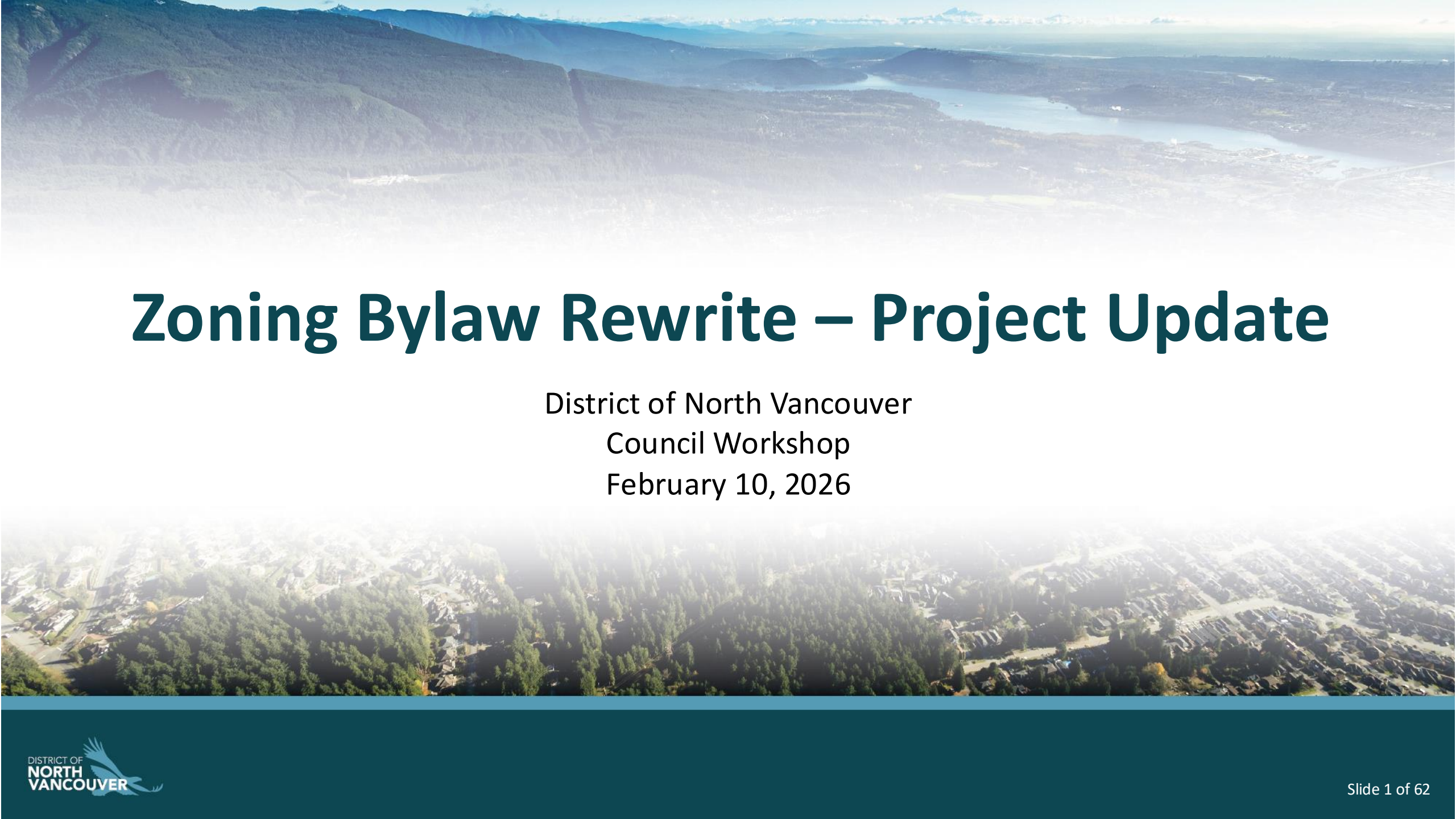




Zoning Bylaw Rewrite – Project Update

District of North Vancouver
Council Workshop
February 10, 2026

Introductions



McElhanney

Colton Kirsop

Division Manager, Planning
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Founder & Principal
Step One Mobility



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B&A Studios

Agenda

1. Overview of the Zoning Bylaw
2. Employment Zones
 - Overview
 - **Commercial Discussion**
 - **Industrial Discussion**
 - Other Employment Zones
3. Overview of Parking and Mobility

Purpose

- Provide Key Background Information in Advance of Bylaw Introduction (April 2026)
- Seek Council Direction on Permitted Land Uses in Commercial and Light Industrial Zones

When is Zoning Used?

Zoning regulates land use, and building size and location, and as such is primarily used:

- To regulate new construction
- To regulate business location

When zoning changes, existing uses are "grandfathered" - Current operations can continue but not expand



Zoning Bylaw Rewrite – Why Now?

It's important to:

- Modernize and Adapt
- Simplify and Improve Useability
- Provide Transparent Requirements
- Reduce Red Tape
- Coordinate with Policy Vision



Project Scope

- **Implements Policy and Aligned with the OCP**
- **Seamless Transition** - New zones align with existing land use intent
- **Stability** - Minimal impact on daily life and business activity
- **Incremental Change** - The benefits of the bylaw will be realized incrementally over time

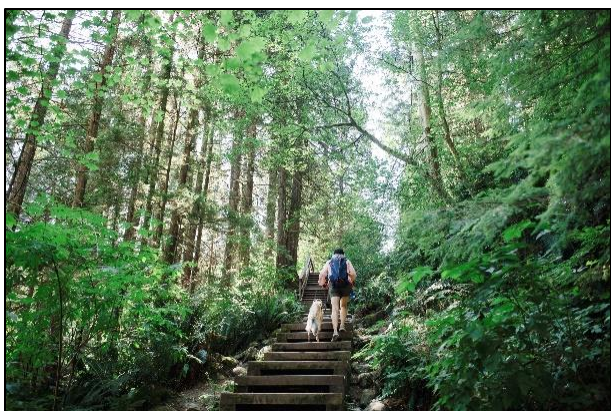
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Community Park (CP)	
Neighbourhood Park (NP)	
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Cemetery (CM)	CE - Cemetery
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	Institutional - School
	Institutional - University
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General Industrial (I2)	
Employment Zone - Industrial (EZ-I)	
Light Industrial (I3)	I2 - Light Industrial Zone
Employment Zone - Light Industrial (EZ-LI)	
Interim Industrial (I4)	No Change (Addition to Reserve lands)
Comprehensive Development (CD) [Some]	Business Park (Phase 2)
Comprehensive Development (CD) [Remainder]	No Change

Project Scope



Example: Park Zoning

New zones continue to protect park land, and permit the same recreation uses



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Comprehensive Development (CD) [Some]	Business Park (Phase 2)
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Institutional – University Zone

University Zone

Zone tailored to University Uses

Setback to buffer neighbours

12 storeys

Permits:

- University (existing operations)
- Student housing
- Food and Beverage Services
- Child Care
- Parking
- And other support uses

Is applied now



Tourism Zone

Tourism Zone

Retain and Protect Natural Areas

Allow focused development in existing impacted areas

1-2 storey for support structures (warming cabins)
4-6 storeys in very limited areas

Permits:

