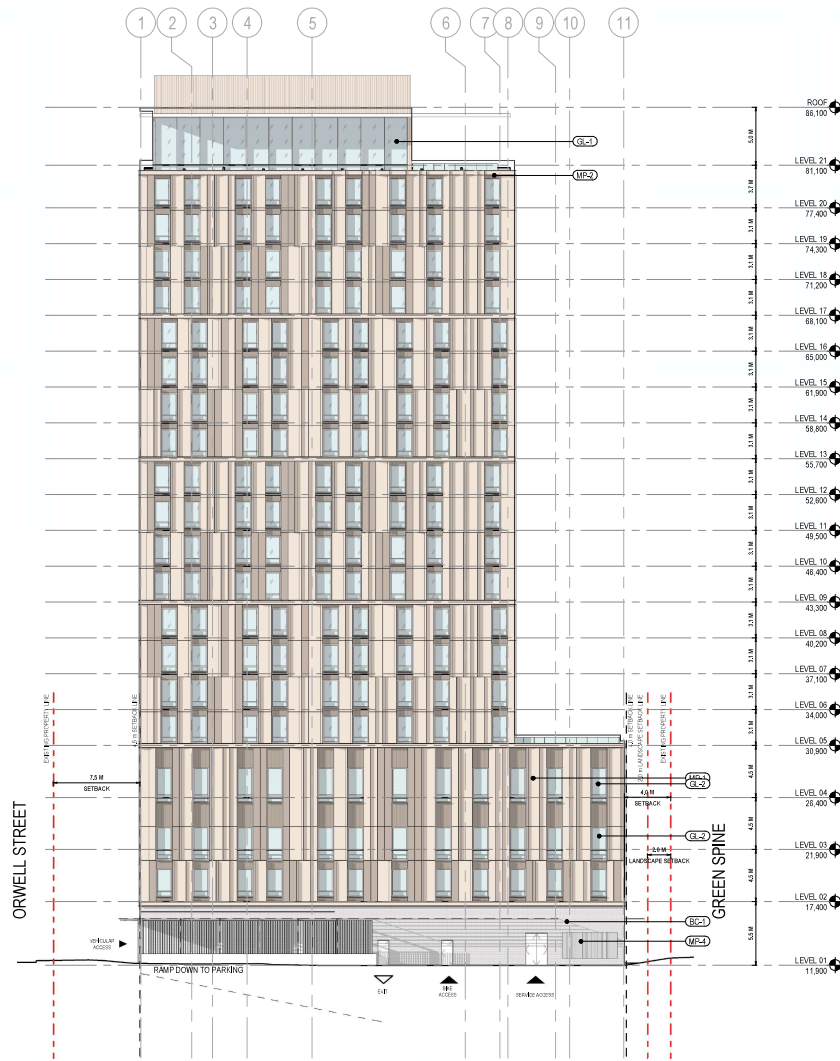
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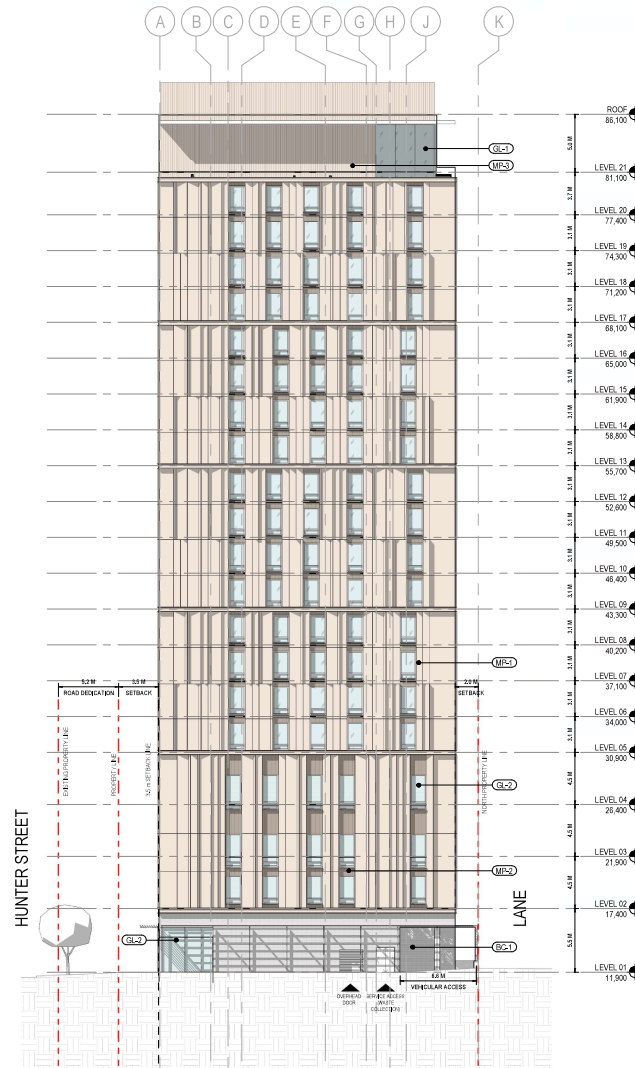
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01 NORTH ELEVATION
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2 EAST ELEVATION
SCALE: 1:200

SHEET NOTES

HUNTER DEVELOPMENT

1590 Hunter Street North, Vancouver, BC, V7J 1H5

Gensler

1385 W 8th Ave
Suite 111
Vancouver, BC V6H 3V9
Canada

Tel: +1 604.344.6371

Date	Description
1 2024-01-16	DP Submission

LEGEND

EXTERIOR FINISHES

- GL-1 GLAZING, LOW-IRON TEMPERED GLASS
- GL-2 GLAZING, BIRD-FRIENDLY TREATMENT
- MP-1 METAL PANEL, TAN COLOR
- MP-2 FLUTED METAL PANEL, WOOD COLOR
- MP-3 FLUTED METAL PANEL, TAN COLOR
- MP-4 METAL LOUVERS (REF. TO MECH.)
- BC-1 BRICK CLADDING, GREY COLOR

Seal / Signature



Project Name

Forum Asset Management &
Lotus Capital Corp

Project Number

67.1588.000

Description

ELEVATIONS - NORTH AND EAST

Scale

As indicated

A2.01

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AGENDA INFORMATION	
☒ Regular Meeting	Date: May 4, 2026
☐ Other:	Date: _____



 Dept.
Manager



 GM/
Director



 CAO

The District of North Vancouver

REPORT TO COUNCIL

April 16, 2026
File: 09.3900.30/003.001

AUTHOR: Tamsin Guppy, Senior Development Planner
Daniel Broderick, Planner

SUBJECT: Revised Timing for the Zoning Bylaw Rewrite Project

RECOMMENDATION:

THAT Council supports the Zoning Bylaw Rewrite Project with the revised timeline extending into Q3 2027 (July), which will enable further discussion on specific topics with Council, the public and interest holders.

REASON FOR REPORT:

The purpose of the report is to confirm with Council the revised timeline for this strategic project and provide a summary of Council's directions to date.

SUMMARY:

The Zoning Bylaw Rewrite project – the first comprehensive modernization of the District's zoning and policy implementation framework in over 60 years – includes a critical and complete review of the zoning regulations that impact how land is used in the District. This much needed update works hand in hand with the Development Approval Process Review (DAPR) initiative to streamline regulations and improve on process efficiency and effectiveness, while ensuring zoning regulations reflect current policies and Council directions.

Recognizing the complexity of the Zoning Bylaw and the far-reaching nature of the project, some Council members have expressed interest in extending the timeline to enable further public and interest holder input and additional Council workshops. Given the volume of work and Council's meeting schedule, staff anticipate the review would extend to mid-to-late 2027.

BACKGROUND:

The Zoning Bylaw Rewrite project has been underway since October 2024 ([Report to Council](#)) and it has been envisioned to be a three-year project from beginning to completion. Since then, a small but dedicated staff team, along with a team of consultants, have done extensive work in research, analysis, development of new zones as well as community and interest holder consultation.

Project timeline to date:

- 2025: Focus on Ground Oriented Residential Zones:
 - June 23, 2025 – Council Discussion ([Report to Council](#))
 - Spring- Summer 2025 – Public Input (in conjunction with the OCP Update: [Report](#))
 - December 2, 2025 – Council Workshop ([Report to Council](#))
 - End of 2025 – First cut of the draft Bylaw complete and extensive interest holder engagement underway
- 2026: Discussion of the broader zoning bylaw work
 - Winter 2026 – Business Community Input on Commercial and Industrial Zoning
 - February 10 & 23, 2026: Discussion of Industrial, Commercial and Parking sections of the draft Bylaw. ([Report to Council](#))
 - April 7, 2026: Discussion of Commercial Zoning Options in the draft bylaw ([Report to Council](#))

The project has coincided with and is influenced by various other key work projects, including OCP update work mandated by Provincial legislation, Inclusionary Zoning discussions with Council, and Provincially mandated discussion of Small Scale Multi-Unit Housing (SSMUH).

ANALYSIS:

Updating the District's Zoning Bylaw is a necessary and important undertaking to help ensure new development is in keeping with Council's key policy directions. This update is guided by the principles below.

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

In Workshops and Regular Council Meetings, Council has recognized the critical nature of this strategic work and support for the goals of the project, noting the importance of:

- Simplifying confusing and lengthy regulations;
- Ensuring new development has a lighter environmental footprint;
- Protecting existing jobs and industrial lands and growing our economy;
- Facilitating more liveable and varied ground-oriented housing options; and

- Protecting landowner's rights by maintaining development potential under the existing zoning.

Staff have received support and direction from Council on key components of the draft bylaw, which are summarized below. In addition, the draft regulations reflect the input received from the public and key interest holders.

Ground-Oriented Detached Residential Zoning (i.e. traditional single-family zones):

- Recognizing the importance of maintaining development rights under existing zoning, but also the need to reduce the degree to which new homes are built with fully-below grade basements and the impact of these basements on the environment and on liveability, the proposed regulations eliminate incentives for fully in-ground basements by changing how floor space is calculated.
- Similarly, updates to height regulations create more opportunity for basement areas to be partially or fully above grade (note, while fully-in-ground / below grade basements are not supported, partial basements are still permitted).
- To further facilitate diversity of housing options with opportunities for secondary suites and coach houses, the proposed regulations will:
 - Include 500 square foot (46.5m²) of additional floor space for a coach house unit and a maximum size of 1,400 square feet (130.0 m²): and
 - Simplify secondary suites regulations and permit them to be up to 49% of the principal dwelling unit.
- To simplify the building process for new construction and renovations, while still maintaining community character, proposed regulations are simpler, fewer, and where appropriate, slightly more permissive. This also reduces the instance of non-conforming status and in turn the need for variances. Proposed regulations include simplified heights, and floor area calculations, and updated coverage and permeability measures.
- To soften the impact of decreased reliance of basements and increased above ground living space, there was broad community support for making better use of the front yard area, accordingly the front yard setbacks have been reduced in two ways:
 - The traditional 25 foot (7.6 m) setback has been reduced to 20 feet (6.1 m); and
 - In the same way that a portion of the building has been allowed to come forward on the lot in the form of a side entry garage, that same building shape may now be two storeys and used as living space or garage area.

Multi-Family Zoning:

- "Shelf-ready" multi-family zones for multiplex, townhouse, and apartment residential have been developed to replace the outdated zones that are difficult to apply and to align with the Official Community Plan land use designations. These zones can be applied to individual sites going through rezoning process, eliminating the need to create site-specific, resource-intensive Comprehensive Development zones.
- Multi-family zones will be applied to existing developments to facilitate any renovations or repairs that are required. No "pre-zoning" of residential land is proposed.

- Recognizing the importance for the new Zoning Bylaw to be adaptable to unique site conditions, new zones have introduced modifiers, a built-in system of amending specific aspects (such as height and density) of specific zones while maintaining key elements (such as use) for consistency and in turn ease of use.
- To support the provision of affordable housing in the District and the ongoing discussion with Council on Inclusionary Housing (IZ), new zones will explore opportunities to align the ongoing review of IZ with the draft Zoning Bylaw.

Industrial Zoning:

- The Industrial Zoning work maintains the focus on industrial uses, in accordance with municipal and regional policy to strongly protect industrial lands;
- The proposed regulations:
 - Further restrict subdivision of heavy industrial lands to reduce parcelization of key port and heavy industrial sites; and
 - Introduce tighter restrictions on Light Industrial lands to prevent commercial erosion of these lands by fitness centres, instructional services, car sales, and childcare and larger format retail or restaurant use.

Commercial and Mixed-Use Zoning:

- Working with a shared goal of ensuring zoning supports vibrant commercial shopping areas, the new commercial zoning regulations look to:
 - Expand the amount of commercial floor area by creating a new “shelf-ready” commercial zone for rezoning applications on mixed-use sites that includes requirements for additional commercial floor space on the second floor;
 - Accommodate most existing businesses in the District and facilitate their ongoing operations by creating general commercial zones that are not overly restrictive at this time; and
 - Restrict residential use from the ground floor.

Council voiced interest in ensuring that neighbourhoods kept their distinctive characters and while there was interest in simplifying regulations there was also interest in exploring the differences between commercial neighbourhoods in greater depths and through updates to local serving design guidelines.

Council further expressed a desire to better understand how the variety of existing commercial zones could be collapsed into fewer, simpler zones and what that might mean for existing single commercial purpose zones like those applied to Neighbourhood Pubs (4 sites) or Garden Centres (1 site).

Parking:

An introduction to the update to parking was held in February in which the following key concepts were discussed:

- Simplifying Transportation Demand Management requirements;
- Creating a stepped approach to residential parking requirements that reflects current policy in which sites in growth centres, with good proximity to transit, have lower parking requirements;

- Updated Commercial parking rates in line with recent applications to create an appropriate parking rate that would reduce the need for subsequent parking assessments as businesses change and thereby facilitate tenant improvements.
- The addition of new and modernized loading requirements;

Council requested that staff return with the parking rates for more in depth discussion.

Timing/Approval Process:

It is key to keep the momentum of the project going and complete the Zoning bylaw in a timely way. However, based on Council discussion and expressed interests, staff propose that the timeline of the Zoning Bylaw Rewrite be expanded by approximately 12 months from July 2026 to July 2027. This expanded timeline provides an opportunity to return to this Council as well as the newly elected Council for additional workshops to continue the discussion on key topics, answer outstanding or additional questions, and bring forward more detailed information including mapping and draft regulations. Potential workshop topics include:

- Proposed Parking and Loading requirements;
- A comparison of old zones to new zones and the application of those zones;
- The updated Park zones and the nature-based tourism zones (Grouse Mountain, Mount Seymour and Capilano Suspension Bridge);
- Institutional Zones for schools, Capilano University and other public oriented uses such as libraries, community recreation centres and churches.

The expanded timeline provides greater opportunities for continued input from a variety of interest holders. As the City of North Vancouver is just starting their update to their Zoning Bylaw it also provides an opportunity to continue to work closely with CNV and potentially find more ways our regulations can be compatible and share terms and language.

If Council wishes to advance the zoning for ground-oriented residential zones first, Option 2 speaks to this phased approach. However, there is inherent complexity with only introducing a portion of the zoning bylaw, including conflicts with general regulations and definition sections, implementation challenges, confusion for applicants, etc. The phased approach would still mean the new bylaw will be considered in 2027 but will likely have an extended deadline as noted in Option 2.

Public Input:

Over the past 18 months many interest holders both internally and externally have been interested in the zoning bylaw rewrite and have expressed a desire to dig further into topics that captured their interest. A longer timeline allows more time for some of these ideas to be explored and, if appropriate, incorporated into zoning regulations. Examples of this include:

- Working with the municipalities in the region on a consistent approach to regulations for mass timber construction; and

- Exploring how the proposed new “landscape area” (garden space) requirements can potentially work with municipal goals for biodiversity, the urban tree canopy, and storm water management.

Similar to the Official Community Plan process, the Zoning Bylaw is an expansive project that has sought input from the public, local designers, the development community, local businesses, and a series of governmental and non-governmental agencies who have specific interest in regulations that impact lands. As alluded to above, even those agencies that have completed their review may appreciate additional time to share other thoughts and ideas now that zoning is top of mind. However, there are some interest holders including some homeowners, local businesses, and local designers who have projects on hold as they wait to make decisions knowing the zoning bylaw rewrite is underway. For these people the delay has impacts.

Concurrence:

Relevant staff groups have been informed of the potential Council direction to extend the timeline on the Zoning Bylaw Rewrite. Staff groups have no concerns, and many see the extended timeline as an opportunity to further explore concepts that could lead to improved and refined regulations.

Conclusion:

Staff have completed significant work, including a first full draft of the Bylaw, public input and engagement with key interest holders, and multiple Council Workshops seeking support and directions on key components of the draft Bylaw.

Recognizing that the Zoning Bylaw Rewrite is a crucial review of regulations governing how land is used in the District, the proposed extended timeline that will see the bylaws be presented for introduction in 2027. This will provide additional opportunities for interest holder input and Workshops with Council.

Options:

1. THAT Council supports the Zoning Bylaw Rewrite Project with the revised timeline extending into Q3 2027 (July) which will enable further discussion on specific topics with Council, the public and interest holders. (Staff Recommendation)

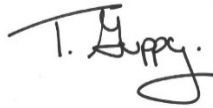
Or

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

Or

3. THAT Council give staff alternative timelines and directions for the project.

Respectfully submitted,



Tamsin Guppy
Senior Planner

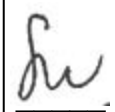


Daniel Broderick
Planner

REVIEWED WITH:					
☐ Business and Economic	_____	☐ Finance	_____	External Agencies:	
☐ Bylaw Services	_____	☐ Fire Services	_____	☐ Library Board	_____
☐ Clerk's Office	_____	☐ GIS	_____	☐ Museum and Archives	_____
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☐ Other:	Date: _____

 _____ Dept. Manager	 _____ GM/ Director	 _____ CAO
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The District of North Vancouver

REPORT TO COUNCIL

April 21, 2026

AUTHOR: Genevieve Lanz, Chief Election Officer

SUBJECT: **2026 General Local Election – Voting Sites and Accessibility Enhancements**

RECOMMENDATION:

THAT Council direct administration to use the following as voting sites including,

- Argyle Secondary School
- Blueridge Elementary School
- Carisbrooke Elementary School
- Lions Gate Community Recreation Centre
- Norgate Elementary School
- Windsor Secondary School
- Lynn Creek Community Recreation Centre
- Parkgate Community Centre (in a larger space)
- Seycove Secondary School
- Upper Lynn Elementary School
- Ross Road Elementary School
- Highlands Elementary School
- Handsworth Secondary School

In addition to the above locations, a special voting opportunity at Lions Gate Hospital is recommended to occur in this election to provide those who may be in hospital care the opportunity to vote, should they have missed advance and mail voting opportunities

REASON FOR REPORT:

This report seeks Council direction to determine the number of voting sites on General Voting Day for the 2026 general local election (the “election”) in order to lower barriers to accessibility and enhance the voter experience for residents in the District. The 2022 election had a total of 20 voting sites on General Voting Day, located across the District (Attachment 1).

Staff attended the North Shore Accessibility Advisory Committee (NSAAC) meeting on Thursday, March 26, 2026, to provide an overview of upcoming election planning and seek feedback from NSAAC on experiences from previous elections, gaps, barriers or areas of focus to consider, and any other comments. Staff provided information on proposed accessibility

SUBJECT: 2026 General Local Election – Voting Sites and Accessibility Enhancements

April 23, 2026

Page 2

features, which includes reviewing the accessibility of voting locations and polling stations, parking and drop-off locations, providing access details and improved wayfinding.

NSAAC recommendations to enhance accessibility included the provision of two lines for voting at locations, one for people with disabilities or individuals who require an accessibility accommodation, and access to additional chairs and adjustable height seating at voting sites for individuals who may require it.

In addition, feedback following the 2022 election was received about poor accessibility at older schools as voting locations. Upgrades to alternative facilities and proximity of the sites to each other provides an opportunity to shift to newer District community recreation centres with enhanced features such as drop off zones. To ensure sufficient resources are allocated to each voting site without a significant increase to expenditures, staff recommend consolidating some of the voting sites, meaning an enhanced voter experience at fewer locations. Despite lowering the number of sites, it is not anticipated that resident access to voting sites will be impacted. The City of North Vancouver and the District of West Vancouver are contemplating the number of voting sites as well to enhance accessibility.

Provided below is a table demonstrating the voter turnout per site in the 2022 election. A map showing the location of each voting site is provided as Attachment 1.

Voting Location	2022 Voter Turnout
Argyle Secondary School	1498
Blueridge Elementary School	621
Brooksbank Elementary School	412
Canyon Heights Elementary School	578
Capilano Elementary School	475
Carisbrooke Elementary School	625
Cleveland Elementary School	500
Eastview Elementary School	538
Highlands Elementary School	837
Lions Gate Community Recreation Centre	214
Lynnmour Elementary School	586
Montroyal Elementary School	350
Mountainside Secondary School	549
Norgate Elementary School	371
Parkgate Community Centre	1572
Ross Road Elementary School	735
Seycove Secondary School	713
Sherwood Park Elementary School	420
Upper Lynn Elementary School	665
Windsor Secondary School	633
District Hall – Advance	1069

SUBJECT: 2026 General Local Election – Voting Sites and Accessibility Enhancements

April 23, 2026

Page 3

Parkgate Community Centre - Advance	883
Mail In	182
Mobile – Lions Gate Hospital	6

The sites with the lowest voter turn out are as follows:

- Brooksbank Elementary School
- Montroyal Elementary School
- Norgate Elementary School
- Sherwood Park Elementary School
- Lions Gate Community Recreation Centre

Staff recommend continuing to use the Lions Gate Community Recreation Centre as a voting site in the upcoming election as it was opened for the first time in 2022, and since that time, residential developments in that area have been occupied. We anticipate the voting site will have higher voter turnout in this election.

Staff recommend using Lynn Creek Community Recreation Centre in place of Lynnmour Elementary School to eliminate the need for both Eastview Elementary School and Brooksbank Elementary School and using Handsworth Secondary School, which has completed renovations and will be available for use, in place of Canyon Heights Elementary School.

Based on the attached map (Attachment 2), the following locations are recommended as voting sites:

- Argyle Secondary School
- Blueridge Elementary School
- Carisbrooke Elementary School
- Lions Gate Community Recreation Centre
- Norgate Elementary School
- Windsor Secondary School
- Lynn Creek Community Recreation Centre
- Parkgate Community Centre (in a larger space)
- Seycove Secondary School
- Upper Lynn Elementary School
- Ross Road Elementary School
- Highlands Elementary School
- Handsworth Secondary School

In addition to the above locations, a special voting opportunity at Lions Gate Hospital is recommended to occur in this election to provide those who may be in hospital care the opportunity to vote, should they have missed advance and mail voting opportunities

FINANCIAL IMPLICATIONS

SUBJECT: 2026 General Local Election – Voting Sites and Accessibility Enhancements

April 23, 2026

Page 4

The costs to administer the election have increased from \$260,000 to \$320,000, reflecting inflationary pressures for polling machines and a recent Canada Revenue Agency (CRA) clarification regarding the employment status of election officials. The resulting \$60,000 shortfall will be funded from operating reserves, and the annual amount set aside for future elections will be increased by \$15,000. Staff do not recommend maintaining 20 voting sites as this would further impact budget.

COST SHARING WITH SCHOOL DISTRICT

Per the *School Act*, the District is responsible for administering the trustee elections in the trustee electoral area. Given that the School District provides schools as voting sites at no cost to the District, historically cost sharing has not been pursued. Additional costs are not anticipated.

CONCLUSION:

This report requests Council direction on consolidating the number of voting sites for the upcoming election in order to reduce barriers to accessibility and enhance the voter experience for residents in the Community.

OPTIONS:

- 1) THAT Council direct administration to use the following as voting sites including,
 - Argyle Secondary School
 - Blueridge Elementary School
 - Carisbrooke Elementary School
 - Lions Gate Community Recreation Centre
 - Norgate Elementary School
 - Windsor Secondary School
 - Lynn Creek Community Recreation Centre
 - Parkgate Community Centre (in a larger space)
 - Seycove Secondary School
 - Upper Lynn Elementary School
 - Ross Road Elementary School
 - Highlands Elementary School
 - Handsworth Secondary School

In addition to the above locations, a special voting opportunity at Lions Gate Hospital is recommended to occur in this election to provide those who may be in hospital care the opportunity to vote, should they have missed advance and mail voting opportunities

- 2) THAT Council provides direction to staff to reuse the twenty voting sites for General Voting Day that were used in the 2022 general location election.
- 3) THAT Council provides direction to staff with an alternate number of voting sites for General Voting Day.

SUBJECT: 2026 General Local Election – Voting Sites and Accessibility Enhancements

April 23, 2026

Page 5

Respectfully submitted,



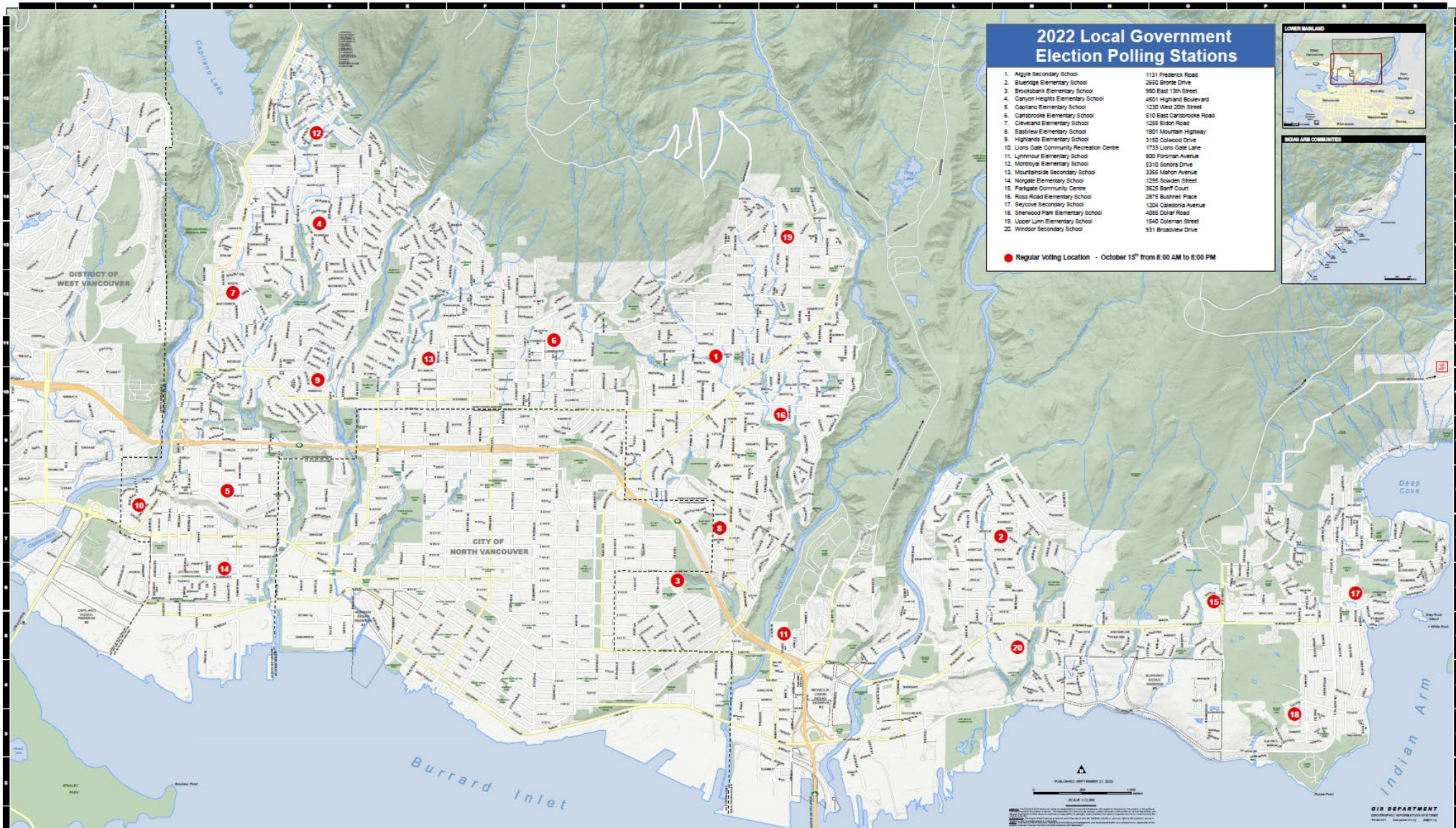
Genevieve Lanz
Chief Election Officer

ATTACHMENTS:

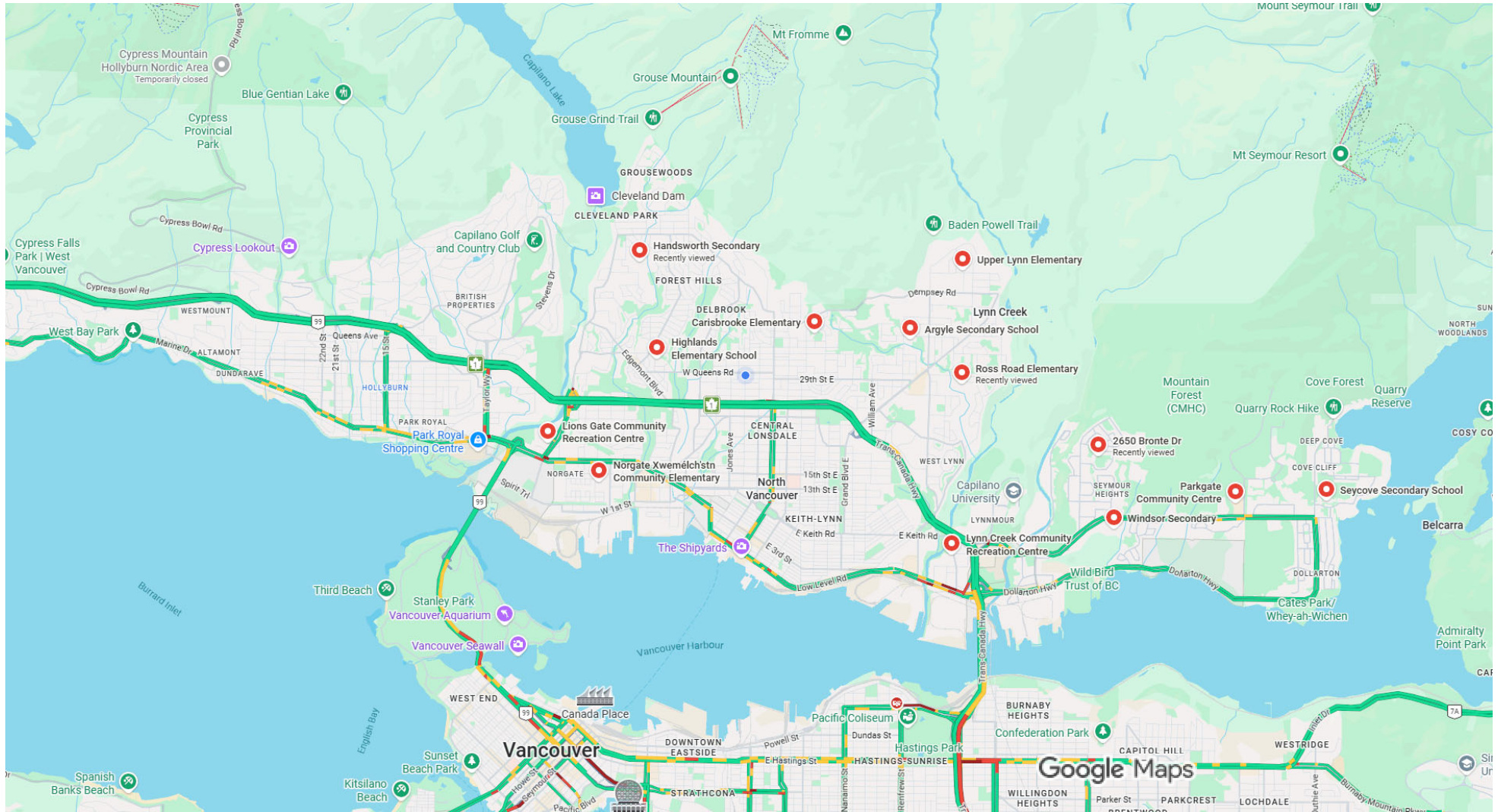
- 1) Map of 2022 General Local Election Voting Sites
- 2) Map of Proposed 2026 General Local Election Voting Sites

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:	_____
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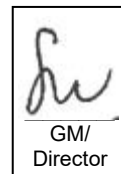
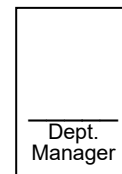
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AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

April 23, 2026

AUTHOR: Genevieve Lanz, Director, Legislative Services

SUBJECT: Amendments to the Placemaking Committee Terms of Reference

RECOMMENDATION:

THAT Council approve the amended Placemaking Committee Terms of Reference.

REASON FOR REPORT:

At the April 17, 2026, Advisory Oversight Committee (AOC) meeting, the Committee passed a resolution directing staff to update the Placemaking Task Force Terms of Reference to establish the Task Force as a Committee of Council and extend the duration of the term to be continuing, rather than having a specific end date.

SUMMARY:

Council approved the Placemaking Task Force Terms of Reference at the October 7, 2024, closed meeting, releasing the matter publicly on December 2, 2024. Since that time, the AOC has expressed an interest in updating the Terms of Reference, which is attached for Council's consideration as a redline document showing the proposed changes.

Staff have updated the Placemaking Task Force Terms of Reference as directed by the AOC, reflecting updates to the committee's name as Placemaking Committee, and updating the term to reflect annual appointments by Council by December 31st, with the exception of an election year, which would take place at the inaugural meeting of the new council.

CONCLUSION:

The amended Placemaking Committee Terms of Reference are provided for Council consideration.

OPTIONS:

- 1) THAT Council approve the amended Placemaking Committee Terms of Reference.
- 2) THAT Council provide staff with further amendments to the Placemaking Committee Terms of Reference.
- 3) THAT Council do not approve the amended Placemaking Committee Terms of Reference.

SUBJECT: Amendments to the Placemaking Committee Terms of Reference
Amendments to the Placemaking Committee Terms of Reference

April 23, 2026

Page 2

Respectfully submitted,



Genevieve Lanz
Director, Legislative Services

ATTACHMENT:

- 1) Placemaking Task Force Terms of Reference – Redline Version

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	_____
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☐ Development Planning	_____	☐ Real Estate	_____	☐ Other:	_____
☐ Engineering Operations	_____	☐ Review and Compliance	_____		
☐ Environment	_____	☐ Solicitor	_____		
☐ Facilities	_____	☐ Utilities	_____		

**District of North Vancouver
Placemaking ~~Task Force~~ Committee
Terms of Reference**

The Placemaking ~~Task Force~~ (Task Force) Committee (Committee) is a select committee of the District of North Vancouver Council to provide advice and recommendation on a vision, delivery model and resourcing for the activation and programming of public spaces in the District's town and village centres.

Task Force Responsibilities

Within the scope of Council priorities, the responsibilities of the ~~Task Force~~ Committee include:

- Define the objectives and vision for placemaking in the District context
- Review the current model for planning and delivery of events/activations in District-owned public spaces, including annual planning process and key elements of the delivery plan, roles and responsibilities, resources and budgets, and community feedback received in recent years.
- Identify gaps between current events/activation services and known community expectations.
- At a high level, identify events/activations service needs that can be implemented immediately or implemented through the medium term over the next 3 to 5 years.
- Identify gaps between the current events/activations delivery model and anticipated service needs over the next 3 to 5 years.
- Review case studies, best practices and alternative public space events/activations delivery models.
- Provide recommendations for an events/activations delivery model and associated resourcing plan to address known community expectations and anticipated service needs over the next 3 to 5 years.

Within scope are District-owned plazas, parks, streets and related public gathering spaces. Outside of scope are District owned facilities and assets that are operated, managed and programmed exclusively by North Vancouver Recreation and Culture (NVRC).

The ~~Task Force~~ Committee will provide its findings and recommendations in a report to District Council, in accordance with the *Council Procedure Bylaw*.

~~Task Force~~ Committee Membership and Meetings

~~Task Force~~ Committee membership will be comprised of a maximum of seven members, as follows:

- Two appointees from the Advisory Oversight Committee (AOC)
- The District Chief Administrative Officer or their Senior Management Team appointee
- One appointee representing NVRC
- One appointee representing District staff from Communications, Economic Development and Corporate Services.

Expertise from other staff within the District and NVRC will be enlisted as needed. A support staff will be assigned to assist with Task Force administration.

The ~~Task Force Committee~~ meets at the call of the Chair. A quorum of 50% plus one of the Task Force members is required to conduct ~~Task Force Committee~~ business. The ~~Task Force Committee~~ will conduct meetings in accordance with the District's *Council Procedure Bylaw*.

The AOC Council appointees will act as Chair and Vice Chair on the ~~Task Force Committee~~.

~~Task Force Committee~~ Management

A work plan will be created at the commencement of the ~~Task Force Committee~~ with input from staff. Meeting agendas will be prepared by support staff in consultation with the co-chairs.

~~Task Force Committee~~ members are required to conduct themselves in accordance with the District's *Code of Ethics* and all associated Council and corporate policies, which includes any real or perceived conflict of interest issues.

