

# AGENDA

## *COUNCIL WORKSHOP*

**Tuesday, December 2, 2025**

**5:00 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. December 2, 2025 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the December 2, 2025 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

### **2. ADOPTION OF MINUTES**

### **3. REPORTS FROM COUNCIL OR STAFF**

#### **3.1. Proposed Single-Family Zoning Changes Workshop**

**p.7-66**

File No. 09.3900.30/003.001

Report: Senior Development Planner, September 29, 2025

Attachment 1: Excerpts from Workshop Presentation Slides

Attachment 2: June 23, 2025 Report to Council “Zoning Bylaw Amendment – Proposed Single-Family Zoning Changes”

*Recommendation:*

THAT the September 29, 2025 report titled “Proposed Single-Family Zoning Changes Workshop” is received for information.

AND THAT staff are directed to prepare a zoning amendment bylaw for consideration at a Regular Meeting of Council in fall 2025 to implement the proposed changes to single-family zones.

**4. PUBLIC INPUT**

(maximum of ten minutes total)

**5. ADJOURNMENT**

*Recommendation:*

THAT the December 2, 2025 Council Workshop is adjourned.

## REPORTS

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**AGENDA INFORMATION**☐ Regular Meeting

Date: \_\_\_\_\_

☒ Other: Council Workshop

Date: December 2, 2025

Dept.  
ManagerGM/  
Director

CAO

## The District of North Vancouver

### REPORT TO COUNCIL

Date: September 29, 2025

File: 09.3900.30/003.001

**AUTHOR:** Kevin Zhang, Senior Development Planner**SUBJECT:** Proposed Single-Family Zoning Changes Workshop**RECOMMENDATION**

THAT the September 29, 2025 report titled "Proposed Single-Family Zoning Changes Workshop" is received for information.

AND THAT staff are directed to prepare a zoning amendment bylaw for consideration at a Regular Meeting of Council in fall 2025 to implement the proposed changes to single-family zones.

**REASON FOR REPORT**

At the June 23, 2025 Council meeting, Council was presented with a suite of proposed changes<sup>1</sup> to single-family zoning regulations for properties located within the Urban Containment Boundary. These changes affect the construction of, renovation of, and additions to buildings on the approximately 20,000 single-family properties within the District.

Council referred the report to a Council Workshop to allow for more discussion on the proposed changes.

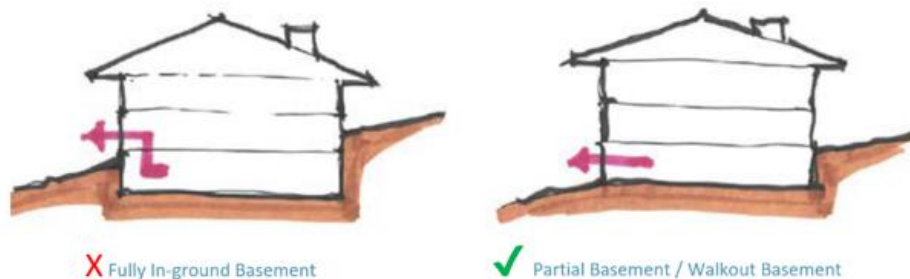
**DISCUSSION**

Staff have prepared extensive analysis including diagrams and illustrations related to the following key proposed changes, which will be presented at the workshop on December 2, 2025. The following headings represent the 4 main areas of proposed change together with a simplified graphic to illustrate the concept. The workshop presentation material will go into greater detail in each area of change.

<sup>1</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6539196>

**1. Remove floor space exemption for basements and cellars**

Reducing the incentive to build deep basements and cellars will help create healthier living spaces with more natural light, reduce flood risks during heavy storms, protect groundwater flow and tree roots, have less embodied carbon, and lower construction costs.

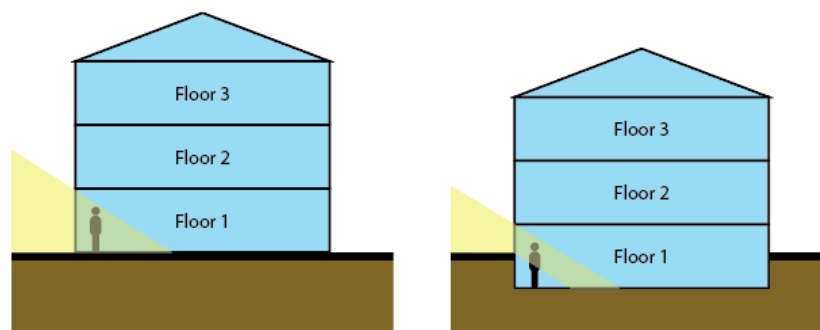


• Additional information to be provided at Workshop:

- Exploration of total permitted floor space under existing regulations
- Calculations related to proposed total permitted floor space
- Discussion of relationship between building height and building coverage
- Diagrams of types of basements permitted and not permitted
- Comparison with existing regulations

**2. Increase the maximum height of the main house**

To keep the same amount of living space while reducing deep basements, houses will need to be taller.



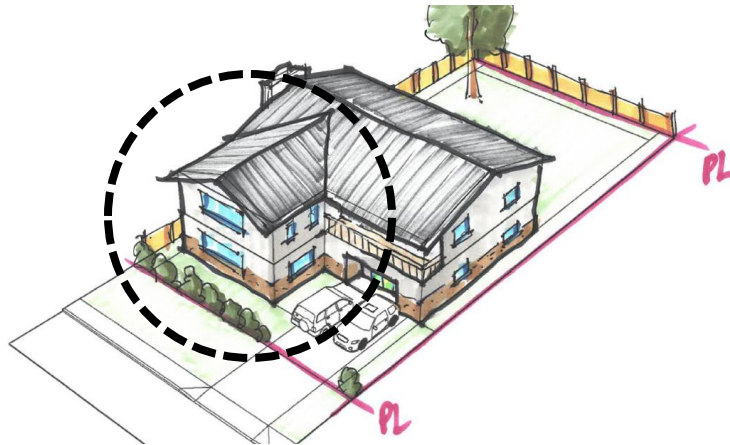
• Additional information to be provided at Workshop:

- Diagrams of number of storeys permitted
- Visual comparisons with existing homes
- Precedents of existing 3-storey homes within the District
- Further analysis on sloped lots
- Comparison with existing regulations



3. **Permit more buildable area in the front setback area**

Permitting living space (not just the garage) to be partially within the front yard allows for more flexible building designs and siting possibilities.



- Additional information to be provided at Workshop:
  - Diagram and visual analysis of 2-storey buildings within a portion of the front setback area
  - Exploration of potential locations of the secondary suite within the main house
  - Analysis of front setback uniformity in existing neighbourhoods
  - Comparison with existing regulations

4. **Increase maximum coach house size to 1,400 sq. ft.**

Increasing the size cap will create more liveable, family-oriented coach houses and give homeowners more flexibility in their living arrangements.



- Additional information to be provided at Workshop:
  - Visual analysis of massing and orientation of coach houses
  - Discussion of bonus density dedicated to coach houses
  - Impacts to coach house feasibility, especially in scenarios where existing homes are retained
  - Comparison with existing regulations

Please note that the presentation materials presented at the workshop will differ slightly from and contain additional illustrations than **Attachment 1**, due to the limitations of print media when compared with the graphic and animations capabilities of PowerPoint.

## **CONCLUSION**

As part of the overall Zoning Rewrite project, and in support of the proposed changes to single-family zoning regulations, staff are providing additional information to Council in an upcoming Council Workshop.

## **OPTIONS**

The options are available to Council:

1. THAT the September 29, 2025 report titled "Proposed Single-Family Zoning Changes Workshop" is received for information.

