

**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:01 p.m. on Monday, February 23, 2026 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 (via Zoom)
Councillor Catherine Pope

Staff: Mike Fox, Chief Administrative Officer
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
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
Tamsin Guppy, Senior Development Planner
Daniel Broderick, Development Planner
Cheryl Archer, Confidential Council Clerk
Jillian Holden, Administration Clerk

Also in

Attendance: Adam Mattinson, Associate, West Coast Lead, B&A Studios
John Turecki, Founder & Principal, Step One Mobility

1. ADOPTION OF THE AGENDA

1.1. February 23, 2026 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor MAH

THAT the agenda for the February 23, 2026 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Zoning Bylaw Rewrite – Project Update *Continued from February 10, 2026*

Yan Zeng, Manager – Development Planning, provided an overview of the material covered at the February 10, 2026 Council Workshop. Staff and consultants provided clarification of non-conforming use and information and options for supporting commercial and industrial zones and improving neighbourhood vibrancy, parking, and mobility in the District. Information was provided on demographic, market, and other factors affecting how development occurs and where.

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

- Opined that vibrant commercial areas have parking and that removing or reducing parking has had a negative impact on areas such as the Marine Drive corridor;
- Recommended caution when considering restricting uses;
- Compared areas in Burnaby Heights where there has been success providing parking lots off the main street to maintain availability;
- Expressed concern regarding taking a standard approach to commercial zones across the District;
- Noted that commercial areas are different and require different approaches;
- Commented on the population density of the District and its impact on commercial areas;
- Expressed concern regarding the proposed timeline and incremental approach;
- Noted that ground-level businesses determine street vibrancy;
- Expressed support for consolidating some zones;
- Commented on the continuing need for services and the possibility of accommodating services in a separate zone;
- Noted there are market forces that impact the survival of individual businesses;
- Commented on the growing demand for commercial space;
- Opined that the District has a reputation for being difficult for businesses to work with;
- Requested information on the reasons businesses in some areas have left;
- Suggested looking at commercial areas that work well and what contributed to that success or detracted from it;
- Expressed concern regarding individual neighbourhoods and the commercial business that are or are not available to residents;

- Expressed support for continuing to provide areas for heavy industrial and other 'dirty' businesses;
- Commented on the future new Zoning Bylaw;
- Opined that people visit specific businesses on Marine Drive and do not walk around;
- Expressed support for main and side street businesses;
- Commented on parking availability at Lynn Valley Centre;
- Stated that many people prefer surface parking to underground lots;
- Commented on customer service improvements at the District;
- Stated that the City of North Vancouver is more successful at creating vibrant commercial areas;

In response to a question from Council, staff advised that newer buildings have higher ceiling heights, which increases building heights for the same number of floors. Staff advised that allowing more building height would reduce the need for variances in the future.

In response to a question from Council, staff advised that C9 Zoning on Marine Drive has had some success at encouraging vibrancy. The zone eliminated vehicle-focused uses such as car dealerships that had been prevalent and some redeveloped sites have a good mix of uses. Staff noted that zoning is only one of many factors that influence redevelopment, many of which are outside of municipal control.

In response to a question from Council, the planning consultant recommended caution and additional review prior to considering restrictions on uses such as medical and dental uses, noting that more strictly limiting some uses may not result in desired businesses filling those spaces, could increase pressure on vacancies, and might limit investment opportunities. Staff noted that businesses not permitted at ground level on the main street could be allowed on the side street or on an upper floor where those options exist and over time as sites redevelop.

In response to a question from Council, the planning consultant advised that the usual approach to mixed-use buildings is to have one storey of commercial use, noting that the City of Surrey requires two storeys in higher density buildings. Staff noted that if a developer is requesting additional density, different uses on the first and second storeys can be negotiated.

In response to a question from Council, staff advised that Vancouver is able to more strictly limit uses such as medical in commercial zones due to the size of the city and its larger population.

In response to a question from Council, the planning consultant advised that the District's geography necessitates vehicle travel to reach commercial areas.

In response to a question from Council, the transportation consultant advised that when businesses are located in strip mall style developments with surface parking lots, the units are oriented to the parking lot as opposed to the street taking away from the vibrancy of the street. Staff provided examples of restaurants with at-grade and below-grade parking, noting those with below-grade parking are more connected with the street.