~~Task Force Committee~~ Term

~~The Task Force term will expire upon delivery of the Task Force recommendations report to District Council as soon as reasonably practical within six months from the date of adoption of the Terms of Reference, whichever date comes first. The Task Force will automatically dissolve at the expiration of its term.~~

~~Committee term appointments are made by Council annually for a one year term ending on December 31st or, in an election year, with the inaugural meeting of the next Council.~~

AGENDA INFORMATION☐ Regular Meeting

Date: _____

☐ Other:

Date: _____

Dept.
Manager_____
GM/
Director_____
CAO

The District of North Vancouver

REPORT TO COUNCIL

April 21, 2026

File:

AUTHOR: Jim Hanson, Councillor**SUBJECT:** Community Opinion on Consumer Fireworks Prohibition**RECOMMENDATION:**

THAT, pursuant to section 83 of the *Community Charter*, Council seek community opinion regarding the prohibition of the retail sale, possession and use of consumer fireworks and smoke-generating pyrotechnic devices in the District of North Vancouver;

AND THAT such community opinion be obtained in conjunction with the October 17, 2026 general local election;

AND THAT the results of this process be non-binding on Council;

AND THAT staff be directed to report back to Council with proposed wording for a community opinion question to determine elector support for this prohibition.

REASON FOR REPORT:

To seek Council direction to obtain community opinion on a potential prohibition of consumer fireworks and smoke-generating pyrotechnic devices, and to direct staff to prepare wording for a non-binding public opinion question for the October 17, 2026 general local election.

SUMMARY:

This report seeks Council's direction to obtain community opinion, pursuant to section 83 of the *Community Charter*, on a potential prohibition of the retail sale, possession and use of consumer fireworks and smoke-generating pyrotechnic devices in the District of North Vancouver. The report also recommends that staff be directed to prepare proposed wording for a community opinion question to be included in the 2026 general local election.

BACKGROUND:

The District of North Vancouver regulates the sale and discharge of fireworks through its *Fireworks Regulation Bylaw 7456, 2004*. Fireworks are currently permitted subject to conditions, including allowable dates, safety requirements, and permitting provisions.

Council has previously considered bylaw amendments to prohibit the retail sale, possession, and use of consumer fireworks and smoke-generating pyrotechnic devices.

The District operates under the authority of the *Community Charter*, which permits Council to regulate, prohibit and impose requirements in relation to public safety matters, including fireworks, and to seek community opinion under section 83.

ANALYSIS:

Previous Council deliberations have demonstrated that this is a matter of differing community views. Seeking community opinion through a formal process aligned with the general local election provides an opportunity to better understand current public sentiment.

A non-binding public opinion question would provide Council with additional information to inform any future consideration of regulatory changes, including a potential prohibition.

Conclusion:

Fireworks regulation has been considered by Council on multiple occasions and remains a matter of community interest with varying perspectives. Seeking community opinion through a non-binding question at the time of the 2026 general local election would provide valuable input to inform any future Council decision regarding a potential prohibition.

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,

A handwritten signature in black ink, appearing to be 'Jim Hanson', written over a horizontal line.

Jim Hanson
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	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____

Dept. Manager	GM/ Director	CAO
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The District of North Vancouver REPORT TO COUNCIL

April 15, 2026

AUTHOR: Mike Fox, Chief Administrative Officer

SUBJECT: Quarterly Release of Information Reports to Council - January 2026 to March 2026

RECOMMENDATION:

THAT the “Information Reports to Council – January 2026 – March 2026” dated April 15, 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 January 2026 and March 2026.

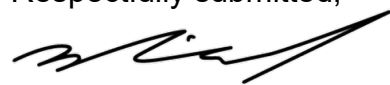
Options:

THAT the “Information Reports to Council – January 2026 – March 2026” dated April 9, 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

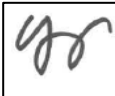
Attachments:

1. Information RTC re 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

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	_____		

☐ Info Package

Date: January 22, 2026


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

January 19, 2026

Case: PLN2025-00044

File: 08.3060.20/044.25

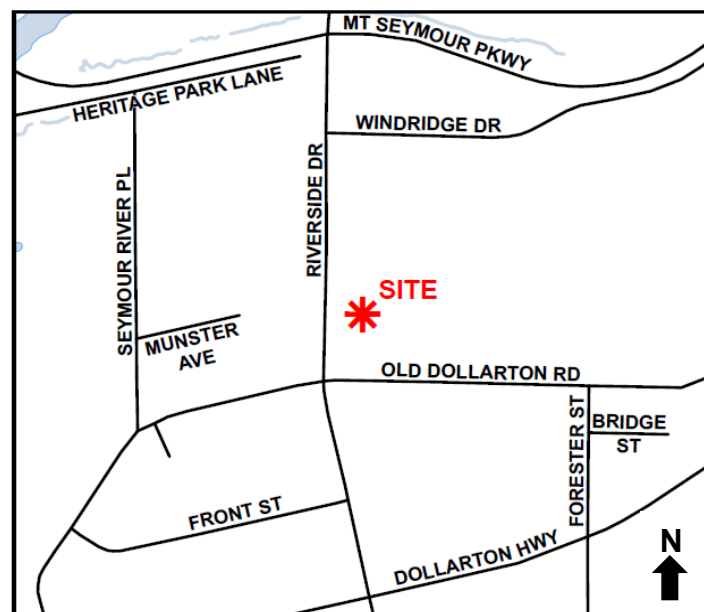
AUTHOR: Tash Cheong, Development Planner**SUBJECT:** Public Information Meetings – Development Permit Application for the Riverside Affordable Housing Site**REASON FOR REPORT:**

The purpose of this report is to inform Council of an upcoming in-person and virtual public information meetings (PIM) for the proposed Development Permit for the District-owned site located at Riverside Drive.

BACKGROUND:

Integra Architecture, on behalf of Metro Vancouver, submitted a Development Permit application for an affordable rental housing project on November 6, 2025. The proposed development is subject to Development Permit Area guidelines related to Form and Character; Energy and Water Conservation and Greenhouse Gas (GHG) Emissions Reduction; Protection of the Natural Environment; Creek Hazard; and Streamside Protection.

This District-owned site near Old Dollarton Road and Riverside Drive was rezoned on December 13, 2021, to support affordable housing development (see [Bylaw Introduction Staff Report](#) for details). At



the time of rezoning, no detailed architectural drawings were prepared, and staff advised Council and the public that further community engagement would occur if the project advanced to the Development Permit stage.

The site was later submitted to the Metro Vancouver Housing Corporation (MVHC) for an affordable housing partnership, which was endorsed by the [MVHC Board on March 25, 2022](#).

The project progressed following the announcement of a partnership between Metro Vancouver and the Province on May 23, 2024. Further site work took place in the summer of 2024 when Metro Vancouver undertook site investigation studies, including survey and geotechnical work, to support planning and design development.

SITE AND SURROUNDING AREA:

The subject site is located within the Maplewood Village Centre, just north of Old Dollarton Road and east of Riverside Drive. The site has an area of approximately 0.6 acres (2,492.01 m²) and consists of four undeveloped lots primarily covered by second-growth forest, with the majority of trees in moderate to poor health. Invasive species are prevalent across the site and collectively cover approximately 30% of the site.

It is bordered by single-family residential properties to the south, District lands and Maplewood Park to the north and east, and low-rise apartment buildings across Riverside Drive to the west.

The site is well served by transit and nearby amenities, with close proximity to Northwoods Village, Kenneth Gordon Maplewood Elementary School, and Maplewood Farm.

PROJECT DESCRIPTION:

At a density of 2.49 FSR, the proposed development consists of a six-storey rental building containing 81 units, situated above one level of underground parking (58 vehicle stalls and 2 at-grade loading spaces), and includes an opportunity for an in-suite daycare. Bike parking will be provided with 135 stalls in the underground parkade and an exterior bike shed at grade. Units will range from approximately 43.26 m² to 100.53 m² (465.7 ft² to 1,082.1 ft²).

The application includes the construction of a proposed new north-south connection to Old Dollarton Road and an east-west lane for parkade access. The pedestrian lobby is accessed from Riverside Drive, while the primary lobby and fire access are off the new east-west lane.

As per Metro Vancouver's Memorandum of Understanding (MOU) with BC Housing, the units will follow the affordability guidelines consisting of 15% deep subsidy, 15% rent-geared-to-income, and 70% at the lower end of market, typically 10-15% below market rents.



Figure 1: View from Riverside Dr. (Southwest Corner)

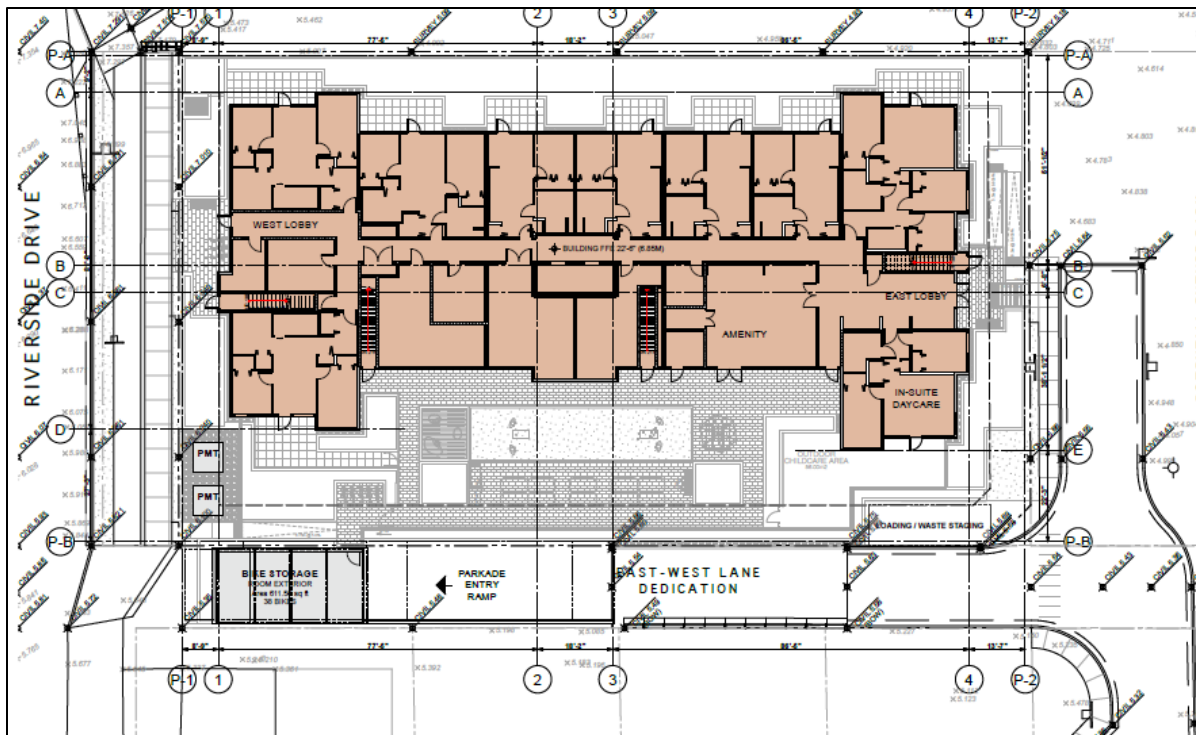


Figure 2: Proposal Site Plan

PUBLIC INFORMATION MEETING DETAILS:

District staff and the applicant team are holding an in-person public information meeting and a virtual public information meeting, details of which are listed below.

Virtual Public Information Meeting

Date: Monday Feb 9th – Friday Feb 20th, 2026

Weblink: www.DNV.org/Public-Meeting

In-Person – Open House Public Information Meeting

Date: Wednesday, Feb 11th, 2026

Time: 6:00pm-8:00pm

Location: Lynnmour Elementary School

800 Forsman Ave, North Vancouver, BC V7J 2G6

FORMAT OF MEETING:

Virtual

The format of the virtual PIM includes the creation of a webpage with details on the application, visual materials, and a short video prepared by the applicant team.

The virtual PIM will be “live” from Monday February 9th – Friday February 20th, 2026. During this time, a Q&A will be posted on the webpage providing the opportunity for staff or the applicant to provide information to interested community members.

In-Person

The Wednesday, February 11th in-person open house will include presentation boards and attendance by the applicant and staff to provide information and answer questions in an alternate format.

A summary of public input from both meetings will be provided to council at consideration of Development Permit application. Council will also receive a copy of all public feedback collected. A copy of the meeting notification flyer is attached.

PUBLIC NOTIFICATION:

In accordance with District's Non-Statutory Public Consultation for Development Applications, the notification for the meeting includes:

1. 1,132 Notification flyers sent to owners and occupants in an area exceeding a 100m radius of the site. Site is highlighted in red and notification area highlighted blue (Figure 3)
2. Three (two-directional sign boards) notification signs installed (Attachment 3) on three locations at the subject land and arterial road intersections (locations identified as yellow stars on Figure 4). These are the same signage locations as that of the rezoning stage.
3. A newspaper advertisement placed in two editions of the North Shore News (Attachment 3)

Respectfully submitted,



Tash Cheong
Development Planner

Attachments:

1. Notification Flyer
2. Centres Context Map
3. Newspaper Ad & Signage Information

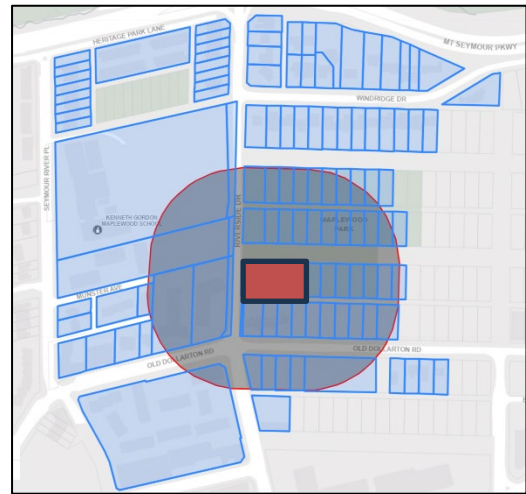


Figure 3: Notification Area



Figure 4: Signage Locations

**SUBJECT: Public Information Meetings – Development Permit Application for the Riverside
Affordable Housing Site**

January 19, 2026

Page 6

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	_____		

Notification Flyer

metrovanancouver | 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](https://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@metrovanancouver.org (include "Riverside Drive Non-Market Housing Development" in the subject line)

Website: metrovanancouver.org

(search "Riverside Drive Non-Market Housing Development")



Northeast of Riverside Drive and Old Dollarton Road intersection

(Front)

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

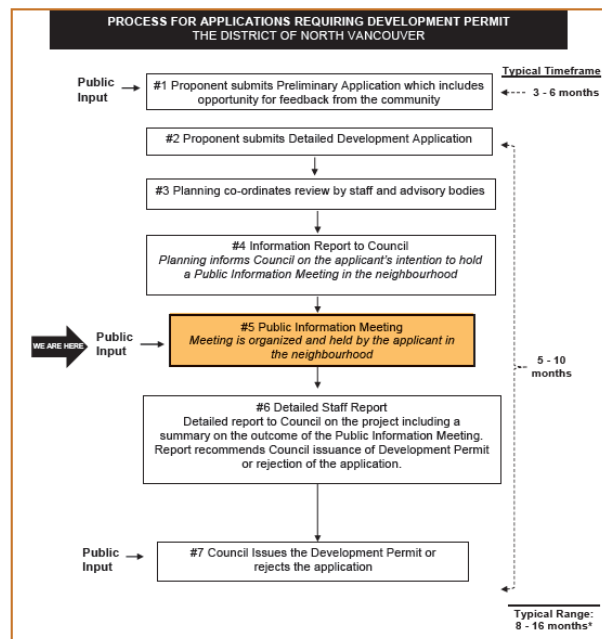
Email: stonehockerm@dnv.org

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.

(Back)

Centres Context Map



Newspaper Ad & Signage

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

Virtual Public Meeting:

February 9–February 20
at [DNV.org/public-meeting](https://dnv.org/public-meeting)

See the project designs at:

[DNV.org/riverside-drive-housing](https://dnv.org/riverside-drive-housing)



Mackenzie Stonehocker
604-990-2411
stonehockerm@dnv.org



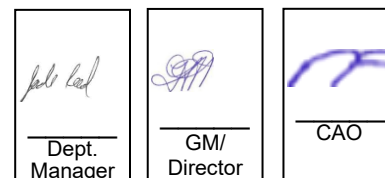
Integra ARCHITECTURE INC.

Shamus Sachs, 604-688-4220
shamuss@integra-arch.com

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☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

February 3, 2026

File:

AUTHOR: Jade Reed, Manager of Arts & Culture
North Vancouver Recreation & Culture Commission

SUBJECT: 2025 ARTS AND CULTURE GRANTS ANNUAL REPORT

REASON FOR REPORT:

The North Vancouver Recreation and Culture Commission (NVRC) is responsible for the approval of the annual Arts and Culture Grants on behalf of the District of North Vancouver and the City of North Vancouver. This report provides a summary of the grants approved by the Commission in 2025.

BACKGROUND:

The Commission has the delegated authority to allocate Arts and Culture grants in accordance with the Arts and Culture Grants Policy. The Arts and Culture Grants Program supports the arts, fosters creativity and builds cultural connections in the community. Grants are available to not-for-profit arts organizations, other recognized arts groups, arts collectives, and a range of community groups active in producing local events and activities.

Arts and Culture grants are divided into four distinct streams: Programming and Project Assistance, Celebrations and Events Assistance, Operating Assistance and Community Public Art Assistance. There are two main grant intake periods in the fall and the spring as well as the Operating Grant intake period in January. Grant intake periods are advertised through the arts and culture organization network, NVRC's Arts newsletter and social media channels.

The Arts and Culture Grant Review committee is comprised of community volunteers with expertise in the arts, cultural programming and the non-profit sector, and provides funding recommendations to the Commission for their consideration. The final award is approved by the Commission.

The total Arts and Culture Grants awarded for 2025 was \$970,596, with 50% of the funding provided by the City of North Vancouver and 50% from the District of North Vancouver.

EXISTING POLICY:
Arts and Culture Grant Policy

ANALYSIS:

In 2025, 35 Arts and Culture grants were awarded totalling \$970,596. A list of grant recipients and the amount funded is outlined in Attachment 1. A summary of the total amount awarded for each grant stream is provided below:

Programming and Project Assistance supports new initiatives, programs and projects. A total of \$139,475 was awarded to 16 local arts groups.

Celebrations and Events Assistance supports community events, major celebrations and arts festivals. A total of \$96,800 was awarded to 12 organizations.

Operating Assistance supports the operations, services and initiatives of non-profit arts organizations based in North Vancouver that play a leadership role in the arts. Most organizations are approved for multi-year funding which provides stability and enables planning beyond a single year. A total of \$734,321 was awarded to six non-profit arts organizations.

Social Policy Implications:

The Arts and Culture Grants program contributes to the District of North Vancouver's objective of a socially inclusive community that "enhances the health and well-being of all residents". The District of North Vancouver recognizes that arts and culture plays "an enormous role in building a healthy and creative community and as identified, are vital to the fabric of our community and strengthen our identity." (Official Community Plan 2011; revised 2025; page 12 and 57). Arts and Culture grants support organizations in the development and delivery of creative community events and activities that make up North Vancouver's arts and culture landscape. The Arts and Culture Grants Policy (2015) recognizes that financial investment in arts and culture sectors enables quality arts and culture experiences, events and festivals.

Respectfully submitted,



Jade Reed
NVRC Manager of Arts & Culture

REVIEWED WITH:

☐ Sustainable Community _____
☐ Development Services _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____

☐ Clerk's Office _____
☐ Communications _____
☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
☐ Real Estate _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ [NVRC](#) _____
☐ Museum & Arch. _____
☐ Other: _____

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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:

CREATED BY: Daniel Cifarelli

REQUESTED BY: Niyousha Esmaeili - Seaspan

DESCRIPTION OF WORK: Construction of Ship Fabrication Building

LOCATION: 50 Pemberton Ave

START DATE: March 1, 2026

END DATE: October 31, 2027

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	12:00 am to 12:00 am	✓
Saturday	12:00 am to 12:00 am	✓
Sunday	12:00 am to 12:00 am	✓

ADDITIONAL INFORMATION:

Seaspan is constructing a new ship fabrication building and is requesting to work 24/7. Purpose: trucking materials (steel piles, stones etc) at night to reduce traffic and eliminate disruption to shipyard activity. When materials arrive, welding operation will need to be performed on them (welding is a common operation at the shipyard). Stones arriving by trucks will be used for stone column operation done by vibro probes.

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:

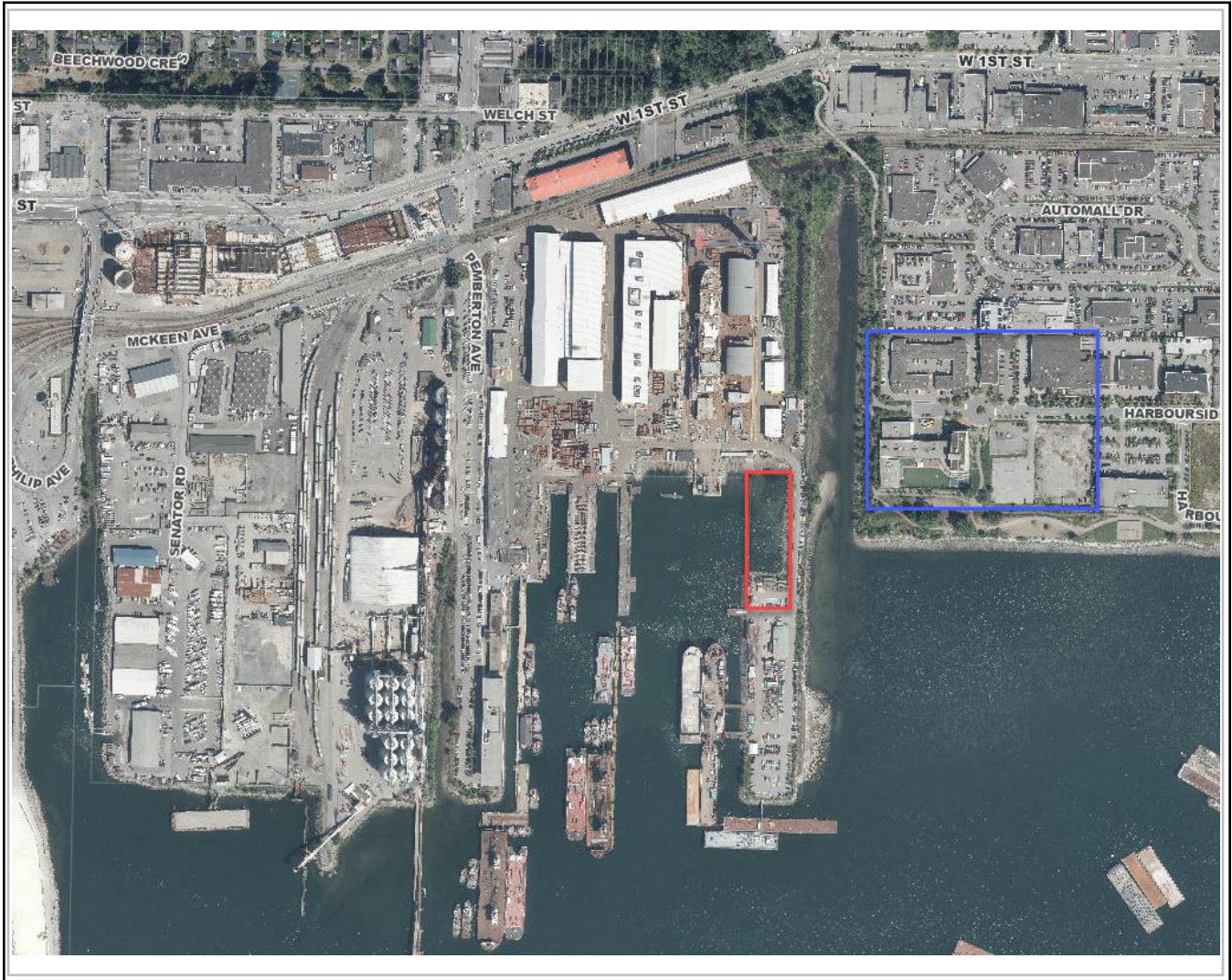
Seaspan currently operates 24/7 building ships, they are requesting to construct this building 24/7. The noisiest operating during the construction will be from the drilling which is not continuous. Daytime noise readings from the neighbouring property during drilling are approximately 62dBA baseline noise levels are 59dBA, noise level increase is minimal.

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:**

Seaspan will notify their neighbours of the new nighttime construction.



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:
Nicola
Chevalli
er
Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
o=City of North Vancouver,
ou=City of North Vancouver,
email=nicola.chevallier@cityofnv.org,
c=Canada
Date: 2026.02.17 12:52:28-0800

Manager:
Michael
Toland
Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=City of North Vancouver,
o=City of North Vancouver,
email=michael.toland@cityofnv.org,
c=Canada
Date: 2026-01-20
14:15:00-0800

CAO Notified:
Mike
Fox
Digitally signed by Mike Fox
DN: cn=Mike Fox, o=City of North Vancouver,
ou=City of North Vancouver,
email=mike.fox@cityofnv.org,
c=Canada
Date: 2026-02-18
09:33:00-0800

CREATED BY: Daniel Cifarelli

REQUESTED BY: PCL Constructors Westcoast Inc.

DESCRIPTION OF WORK: Construction of the North Shore Wastewater Treatment Plant (NSWTP)

LOCATION: 107 Pemberton Ave - North Shore Wastewater Treatment Plant (West 1st Street)

START DATE: January 2, 2026

END DATE: December 31, 2028

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
✓ Monday – Friday	8:00 pm to 7:00 am	✓
✓ Saturday	7:00 am to 6:00 pm	
✓ Sunday	7:00 am to 6:00 pm	

ADDITIONAL INFORMATION:

PCL Constructors Westcoast Inc. (the applicant) is currently building the North Shore Wastewater Treatment Plant on behalf of Metro Vancouver (GVS&DD) and is requesting to work 24 hours a day Monday-Friday; Saturdays and Sundays 7am to 6pm, and excluding holidays. The exemption is to cover works on site that are necessary for continual construction operations.

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:

To minimize and mitigate adverse noise impacts on the public, several measures will be implemented as listed in the additional information section below.

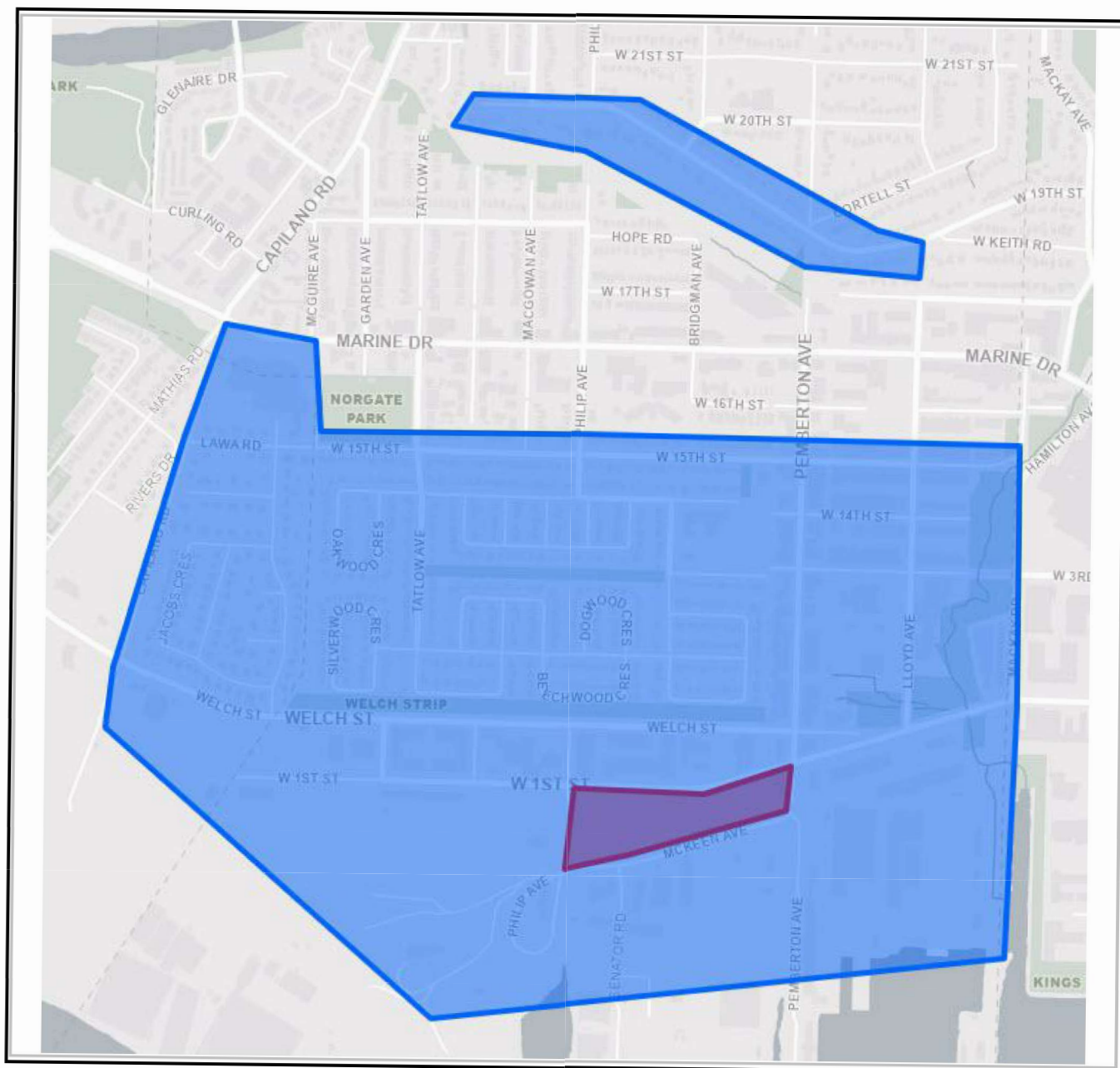
The applicant (and/or GVS&DD) is required to notify all impacted residents, including those in Norgate and Pemberton Heights, as shown on the attached map.

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:

Mitigation Measures:

- A noise management, monitoring and mitigation plan is prepared by the applicant, incorporating District's comments, and is amended and updated as required to address bylaw compliance, site activities and public concerns.
- Noise monitoring equipment will be installed adjacent to the site and in Norgate Community and Pemberton Heights neighbourhoods (see areas marked in blue in the attached map), and the results will be professionally monitored and regularly reported, including to the District.
- Specific construction activities and equipment exclusions for operations outside the current noise bylaw hours, and especially during overnight hours.
- Employee on-boarding training.
- Establishment of noise mitigation and noise canceling areas at the site.
- The applicant and Metro Vancouver will maintain a robust, proactive and up to date monitoring program and timely address neighbourhood concerns, with regular reporting to the District.
- The District has the ability to revoke or remove any exemption.
- Implementing an initial 3-month monitoring and reporting period to review compliance and public response and make adjustments as required.

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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:

Nicola
Chevallier

Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
ou=City of North Vancouver,
ou=Engineering Public
Works, email=nicola.chevallier@cityofnv.org
Reason: I am approving this document
Date: 2026-02-17 12:28:09-0800

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=City of North Vancouver,
ou=Engineering Public
Works, email=michael.toland@cityofnv.org
Reason: I am approving this document
Date: 2026-02-17 12:28:09-0800

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, cn=CAO,
ou=City of North Vancouver,
ou=Engineering Public
Works, email=mike.fox@cityofnv.org
Reason: I am approving this document
Date: 2026-02-18 12:50:09-0800

CREATED BY: Lauren Isbister

REQUESTED BY: Century Group Inc.

DESCRIPTION OF WORK: Painting, repairing stucco walls and overhead canopy

LOCATION: 3190 Edgemont Blvd

START DATE: March 23, 2026

END DATE: April 20, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
✓ Monday – Friday	8:00 pm to 7:00 am	✓
✓ Saturday	7:00 pm to 8:00 am	✓
✓ Sunday	7:00 pm to 7:00 am	✓

ADDITIONAL INFORMATION:

The exterior of the TD Bank in Edgemont Village is scheduled to be repaired and repainted. Works include painting the overhead canopy, repairing and painting stucco walls. This work must be performed after hours as there is a hazard to people entering and exiting the building during daytime hours and the sidewalk will be closed. Additionally, there are contract requirements to complete this work after hours.

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:

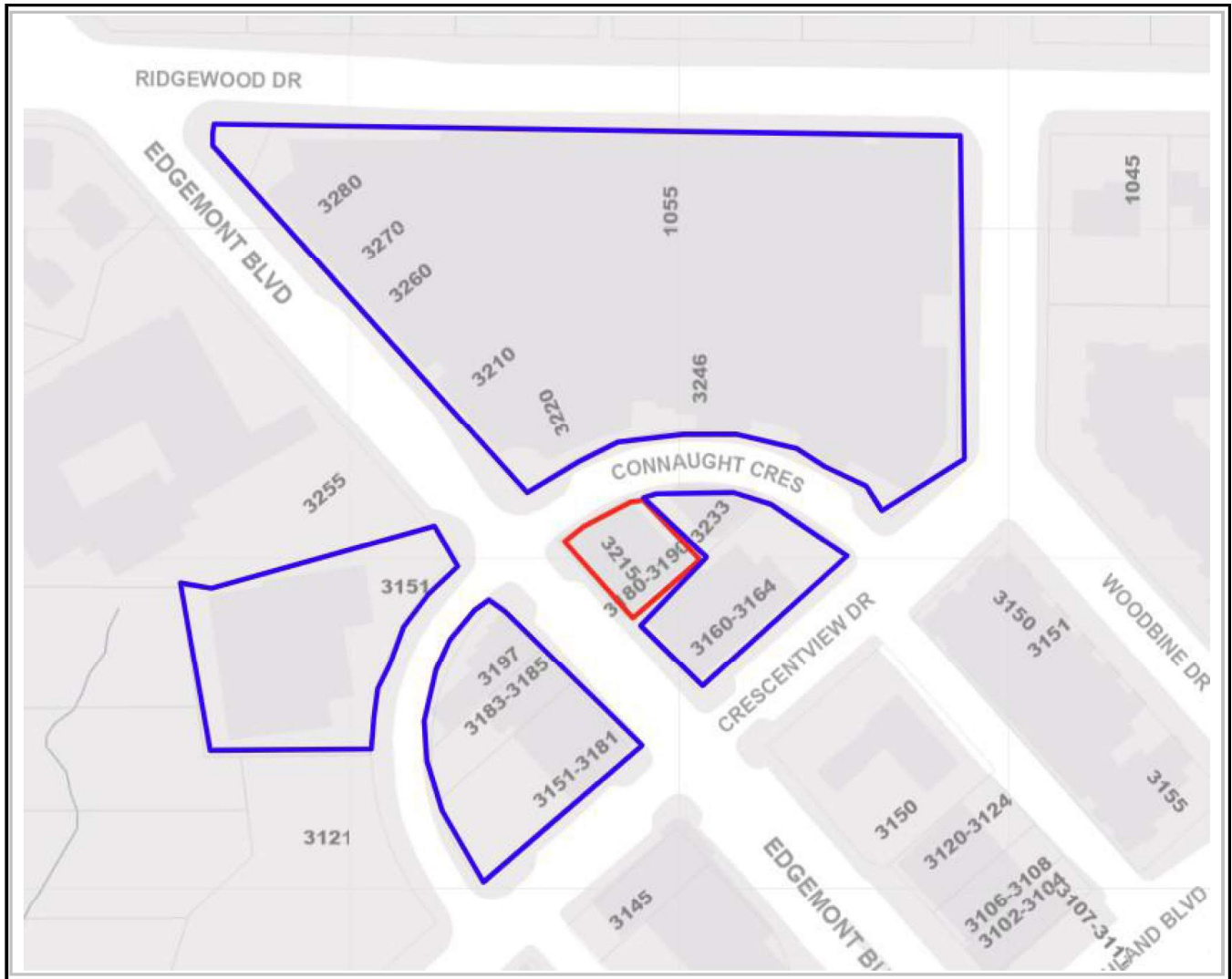
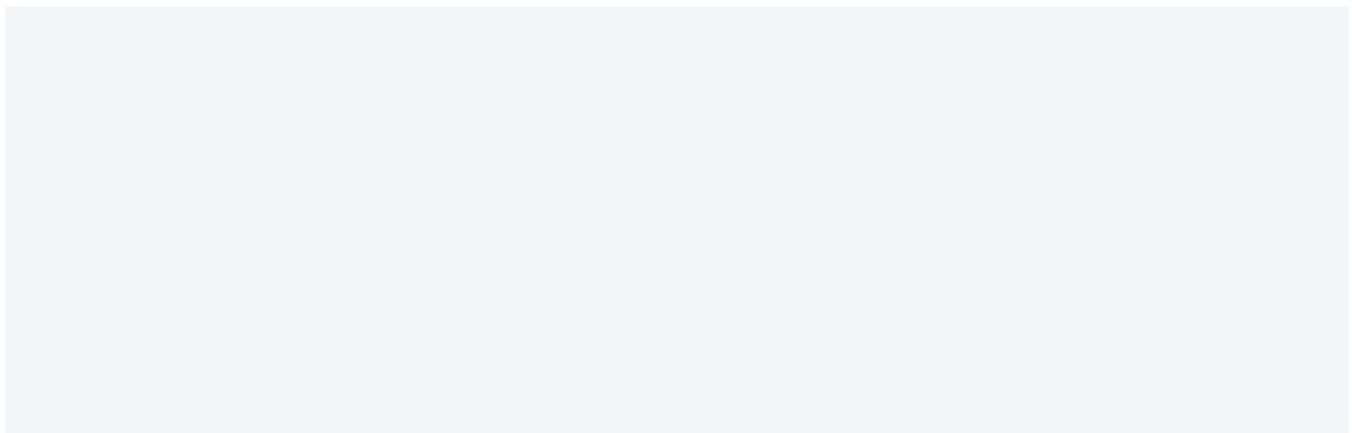
The noise generated will be an articulating lift's audible warning sounds, and regular operational driving sounds. There will also be flashing amber lights while the unit is in motion. Nearby residents will be notified of the works.