- Existing operations
- Parking structures
- Hospitality
- Spas
- Staff housing

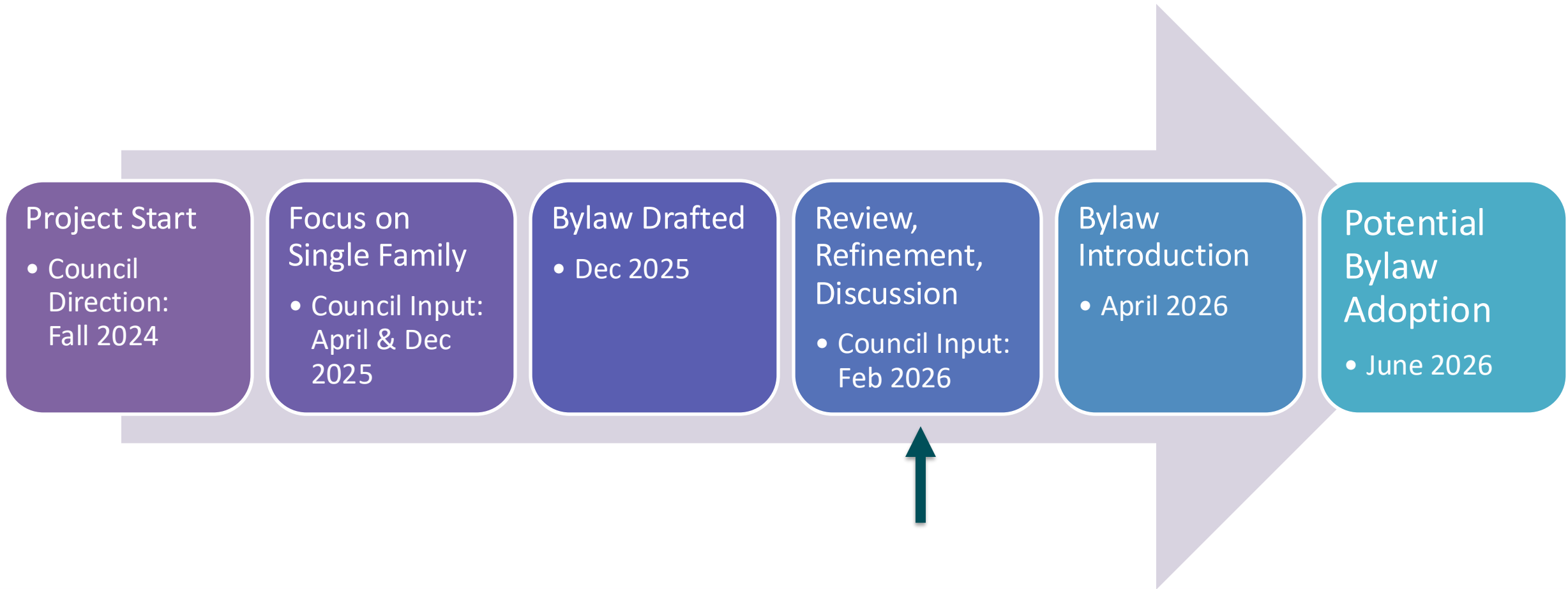
Is applied now



The Tourism zone will protect natural areas and focus future revitalization in areas that are already activity nodes for parking and hospitality



Project Timeline for the New Zoning Bylaw



Community Engagement is Ongoing

- Open Houses
- Survey
- Webinars
- **Direct engagement with interest holders**
- Mailout to every property
- Dedicated website



Project Principles

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

Project Principles – Promoting Climate Resilience

- Encourage more sustainable and lower carbon building options
- Foster biodiversity
- Discourage higher risk construction



Format and Function – User Experience

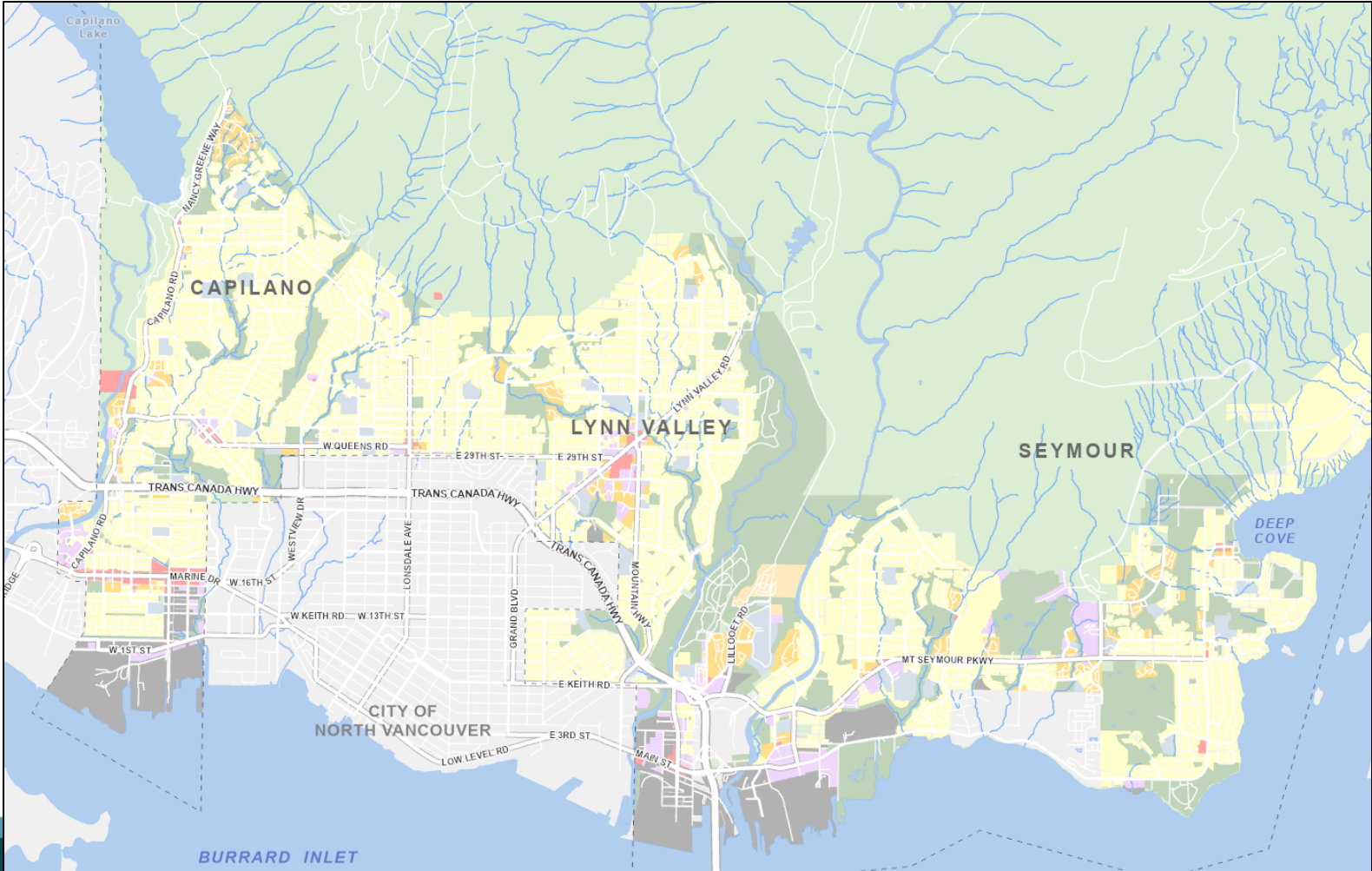
- Tables and Diagrams
- Links
- Consistency
- Simplicity

PART 5 RESIDENTIAL ZONE REGULATIONS	
+500	Single-Family Residential Zones (RS)
Intent	The intent of the RS zoning regulations is to maintain the single-family residential character of all properties zoned RS.
501	Uses in Single-Family Residential Zones (RS)
All uses of land, buildings and structures in RS Zones are prohibited except	
501.1 (a) Principal Use:	(i) One single-family residential building
	(b) Accessory Uses:
	(i) home occupations;
	(ii) accommodation of not more than two boarders or lodgers in a single-family residential building;
	(iii) secondary suites subject to the following regulations:
	a) secondary suites are permitted only in single-family residential zones;
	b) only one secondary suite dwelling unit is permitted on a single-family residential lot;
	c) a secondary suite is permitted if there is a coach house located on the single-family lot; (Bylaw 8615, Bylaw 8698)
	d) the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit; and
	e) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;



R2 – Urban Detached Residential Zone			
R7 – Urban Detached Residential Zone			
R7.7 Intent			
The intent of the Urban Detached Residential Zone (R2) is to permit ground oriented detached or semi-detached housing forms with an emphasis on above ground living primarily in the form of a house which may have a suite and/or a coach house.			
			
