

AGENDA

COUNCIL WORKSHOP

Tuesday, January 13, 2026

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road

North Vancouver, BC

Watch at <https://dnvorg.zoom.us/j/64484156494>

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Herman Mah

Councillor Lisa Muri

Councillor Catherine Pope



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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.

1. ADOPTION OF THE AGENDA

1.1. January 13, 2026 Council Workshop Agenda

Recommendation:

THAT the agenda for the January 13, 2026 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. October 27, 2025 Council Workshop Minutes

p.7-11

Recommendation:

THAT the minutes of the October 27, 2025 Council Workshop are adopted.

2.2. November 24, 2025 Council Workshop Minutes

p.13-23

Recommendation:

THAT the minutes of the November 24, 2025 Council Workshop are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2026 Strategic Planning Priorities for Community and Development Planning p.25-36
File No.

Report: Senior Community Planner, December 18, 2025

Attachment 1: PowerPoint Presentation

Recommendation:

THAT the December 18, 2025 report of the Senior Development Planner entitled 2026 Strategic Priorities for Community and Development Planning is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the January 13, 2026 Council Workshop is adjourned.

MINUTES

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**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 7:02 p.m. on Monday, October 27, 2025 in the Committee Room 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: David Stuart, Chief Administrative Officer
Andy Bell, Acting General Manager – Engineering Infrastructure Services
Nicola Chevallier, General Manager – Engineering Public Works
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Rhonda Schell, Deputy Corporate Officer
Zeralynne Te, Manager – Community Planning
Tamsin Guppy, Senior Development Planner
Jason Smith, Community Planner
Kevin Zhang, Senior Development Planner
Cheryl Archer, Confidential Council Clerk
Jillian Holden, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. October 27, 2025 Council Workshop Agenda

MOVED by Councillor FORBES

SECONDED by Councillor MAH

THAT the agenda for the October 27, 2025 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. September 15, 2025 Council Workshop

MOVED by Councillor HANSON

SECONDED by Mayor LITTLE

THAT the minutes of the September 15, 2025 Council Workshop are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Proposed Provincial Housing Legislation – Amendments to Small-Scale Multi-Unit Housing (SSMUH) Requirements

File No.

Dan Milburn, General Manager – Planning, Properties and Permits, provided an overview of existing provincial legislation regarding Small-Scale Multi-Unit Housing (SSMUH) requirements for municipalities and the anticipated impacts of proposed provincial legislation (Bill 25) to amend SSMUH requirements.

Council discussion ensued and the following comments and concerns were noted:

- Expressed concern regarding fairness under existing and proposed provincial housing legislation;
- Commented on provincial and municipal jurisdiction regarding land use;
- Expressed concern that the Provincial Government has not considered all aspects and impacts of the legislation, including the environment, building size and form, parking, infrastructure, stormwater management, and increased costs to residents;
- Commented on work by the District to plan the community including environmental impacts, liveability, and future affordability, and expressed concern that the Province is telling municipalities how to develop without taking these considerations into account;
- Noted that infrastructure needs and costs will vary depending on the existing level of development in an area and that will impact how neighbourhoods and areas develop;
- Noted that there are existing delays for applications that do not comply with District requirements;
- Discussed various potential housing forms;
- Commented on potential siting and height changes with new legislation;
- Commented on residential rental unit availability;
- Expressed support for additional analysis and a collaborative approach to housing; and,
- Requested that the Finance Department provide a report on financial impacts when the matter returns to Council.

In response to a question from Council, staff advised that previous housing legislation called for up to six units on frequent transit networks (FTN) and provided minimum heights and density in transit-oriented areas (TOA). Staff noted that small-scale multi-unit housing (SSMUH) was specifically exempted from applying to TOA to avoid limiting the density increases in TOA.

In response to a question from Council, staff advised that as six units would be allowed under the proposed legislation on properties that fall within or partially within 400 metres of FTN, there would be areas in Pemberton Heights where six units would be allowed.

In response to a question from Council, staff advised that individual applications for increased density on properties exempted from SSMUH due to hazardous conditions could be considered on a case-by-case basis and the automatic exemptions are not proposed to change under Bill 25.

In response to a question from Council, staff advised that an assessment of all properties by June 2026 will not be possible and that the market will not support four units on all lots. Staff noted that developers will increase density on the sites that are the least challenging, including properties they already own. It was noted that infrastructure planning will be challenging as where more development will occur cannot be predicted.

In response to a question from Council, staff advised that the District would need to develop a financial strategy for how to handle infrastructure costs while implementing changes if Bill 25 is adopted. Modelling will be required to determine where water, sanitary, and stormwater infrastructure can be more readily accommodated.

In response to a question from Council, staff advised that professional associations have not taken formal positions on the proposed legislation and the matter is the subject of debate.

In response to a question from Council, staff advised that there need to be conversations with the Provincial Government, crown corporations, and private utility providers regarding how they will adapt to accommodate the additional housing if Bill 25 is adopted. Staff noted that many providers have lengthy processes to increase capacity.