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.

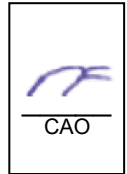
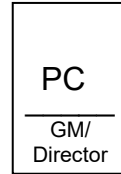
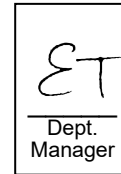
MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

February 23, 2026

File: ENGES-1189852991-422

AUTHOR: Mike Giannone**SUBJECT:** Bike Bells**REASON FOR REPORT:**

The purpose of this report is to respond to the Council motion from April 3, 2025 (Attachment 1): “THAT Council directs staff to report back on options for mandating bike bells for road safety sharing benefits of cyclists and pedestrians.”

SUMMARY:

This report responds to the Council motion from April 3, 2025 to explore options for mandating bicycle bells. Currently, bicycle bells are not provincially mandated in the BC Motor Vehicle Act. The closest approach to ‘mandating’ bike bells would be through the District’s Street and Traffic Bylaw to require bells on bicycles, electric bikes and electric kick scooters; however, enforcing this bylaw will be difficult.

Bells improve safety by providing an audible warning to help prevent collisions or near-miss incidents, and by signalling when overtaking pedestrians or slower cyclists. While some municipalities in Metro Vancouver already mandate bicycle bells, staff confirmed with those municipalities that enforcement is challenging. Bicycles, electric bikes and electric kick scooters are unregistered, uninsured and highly mobile; they do not carry any identifying markers like a license plate, making compliance difficult to monitor and enforce. The enforcement challenges associated with a bell requirement extend beyond the District’s jurisdiction and would require a coordinated provincial approach to achieve meaningful, effective and consistent enforcement. As such, a District bylaw amendment may initially be used as an educational measure to promote safer cycling practices and to ensure that bike-share providers and bicycle rental companies are required to equip bicycles with bells.

Staff are already conducting a review of the Street and Traffic Bylaw through 2026 to identify additional administrative, technical, and policy amendments to be brought forward for Council consideration as a coordinated package. It is intended that this review will incorporate the

requested bell requirement into this broader housekeeping update of the Street and Traffic Bylaw. This coordinated approach best manages limited staff resources. When the proposed amendment is presented for Council's consideration, Council may choose to provide alternate direction to staff at that time, such as advancing bell use through education and outreach initiatives instead of mandating bells in the Street and Traffic Bylaw (given the potential enforcement constraints mentioned previously).

EXISTING POLICY:

This report aligns with the following plans and policies:

- Transportation Plan (2011)
- Bicycle Master Plan (2012)

BACKGROUND:

Under the BC Motor Vehicle Act, cyclists operating on a highway have the same rights and duties as a driver of a vehicle and must operate with due care, attention, and consideration for other users of the highway. However, the BC Motor Vehicle Act does not presently require bells on bicycles, electric bicycles or electric kick scooters. In addition, the District of North Vancouver does not currently mandate bike bells in the Street and Traffic Bylaw.

ANALYSIS:

Bells enhance safety and social etiquette by allowing cyclists to alert pedestrians and other cyclists when overtaking or navigating crowded areas. They also help prevent accidents by providing an audible signal to alert surrounding roadway users, thereby reducing the risk of collisions.

Most Metro Vancouver municipalities do not currently mandate bells on bicycles, electric bicycles and electric kick scooters. However, many municipalities encourage the use of bells through their websites, bike maps, and other educational resources. District staff were only able to find three municipalities within Metro Vancouver that mandate bells:

- The City of Vancouver Street and Traffic Bylaw No. 2849 (Section 60B): "No person shall ride a bicycle upon a street unless the bicycle is equipped with a bell capable of being used as a warning."
- The City of Coquitlam Street and Traffic Bylaw No. 4402 (Section 23.4): "No person shall ride a cycle or electric kick scooter upon a street unless the cycle or electric kick scooter is equipped with a bell capable of being used as a warning."
- The Township of Langley Highway and Traffic Bylaw No. 4758 (Section 220.3): "No person shall operate a cycle on a sidewalk, walkway or trail without being equipped with a bell, horn or other suitable audible warning device attached to a cycle or operate a cycle on a sidewalk, walkway or trail without giving an audible warning before passing a pedestrian who is traveling in any direction."

District staff contacted the enforcement departments of the aforementioned municipalities, all of which confirmed that these bylaws are not actively enforced. Enforcement is challenging because bicycles are uninsured and unregistered (i.e. no licence plates), and cyclists can easily leave the area before enforcement officers are able to issue a ticket.

The enforcement challenges associated with a bell requirement extend beyond the District's jurisdiction and would require a coordinated provincial approach to achieve meaningful, effective, and consistent enforcement. Council may wish to advocate for an update to the BC Motor Vehicle Act to require bicycle bells, similar to the existing bicycle helmet law (section 184 of the BC Motor Vehicle Act) enforced through the RCMP. Without alignment with provincial legislation, compliance would likely be difficult to monitor and enforce.

In turn, a District bell bylaw would initially serve primarily as a means of educating the public about bicycle safety. This bylaw would also ensure that bike-share providers and bicycle rental companies are required to equip all bicycles in their fleets with functioning bells at the time of deployment. Establishing this requirement through bylaw provides clear and consistent expectations for commercial operators and the public.

Balancing the benefits of bells against enforcement challenges, staff intend to bring forward an amendment to the Street and Traffic Bylaw for Council consideration to require bells on bicycles as part of a broader housekeeping update to that bylaw. In addition to bicycles, which were the focus of the Council motion, staff propose extending the bylaw amendment to also require bells on electric bicycles and electric kick scooters. Because these devices typically travel faster than conventional bicycles and have a greater speed differential relative to pedestrians, requiring bells on them would further enhance safety for all road users. At the time the amendment is brought forward, Council may provide alternative direction to staff, such as promoting the use of bicycle bells through the District's website, bike maps, and other educational materials, rather than amending the Street and Traffic Bylaw, recognizing the practical limitations of enforcement.

Timing/Approval Process:

Staff have identified additional areas within the Street and Traffic Bylaw that warrant review and potential amendment. Rather than advancing bike bells as a standalone amendment to the Street and Traffic Bylaw, staff propose incorporating this change as part of a broader housekeeping update to the bylaw for Council's consideration. Over the coming year, staff will continue their review of the Street and Traffic Bylaw to identify additional administrative, technical, and policy-related amendments. These updates would then be brought forward to Council as a coordinated package for consideration.

Financial Impacts:

If Council directed staff to actively enforce the installation of bells, additional resources would be required for enforcement, including community communications rollout, monitoring, signage, inspections, and ticketing. Even with additional resources, enforcement would remain challenging because cyclists are highly mobile, uninsured, and unregistered (i.e. without licence plates and legislation to identify the responsible party). In turn, staff are not

AGENDA INFORMATION	
☒ Regular Meeting	Date: June 9, 2025
☐ Other:	Date: _____

Dept. Manager	GM/ Director	CAO
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The District of North Vancouver REPORT TO COUNCIL

April 3, 2025

File:

AUTHOR: Councillor Jim Hanson

SUBJECT: Bicycle Bells and Safety

RECOMMENDATION:

THAT Council directs staff to report back on options for mandating bike bells for road safety sharing benefits of cyclists and pedestrians.

REASON FOR REPORT:

Bicycles and e-bikes are an essential mode of transportation in the District of North Vancouver (District) and are also popular for recreational activities, including our many mountain bike trails. As cyclists navigate through roads, paths, and shared spaces, the use of bike bells plays a significant role in enhancing safety. The inclusion of bells on bicycles is often a simple yet effective solution to address a range of issues related to safety, visibility, and courteous riding practices.

The [Motor Vehicle Act](#) for British Columbia does not presently require bells on bikes. In fact, none of the North Shore Municipalities require this in their bylaws, and as the largest municipality of three, it would be valuable for the District to lead in this proposed change. As an example, the [City of Vancouver Street & Traffic bylaw](#) (Section 60B) states: “*No person shall ride a bicycle upon a street unless the bicycle is equipped with a bell capable of being used as a warning.*” Currently, the [City of North Vancouver](#) promotes all bicycles having warning bells on their webpage, and the [District of West Vancouver](#) reminds their residents to equip their bicycle with a bell before riding as well. Should Council support the proposed recommendation in this report, staff could report back on possibilities to enact a similar bylaw in the District and on options for provincial law reform advocacy on this issue.

Other reasons Council should consider bells on bikes are outlined below:

- 1. Enhancing Safety:** One of the primary reasons for equipping bikes with bells is to improve safety for both cyclists and pedestrians. Cyclists often ride in areas where pedestrians walk. A bell provides pedestrians with a chance to move aside before a cyclist reaches them. In crowded cycling environments, bells can help prevent accidents by alerting other cyclists when one is trying to pass or overtake.

- 2. Promoting Safe Overtaking:** When cyclists are riding in close proximity to others or navigating narrow paths, they may need to pass slower cyclists or pedestrians. A bell allows them to signal their intention to overtake, providing an opportunity for the person being overtaken to adjust their position, especially in places where space is limited, such as bike lanes, trails, or recreational parks.
- 3. Enhancing Social Etiquette:** Bells contribute to maintaining good social etiquette among cyclists, pedestrians, and drivers. In crowded or busy areas, a gentle ring can help prevent misunderstandings or potential conflicts between cyclists and others using the same space.
- 4. Improving Visibility:** Although bikes are generally small and may blend into the background, especially in busy areas, a bell helps to make cyclists more noticeable. This is especially important during dawn, dusk, or in poorly lit areas, where both cyclists and pedestrians may struggle to see one another clearly.

Conclusion:

Bells on bikes serve a critical function in promoting safety, courtesy, and effective communication on the road. They help alert pedestrians, other cyclists, and drivers of a cyclist's presence, facilitating safer overtaking and reducing the likelihood of accidents. By enhancing social etiquette and improving visibility, bike bells offer an easy-to-implement solution for safer cycling in a variety of environments that exist in the District's landscape. Given their low cost and high impact, bike bells should be explored further by Council as a mandated bylaw for road safety sharing benefits of cyclists and pedestrians.

Options:

1. That the motion, as presented, is supported;
2. That the item be referred to a Workshop; or,
3. That the items, as presented, is not supported.

Respectfully submitted,



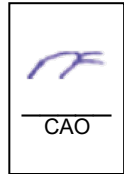
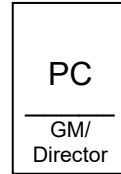
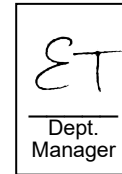
Jim Hanson
Councillor

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:	_____
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☐ Environment	_____	☐ Solicitor	_____		
☐ Facilities	_____	☐ Utilities	_____		

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☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

February 23, 2026

File: ENGES-1189852991-426

AUTHOR: Mac Fitzgerald, Transportation Planning**SUBJECT:** 2026 Deep Cove On-Street Parking Refinements (Eastridge Road, Lockehaven Road, Raeburn Street)**REASON FOR REPORT:**

The purpose of this report is to present refined on-street parking changes in Deep Cove for implementation in spring 2026, incorporating feedback received from Council and the public at the November 24, 2025 Council Workshop.

SUMMARY:

The Deep Cove Parking Review, initiated in 2022, established a comprehensive public parking strategy approved by Council in April 2024 to address high parking demand while balancing the needs of residents, businesses, and visitors. Following implementation of new Resident Parking Only and Resident Exempt zones in 2024, monitoring has identified ongoing spillover impacts on select adjacent streets.

In response, and informed by Council and public feedback received in November 2025, staff are proposing targeted parking modifications on Raeburn Street, Lockehaven Road, and Eastridge Road. The refined plan includes:

- New no-stopping zones on steep sections of Eastridge Road and Lockehaven Road;
- New Resident Permit Only (RPO) restrictions along Eastridge Road; and
- New 3-hour Resident Exempt (RE) restrictions along the eastern end of Raeburn Street and the southern end of Lockehaven.

Together, these measures will improve safety, visibility, and emergency access, respond to resident concerns, and maintain a balanced approach to resident and visitor parking. Implementation is proposed for late March 2026, in advance of the peak season.

EXISTING POLICY:

The Deep Cove Parking Review aligns with the following plans and policies:

- Transportation Plan (2012)

- Parks and Open Space Strategic Plan (2012)
- Deep Cove Parking and Access Implementation Plan (2015)
- OCP Action Plan (2021)
- On-Street Parking Corporate Policy (2021)

BACKGROUND:

Parking demand and limited available curb space in Deep Cove has been an ongoing issue for many years. In response, a comprehensive Deep Cove Parking Review was initiated in 2022. Community input, Council direction, and technical analysis informed the development of a comprehensive public parking strategy, as outlined in the Report to Council titled 'Deep Cove Parking Review – 2024 Implementation Plan', dated April 10, 2024. The strategy (approved by Council on April 22, 2024) aims to address ongoing parking challenges by balancing the needs of residents, local businesses, and visitors. Implementation of new parking restrictions began in late spring 2024.

On January 30, 2025, staff provided Council with an Information Report summarizing initial outcomes of the parking program. On November 24, 2025, staff presented a comprehensive update at a Council Workshop through a Report to Council titled "2025 Deep Cove On-Street Parking Review," dated November 7, 2025 (Attachment 1).

At that workshop, staff initially proposed introducing 3-hour Resident-Exempt (RE) restrictions on:

- Raeburn Street – between Rockcliff Road and Lockehaven Road;
- Lockehaven Road – between Eastridge Road and Cliffmont Road; and
- Eastridge Road – east of Lockhaven Road

Council and public feedback highlighted concerns regarding steep grades and narrow pavement on Lockehaven Road and Eastridge Road, particularly related to vehicle circulation, access, and emergency response.

ANALYSIS:

Based on feedback received from Council and the public, staff have refined the proposed changes. Compared to the November 2025 Report to Council, the revised approach includes:

- ***New no-stopping zones along steep sections of Eastridge Road and Lockehaven Road*** to improve sightlines around curves, enhance two-way vehicle passage, remove parking in areas of significant grade change, improve emergency access, and maintain adequate turnaround space for larger vehicles.
- ***New Resident Permit Only (RPO) restrictions along Eastridge Road***, reflecting the steep grades, constrained roadway conditions, and limited circulation opportunities as a dead-end road. These restrictions would be in effect from March 1 to October 31, consistent with other residential streets in Deep Cove, while allowing greater flexibility for residents and guests during the shoulder season.
- ***New 3-hour Resident-Exempt (RE) restrictions along the eastern end of Raeburn Street and the southern end of Lockehaven Road***, consistent with the original

SUBJECT: 2026 Deep Cove On-Street Parking Refinements (Eastridge Road, Lockehaven Road, Raeburn Street)

February 23, 2026

Page 3

November 7, 2025 recommendation. These restrictions balance resident access with short-term visitor parking and would be in effect from 8:00 a.m. to 8:00 p.m., March 1 to October 31, in alignment with other RE areas in Deep Cove.

The proposed parking changes are illustrated conceptually in Figure 1. Final sign placement may require minor adjustments, subject to driveways, fire hydrants, etc.

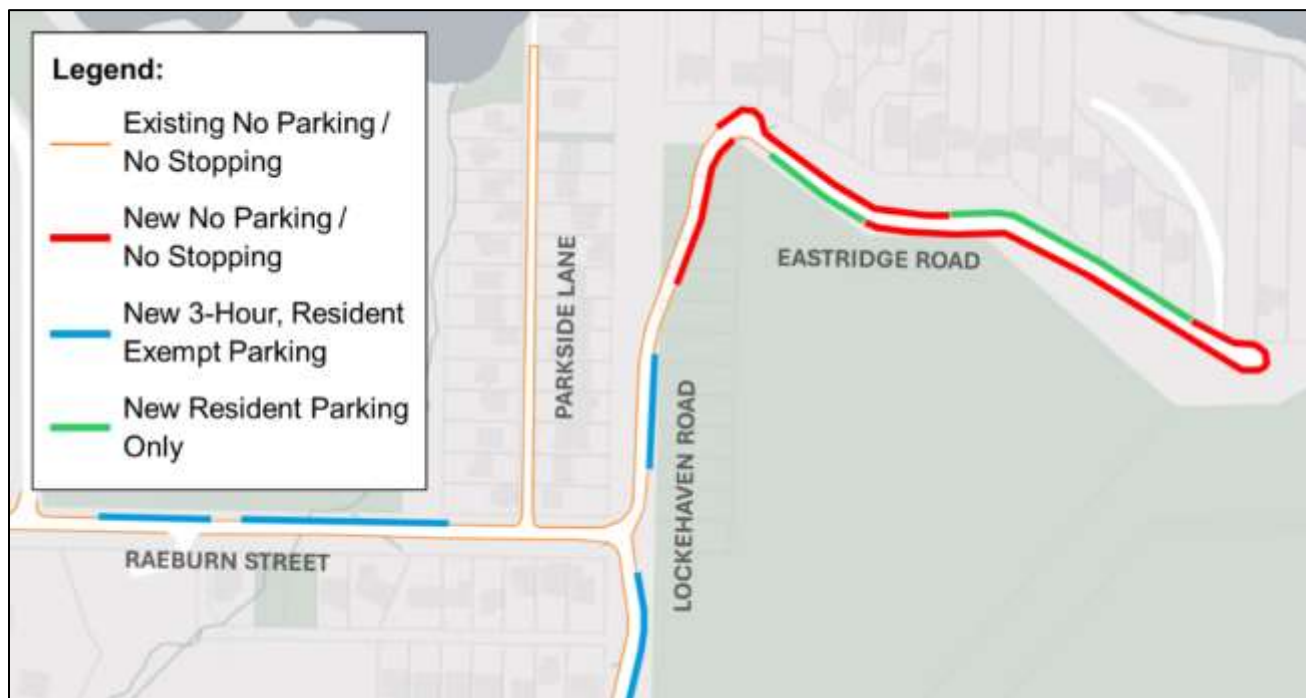


Figure 1: Parking changes for Raeburn Street, Lockehaven Road, and Eastridge Road

Financial Impacts:

Costs associated with implementing the new parking restrictions will be accommodated within the existing operating budget, and revenues generated from parking permits are used towards the administration of the on-street parking program in Deep Cove.

Timing/Approval Process:

Notification letters will be mailed to affected residents in mid-March to communicate the upcoming changes and provide time to purchase parking permits prior to implementation. Residents will be able to purchase up to 3 decals per dwelling, and 2 visitor passes per property at \$37.62 plus GST per permit (2026 rates), consistent with other Deep Cove zones. Installation of signage is anticipated in late March 2026, in advance of the peak parking season.

**SUBJECT: 2026 Deep Cove On-Street Parking Refinements (Eastridge Road,
Lockehaven Road, Raeburn Street)**

February 23, 2026

Page 4

Respectfully submitted,



Mac Fitzgerald
Senior Transportation Planner

Attachments:

1. Report To Council, Titled “2025 Deep Cove On-Street Parking Review”, dated November 7, 2025

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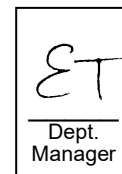
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☐ Utilities	_____
☐ Engineering Operations	_____
☐ Parks	_____
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

☐ Clerk's Office	_____
☐ Communications	_____
☐ Finance	_____
☐ Fire Services	_____
☐ ITS	_____
☐ Solicitor	_____
☐ GIS	_____
☐ Real Estate	_____

External Agencies:

☐ Library Board	_____
☐ NS Health	_____
☐ RCMP	_____
☐ NVRC	_____
☐ Museum & Arch.	_____
☐ Other:	_____

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____



The District of North Vancouver

REPORT TO COUNCIL

November 7, 2025
File: ENGES 80294290-78358

AUTHOR: Ehab Taha, Section Manager, Transportation

SUBJECT: 2025 Deep Cove On-Street Parking Review

REASON FOR REPORT:

The purpose of this Report is to:

- Provide Council with an update on the on-street public parking management system in Deep Cove.
- Seek Council's feedback through dialogue in a Workshop format on potential opportunities for further refinements and additional on-street parking management measures in Deep Cove.

SUMMARY:

The Deep Cove Parking Review, initiated in 2022, established a public parking strategy approved by Council in April 2024 in response to continued high parking demand throughout the neighbourhood and in an effort to balance the needs of residents, businesses, and visitors. Implementation of new Resident Parking Only (RPO) and Resident Exempt (RE) zones began in spring 2024. Data collected in 2022, 2024, and 2025 confirmed anticipated patterns of high occupancy near the Village Core over the summer months, with lower demand further away and during evenings.

While the current parking management program has improved conditions in key areas of Deep Cove, spillover demand continues to affect adjacent neighbourhood streets. To build on these outcomes, staff are embarking on several continuous improvement measures, such as enhancing wayfinding and web tools and refining traffic management practices. Staff are also exploring the feasibility of using License Plate Recognition (LPR) technology to monitor and enforce RPO and RE zones, with implementation targeted for summer 2027, subject to further technical review.

Staff are seeking Council feedback on three additional opportunities for consideration:

1. Expand parking restrictions: introduce new 3-hour resident-exempt time limits on Raeburn Street, Lockehaven Road, and Eastridge Road, as well as select no-parking zones for improved visibility and access.

2. Consolidate parking zones: reduce and simplify the existing seven parking zones to improve flexibility, administration and enforcement.
3. Refine permit parking allowance: revise the resident permit system to create a fairer, more consistent framework across all dwellings and facilitate future transition to a license plate-based system.

These initiatives would require Council feedback before adopting or proceeding, alongside further community engagement to guide the next phase of parking management in Deep Cove.

EXISTING POLICY:

The Deep Cove Parking Review aligns with the following plans and policies:

- Transportation Plan (2012)
- Parks and Open Space Strategic Plan (2012)
- Deep Cove Parking and Access Implementation Plan (2015)
- OCP Action Plan (2021)
- On-Street Parking Corporate Policy (2021)

In addition to the above, staff presented a Curbside Management Priority Paper on September 15, 2025, which outlined the current best practices and recommendations for managing the District's limited curb space. Curbside management will serve as a key component of the upcoming Strategic Transportation Plan.

BACKGROUND:

Parking demand and limited available curb space in Deep Cove has been an ongoing issue for many years. In response, a comprehensive Deep Cove Parking Review was initiated in 2022, beginning with data collection to quantify and assess parking demand. Community engagement was conducted in two phases: Part A (December 2022) involved stakeholder interviews, while Part B (April-May 2023) included four open houses and an online survey.

Community input, Council direction, and technical analysis informed the development of a comprehensive public parking strategy, as outlined in the Report to Council titled 'Deep Cove Parking Review – 2024 Implementation Plan', dated April 10, 2024. The strategy (approved by Council on April 22, 2024) aims to address ongoing parking challenges by balancing the needs of residents, local businesses, and visitors. It recognizes that these interests often compete within a geographically constrained area, requiring a coordinated management approach (see Figure 1).

Implementation of new parking restrictions began in late spring 2024 with the establishment of six parking management zones. In response to community feedback, a seventh zone (Deep Cove Village) was added during the summer 2024 rollout. Staff last reported to Council on the initial outcomes of the Deep Cove Parking Review through an Information Report dated January 30, 2025.

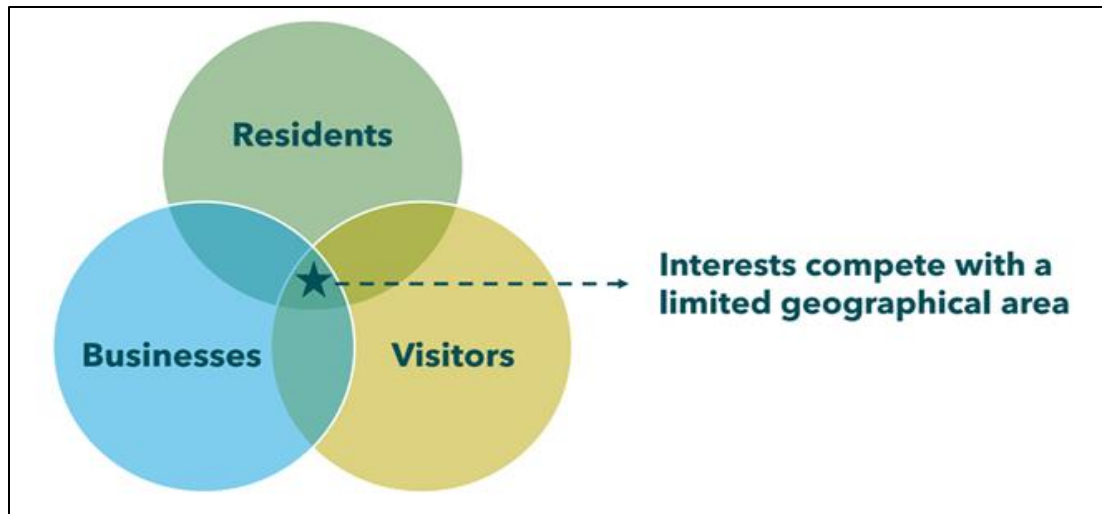


Figure 1: Balancing the needs of residents, businesses and visitors

ANALYSIS:

This section presents the results of the data analysis; outlines continuous improvements being initiated by staff; and identifies additional future opportunities that require Council feedback.

Data Collection:

Staff collected and compared data from 2022, 2024, and 2025. Weekend parking data was collected in late August of 2025 to reflect a period of elevated visitor activity (between 10am and 8pm). Late-evening weekday counts were also collected as a general representation of on-street resident parking demand. Key themes from the 2025 counts include:

- Parking activity followed expected patterns: during summer days, demand was highest in the Village Core and decreased with distance from the Village Core. Daytime demand was notably higher than overnight levels.
- Many streets exceeded the target occupancy rate of 85 percent—an important threshold whereby higher occupancy rates usually result in vehicles circling around multiple blocks looking for parking.
- Spillover impacts were observed for the adjacent unrestricted streets of Raeburn Street from Rockcliff Road to Lockehaven Road and Lockehaven Road from Eastridge Road to Cliffmont Road during peak times.

Figure 2 provides an illustration of the daytime average parking occupancy (10am to 6pm) on August 31st, 2025, representative of typical summer peak demand. The figure only includes streets that were surveyed. All roads in Figure 2 have some existing resident parking and/or time limited parking restrictions except for Raeburn Street from Rockcliff Road to Lockehaven Road and Lockehaven Road from Eastridge Road to Cliffmont Road.

Typically, time restrictions and on-street pay parking are introduced when utilization exceeds 85 percent to help manage demand, encourage turnover, and reduce traffic circulation by drivers looking for parking. However, on-street pay parking was considered out of scope for this report. Should Council wish to explore incremental changes including some on-street

pay parking in Deep Cove to better manage demand, staff would prepare and present a strategy for Council's consideration prior to implementation.

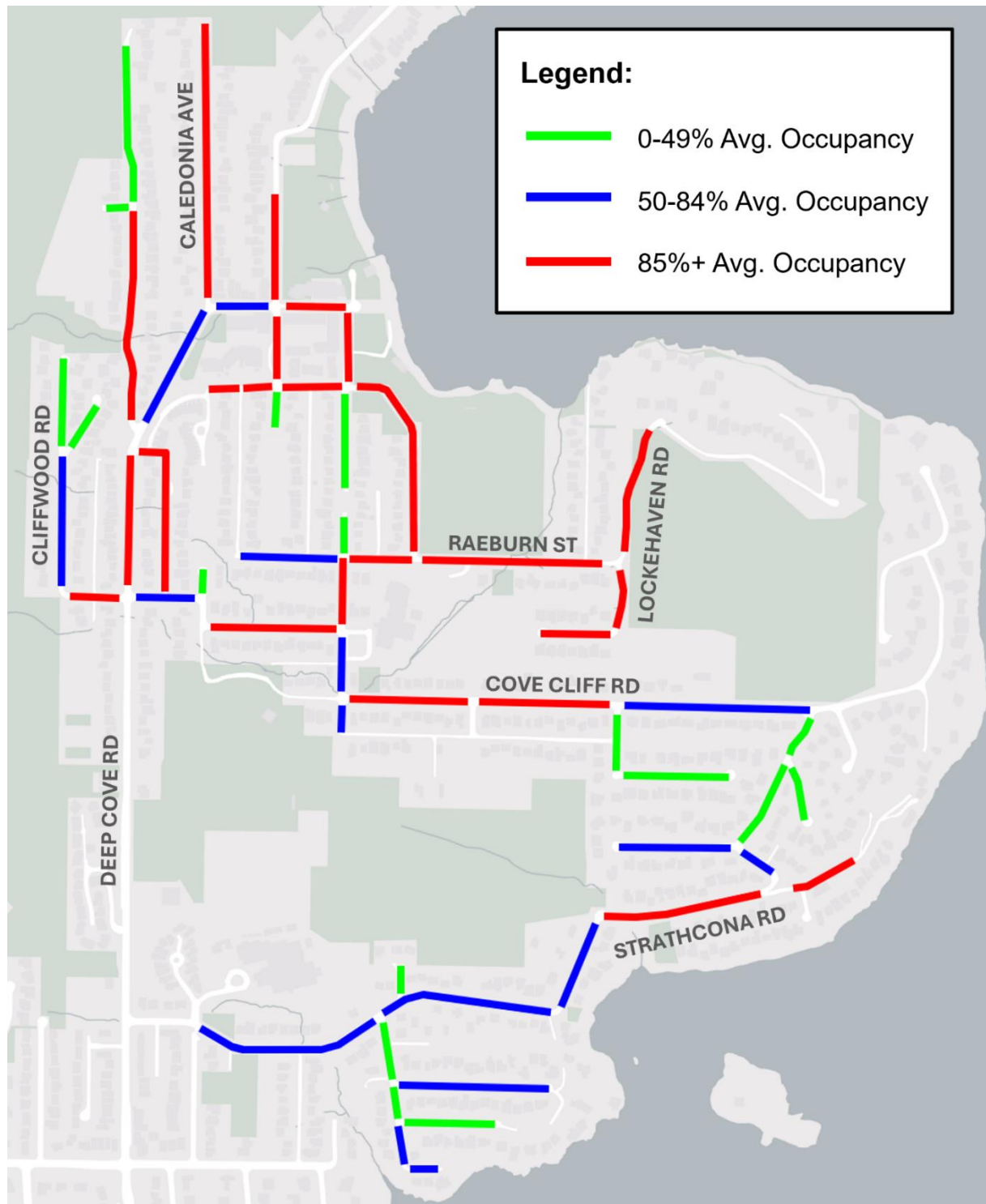


Figure 2: Average parking occupancy (10am-6pm, Saturday August 31, 2025)

Staff-Initiated Improvements:

Staff would like to share with Council some of the continuous improvement measures that staff have advanced in 2025 or will be advancing for implementation in 2026. These measures are based on the lessons learned from the initial rollout and ongoing monitoring of the Deep Cove parking management system. They include:

- *Signs & markings:* In 2025, signage and pavement markings were upgraded to improve safety, visibility, and traffic flow. This work included installing new object markers, replacing “No Parking” signs with “No Stopping” signs, repainting yellow curbs, and adding tow-away signage at Seycove Secondary. Staff also installed new wayfinding signs to guide drivers to available parking. In 2026, staff will evaluate opportunities to install additional pedestrian wayfinding signs along walking routes to Seycove Secondary, Myrtle Park, Quarry Rock, Deep Cove Village, and public washroom locations.
- *Traffic management:* In 2025, the Deep Cove Traffic Management Plan was extended to run until 5PM with traffic control personnel (previously ran to 4PM). In addition, a new Pan-Tilt-Zoom (PTZ) camera was installed earlier this year at the intersection of Panorama Drive and Gallant Avenue to enhance monitoring and response capabilities. In 2026, traffic control measures will continue to be refined to better manage and respond to high traffic volumes observed during peak periods and special events.
- *Digital updates:* In 2026, the District’s website is planned to be updated with clearer, up-to-date information on parking options, regulations, active transportation routes, transit stop locations, and seasonal service updates. Staff plan to consolidate the “Deep Cove Parking” and “Summer Parking in Deep Cove” webpages into a single, streamlined resource featuring refined information on visitor parking availability and restrictions. The updated webpage will further highlight and encourage the use of alternative travel options such as personal bikes, shared micromobility, carsharing, and transit.
- *Technology:* staff will be reviewing new enforcement technologies to replace or supplement the current decal/pass system used for resident parking exemptions. The Bylaws department currently employs License Plate Recognition (LPR) systems—mounted on District fleet vehicles—to monitor and enforce time-restricted parking; however, this technology is not yet utilized for resident permits. Staff will engage the LPR software provider to confirm the feasibility and process for using the system to manage and enforce these zones more efficiently. Subject to further technical review, this approach could potentially allow residents to conveniently register their vehicle and visitor plates online, streamlining operations and enhancing customer service.

Potential Future Improvements for Council Consideration:

In addition to ongoing operational improvements, staff have identified three potential changes that would benefit from Council feedback before proceeding further. These proposed changes are intended to improve clarity, consistency, and equity in how parking is managed and enforced within the Deep Cove area.

1. Expand parking restrictions:

Staff recommend the addition of new resident-exempt parking areas to address observed parking congestion and safety concerns in the following locations:

- Raeburn Street – between Rockcliff Road and Lockhaven Road
- Lockhaven Road – between Eastridge Road and Cliffmont Road
- Eastridge Road – east of Lockhaven Road

A time-limited, 3-hour parking restriction with resident exemptions is recommended to balance resident access with short-term visitor parking availability. In addition, select no-parking zones are proposed along Eastridge Road to improve visibility around curves, provide additional two-way vehicle passage areas, and maintain adequate turnaround space for larger vehicles and emergency access.

Parking changes are illustrated conceptually in Figure 3. The exact placement of new signs would need to be confirmed, subject to driveways, fire hydrants, etc.

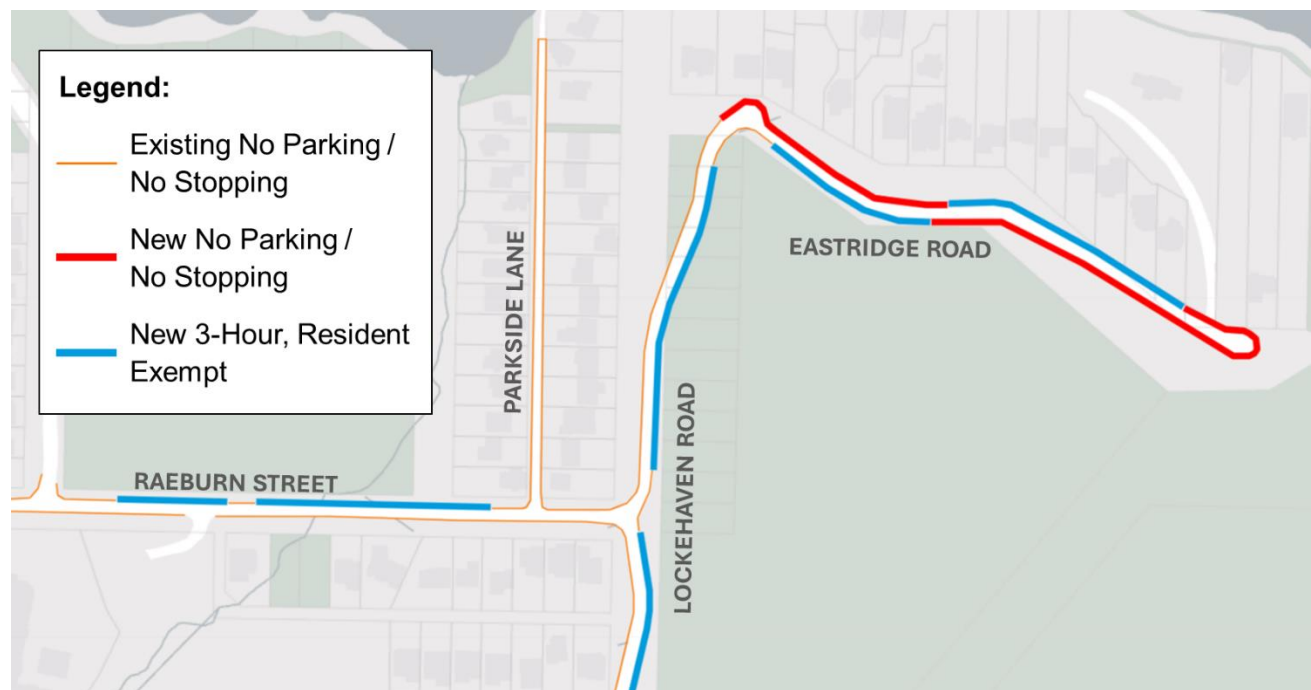


Figure 3: Potential new resident-exempt areas

2. Consolidate parking zones

The current on-street parking system includes seven parking zones in Deep Cove that, at times, can be challenging for effective administration, public awareness, and enforcement. Consolidating these into fewer and more clearly distinguished zones could simplify the operation and effectiveness of the parking management system. Figure 4 illustrates the existing parking zones, while Figure 5 depicts an option for potentially consolidated zones for Council's consideration. Figures 4 and 5 are intended to illustrate the general zone boundaries. Not all roads or addresses within these zones are eligible for resident parking passes—for example, some streets have no parking, and certain arterial roads are ineligible.

