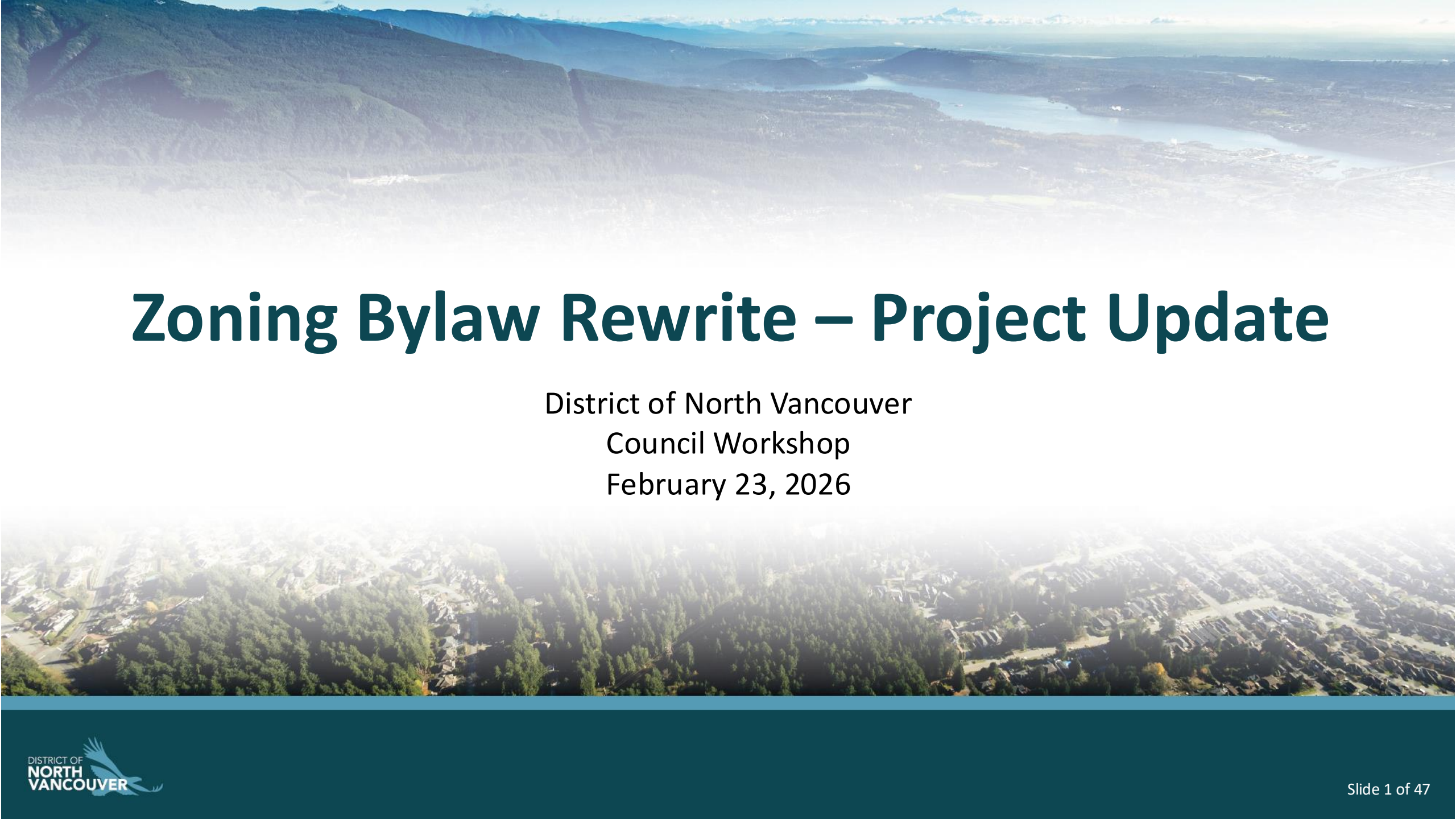


An aerial photograph of North Vancouver, showing a large body of water (False Creek) winding through a densely forested area. In the background, there are rolling hills and mountains under a clear sky. The foreground shows a residential area with houses and trees.

Zoning Bylaw Rewrite – Project Update

District of North Vancouver
Council Workshop
February 23, 2026

Introductions



McElhanney

Colton Kirsop

Division Manager, Planning
McElhanney



John Turecki

Founder & Principal
Step One Mobility



Adam Mattinson

Associate, West Coast Lead
B&A Studios

Agenda

1. Clarification on Non-Conforming Use
2. Follow up on
 - **Commercial Discussion**
 - **Industrial Discussion**
3. And an Overview of Parking and Mobility

Purpose

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

Non-conforming Rules

Local Government Act (Part 14, Division 14)

Buildings

- Siting Can be Varied
- A non-conforming building can renovate and expanded so long as the area of non-conformity is not increased (Sec 529)
- Replacement is permitted if the damage is less than 75% (Sec 532)

Business

- Use Cannot be Varied (Sec 498)
- Businesses cannot expand or intensify use. (Section 530)
- A non-conforming business may continue but only if the business does not close for 6 months or more (Sec 528)



Commercial Mixed-Use Zones

- a) General Commercial Zone (Apply Now)
- b) Core Commercial Zone (Apply as sites Rezone)

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

These sites have been zoned for 4-storey, 1.75 FSR for 60 years....
Zoning can create the opportunity but does not force change



Zoning Related

- ✓ Creates the opportunity
- ✓ Can set requirements related to use, size, and building location
- ✓ By establishing heights and setbacks, can frame the pedestrian realm
- ✓ Works hand in hand with Design Guidelines

Zoning is Only One Tool

What triggers Development?

- **Market Conditions**
- **Assembly**
- **Cost of Redevelopment**
 - Construction costs
 - Site Remediation
 - Capital Gains Tax
 - Municipal levies

Vibrancy builds over time

- **Population Density**
 - Marine Drive 2,500 – 3,000 people/ km²
 - Vibrant Shopping Streets 10,000-30,000 people/ km²
- **Attractions/ Destinations in the walkable area**

Curating the Use

- A broad mix of commercial uses brings customers
- 1% commercial vacancy rates
- Limited locations for businesses



Conclusion: General Commercial Zone (Applied to existing Commercial areas)

Recommendations:

- Mixed Use – Commercial/ Residential
- Requires commercial uses at grade
- Permits a mix of commercial uses at grade
- Permits residential above