In response to a question from Council, staff advised that neighbourhoods where increased density could be more readily accommodated could see upward pressure on land values, which would inhibit development by increasing the cost to acquire land.

In response to a question from Council, staff advised that the District's current approach would not accommodate higher density.

In response to a question from Council, staff advised that guidelines state that municipalities will need to be responsive to new FTNs and will need to change their bylaws to allow for higher density when they are built.

In response to a question from Council, staff advised that decisions on FTN-related zoning are based on existing transit.

In response to a question from Council, staff advised that the Province has not designated environmental areas as it has with hazards and that they suggest allowing four separate buildings to avoid some tree removal. Staff noted that land use or other permits such as withholding tree cutting permits cannot be used to unreasonably limit density potential. Staff further noted that the Province has provided guidelines for heights and setbacks, which Council would consider how to apply.

In response to a question from Council, staff advised that SSMUH accommodates tiny homes if they are compliant with the British Columbia Building Code (BCBC) and does not allow for tiny homes on wheels. Staff noted that different housing forms may be considered.

In response to a question from Council, staff advised that if Bill 25 is adopted, staff will discuss policy changes regarding raising basements and modification of exemption rules for single-family homes and SSMUH. Staff noted that Council had requested further information before moving forward.

In response to a question from Council, staff advised that the FTNs must be achieved by one bus route and Londale Avenue does not qualify.

In response to a question from Council, staff advised that permits for six to 10 coach houses have been issued since the Zoning Bylaw was updated to allow a coach house and secondary suite on the same property.

Councillor POPE left the meeting at 8:23 p.m. and returned at 8:26 p.m.

Councillor MURI left the meeting at 8:28 p.m. and returned at 8:31 p.m.

4. PUBLIC INPUT:

4.1 Robert Armstrong:

- Encouraged Council to continue to move forward with the review of the Zoning Bylaw; and,
- Stated that the proposed legislation should not delay the project.

4.2 Corrie Kost:

- Commented on the application of provincial housing legislation to municipalities;
- Expressed disappointment that the legislation will negatively impact how much input residents have in their community;
- Stated that Zoning is the purview of Council whose electors tell them what they want in their community;
- Acknowledged that municipalities are subordinate to provincial authority and opined that the Province is undermining municipal autonomy;
- Opined that it will not be possible to charge Development Cost Charges to cover municipal costs because they could be considered an impediment to development;
- Opined that allowable heights are excessive; and,
- Commented on the clarity of SSMUH maps.

Councillor MAH left the meeting at 8:34 p.m. and returned at 8:36 p.m.

4.3 Katherine Fagerlund:

- Questioned how the District would be able to provide services to accommodate SSMUH and if applications could be postponed to allow time to increase capacity;
- Questioned why much of Deep Cove is exempted from SSMUH;
- Expressed concern regarding relatively recently constructed houses being demolished to accommodate SSMUH; and,
- Commented regarding the difference between FTN and TOA.

5. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT the October 27, 2025 Council Workshop is adjourned.

CARRIED
(8:54 p.m.)

Mayor

Corporate Officer

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**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 7:01 p.m. on Monday, November 24, 2025 in the Committee Room 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: David Stuart, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Caroline Jackson, General Manager – Climate Action and Parks
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Andy Bell, Manager – Engineering Services
Ehab Taha, Section Manager – Transportation
Mac Fitzgerald, Transportation Planner
Banafsheh Rahmani, Project Engineer – Transportation
Cheryl Archer, Confidential Council Clerk
Jillian Holden, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. November 24, 2025 Council Workshop Agenda

MOVED by Councillor FORBES

SECONDED by Councillor BACK

THAT the agenda for the November 24, 2025 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Update on Traffic Calming Program (Retitled Neighbourhood Street Improvement Program)

File No. ENGES-1189852991-407

Ehab Taha, Section Manager – Transportation, provided an overview of the program, including lessons learned, successes, proposed refinements, the rationale for the name change, and the 2026 project selection process.

Council discussion ensued and the following comments and concerns were noted:

- Commented on traffic safety around schools;
- Commented on the various ways the District receives feedback from the public;
- Expressed concern regarding fairness and prioritization of projects where the neighbourhood is better able to campaign;
- Questioned the focus on members of the public organizing to promote their project rather than the District determining where the improvements are most needed;
- Questioned why raised crosswalks and speed bumps cannot be considered on roads with more traffic, noting the City of North Vancouver uses these speed-reducing measures proactively;
- Expressed concern regarding the possible increased in traffic on Apex Avenue and surrounding roads due to the artificial turf field on Tsleil-Waututh Nation lands;
- Commented on the use of delineators in Edgemont Village and the Seymour area;
- Expressed concern regarding project costs;
- Recommended considering less costly projects that achieve similar outcomes as well as smaller improvements such as signage;
- Expressed support for prioritizing resident requests that address issues with non-resident “rat-running” traffic;
- Suggested holding town hall type meetings to gain additional public feedback;
- Expressed concern that speed bumps could be requested to be removed if a few residents move, along with an associated cost to the District;
- Acknowledged that while Berkley Road received a large number of requests, there is a strong rationale for not adding traffic calming measures such as speed bumps;
- Commented on the need to provide clarity to residents regarding the scale and type of projects that can be achieved within the program budget;
- Commented on car culture and the need for safety for people using non-motor vehicular modes of transportation;
- Expressed support for the program name change to shift the focus from motor vehicles to neighbourhoods;