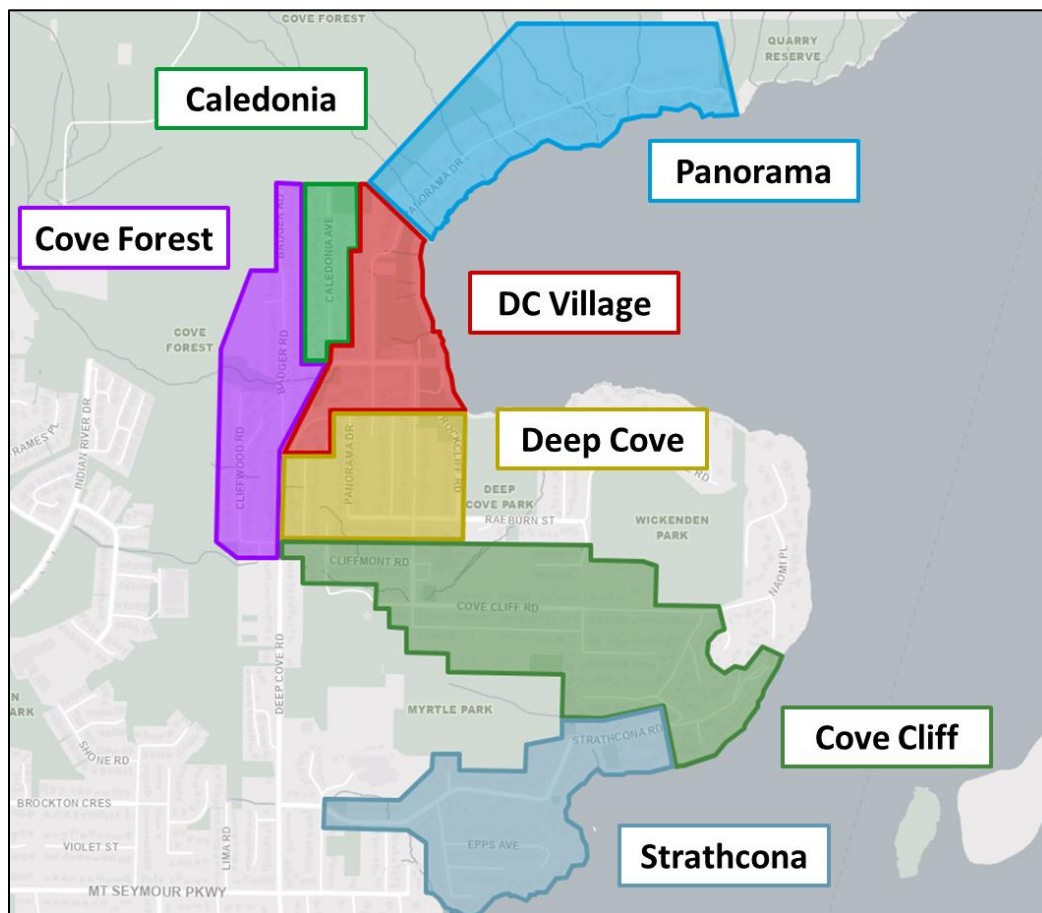


Figure 4: Existing parking zones

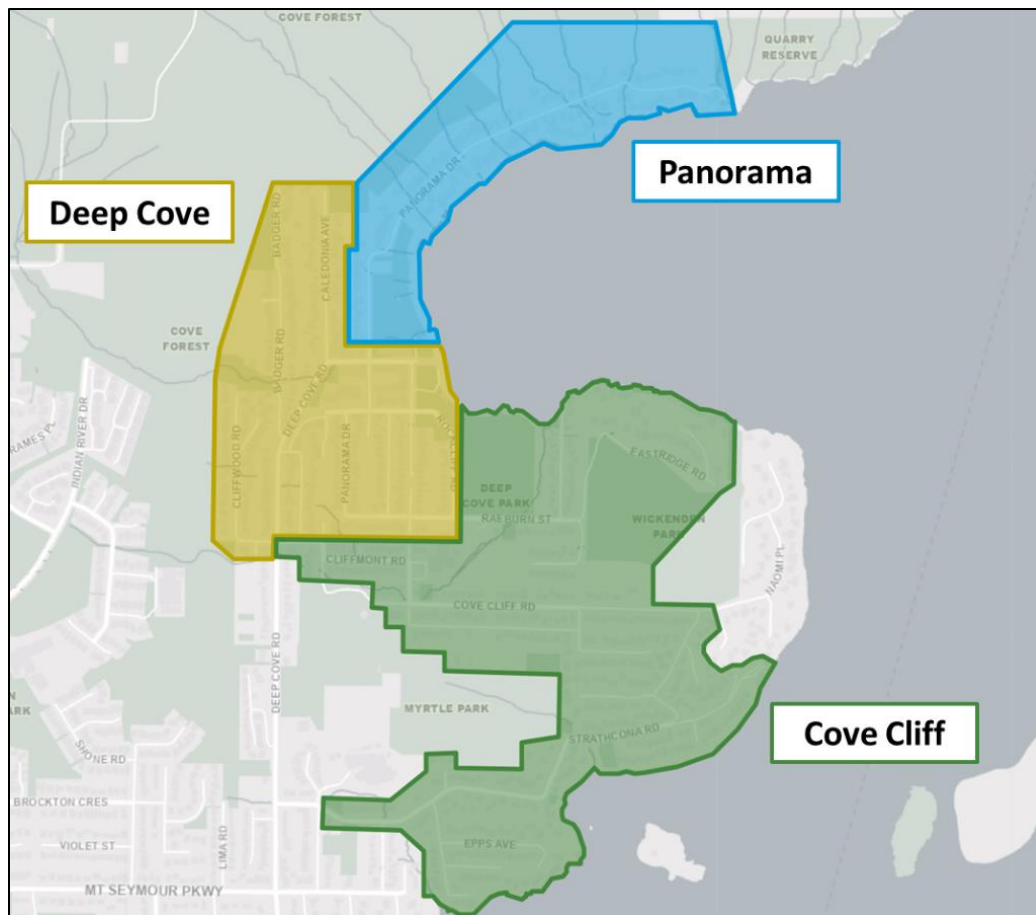


Figure 5: Potential consolidated zones

3. Refine resident permit allowance:

The existing resident parking permit framework varies between zones. The original intent was to match the number of permits per household with the extent of curb side space available within the zone to avoid an 'oversupply' of permits. However, creating these differences across the community has led to perceived inequities between residents along with a more complex administrative process. Eligibility for permits (whether decals and/or flex passes) ranges between one permit and five permits for the currently defined zones.

Staff recommend reviewing and revising the current structure to create a more consistent and transparent system across all eligible dwellings. This review could also facilitate the transition toward a license plate–based permit system, which would modernize administration and reduce reliance on physical decals and passes. The objective is to ensure a fair, accessible, and easy-to-manage system for both residents and staff.

Timing/Approval Process:

In 2026, staff plan to update wayfinding, web content, and traffic management measures, as outlined under the “staff-initiated improvements” section of this Report. During the same period, staff will also review available technologies, privacy considerations, and the operational readiness of the License Plate Recognition (LPR) system to monitor and enforce resident-exempt parking restrictions, with implementation targeted for summer 2027.

A timeline has not yet been established for the section titled “Potential Future Improvements for Council Consideration”, as these initiatives require Council feedback before exploring further in detail.

Financial Impacts:

In 2025, the District has already spent approximately \$128,000 on traffic management and data collection to help facilitate and manage on-street traffic and parking demands in Deep Cove, including:

- Approximately \$91,000 for on-street traffic management (e.g., traffic control at Gallant Street and Panorama Drive).
- Approximately \$37,000 for parking data collection and analysis.

These costs are expected to continue and increase in the coming years to support traffic flow and curbside management in the Deep Cove Village Centre.

Public Input:

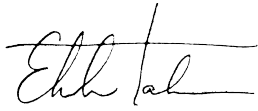
If Council directs staff to proceed forward with the “Potential Future Improvements” as outlined in the Analysis Section of this report, a communication strategy would be developed with a goal to raise awareness and build understanding of the parking changes and rationale in Deep Cove.

Council Input:

To help guide the next phase of parking management in Deep Cove, Staff are seeking Council’s feedback and discussion in a Workshop format on:

1. Expanding parking restrictions on Raeburn Street, Lockehaven Road and Eastridge Road (see Figure 3).
2. Consolidating some of the existing seven zones to improve flexibility, administration and enforcement (see Figure 4 and 5).
3. Refining the number of permitted passes (whether decals or flex passes) to be more consistent and equitable across households.
4. Other general feedback about the current parking management approach in Deep Cove and/or the staff-initiated improvements.

Respectfully submitted,



Ehab Taha,
Section Manager, Transportation

REVIEWED WITH:			
☐ Business and Economic	_____	☐ Finance	<u>JG</u>
☐ Bylaw Services	<u>CW</u>	☐ Fire Services	_____
☐ Clerk's Office	_____	☐ GIS	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____
☐ Communications	<u>SS</u>	☐ Integrated Planning	_____
☐ Community Planning	_____	☐ ITS	_____
☐ Development Engineering	_____	☐ Parks	<u>CJ</u>
☐ Development Planning	_____	☐ Real Estate	_____
☐ Engineering Operations	_____	☐ Review and Compliance	_____
☐ Environment	_____	☐ Solicitor	_____
☐ Facilities	_____	☐ Utilities	_____
		External Agencies:	
		☐ Library Board	_____
		☐ Museum and Archives	_____
		☐ NSEM	_____
		☐ NS Health	_____
		☐ NVRC	_____
		☐ RCMP	_____
		☐ Other:	_____



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:

Sean
Rooney

Digitally signed by
Sean Rooney
DN: cn=Sean Rooney
ou=Users
Reason: I am the
author of this document
Location:
Date: 2026-02-25
15:25-08:00

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland
ou=Users
Reason: I am approving
this document
Location:
Date: 2026-02-25
15:25-08:00

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, o=CA
o=District of North
Vancouver,
email=info@nvc.org
Reason: I am approving this
document
Location:
Date: 2026-02-26
09:47:08:00

CREATED BY: Lauren Isbister

REQUESTED BY: Milestone Environmental Contracting

DESCRIPTION OF WORK: Water tie-in

LOCATION: Forester St

START DATE: March 14, 2026

END DATE: March 15, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
✓ Saturday	7:00 am to 8:00 pm	
✓ Sunday	7:00 am to 8:00 pm	

ADDITIONAL INFORMATION:

A water tie-in will be conducted on east side of Forester St and will include the use of excavators, hydrovacs, mechanical saws, and plate compactors. Sounds coming from site will include excavator operations, cutting of metal piping, and mechanical saw blades. To decrease impacts to local business, it is essential these works are completed outside of normal construction hours as the water supply will be shut off to the entire property.

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:

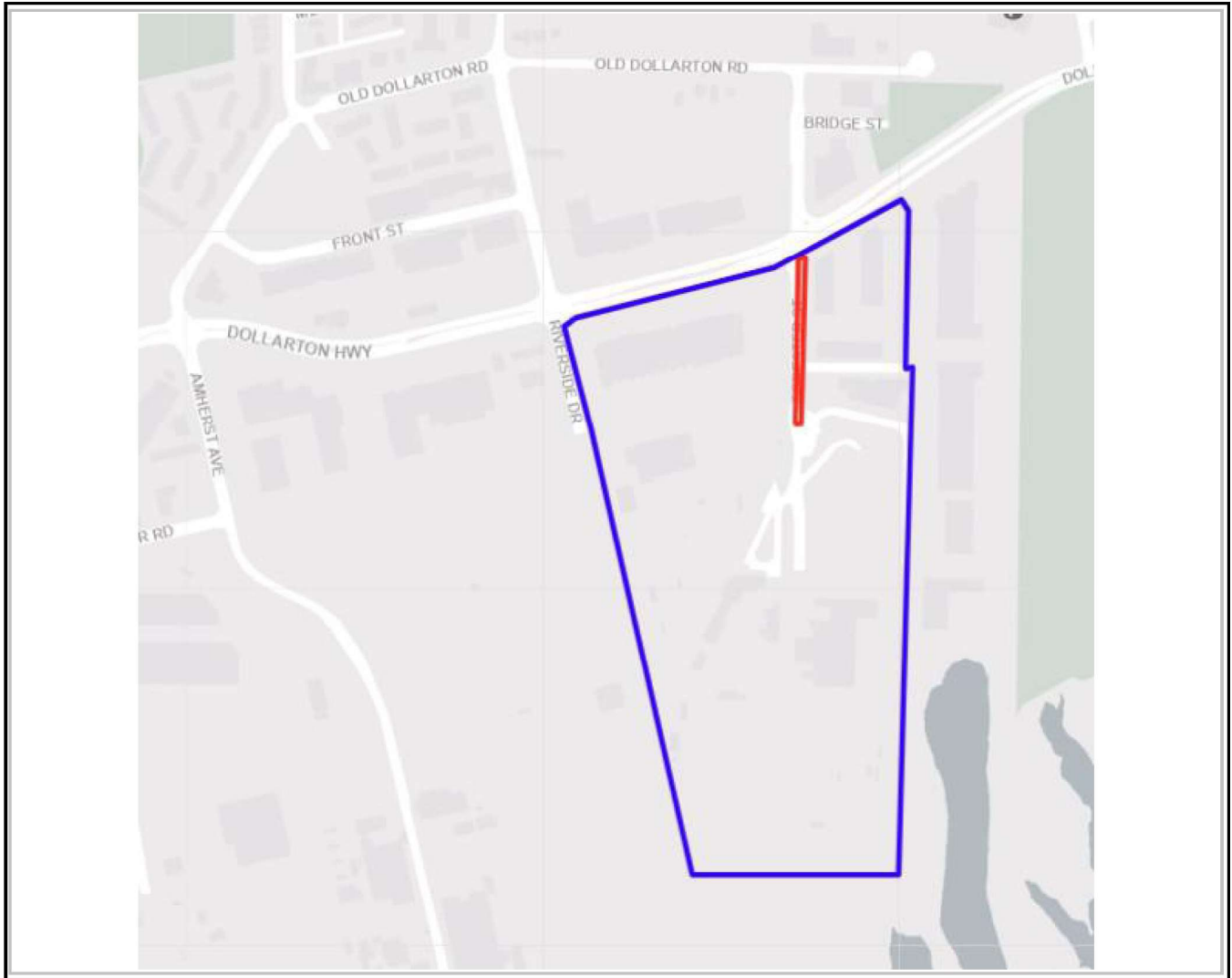
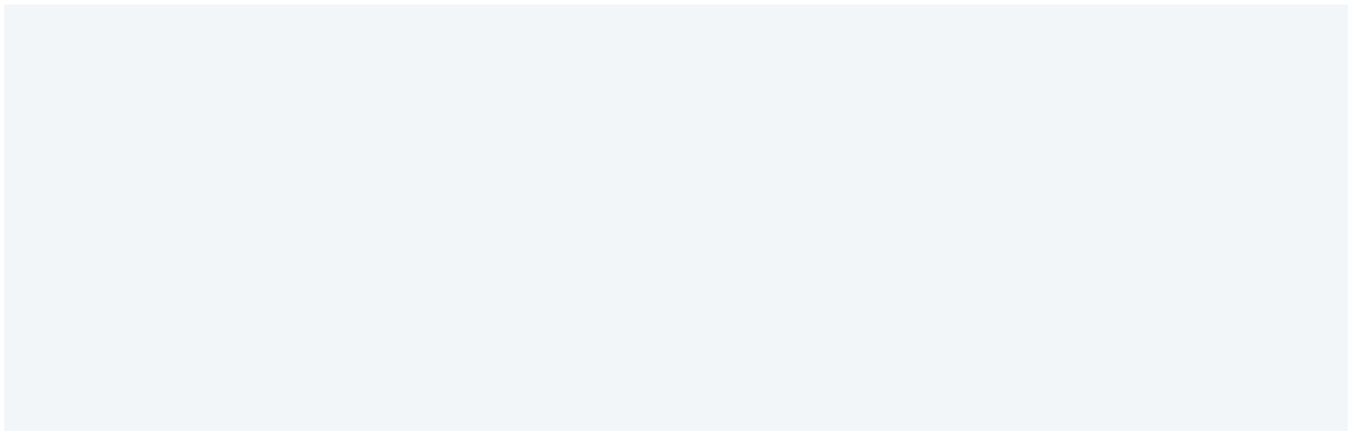
All neighbouring properties are commercial or industrial in nature. Undertaking the works on the weekend will result in the least disruption to surrounding businesses. Additionally, impacts to Heidelberg Materials and GFL Environmental will be minimized. There are no adjacent residential properties that will be impacted by the noise.

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:
Nicola Chevallier
Digitally signed by Nicola Chevallier
DN: cn=Nicola Chevallier, o=District of North Vancouver, ou=Engineering Public Works
Reason: I am approving this document
Location:
Date: 2025-03-10 12:28:47-08

Manager:
Michael Toland
Digitally signed by Michael Toland
DN: cn=Michael Toland, ou=City Services
Reason: I am approving this document
Location:
Date: 2025-03-10 10:45:47-08

CAO Notified:
Mike Fox
Digitally signed by Mike Fox
DN: cn=Mike Fox, o=District of North Vancouver, ou=City Services
Reason: I am approving this document
Location:
Date: 2025-03-10 14:44:47-08

CREATED BY: Scott Sigston

REQUESTED BY: Scott Sigston

DESCRIPTION OF WORK: Inter River Artificial Turf Field - Saw Cutting for Concrete Plaza

LOCATION: 1101 Premier Street, North Vancouver, BC

START DATE: March 14, 2026

END DATE: April 3, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
Saturday	7:00 am to 8:00 pm	
Sunday	7:00 am to 8:00 pm	

ADDITIONAL INFORMATION:

Cedar Crest is currently working with Amrize to pour the concrete plaza and other areas across the site at the Inter River ATF Field #1. The concrete works are critical path to open the park on time, and currently there is a risk that weather delays will push out the concrete works into middle of April if additional days are not available to work. The current Substantial Performance date is March 31, 2026.

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:

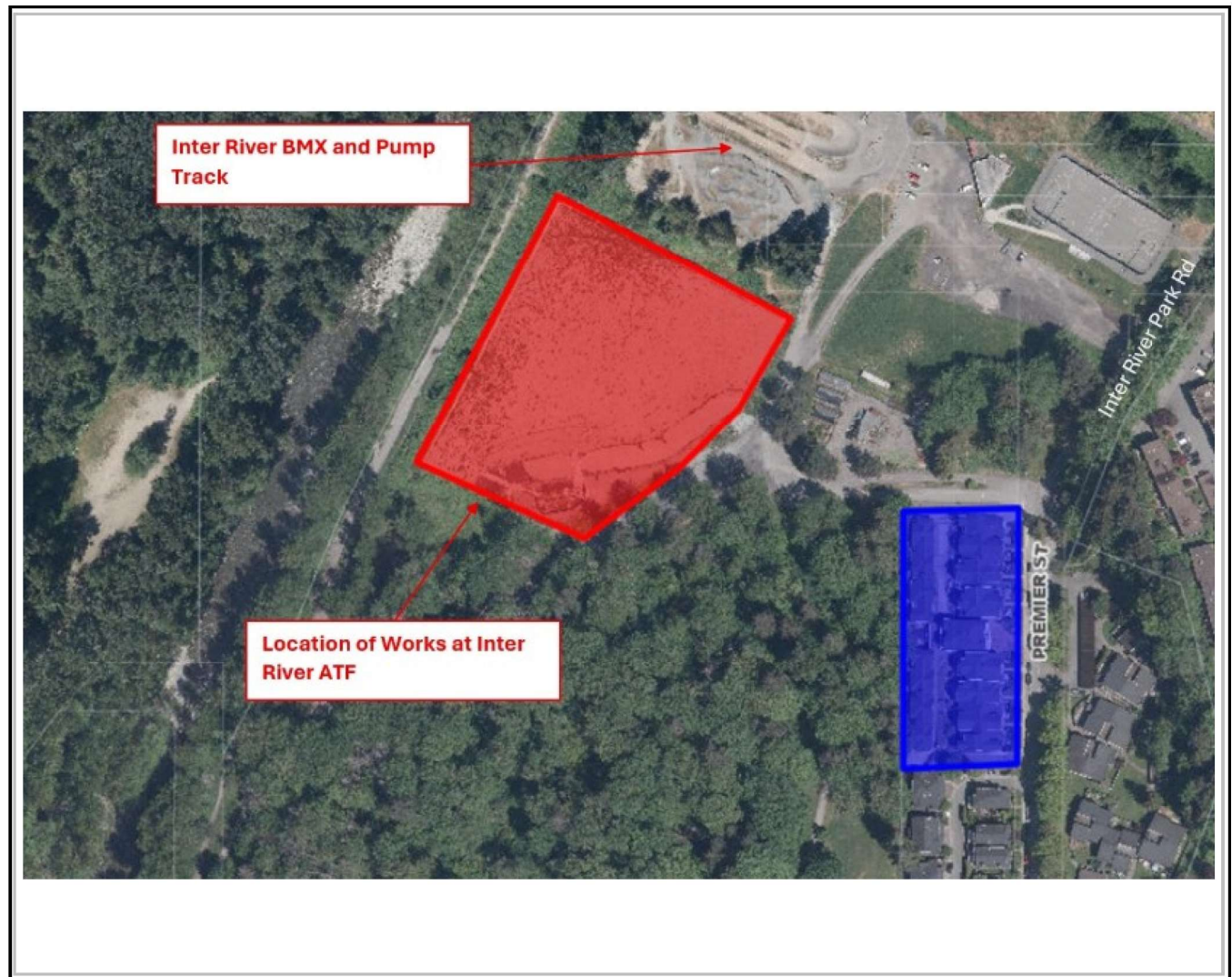
The site is relatively secluded in Inter River Park and set far enough away from residents as to not be much of a concern. There haven't been any noise complaints to date related to the works at Inter River Park.

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:

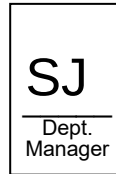
Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

It is not expected that there will be impacts to the general public given that the works are contained to the main plaza area of the site. Trucks will be accessing from Inter River Park Rd.

☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

July 25, 2025
File: 6486814

AUTHOR: Monica Woods-Marshall, Section Manager, Urban Forestry and Natural Areas
Michael Cowman, Trail and Habitat Coordinator, Natural Areas

SUBJECT: Hastings Creek Trail Update

REASON FOR REPORT:

This report provides an update to Council on the management strategy for Hastings Creek Trail in the Lynn Valley neighbourhood.

SUMMARY:

Hastings Creek is one of the District's most important urban watersheds. Flowing through a steep, ecologically sensitive ravine, the creek has historically supported salmon populations and remains an integral part of the Lynn Valley landscape. However, the central section of the Hastings Creek Trail has suffered extensive erosion and recurring slope failures, presenting an unacceptable safety risk and triggering costly, unsustainable maintenance efforts. After more than two decades of monitoring and mitigation, District staff have exhausted practical, safe, and environmentally responsible options to keep this portion of the trail open. Based on detailed geotechnical evaluations and multiple failed re-routing attempts, the conclusion is clear. The middle segment of trail cannot be maintained without risking public safety or inflicting substantial ecological harm.

On February 19, 2025, the Parks and Natural Environment Advisory Committee (PNEAC) reviewed the options and unanimously supported the permanent closure of the central trail section. There is no viable reroute, given the terrain and environmental sensitivities.

With this direction in place, staff will implement the following actions:

- Permanently close the central section of the Hastings Creek Trail, which is currently under temporary closure
- Extend the northern portion of the trail to maintain neighbourhood access (scheduled for completion in fall 2025)
- Remove the northern bridge, which is no longer safe or sustainable (summer/fall 2025)
- Reinstate the southern bridge to maintain a safe and enjoyable out-and-back trail experience on the southern end (planned for summer 2026)

These actions reflect the District's long-term monitoring, geotechnical findings, environmental stewardship obligations, and current Parks capital planning. While the southern portion will remain open for now, it will continue to be monitored. Should new safety risks emerge, staff are prepared to act. This course of action prioritizes public safety, protects the integrity of the watershed, and ensures responsible use of public funds.

BACKGROUND:

The Hastings Creek Trail runs parallel to the creek through a steep valley characterized by unstable slopes and high-energy streamflow. The area is home to critical fish habitat and has been subject to increasing erosion, bank failure, and infrastructure loss. The trail has been a recurring maintenance challenge for years. Several previous reroutes have failed due to ongoing bank undercutting and terrain instability.

In 2021, the District engaged Ecora Engineering and Environmental Ltd. (Ecora) to conduct a comprehensive geotechnical study. The assessment identified thirteen locations with moderate to high risk of failure along the central section of the trail. Ecora provided a conceptual stabilization plan valued at over \$5 million dollars. The proposed works would have involved significant construction and resulted in considerable environmental disruption. It was determined that the project's cost, impact, and long-term effectiveness could not be justified. Since then, the situation has continued to deteriorate. Infrastructure failures have increased, slope conditions remain unstable, and the trail poses an ongoing hazard to the public. Temporary closures have become routine. With no safe or sustainable path forward, staff now recommend a full and permanent decommissioning of the central trail segment. (See Appendix I for photos).

Geotechnical issues

Geotechnical instability along the Hastings Creek Trail is now considered critical and irrecoverable in the central section. The natural meandering of the creek has undercut the slope toe over time, creating rotational and translational failures that cannot be stabilized using conventional means. Soil conditions are highly variable, with shallow root zones and saturated subsurface layers contributing to rapid erosion and bank collapse during storm events.

The 2021 analysis by Ecora identified 13 discrete zones with moderate to high risk of structural failure. These include both active slumps and zones with tension cracks, perched infrastructure, and signs of progressive downslope movement. Several areas exhibit ongoing creep and retrogression, suggesting that future failures are not only likely but imminent under current conditions. Importantly, even short-term repairs or localized reinforcements are unlikely to succeed due to the depth of failure planes and hydrologic unpredictability of the creek. Proposed interventions such as retaining walls, bank armoring, or slope reconstruction would involve extensive excavation, disrupt salmon habitat, and create significant sedimentation risk downstream. These measures carry an estimated cost exceeding \$5 million and would require invasive construction activity within a narrow riparian corridor.

EXISTING POLICY:

The following documents support and direct the proposed trail changes:

- **Parks and Open Space Strategic Plan** – 5.4.1 Key Recommendation - Ensure trails are designed, constructed and maintained to minimize the impact to sensitive ecosystems and to enhance user safety
- **Natural Areas Trails Strategy** – Goal 1.17 - Continue to refine risk management processes to identify unintended risks on trails and reasonably manage these risks through proper trail planning, design, maintenance, management, signs, and communication
- **Official Community Plan** - Section 9.4 Natural Hazards - Policy 2 - Facilitate mitigation measures to reduce risks of landslide, flood, debris flow and forest interface wildfire

ANALYSIS:

A number of options were considered, ranging from keeping the trail open (\$5M+), closing the entire trail (\$150K), and closing the middle section of the trail and maintaining the southern section (\$500K). The Parks and Natural Environment Advisory Committee reviewed the options presented and expressed support for closing the middle section of the trail (\$500K).

Scope of Work:

The preferred management strategy balances public safety, environmental protection, existing budget allocation and recreational values, and includes the following:

- Permanent closure of the central section of the trail (Figure 1, red line), including the removal of a failing bridge (Figure 1, purple line).
- Bridge replacement in 2026 located in the southern section of the trail (Figure 1, blue line).
- The southern section of trail will become an out-and-back style trail. This length of trail was significantly impacted by the October 2024 atmospheric river event and will be repaired before reopening. Staff will monitor this area and may consider partial closure for this section of trail in future years (Figure 1, dark green).
- The northern section of trail will be extended to connect the current trail to Kilkenny Road and is planned for 2025 (Figure 1, yellow line).
- Some infrastructure decommissioning and habitat restoration work, such as invasive plant removal and replanting, will be implemented in 2025/2026.

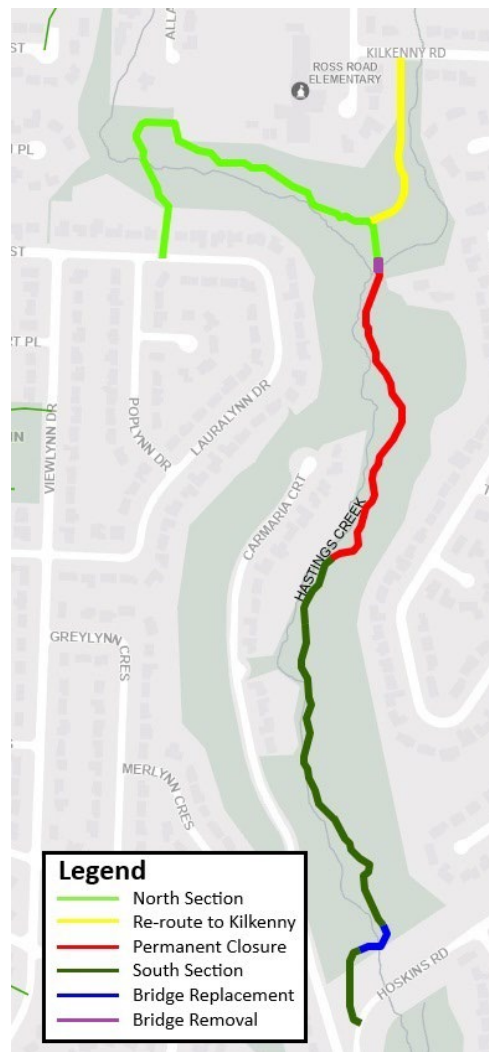


Figure 1. Hastings Creek Trail with proposed changes.

Concurrence:

The management strategy for the Hastings Creek Trail was reviewed and supported by staff from the following sections: Parks, Legal, Risk, Fire and Rescue Services, Environment, Climate Action, Engineering and Communications.

At the February 19th meeting, PNEAC members discussed the various options and strongly supported the proposed management strategy (see Appendix II for presentation slides). Two members of the committee were residents directly adjacent to Hastings Creek Park, offering good local knowledge and perspective.

A communication plan has been developed to inform residents of the trail changes and the rationale for these changes.

Financial Impacts:

The estimated cost to complete this project is approximately **\$500,000**. This work is funded in the 2025 capital budget and no additional funding is required.

Liability/Risk:

Currently the trail is closed south of Hoskins Creek and staff continue to monitor the closure. In the interest of public safety, it is not feasible to open the middle section of the trail due to unstable banks, erosion, and failing infrastructure. The selected management strategy will reduce public safety risks, improve protection of an environmentally sensitive area and reduce ongoing maintenance costs for the trail.

Environmental Impact:

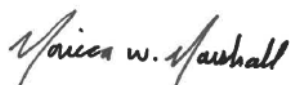
The closure of the central area of the trail will include streamside restoration through the removal of invasive plant species and replanting native trees and shrubs. This work will increase biodiversity, reduce erosion and improve aquatic and terrestrial habitat.

Conclusion:

Hastings Creek Trail faces significant risks due to severe erosion and unstable banks. High-energy stream flows have led to frequent slope failures, causing infrastructure damage and unsafe conditions. The middle portion of the trail, with the steepest slopes, is the most affected.

A permanent closure of the central section of trail is necessary to ensure the safety of trail users, reduce environmental impacts and allow the remaining sections of the trail to be maintained with a reasonable budget. The southern section will become an out-and-back trail and the northern trail section will be extended, connecting to Kilkenny Road. The southern section of trail will be monitored and more closures in this area may be required in the future. These changes will improve public safety, enhance environmental protection, responsibly manage budgets and maintain opportunities for public access to nature.

Respectfully submitted,

A handwritten signature in cursive script that reads "Monica W. Marshall".

Monica Woods-Marshall
Section Manager, Urban Forestry and Natural Areas

REVIEWED			
WITH:			
☐ Sustainable Community	_____	☐ Clerk's Office	_____
☐ Development Services	_____	☒ Communications	<u>CG</u>
☐ Utilities	_____	☐ Finance	<u>SJ</u>
☒ Engineering Operations	<u>FD</u>	☒ Fire Services	<u>MD</u>
☒ Parks	<u>SC</u>	☐ ITS	_____
☒ Environment	<u>CN</u>	☐ Solicitor	<u>CS</u>
☐ Facilities	_____	☐ GIS	_____
☐ Human Resources	_____	☐ Real Estate	_____
		External Agencies:	
		☐ Library Board	_____
		☐ NS Health	_____
		☐ RCMP	_____
		☐ NVRC	_____
		☐ Museum & Arch.	_____
		☐ Other:	_____

APPENDIX I - Examples of Erosion, Slope Failures and Failing Infrastructure



Photo 1. Northern bridge with floating footing.



Photo 2. Damaged southern bridge.



Photo 3. Trail fully washed away.



Photo 4. Bank erosion under cutting boardwalk footings.

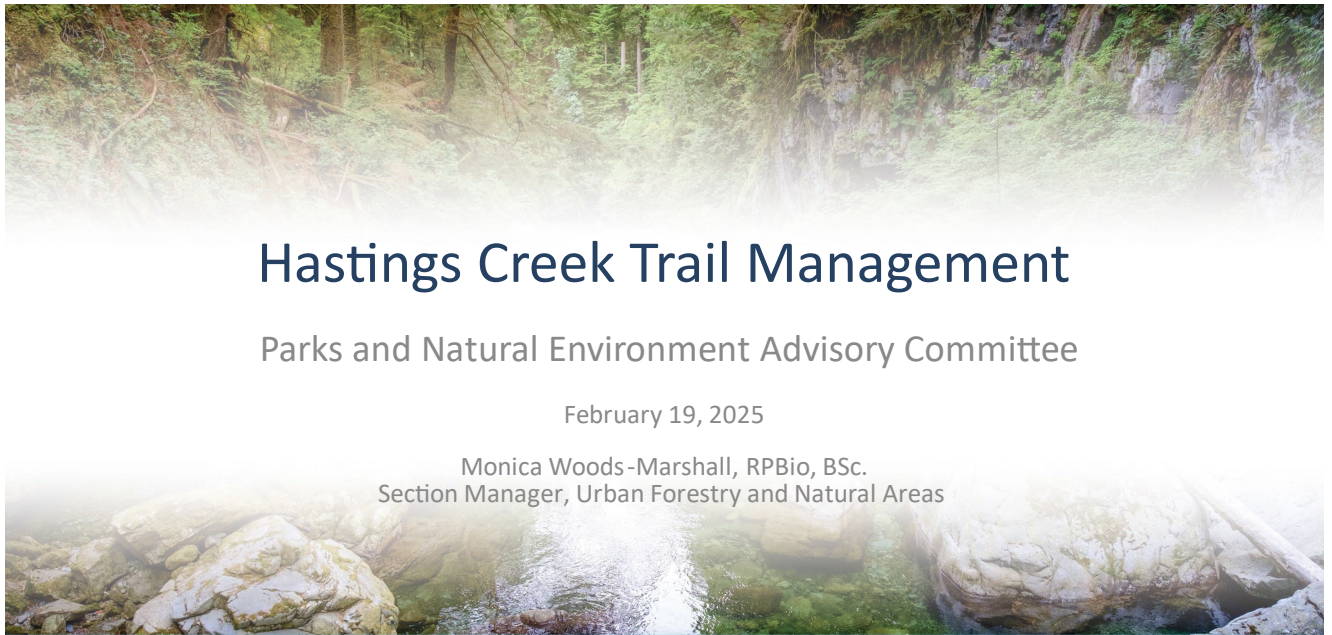


Photo 5. Large landslide area directly above trail. Large rocks regularly roll down onto the trail.



Photo 6. Large landslide area where the trail runs directly along the top of the slide.