AND THAT staff are directed to prepare a zoning amendment bylaw for consideration to implement the proposed changes to single-family zones.

or

2. Provide alternative directions to staff.

Respectfully submitted,



Kevin Zhang  
Senior Development Planner

## **ATTACHMENTS**

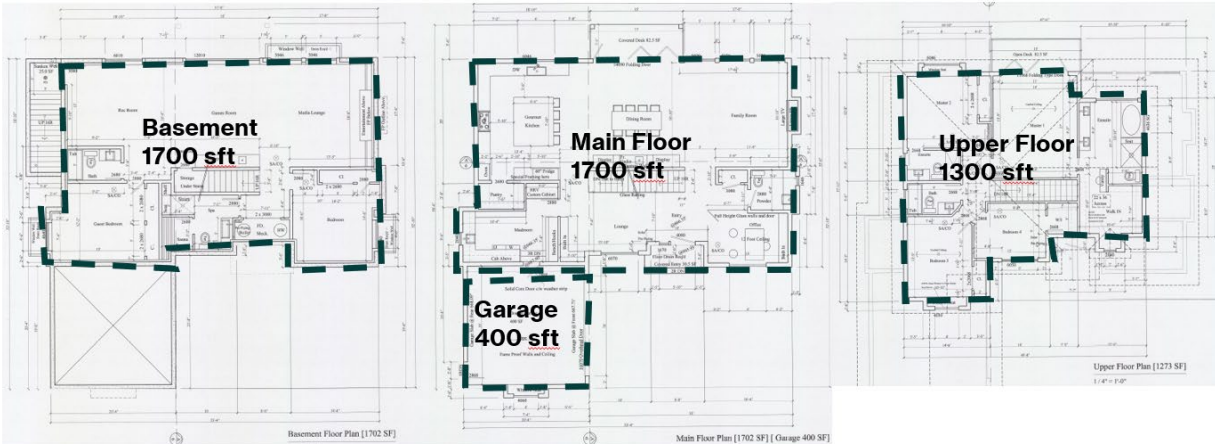
1. Excerpts from Workshop Presentation Slides
2. June 23, 2025 Report to Council "Zoning Bylaw Amendment – Proposed Single-Family Zoning Changes"

REVIEWED WITH:		
<input type="checkbox"/> Business and Economic	_____	<input type="checkbox"/> Finance
<input type="checkbox"/> Bylaw Services	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Clerk's Office	_____	<input type="checkbox"/> GIS
<input type="checkbox"/> Climate and Biodiversity	_____	<input type="checkbox"/> Human Resources
<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Integrated Planning
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Parks
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> Review and Compliance
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> Solicitor
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Utilities
		External Agencies:
		<input type="checkbox"/> Library Board
		<input type="checkbox"/> Museum and Archives
		<input type="checkbox"/> NSEM
		<input type="checkbox"/> NS Health
		<input type="checkbox"/> NVRC
		<input type="checkbox"/> RCMP
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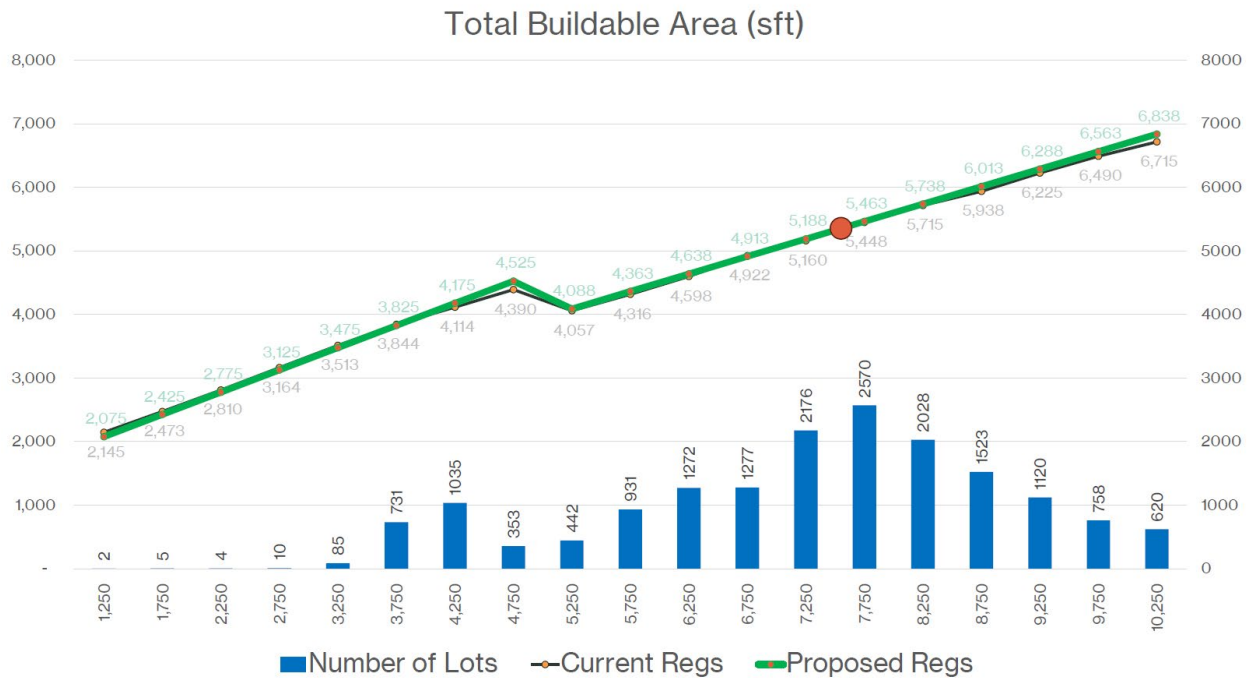
## Attachment 1: Excerpts from Workshop Presentation Slides

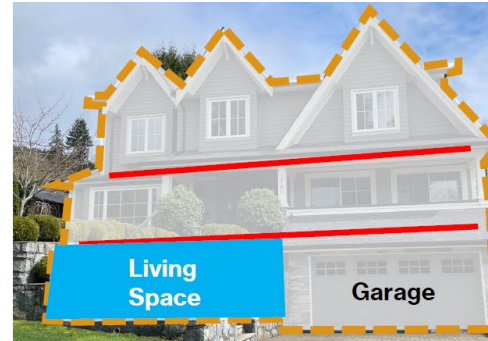
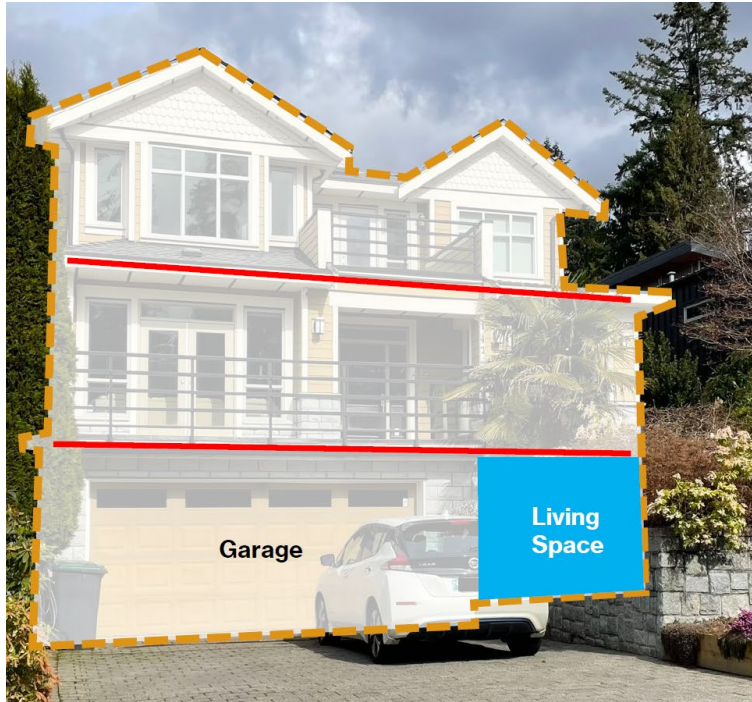
### Example of Currently Permitted Homes



$$1,700 + 1,700 + 400 + 1,300 = 5100 \text{ square feet}$$

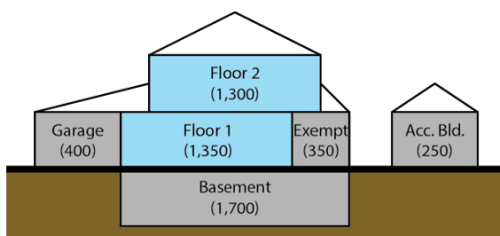
On 7,500 square feet lot = **0.68 FSR** (before accessory structure exemptions)