R7.8 Permitted Uses			
Permitted Uses	Principle Use	Accessory Use	Conditions
Residential Use	✓		
Accessory Uses		✓	As accessory to the principal residential use
Accommodation Services		✓	
Child Day-Care Services		✓	
Coach House Use		✓	When limited
Home Occupation		✓	
Parking Use		✓	
Secondary Suite			When located in the Principal Building
		✓	And when no larger than the Principal Dwelling Unit
R7.9 Conditions of Use			
a. Accessory Uses: Accessory uses are only permitted as <u>accessory</u> to the principal residential use.			
b.			
0. Standard Zones - 0 Residential Zones - 0 R2 – Urban Detached Residential Zone			

A Planned Transition



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Planned Transition – Example – Marine Drive

Matching the Existing Development Potential

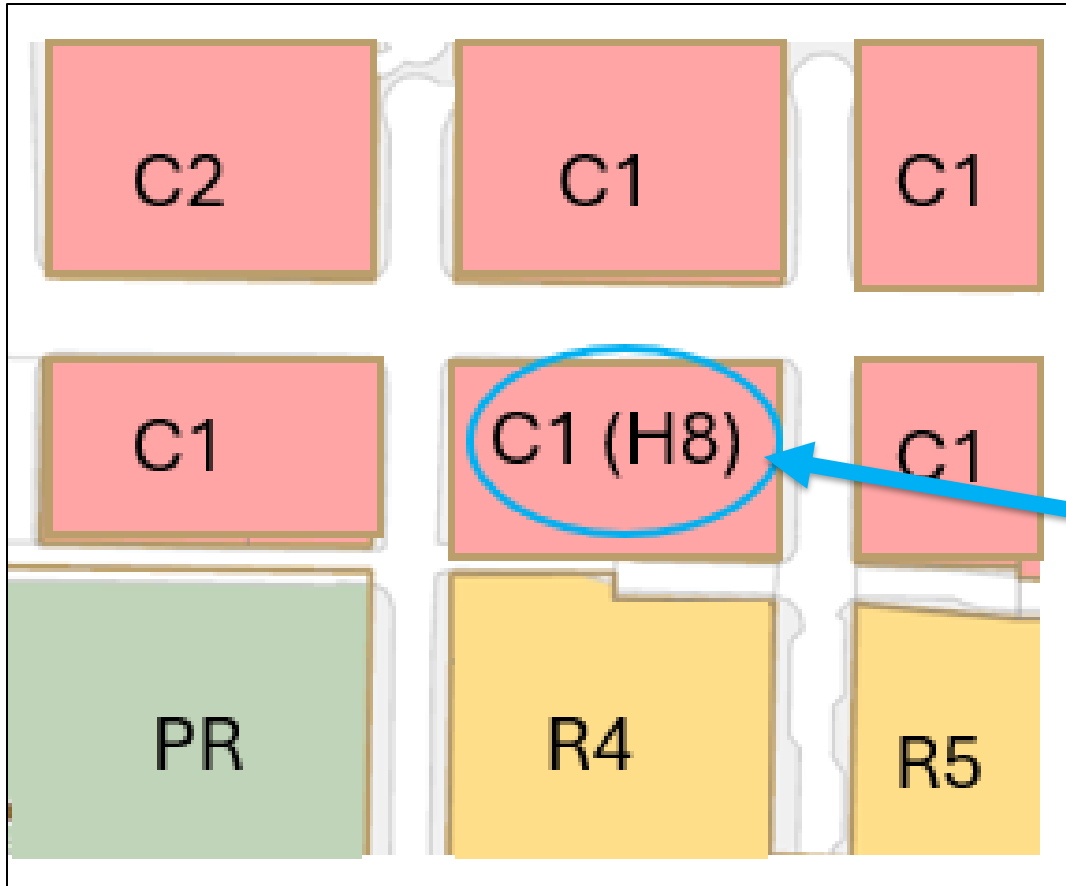
From C9 (Old Bylaw)

to

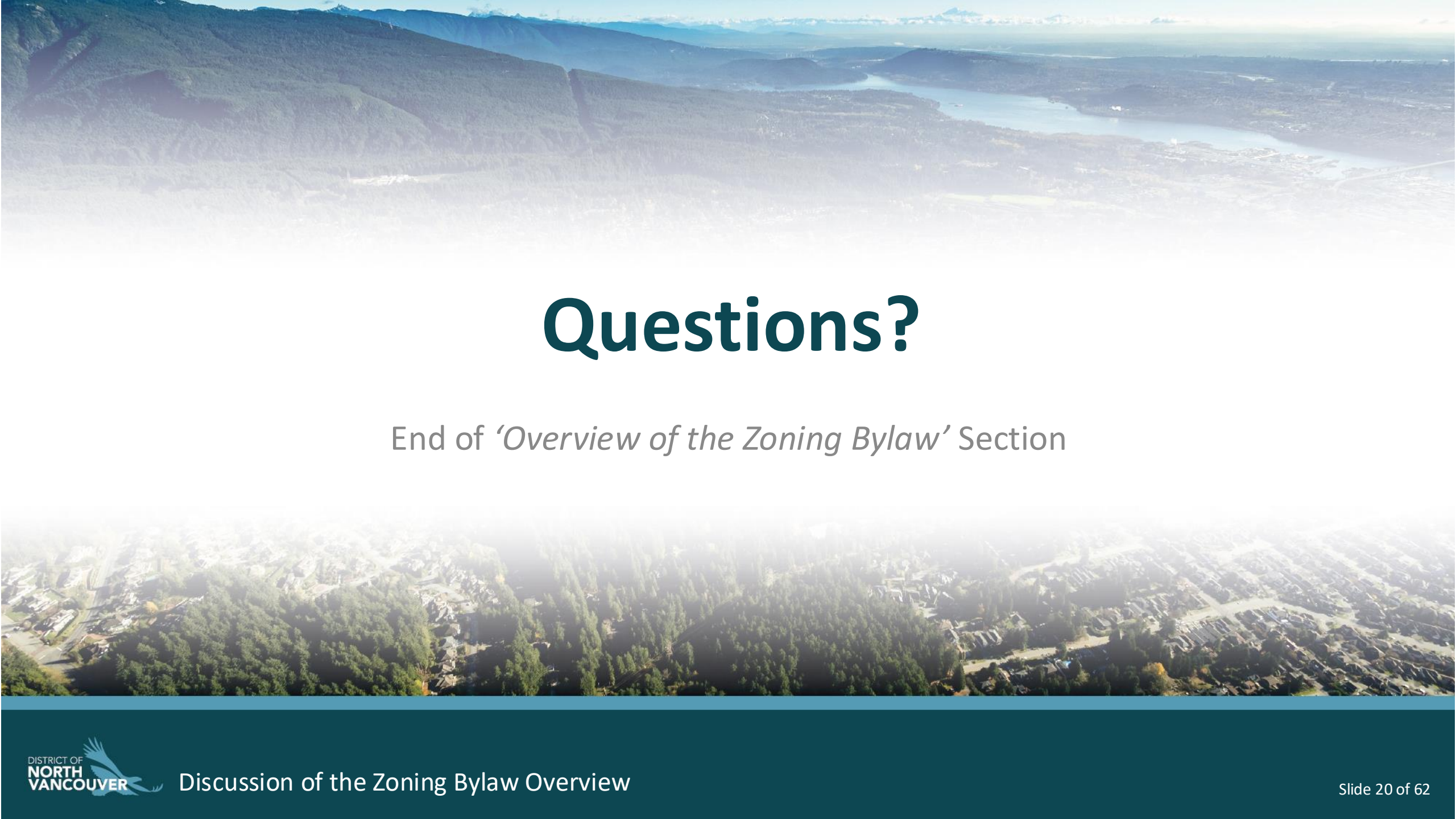
General Commercial (C2)
(Proposed Bylaw)



“Shelf Ready” Zones



- Improve Process Efficiency
- Improve Predictability and Transparency of Requirements
- Provide a Flexible Framework

An aerial photograph of a city, likely North Vancouver, showing a large body of water (False Creek) and surrounding forested hills. The image is used as a background for the slide.