General Commercial

4 storeys / 1.75 FSR

Minimum 1 storey
Commercial

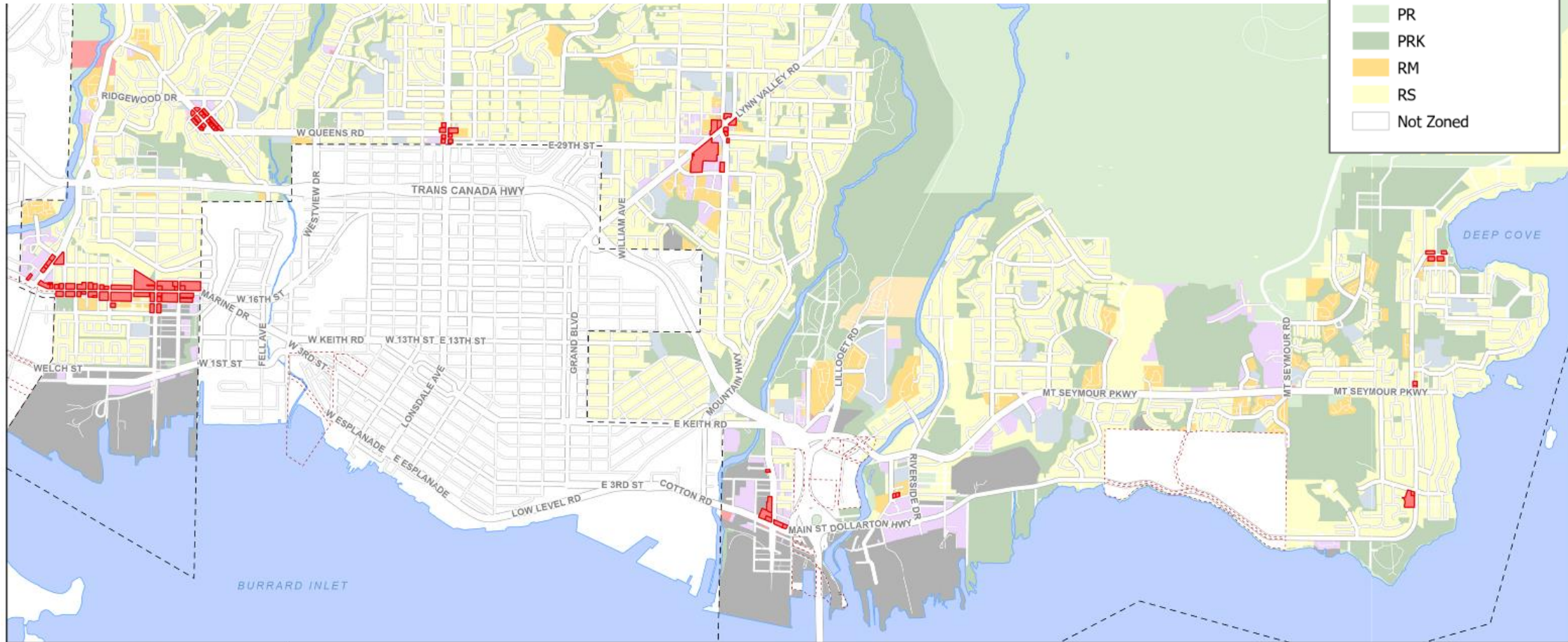
PERMISSIVE

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

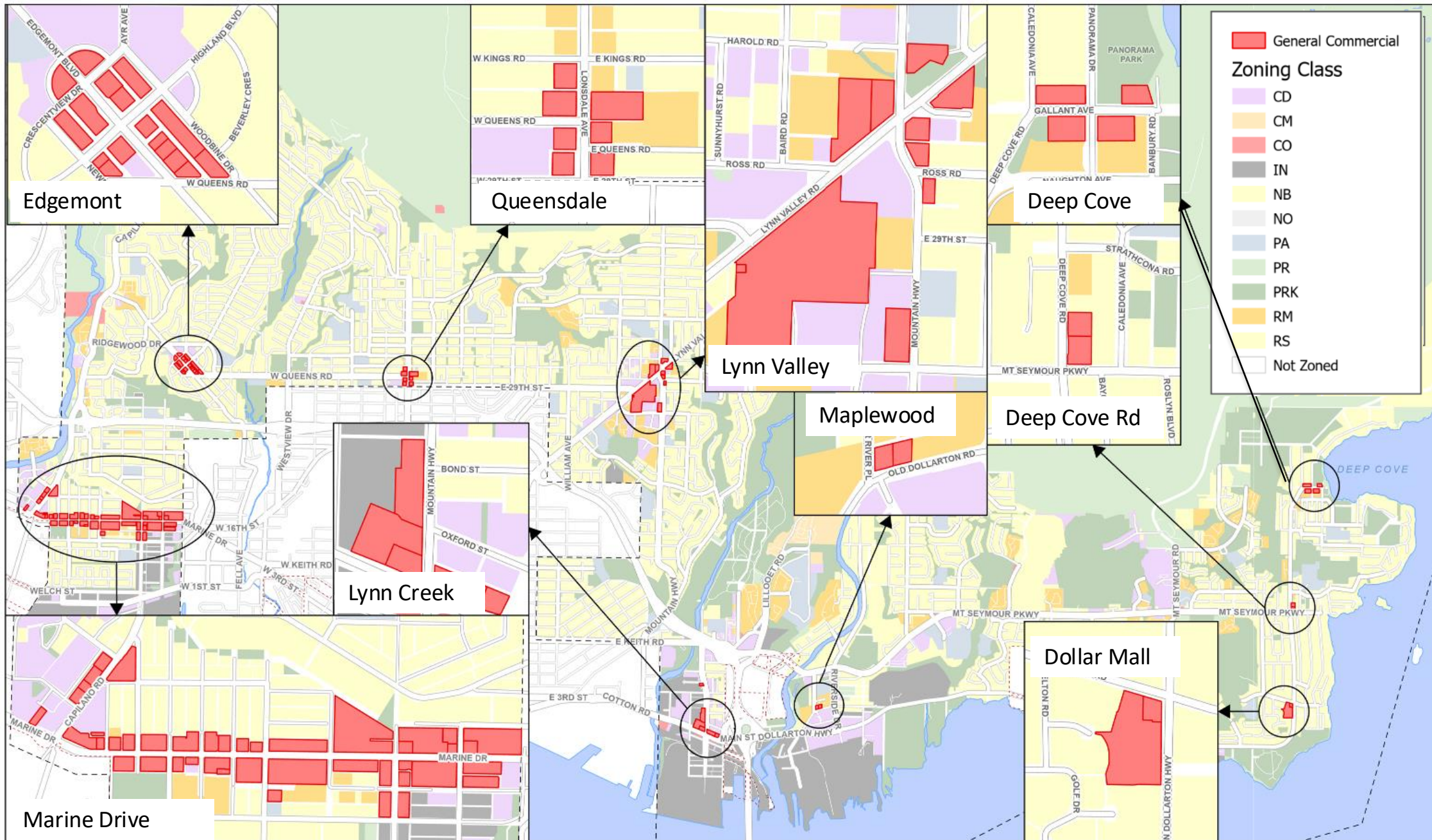
Is applied now

Application of General Commercial Zone

The General Commercial Zone will be applied to commercial properties replacing similar zones and accommodating existing businesses



Map 1: General Purpose



Map 1: General Commercial

Conclusion: Core Commercial Zone (Applied As Sites Rezone)

Recommendations:

- Mixed Use – Commercial/ Residential
- Requires 2 storeys of commercial uses
- Permits residential above

Option:

- Opportunity to curate ground floor uses



Core Commercial

6 + storeys / 2.5 FSR and up

Minimum 2 storeys
Commercial Uses

**RESTRICTIVE – Could restrict
ground floor commercial uses**

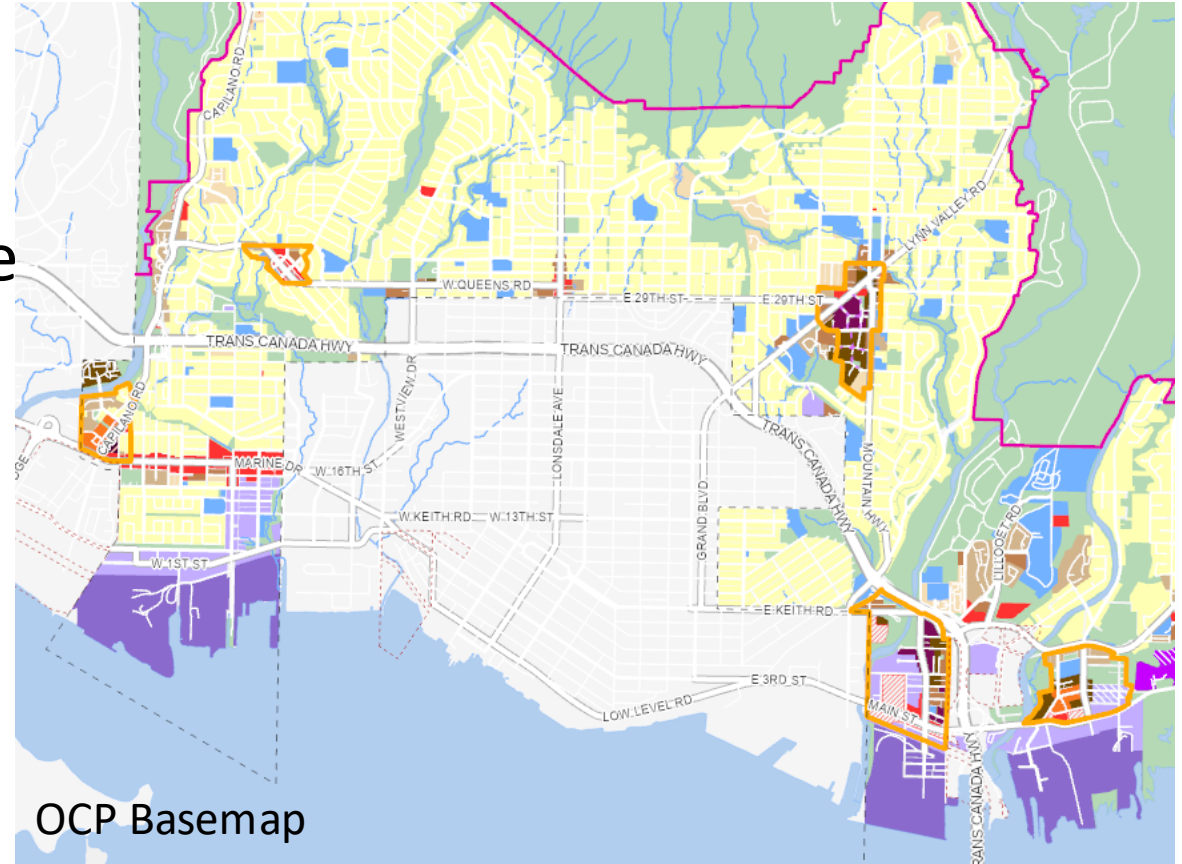
Replaces: Comprehensive
Development (CD) Zones