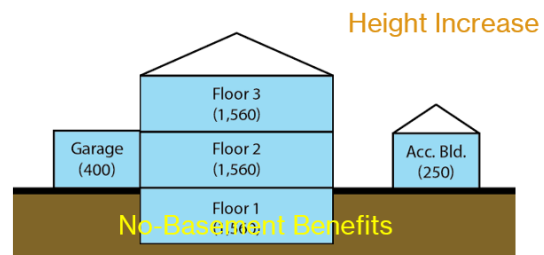
## Existing vs Proposed Regulations

- **0.35 FSR** + 350 + 400 + 269  
**with** full basement exemption



**Total Buildable: ~ 5,350 sq. ft.**

- **0.55 FSR** + 1200  
**without** basement exemption

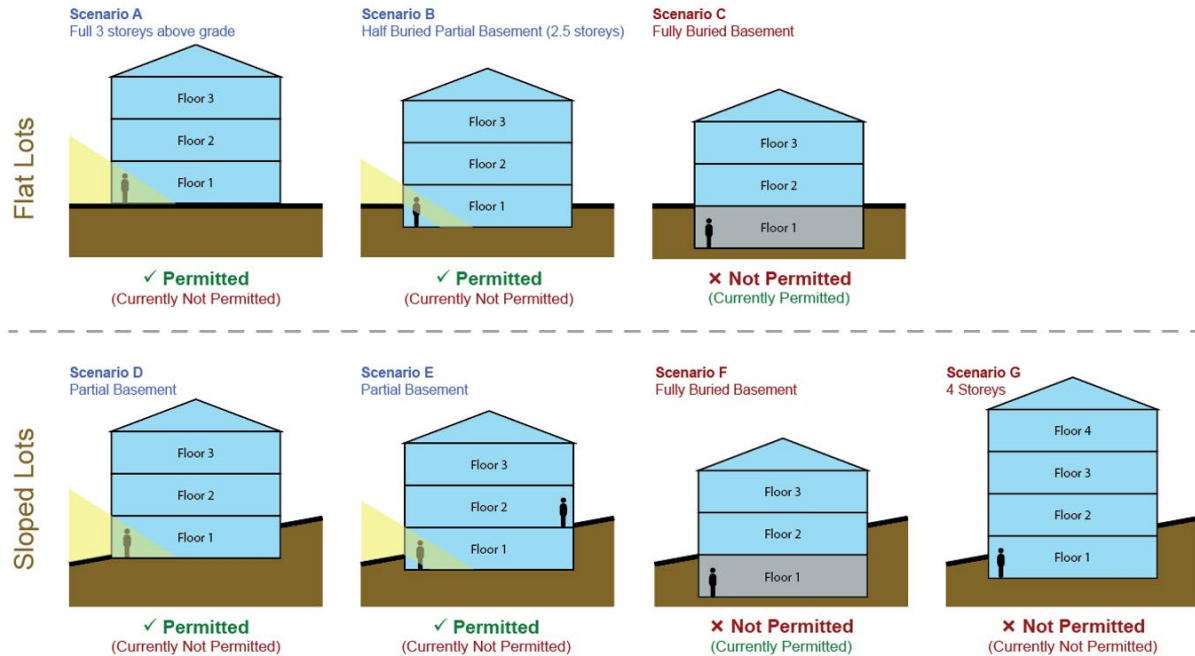


**Total Buildable: ~ 5,350 sq. ft.**

All metrics, illustrations, and diagrams are draft and subject to change.

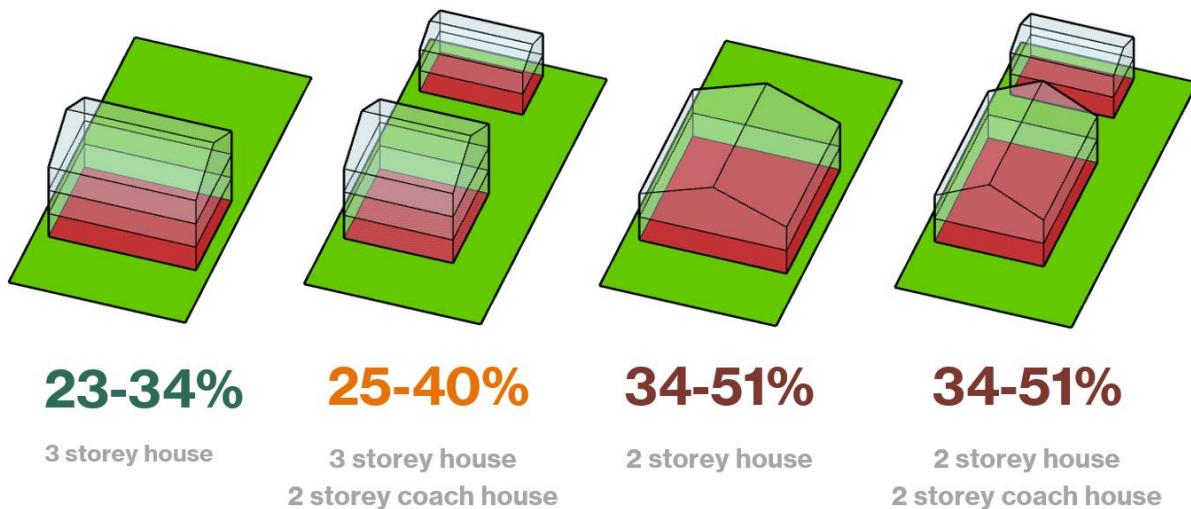


# Height, Storeys, and Basements



All metrics, illustrations, and diagrams are draft and subject to change.

## Building Coverage



All metrics, illustrations, and diagrams are draft and subject to change.

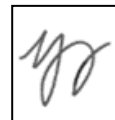
## Potential Unit Configurations



All metrics, illustrations, and diagrams are draft and subject to change.




AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: June 23, 2025
<input type="checkbox"/> Other:	Date: _____



Dept.  
Manager



GM/  
Director



CAO  
(acting)

## The District of North Vancouver REPORT TO COUNCIL

Date: June 10, 2025  
File: 09.3900.30/003.001

**AUTHOR:** Kevin Zhang, Senior Development Planner

**SUBJECT:** Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes

### RECOMMENDATION

THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes".

### REASON FOR REPORT

This report proposes a suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary. These changes affect the construction of, renovation of, and additions to buildings on single-family properties. The proposed changes are based on extensive staff analysis and incorporate input from Council, the public, and industry experts such as designers and builders. If Council are supportive of the scope of changes, staff will return in the fall with the final zoning provisions.