Questions?

End of *'Overview of the Zoning Bylaw'* Section

An aerial photograph of a valley. In the foreground, there are dense green forests. In the middle ground, a large body of water (a lake or bay) is visible, surrounded by residential and commercial areas. In the background, there are rolling hills and mountains under a clear sky.

2. Employment Zones

Employment Zones Work

Commercial Policies:

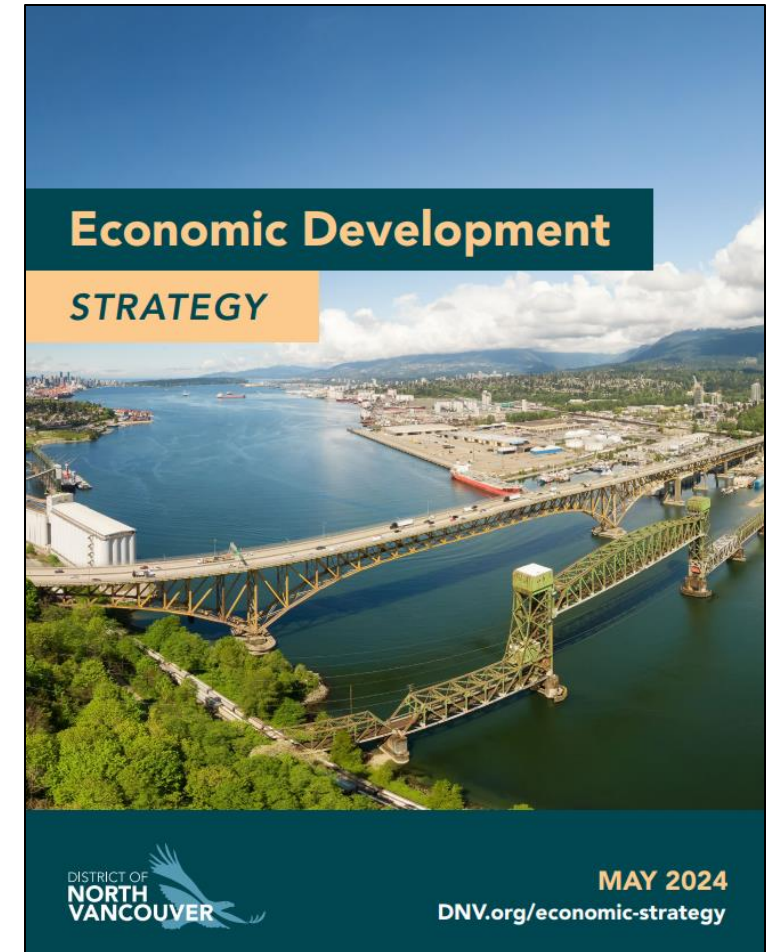
- Add at-grade retail in mixed use developments
- Add second-storey/side-street office and service uses

Industrial Policies:

- Protect strategically located major industrial sites
- Optimize light industrial sites for intensification

Phasing of Work:

- Zoning Bylaw Rewrite – retain flexibility, unlock potential
- Follow on work – CD Zones, future OCP, Local Plan updates and other tools to enable implementation



Employment Zones Context

District factors:

- 4.2 million sf additional employment space required
- Consistently low vacancy rates and high leasing costs
- Lack of space for ***all types*** of businesses to locate or expand in the District

Broader factors:

- 70% of businesses serve population needs
- Regional industrial land policies and gateway status of Port
- Evolution of the District's major tourism operators and Capilano University

Commercial Zones - Task

- How to add vibrancy to shopping areas
- How to add to the supply of employment space
- How to support business
- How to simplify regulations



Zoning is Only One Tool

Not Zoning Related

- Market Conditions
- Cost of Construction
- Population to support businesses
- Appetite for redevelopment

Zoning Related

1. Creating opportunity for the right building in the right place
2. **Discussion: Curating the list of permitted uses**

1. The right shaped building...



Bring the building to the street



But leave room for seating



Commercial uses at grade

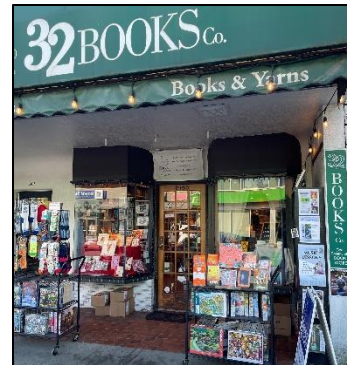
2. Curating the Use

- Retail and restaurant uses activate streets
- A broader mix of commercial uses brings customers to the area
- There are very limited locational options for businesses
- 1% commercial vacancy rates
- Most commercial businesses serve the local community



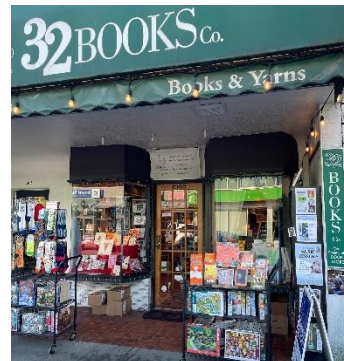
2. Curating the Use

Shopping areas include a mix of business uses that provide services to the local community



2. Curating the Use

Limiting ground floor CRUs to only vibrant uses like restaurant and retail would cause approximately **40% of business to be non-conforming**



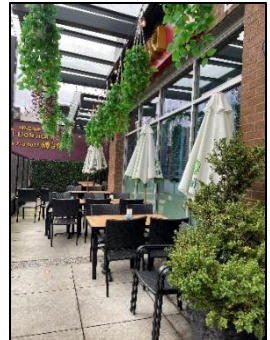
2. Curating the Use

- ✓ Retail
- ✓ Restaurant/ Café
- Health Care Offices
- Banks / financial institutions
- Insurance
- Vets
- Pharmacies
- Barber Shops/ Hair Salons/ Nail Salons/
- Dry Cleaners and Alterations
- Cooking school, party venue



2. Curating the Use

Marine Drive has a similar mix of businesses, but many of the restaurants and retail uses are car oriented



2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ✓ Health Care Offices
- ✓ Banks / Financial institutions
- ✓ Insurance
- ✓ Vets
- ✓ Pharmacies
- ✓ Barber Shops / Hair Salons / Nail Salons
- ✓ Dry Cleaners and Alterations
- ✓ Cooking school, Party venue
- ✓ Fitness Studio

- a) **Recommendation:**
Continue to permit the full range of commercial uses at grade
- b) **Alternative Option:** Restrict commercial uses at grade
- c) **Alternative Option:** Set locational criteria to limit specific uses