**Is applied as properties
rezone**

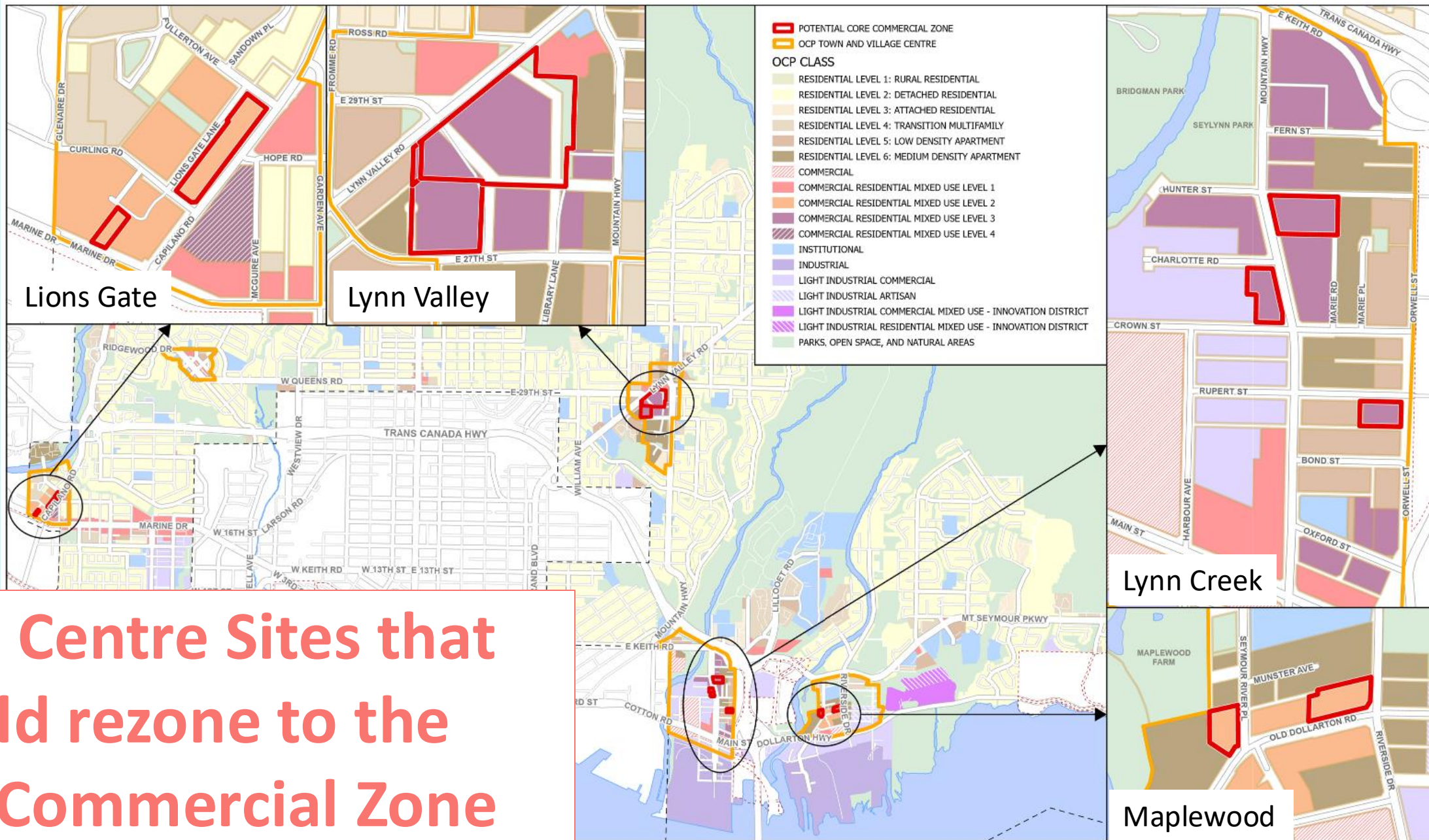
Application of Core Commercial Zone

- The Core Commercial Zone will be applied to Commercial Mixed Use (CRMU) sites designated for change in the OCP

	CRMU2 = 2.5 FSR
	CRMU3 = 3.5 FSR
	CRMU4 = 4.5 FSR



Town Centre Sites that could rezone to the Core Commercial Zone



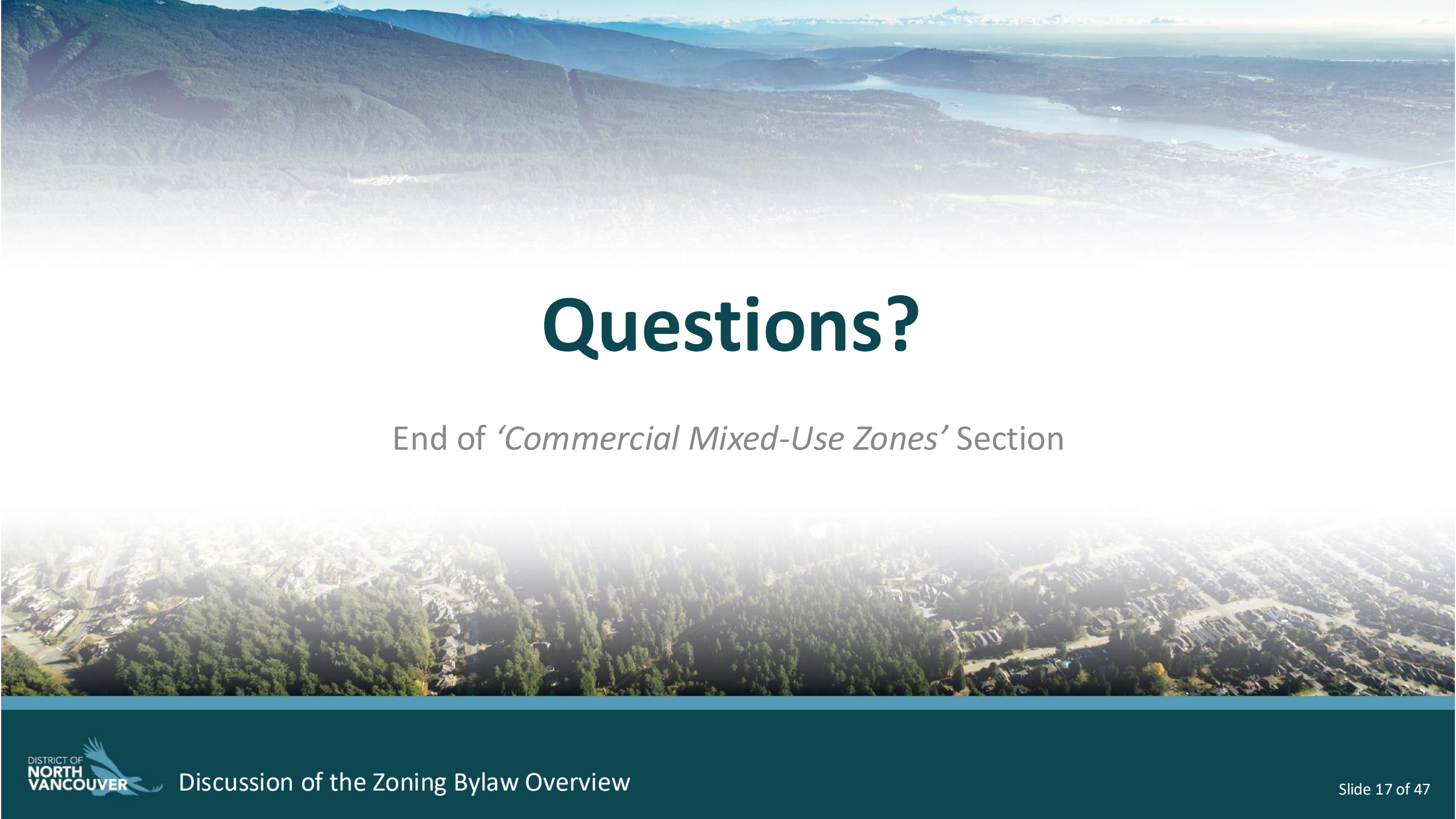
Map 2: Core Commercial Zone

Conclusion:

Should we restrict ground floor uses?

Recommendation and Alternatives

- | | |
|---|--|
| a) General Commercial – Applied Now - Staff Recommendation: Allow a full range of uses on the ground floor. |  |
| b) Core Commercial – Applied as Sites Redevelop: Requires 2 storeys of Employment Space |  |
| c) Not Recommended: Restricting uses by location at this time. |  |

An aerial photograph of a city valley, likely North Vancouver, showing a large body of water (False Creek) winding through the urban area. The surrounding hills are covered in dense green forest, and distant mountains are visible under a clear sky.

Questions?

End of '*Commercial Mixed-Use Zones*' Section



Industrial Zones

c) Heavy/ Port Industrial (Apply Now)

d) Light Industrial (Apply Now)

e) Business Park (Phase 2)

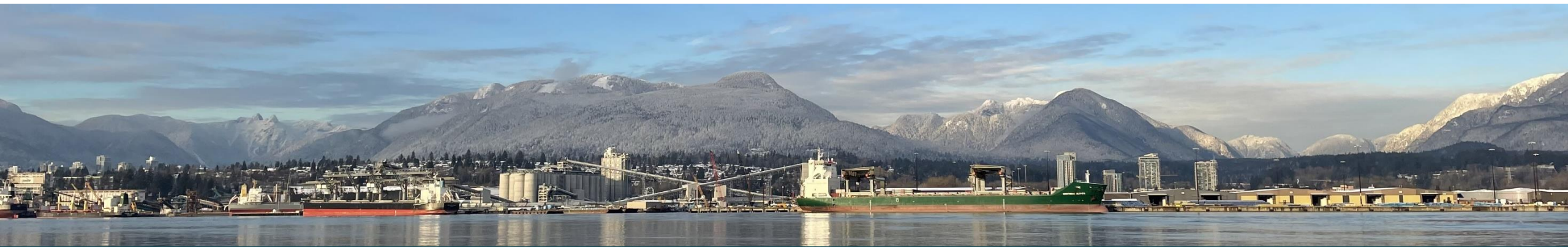
f) Intensive Business Development (Phase 2)

Heavy Industrial Zone

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

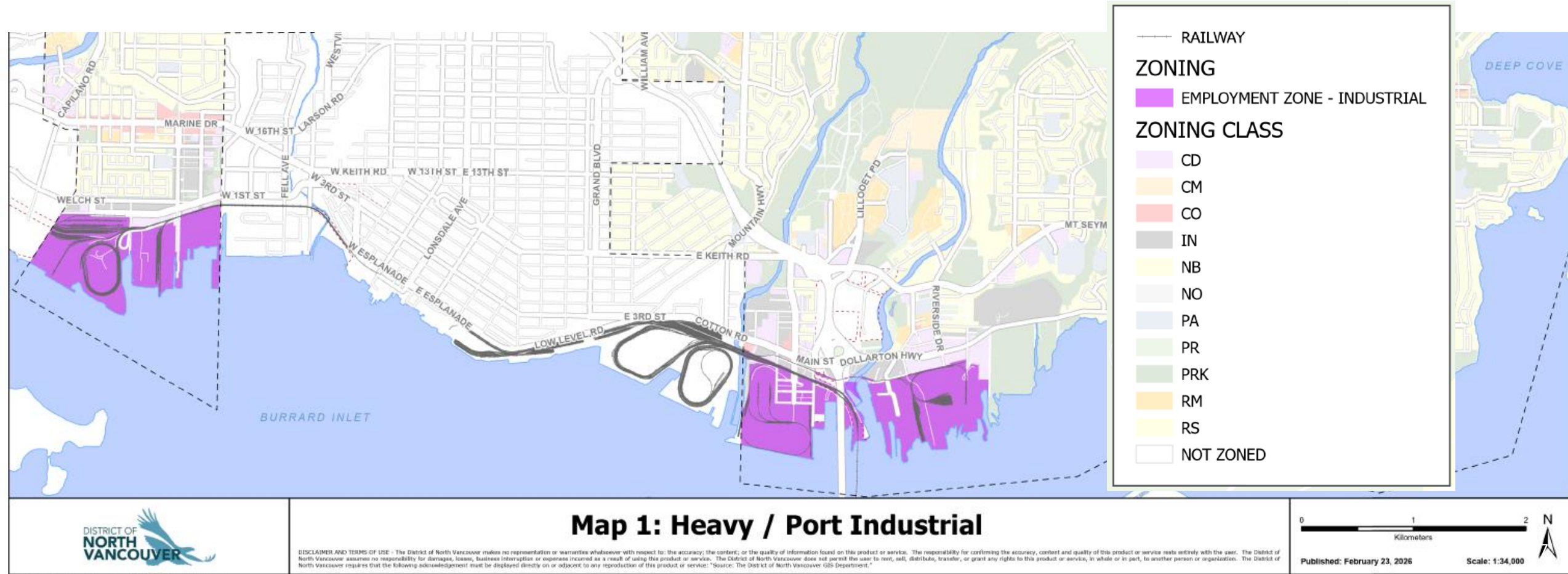
What's Changing?