APPENDIX II - PNEAC Presentation Slides



Hastings Creek Trail Management

Parks and Natural Environment Advisory Committee

February 19, 2025

Monica Woods-Marshall, RPBio, BSc.
Section Manager, Urban Forestry and Natural Areas



1

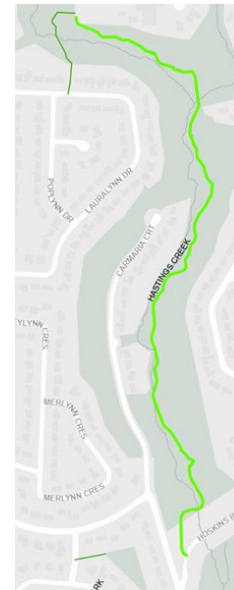
Agenda

1. Hastings Creek Trail Description
2. Trail Benefits
3. Trail Challenges
4. Video
5. Trail Management Options
6. Discussion Questions



Hastings Creek Trail Description

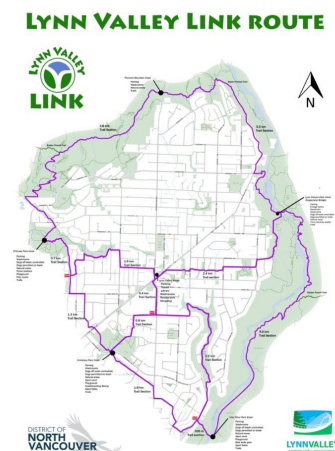
- 1.5km long
- Rustic and natural with extensive built infrastructure
- Runs along creek and steep ravine corridor
- Neighborhood trail
- Coho salmon habitat



3

Trail Benefits

- Rugged, natural style trail in the heart of Lynn Valley
- Improves community connection
- Part of the Lynn Valley Link Network
- Light-moderate use dog walking and running route
- Used and loved by locals and families of Ross Road Elementary



4

Trail Challenges

- Steep ravine
- High energy stream
- Geotechnical risk assessment: 13 sites with failure risk
- Unstable eroding banks and slope failures
- Ongoing trail washouts, infrastructure loss and environmental impacts
- Infrastructure is damaged or nearing end of life
- Topography and adjacent private property make trail realignment impractical



Erosion Impacts



Aging and Failing Infrastructure



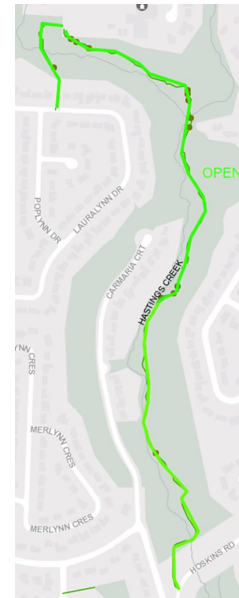
Hastings Creek Video Footage

- [Video](#)



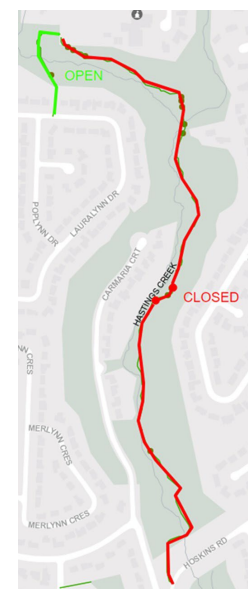
Trail Management: Option 1

- Keep entire trail open
 - \$5M+
 - Highest risk tolerance required
 - Results in ecological degradation and loss of fish habitat
 - Unlikely to receive required environmental permits for the work



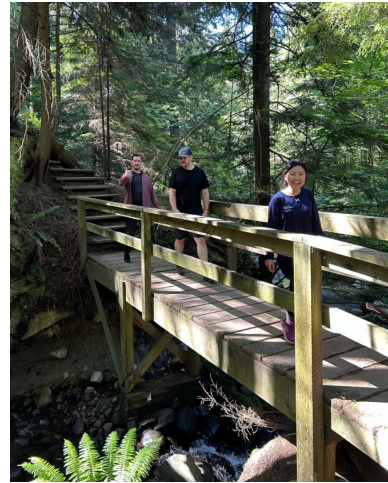
Trail Management: Option 2

- Close entire trail except portion between 27th St and Ross Road Elementary
 - \$50,000 - \$400,000
 - Safest option for trail users
 - Lowest negative impact on environment
 - High potential for public opposition
 - Significant loss of recreation and access to nature



Discussion

1. What option do you prefer and why?
2. Are there other options we have not considered?
3. Are there other recreation/community impacts we have not considered?



☒ Info Package

Date: March 11, 2026


 Dept.
 Manager


 GM/
 Director


 CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

March 11, 2026

AUTHOR: Jason Smith, Senior Community Planner

SUBJECT: Consultation on Proposed *Metro 2050* Amendment Options in Response to South of the Fraser Mayors' Request

REASON FOR REPORT:

This report provides Council with information about a consultation request from Metro Vancouver Regional District regarding potential amendments to *Metro 2050* (**Attachment 1**). Metro 2050 is the Regional Growth Strategy (RGS). The *Metro 2050* amendments are in response to a request from the mayors of Surrey, Langley Township and Delta to have a more flexible framework to amend *Metro 2050*. The three municipalities have expressed that the amendments are needed to better support regional growth and development south of the Fraser River. The changes, if approved, would also have implications for the District of North Vancouver.

SUMMARY OF CONSULTATION REQUEST:

Metro Vancouver Regional District (MVRD) staff have responded to the request of the three municipalities by proposing to bring forward four potential amendments to increase flexibility in redesignating properties adjacent to the Urban Containment Boundary (UCB) and to streamline the amendment process. The following four proposed amendments are intended to be presented to the Regional Planning Committee and then the Metro Vancouver Board for first reading in April 2026. The type of amendment process required to implement these changes into the RGS is noted in parentheses. See page 3 of this report for more information on the specific thresholds for each amendment type. The proposed amendment options are as follows:

1. Add New Special Study Areas (Type 3 Amendment):

Permit new Special Study Areas in Surrey, Langley Township and Delta, allowing future land use designation changes to proceed under a lower voting threshold. Amendments would be processed as a Type 3 amendment, rather than a Type 2 amendment.

2. Reclassify Rural Land Use Designation Amendments (Type 1 Amendment):

Lower the voting threshold for redesignating Rural properties to Industrial, Employment or General Urban. If passed, future amendments to the Regional Growth Strategy (RGS) would be processed as a Type 3 amendment, rather than a Type 2 amendment.

3. Expand Amendment Opportunities for Properties Adjacent to the UCB (Type 1 Amendment):

Lower the voting threshold for changes to land use designations on properties directly adjacent to the UCB, subject to criteria (e.g., outside Agricultural Land Reserve, serviceable with existing or committed infrastructure, supportive of complete communities). Future amendments to the RGS would be processed as a Type 3 amendment, rather than a Type 2 amendment.

4. Expand the Flexibility Clause (Type 3 Amendment):

Apply the existing flexibility clause (policy 6.2.7 in *Metro 2050*) to properties directly adjacent to the UCB, allowing changes to land use designations without a *Metro 2050* amendment (subject to criteria outlined in existing clause such as limits on size and cumulative areas of affected properties).

Proposed amendment option 1 applies only to certain municipalities (Surrey, Langley Township and Delta) which may raise procedural fairness concerns. The remaining three options would apply region wide. While each option represents a distinct approach, there is considerable overlap in their intended outcomes. Although all four options could technically be implemented, doing so may result in duplication and added complexity. As such, Metro Vancouver staff note it may be more practical and administratively efficient to pursue a subset of the options. For more detail on the proposed amendment options and implementation considerations, see the [Metro Vancouver staff report, dated November 14, 2025 \(Attachment 2\)](#).

Metro's consultation process entails reaching out to affected municipalities for feedback and discussing the potential amendments at the Regional Agricultural Advisory Committee and Regional Planning Advisory Committee to gather technical input. Metro Vancouver has requested any comments from Council to be submitted by March 20, 2026 in order to be included as part of the staff report going to the April Regional Planning Committee. Should Council members have comments by this time, these may be forwarded to Community Planning staff. A letter to Metro Vancouver, summarizing comments, and attaching this information report will be prepared.

If there are comments from Council received after this date, staff can draft a letter from the District and they can be provided to Metro Vancouver for inclusion as a correspondence or as an on-table item. District staff would need these comments by March 27, 2026 to ensure inclusion. At this time, Metro Vancouver is not requesting formal consideration of any bylaw.

Once the consultation is complete, Metro Vancouver staff will bring forward the comments received as well as draft amendment bylaws to Regional Planning Committee and then the

MVRD Board for consideration. Any initial bylaw readings to amend *Metro 2050* will trigger a formal referral and comment period of at least 60 days. The District will have an opportunity to provide formal comments at that time. If the Type 1 amendments being proposed are initiated by the Board, the District of North Vancouver Council will be required to pass a resolution stating their acceptance or non-acceptance of the proposed amendment.

ANALYSIS:

Metro 2050 establishes three amendment types with escalating levels of regional oversight:

Type 1 Amendments	50%+1 weighted vote of the MVRD board plus acceptance by all affected local governments. The highest amendment threshold that is used for adoption and major changes to the amendment process or foundational policies.
Type 2 Amendments	2/3 weighted vote of the MVRD Board plus a Public Hearing. Used for amendments to the UCB Boundary and for land use designation changes from Non-Urban to Urban.
Type 3 Amendments	50%+1 weighted vote of the MVRD Board. The lowest amendment voting threshold used for Urban to Urban (e.g., General Urban to Employment) land use designation changes, Non-Urban to Non-Urban (e.g. Rural to Agricultural) land use designation changes and for text amendments.

District staff have identified the following potential implications of the four amendment options presented in response to the request from Surrey, Langley Township and Delta:

- Proposed amendments options 1, 2, and 3 would lower the voting threshold for certain land use designation changes from a Type 2 to Type 3 amendment. When *Metro 2050* was adopted, the Type 2 process (2/3 weighted Board vote plus regional public hearing) was intended to ensure broader regional support for Non-Urban to Urban land use designation changes (e.g., Rural to General Urban). Reducing these thresholds represents a substantive change to the amendment framework established through regional consensus.
- Proposed amendment option 4 would allow member jurisdictions to exercise greater local discretion over properties directly adjacent to the UCB and, in some cases, proceed without a *Metro 2050* amendment, if certain criteria are satisfied. This would result in potential land use designation changes on these properties without any regional input.

Integrity of the Urban Containment Boundary (UCB)

Metro 2050 describes the Urban Containment Boundary as a stable, long-term, regionally defined area for urban development that protects Agricultural, Conservation and Recreation and Rural properties from developments requiring utility infrastructure and from auto-oriented, dispersed development patterns.

Lowering the amendment thresholds for Non-Urban to Urban land use designation changes, or removing the amendment requirement in certain circumstances, could incrementally

increase development pressures at the urban edge. Over time, the potential cumulative effect of such changes may erode the credibility of the UCB as a firm and predictable growth management tool established by regional consensus.

Consistency with *Metro 2050* Goals

Metro 2050 prioritizes compact urban form, climate action, infrastructure efficiency and protection of rural and agricultural properties. Expanding opportunities to redesignate Rural lands outside of the UCB may increase pressure for outward growth, reinforce auto-oriented development patterns and create long-term servicing and fiscal implications.

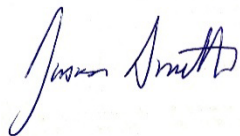
Although the intent is to support housing and employment growth, the proposed amendment options represent a substantive change to the amendment framework and voting thresholds that safeguard the goals of *Metro 2050*.

CONCLUSION:

Metro Vancouver has sent a consultation request to Council seeking feedback on proposed amendment options to *Metro 2050* by March 20, 2026. This would allow for comments to be included in the Metro Vancouver staff report. Alternatively, and if comments are desired and cannot be provided by March 20, 2026, staff could prepare a letter with Council's comments that could be provided to Metro Vancouver for inclusion as correspondence or as an on-table item. District staff would need these comments by March 27, 2026 to ensure inclusion.

In responding, Council may wish to consider the regional implications, including the potential cumulative impact of Non-Urban to Urban land use designation changes on the integrity of the Urban Containment Boundary and alignment with *Metro 2050*'s goals of compact, contained and coordinated regional growth. This issue comes down to the balance between allowing for municipal autonomy and supporting collective regional goals for managing growth.

Respectfully submitted,



Jason Smith,
Senior Community Planner

ATTACHMENTS:

Attachment 1: Consultation Request Letter from Metro Vancouver

Attachment 2: [MVRD Board Report, dated November 14, 2025, titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request"](#)

SUBJECT: Consultation on Proposed *Metro 2050* Amendment Options in Response to
South of the Fraser Mayors' Request

March 11, 2026

Page 5

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

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January 20, 2026

File: CP-11-01
Ref: RD 2025 11 28

Mayor Mike Little and Council
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5
VIA EMAIL: council@dnv.org

Dear Mayor Mike Little and Council:

**Consultation on Proposed *Metro 2050* Amendment Options
in Response to South of the Fraser Mayors' Request**

On November 28, 2025, the Metro Vancouver Regional District (MVRD) Board of Directors directed staff to initiate consultation on potential amendments to *Metro 2050*, the Regional Growth Strategy, in response to a letter to the Board Chair from three South of the Fraser Mayors. These municipalities have expressed that the current amendment framework is limiting their ability to accommodate the region's growing demand for housing, employment lands, and essential services.

In June 2025, the mayors of Surrey, Langley Township, and Delta submitted a joint letter outlining policy changes they believe are necessary to better support growth and development south of the Fraser. Informed by this request and subsequent discussions with municipal staff and the MVRD Board, Metro Vancouver has developed four amendment options for consideration. These options focus on improving flexibility for making adjustments to the Urban Containment Boundary and streamlining the amendment process while maintaining the integrity of regional growth management objectives.

The proposed amendment options are:

- 1. Type 3 amendment: Add new Special Study Areas in the requesting municipalities.**
Currently, *Metro 2050* does not allow the addition of new Special Study Areas (SSAs). SSAs are designated locations where future regional land use changes are anticipated but require further study before an amendment can proceed. This amendment would allow Surrey, Langley Township, and Delta to identify a limited number of new SSAs for inclusion in *Metro 2050*, enabling future land use changes in these areas to be considered under a lower voting threshold.

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2. **Type 1 amendment: Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 amendments.**
Lower the voting threshold for designation changes from Rural to Industrial, Employment, or General Urban.
3. **Type 1 amendment: Expand amendment opportunities for properties adjacent to the Urban Containment Boundary.**
Lower the voting threshold for changes from Agricultural or Rural to General Urban or Employment, provided that the sites (a) are contiguous with the Urban Containment Boundary; (b) are outside the Agricultural Land Reserve and ecologically sensitive areas; (c) can be serviced with existing or committed infrastructure; and (d) support compact, transit-oriented, complete communities.
4. **Type 3 amendment: Expand use of the flexibility clause (6.2.7) for properties adjacent to the Urban Containment Boundary.**
Allow regional land use designations on sites contiguous to the Urban Containment Boundary to be changed without a *Metro 2050* amendment, if the change satisfies criteria outlined in the current flexibility clause (i.e. site size and cumulative usage).

Under *Metro 2050*, Type 1 amendments require a 50%+1 weighted vote of the MVRD Board plus unanimous acceptance by all affected local governments to pass. Type 3 amendments require a 50%+1 weighted vote of the MVRD Board to pass after an opportunity for comment from all affected local governments. More details about these amendment types is contained in Part F of *Metro 2050* ([Implementation](#)) and in the [Regional Growth Strategy Amendments Implementation Guide](#).

The MVRD Board cannot give initial readings to a *Metro 2050* amendment bylaw that affects local governments without first consulting with them. As an agency with a statutory role in the Regional Growth Strategy amendment process, we are seeking your feedback on these options, as detailed in the enclosed staff report. At this stage, we are not requesting formal consideration of any bylaw; all feedback received through this consultation will be summarized and provided directly to the Metro Vancouver Regional District Board when it considers the initial readings of any draft *Metro 2050* amendment bylaws. If the MVRD Board grants initial readings to any bylaw at that meeting, a formal referral and comment period of at least 60 days will be initiated.

To meet this timeline, we request that you provide any comments by **March 20, 2026**. Staff would be pleased to meet with your staff or present to your Council or Board to discuss the proposed options in more detail. To arrange this, or should you have any questions, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org.

Thank you for your attention to this matter and for your continued collaboration in shaping the region's growth.

Enclosed is a copy of the aforementioned staff report for your reference.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Boards

MH/JC/ms

cc: David Stuart, Chief Administrative Officer, District of North Vancouver
Genevieve Lanz, Manager, Administrative Services, District of North Vancouver
Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board Report dated November 14, 2025, titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request" \(pg. 407\)](#)

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To: MVRD Board of Directors

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: November 14, 2025 Meeting Date: November 28, 2025

Subject: **Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request**

RECOMMENDATION

That the MVRD Board receive for information the report dated November 14, 2025, titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request".

EXECUTIVE SUMMARY

In response to MVRD Board direction, Metro Vancouver staff have started to explore potential *Metro 2050* amendments regarding the Urban Containment Boundary in response to the letter to the Board Chair from three South of the Fraser Mayors. Metro Vancouver staff met with staff from the three municipalities to better understand the issues of concern and have developed a set of potential amendments to *Metro 2050*.

The MVRD Board cannot give initial readings to a *Metro 2050* amendment bylaw that affects member jurisdictions without first consulting with them. Prior to initiating that pre-consultation, staff are providing the potential amendments to the MVRD Board to ensure that the proposals have Board support for engagement. Once the pre-consultation with member jurisdictions is complete, staff will bring forward the comments received as well as amendment bylaws for MVRD Board consideration.

The four potential amendment options for pre-consultation are:

1. Add new Special Study Areas in the requesting municipalities;
2. Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 Amendments;
3. Expand Amendment Opportunities for properties adjacent to the Urban Containment Boundary; and
4. Expand Use of the Flexibility Clause for properties adjacent to the Urban Containment Boundary.

In addition, staff have identified a number of procedural improvements that can improve *Metro 2050* implementation without an amendment. Staff will implement these changes, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

PURPOSE

This report lays out the *Metro 2050* amendment options that are expected to form the basis of pre-consultation with member jurisdictions for Board information and input.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request

MVRD Board Regular Meeting Date: November 28, 2025

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BACKGROUND

On June 19, 2025, the Board Chair received a joint letter (**Attachment 1**) from the mayors of Surrey, Langley Township, and Delta expressing concerns about *Metro 2050*. The letter argues that the existing *Metro 2050* amendment framework is impeding the ability of South of the Fraser municipalities to meet the growing demand for housing, employment lands, and essential services. To address these concerns, the mayors outlined three policy changes they believe are important to better support growth and development:

1. Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. Reclassify qualifying Urban Containment Boundary amendment requests from Type 2 (requires an amendment bylaw passed by a weighted two thirds vote of the Board) to Type 3 (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. Introduce a minor realignment mechanism to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

The MVRD Board received a copy of the joint letter, along with a summary of the mayors' request, at its July 25, 2025 meeting in a report dated July 11, 2025, titled "Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors" (**Attachment 2**).

At the July 25, 2025 meeting, the MVRD Board passed the following resolution:

That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 Metro 2050 amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors' requests as three separate amendments.

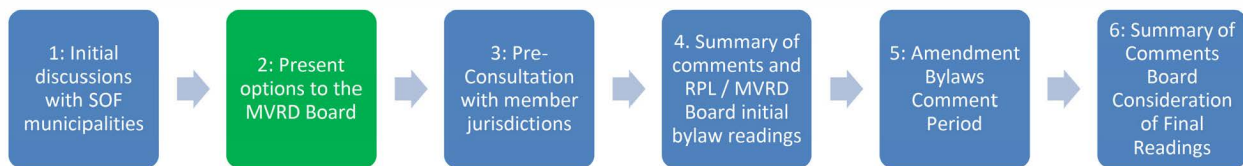
ENGAGEMENT AND AMENDMENT PROCESS

In response to the MVRD Board's July 25, 2025 resolution, Metro Vancouver staff have initiated a multi-phase process to explore potential amendments to *Metro 2050* that address the concerns raised in the South of the Fraser Mayors' joint letter.

Because these amendments would be initiated by the MVRD Board rather than a member jurisdiction, additional engagement requirements apply under *Metro 2050*. Specifically, Metro Vancouver must provide all affected member jurisdictions with an opportunity to comment on the proposed amendments before any amendment bylaws are given first reading. This pre-consultation step is essential to ensure transparency, regional collaboration, and alignment with the principles of the regional growth strategy.

The engagement and amendment process includes the following steps (Figure 1):

Figure 1: Engagement and Amendment Process



Step 1: Initial discussions with staff from the three requesting municipalities

Staff met with staff from the City of Surrey, Township of Langley, and City of Delta to better understand their needs and priorities. These discussions helped clarify the intent of the mayors' request and informed the development of policy options that could address their concerns.

Step 2: Presentation of options to the MVRD Board

This report represents the second phase of the process. It outlines a set of potential *Metro 2050* amendment options for the MVRD Board's consideration, based on feedback from the South of the Fraser member jurisdictions and Metro Vancouver's staff's best assessment of viable policy options. The intent is to seek Board support for engaging with all member jurisdictions on these options.

Step 3: Pre-consultation with member jurisdictions

Metro 2050 stipulates that the MVRD Board cannot give initial readings to an amendment bylaw without first providing an opportunity for affected member jurisdictions to comment. This additional step is not required when a member jurisdiction requests an amendment via Council resolution. As part of this phase, staff will also engage with the Regional Administrators Advisory Committee (RAAC) and Regional Planning Advisory Committee (RPAC), to support technical review and coordination.

Step 4: Summary of comments and consideration of initial readings to amendment bylaws

All comments will be compiled and conveyed to the Regional Planning Committee and MVRD Board along with amendment bylaws for consideration of initial readings

Step 5: Referral and Comment Period

If the MVRD Board grants initial readings to the proposed amendments, a formal referral and comment period of at least 45 days will be initiated, as per *Metro 2050* Policy 6.4.2 b). This provides an opportunity for all affected local governments (member jurisdictions, TransLink, and adjacent regional district Boards), local First Nations, and other agencies as noted in *Metro 2050* to formally respond prior to final readings and adoption.

Step 6: All comments will be compiled and conveyed to the MVRD Board along with the amendment bylaws for consideration of final readings and adoption.

Approval Requirements

If a proposed amendment is classified as a Type 1 amendment, unanimous acceptance by all affected local governments is required prior to MVRD Board approval. If an amendment is classified as a Type 3 amendment, a 50% +1 weighted vote of the MVRD Board is required following the comment period. This report sets out the *Metro 2050* amendment options that are expected to form the basis of pre-consultation. Since the proposed amendment options are not geographically specific, all member jurisdictions are affected, and all will be engaged in pre-consultation activities.

OVERVIEW OF AMENDMENT OPTIONS UNDER CONSIDERATION

This section outlines four potential *Metro 2050* amendment options for pre-consultation with member jurisdictions. These options reflect Metro Vancouver staff's interpretation of the South of the Fraser Mayors' letter, feedback from municipal staff, and existing *Metro 2050* policy. They are not mutually exclusive and could be packaged together or separately.

Under *Metro 2050*, amendments are categorized into three types:

Type 1: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board and unanimous acceptance by all affected local governments. Typically applies to changes to the amendment process itself or other major changes such as the deletion or amendment of goals or strategies. The *Local Government Act* (LGA, Section 437) identifies what may not be considered minor amendments (e.g., changes to the amendment process for a regional growth strategy); thereby making them Type 1 amendments.

Type 2: Requires an amendment bylaw passed by a two-thirds weighted vote of the MVRD Board. Generally applies to regional land use designation changes outside the Urban Containment Boundary and changes to the Urban Containment Boundary.

Type 3: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board. Applies to specific designation changes as outlined in *Metro 2050*.

Option 1: Add new Special Study Areas in the requesting municipalities

Under *Metro 2050*, Special Study Areas (SSAs) are geographically defined locations where future regional land use designation changes are anticipated, but where further study is required before a regional land use amendment can be considered. Within an SSA, any proposed change to the regional land use designation is processed as a Type 3 amendment, requiring a 50% +1 weighted vote of the MVRD Board, rather than as a Type 2 amendment with a higher threshold for approval.

This option would allow the three South of the Fraser municipalities to identify specific lands outside the Urban Containment Boundary that they are interested in exploring for potential future land use changes. By adding SSA overlays to these areas, the member jurisdiction signals its intent for future regional land use designation changes and establishes a lower voting threshold for those amendments. These would be added to *Metro 2050* as new SSAs.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request

MVRD Board Regular Meeting Date: November 28, 2025

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Metro 2050 did not originally envision the expansion of Special Study Areas as a broad growth management tool. SSAs were intended to be used in limited, site-specific circumstances where future land use changes were anticipated but required further study. However, in this particular instance, the SSA framework may offer a practical and policy-aligned way to respond to the concerns raised by South of the Fraser municipalities. It provides an existing mechanism within *Metro 2050* that could support targeted growth areas while maintaining a structured and regionally consistent amendment process. Further policy work would be required to define the conditions under which new SSAs should be considered

Option 1 would be a Type 3 amendment, requiring an affirmative 50% +1 weighted vote of the MVRD Board.

Option 2: Re-classify amendments to properties with a regional Rural land used designation as Type 3 amendments

Amendments to properties with a Rural regional land use designation are currently classified as either Type 2 or Type 3 amendments depending on the proposed regional land use designation.

- Type 2: amendment from Rural to Industrial, Employment, or General Urban regional land use designations (6.3.3 c)
- Type 3: amendment from Rural to Agricultural or Conservation and Recreation regional land use designations (6.3.4 d)

This option would merge the above policies, classifying regional land use designation changes from Rural to any other designation as Type 3 amendments, including movement of the Urban Containment Boundary. The effect of this change would be to lower the MVRD Board voting threshold to 50% +1 for Rural to Industrial, Rural to Employment, and Rural to General Urban amendments.

The vast majority (over 99 percent) of Rural lands in the region are located outside of the Urban Containment Boundary. Option 2 directly responds to the second request in the South of the Fraser Mayors' letter, to reclassify qualifying UCB expansions as Type 3 amendments by lowering the voting threshold for Rural-to-Urban designation changes. While this option facilitates more streamlined consideration of growth areas outside the UCB, it maintains the existing Type 2 amendment process for Agricultural and Conservation and Recreation lands, consistent with the mayors' first request to exclude lands within the Agricultural Land Reserve and ecologically sensitive areas.

Option 2 is a Type 1 amendment, requiring unanimous acceptance by all affected local governments and the MVRD Board as per the *Local Government Act* and *Metro 2050* policy.

Option 3: Expand amendment opportunities for properties contiguous with the Urban Containment Boundary

Metro 2050 contains a policy, 6.3.4 f), which applies to Agricultural and Rural properties that are contiguous with (i.e. outside but immediately adjacent to) the Urban Containment Boundary and outside the Agricultural Land Reserve. This policy allows that such properties may be amended to the Industrial regional land use designation as a Type 3 amendment.

Option 3 would expand the amendment opportunities for such sites beyond Industrial and specify that any regional land use designation may be proposed as a Type 3 amendment.

The effect of this change would be to lower the MVRD Board voting threshold to 50% +1 for sites contiguous to the Urban Containment Boundary for Agricultural and Rural sites that are proposed to be amended to General Urban or Employment that would otherwise be considered Type 2 amendments. For these sites, conversions to Conservation and Recreation or Industrial are already considered Type 3 amendments.

Option 3 would address the second request in the South of the Fraser Mayors' letter – i.e. to: “allow contiguous Urban Containment Boundary extensions that:

- are outside the Agricultural Land Reserve and ecologically sensitive areas;
- can be serviced with existing or committed infrastructure; and
- support compact, transit-oriented, complete communities.”

These eligibility criteria would be layered onto Option 3 under a revised policy 6.3.4 f). Any application for regional land use designation changes under 6.3.4 f) would need to address these criteria, but interpretation of eligibility would be at the sole discretion of the MVRD Board.

The intent of the existing policy framework surrounding contiguous sites is to provide flexibility for sites that are directly adjacent to the Urban Containment Boundary, recognizing that some parcels outside the Urban Containment Boundary may represent supportable extensions of urban development. However, the current definition of Urban Containment Boundary contiguous parcels has, at times, created uncertainty for member jurisdictions. This proposed amendment presents an opportunity to refine and clarify the definition to better support consistent implementation across the region. Option 3 would not change the amendment type or process for any sites that are not contiguous with the Urban Containment Boundary.

Option 3 would be a Type 1 amendment, requiring unanimous acceptance by all affected local governments, as it would change the process for making minor amendments as specified in *Metro 2050* sections 6.3.3 and 6.3.4.

Option 4: Expand the use of the 'Flexibility Clause' for properties contiguous with the Urban Containment Boundary

Metro 2050 contains a policy (6.2.7), commonly referred to as the *flexibility clause*, which allows member jurisdictions to make limited changes to regional land use designations within the Urban Containment Boundary through their Regional Context Statements, without requiring a formal *Metro 2050* amendment. This clause is subject to specific conditions, including limits on the size and cumulative area of affected sites.

Option 4 proposes to expand the scope of Policy 6.2.7 to include sites contiguous to the Urban Containment Boundary located just outside the boundary, provided they meet the same conditions currently required for flexibility clause use. This change would allow member jurisdictions to exercise greater local discretion over these sites and, in some cases, proceed without a *Metro 2050* amendment, if criteria outlined in Policy 6.2.7 are satisfied.

Option 4 responds to the South of the Fraser Mayors' request to enable more flexible and streamlined treatment of Urban Containment Boundary expansions. By extending the flexibility clause to include sites contiguous to the Urban Containment Boundary, this approach would allow member jurisdictions to pursue targeted growth opportunities without triggering a formal *Metro 2050* amendment.

Option 4 would not change the amendment process for any sites that are not contiguous with the Urban Containment Boundary, nor any sites within the Urban Containment Boundary where the flexibility clause may currently be used. As noted previously in the discussion of Option 3, clarifying the definition of "Urban Containment Boundary-contiguous parcels" will be important. The same considerations as discussed in Option 3 would apply to Option 4, where the expanded use of the flexibility clause would rely on a clear and consistent definition to ensure appropriate application.

Option 4 would be a Type 3 amendment, requiring an affirmative 50% +1 weighted vote of the MVRD Board, as it would not amend the amendment process itself. Option 4 would therefore face a lower voting threshold than Option 3.

Implications for Regional Planning and Servicing

The implications for these options have not yet been assessed in terms of the land base impacted, nor the potential servicing and cost implications for utilities, transit and other urban services. This assessment would accompany consideration of amendment bylaws.

PROCESS IMPROVEMENTS TO STREAMLINE *METRO 2050* AMENDMENT IMPLEMENTATION

Through preliminary discussions with staff from the City of Surrey, Township of Langley, and City of Delta, concerns with the current *Metro 2050* amendment process were identified. These concerns primarily relate to procedural complexity and extended timelines, with most applications currently requiring between five to six months to progress through the full amendment cycle.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request

MVRD Board Regular Meeting Date: November 28, 2025

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In response, Metro Vancouver has identified a series of process improvements that can be implemented immediately to streamline the amendment process. These improvements do not require a formal amendment to *Metro 2050*, as they pertain to administrative procedures rather than policy changes. Collectively, these changes have the potential to reduce amendment processing times by one to two months, providing greater clarity, efficiency, and predictability for member jurisdictions.

Identified process improvements include:

- Remove Regional Planning Advisory Committee (RPAC – staff advisory committee) review for minor and straightforward applications;
- Streamline application intake through the creation of a dedicated email address and/or web portal to facilitate submission and tracking;
- Introduce a pre-application process allowing member jurisdictions to submit *Metro 2050* amendment materials prior to local third reading, enabling earlier review and coordination; and
- Implement a next-day correspondence standard for *Metro 2050* amendments, ensuring that the 45-day comment period begins immediately following third reading.

Staff will proceed with implementing these changes, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

NEXT STEPS

Following presentation of this report, Metro Vancouver staff will incorporate any feedback received from the MVRD Board. A letter will then be issued to member jurisdictions initiating region-wide pre-consultation on the proposed amendment options. Staff will be available to provide presentations to Councils if requested. Engagement will also occur through RAAC and RPAC to gather technical input from across the region.

If the MVRD Board receives this report for information, Metro Vancouver will proceed to consult with member jurisdictions on all four proposed amendment options. While each option represents a distinct approach, there is considerable overlap in their intended outcomes. Although all four options could technically be implemented, doing so may result in duplication and added complexity. As such, it may be more practical and administratively efficient to pursue a subset of the options.

The Board may choose to provide early direction on which options to advance for bylaw development, or defer this decision until after the pre-consultation process is complete and proposed amendment bylaws are brought forward for consideration. Staff will prepare draft bylaws based on feedback received through pre-consultation and present them to the Regional Planning Committee prior to MVRD Board review.

ALTERNATIVES

This is an information report. No alternatives are provided.

Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request

MVRD Board Regular Meeting Date: November 28, 2025

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FINANCIAL IMPLICATIONS

This engagement process is being undertaken in-house through the 2025 and 2026 Regional Planning budget. There are no direct financial implications.

CONCLUSION

In response to MVRD Board direction, staff have initiated a process to explore potential *Metro 2050* amendments regarding the Urban Containment Boundary. Metro Vancouver staff will conduct pre-consultation on four potential amendment options:

1. Add new Special Study Areas in the requesting municipalities;
2. Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 Amendments;
3. Expand Amendment Opportunities for properties adjacent to the Urban Containment Boundary; and
4. Expand Use of the Flexibility Clause for properties adjacent to the Urban Containment Boundary.

In addition, a number of procedural improvements have been identified that can improve *Metro 2050* implementation without requiring a formal amendment. Staff will proceed with implementing these changes immediately, with the goal of enhancing the efficiency of the *Metro 2050* amendment process.

ATTACHMENTS

1. Letter from City of Surrey, Township of Langley, and City of Delta mayors titled "Urban Containment Boundary – Urgent Need for Policy Reform", dated June 19, 2025.
2. MVRD Board report titled "Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors", dated, July 11, 2025. <https://metrovancover.org/boards/GVRD/RD-2025-07-25-AGE.pdf#page=385>
3. Presentation re: Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request.

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June 19, 2025

Via E-mail

Mayor Mike Hurley
 Chair, Metro Vancouver Board of Directors
 Metrotower III, 4515 Central Boulevard
 Burnaby BC V5H 0C6

Dear Chair Hurley and Members of the Board:

Re: Urban Containment Boundary – Urgent Need for Policy Reform

The Mayors of Surrey, the Township of Langley, and Delta jointly write to advise the Metro Vancouver Regional District to express a unified concern over the Metro 2050 framework, as currently written and administered, is obstructing our collective ability to plan for and deliver the housing, employment land and critical services our rapidly growing South-of-the-Fraser communities require.

Our communities are facing increased challenges due to the current policies and administrative process governing the Urban Containment Boundary (UCB) as outlined in the Regional Growth Strategy (RGS).

Accordingly, we expect the Board to direct staff to draft amendments that will:

1. **Redefine and modernize the UCB.** Policy language must allow contiguous UCB extensions that:
 - are outside the Agricultural Land Reserve and ecologically sensitive areas;
 - can be serviced with existing or committed infrastructure; and
 - support compact, transit-oriented, complete communities.
2. **Re-classify qualifying UCB expansions as Type 3 amendments.** The process for expending or adjusting the UCB through a Type 2 or Type 3 amendment under the RGS is burdensome, time-consuming, and often lacks transparency or consistency in interpretation. The ambiguity surrounding what qualifies as a Type 2 versus Type 3 amendment has led to unnecessary delays and uncertainty for both the municipalities and the development community. Therefore, we propose extensions meeting the above criteria—or located within Special Study Areas—should proceed as Type 3 amendments, subject to a simple majority (50% + 1) weighted vote, rather than the current two-thirds super-majority required for Type 2 amendments.
3. **Introduce a streamlined “minor realignment” allowance.** The municipalities should be granted more authority to make UCB changes that are consistent with their Official Community Plans and that align with regional objectives. Including, Site-specific UCB adjustments that do not compromise regional objectives, with notification to Metro Vancouver in lieu of a full amendment process.

South-of-the-Fraser municipalities will accommodate the largest share of the region's future population and job growth—yet only a fraction of developable lands lie within the existing UCB. The status quo is untenable; persisting with it will deepen the region's housing shortage, constrain industrial expansion, and undermine transportation investments.

We recognize the importance of a coordinated regional approach and remain committed to working with Metro Vancouver and our regional partners. However, this commitment must be balanced with a system that is adaptive, equitable, and supports the practical realities of a fast-growing communities.

We call on Metro Vancouver to initiate a formal review of the UCB amendment process and the Regional Growth Strategy to address the concerns of the South of the Fraser municipalities. We are prepared to contribute staff expertise, data, and policy insights to assist in this necessary review.

We therefore request the following immediate actions:

Staff direction: That Metro Vancouver staff report back with draft text amendments and a revised amendment classification table by September 30 2025.

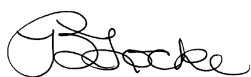
Committee delegation: That representatives of our four municipalities be invited to present the technical basis for these changes at the next meeting of the Regional Planning Committee.

Voting fairness: That the Board commit, in advance, to treating any qualifying UCB expansion as a Type 3 amendment, effective immediately.

Failure to address these issues promptly will compel our municipalities to explore every legislative and intergovernmental avenue available to secure the flexibility our residents and businesses deserve.

We look forward to your prompt confirmation that Metro Vancouver will proceed as outlined above.