2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ~~Health Care Offices~~
- Banks / ~~Financial institutions~~
- ~~Insurance~~
- ~~Vets~~
- ✓ Pharmacies
- Barber Shops / ~~Hair Salons / Nail Salons~~
- ~~Dry Cleaners and Alterations~~
- ~~Cooking school, Party venue~~
- ~~Fitness Studio~~

b) Alternative Option:

Restrict uses at grade

- Businesses have few options for where to locate
- Limiting uses may leave commercial space sitting vacant
- Some uses are ideal for ground level commercial space (e.g. Veterinary)
- New businesses require visibility

2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ~~Health Care Offices~~
- Banks / ~~Financial institutions~~
- ~~Insurance~~
- ~~Vets~~
- ✓ Pharmacies
- Barber Shops / ~~Hair Salons / Nail Salons~~
- ~~Dry Cleaners and Alterations~~
- ~~Cooking school, Party venue~~
- ~~Fitness Studio~~

c) Alternative Option:

Restrict uses by location

(e.g. 1 per block or 1 per 100m)

- Businesses have few options for where to locate
- Limiting uses may leave commercial space sitting vacant
- Similar businesses often cluster

Recommendation for the General Commercial Zone

- Requires at grade commercial uses
- **Recommendation:**
Permit a mix of commercial uses
at grade



General Commercial

4 storeys

Minimum 1 storey
Commercial

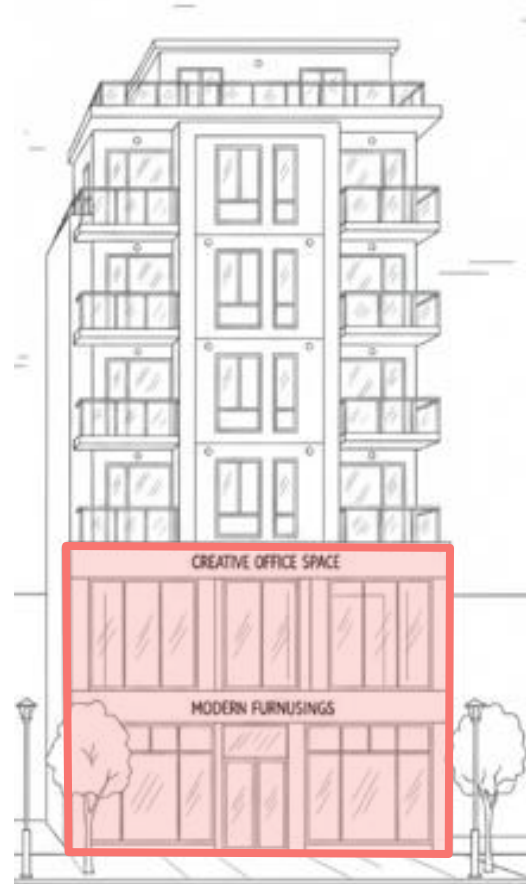
PERMISSIVE

Replaces: C1, C1A, C1L, C2,
C3, C3A, C9, C10, VC-DC, VC-G

Is applied now

Core Commercial Zone – As Sites Rezone

- Requires at grade commercial uses
- Requires additional employment space (second storey)
- **Recommendation:**
Restrict some commercial uses at grade, as they can relocate to the upper storey(s)



Core Commercial
6 + storeys
Minimum 2 storeys Commercial
RESTRICTIVE
Replaces: Comprehensive Development (CD) Zones
Is applied as properties rezone

Issue

Should we restrict ground floor uses?

Recommendation and Alternatives

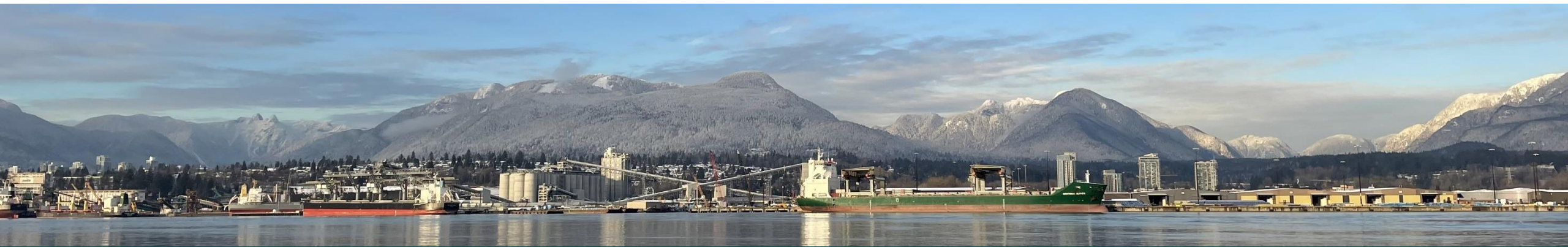
- | | |
|---|--|
| a) Staff Recommendation: Allow a full range of uses on the ground floor, with redevelopment require less vibrant uses to relocate upstairs |  |
| b) Not Recommended: Restrict ground floor uses at this time. |  |
| c) Not Recommended: Restricting uses by location at this time. |  |

Heavy Industrial Zone

- **Continues to protect major Industrial and Port lands for trade-related use**
- Based on the existing EZ-I zone

What's Changing?

- Reduced potential for subdivision



Light Industrial - Task

- Whether to more fully protect light industrial lands
- How to add to the supply of employment space
- How to support business
- How to simplify regulations



Curating the Use

- Light industrial areas have approximately 30% of spaces taken up with commercial uses
- Businesses in the Light Industrial area serve the local community
- Commercial businesses are permitted in commercial zones whereas many Light Industrial uses can only locate in Light Industrial zones... BUT
- Limited employment space in all zones is a barrier to finding the right location

Key Challenges

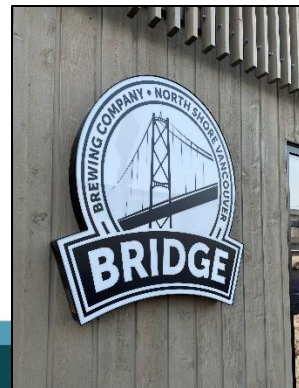
Some commercial uses are occupying limit industrial space:

- Gyms / Fitness / Cross-fit
- Training (e.g. Dance Studios)
- Childcare
- Instructional (e.g. Martial arts, Acting class)



Curating the Use

Local Light Industrial neighbourhoods include a mix of commercial and industrial uses



Curating the Use

Limiting uses to light industrial (service, manufacturing, auto repair) would cause approximately **30% of businesses to be non-conforming.**



Industrial Conditions

- 2% Vacancy Rates in Industrial Areas
- Growing impact on Light Industrial from other uses
- Some commercial businesses require industrial space
- Limited employment space across all zones is a barrier to finding the right location



Recommendation for the Light Industrial Zone

- Focus remains on light manufacturing, auto repair, contractors
- **Recommendation:**
Commercial uses continue to be permitted until more options exist



Light Industrial

4 storeys

Focus on light industrial business including auto repair, contractors, light manufacturing

Replaces EZ-LI and I3

Is applied now

Permissive

Curating the Use – Childcare

- Childcare is currently permitted in all zones
- The new Bylaw limits childcare use recognizing:
 - Industrial areas are less suitable for children
 - Industrial properties have less access to required on-site outdoor space
 - As it is hard to meet the childcare requirements it frustrates would be applicants

(Existing businesses would be grandfathered)



Recommendation for Business Park Zoning

- More Permissive
- Intended as a mix of commercial and industrial uses
- Minimal change to existing CD zones



Business Park
4-6 storeys
Permits a mix of Light Industrial and Commercial
Replaces existing CD Bylaws
Is applied in Phase 2
PERMISSIVE

Opportunities – Looking Ahead

- Through future OCP and Local Plan processes consider opportunities for focused redesignation of limited light industrial and commercial sites that may be suitable for more intensive commercial development



Issue

Should we restrict commercial uses?