- Commented on program awareness and communication;
- Commented on the number of requests already received;
- Noted that traffic is the most urgent issue for many people; and,
- Commented on long standing, ongoing traffic issues in some neighbourhoods.

In response to a question from Council, staff advised that arterial roads are the focus of most improvements and that local roads do not receive as much attention. Staff further advised that the subject of the Council Workshop is specific to local roads and the annual budget for the program is 200,000 dollars.

In response to a question from Council, staff advised that school safety and pedestrian infrastructure have been identified as priorities for the Strategic Transportation Plan (STP), development of which is scheduled to begin in 2026, including public engagement and opportunities for Council input.

In response to a question from Council, staff advised that connections to Montroyal Elementary School were not selected for this program as the focus is on community-driven requests, noting that there are more than 300 requests at this time.

In response to a question from Council, staff advised that input from different sources is compiled by staff, including entering all names from a petition into the application system, for example. Staff noted that the Communications Department has provided assistance with raising awareness and that staff request that Council also let members of the public know about the program.

In response to a question from Council, staff advised that the Neighbourhood Street Improvement Program is based on community requests and intended to be fair and equitable.

In response to a question from Council, staff advised that when traffic calming measures are proposed for arterial roads, there is significantly more feedback from road users than neighbourhood residents. Staff noted that one of the reasons for not implementing speed-reducing measures on arterial roads is that it could negatively impact emergency response times.

In response to a question from Council, staff advised that speed bumps, road narrowing, and chicanes are options to reduce motor vehicle speeds.

In response to a question from Council, staff advised that speed bumps require the support of 66 percent of affected properties as this demonstrates that there is a high level of community support. Staff noted that residents change over time and speed bumps impact some properties more than others. Staff provided Kilmer Road as an example of where there was less than the required 66 percent support, noting that 55 percent of properties indicated they were strongly opposed to speed bumps.

In response to a question from Council, staff advised that Berkley Road is a priority for safety improvements and data is being collected on motor vehicle speeds and volume as well as where pedestrians and cyclists are crossing the road. Data considered includes Insurance Corporation of British Columbia crash analytics.

In response to a question from Council, staff advised that applications are accepted online and are on file for consideration for three years and that Council may direct a shorter or longer time period. Staff noted that a limit to the time applications are kept on file is required to help ensure each project is suitable for the community as it is at the time it moves forward.

Mayor LITTLE left the meeting at 7:46 p.m.

Councillor POPE assumed the Chair.

Mayor LITTLE returned to the meeting at 7:47 p.m.

In response to a question from Council, staff advised that the 200,000 dollar budget would not provide significant improvements to Mountain Highway and that safety measures for Mountain Highway would fall under a different process. Staff noted that paving and measures to improve visibility are planned for a portion of Mountain Highway in 2026 and that staff will return to Council for input on other segments.

In response to a question from Council, staff advised that they have negotiated with BC Transit and BC Hydro to relocate bus stops and hydro poles at Mountain Highway and Kirkstone Road.

In response to a question from Council, staff advised that very small updates are not part of this program and are undertaken as needed on an ongoing basis under other budget categories. Staff noted that when a street is selected for this program, residents expect more than a small improvement such as delineators.

In response to a question from Council, staff advised that a core element of the upcoming STP is to identify priorities for investment while managing expenses. Staff further advised that development of the STP is projected to take place over a two- to three-year period.

In response to a question from Council, staff advised that signs and road markings would fall under the operating budget rather than the capital budget.

In response to a question from Council, staff advised that the program began in 2023 and staff are working to confirm and validate the methodology. Staff propose to provide Council with an Information Report annually to advise on the selected project.

MOVED by Councillor MAH

SECONDED by Councillor BACK

THAT the November 3, 2025 report of the Transportation Planning Technologist entitled Update on Traffic Calming Program (Retitled Neighbourhood Street Improvement Program) is received for information.

CARRIED

3.2. Safe Streets for Delbrook Community Recreation Centre

File No.

This item has been withdrawn from the agenda.

Councillor HANSON declared a potential conflict of interest in the following item due to owning a property in Indian Arm and left the meeting at 8:02 p.m.

The meeting recessed at 8:03 p.m. and resumed at 8:08 p.m.

3.3. 2025 Deep Cove On-Street Parking Review

File No.

Ehab Taha, Section Manager – Transportation, provided an update on Deep Cove parking management, including review methodology, conditions, challenges, lessons learned, and potential short-term refinements and long-term improvements to the program.