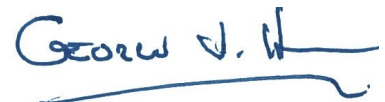
Sincerely,



Mayor Brenda Locke,
City of Surrey



Mayor Eric Woodward,
Township of Langley



Mayor George V. Harvie,
City of Delta

cc: Mayor John McEwen, Vice-Chair, Metro Vancouver Board
Chief Administrative Officers – South of the Fraser Municipalities
Regional Planning Advisory Committee



To: MVRD Board of Directors

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: July 11, 2025 Meeting Date: July 25, 2025

Subject: **Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta Mayors**

RECOMMENDATION

That the MVRD Board receive for information the letter from City of Surrey, Township of Langley and City of Delta mayors dated June 19, 2025, titled “Urban Containment Boundary – Urgent Need for Policy Reform.”

and select one of the following:

1. That the MVRD Board direct staff to engage with the City of Surrey, Township of Langley, and City of Delta to explore alternative, collaborative approaches to address the concerns raised, within the existing *Metro 2050* policy framework; **or**
 2. That the MVRD Board respond to the requests, asking the City of Surrey, Township of Langley, and City of Delta to submit a formal *Metro 2050* amendment application via Council resolution per the process laid out in the regional growth strategy; **or**
 3. That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 *Metro 2050* amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests.
-

EXECUTIVE SUMMARY

The mayors of the City of Surrey, Langley Township, and City of Delta have submitted a joint letter to the Chair of the MVRD Board requesting changes to *Metro 2050*’s Urban Containment Boundary (UCB) amendment process. The letter proposes three key changes: allowing targeted expansion of the UCB without regional involvement, reclassifying UCB amendments from Type 2 to Type 3 to enable simple majority approval, and introducing a minor realignment mechanism for site-specific adjustments. The South of the Fraser sub-region is an important and growing part of Metro Vancouver, experiencing significant growth pressures, and is an essential partner in the successful implementation of *Metro 2050*. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter. This report outlines the purpose and function of the UCB, summarizes the amendment process under *Metro 2050*, and provides context on past amendment activity. In response to the mayors’ letter, the report presents three potential courses of action for Board consideration:

1. acknowledge the letter and direct staff to work collaboratively with the respective jurisdictions to explore interests and alternatives within the existing policy framework;
2. refer the request back to the municipalities to initiate a formal *Metro 2050* amendment application; or

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta

MVRD Board Meeting Date: July 25, 2025

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3. direct staff to engage with member jurisdictions as a precursor to the Board initiating a Type 1 amendment to *Metro 2050* to revise the amendment classification framework.

Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation, and respectfully request that the MVRD Board carefully consider the alternatives outlined in this report.

PURPOSE

This report provides the MVRD Board with an overview of the letter received from the mayors of Surrey, Langley Township, and Delta regarding proposed changes to *Metro 2050* and to present options for next steps in response.

BACKGROUND

On June 19, 2025, the Board Chair received a joint letter (Attachment 1) from the mayors of Surrey, Langley Township, and Delta expressing concerns about *Metro 2050*. The letter outlines concerns related to *Metro 2050*'s Urban Containment Boundary policies and amendment process. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter.

REQUESTED CHANGES TO THE URBAN CONTAINMENT BOUNDARY AMENDMENT PROCESS

In a recent letter addressed to the Metro Vancouver Board Chair, the mayors of Surrey, Langley Township, and Delta have outlined concerns regarding *Metro 2050*. The letter outlines the case that the existing framework is impeding the ability of South of the Fraser municipalities to meet the growing demand for housing, employment lands, and essential services. To address these concerns the mayors have outlined three policy changes they believe are important to better support growth and development:

1. Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. Reclassify qualifying Urban Containment Boundary amendment requests from Type 2 (requires an amendment bylaw passed by a weighted two thirds vote of the Board) to Type 3 (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. Introduce a minor realignment mechanism to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

AMENDING METRO 2050

The proposed changes to *Metro 2050* put forward by the mayors of Surrey, Langley Township, and Delta are all Type 1 amendments to the regional growth strategy – either determined by the *Local Government Act* (Section 437) or the *Metro 2050* bylaw (Figure 2). Type 1 amendments to *Metro 2050* require an amendment bylaw passed by the MVRD Board with a weighted 50%+1 vote and support from all affected local governments (resolutions from all member jurisdiction Councils, TransLink, and adjacent regional districts). It is the same process as adopting a regional growth strategy.

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta

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All types of amendments require an amendment bylaw and must be initiated by a resolution of the MVRD Board. The process to initiate amendments to *Metro 2050* is laid out in Section 6.4.1 of the regional growth strategy. It states:

“The process to initiate amendments to the Regional Growth Strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or the Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.”

As a result, proposed amendments require either a Council resolution if proposed by a member jurisdiction, or, if proposed by Metro Vancouver, engagement with affected local governments prior to the MVRD Board being able to consider the amendment.

In addition, all three communities have a regional context statement embedded in their Official Community Plan reflecting the Urban Containment Boundary and parcel based regional land use designations. Each community would need to amend its OCP and regional context statement to implement the requested changes. This too requires MVRD Board support.

URBAN CONTAINMENT BOUNDARY HISTORY AND CONTEXT

Containing urban development is a well-established best practice for sustainable growth management, and has been pivotal in shaping the Metro Vancouver region. The Urban Containment Boundary (Figure 1), was introduced in 1996 in the *Livable Region Strategic Plan* (LRSP), the first regional growth strategy for the Metro Vancouver region, to guide regional growth in a way that supports sustainable, efficient infrastructure provision, and protects non-urban lands. It establishes a stable, long-term regional boundary for urban development and has played a critical role in achieving the goals of the regional federation since its introduction. The UCB serves to:

- Limit urban sprawl by focusing growth within a defined area to reduce auto-oriented development, support complete communities with a range of housing and jobs, and support the efficient provision of urban infrastructure including utilities and transit;
- Protect Agricultural, Rural, and Conservation and Recreation lands from urban development; and
- Support compact, transit-oriented development that reduces greenhouse gas emissions and energy demand.

The first goal of *Metro 2050*, adopted by all member jurisdictions, TransLink, adjacent regional district Boards, and the MVRD Board, seeks to Create a Compact Urban Area, by achieving 98% of the region’s growth within the UCB and directing that growth to a network of Urban Centres and along transit. The UCB has been highly effective in limiting sprawl in the region and the regional federation has met the targets for containing growth. Based on analysis conducted by Regional Planning in 2023, Official Community Plans can support a significant increase in dwelling units over the existing housing stock, indicating no immediate need to expand the Urban Containment Boundary. And,

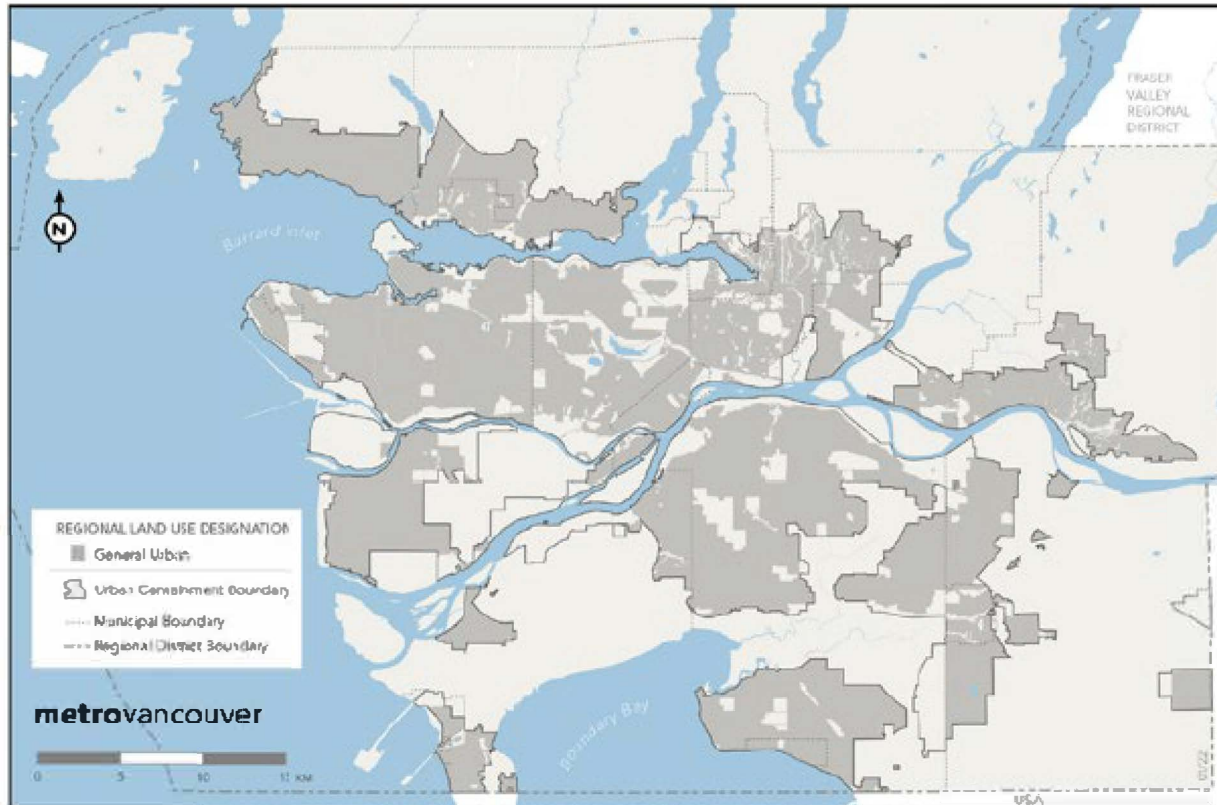
Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta

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it is absolutely acknowledged that the south of the Fraser communities as well as the eastern part of the region face the greatest pressure for growth and for expansion of the UCB.

Figure 1: Metro 2050 Urban Containment Boundary



In 2011, Metro Vancouver adopted *Metro Vancouver 2040: Shaping our Future*, which introduced six parcel-based regional land use designations, including the Rural designation. This designation, covering approximately 8,900 hectares, marked a contraction of the Urban Containment Boundary, and applied to areas not intended for urban-scale development requiring regional sewerage or transit service. During the development of *Metro 2040*, several municipalities wanted acknowledgement that certain areas in the Rural designation were intended for future land use change, but that full planning had not yet occurred. As a result, Special Study Areas were identified in the regional growth strategy to indicate this municipal intent, and a lower Metro Vancouver Board voting threshold was established for amendments involving Special Study Areas, including adjustments to the UCB. Unresolved Special Study Areas were ported into *Metro 2050* (Map 12).

Metro 2040 also contained a more flexible process for amendments to the regional growth strategy, in part to ensure that member jurisdictions had a clearer and less administratively challenging path for change than in the LRSP. This process was carried forward into *Metro 2050*. The amendment process for the regional growth strategy allows for a regional dialogue about the impacts of land use change as these changes can affect some or all member jurisdictions (e.g. necessitate regional infrastructure, expanded transit, or impact regional interests like agricultural or conservation and recreation lands and the regional benefits they provide). Amendments to *Metro 2050* fall into three

categories reflecting the scale of regional significance as well as requirements laid out in the *Local Government Act* (Section 437).

Figure 2: Regional Growth Strategy Implementation Framework

PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 MVRD Board weighted vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 MVRD Board weighted vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 MVRD Board weighted vote
Small scale urban designation changes	Small scale Industrial land use designation change	As described under 6.2.7, Official Community Plan amendment and notification of Metro Vancouver in writing within 30 days after OCP adoption
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

The amendment process reflects how the regional growth strategy is designed as a flexible document, one that can respond to evolving regional needs while upholding shared regional goals. Since the addition of the flexible amendment process in 2011, over 40 regional growth strategy amendment applications have been submitted. Over 80% of these applications have been adopted or deemed not necessary, demonstrating the region's willingness to accommodate change while maintaining a consistent and principled approach to regional planning.

NEXT STEPS

Although the requests from the mayors of the City of Surrey, Township of Langley, and City of Delta are not simple to grant, there are several paths forward for the Board to consider to acknowledge and address the concerns expressed by the South of the Fraser mayors. Staff have identified three options for the Board to consider. All the alternatives align with the requirements of the *Local Government Act* and *Metro 2050*.

Alternative 1. Receive the letter for information and direct staff to work with City of Surrey, Township of Langley and City of Delta Councils and staff to identify options to address concerns.

This option acknowledges the letter and the concerns expressed by the mayors, and proposes initiating a process to explore more collaborative solutions within the existing policy framework. Such an approach may help identify strategies that respond to local growth pressures while maintaining the integrity of regional planning objectives. A precedent for this approach exists: both the City of Surrey and the Township of Langley initially withheld support for *Metro 2050*, however after several meetings with both staff and elected officials, both communities retracted their lack of support, and signed on to the regional growth strategy. A similar process could be considered to constructively address the current concerns.

Alternative 2. Refer the requests back to the member jurisdictions to submit a formal *Metro 2050* amendment application via Council resolution as per the process outlined in the regional growth strategy.

This option would require the City of Surrey, Township of Langley, and City of Delta to submit a formal application via local Council resolution. This option would be consistent with established procedures and places the responsibility on the requesting jurisdictions to conduct their own analysis and develop proposed amendments. This option would give each respective member jurisdiction the opportunity to fully articulate their interest in pursuing the application and provide transparency in allowing the proposals to be debated openly within each community before advancing to the regional level.

Alternative 3. Direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward a Type 1 *Metro 2050* amendment for Board consideration.

As noted above, the MVRD Board cannot initiate the amendment process or consider first reading of an amendment bylaw without first engaging with member jurisdictions that would be impacted by the amendment. In this case, given the fundamental changes to the UCB being proposed, all member jurisdictions abutting the UCB and with Rural lands would be provided opportunity for comment. This option demonstrates a willingness to respond to member jurisdiction concerns and provide a formal mechanism for evaluating the proposed policy changes. However, this approach would bypass the traditional local application process via Council resolution.

ALTERNATIVES

That the MVRD Board receive for information the letter from City of Surrey, Township of Langley and City of Delta mayors dated June 19, 2025, titled “Urban Containment Boundary – Urgent Need for Policy Reform.”

and select one of the following:

1. That the MVRD Board direct staff to engage with the City of Surrey, Township of Langley, and City of Delta to explore alternative, collaborative approaches to address the concerns raised, within the existing *Metro 2050* policy framework; ***or***
2. That the MVRD Board respond to the requests, asking the City of Surrey, Township of Langley, and City of Delta to submit a formal *Metro 2050* amendment application via Council resolution per the process laid out in the regional growth strategy; ***or***
3. That the MVRD Board direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 *Metro 2050* amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests.

Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation and respectfully request that the MVRD Board carefully consider the alternatives outlined above.

Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley, and City of Delta

MVRD Board Meeting Date: July 25, 2025

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FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. Should the MVRD Board direct staff to undertake further work in response to the Surrey, Langley Township, and Delta mayors' letter, any related policy analysis or engagement activities would be carried out by Regional Planning staff and incorporated into the department's existing work program and resources.

CONCLUSION

The letter from the Surrey, Langley Township, and Delta mayors presents a request for changes to the Metro 2050 Urban Containment amendment process that warrants careful consideration by the Board. The proposed changes require a Type 1 amendment as per the *Local Government Act*, reflecting the significance of the request. In considering next steps, the MVRD Board is presented with three options. Each path carries distinct implications for governance, process, and regional cohesion.

ATTACHMENT

1. ~~Letter from City of Surrey, Township of Langley, and City of Delta mayors titled, "Urban—Containment Boundary—Urgent Need for Policy Reform", dated, June 19, 2025.~~



1

MAYORS' LETTER REQUESTS

1. **Redefine the Urban Containment Boundary to allow for targeted expansion for sites that are contiguous** extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. **Reclassify qualifying Urban Containment Boundary amendment requests from Type 2** (requires an amendment bylaw passed by a weighted two thirds vote of the Board) **to Type 3** (requires an amendment bylaw passed by a weighted 50%+1 vote of the Board); and
3. **Introduce a minor realignment mechanism** to permit site specific Urban Containment Boundary adjustments that are consistent with local plans without requiring a full amendment.

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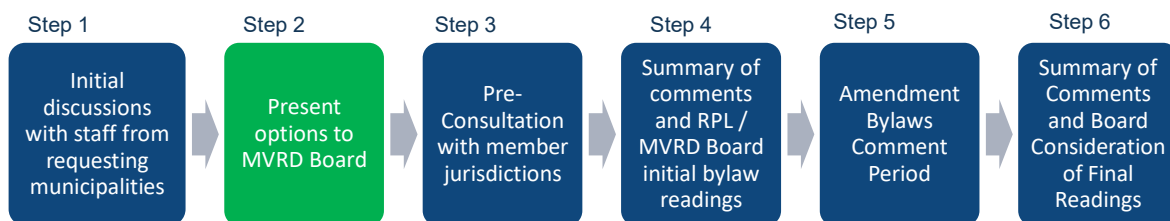
MVRD BOARD RESOLUTION

That the MVRD Board:

“direct staff to undertake engagement with member jurisdictions as a precursor to bringing forward for Board consideration a Type 1 Metro 2050 amendment reflecting the City of Surrey, Township of Langley, and City of Delta mayors’ requests as three separate amendments.”

3

ENGAGEMENT AND AMENDMENT PROCESS



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WORK TO DATE

- Met with municipal staff to better understand the requests
- Proposed creation of new Special Study Areas as Type 3 amendment to lower the approval threshold for site specific land use designation changes (e.g. Fraser Highway)
- Municipal staff noted their preference for broader changes to *Metro 2050* implementation
- Have 3 proposed options to address concerns based on letter, municipal staff input and legal / policy framework
- Have also identified improvements to shorten amendment process by 1-2 months – no amendment required
- Want to review with you prior to bringing to Board at end of November

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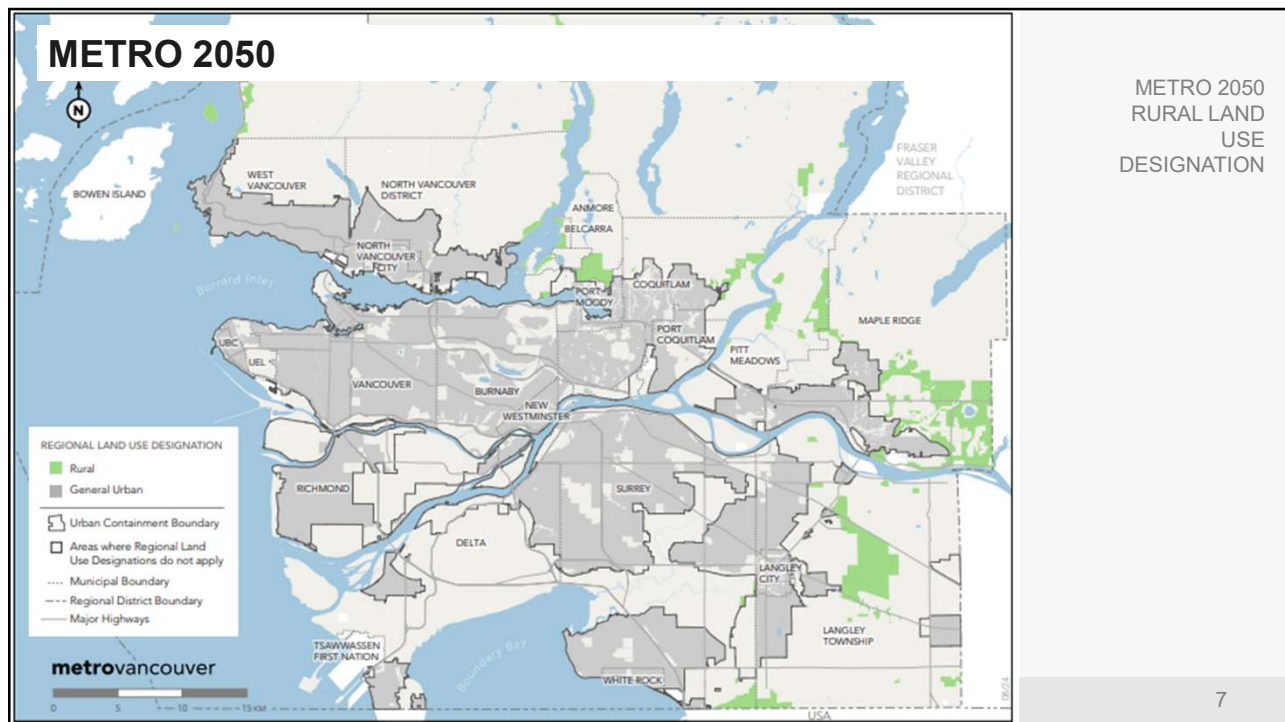
OPTION 1: MAKE AMENDMENTS TO RURAL REGIONAL LAND USE DESIGNATION TYPE 3

- Lowers approval threshold for changes to Rural lands to 50% + 1 from two thirds
- Reminder that all Rural lands used to be in the Urban Containment Boundary prior to *Metro 2040*; Rural contracted the UCB by 8,500 ha; Added Special Study Areas and other tools to mitigate impacts
- To be approved, needs assent from all member jurisdiction Councils, TransLink, adjacent regional district Boards and MVRD Board.
- No assessment of cost or other impacts – e.g. servicing costs
- MOU with Township addresses some of these lands

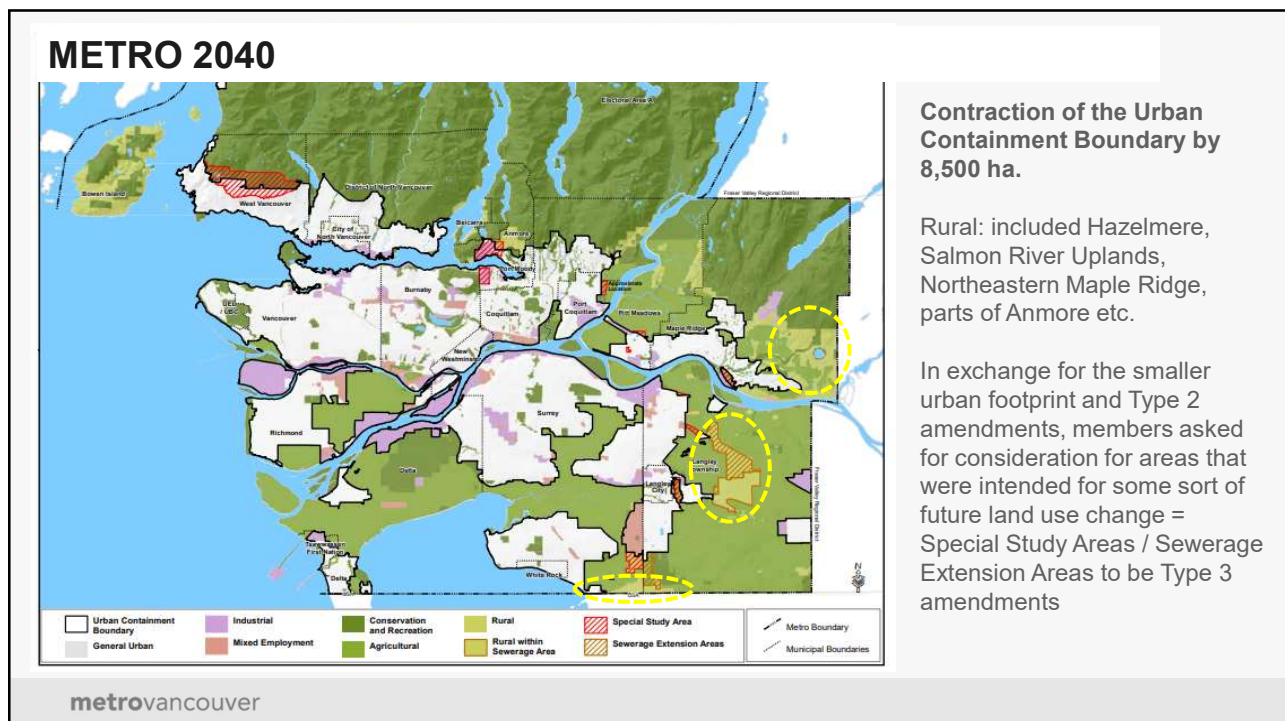
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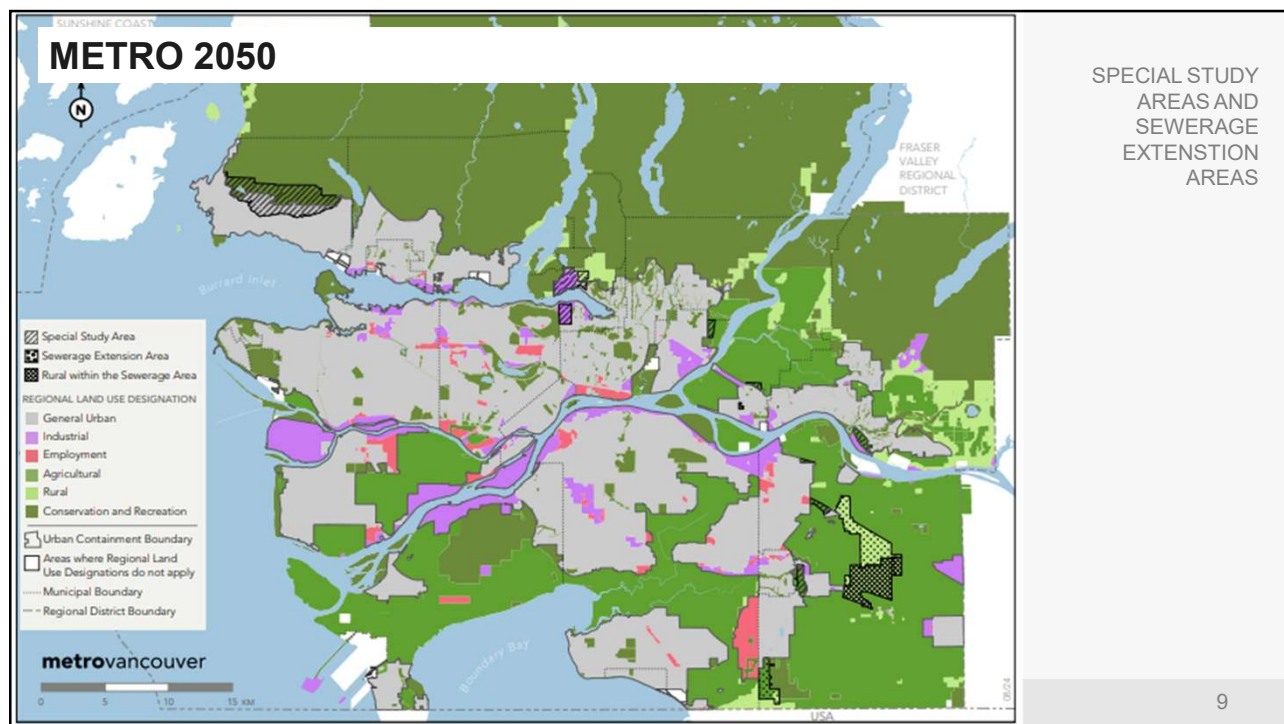
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OPTION 2: MAKE AMENDMENTS NEXT TO THE URBAN CONTAINMENT BOUNDARY TYPE 3

- Lowers approval threshold for amendments right next to the Urban Containment Boundary to 50% + 1 from two thirds
- Currently applies to Agricultural and Rural properties not in the ALR converting to Industrial; would expand to Urban and Employment
- As per your letter, would only apply to lands that:
 - are outside the Agricultural Land Reserve and ecologically sensitive areas;
 - can be serviced with existing or committed infrastructure; and
 - support compact, transit-oriented, complete communities.”
- To be approved, needs assent from all member jurisdiction Councils, TransLink, adjacent regional district Boards and MVRD Board.

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OPTION 3: EXPAND THE 'FLEXIBILITY CLAUSE'

- Currently municipalities can make some changes within the UCB without a *Metro 2050* amendment; just notify Metro Vancouver
- Would expand the clause to include sites next to the Urban Containment Boundary
- There are usage limits that would need to be clarified – e.g. currently aggregate sites cannot exceed 2% of the total lands of a municipality's particular land use designation.
- To be approved, needs a 50% + 1 vote of the MVRD Board.

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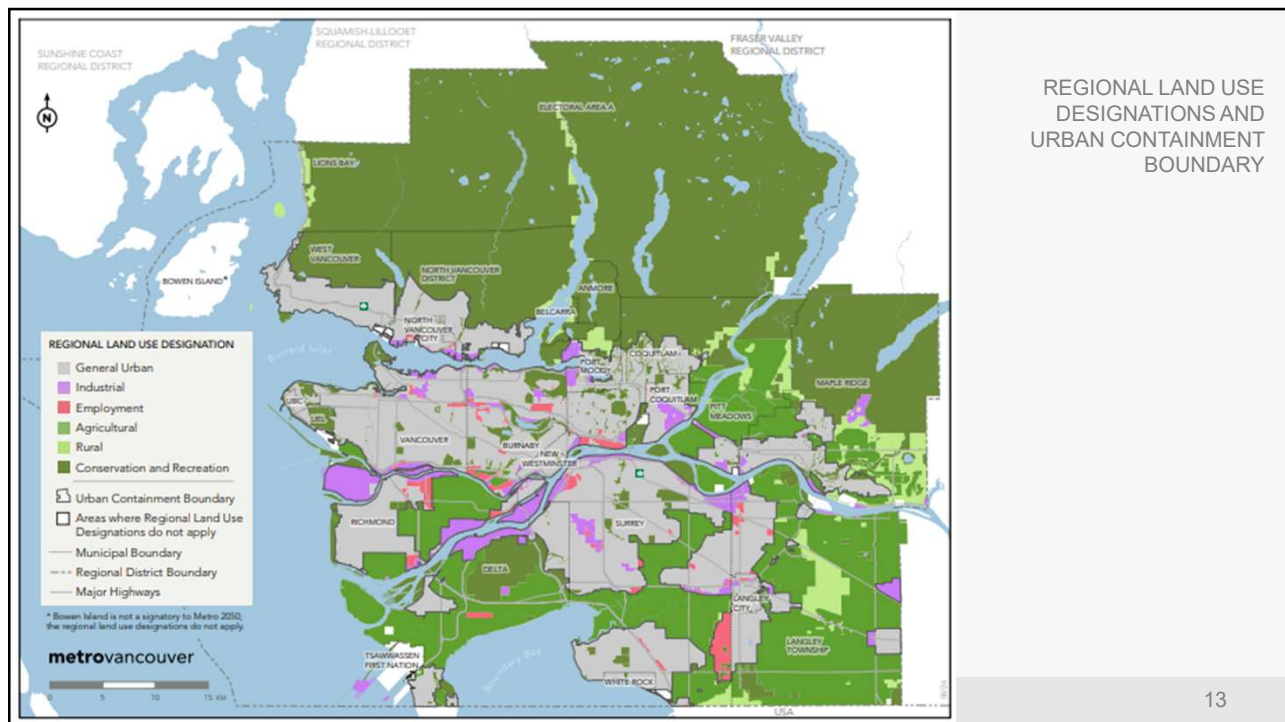
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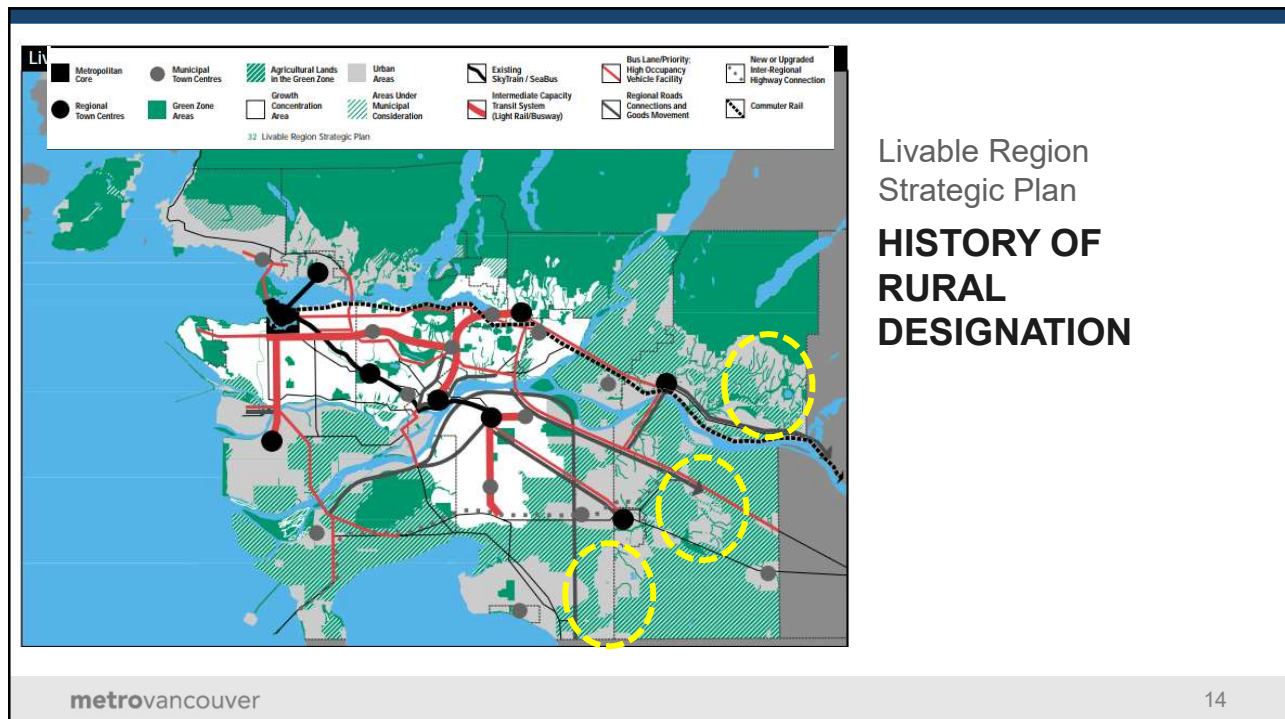
Discussion

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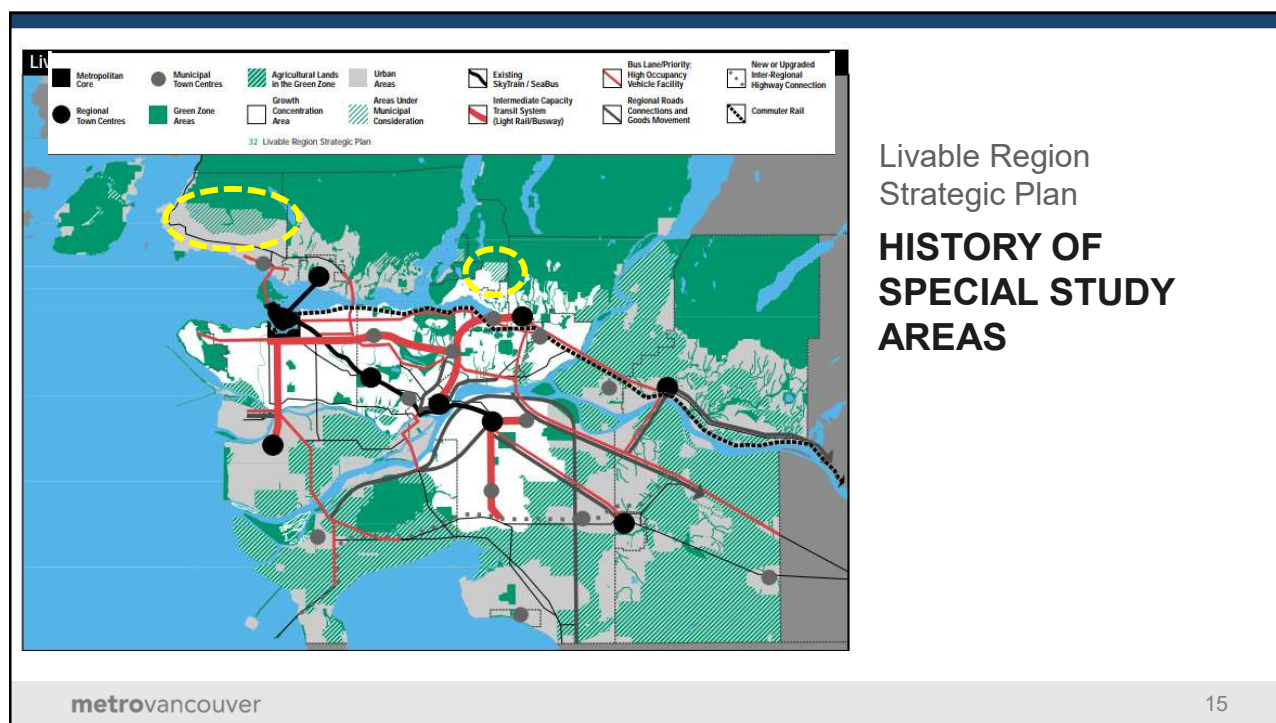
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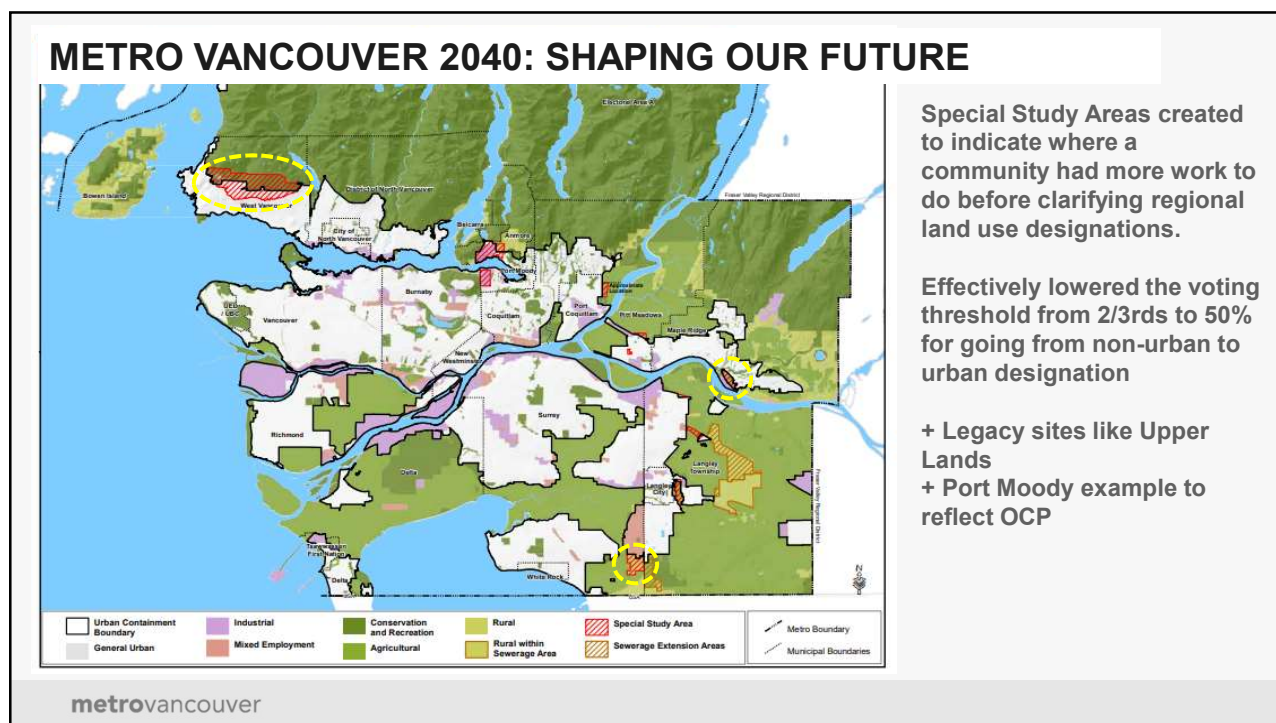
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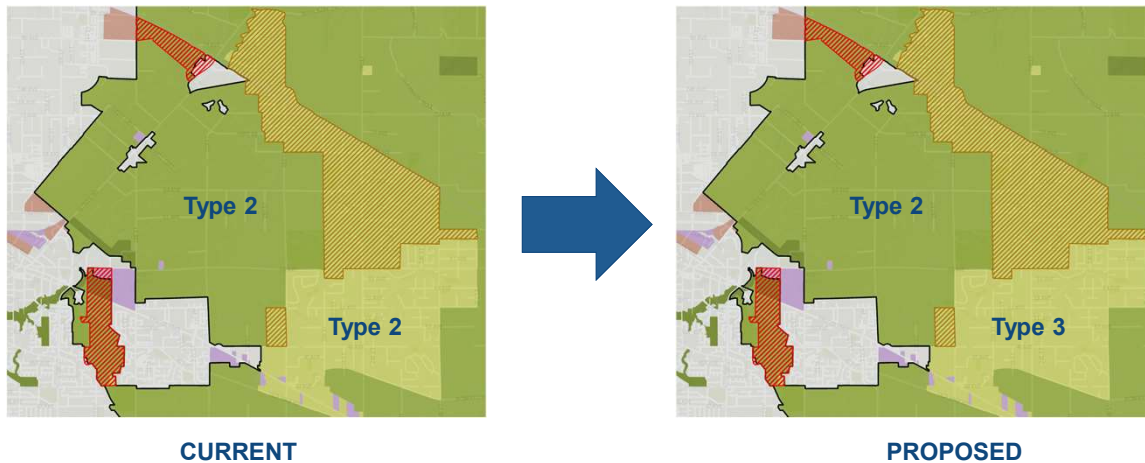
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OPTION 1