Councillor POPE left the meeting at 6:36 p.m. and returned at 6:39 p.m.

In response to a question from Council, staff advised that pre-zoning is not proposed as the ability to rezone sites provides advantages and enables some requirements to be met that can only be achieved through rezoning. Staff noted that standard zones could be created and could be tailored to specific sites through the use of modifiers reducing the need for more complicated Comprehensive Development Zones and providing consistency within commercial districts.

Staff and consultants provided information and options for protecting heavy and light industrial zones, noting staff recommend restricting commercial uses such as childcare and fitness uses in light industrial zones, as well as future zoning for business parks to improve consistency for that use. Staff noted that additional policy work and more intense study is required prior to making a recommendation regarding business parks for Council consideration.

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

- Commented on Comprehensive Development Zones;
- Noted busy and successful commercial areas on Main Street;
- Expressed support for protecting industrial zones for industrial uses;
- Requested more details on the light industrial businesses that have left the District;
- Expressed concern that some light industrial land has been rezoned to other uses;
- Noted that there are many medical buildings near the District in the City of North Vancouver;
- Stated that commercial realtors have advised that commercial space is not in high demand;
- Expressed concern that higher paying light industrial jobs have been lost to rezone lands to commercial uses with lower wages;
- Recommended further discussion with realtors and industrial businesses in Lynn Creek where there is pressure on the light industrial area due to increased densification;
- Expressed concern that accessory uses in light industrial areas may undermine industrial uses;
- Noted that it is difficult to replace lost industrial areas;

- Expressed appreciation for industrial businesses as employers;
- Discussed the advantages and disadvantages of allowing housing in industrial zones;
- Expressed concern regarding the loss of businesses in the Pemberton Avenue area;
- Commented on a future development in the City of North Vancouver near the Pemberton Avenue area and potential opportunities for the District;
- Noted that if residential uses are added to light industrial zones, Transit-Oriented Areas (TOA) regulations would apply for sites that fall within those areas, which would allow minimum heights of 12 storeys;
- Commented on noise associated with industrial activities, noting that the laser tag facility operates when adjacent industrial businesses are closed;
- Suggested considering a distinction between daytime and weekend and evening uses;
- Expressed concern regarding potential property value increases and impacts to owner and tenant costs where childcare facilities open;
- Noted blanket zoning can have unintended consequences;
- Requested an inventory of industrial and greenbelt land that has been lost in the District; and,
- Commented on additional considerations such as infrastructure and neighbouring uses.

In response to a question from Council, staff advised that existing light industrial zones permit certain types of offices as accessory uses at ground level and more flexibility on the second storey and above, which can be retained if Council decides to take that approach. Staff noted that ground level uses are in most critical need of protection in industrial zones.

In response to a question from Council, staff advised that existing restaurants conform to both existing and proposed zoning and that staff recommend continuing to allow restaurant use in light industrial zones so they do not become non-conforming.

In response to a question from Council, staff provided examples of the mix of uses permitted in light industrial and business park zones, including uses that are not traditional industrial uses like laser tag and climbing walls, noting that there are also service and retail uses. Staff stated that with further study some sites may be suitable for more intense development and an associated broader mix of uses, similar to the newer developments seen in the south Main industrial area in the City of Vancouver.

In response to a question from Council, staff advised that industry can only operate in industrial zones but other uses such as health care, retail, or child care have more options and may operate in a variety of zones. Staff noted that there may be suitable sites for combining a broader mix of uses with light industrial uses in business park areas or other commercial areas based on future study. The planning consultant advised that there have been issues with speculation where residential uses have been allowed in industrial areas, which has led to the loss of industrial businesses, such as in Yaletown in the City of Vancouver. It was noted that specific sites could be evaluated regarding housing for employees near industrial businesses. Staff added that there could be conflicts between uses.

In response to a question from Council, staff advised that they receive many inquiries regarding childcare in light industrial zones and they generally do not meet health authority requirements. Staff noted that continuing to allow childcare in industrial zones may lead to more unsuccessful applications and frustration for applicants and may lead to the erosion of industrial zones. Staff noted that if the zoning changes to prohibit childcare in industrial zones, there would be one business that would become non-conforming.