Recommendation and Alternatives

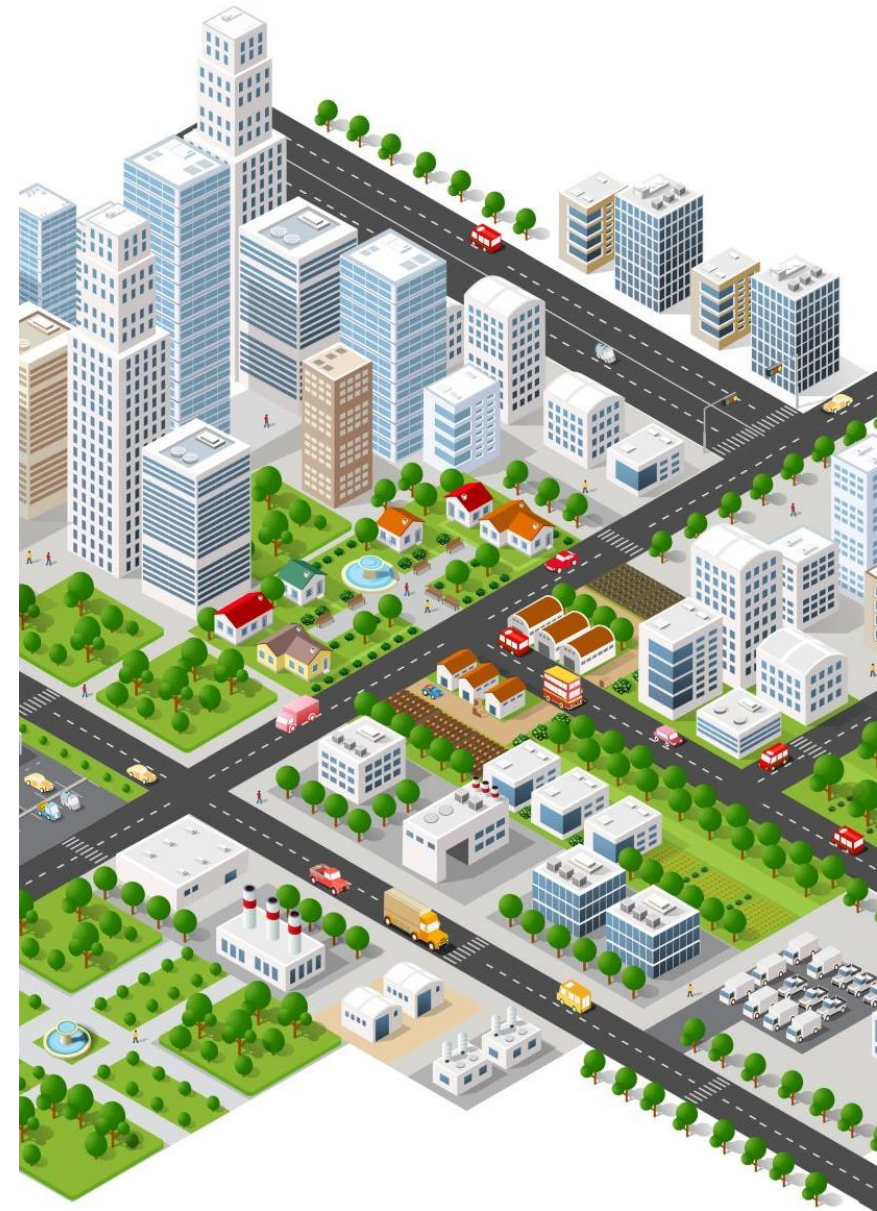
- | | |
|---|---|
| a) Staff Recommendation: Continue to permit limited commercial uses in the Light Industrial Zone |  |
| b) Not Recommended: Restrict commercial uses in the Light Industrial Zone at this time |  |

3. Overview of Parking and Mobility



Mobility in the Zoning Bylaw

- Regulates how people and goods move between streets and buildings
- Parking space requirements are critical, but also includes goods loading, passenger loading, bicycle parking, accessibility, and design
- A holistic approach serves all travel modes and abilities in a context sensitive way



Opportunities



Add requirements for missing land uses. Align requirements with new zones



Incorporate external policies (Bicycle Parking, Alternative Parking Rates) and typical practices



Respond to transit and growth areas



Strengthen goods loading and passenger loading requirements



Improve clarity and consistency

Right-Sizing Parking Requirements

If Requirements are Too Low

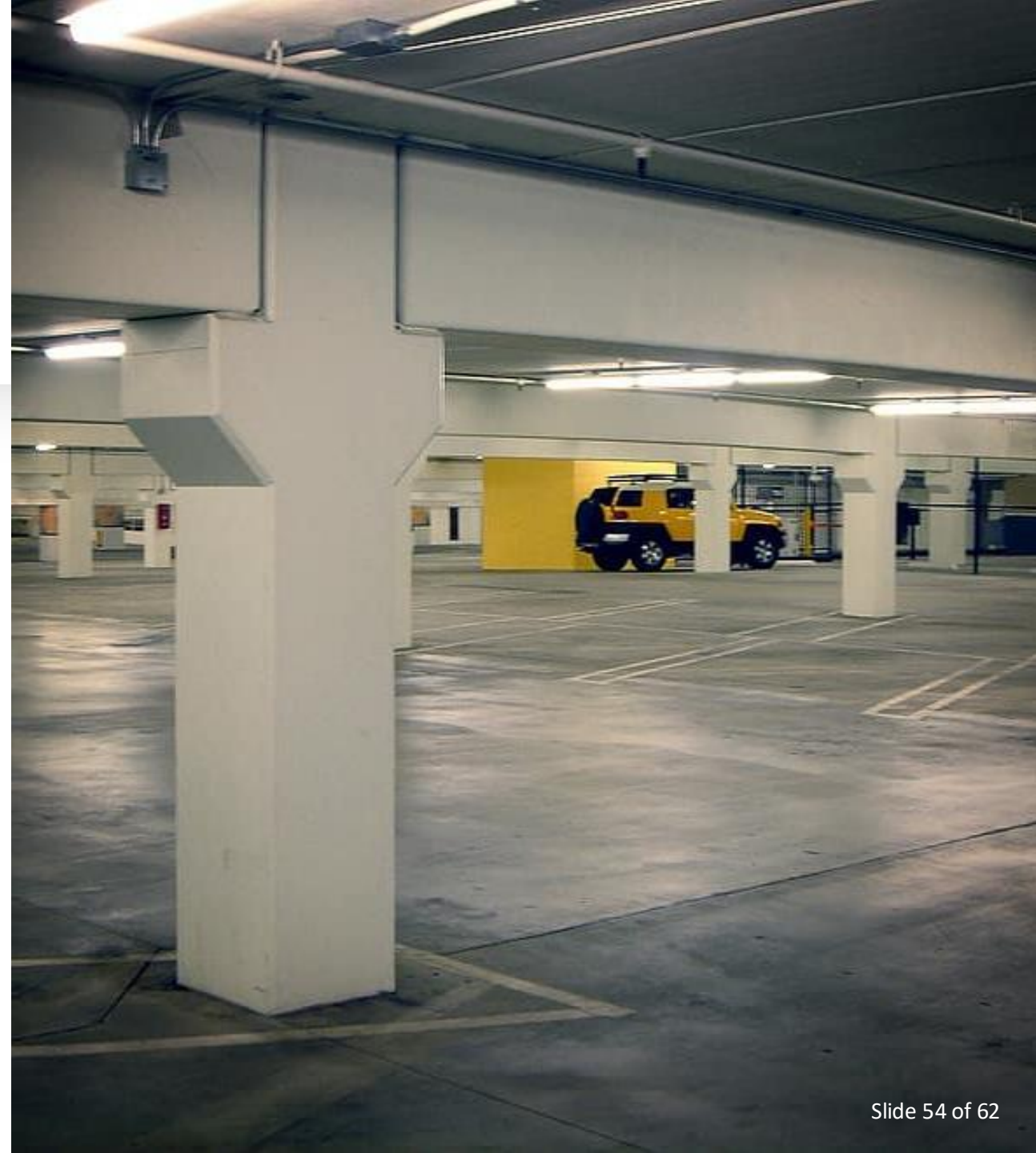
- Parking congestion
- Reduced access for people where alternatives don't exist
- Reduced access for those who prefer to or must drive
- Competition between businesses
- Challenges finding appropriate housing
- Developer uncertainty about the 'right' amount of parking