RE-CLASSIFY RURAL CHANGES FROM TYPE 2 TO TYPE 3



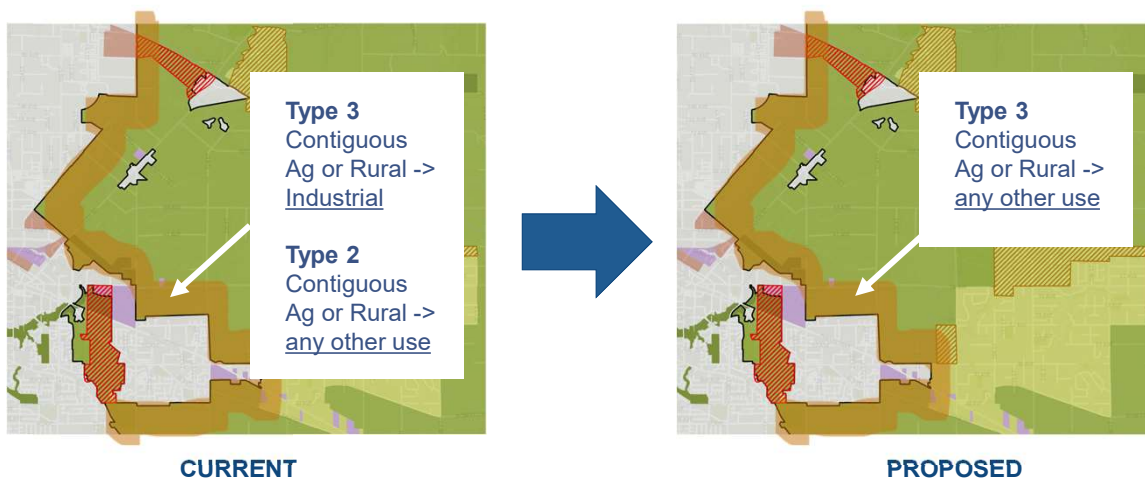
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OPTION 2

EXPAND AMENDMENT OPPORTUNITIES FOR SITES CONTIGUOUS WITH UCB



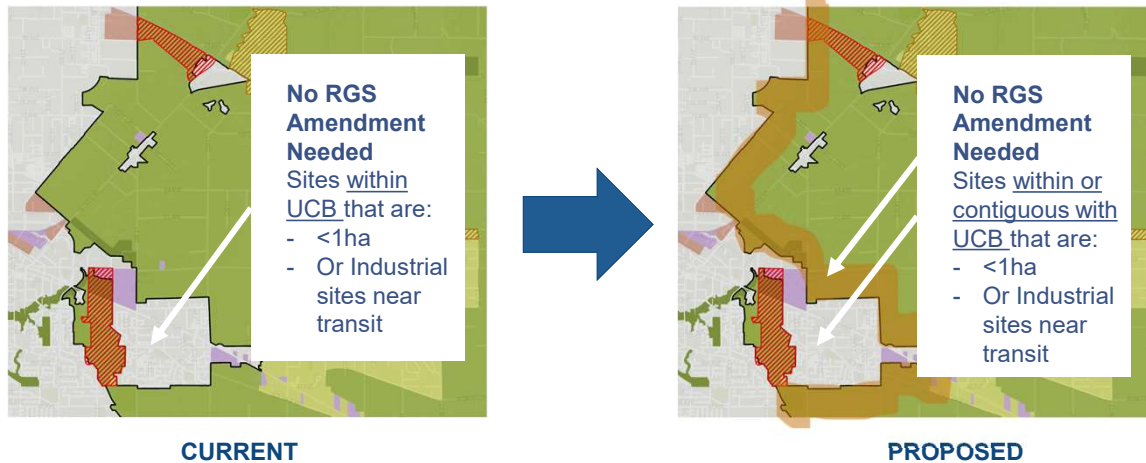
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OPTION 3

EXPAND FLEXIBILITY CLAUSE FOR SITES CONTIGUOUS WITH UCB



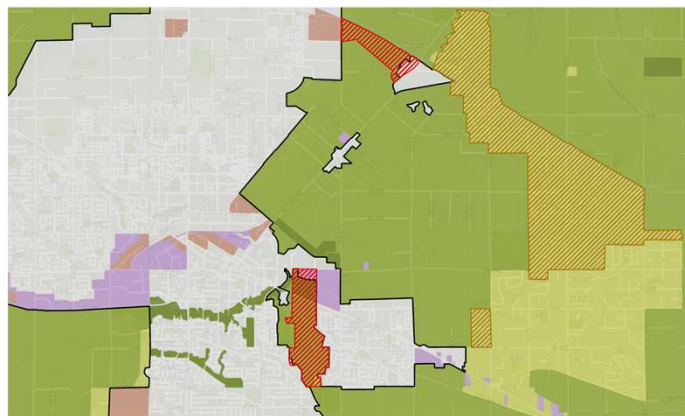
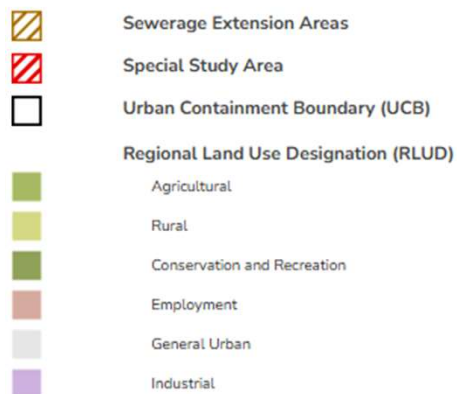
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HISTORICAL CONTEXT

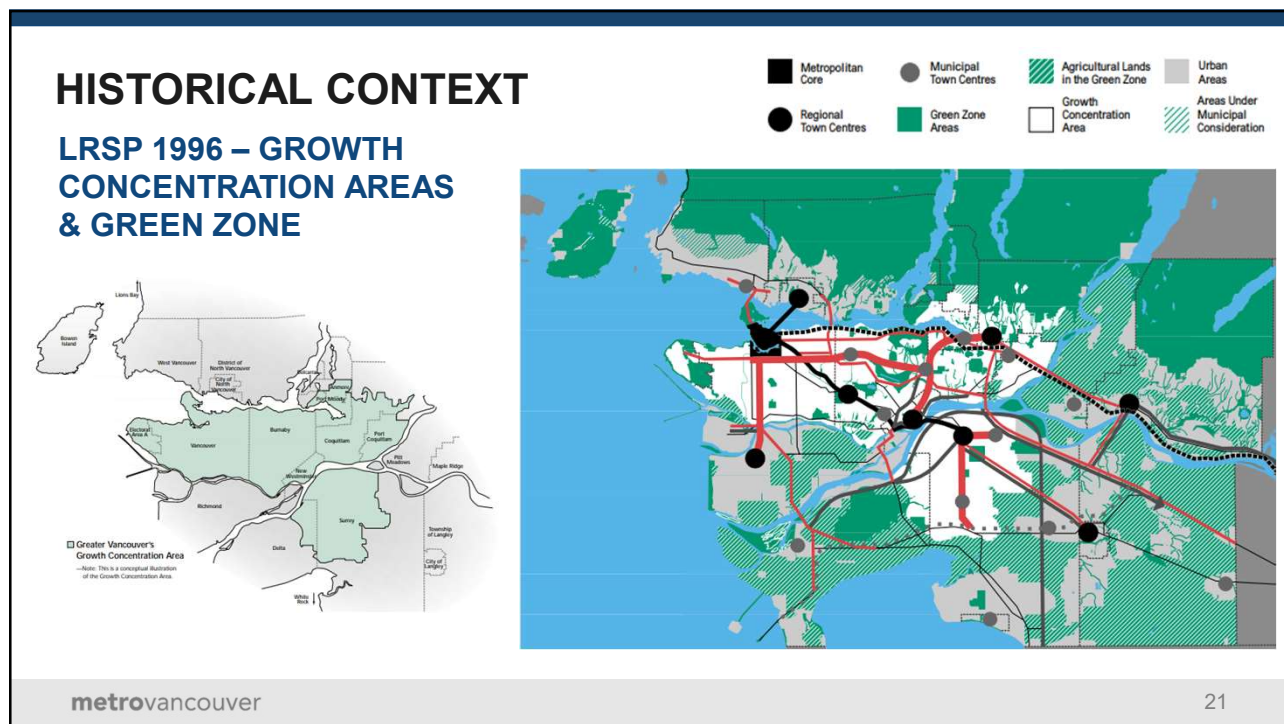
Metro 2040 (2011), introduced the Rural regional land use designations, SPECIAL STUDY AREAS, AND OVERLAYS



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AMENDMENT TYPES

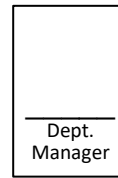
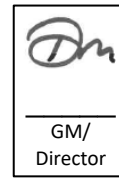
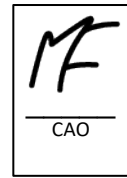
Type	Examples	Procedure
Type 1	Change to the amendment process; delete or amend goals or strategies	50% + 1 MVRD Board weighted vote and unanimous acceptance of all affected local governments
Type 2	Changes to the UCB or land use changes for areas outside the UCB	2/3 MVRD Board weighted vote
Type 3	Specific, small-scale changes, changes within Special Study Areas	50% + 1 MVRD Board weighted vote

Local Government Act (LGA) defines what constitutes Type 1 amendments

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Dept.
ManagerGM/
Director

CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

March 16, 2026

Case: PLN2025-00042

File: 08.3060.20/042.25

AUTHOR: Yan Zeng, Manager of Development Planning**SUBJECT:** Bylaw 8778 - Chemtrade Rezoning - 100 Amherst Avenue

BACKGROUND

Bylaw 8778 received First Reading on January 12, 2026. A Public Hearing for Bylaw 8778 was held on February 24, 2026, and was closed on February 25, 2026.

REASON FOR REPORT

This is an information report to provide clarification from District staff on a few questions that were raised during the Public Hearing. The content of this report aims to clarify answers provided at the hearing based on information that was previously provided or already publicly available. This report does not introduce new information.

1. Proportion of Chlorine Production Exported Outside Canada

During the Public Hearing, a question was raised regarding the percentage of liquid chlorine and chlorine gas produced at the North Vancouver facility that is exported outside Canada.

The applicant indicated that approximately 70% of the plant's overall production capacity remains within Canada. This figure refers to total plant production across all products, not specifically to liquid chlorine. The applicant also noted that, as a publicly listed company, Chemtrade does not disclose customer-specific or product-segment market destinations for competitive reasons.

Materials submitted by the applicant as part of the rezoning application indicate that the facility produces over 40% of Canada's liquid chlorine supply and provides more than 70% of the chlorine used for drinking water treatment in Western Canada, including British Columbia and Alberta. The materials also state that the facility supplies up to 60% of the chlorine used for drinking water treatment in the Western United States.

These figures describe the facility's role in supplying regional water treatment markets, rather than the percentage of liquid chlorine exported outside Canada.

2. Examples of Similar Facilities Close to Residential Areas

Council requested examples of similar facilities located in proximity to residential areas and what separation or safety measures were used.

A review of publicly available information indicates that several chlor-alkali facilities in Canada and the United States operate in proximity to residential areas, with varying separation distances depending on site conditions, surrounding land uses, and natural barriers such as rivers or industrial buffers. Examples include facilities operated by ERCO Worldwide, Westlake Chemical, Olin Corporation, and Formosa Plastics:

- ERCO Valleyfield, Quebec – Residential areas are located approximately 150 metres south of the facility boundary. Chlorine is produced on site but is not exported from this facility.
- ERCO Buckingham (Gatineau), Quebec – Residential areas are located approximately 400 metres east, separated from the facility by the Du Lièvre River.
- ERCO Saskatoon, Saskatchewan – Residential areas are located approximately 1,000 metres south of the facility. Chlorine is transported from the site by rail.
- ERCO Port Edwards, Wisconsin – Residential areas are located approximately 1,500 metres east of the facility. Chlorine is also transported by rail.
- Westlake Chemical Beauharnois, Quebec – Residential areas are located approximately 800 metres east, separated from the facility by the St. Louis River.
- Olin Canada ULC Bécancour, Quebec – Residential areas are located approximately 3.3 kilometres away, separated by the St. Lawrence River.
- Formosa Plastics Point Comfort, Texas – Residential areas are located approximately 700 metres north of the facility.
- Olin Corporation McIntosh, Alabama – Residential areas are located approximately 1,000 metres west of the facility.
- Olin Corporation Freeport, Texas – Residential areas are located approximately 1,000 metres south, separated by the Brazos River.
- Westlake Corporation Lake Charles, Louisiana – Residential areas are located approximately 1,600 metres west of the facility.

These examples show that while separation distances vary widely, the facilities of this type commonly rely on risk-based land use planning approaches, consistent with principles developed by the Major Industrial Accidents Council of Canada (MIACC) and similar international frameworks.

Publicly available materials describing these facilities indicate that safety is generally managed through a combination of engineering controls, operational procedures, transportation safety measures, and emergency preparedness programs, rather than through fixed separation distances alone.

Examples of mitigation measures identified in publicly available reports include:

Engineering and Operational Controls

- Enclosed chlorine loading and unloading systems equipped with scrubbers to capture and treat potential chlorine releases (e.g., ERCO Saskatoon).
- Secondary containment systems, such as diked storage areas for chlorine handling infrastructure (e.g., Westlake Chemical facilities).
- Routine inspection and maintenance programs for emergency safety equipment, including fire extinguishers, safety showers, eyewash stations, windsocks, and chemical neutralization stations.
- Area monitoring systems to detect potential chlorine releases.

Emergency Preparedness and Industry Programs

- Participation in industry safety organizations such as the Chlorine Institute and TransCAER (Transportation Community Awareness and Emergency Response).
- Emergency response training and exercises with local fire departments and hazardous materials teams, including on-site training events.
- Annual training and emergency response simulations for facility staff.

Supply Chain and Transportation Oversight

Facilities that ship chlorine by rail generally implement additional safety controls to manage transportation risks. Common practices referenced in industry guidance include:

- Secured and fenced railcar storage areas for chlorine tank cars.
- Railcar design and certification in accordance with North American dangerous goods transportation standards (Transport Canada and CGSB).
- Periodic third-party inspection of railcars.
- External visual inspection of railcars prior to loading or unloading.
- Gas monitoring systems in railcar storage areas.
- Emergency response training for personnel involved in chlorine handling.
- Security measures, including camera surveillance of railcar storage areas.
- Procedures and engineering controls to address potential failures at connections between stationary piping and railcars.

In addition, some operators implement additional supply chain oversight measures, including auditing transportation carriers and suppliers, verifying that transport equipment meets safety standards, and ensuring that drivers and contractors are appropriately trained to handle chlorine products.

Overall, the publicly available information suggests that comparable chlor-alkali facilities operate within a multi-layered risk management framework combining engineering design, operational controls, transportation safety standards, and emergency preparedness programs to manage risks associated with chlorine production, storage, and transport.

3. Safety Measures for Chlorine Rail Cars Outside the Proposed Enclosure

During the Public Hearing, the applicant clarified that the proposed rail car enclosure and associated scrubbing system are designed to contain and treat the vapour release from one ruptured chlorine rail car at a time.

The applicant also confirmed that, although the proposal would reduce fixed chlorine storage on the site, up to 32 rail cars containing chlorine could remain on the plant track outside the enclosure building as part of the facility's operations.

Council asked what safety measures are in place to handle potential events with all 32 rail cars on site.

At the hearing, the applicant responded that the site itself is not designed to function as a secondary containment system for rail cars stored outside the enclosure. In the event of a release from a rail car outside the enclosure, the behaviour of leaked chlorine gas would depend on environmental conditions such as wind and weather. However, the probability of a rupture occurring outside the intended containment area is considered extremely low, based on operational practices and the safety protocols associated with rail car handling and storage at the facility.

Further, it has been stated by Risktec, District-retained peer-review QRA consultant, that concerns related failures due to seismic, flooding, or other natural disaster events are not typically considered in QRAs. This is due to the low frequency of these events occurring. That being said, facilities located in areas of higher frequency of flooding/seismic activity should design their facilities to withstand consequences from these events. QRAs assess more common incidents, and use leak frequency data associated with vessels, columns, flanges, valves, instrumentation, etc. (which have a higher frequency of leading to a leak relative to a natural disaster).

The event frequency of one (1) railcar rupture is already quite low. The event frequency of multiple stored railcar ruptures is even lower. Companies typically do not design their facility around these very rare and catastrophic consequences with very low event frequencies. As a result, the more common event frequencies associated from leaks originating from valves, flanges, etc. are focused on in QRAs.

For Chemtrade, railcars are stored away in a safe yard. In the case of a seismic event, it is assumed that the primary risk is the failure of the connection between the stationary piping and the railcar during loading. These leaks were covered in the QRA and should be addressed within the enclosure design.

4. Emergency Preparedness and Training Exercises

At the hearing Council asked about community-based emergency preparedness training, including any records of such training.

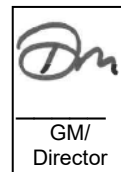
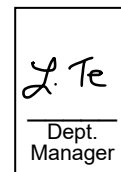
With regards to community safety and emergency preparedness protocols, staff have provided responses that there is an entire system encompassing of coordinated emergency notification systems, building design that prevents safety risks, as well as site-level and north shore-wide first-responder protocols and regular training exercises for these responders.

Based on publicly available documentation, there does not appear to be a regularly occurring and funded community emergency training program specifically directed at surrounding businesses and residents, beyond aforementioned emergency notification systems and general emergency preparedness guidance.

Respectfully submitted,

Yan Zeng, Manager of Development Planning

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



The District of North Vancouver INFORMATION REPORT TO COUNCIL

March 18, 2026

AUTHOR: Natalie Chiang, Community Planning Assistant

SUBJECT: 2025 Canadian Mortgage and Housing Corporation Rental Market Report

REASON FOR REPORT:

This report provides a summary of the 2025 Canadian Mortgage and Housing Corporation (CMHC) Rental Market Report, released on December 11, 2025. The Rental Market Report provides an annual snapshot of vacancy and rental rates for apartments and row houses (townhouses) in the primary rental market, along with ten-year trends (2015-2025).

Preliminary results from the Rental Market Report were provided in an email to Council on December 15, 2025. Staff subsequently consulted with CMHC regarding methodological changes initiated in the 2025 survey that impacted unit counts in the District. Information was recently received from CMHC and is described on page two of this report.

EXECUTIVE SUMMARY:

Key findings from the 2025 Rental Market Report are summarized below.

Median Rent	Vacancy Rate
Key Figures	
\$2,551 (2025) for all purpose-built rental units in the DNV	3.3% (2025) for all purpose-built rental units in the DNV
Changes between 2024 and 2025	
 DNV median rent rose by 4.7% (\$114) between 2024 and 2025.	 Vacancy rate in the DNV increased from 2.9% in 2024 to 3.4% in 2025.
Key Comparisons	
 In 2025, DNV median rent was 36.1% higher than the Metro Vancouver median rent.	 In 2025, the vacancy rate for 3-bedroom+ units was 3.0%, 4.1% for 2-bedroom units, and 2.3% for 1-bedroom units.

BACKGROUND

Each year, the Canada Mortgage and Housing Corporation publishes a Rental Market Report for all urban centres across Canada. Data for the report comes from CMHC's Rental Market Survey, which is conducted annually in the fall. The District of North Vancouver uses statistics from the Rental Market Survey to inform affordable housing initiatives, establish affordable rent benchmarks, and assess performance in several areas of housing policy.

To be included in 2025 CMHC Rental Market Survey, structures must:

- be a privately initiated building with three or more rental units; and
- be on the rental market for at least three months at the time of the survey.

Social and supportive housing units are not included in the Rental Market Survey.

On December 11, 2025, the 2025 CMHC Rental Market Survey reported 2,049 units within the District of North Vancouver, down from 2,549 units reported in the 2024 CMHC Rental Market Survey. On February 16, 2026, CMHC confirmed that the reported decrease in rental units in the District of North Vancouver could be attributed to the following reasons:

- a comprehensive geography review initiated by CMHC in 2025 which reallocated 471 rental units from the District of North Vancouver to the Capilano 5 Indian Reserve¹ (International Plaza); and
- active redevelopment of existing privately initiated rental buildings, primarily in the Maplewood growth centre (e.g. units are removed from the survey universe because leases will not be renewed).

ANALYSIS

Vacancy rates, median rents, and average rents in the District of North Vancouver between 2015 and 2025 are provided in the following section. **Attachment 1** provides comparisons across the North Shore municipalities, Metro Vancouver, and British Columbia, in addition to analyses of vacancy and rent rates based on number of bedrooms and year of construction.

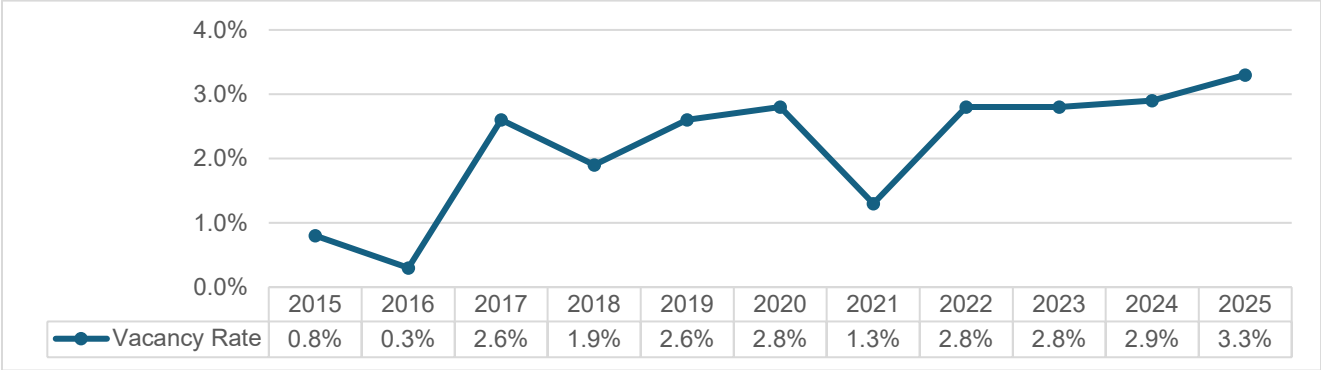
A link to the complete CMHC Rental Market Report can be found [here](#). Data tables for the Housing Market Survey can be downloaded [here](#).

¹ Housing units located on Capilano 5 Indian Reserve are not reflected in the Rental Market Report but were confirmed by CMHC staff. Housing units on reserve lands in the Metro Vancouver region are reported out under the "First Nations (Vancouver)" census subdivision tab; see [CMHC Housing Market Information Portal](#).

Rental Vacancy in the District of North Vancouver

In October 2025, the vacancy rate in the DNV was 3.3%, which increased from 2.9% in October 2024 (Figure 1).

Figure 1: Vacancy Rate (Row/Apartment), DNV, 2015-2025

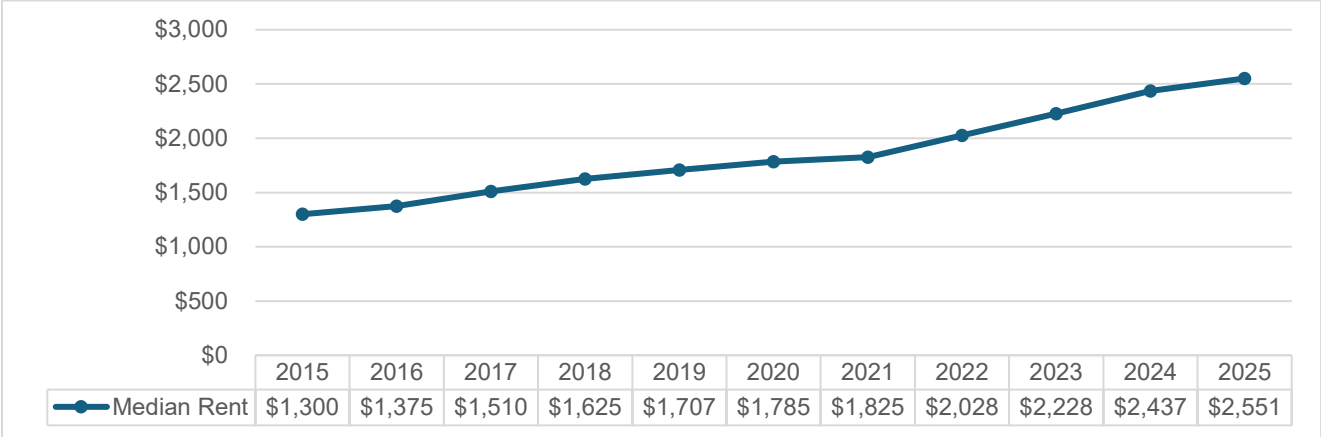


Vacancy rate is an economic indicator that measures the percentage of rental homes that are vacant and available to rent. A healthy rental vacancy rate is considered to be 3.0%.

Median Rent in the District of North Vancouver

In October 2025, the median rent in the DNV was \$2,551, which represents a 4.7% (or \$114) increase since October 2024. Between 2015 and 2025, the median rent increased by 96.2%, or \$1,251 (Figure 2).

Figure 2: Median Rent (Row/Apartment), DNV, 2015-2025

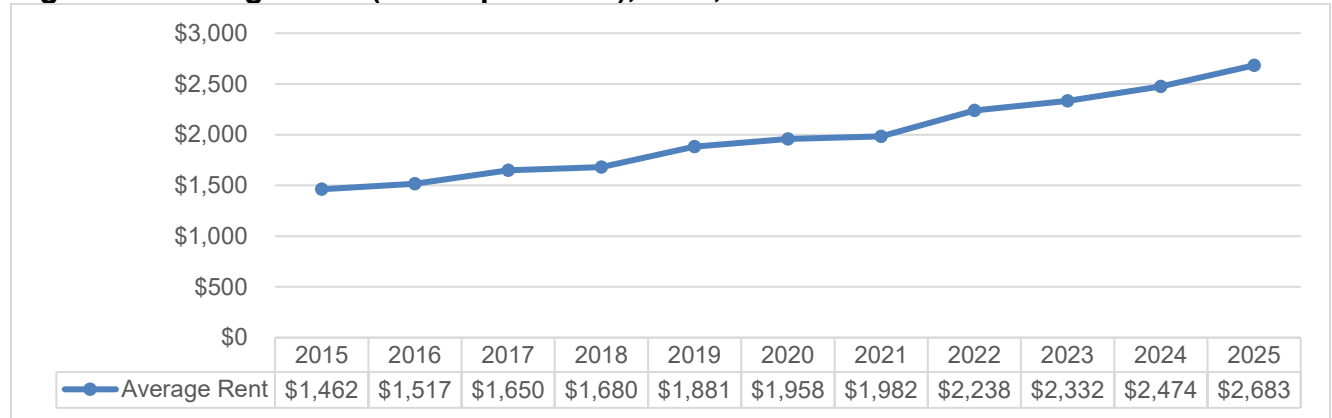


When all rents are listed in descending order, median rent represents the middle value. Compared to average rent, median rent is typically considered a more accurate expression of market rent, as median values are not as heavily impacted by extremely high or low value in the data set.

Average Rent in the District of North Vancouver

In October 2025, the average rent in the DNV was \$2,683, which represents an 8.4% (or \$209) increase since October 2024. Between 2015 and 2025, the average rent increased by 83.5%, or \$1,221 (**Figure 3**).

Figure 3: Average Rent (Row/Apartment), DNV, 2015-2025



Average rent is the sum of all rents divided by the number of rental units. Compared to median rent, average rent is typically considered a less accurate portrayal of market rent, as average values may be heavily impacted by an extremely high or low value in the data set.

Maximum Allowable Rent Increase (MARI)

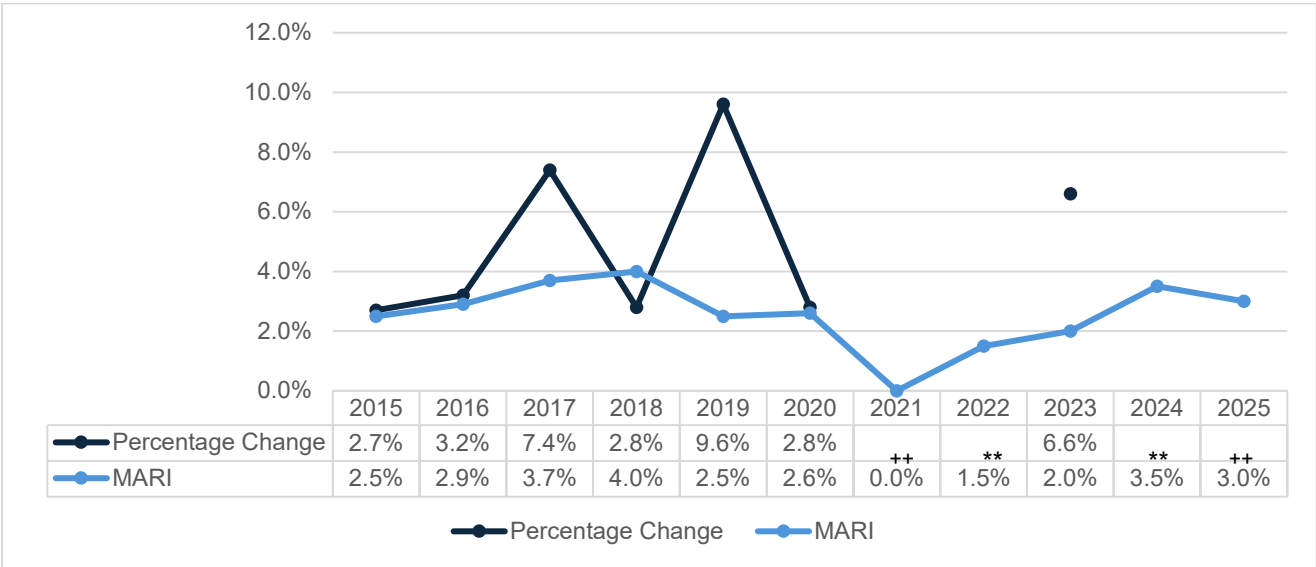
To mitigate annual rent increases, the Province sets Maximum Allowable Rent Increases (MARI) for all continuing tenancies (i.e., existing tenants and leases) in British Columbia. The MARI also applies to utilities and other fees if they are included in the rent. The MARI does not apply to units at the time of tenant turnover (i.e., new tenants and leases).

Figure 4 compares average apartment rent increases in the District of North Vancouver to MARI between 2015 and 2025. Between 2018 and 2019, average rent in the District increased by 9.6% while MARI was set at 2.5%. Between 2019 and 2020, perhaps moderated by COVID impacts, average rent increase in the District was similar to MARI (2.8% and 2.6% respectively). Data between 2020 and 2025 is limited; however, between 2022 and 2023, average rent in the District increased by 6.6% while MARI was set at 2.0%).

Other reasons for differences may be the impact of new apartment rental developments which tend to have higher rents. It may also occur during tenant turnover, when MARI does not apply. In that situation, rents may be set at market rates in the first year of tenancy and are thereafter subject to the provincial maximum increases.

Between March 2020 and December 2021, the province instituted a rent freeze (e.g., setting the MARI at 0%) to provide relief during the COVID-19 pandemic. Rent freezes were lifted at the end of 2021, and MARI was set at 1.5% in 2022, 2.0% in 2023, 3.5% in 2024, and 3.0% in 2025. The Province announced that MARI will be set at 2.3% for 2026.

Figure 4: Historical Change in Average Rent (Apartment) Compared to MARI, DNV, 2015-2025



Notes: ++ indicates data values that are suppressed by CMHC because they are not statistically significant, while ** indicates data values that were suppressed by CMHC to protect confidentiality or data quality.

Conclusion:

The results from the 2025 CMHC Rental Market Report, published December 11, 2025, are summarized in this report for Council's information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Natalie Chiang', with a stylized, cursive script.

Natalie Chiang
Community Planning Assistant

Attachment 1: Vacancy Rates, Median Rents and Average Rents

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 <u>TA</u>	☐ 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 _____	_____	

2025 VACANCY RATES, MEDIAN RENTS, AND AVERAGE RENTS

VACANCY RATES ACROSS THE NORTH SHORE MUNICIPALITIES, METRO VANCOUVER, AND BRITISH COLUMBIA

In 2025, the vacancy rate in the District of North Vancouver (DNV) was 3.3%, which was higher than the City of North Vancouver (CNV) (2.9%) and the District of West Vancouver (DWV) (1.6%) (**Figure 1A**). The District of North Vancouver’s vacancy rate was lower than Metro Vancouver (MV) (3.7%) and British Columbia (BC) (3.5%) for the first time since 2022 (**Figure 1B**).