- Reduced potential for subdivision



Application of the Heavy Industrial Zone

The new Heavy/ Port Industrial Zone will replace the existing EZ-I zone



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 and Protecting Light Industrial

Bring in Restrictions On:

- **Childcare** (accessory only)
- **Children's programming**
- **Fitness:**
 - Gyms
 - Cross-fit
 - Pilates
 - Yoga
 - Dance Studios
 - Martial Arts
 - Climbing Walls

Fitness is the fastest growing use category with 17 businesses in Light Industrial Zoned lands today



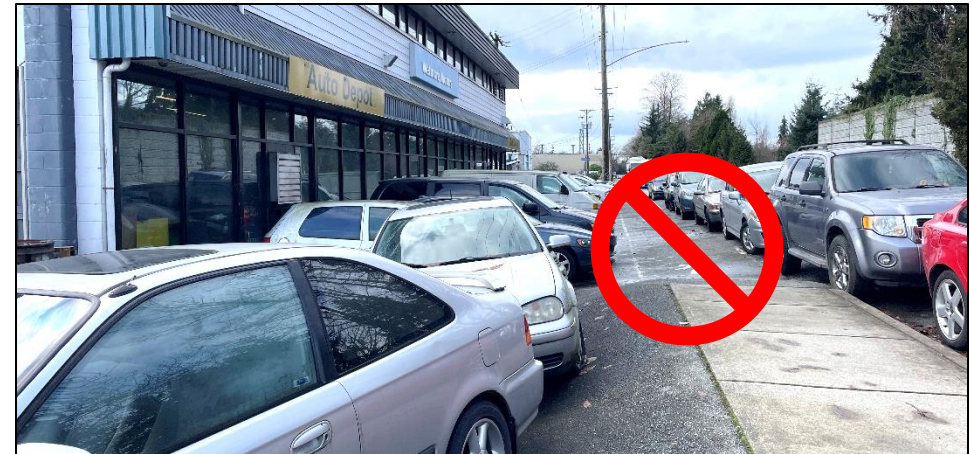
Curating the Use and Protecting Light Industrial

Tighten regulations on Automotive Uses:

✓ Auto repair will be permitted



✗ Auto sales will **not** be permitted



Curating the Use and Protecting Light Industrial

Tighten Retail Sales and Rentals

- Reduce permitted size from 25,000 ft² to 15,000 ft²
- Continue to permit as an accessory use



Curating the Use and Protecting Light Industrial

Reduce Restaurant Size

- Introduce a new maximum permitted size to 5,000 ft²
- Continue to permit as an accessory use



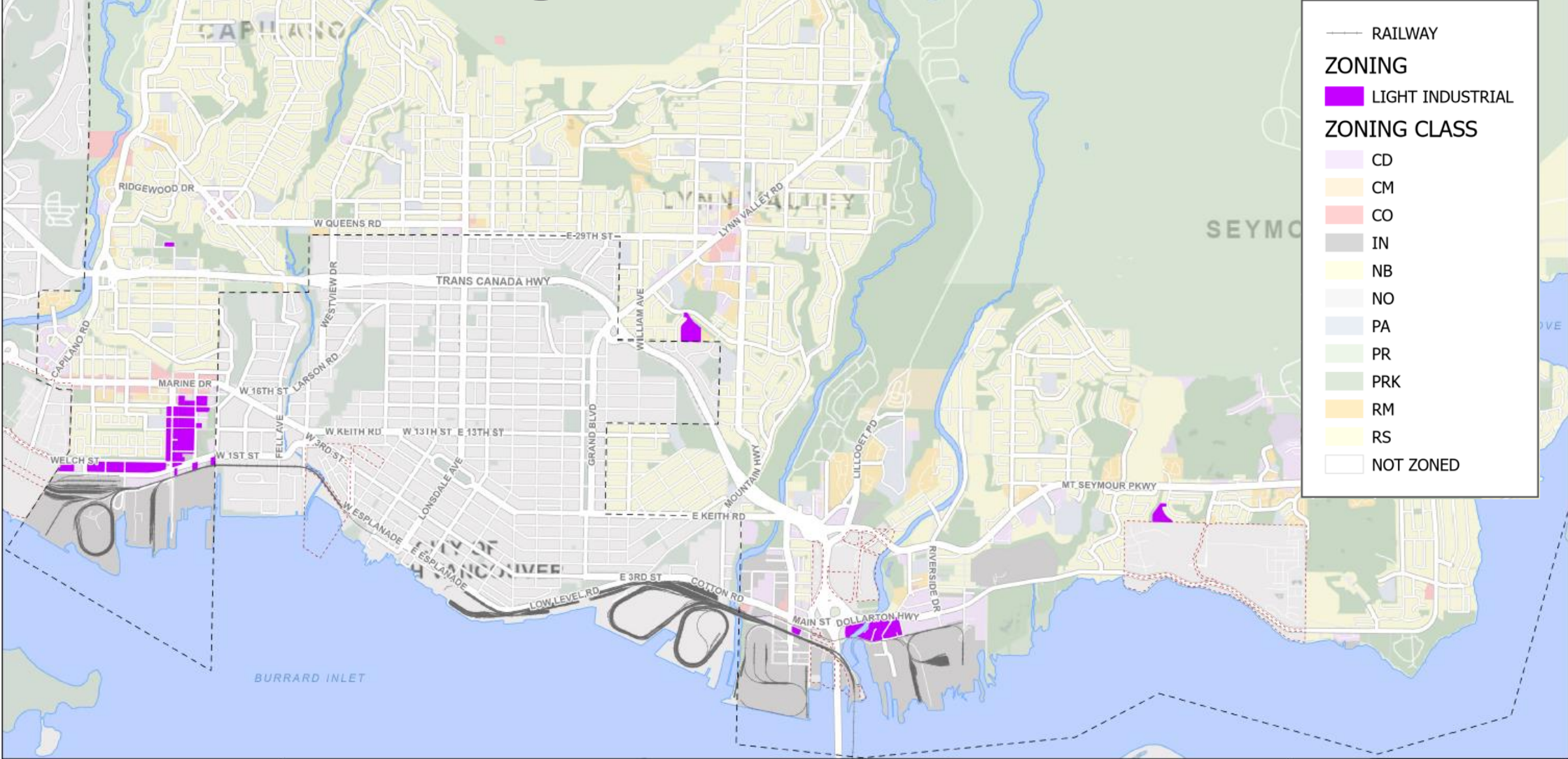
Conclusion: Light Industrial Zone (Applied to Existing Light Industrial Areas)

Recommendation:

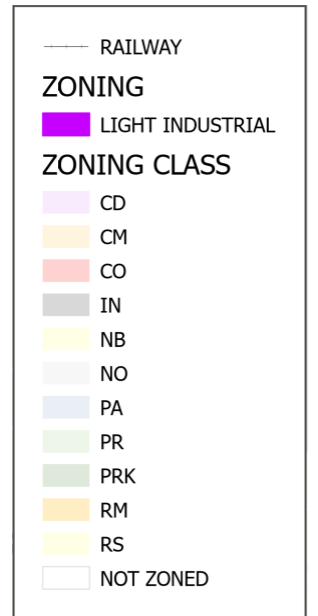
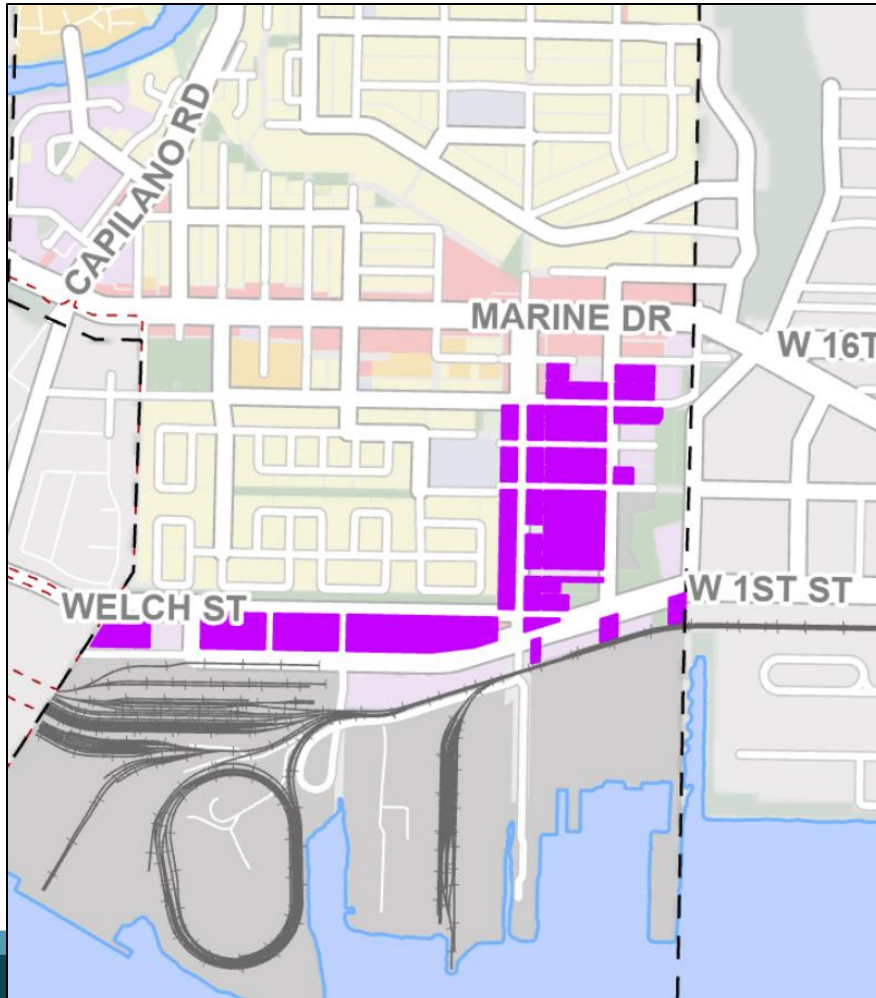
- Keep Focus on Light Manufacturing, Contracting and Repair oriented uses
- Tighten restrictions on non-industrial uses including:
 - Child Care and Children's Programming
 - Fitness
 - Retail
 - Restaurant