If Requirements are Too High

- Reduced project viability due to cost
- Less building space or outdoor open space
- Longer construction timelines
- Car-dependent developments can lead to increased driving
- Higher operating costs
- Higher embodied emissions
- Frequent relaxation requests

Our Overall Approach

- Balanced approach
- Reflects recent DNV policy direction
- Meeting functional demand for vehicles
- Allow market to play a role
- Support desirable economic development
- Support long-term mode shift
- Maintain what is working well



How Requirements Were Developed

Synthesis of information from multiple sources,

- Existing District alternative parking rate policy
- Established CD zone practices
- Local data from new surveys and previous studies
- Requirements in regional municipalities

Application is context sensitive with respect to growth centers and transit oriented areas.



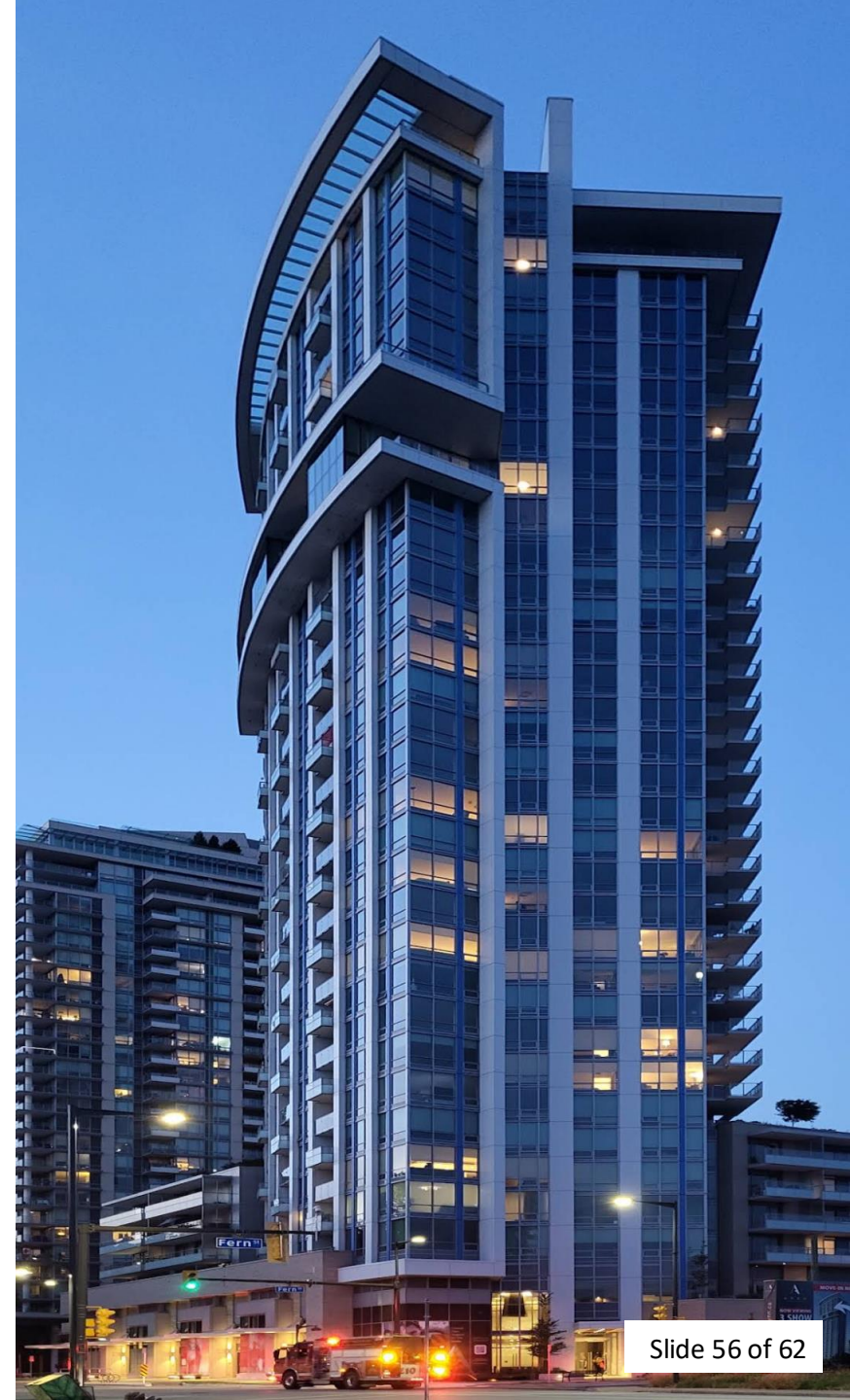
Residential Parking

Three geographic areas:

1. Typical District-wide rates
2. Reduced rates in town and village centres
3. No resident parking in TOD areas (Provincial requirement)

In all geographic areas:

- Reduced rates for rental and social housing
- Simplified per unit requirements



Residential Transportation Demand Management (TDM)

Balance residential parking reduction near transit with TDM *requirements*

- Requirements in development, focus on:
 - Application Simplicity – Specific requirements vs. menu of options
 - Cost Clarity – Programmatic requirements with predictable costs (e.g. transit passes, car share memberships).
 - Geographic focus – Growth areas and TOAs

Commercial Parking

Address existing challenges with commercial use lease-up and change of use due to different parking rates.

- Simplified Rates
- New *blended* parking rates based on surveys, existing practices, and comparable municipalities
- Greater clarity and certainty for leasing
- Reflects established practice



Industrial Parking

Address similar challenges with industrial lease-up, and change of use over time.

- Old buildings have parking supply challenges
- New buildings generally operate better
- Studies underway to assess potential refinements
- Move towards blended parking rates based on surveys, existing practices, and comparable municipalities



Institutional Parking

New and modernized rates

- Schools – Rationalize parking rate per floor area
- Daycares – Include passenger pick-up drop-off
- Arts & Culture – Update rates based on regional precedents and data



Goods and Passenger Loading

Challenges:

- Only one loading space size,
- Challenges with functionality
- No specific requirements by land use
- No passenger loading