Council discussion ensued and the following comments and concerns were noted:

- Commented on the increasing volume of traffic in Deep Cove and the impact of social media on local tourism;
- Commented on drivers circling the area to look for parking;
- Noted there is now some resident-only parking in Deep Cove;
- Expressed concern regarding fairness for residents on different streets as changes on one street impact neighbouring streets;
- Commented on parking restrictions for non-residents in popular areas in other municipalities such as Horseshoe Bay in the District of West Vancouver and Commercial Drive in the City of Vancouver;
- Expressed concern regarding the impacts of traffic and congestion on parks, trails, and safety;
- Commented on garbage left on streets and in parks by visitors in Deep Cove and staff capacity to manage waste in the area;
- Discussed pay parking, licence plate readers, and revenue for parks;
- Discussed resident-only and commercial vehicle parking zones;
- Suggested offering pay parking in school parking lots;
- Expressed frustration regarding long-standing parking issues in Deep Cove;

- Requested information on the revenue generated by pay parking lots in Deep Cove;
- Noted that some visitors pay parking bylaw tickets as part of the cost of visiting the area;
- Expressed concern regarding the complexity of current resident-only parking pass program;
- Commented on prioritizing the needs of residents;
- Commented on the properties of Deep Cove roads, including width and grade;
- Expressed opposition to having time-limited parking on Lockridge and Eastridge Roads and Raeburn Street;
- Expressed concern that resident-only parking on Lockridge and Eastridge Roads and Raeburn Street would not address safety concerns, noting the number of driveways and other factors;
- Commented on resident frustrations;
- Discussed the possibility of running shuttle services to Deep Cove to decrease parking pressures, noting limited success and unintended impacts to other areas for shuttles to Capilano Suspension Bridge and Mount Seymour;
- Commented on unintended consequences of pay parking in Ambleside Park and impacts on the neighbouring commercial areas;
- Commented on improvements to parking in Deep Cove and positive impacts on local businesses;
- Discussed signage including parking availability and wayfinding;
- Commented on cycling improvements on Mount Seymour Parkway;
- Recommended improvements to Dollarton Highway cycling routes and transit frequency to facilitate alternative transportation to Deep Cove;
- Commented on road rage incidents in Deep Cove;
- Commented on transit capacity and noted that visitors from outside the region are unlikely to travel by public transit; and,
- Commented on the success of reservation systems for other popular areas such as Mount Seymour and Buntzen Lake Park.

In response to a question from Council, staff advised that 28 spaces are proposed to be retained on Raeburn Street, 26 on Lockhaven Road, and 24 on Eastridge Road.

In response to a question from Council, staff advised that there are at least 800 parking spaces in Deep Cove.

In response to a question from Council, staff confirmed that more bylaw enforcement in Deep Cove is proposed.

In response to a question from Council, staff advised that visitors from outside the North Shore typically park in Deep Cove. Staff noted that the industry is moving away

from resident-only parking to blended availability and that there is some disagreement regarding this approach.

In response to a question from Council, staff advised that residents would be exempt from pay parking on Deep Cove streets if implemented.

In response to a question from Council, staff advised that District of North Vancouver Fire and Rescue Services support the staff proposal regarding Raeburn Street and Lockehaven and Eastridge Roads.

In response to a question from Council, staff advised that there is rationale for removing parking at the end of Eastridge Road.

In response to a question from Council, staff advised that businesses in the village core generally support more parking turnover, including some loading zones. Staff noted that newer developments require off-street loading spaces and that some businesses in older buildings in the Deep Cove core do not have off-street loading areas. Adjustments to the size and time limits for loading zones could be made to increase efficiency.

4. PUBLIC INPUT:

4.1. James Madeley:

- Commented on collisions on Lockehaven and Eastridge Roads;
- Commented on safety standards, noting that he is an engineer;
- Stated that parking on steeply sloped roads is unsafe and should not be permitted, noting that he measured the peak grade on Lockehaven and Eastridge Roads at 22 percent; and,
- Commented on the width of Lockehaven and Eastridge Roads and lack of sidewalks, noting that pedestrians walk in the roadway and that there is only one vehicle travel lane, resulting in vehicles backing up while there are pedestrians on the roadway.

4.2. John Mears:

- Advised that he is a resident on Eastridge Road;
- Noted that most of the residents of Eastridge Road have emailed comments to Council;
- Opined that the staff report does not address safety concerns or contain adequate data;
- Stated that the proposed parking on Eastridge Road is not feasible;
- Commented on the narrow roadway, noting there is only one travel lane;
- Stated that bylaw enforcement is an issue as bylaw officers cannot get up the road;

- Opined that residents and businesses should be prioritized over visitors;
- Recommended that Raeburn Street and Lockehaven and Eastridge Roads either have resident-only parking or none at all;
- Stated that three-hour time limited parking on residential streets is unsuitable; and,
- Noted that White Rock and other popular areas have no visitor parking on residential streets.