Figure 1A: Vacancy Rates (Row/Apartment), North Shore Municipalities, 2015-2025

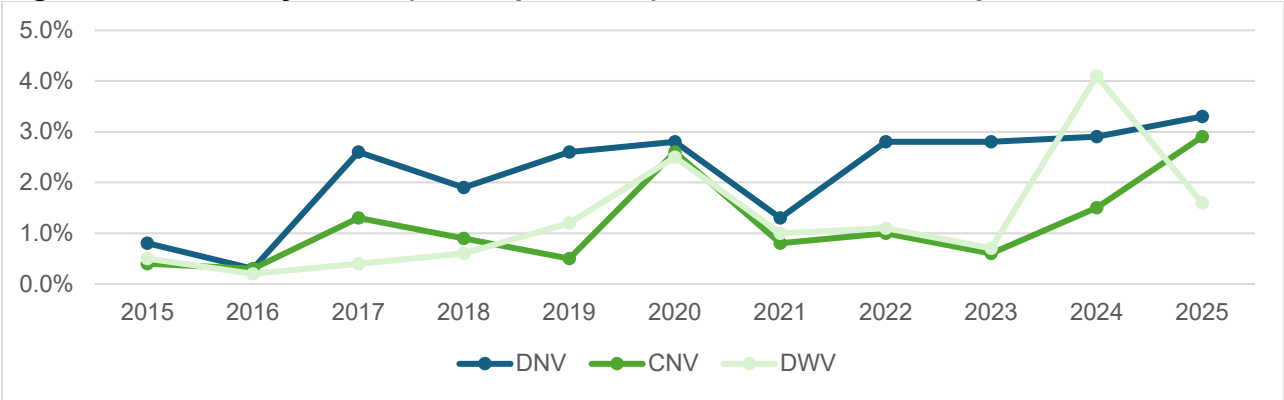
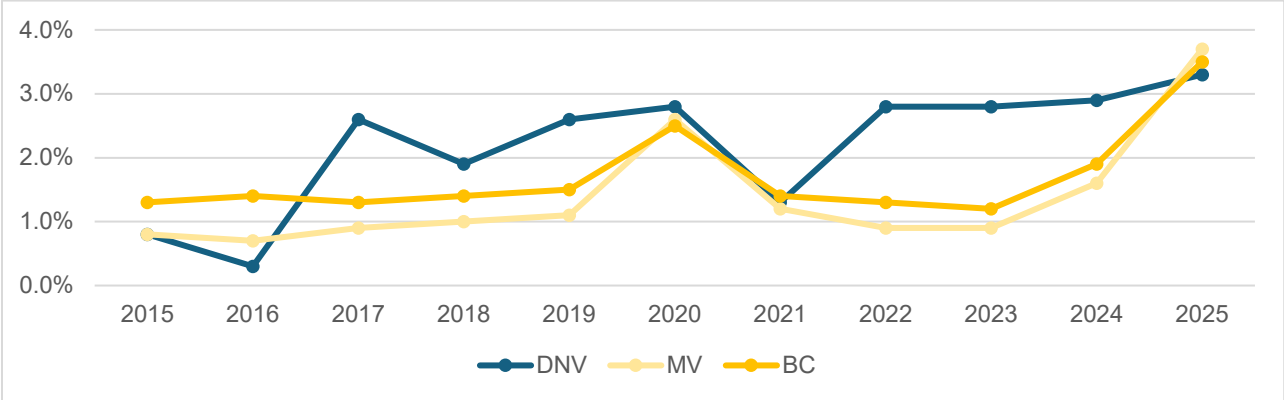


Figure 1B: Vacancy Rates (Row/Apartment), DNV, MV, and BC, 2015-2025

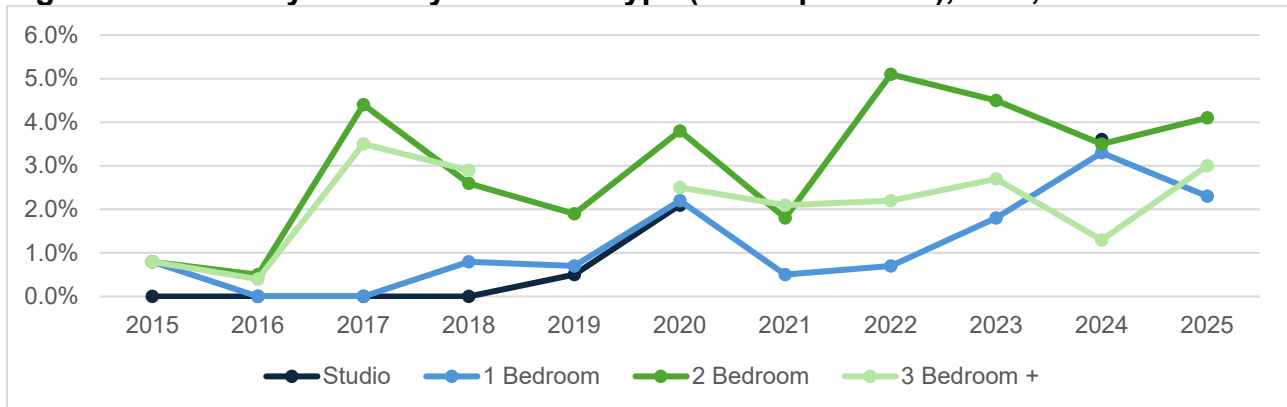


Vacancy Rates by Number of Bedrooms

In 2025, vacancy rates in the District of North Vancouver increased for 2-bedroom units and 3-bedroom+ units and decreased for 1-bedroom units (**Figure 1C**). In 2025, vacancy rates were unavailable for studio units (as they were between 2020 and 2023), as data may be suppressed due to data quality (i.e., insufficient sample size) or confidentiality concerns.

2025 VACANCY RATES, MEDIAN RENTS, AND AVERAGE RENTS

Figure 1C: Vacancy Rates by Bedroom Type (Row/Apartment), DNV, 2015-2025

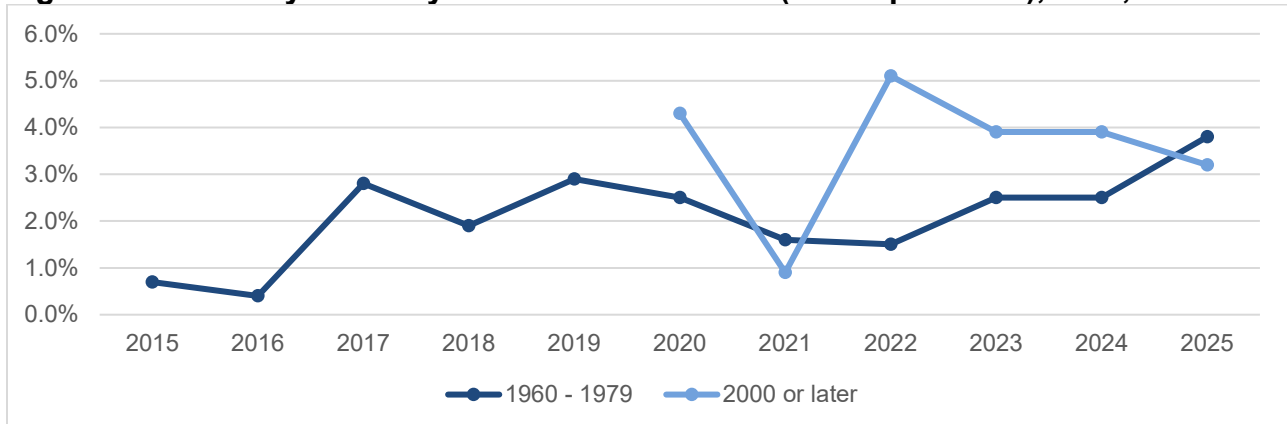


Note: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report.

Vacancy Rates by Year of Construction

In 2025, vacancy rates for older buildings surpassed vacancy rates for newer buildings that were constructed in 2000 or later (**Figure 1E**). Due to significant data gaps for buildings constructed between 1980 and 1999, as well as those constructed before 1960, these categories are excluded from the figure below.

Figure 1E: Vacancy Rates by Year of Construction (Row/Apartment), DNV, 2015-2025



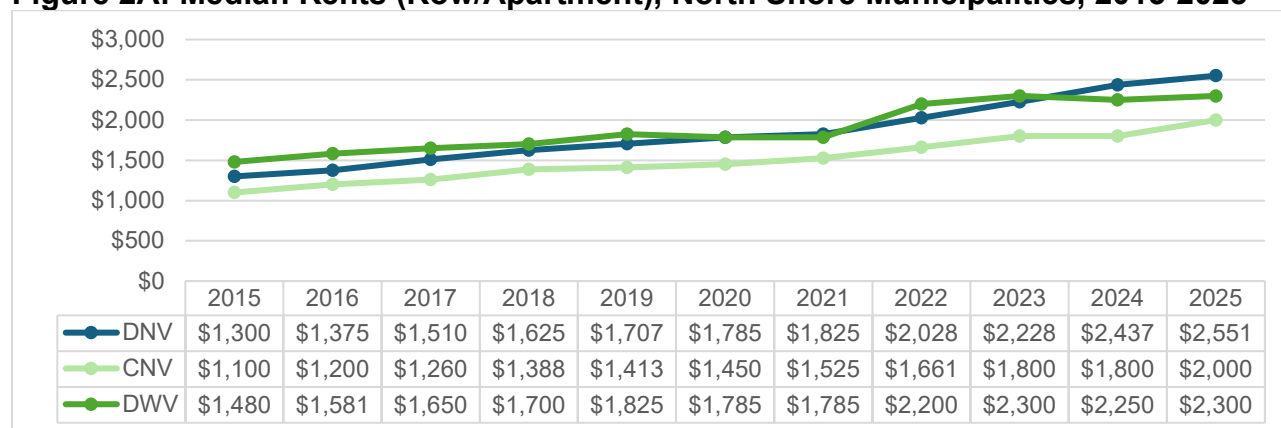
Note: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report.

2025 VACANCY RATES, MEDIAN RENTS, AND AVERAGE RENTS

MEDIAN RENTS ACROSS THE NORTH SHORE MUNICIPALITIES, METRO VANCOUVER, AND BRITISH COLUMBIA

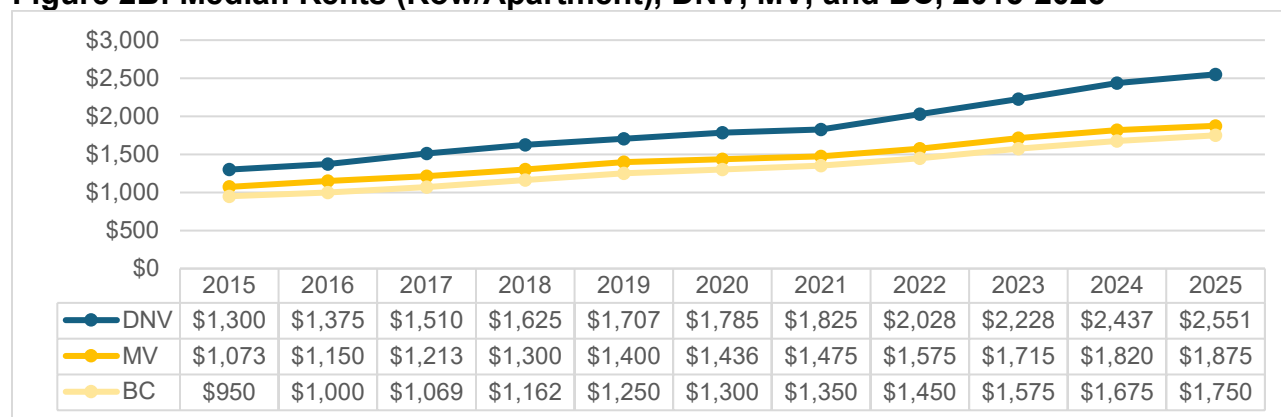
In 2025, median rent in the District of North Vancouver was \$2,551. Median rent in the District of North Vancouver was 27.6% (or \$551) higher than the City of North Vancouver; and 10.9% (or \$251) higher than the District of West Vancouver (**Figure 2A**).

Figure 2A: Median Rents (Row/Apartment), North Shore Municipalities, 2015-2025



Between 2015 and 2025, median rent in the District of North Vancouver was higher than the Metro Vancouver median and British Columbia median (**Figure 2B**). In 2025, District of North Vancouver median rent was 36.1% (or \$676) higher than Metro Vancouver, and 45.8% (or \$801) higher than British Columbia.

Figure 2B: Median Rents (Row/Apartment), DNV, MV, and BC, 2015-2025

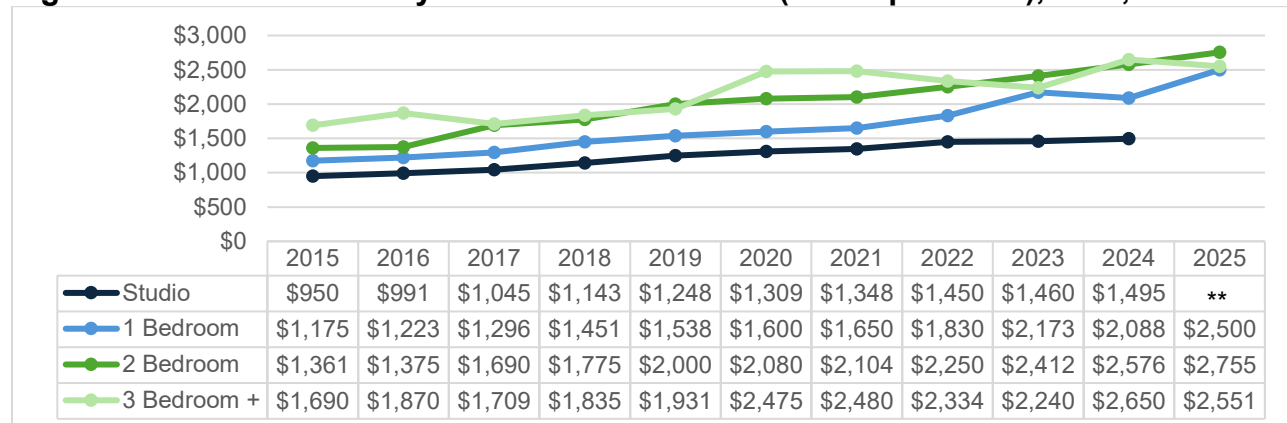


2025 VACANCY RATES, MEDIAN RENTS, AND AVERAGE RENTS

Median Rents by Number of Bedrooms

In 2025, median rent in the District of North Vancouver was \$2,500 for 1-bedroom units, \$2,755 for 2-bedroom units, and \$2,551 for 3-bedroom+ units (**Figure 2C**). Between 2024 and 2025, median rents for 1-bedroom units increased at a faster rate than 2-bedroom units, and median rents for 3-bedroom+ units decreased in the District of North Vancouver.

Figure 2C: Median Rents by Number of Bedrooms (Row/Apartment), DNV, 2015-2025

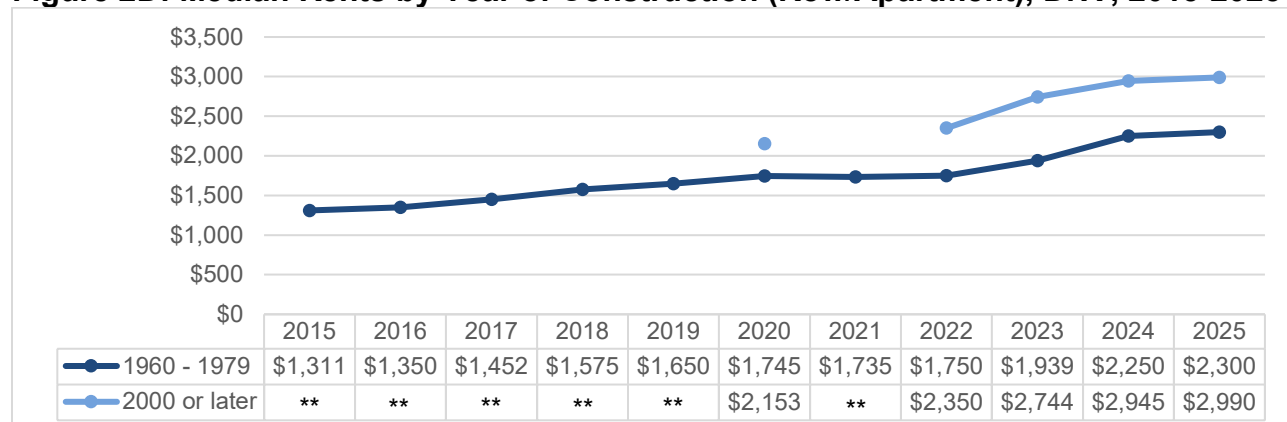


Notes: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report. ** indicates data values that were suppressed by CMHC to protect confidentiality or data quality.

Median Rents by Year of Construction

In 2025, median rent in the District of North Vancouver was 30.0% (or \$690) higher for units constructed in 2000 or later compared to units built from 1960-1979 (**Figure 2D**). Due to significant data gaps for buildings constructed between 1980 and 1999, as well as those constructed before 1960, these categories are excluded from the figure below.

Figure 2D: Median Rents by Year of Construction (Row/Apartment), DNV, 2015-2025



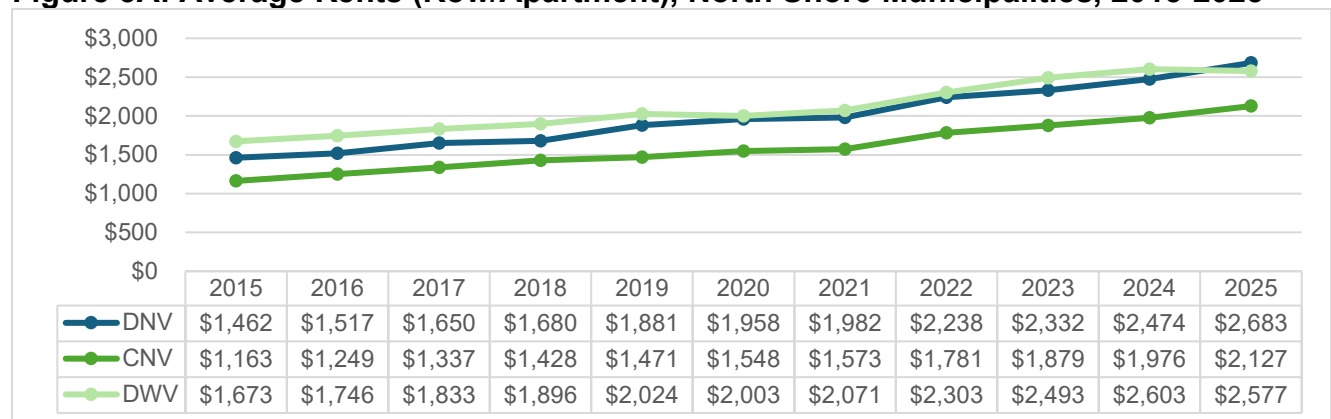
Notes: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report. ** indicates data values that were suppressed by CMHC to protect confidentiality or data quality. There is no available data for units constructed between 1980 and 1999, and significant data gaps for units constructed before 1960.

2025 VACANCY RATES, MEDIAN RENTS AND AVERAGE RENTS

AVERAGE RENTS ACROSS THE NORTH SHORE MUNICIPALITIES, METRO VANCOUVER, AND BRITISH COLUMBIA

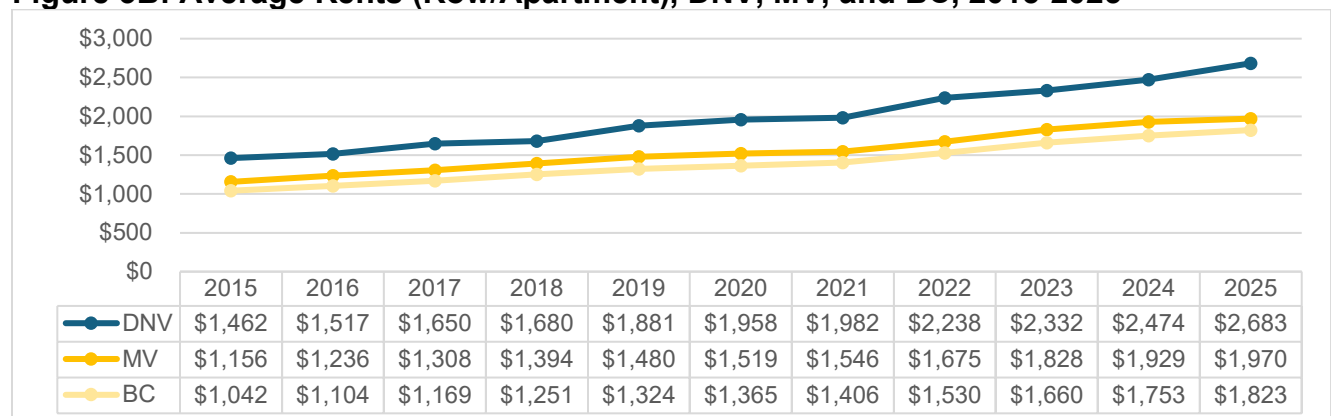
In 2025, average rent in the District of North Vancouver was \$2,683. Average rent in the District of North Vancouver was 26.1% (or \$556) higher than the City of North Vancouver, and 4.1% (or \$106) higher than the District of West Vancouver (**Figure 3A**). Although they had fairly comparable average rents over the past ten years, the District of North Vancouver's average exceeded the District of West Vancouver's for the first time in 2025.

Figure 3A: Average Rents (Row/Apartment), North Shore Municipalities, 2015-2025



Between 2015 and 2025, average rent in the District of North Vancouver was consistently higher than the Metro Vancouver average and British Columbia average (**Figure 3B**). In 2025, the average rent in the District of North Vancouver was 36.2% (or \$713) higher than the Metro Vancouver average, and 47.2% (or \$860) higher than the British Columbia average.

Figure 3B: Average Rents (Row/Apartment), DNV, MV, and BC, 2015-2025

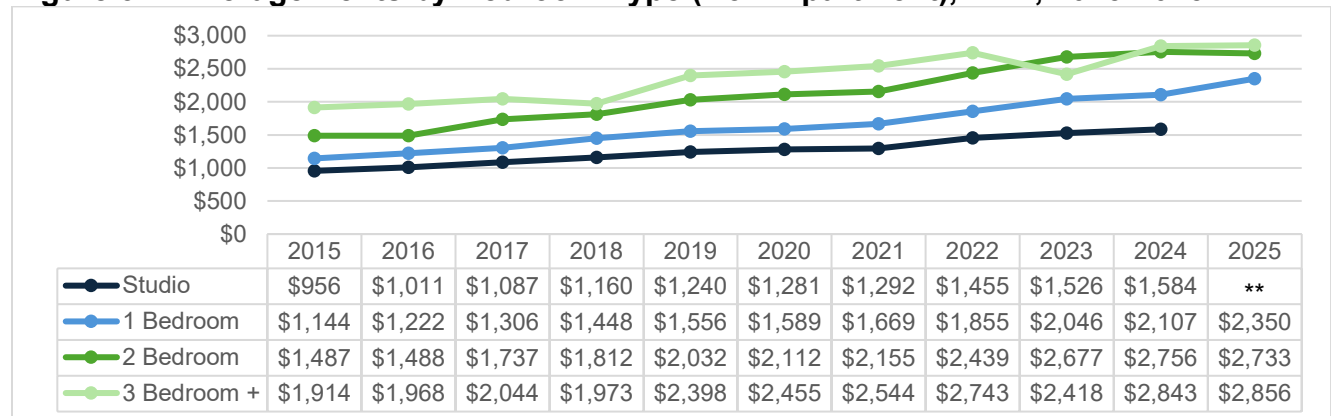


2025 VACANCY RATES, MEDIAN RENTS AND AVERAGE RENTS

Average Rents by Bedroom Type

In 2025, average rent in the District of North Vancouver was \$2,350 for a 1-bedroom unit, \$2,733 for a 2-bedroom unit, and \$2,856 for a 3-bedroom+ unit (**Figure 3C**). Between 2024 and 2025, average rent increased for 1-bedroom units by 11.5% and 3-bedroom+ units by 0.5% and decreased for 2-bedroom units by 0.8%.

Figure 3C: Average Rents by Bedroom Type (Row/Apartment), DNV, 2015-2025

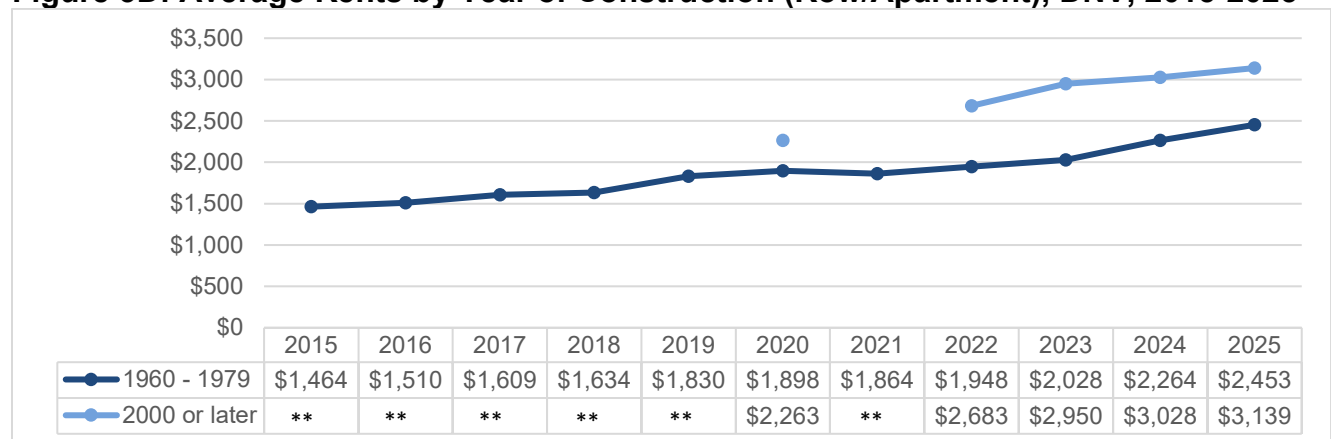


Notes: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report. ** indicates data values that were suppressed by CMHC to protect confidentiality or data quality.

Average Rents by Year of Construction

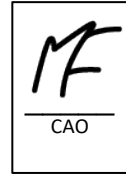
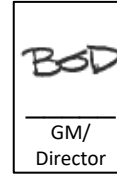
In 2025, average rent in the District of North Vancouver was 28.0% (or \$686) higher for units constructed in 2000 or later compared to units built between 1960-1979 (**Figure 3D**). Due to significant data gaps for buildings constructed between 1980 and 1999, as well as those constructed before 1960, these categories are excluded from the figure below.

Figure 3D: Average Rents by Year of Construction (Row/Apartment), DNV, 2015-2025



Notes: Line continuity breaks represent data that was suppressed in the 2025 CMHC Rental Market Report. ** indicates data values that were suppressed by CMHC to protect confidentiality or data quality.

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☒ Info PackageDate: March 23, 2026

The District of North Vancouver INFORMATION REPORT TO COUNCIL

March 23, 2026

Case: PLN2025-00039

File: 08.3060.20/039.25

AUTHOR: Kevin Zhang, Development Planner**SUBJECT:** Public Input Meetings 328 – 332 Seymour River Place

REASON FOR REPORT

The purpose of this report is to inform Council of upcoming Public Information Meetings (virtual and in-person) that will be held virtually for a Detailed Planning Application at 328 – 332 Seymour River Place.

SUMMARY

Rev Properties has applied to redevelop the subject site as a 40-unit, 6-storey, residential development with underground parking.

The applicant is holding the required Virtual Public Information Meeting. The staff report on the detailed application will include a summary of the input received. Council will also receive a copy of all public feedback collected.



MEETING DETAILS

In-Person Public Information Meeting

Date: April 16, 2026

Time: 6:00 - 8:00 pm

Location: Jaycee House, 1251 Lillooet Rd, North Vancouver, BC, V7J 3H7

The in-person PIM will include presentation boards and attendance by the applicant team and member(s) of staff.

Virtual Public Information Meeting

Date: April 2 – 16, 2026

Weblink: www.DNV.org/Public-Meeting

The virtual PIM includes a webpage with details on the application, visual materials, and a short video prepared by the applicant team. A question-and-answer section will also be available on the webpage, providing opportunities for staff and/or the applicant to provide information to interested community members.

SITE AND SURROUNDING AREA

The approximately 1,150 m² (12,300 sq. ft.) site is currently occupied by two single-family homes on Seymour River Place in Maplewood.

The site is currently designated “Residential Level 6: Medium Density Apartment” in the Official Community Plan (OCP) and the Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines. This designation typically allows for multi-family developments, with a Floor Space Ratio (FSR) up to approximately 2.5. The site is currently zoned RM3 (Multiple-Family Zone 3).



PROJECT DESCRIPTION

The proposed development has a gross floor area of approximately 3,450 m² (37,000 sq. ft.) and includes 40 residential apartments (33 strata and 7 below market rental). One level of underground is proposed, accessed from the lane south of the subject site, which includes 26 underground vehicle parking spaces and 74 Class 1 bike parking spaces. Eight Class 2 bike parking spaces are provided at grade. The development includes a mixture of studio, one-, two-, three-, and four-bedroom apartment units.



Rendering from Seymour River Place

The proposed density of 3.0 FSR is above OCP designated density of “approximately 2.5 FSR”. As such, an OCP amendment may be required. Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

A rezoning to a site-specific Comprehensive Development (CD) Zone is required to accommodate the proposal.

PUBLIC NOTIFICATION

In accordance with District's Non-Statutory Public Consultation for Development Applications, the notification for the meetings includes:

1. Two-sided notification flyers (**Attachment 1**) mailed to all properties within 100 metres (328 ft) of the subject site as well as the Maplewood Community Association;
2. Two (2) bi-directional notification signs on the subject site (see **Attachment 2** for sign design and **Attachment 3** for sign locations); and
3. A newspaper advertisement (**Attachment 4**) placed in two editions of the North Shore News.

Respectfully submitted,



Kevin Zhang
Development Planner

Attachments:

1. PIM Notification Flyer
2. PIM Sign
3. PIM Sign locations
4. PIM Newspaper Ad
5. Development Context Map

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	_____		

PIM Notification Flyer (Pg. 1 of 2)

Virtual Public Information Meeting

A two-week public input opportunity will be held from April 2 to 16 through the District of North Vancouver's Platform. This is an opportunity for neighbours to share their feedback and asks questions of the architect regarding the development proposal.

For further information please contact:

Collin Truong, Integra Architecture Inc.
collint@integra-arch.com 604 688 4220 Ext 521

Kevin Zhang, Development Planner
District of North Vancouver
zhangk@dnv.org 604 990 2411



Notice of In-Person and Virtual Public Information Meetings in Your Neighbourhood

Rev Properties (Maplewood Ventures 2017 Inc.) is hosting a Public Information Meeting to present its development proposal for a six-storey 40 suite condominium and below-market rental building at 328 and 322 Seymour River Place, North Vancouver.

This information is being distributed to the owners and occupants within 100 metres of the proposed development site in accordance with the District of North Vancouver policy.

In-person Public Information Meeting

- Time: Thursday, April 16, 6:00 to 8:00 pm
- Location: Jaycee House, 1251 Lillooet Rd, North Vancouver, BC V7J 3K3

Virtual Public Information Meeting

- Time: April 2 to 16
- Link: [DNV.org/public-meeting](https://dnv.org/public-meeting)



View from corner of Munster Avenue and Seymour River Place

PIM Notification Flyer (Pg. 1 of 2)

The Proposal:

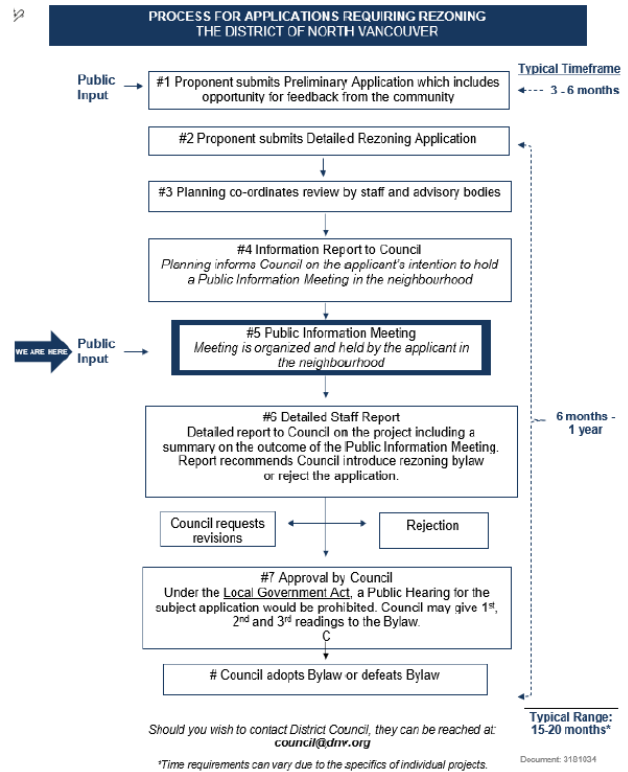
Rev Properties (Maplewood Ventures 2017 Inc.) proposes to construct a six-storey building at 328 and 332 Seymour River Place, at the corner of Munster Avenue, in North Vancouver.

The proposal is for 33 condominium and 7 below market rental units with a single level below-grade parking structure. The building will be accessed from a driveway off the lane. A total of 26 below grade and on-grade parking spaces will be provided, including 4 visitor spaces, car-share spaces, and 80 bicycle parking spaces.

The suite designs range from studio to four bedrooms and include flexible layouts and lock-off suites, offering more affordable housing choices suitable for sharing and co-living.



View of building looking east along Seymour River Place



PIM Sign

Development Proposal

PUBLIC INFO MEETING:

Thursday, April 16, 6:00–8:00pm
Jaycee House, 1251 Lillooet Rd,
North Vancouver, BC V7J 3K3
Participate virtually April 2–16 at
DNV.org/public-meeting

PROPOSAL:

*Information is preliminary
and subject to change*

328–332 Seymour River Place



33 strata units

7 below market rental units

6 storeys

WE ARE HERE

PUBLIC INFO MEETING

PUBLIC HEARING





Contact:
Collin Truong, Integra Architecture Inc
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PIM Sign Locations



PIM Newspaper Ad

Development Proposal

PUBLIC INFO MEETING

**Thursday, April 16,
6:00–8:00pm**

Jaycee House,
1251 Lillooet Rd,
North Vancouver, BC

Participate virtually
April 2-16 at
DNV.org/public-meeting

PROPOSAL: 328-332 Seymour River Pl.



33 strata units

7 below market rental units

6 storeys

WE ARE HERE

PUBLIC INFO MEETING

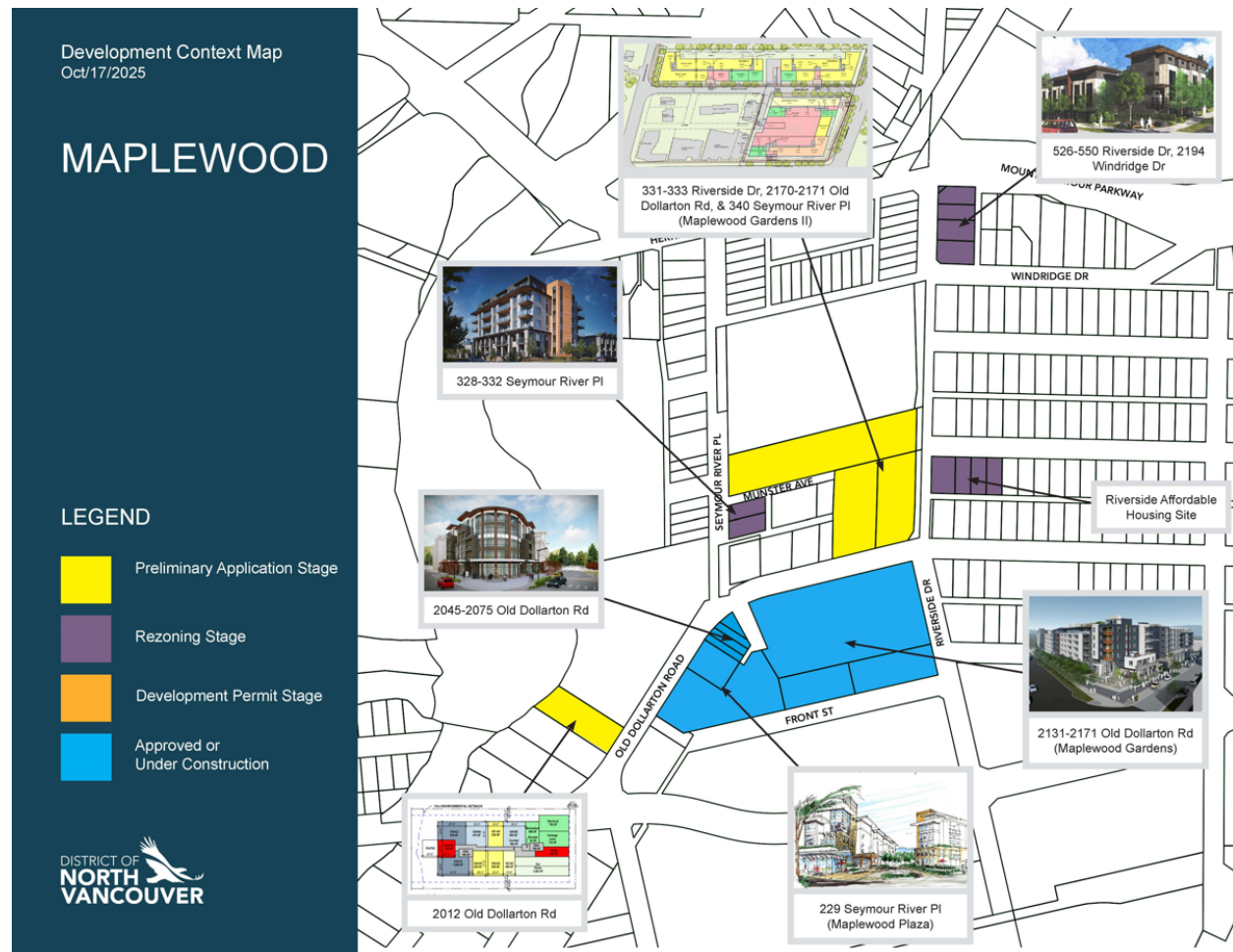
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Development Context Map



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