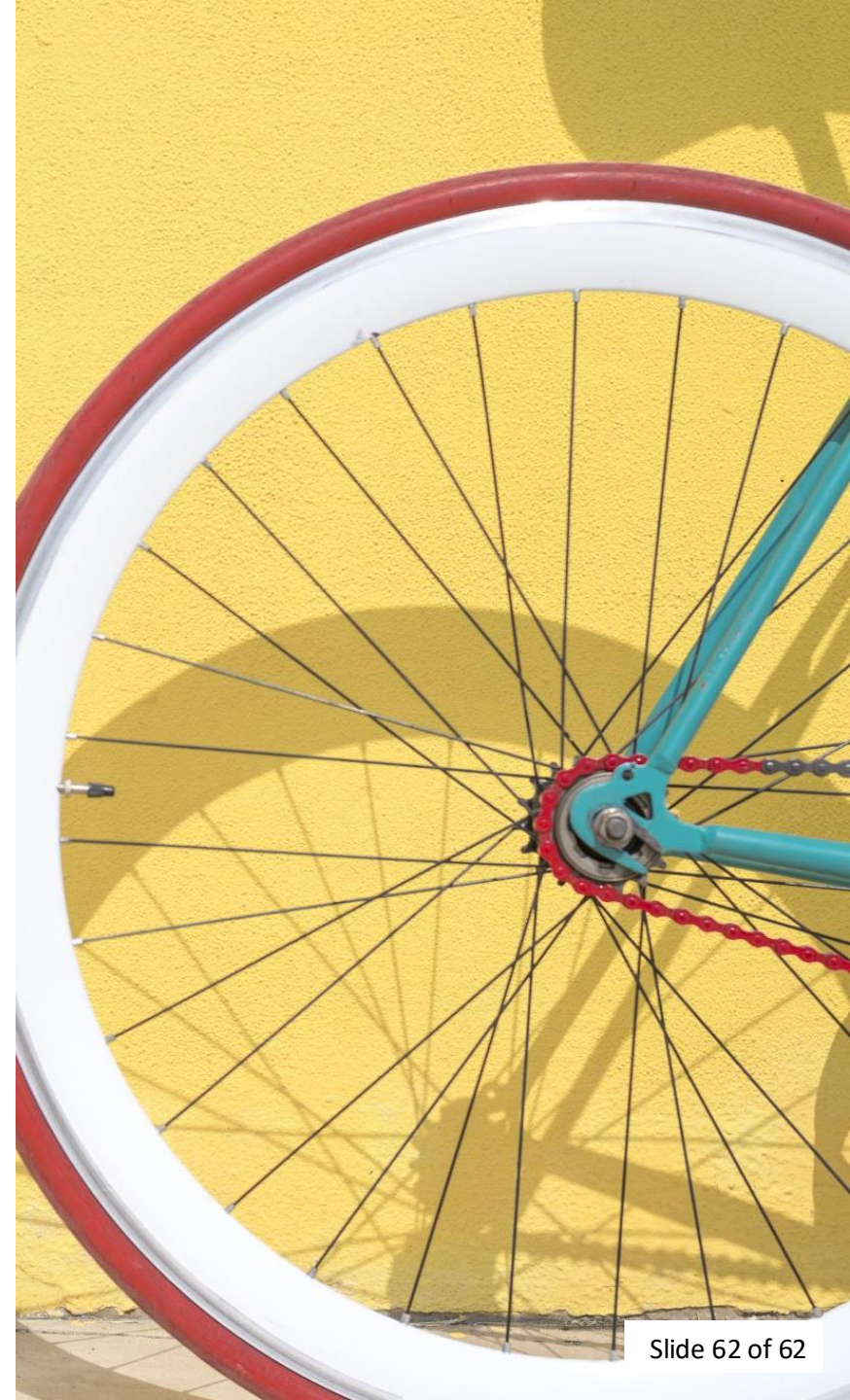
Key Changes:

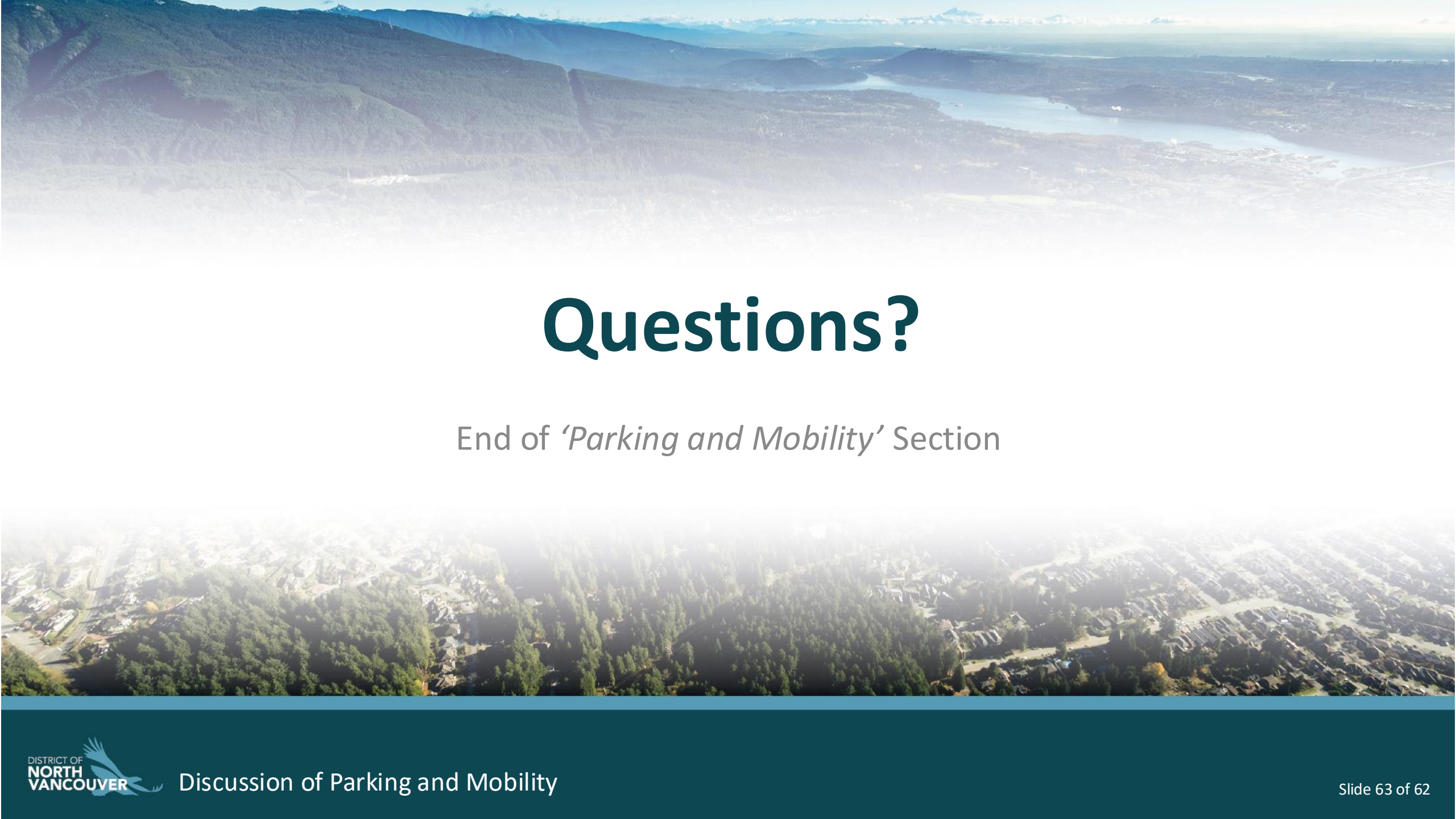
- Add small (van) and large (tractor-trailer) spaces
- Increase existing loading space size to improve function
- Add passenger loading spaces (e.g. Uber/Lyft)
- New land-use specific requirements



Bicycle Parking

- Existing Bicycle Parking Policy consolidated into Zoning Bylaw
- Updated and simplified requirements based on available data and regional precedents.
- Bike repair, wash stations, end of trip facilities, now required



An aerial photograph of a city, likely North Vancouver, showing a large body of water (False Creek) and surrounding forested hills. The image is used as a background for the slide.

Questions?

End of *'Parking and Mobility'* Section