### BACKGROUND

The Zoning Bylaw Rewrite project was formally launched following a report to Council on October 3, 2024<sup>1</sup>. Staff recommend that the District's current Zoning Bylaw, first adopted in 1965, be updated to ensure the effective regulation of land uses in the District. The rewrite aims to create an entirely new bylaw that is modern, streamlined, and easy to use.

This report is focused on updating the single-family regulations; which has been a topic of sustained interest with both Council and the public. A highlight of recent Council discussions on this topic include:

- **October 2015 – June 2016:** Strategies for mitigating impacts of single-family renewal<sup>2</sup> (good neighbour program, information awareness, regulation review).
- **March 2017 – March 2018:** Single-family key work priorities<sup>3</sup> (enforcement, erosion and sediment control, greenspace and landscaping, and house size, form, and character).

<sup>1</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6395065>

<sup>2</sup> <https://app.dnv.org/OpenDocument/Default.aspx?docNum=2913310>

<sup>3</sup> <https://app.dnv.org/OpenDocument/Default.aspx?docNum=3512238>

- **February 2023:** Housing Options for Single-Family Neighbourhoods public engagement<sup>4</sup> (strong public support for larger suites, increases to building height to “lift” basements out of the ground, and exploration of infill housing typologies like coach houses, duplexes, and triplexes).
- **December 2023:** Maximum coach house height increased to two storeys<sup>5</sup>.
- **June 2024:** Zoning amendments were adopted<sup>6</sup> that permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary.
- **February 2025:** Coach House Process Improvements adopted<sup>7</sup> (streamlined regulations and delegation of more variances to staff).

## DISCUSSION

With the OCP Update that is currently underway, the District is planning to accommodate additional housing units in the next 20 years. While Council continues to support the urban form described in the OCP where the majority of future growth is directed to key growth centres, gentle densification of single-family neighbourhoods within the Urban Containment Boundary is expected to create opportunities for diverse households (e.g. young adults, families with children, multi-generational arrangements, and seniors aging in place).

The proposed zoning bylaw amendments described within this report are intended to ease regulatory constraints for new houses, suites, and coach houses to address the goal of offering more diverse housing options that better suit the community’s needs.

Another significant consideration is that new regulations must be streamlined to increase clarity and effectiveness as well as address current issues such as climate and environment response. They should reduce outdated and unnecessary constraints to approval, and be easier to understand for homeowners, designers, builders, and staff. Ultimately, the changes can be expected to also reduce permit processing and implementation timeliness.

In practice, the new regulations are expected to support incremental change over time, and not dramatically alter established neighbourhoods. This is because the District has an annual net average of around 120 single family homes and coach houses that are built or substantially renovated out of approximately 16,000 existing homes. This represents less than 1% replacement per year.

### ***Guiding Principles***

The following is a summary of the guiding principles for the proposed changes, developed based on industry best practice as well as feedback received from Council and the public:

1. **Improving liveability and climate response:** Enhance the safety and comfort of homes by eliminating full cellars thereby allowing better natural daylight to all spaces in

<sup>4</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=5916357>

<sup>5</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170769>

<sup>6</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6312153>

<sup>7</sup> <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6476653>

the home. This also has the potential to reduce impacts from excavation and site disturbance, tree loss, groundwater changes, and embodied carbon.

2. **Streamline regulations and provide flexibility:** Create regulations that are easier to understand and implement for homeowners, builders, and District staff. More options for how people want to build and utilize their permitted floor space and yard space.
3. **Balance change with maintaining key neighbourhood character:** Recognize the valued character of existing single-family neighbourhoods and ensure compatible building form and scale of new construction and incremental changes over time.
4. **Enable affordable construction and cost efficiency:** Facilitate construction techniques that could reduce overall building costs, such as simpler building forms and above grade construction.
5. **Maintain overall buildable areas in comparison with existing regulations:** Ensure new regulations, in general, do not reduce the total buildable floor area permitted on a property compared to existing regulations. This concept is described in greater detail later in the report.

### ***Summary of the Proposed Changes***

The following table highlights the key proposed changes with detailed discussion on each change outlined in the sections following.

<b>Proposed Changes to Single-Family Zoning Regulations</b>		<b>Rationale</b>
<b>1</b>	Remove floor space exemption for basements and cellars	Reducing the incentive to build deep basements and cellars will help create healthier living spaces with more natural light, reduce flood risks during heavy storms, protect groundwater flow and tree roots, have less embodied carbon, and lower construction costs.
<b>2</b>	Increase the maximum height of the main house	To keep the same amount of living space while reducing deep basements, houses will need to be taller.
<b>3</b>	Permit more buildable area in the front setback area	Permitting living space (not just the garage) to be partially within the front yard allows for more flexible building designs and siting possibilities.
<b>4</b>	Increase maximum coach house size to 1,400 sq. ft.	Increasing the size cap will create more liveable, family-oriented coach houses and give homeowners more flexibility in their living arrangements.
<b>5</b>	Consolidate most single-family zones	Standardizing single-family zoning across the District will lead to simpler, more consistent, and predictable regulations.
<b>6</b>	Other changes	Other proposed changes that: <ul style="list-style-type: none"> <li>• Are consequential to the key changes;</li> <li>• Aimed to clarify and simplify regulations; and</li> <li>• Improve liveability, building efficiency, and environmental stewardship.</li> </ul>

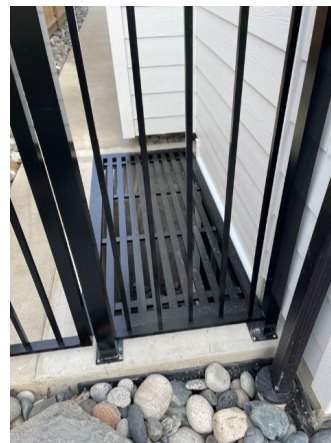
### Remove Floor Space Exemptions for Basements and Cellars

The new single-family zone proposes to **remove floor space exemptions for deep basements and cellars** to discourage fully below-ground living spaces. This change is supported by feedback in both 2022 and 2025 public consultations.

Currently, all single-family zones contain a floor space exemption rule that grants “free floor space” to deep basements and cellars (fully in-ground spaces). This regulation, in combination with building height regulations, creates an incentive for new homes to contain deep basements and cellars - often around 35% of the total building (this space is most often the location of the secondary suite). Even on lots where basements are not necessary for topographic reasons, builders are intentionally digging the lowest floor into the ground to take advantage of this regulation.

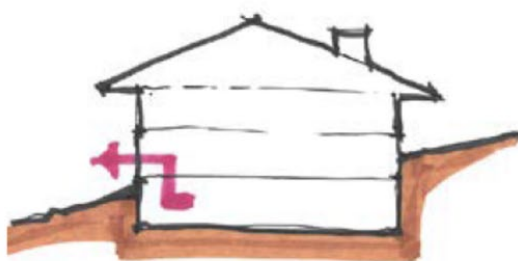


**Example of home with deep basement under construction**

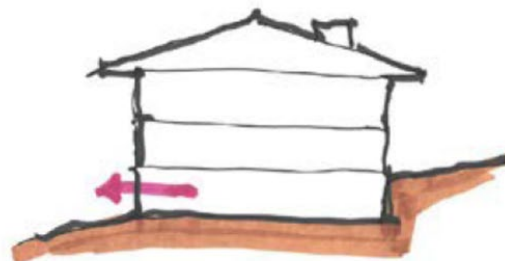


**Example of completed window well to basement**

The first image above shows a home under construction in the District with a deep basement (i.e. a cellar). The second image is an example of a completed window well with grates. This covered opening is often the main source of light and air for a fully in-ground basement suite. Staff are proposing regulations that would discourage fully in-ground basements (below left diagram) while permitting partial basements (below right diagram) which are necessary to build homes on sloped lots.