4.3. Karen Henkel:

- Stated that parking in Deep Cove is a significant concern;
- Noted that changes to some residential streets have moved problems to other residential streets;
- Stated that Deep Cove streets were not designed for the current volume of traffic and parking demand;
- Opined that emergency response is negatively impacted by traffic and parking;
- Commented on safety issues and negative impacts on residents;
- Invited members of Council to visit the area; and,
- Recommended further changes be considered.

4.4. Bev Parslow:

- Commended District Engineering staff for their work on the upper portion of Delbrook Avenue as well as upcoming work on the southern section to be completed in 2026; and,
- Stated that improvements to Delbrook Avenue may be used as a model for addressing issues on other roads where high speed is an issue.

4.5. Katherine Fagerlund:

- Stated that resident-exempt time-limited parking has limited benefit to residents as spaces are full by 7:00 a.m. and if a resident leaves a space on the street, they will not be able to park when they return;
- Stated that prioritizing residents means resident-only parking and active bylaw enforcement;
- Stated that the Deep Cove Community Association was not notified of the Council Workshop; and,
- Opined that the District website is difficult to navigate.

4.6. Al Floyd:

- Thanked staff for recognizing there are issues on Lockehaven and Eastridge Roads and Raeburn Street;
- Commented on driver behaviour and parking scarcity in Deep Cove;
- Opined that three-hour parking only exacerbates the problem as drivers know that parking spaces will become available and some will wait on the roadway for long periods;

- Stated that workers and Deep Cove Yacht Club members currently park on Raeburn Street; and,
- Commented on drivers blocking the road and refusing to back up for oncoming vehicles.

4.7. Sahar Kitto

- Expressed disappointment that Berkley Road is not being considered for safety upgrades under the program;
- Noted that studies have demonstrated excessive vehicle speeds;
- Stated she does not understand why arterial roads cannot have speed-reducing measures;
- Opined that people only enter the area to access homes, schools, and daycare facilities;
- Noted the steep grade and use of Berkley Road by pedestrians; and,
- Opined that enough data has been collected and safety measures should be implemented immediately.

5. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT the November 24, 2025 Council Workshop is adjourned.

CARRIED
(9:23 p.m.)

Mayor

Corporate Officer

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REPORTS

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AGENDA INFORMATION☐ Regular Meeting

Date: _____

☒ Other: Council Workshop

Date: January 13, 2026



 Dept.
Manager



 GM/
Director



 CAO

The District of North Vancouver

REPORT TO COUNCIL

December 18, 2025

AUTHOR: Jason Smith. Senior Community Planner

SUBJECT: 2026 Strategic Priorities for Community and Development Planning

RECOMMENDATION:

That the report titled “2026 Strategic Priorities for Community and Development Planning” and dated December 18, 2025 be received for information.

REASON FOR REPORT:

There are a series of interrelated projects with fixed timelines coming before Council in the first half of 2026. Staff are providing an overview of those projects, how they relate and the timelines involved to accomplish these projects prior to the summer break in 2026. Staff are also seeking Council’s feedback on the priority of future Town and Village Centre Implementation Plan Updates.

SUMMARY:

The two key projects for Community and Development Planning are implementing Small Scale Multi Unit Housing (SSMUH) and the Zoning Bylaw Rewrite. Both of these projects will require input and decisions from Council in the first half of 2026 and in particular Q1. There are other projects and initiatives that both departments are working on that relate to these efforts and there is opportunity for Council to provide additional direction on priority projects for the first half of 2026.

ANALYSIS:

Key projects for both Community Planning and Development Planning are described below along with key Council decision points.

Small Scale Multi Unit Housing (SSMUH)

With the recent adoption of Bill 25, the *Local Government Act* has been amended to expand the definition of a *Restricted Zone* to include all lots where a single detached home with a secondary suite and coach house (detached accessory dwelling unit) are allowed. As a result, the District is required to implement SSMUH by June 30, 2026. Under provincial requirements, *Restricted Zones* must permit between three and six dwelling units per lot, subject to established provincial criteria.

Further discussion and direction from Council will be sought at a workshop scheduled for January 19, 2026. Council will be asked to provide direction on the following matters:

1. Approach to area/neighbourhood exemptions related to natural hazards
2. Preserving Frequent Transit Areas for future growth
3. Managing areas that permit six-unit SSMUH development
4. Technical considerations for SSMUH (e.g., building height, number of buildings, and additional density)

Given the June 30, 2026 implementation deadline, staff will be bringing forward the required Official Community Plan (OCP) and Zoning Bylaw amendments for SSMUH in conjunction with the broader Zoning Bylaw Update project. The proposed timeline anticipates initial bylaw reading in mid-April 2026 in order to meet an adoption deadline of June 2026. Council may receive additional staff reports prior to April 2026, depending on the direction provided at the January 19, 2026 Council workshop.