Light Industrial
4 storeys
Focus on light industrial business including auto repair, contractors, light manufacturing
RESTRICTIVE
Replaces: EZ-LI and I3
Is applied now

Application of the Light Industrial Zone



Application of the Light Industrial Zone



Business Park Zoning - Phase 2

- More Permissive
- Intended as a mix of commercial and industrial uses
- Minimal change to uses in existing CD zones
- Potential increase in heights and density



Business Park

4-6 storeys

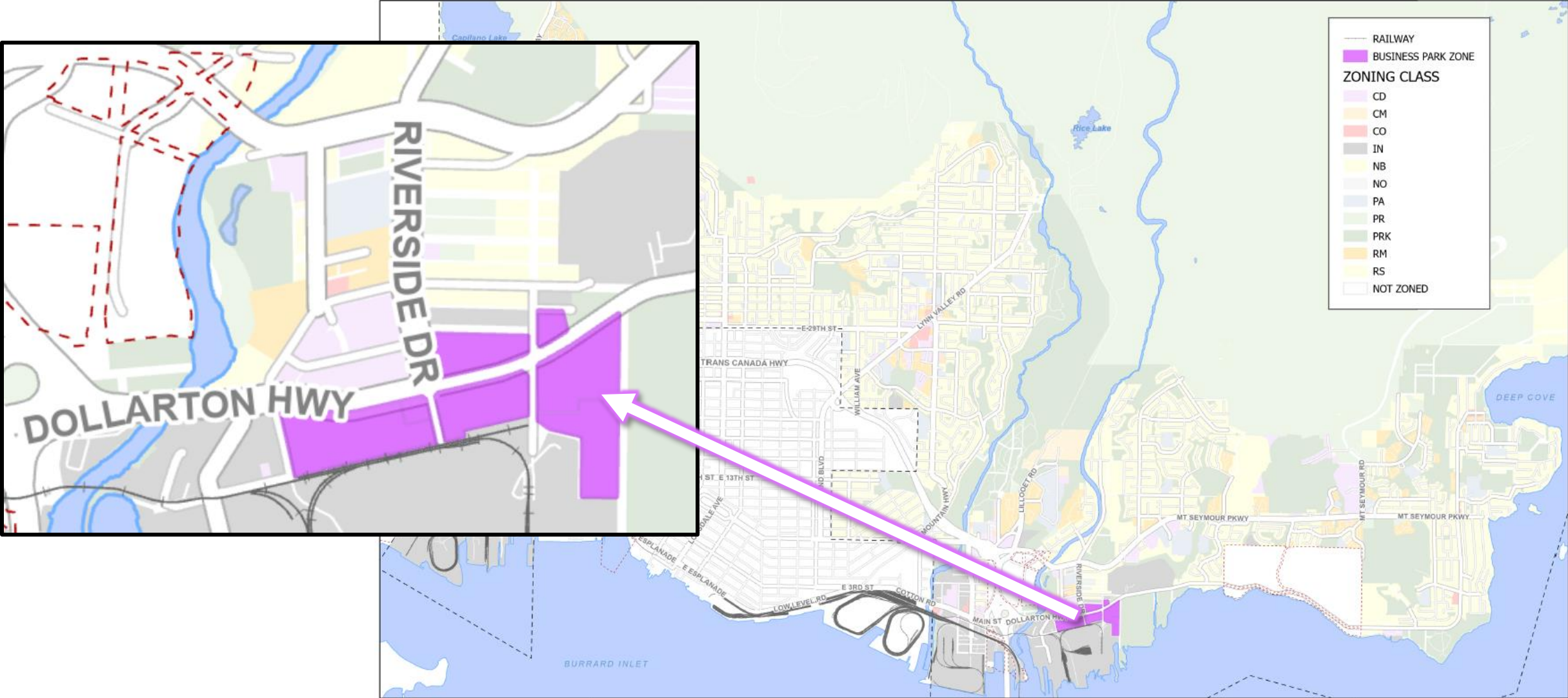
Permits a mix of Light Industrial and Commercial

Potentially PERMISSIVE

Replaces: existing CD Bylaws

Is applied in Phase 2

Application of Business Park Zoning - Phase 2

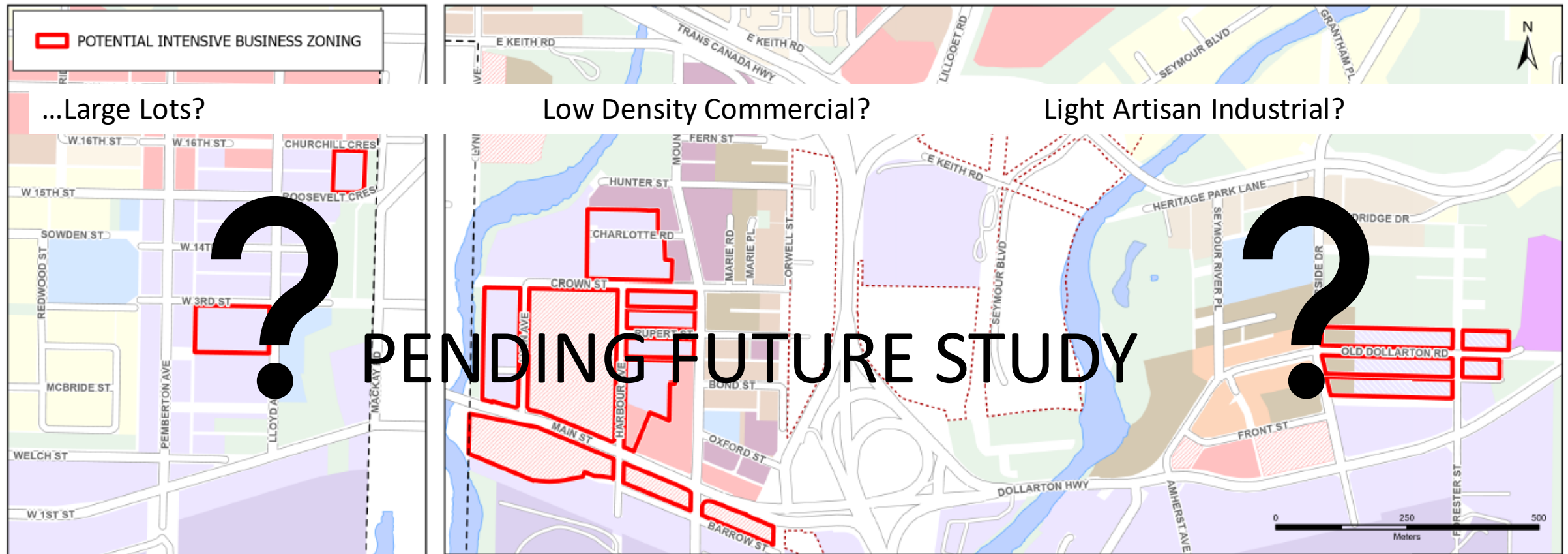


Intensive Business Zoning – Phase 2 and Beyond

- 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



Potential Application of Intensive Business Zoning



Conclusion:

Should we restrict Light Industrial uses?