**X Fully In-ground Basement**



**✓ Partial Basement / Walkout Basement**

**Comparison of fully in-ground basements versus partial basements (red arrow denotes exit path)**

The significant issues associated with the creation of cellars are further summarized below:



**Climate Change Vulnerability:** Basements are more susceptible to flooding during intense storm events, which are increasing in frequency.



**Environmental Impacts:** Excavation can disrupt natural groundwater flow and remove soil that would otherwise absorb and retain stormwater. This negatively affects creeks and tree preservation.



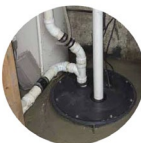
**Liveability Concerns:** Fully in-ground spaces often lack natural light and fresh air, relying on small window wells, which can create less pleasant and healthy living environments and pose challenges for emergency egress.



**Accessibility Issues:** Significant grade differences make these spaces inherently difficult to access for individuals with mobility limitations.



**Construction Costs and Carbon Footprint:** Deep concrete basements are expensive to construct due to excavation, shoring, formwork, and waterproofing, and concrete has a relatively high carbon footprint.



**Mechanical Systems:** Basements often require complex ventilation, dehumidification, and sump pump systems, increasing initial and ongoing costs and energy consumption.

Given these concerns, a core strategy of the proposed single-family zoning update is to no longer incentivize basements and cellars by allowing them to be excluded from floor space calculations. Instead, reallocate that potential living space above ground, where it is more cost-effective to build, accessible, liveable, and resilient to climate change.

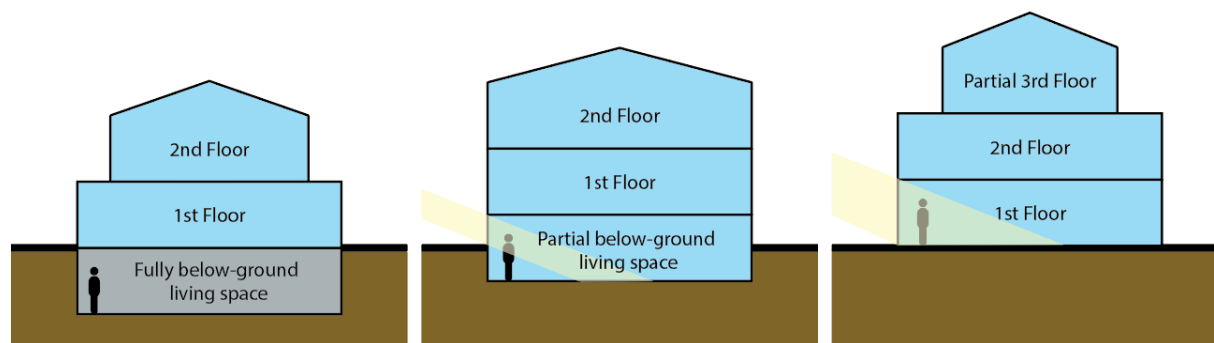
Staff recommend that with this change homeowners still have access to a similar amount of total buildable floor space, the total permitted floor space on a lot is proposed to be increased to offset the removal of the basement floor space exemption.

While basements and cellars are no longer incentivised, partial basements are still proposed to be permitted. Without the regulatory incentive to build below grade, it is expected that the financial, technical, environmental, and liveability challenges associated with constructing cellars will deter such practice. Although, basement depth and height regulations may still be varied in response to unique or highly constrained circumstances.



### ***Increase Maximum Height to Facilitate Buildings to be “Lifted” out of the Ground***

The new single-family zone proposes to **permit a partial third storey for the principal building** to facilitate “lifting” basements out of the ground, as illustrated by the diagram below. This change is supported by public feedback (60% support, 545 of 920 responses). Note that coach houses are still proposed to be limited to two storeys.



Existing Regulations	Proposed Regulations (Permit both scenarios below)	
<b>All Scenarios:</b> <ul style="list-style-type: none"> <li>• 2 storeys in height above grade</li> <li>• Living space can be fully in-ground</li> </ul>	<b>Partial Basement Scenario:</b> <ul style="list-style-type: none"> <li>• 2.5 storeys in height above grade</li> <li>• Living space can be a maximum of half a storey below ground</li> </ul>	<b>Slab on Grade Scenario:</b> <ul style="list-style-type: none"> <li>• 3 storeys in height above grade</li> <li>• The 3rd floor is limited to 75% of the floor area of the 2nd floor.</li> </ul>
<b>Pro:</b> <ul style="list-style-type: none"> <li>• Smaller building form</li> <li>• Less privacy/shadowing impacts</li> </ul>	<b>Pro:</b> <ul style="list-style-type: none"> <li>• More liveable spaces</li> <li>• Less environmental impact</li> <li>• Less susceptible to flooding</li> <li>• Less expensive to construct</li> <li>• Less soil disturbance</li> </ul>	<b>Pro:</b> <ul style="list-style-type: none"> <li>• Most liveable spaces</li> <li>• Least environmental impact</li> <li>• Least susceptible to flooding</li> <li>• Least expensive to construct</li> <li>• Least soil disturbance</li> </ul>
<b>Con:</b> <ul style="list-style-type: none"> <li>• Less liveable spaces</li> <li>• Most environmental impact</li> <li>• Most susceptible to flooding</li> <li>• Most expensive to construct</li> <li>• Most soil disturbance</li> </ul>	<b>Con:</b> <ul style="list-style-type: none"> <li>• Larger building form</li> <li>• More privacy/shadowing impacts</li> </ul>	<b>Con:</b> <ul style="list-style-type: none"> <li>• Largest building form</li> <li>• Most privacy/shadowing impacts</li> </ul>

### **Comparison of Existing and Proposed Basement/Height Regulations**

It is important to note that given the District’s sloped terrain, existing regulations already permit portions of houses to be three storeys in height through “localized depression” regulations (see photo to right).

To summarize, staff’s recommendation aims to strike a balance between allowing basements to be lifted out of the ground and not creating too much visual bulk in existing streetscape context (i.e. where there are lower existing buildings).



Alternatives to staff's recommendation could include:

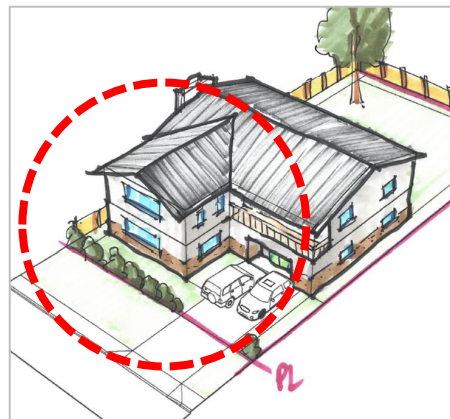
- a) **Permit a full third storey on all homes** – this will allow the most flexibility in terms of re-allocating the basement volume without reducing yard spaces. There is some public support for such flexibility. However, staff recommend taking an incremental approach to allow a partial third floor at this time, which would allow staff to monitor height variances requests and their impacts to neighbours. Staff can return to Council with this option in the future, if warranted; or
- b) **Make no changes to existing height regulations** - should no changes be made to height regulations, it is expected that buildings will have greater footprints, occupying more yard space. This may result in more height and siting variance applications.

### **Permit More Buildable Area within the Front Setback Area**

If the District were to “lift” basements out of the ground, while accommodating more floor space above grade, the following proposed changes would allow for greater flexibility in building design and siting:

- a) **Slightly reduce the front setback**, thereby allowing all homes to come closer to the street; and
- b) **Allow two storey living spaces in a portion of the front setback area**, in the same location as where side-entry garages are currently permitted (see diagram below).