In response to a question from Council, staff advised that large restaurant uses should be restricted to commercial zones to protect industrial businesses that cannot operate outside of industrial zones. Staff noted that light industrial zones have a 1.4 percent vacancy rate and the space is needed for industrial uses.

In response to a question from Council, staff clarified that the zoning update project does not include policy changes or updates to the Official Community Plan, which will be considered in the future.

In response to a question from Council, staff advised that general regulations in the Zoning Bylaw include a Good Neighbour Policy for the Employment Zone – Light Industrial (EZLI) where the zone is near a residential area. Staff noted that they are proposing more flexibility in the bylaw rewrite and simplifying the distance requirements from residential and school sites.

Councillor BACK and Councillor FORBES left the meeting at 7:50 p.m. and returned at 7:53 p.m.

Staff and consultants provided an overview of challenges and opportunities for updates to parking in residential, commercial, industrial, and institutional zones, as well as goods and passenger loading zones, and bicycle parking.

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

- Commented on proposed blended parking rates;
- Commented on the history of parking challenges in Deep Cove, including the location of residential and commercial development, the types of businesses that operate in Deep Cove and their parking needs, and changes to street parking;
- Recommended coordinating with the City of North Vancouver and District of West Vancouver to use one parking provider to allow people to pay for parking using a single app;
- Commented on areas where Council has approved residential and commercial developments that have negatively impacted on-street parking availability, including Bond Street and Maplewood Village;
- Stated that business parks have substantial amounts of parking that could have been shared with residents outside of business hours as they are empty at night;
- Expressed concern regarding the shortage of parking in Lynn Creek;
- Noted that the District Operations Centre has a significant parking shortage;
- Expressed concern regarding increasing density without providing parking or increased transit service;
- Stated that residents are opting not to buy parking in their buildings due to high cost, pushing more resident parking onto the street;
- Noted that delivery drivers frequently block cycling lanes;
- Stated that people who work in Maplewood park on the street as there is no staff parking provided;
- Opined that people prefer to park above ground;
- Noted that larger personal vehicles and work vehicles with may have difficulty fitting into spaces in underground parking lots;
- Stated that many people who travel by bicycle also own vehicles;
- Cautioned against targeting parking to reduce developer costs;
- Stated that parking and flexible space for vehicles is needed for a variety of uses;
- Stated that a scarcity of parking is causing conflict in some areas;
- Reported that residents have expressed concern regarding theft from vehicles when they park a distance from home due to parking shortages;
- Noted that the Park and Ride lot at Phibbs Exchange was replaced with housing;
- Noted that some areas are underserved by transit and providing transit passes as a Transportation Demand Management (TDM) tool is not effective in those areas;
- Opined that making parking inconvenient is not an effective TDM;
- Expressed concern on commercial business viability without sufficient parking;
- Questioned whether the District has enough infrastructure to further increase density;
- Noted the City of North Vancouver has been increasing density for many years and has on street pay parking; and,
- Questioned the amount of parking in the future buildings in the Lynn Creek Town Centre.

In response to a question from Council, the transportation consultant provided additional information on the use of blended parking rates, noting that it avoids the need to recalculate parking rates based on tenant changes.

In response to a question from Council, the transportation consultant advised that parking spaces for businesses that operate at different hours could be shared. Staff noted that there is a variance process for parking.

In response to a question from Council, the transportation consultant noted that Bond Street is located within a Transit Oriented Area (TOA) and the District is not allowed to require more resident parking in developments, noting that requiring more visitor parking and passenger pick-up zones is a possibility. The consultant noted that the interaction between curbside space and curbside use needs to be evaluated and that residential development address their needs parking off-street.

In response to a question from Council, the transportation consultant advised that below-grade parking at Lynn Valley Centre has been evaluated and found to have available spaces during busy weekend periods and poor weather conditions.

In response to a question from Council, staff advised that alternative parking rates are not in the old Zoning Bylaw and adding them would avoid the need to negotiate with every new development and provide certainty and transparency in the development application process.

4. PUBLIC INPUT:

Nil

5. ADJOURNMENT

MOVED by Councillor MAH

SECONDED by Mayor LITTLE

THAT the February 23, 2026 Council Workshop is adjourned.

CARRIED
(8:38 p.m.)



Mayor

Corporate Officer