Recommendation and Alternatives

a) **Amended Recommendation:** Update Light Industrial Uses to better protect Light Industrial Lands

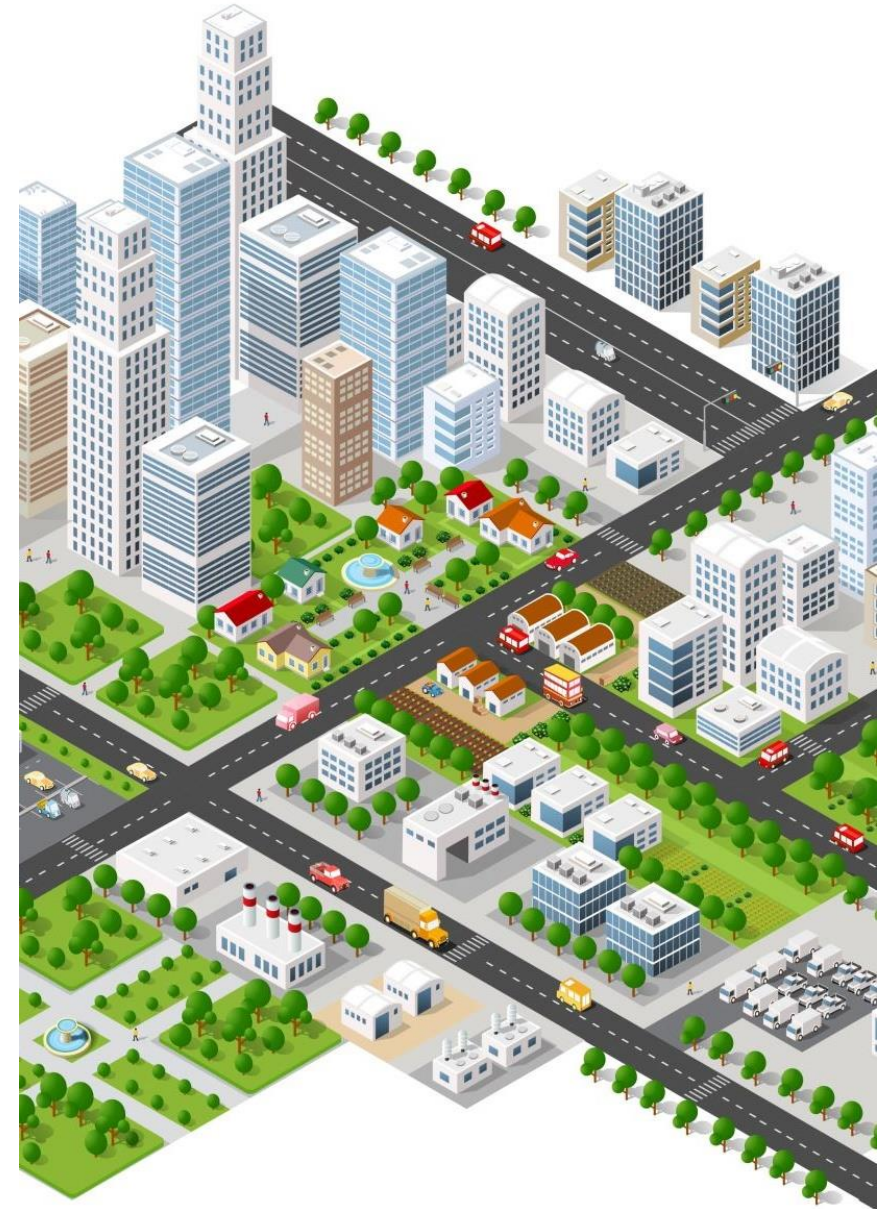


3. Overview of Parking and Mobility



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

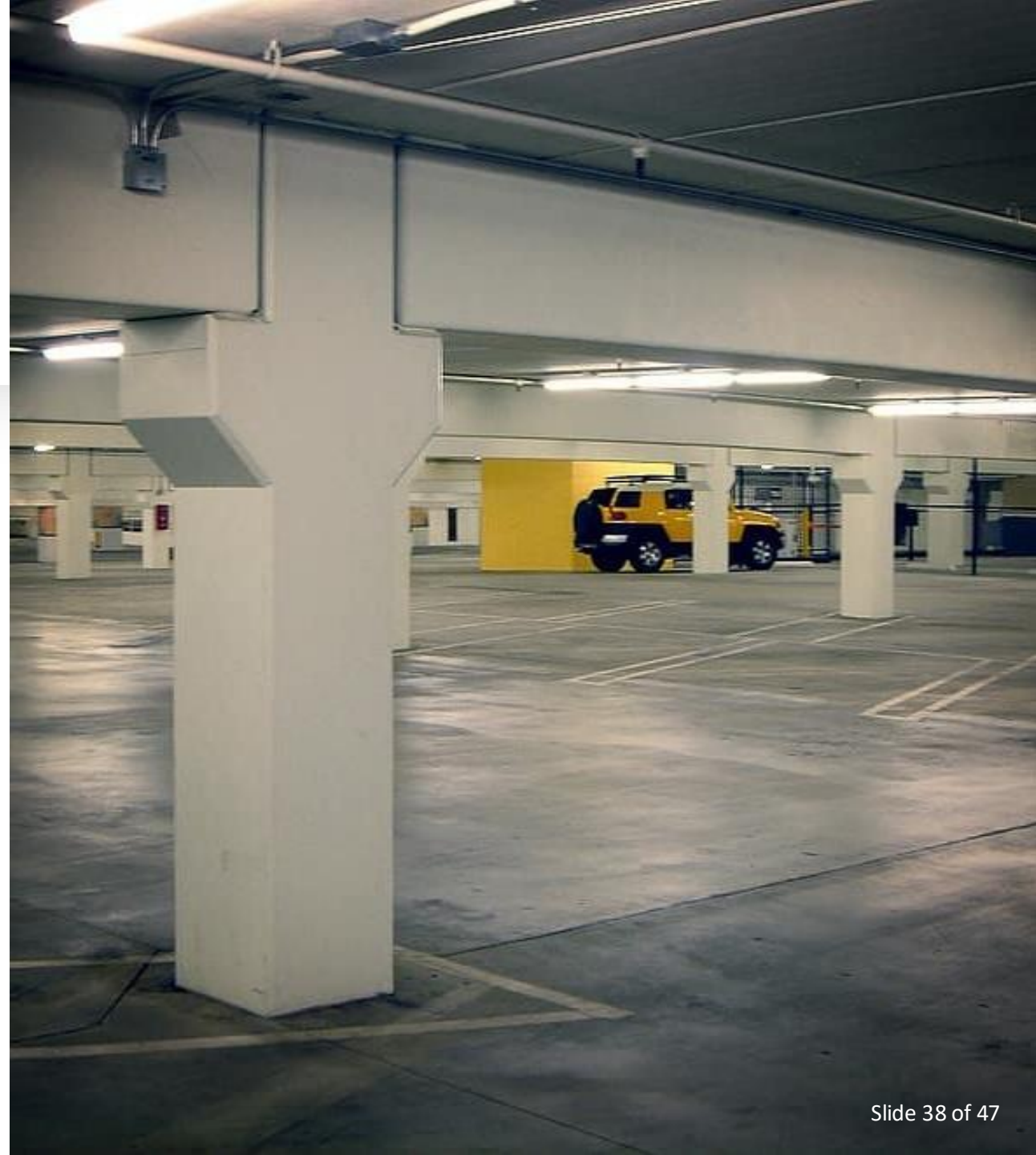
- Parking congestion
- Reduced access for people where alternatives don't exist
- Reduced access for those who prefer to or must drive
- Competition between businesses
- Challenges finding appropriate housing
- Developer uncertainty about the 'right' amount of parking

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 practices
- Local data from new surveys and recent studies
- Requirements in regional municipalities

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



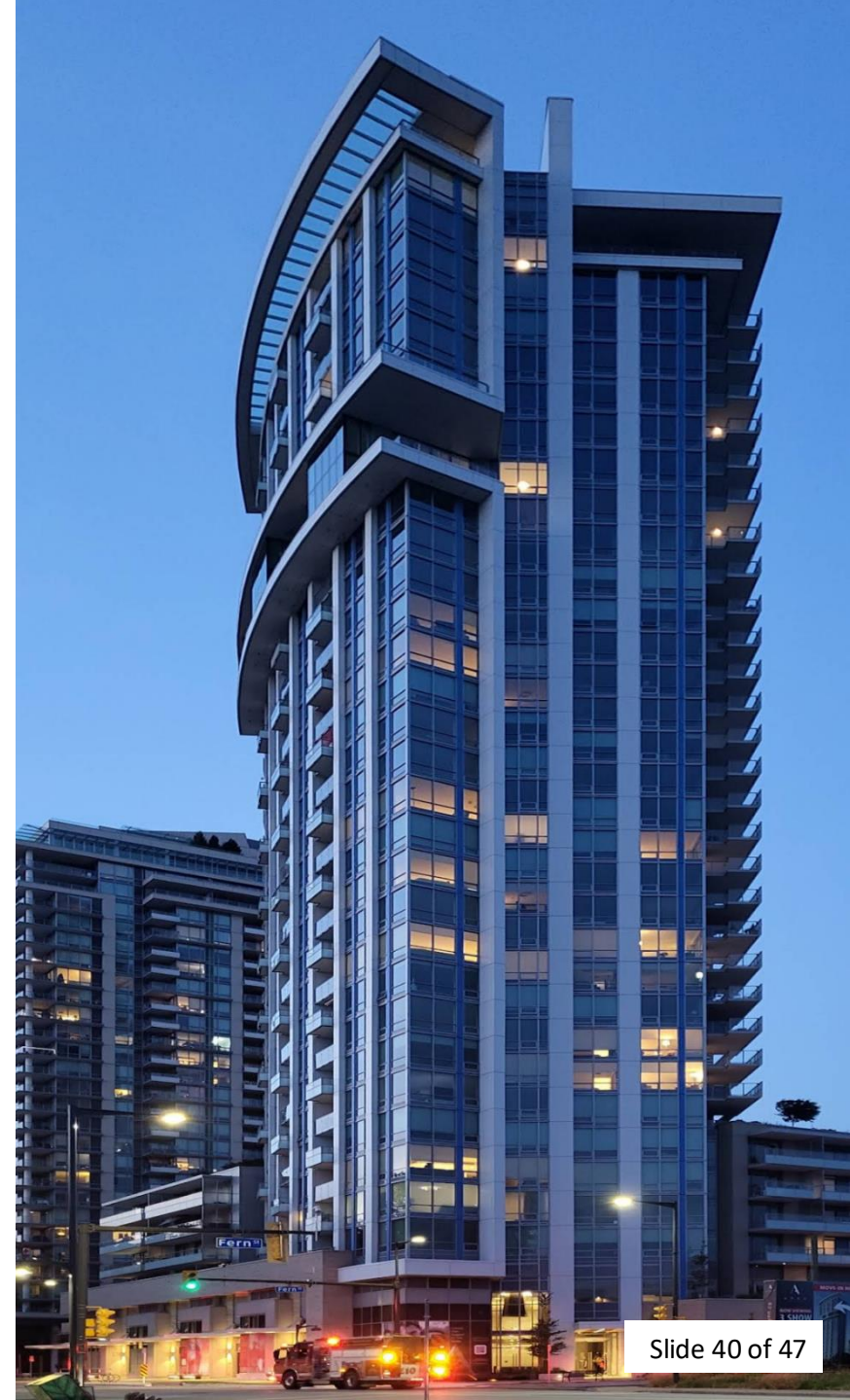
Residential Parking

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)