These changes are supported by recent public feedback received in the spring, in conjunction with the OCP Update. (73% support, 675 of 915 responses). Permitting more floor space in the front yard preserves more open space in the rear yard which benefits privacy, use for leisure activities, landscaping, tree protection, and stormwater management.



Existing Regulations	Proposed Regulations
Portion of house within the front setback area is limited to garage use and 1 storey	Portion of house within the front setback area may also be used as living space and may be 2 storeys

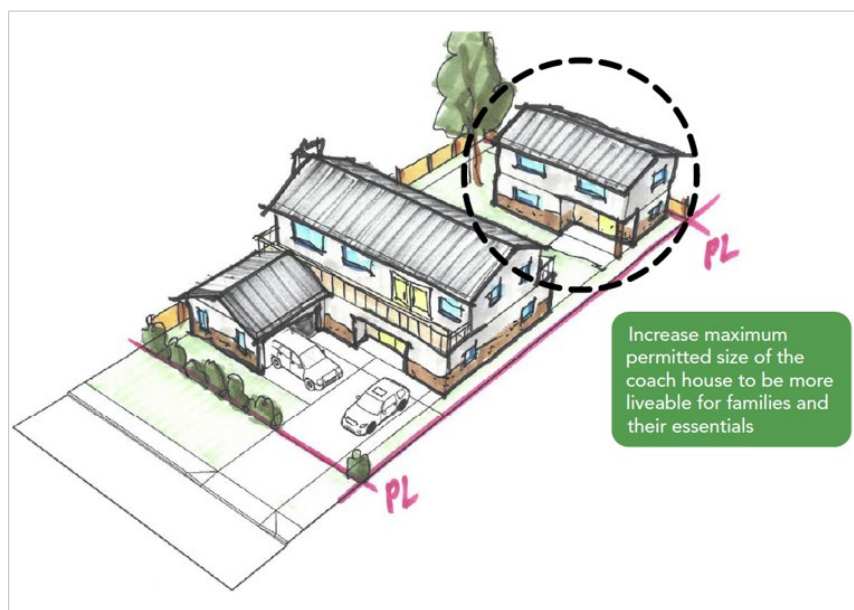
Staff recommend that the existing limitations on the size of the portion of the building in the front yard will remain (e.g. the footprints of buildings and driveways combined cannot be more than 60% of the front yard).

### ***Increase Maximum Coach House Size***

To facilitate coach house construction, the new single-family zone proposes to:

- a) **Increase the maximum coach house size from 90 m<sup>2</sup> (969 sq. ft.) to 130 m<sup>2</sup> (1,400 sq. ft.)**, large enough for a three-bedroom home; and
- b) **Provide a small amount of additional density** if a property contains a coach house.

These changes are supported by public feedback (73% support, 663 of 911 responses). Note that the combined total floor area of the coach house and main house still need to satisfy the maximum permitted floor area on the lot. For context, the current maximum secondary suite size is the lesser of 1,400 sq. ft. or 49% of the main house.



**Illustration of a 1,400 sq. ft. coach house in a two-storey form**

This would enable larger, more family-friendly coach houses, supporting multi-generational living and/or providing more substantial rental suites. This change also gives homeowners more choice in how they use their property. For example, one could choose to build a larger coach house and have a slightly smaller main house, if the combined size of both buildings stays within the property's overall limit.

Not every property will be able to build the maximum 1,400 square foot coach house. The ability to build depends on factors such as the remaining unrealized floor area on a lot, available space after meeting setback requirements from property lines and environmental features, and whether the lot has adequate servicing and water pressure for fire safety.

Should Council support this direction, staff will bring back detailed coach house regulations, particularly on siting, setbacks and orientations to mitigate any potential privacy and overlook impact to neighbouring properties.



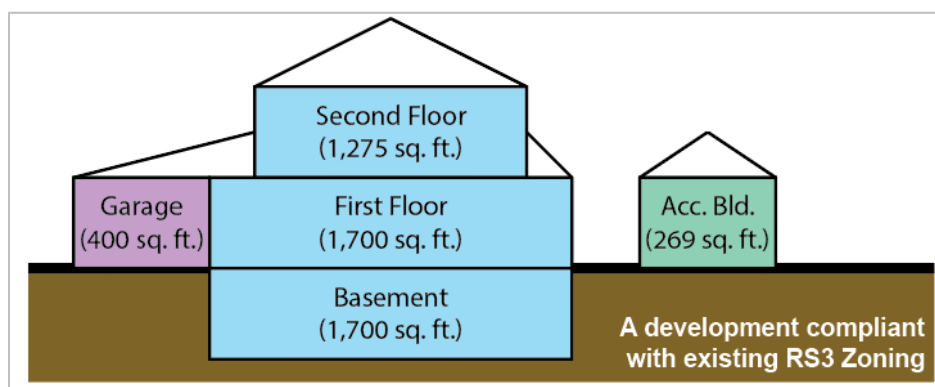
### ***Maintaining the Total Buildable Floor Area***

Staff recommend that a key principle unpinning the proposed changes is to **generally maintain the existing development rights of single-family lots**. Should Council choose not to implement this principle, this will lead to widespread and significant cases of existing non-conformities across the District, causing long-term financial and liveability impacts to many single-family properties.

Development rights in the single-family context can best be approximated by the “total buildable floor area”. The following clarifies the difference between “buildable” and “countable” floor area:

- Total “**buildable floor area**” is the true size of a home, inclusive of basements, garages, and accessory buildings; and
- Total “**countable floor area**” is a number used only to determine zoning compliance.

The following hypothetical development illustrates why the total buildable floor area is typically greater than the total countable floor area under existing regulations. For example, while the limit within a RS3 zone is 0.35 FSR (floor space ratio), various exemptions for basements, garages allow the actual floor space ratio to be about 0.71 FSR.



**Illustration of a zoning-compliant development on a typical 7,500 sq. ft. RS3-zoned property**

	<b>Buildable Floor Area (sq. ft.)</b>	<b>Countable Floor Area (sq. ft.)</b>	<b>RS3 Floor Area Exemptions</b>
Second Storey	1,275	1,275	-
First Storey	1,700	1,350	up to 350 sq. ft. of main house exempted
Basement	1,700	0	entire basement exempted
Garage	400	0	up to 400 sq. ft. of garage exempted
Accessory Building	269	0	up to 269 sq. ft. of accessory building exempted
<b>Total Floor Area</b>	<b>5,344</b>	<b>2,625</b>	
FSR	0.71 FSR	0.35 FSR	

**Comparison of total Buildable Floor Area vs Countable Floor Area  
on a typical 7,500 sq. ft. RS3-zoned property with existing regulations**

Based on new construction building permits issued within the last 5 years, the most common new single-family home in the District is between 5,000 and 6,000 square feet in total constructed floor area. This generally equates to an FSR greater than 0.70.