Zoning Bylaw Rewrite

The Zoning Bylaw Rewrite is a three-year project to update the current 1965 Zoning Bylaw. Zoning Bylaw is a fundamental land use management tool for the District and the initiation of the project predated provincial housing legislations. The end product is a complete and streamlined set of new zones and general regulations that align with current policies and best practices.

Council has already discussed several of the proposed changes affecting single family neighbourhoods, some of which are aligned with the requirements for implementing Small Scale Multi-Unit Housing. Proposed changes to other types of zones, particularly related to employment enabling uses, will be presented at a Council Workshop scheduled for February 9, 2026. Additional engagement with the community and interest holders will occur in Q1 2026.

The zoning amendments required to implement SSMUH will be incorporated into the broader Zoning Bylaw Rewrite. As such, currently, the intent is to have the entire set of zoning related bylaws be brought forward for first reading in mid-April in order to meet the provincial deadline of SSMUH adoption in June 2026.

Implementation of the new Zoning Bylaw, including process redesign and digital deployment, will commence following the adoption.

Inclusionary Zoning

Following the December 8, 2025 Council workshop, staff are undertaking additional analysis based on Council's feedback. Timing of the next steps is contingent on the ability to update the financial analysis that underpins this work. Staff intend to provide Council an update in Q1 on the recommended approach and engagement plan.

Completion of In-Stream Development Applications

Staff are working with applicants of in-stream development applications in order to receive Council consideration and bylaw adoption, if applicable, prior to August 2026. This minimizes potential disruptions to these developments given that the current Council term comes to an end, and a new Council will be elected in October 2026.

Further OCP Updates – Town and Village Centre Implementation Plans

Town and Village Centre Implementation Plans provide a vehicle for interpreting and applying the Official Community Plan at the neighbourhood level, while addressing unique local issues, opportunities, and priorities. Updating the existing Plans would provide an opportunity for enhanced local citizen engagement with a focus on liveability and issues of daily life. They also provide a basis of support for local government investment and such as physical improvements (e.g. parks, plazas, active transportation) and services (e.g. activity programming or “place-making” initiatives). Finally, these Plans can address local issue such as:

- The preservation or protection of certain uses (e.g. heritage and cultural sites or environmentally sensitive areas),
- Avoiding local risks (e.g. environmentally sensitive areas, hazardous areas, or conflicting land uses), and
- Support local area transitions (e.g. revitalization, infill, intensification or additional density in Transit Oriented Areas), while considering local infrastructure capacity and investment needs.

Staff anticipate learnings from the recent Official Community Plan review will help shape the recommended scope and study areas for any updated Town and Village Centre Implementation Plans. An overview of the existing town and village centre plans can be found below in **Table 1**.

These plans were adopted by resolution and help guide development in their respective centres. They also provide more detailed implementation details and design guidelines for each of the centres. Most were completed as follow up work to the 2011 OCP. Many have helped to guide significant changes in these areas, in particular Lower Capilano (Lionsgate) and Lower Lynn.

Table 1 outlines the existing centre plans, their date of adoption and the number of net new units that have been constructed in those centres since the adoption of the current OCP in 2011.

Plan	Year	Net new units (since 2011)
Lower Capilano Marine Village Centre Implementation Plan	2013	+1,477 units
Lower Lynn Town Centre Implementation Plan	2013	+1,657 units
Edgemont Village Centre: Plan and Design Guidelines	2014	+246 units
Lynn Valley Town Centre Public Realm and Design Guidelines	2015	+979 units
Maplewood Village Centre and Innovation District Implementation Plan and Design Guidelines	2017	+218 units

Table 1 - District Town and Village Centre Plans

Council insight into which Plans listed in Table 1 should be prioritized for updating would be helpful. Staff also recommend Council consider the merits of updating plans for some of the District's smaller centres such as Queensdale given the extent of re-development approved within City of North Vancouver.

Next Steps:

The proposed next steps for the strategic priority projects discussed in this report are outlined in **Figure 1**. The currently anticipated Council meetings and workshops over the first half of 2026 are shown. More could be added as needed in response to further Council direction.