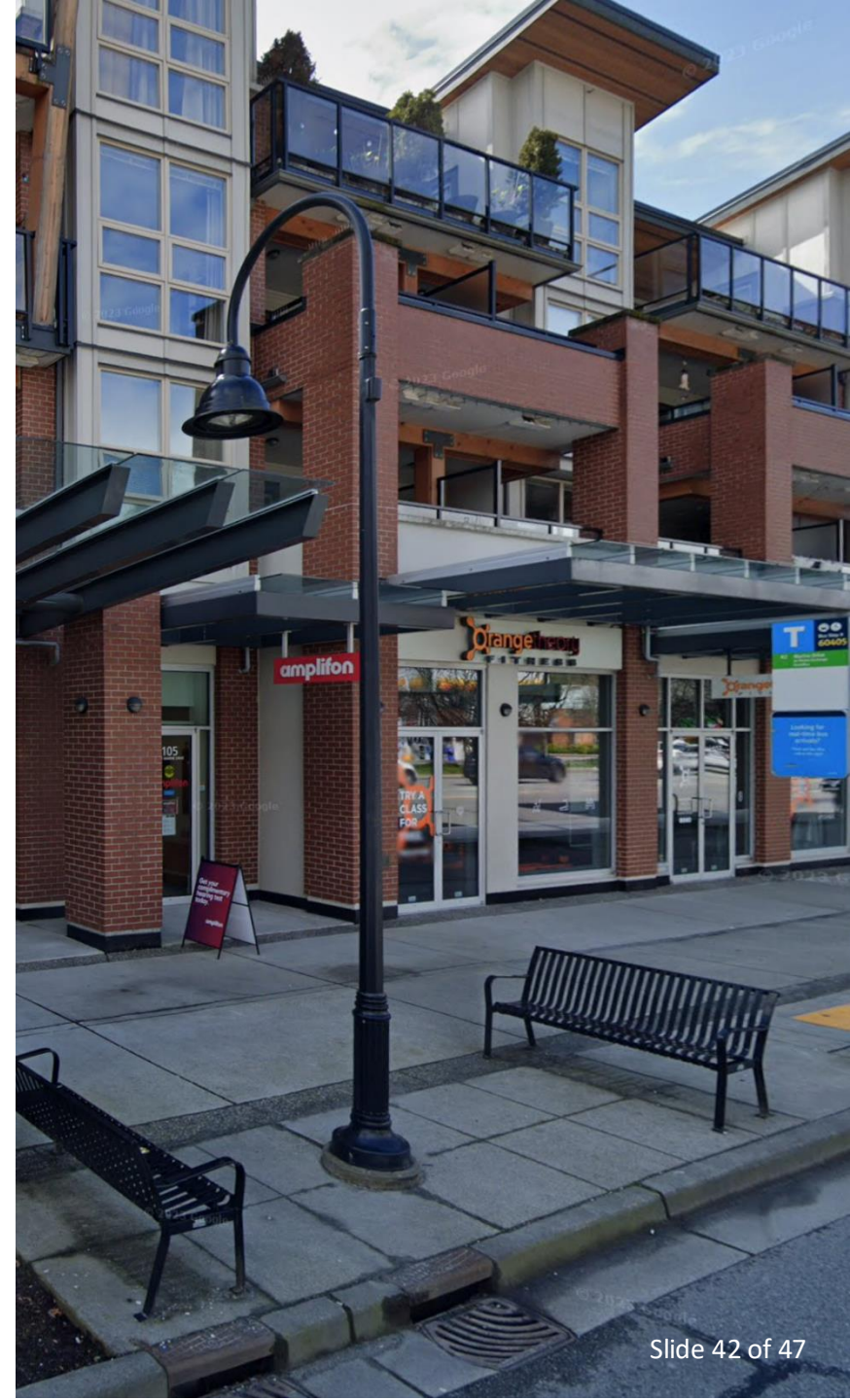
Balance residential parking reduction near transit with TDM *requirements*

- TDM Requirements 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
- Greater clarity and certainty for leasing
- Builds on established practice in DNV



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 passenger loading
- No specific requirements by land use

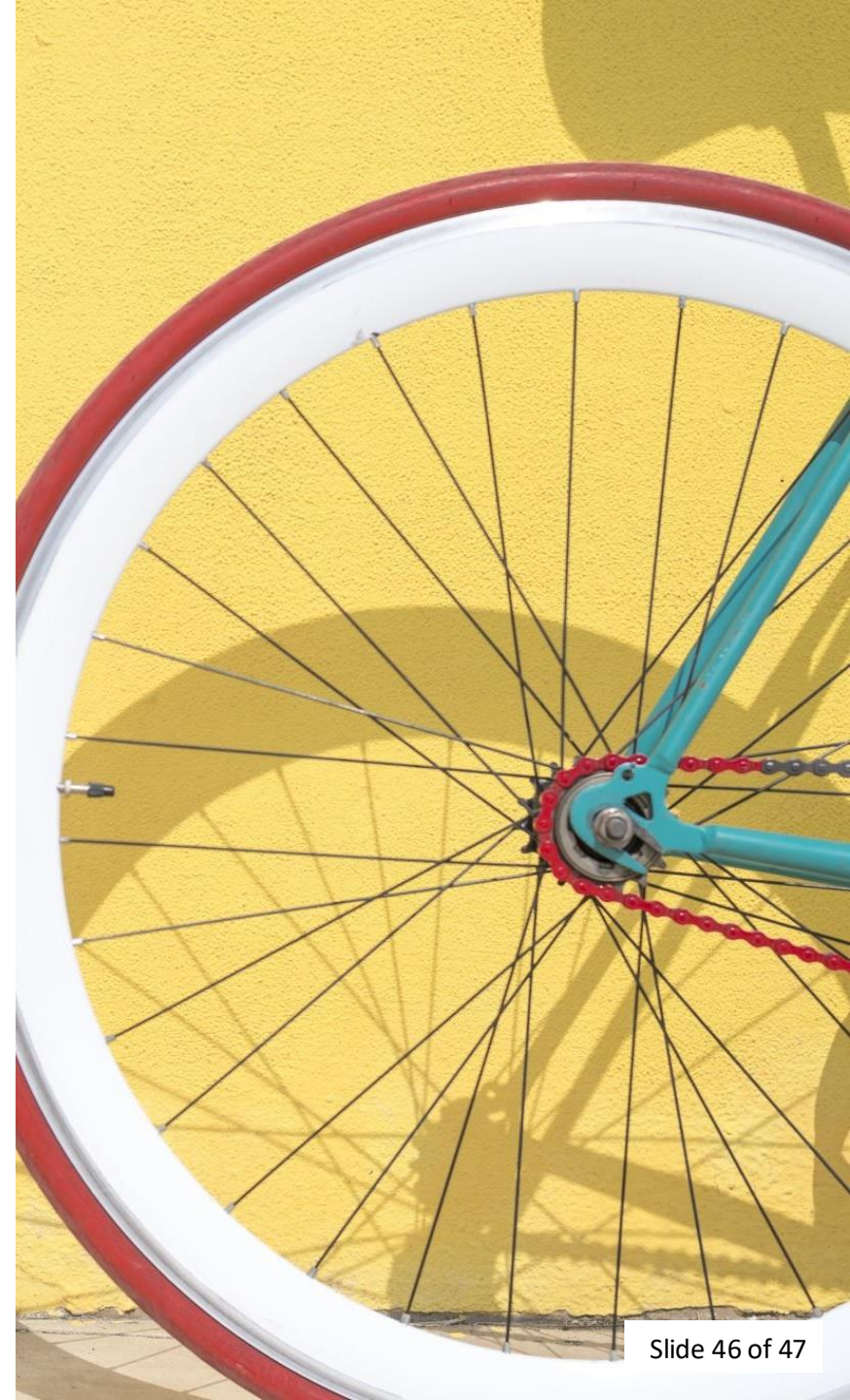
Key Changes:

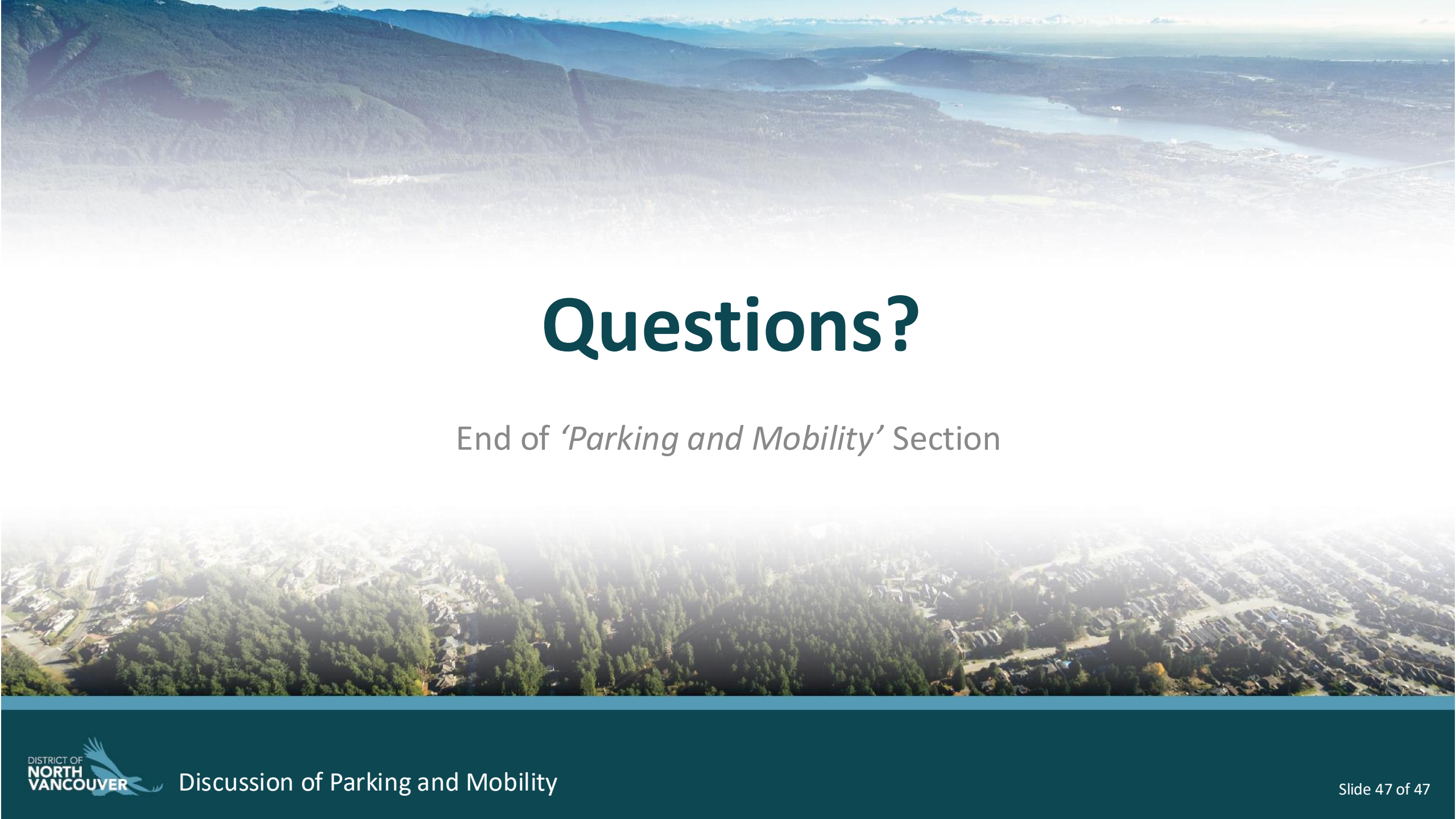
- Add small (van) and large (tractor-trailer) loading space
- Improve functionality of space requirements
- Add passenger loading spaces (e.g. Uber/Lyft)
- Add New land-use specific requirements



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





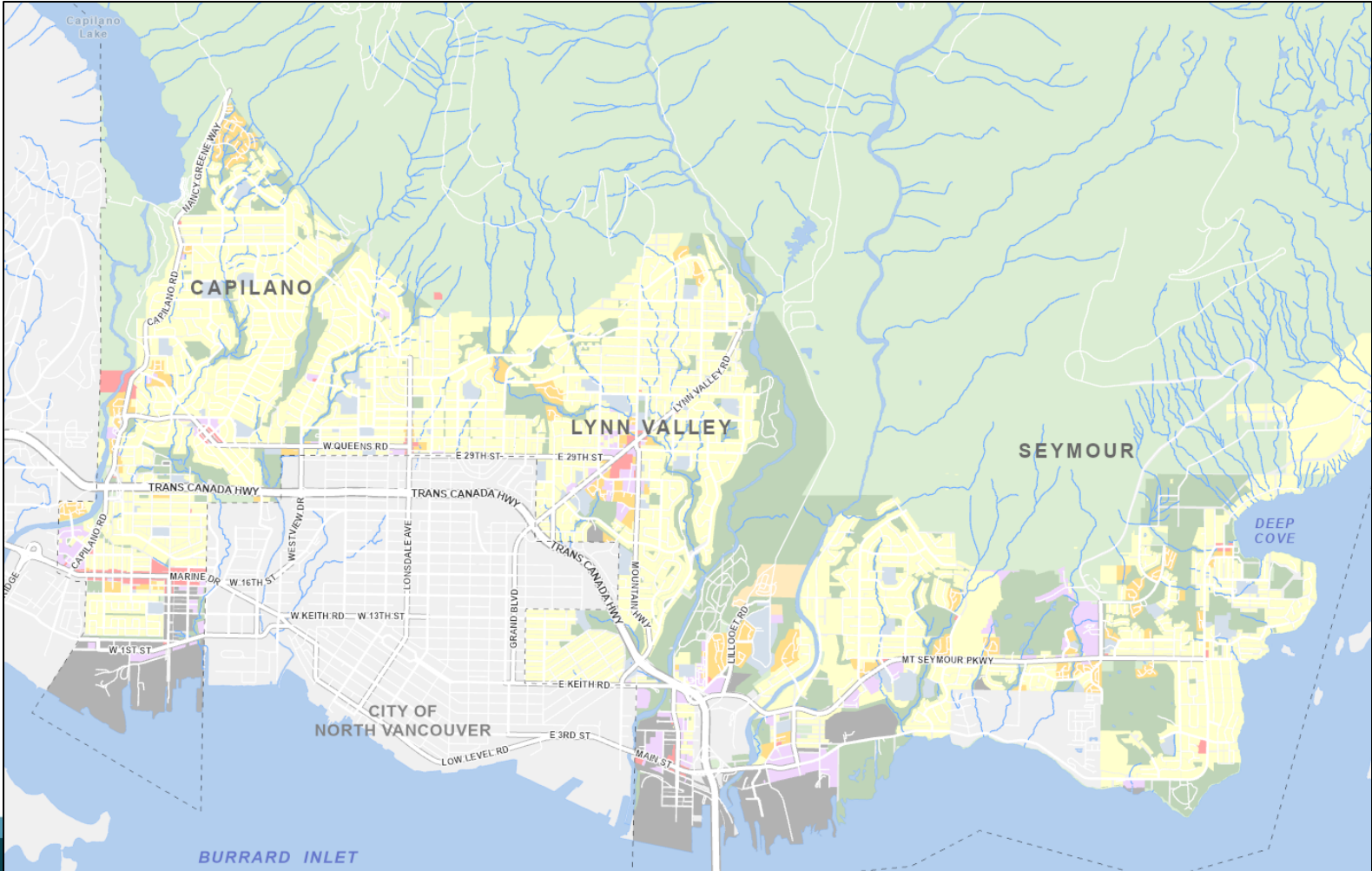
Questions?

End of *'Parking and Mobility'* Section

An aerial photograph of North Vancouver, British Columbia, showing a dense residential area with many houses and trees. In the background, there are large, forested mountains and a body of water (False Creek) winding through the landscape. The sky is clear and blue.

Thank you

A Planned Transition



Transition Table	
This table illustrates the comparable zone in the new zoning bylaw. The zoning of individual sites may vary depending on existing use, location and OCP designation.	
1965 Zones	Proposed 2026 Zones
Single Family Residential (RS 1,2,3,4,5 + Neighbourhood zones)	Detached Residential
Outside Urban Containment Boundary (UCB)	R1 - Rural & Suburban Detached Residential
Inside UCB but SSMUH Exempt	R2 - Urban Detached Residential
Within SSMUH	R3 - Residential Houseplex
Multi-Family Residential (RL/RM 1,2,3,5,6,7)	Multi-Family Residential
	R4 - Residential Townhouse
	R5 - Residential Stacked Townhouse
	R6 - Residential Low-Rise
Multi-Family Residential (RH2)	R7 - Residential Mid-Rise
	R8 - Residential High-Rise
Commercial (C1,C1A,C1L,C2,C3,C3A,C6,C9,C10/VC-DC/VC-G)	C1 - Core Commercial
Commercial (C7)	C2 - General Commercial
Corner Store Commercial (C1B)	C2 - Commercial (Varies by location)
Tourist Commercial (C4)	C3 - Local Commercial
	C4 - Hotel
Entertainment Commercial and Entertainment and Outdoor Tourist Attraction (C5/C5A - Capilano Suspension Bridge)	SP - Specialized Tourism & Recreation
Grouse Mountain (PRO)	
Mount Seymour (PRO)	
Special Purpose Park (SP)	PR - Parks and Outdoor Recreation
Community Park (CP)	
Neighbourhood Park (NP)	
Natural Parkland (NPL)	NP - Natural Parkland
Parks, Recreation & Open Space (PRO)	
Cemetery (CM)	CE - Cemetery
Public Assembly (PA 1,2,3)	Institutional - General
	Institutional - School
	Institutional - University
Waterfront Industrial (I1)	I3 - Heavy / Port Industrial
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

Planned Transition – Example – Marine Drive

Matching the Existing Development Potential

From C9 (1965 Bylaw)

to

General Commercial (C2)
(Proposed 2026 Bylaw)



Planned Transition – Example – Lynn Valley

Townhouses

Matching the Existing Building Form

From RM (1965 Bylaw)
to
R4 Townhouse Zone
(Proposed 2026 Bylaw)



“Pre-zoning”

- Pre-zoning is where sites are zoned to a higher density in accordance with the OCP.
- Pre-zoning works well in partnership with an OCP or Local Plan update when park and road locations are well understood.
- Pre-zoning could be a later phase of work associated with policy and/or plan updates.