### Consolidate Existing Single-Family Zones

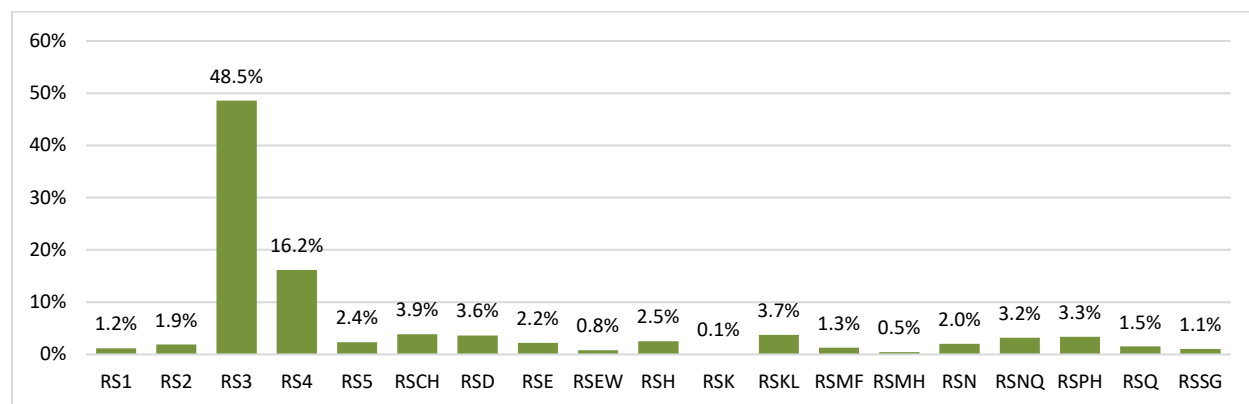
Based on public feedback and best practice research, Staff propose to **consolidate most of the existing single-family zones**. The consolidated zone aims **to provide approximately the same “total buildable floor area” as existing regulations** (see section above).

This change will make regulations more consistent and easier to understand for homeowners, designers, builders. Also, fewer single-family zones are much easier for the District to administer, leading to faster review and permitting timelines.

There are over 20 different zones that permit single-family developments. They can be categorized into the following:

- Five (5) “standard single-family zones” that were drafted in 1965: RS1, RS2, RS3, RS4, and RS5;
- Fourteen (14) “neighbourhood single-family zones” that were drafted in the 1990s: RSCH, RSD, RSE, RSEW, RSH, RSK, RSKL, RSMF, RSMH, RSN, RSNQ, RSPH, RSQ, and RSSG; and
- Certain Comprehensive Development (CD) zones.

All single-family zones are very similar in nature, with only slight variations in certain regulations. These slight variations have been sources of confusion for many homeowners, designers, and builders over the last decades. In addition, just two zones (RS3 and RS4) make up the vast majority (65%) of single-family properties in the District. The frequency of each existing single-family zones is shown by the chart below.



**Frequency of single-family lots in the District by different RS zones**

***Maintain Existing Parking Requirements***

With the contemplated changes to raise basement and to allow a bigger coach house, it is generally expected that this can be achieved without increasing overall parking demand for an individual site. Further, staff analyzed options to decrease parking requirements, which include overall one parking stall reduction, or reduction at locations near public transit and amenities. Public feedback on this issue is relatively split between support for parking reduction and keeping the existing status quo. Staff recommend maintaining the existing minimum vehicle parking requirements (2 stalls for a house, 3 stalls for a house with a suite and/or a coach house). In cases where a parking reduction is supportable given proximity to transit, specific site constraints, or other reasons, staff can process such requests through variance applications. In the future, the parking issue may warrant a revisit should staff be able to gather enough data from permitting and from analysis on how people park in the single-family neighbourhoods.

As an alternative to staff's recommendation, Council may direct staff to introduce reduced parking requirements in areas close to transit and amenities, such as town and village centres. This approach provides more flexibility to residents who are less car-dependent, while at the same time recognizes that many single-family lots in the District can voluntarily accommodate three or more parking spaces without the need for strict minimums set out in zoning regulations.

***Other Consequential and Miscellaneous Changes***

Other proposed changes can be generally categorized into the following three types:

- 1) Changes that are **consequences of key changes** discussed above in the report, such as:
  - a) Increasing total permitted gross floor area and total building coverage to offset removal of basement floor space exemption;
  - b) Modifying height definitions and limitations;
  - c) Modifying localized depression regulations;
  - d) Modifying building coverage and site coverage limits;
  - e) Refining basement, crawlspace, and cellar regulations; and
  - f) Refining localized depression regulations.
- 2) Changes to **clarify and simplify** regulations, examples include:
  - a) Updating definitions and general regulations;
  - b) Standardizing setbacks and separations;
  - c) Standardizing gross floor area inclusions and exemptions;
  - d) Standardizing subdivision requirements;
  - e) Removing outdated siting plans;
  - f) Removing eave height regulations; and
  - g) Simplifying of use restrictions so that homeowners can allocate their total permitted floor space between vehicle or living use with more flexibility.

- 3) Changes to improve **liveability, building efficiency, and environmental stewardship**, examples include:
- a) Adding floor space exemption and regulations regarding elevators;
  - b) Modifying exterior wall definitions to encourage more energy efficient wall assemblies;
  - c) Modifying outdoor amenity space regulations;
  - d) Modifying landscaping regulations;
  - e) Exploring regulatory tools for tree retention and replanting;
  - f) Removing the requirement for the second floor to be 75% of the floor below; and
  - g) Adding pedestrian access requirements.

All the proposed changes will be described in detail in a Report to Council when the new single-family zoning bylaw is brought to Council for consideration in the fall.

### ***Rate of Change in Existing Single-Family Neighbourhoods***

Should Council support the proposed changes in this report and ultimately adopt the proposed zoning amendments, staff will prepare materials and processes to inform the public about the new zoning regulations. In addition, staff will be monitoring the implementation of these regulations.

While it is expected that there may be an increase in permit applications due to the increased flexibility in the regulations, the overall rate of change within our single-family neighbourhoods will likely remain low, as evidenced by the current rate of building permits issued summarized below. Faster change and residential unit growth is anticipated to take place in our Town and Village Centres, inline with the OCP's objective of focusing growth in areas well served by transit and amenities.

<b>New Construction Permits</b>	<b>Major Addition Permits</b>	<b>Minor Addition Permits</b>
Approx. 50 per year	Approx. 35 per year	Approx. 23 per year

**Frequency of relevant Building Permits issued in the last 5 years** Note: Other permits that do not impact the overall size and massing of the building are not shown (e.g. electrical, plumbing, gas)

### **CONCURRENCE**

The proposed new single-family zone is a continuing collaboration of interdisciplinary staff, including members of the building, planning, engineering, transportation, legal, and environment departments. In particular, the single-family plans review team has been integral in the analysis of the proposed changes to ensure that they generate building forms that meet the needs of community.

Staff have presented to and solicited feedback from the Advisory Design Panel on proposed changes to single-family zoning regulations. Staff anticipate further engagement with the panel later this year, particularly in the drafting, testing, and review of new multi-family and mixed-use zones.

In addition, the proposed changes are being reviewed by a team of external consultants including architects, designers, builders, planners, and lawyers.

**FINANCIAL IMPLICATIONS**

All fees associated with the construction and/or renovation of principal dwellings, secondary suite, and coach houses are not impacted by the proposed zoning regulation changes.

The reduction of basements, which are costly to build, in new home designs will likely lead to lower overall declared total construction value of new construction and major addition building permit applications.

In the short term, the adoption of new regulations will require both staff and financial resources to be dedicated towards public communication, staff training, and updates to informational materials, website resources, and application processing systems. However, in the long term, the set of simplified and standardized regulations is expected to lead to reduced informational enquiries and reduced permit review times.

**ENVIRONMENTAL IMPLICATIONS**

With the proposed regulations discouraging fully in-ground basements, it is expected that there will be a net benefit to the achievement of environment sustainability goals in the form of:

- reduced blockage, diversion, and removal of ground water flow;
- increased stormwater absorption;
- reduced excavations and soil disturbance which would facilitate the retention of existing trees; and
- reduced use of concrete, thereby reducing embodied carbon.