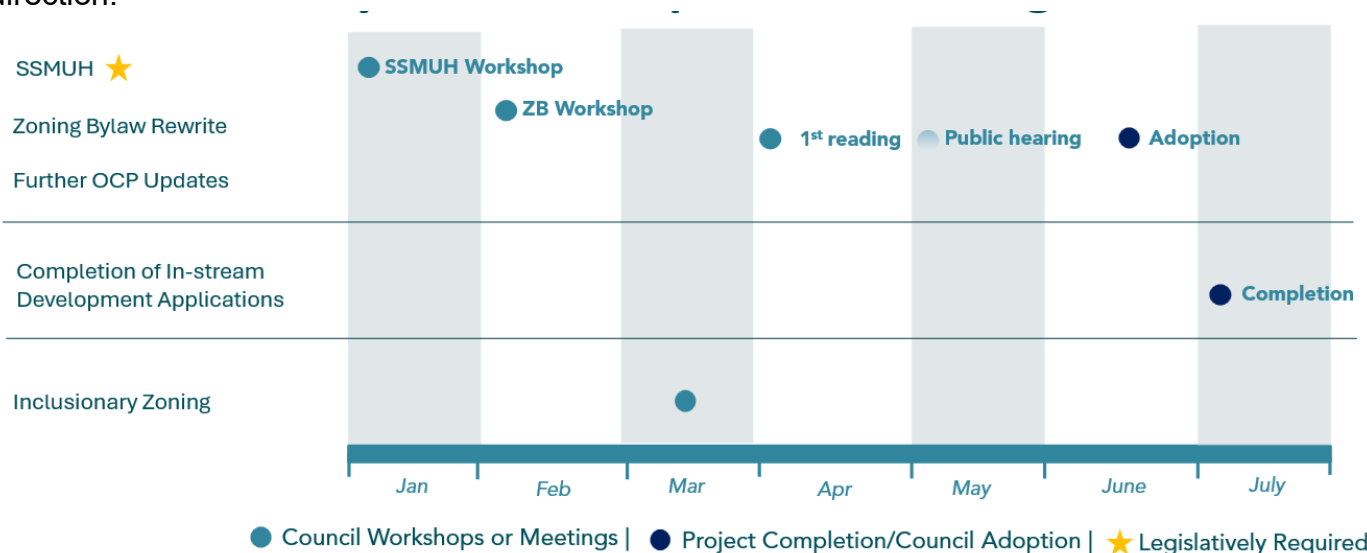


Figure 1 - Community and Development Planning Priorities

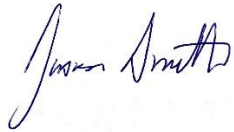
There will continue to be an ongoing need for Community and Development Planning to coordinate with other departments on implementing these projects and ensuring that the OCP and Zoning Bylaws support their work priorities. Examples of the interdepartmental

coordination that will continue to be necessary include delivery of the Strategic Transportation Plan, utilities planning, and parks acquisition.

Conclusion:

2026 will see critical projects from Community and Development Planning come forward in the first half of the year. These projects will work to implement Council's priorities, address community concerns and respond to provincial legislation. The purpose of this report is to bring to Council's attention the work that will be coming forward and their role in setting direction.

Respectfully submitted,



Jason Smith
Senior Community Planner

Attachments:

1. Staff Presentation

REVIEWED WITH:			
☐ Business and Economic	_____	☐ Finance	_____
☐ Bylaw Services	_____	☐ Fire Services	_____
☐ Clerk's Office	_____	☐ GIS	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____
☐ Communications	_____	☐ Integrated Planning	_____
☐ Community Planning	_____	☐ ITS	_____
☐ Development Engineering	_____	☐ Parks	_____
☒ Development Planning	<u>Y</u>	☒ Housing	<u>T</u>
☐ Engineering Operations	<u>Z</u>	☐ Review and Compliance	<u>A</u>
☐ Environment	_____	☐ Solicitor	_____
☐ Facilities	_____	☐ Utilities	_____

External Agencies:

☐ Library Board	_____
☐ Museum and Archives	_____
☐ NSEM	_____
☐ NS Health	_____
☐ NVRC	_____
☐ RCMP	_____
☐ Other:	_____

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2026 Strategic Priorities for Community and Development Planning

January 13, 2026 Council Workshop

Relevant Provincial Legislation

Legislation	Item	Status
Bill 44	Housing Needs Reports - 20-year housing need	Complete (2024)
	OCP and Zoning Bylaw must accommodate 20-year housing need	Complete (2025)
	SSMUH	Complete (2024)
Bill 47	Designate Transit-Oriented Development Areas	Complete (2024)
Bill 16	Inclusionary zoning tool for affordable housing in new developments	Ongoing
Bill 25	SSMUH	Ongoing

Council Priorities



Enhance transportation and mobility



Lead in climate emergency action and environmental management



Address the housing crisis and the community's housing needs



Foster community wellbeing, culture, and safety



Achieve a balanced and fair economy



Foster a resilient organization

Planning and Other Related Projects



- Strategic Transportation Plan



- Zoning Bylaw Rewrite
- In-stream dev. applications
- Social & supportive housing projects
- Inclusionary zoning



- Economic Development Strategy implementation



- People Parks and Dogs Strategic Plan
- Parks Acquisition Strategy
- Biodiversity Strategy



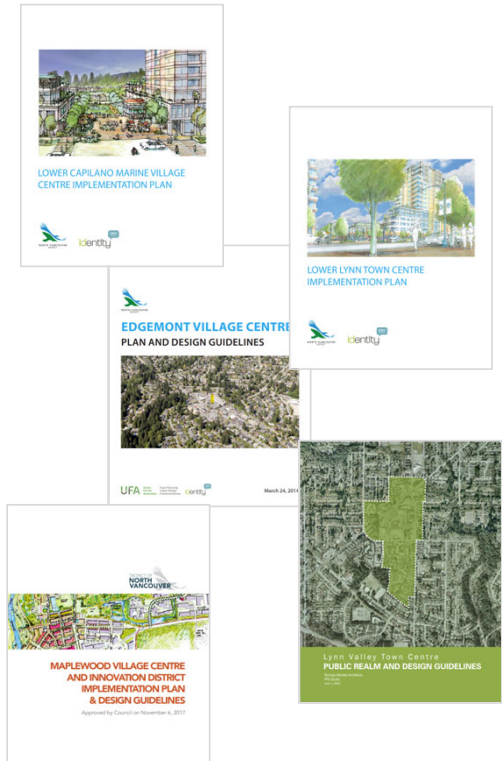
- Seniors Strategy
- Poverty Reduction Strategy



- Zoning Bylaw Update
- DAPR

Town and Village Centre Implementation Plans

Plan	Year	Net new units (since 2011)
Lower Capilano Marine Village Centre Implementation Plan	2013	+1,477 units
Lower Lynn Town Centre Implementation Plan	2013	+1,657 units
Edgemont Village Centre: Plan and Design Guidelines	2014	+246 units
Lynn Valley Town Centre Public Realm and Design Guidelines	2015	+979 units
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Community and Development Planning Priorities

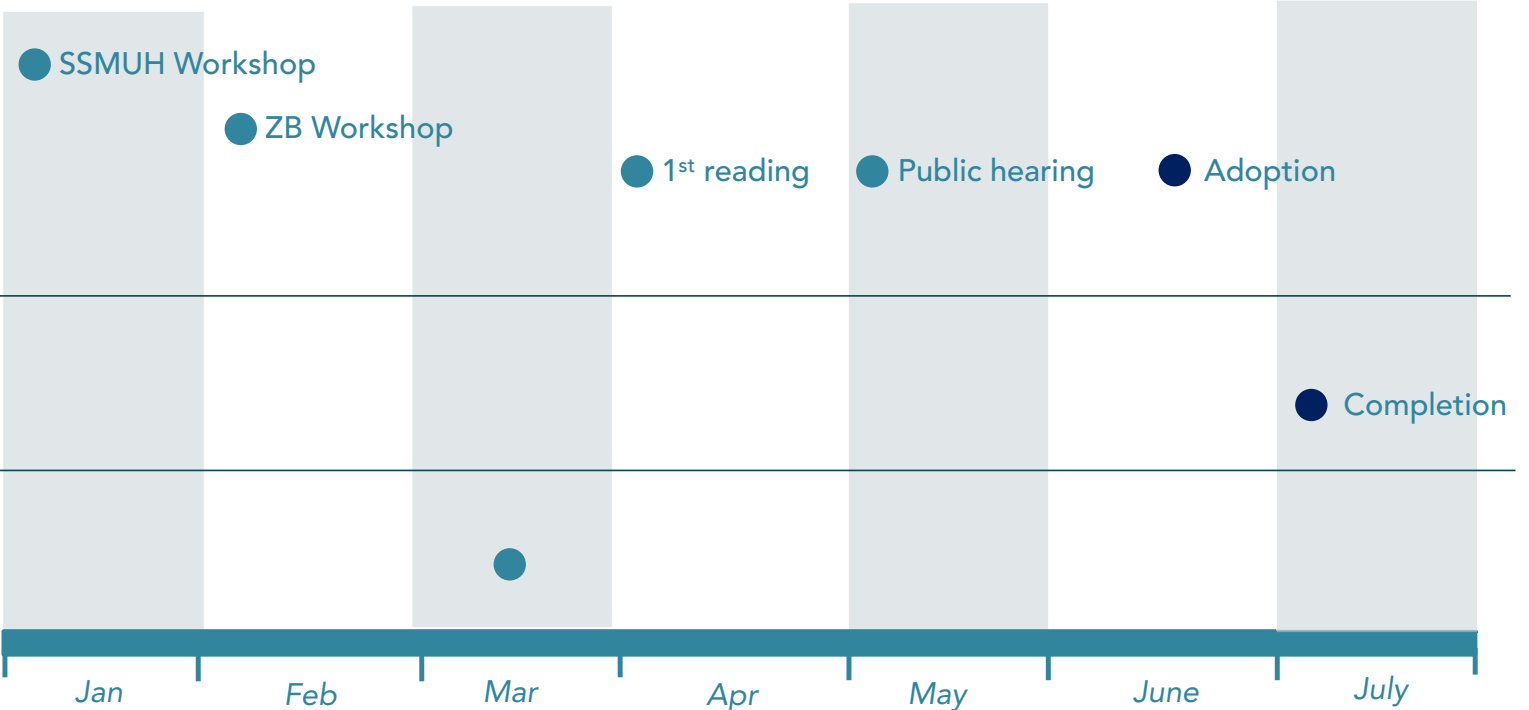
SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates

Completion of In-stream
Development Applications

Inclusionary Zoning



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislatively Required