The applicability of Environmental Protection and Natural Hazard Development Permit Areas (DPA) are not impacted by the proposed zoning regulation changes. All developments on properties within such DPAs require continue to require submissions from Qualified Professionals and permits issues by the District.

The applicability of the Environmental Protection and Preservation Bylaw is not impacted by the proposed zoning regulation changes. It will continue to be applied to protect, preserve and conserve the District's ecological systems of watercourses, trees, soils, lands and visual assets, especially during the construction phases of a single-family development.

Regarding the potential for tree loss due to coach house construction and single-family renewal, staff will continue to explore strategies for tree retention, tree planting, and increasing overall canopy coverage within the District.

## PUBLIC INPUT

Public engagement is a critical component of the Zoning Bylaw Rewrite project and builds on past surveys and discussions with Council and the community. Public engagement on the proposed single-family zoning regulations changes was conducted in conjunction with the Official Community Plan update. Public engagement was conducted at the Consult level on the District's public engagement spectrum:

### PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
"We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information."	"We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas."	"We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision."	"We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

There was a total of 1,596 interactions through a variety of engagement opportunities. These included an online survey (958 completed surveys), in-person community information open houses, virtual information sessions, and in-person pop-ups.

A variety of print and digital communication tactics were used to engage participants, including the Spring 2025 Community Report that was mailed to all residences, District website updates, signs posted throughout the District, a number of both paid and organic social media posts, print and digital advertisements in the North Shore News, emails to subscribers, postcards distributed at community centres, libraries and District Hall, and direct outreach in person.



**Public Engagement Event at Ross Road Elementary School on April 16, 2025**

Overall, there was general support from the public on the proposed changes. Common themes expressed by the public include:

- **Liveability:**
  - Strong support for “lifting” basements out of the ground to create more liveable suites and reduce environmental impacts, understanding that buildings will be taller to accommodate this change.
  - Support for building height increase is tempered by concerns for potential negative impacts to neighbourhood character, views, and privacy.
- **Multi-generational Housing:**
  - Interest in multi-generational housing with a strong desire to retain the currently permitted total floor area.
  - Strong interest in additional development configurations such as duplexes, triplexes, and house-plexes.
- **More Flexible Regulations:**
  - Support for reduced front setbacks and the ability to make greater use of the front yard, with the caveat that a portion of the front yard be maintained for landscaping.
  - Strong support for increasing maximum coach house size to make them more family friendly.
- **Parking:**
  - Mixed views on reducing the total number of required parking spaces with support for reductions in some situations but recognition that many residents still rely on cars.

A complete summary of the public feedback received is provided as **Attachment 1**.

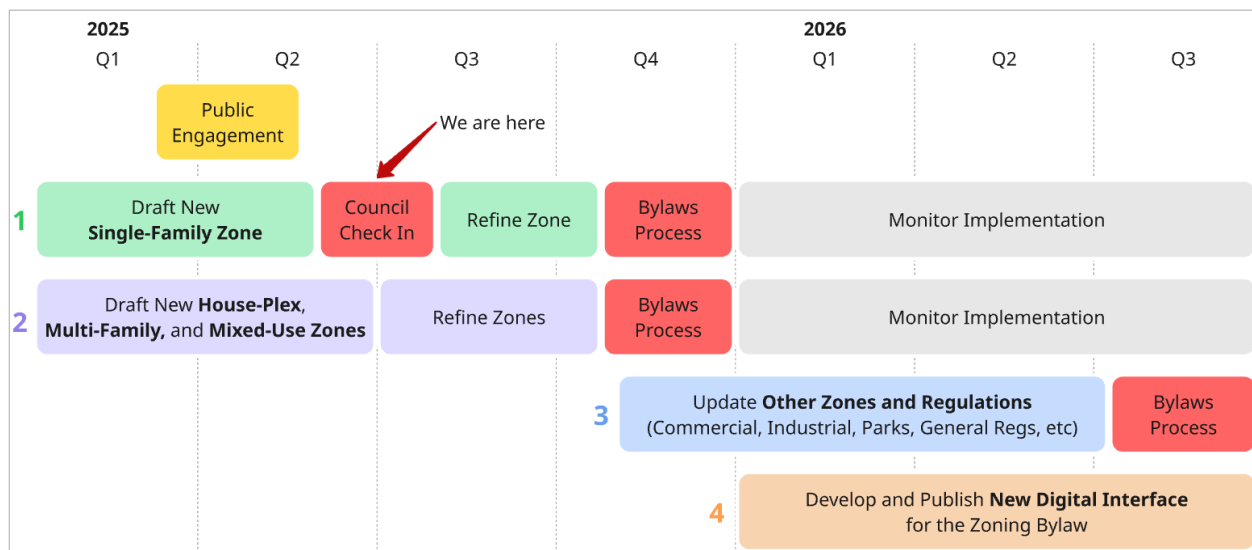
## **TIMING AND NEXT STEPS**

The overall Zoning Bylaw Rewrite project is a multi-phased initiative with four key work streams. A summary and timeline of the work streams are provided below.

1. **Single-Family Zones:** The focus currently is to bring forward single-family zoning changes aligned with Council decisions to date and public feedback gathered. This work will also help implement the OCP update and partially meet the District’s housing needs. If Council is generally supportive of the suite of changes outlined in this report, staff will bring back final bylaw provisions in the early fall for Council consideration.

Please note this stream of work will also include an examination of single-family lots outside of the Urban Containment Boundary. This work may need to dovetail with house-plex and multi-family streams of work, which are anticipated to take place in the second half of this year.

2. **House-Plex, Multi-Family, and Mixed-Use Zones:** Also in 2025, the project team is developing new standard multiplex, and mixed-use zones that implement the ongoing OCP Update, the Economic Development Strategy, and address ongoing housing needs. The multiplex zone is envisioned to permit up to four residential units and be applied to specific neighbourhoods, as identified in the OCP Update, which is being considered by Council at the same time of this report.
3. **Other Zones and Regulations:** In 2026, the project team will move on to updating all other zones and regulations (e.g. commercial, industrial, institutional, parks, general regulations, etc) with the aim of producing a modernized Zoning Bylaw towards fall 2026.
4. **New Digital Interface:** The project team anticipates launching a new digital interface for the Zoning Bylaw to enhance accessibility and functionality towards winter 2026/2027.



**Timeline of the four key work streams of the Zoning Bylaw Rewrite project**

## CONCLUSION

The proposed suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary represent a significant and considered step in the evolution of our traditionally single-family neighbourhoods. These changes are designed to create a more flexible, streamlined, and responsive regulatory framework that supports the District's goals for housing diversity, environmental responsibility, enhanced livability, and neighbourhood compatibility.

The feedback received from the public and stakeholders to date has been instrumental in shaping these proposals. Staff will refine these concepts based on Council's directions with the objective of bringing forward a draft bylaw for Council's consideration in the fall. This work is crucial for ensuring our Zoning Bylaw effectively addresses the evolving needs of our community and aligns with corporate strategic priorities for years to come.



**OPTIONS**

THAT Council:

1. THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes."
- or
2. Give specific directions regarding one or more of the changes outlined in the report, direct staff to prepare a Zoning Amendment Bylaw, and bring the bylaw back in early fall for Council consideration and subsequent public hearing;
- or
3. Refer the report to a Council workshop where Council may ask further questions and/or give specific directions regarding one or more of the changes (this option will delay the implementation of the zoning changes);
- or
4. Provide alternative directions to staff.

Respectfully submitted,



Kevin Zhang  
Senior Development Planner

**ATTACHMENTS**

- ~~1. Official Community Plan & Zoning Bylaw Update – What We Heard Report – June 2025~~

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

**Official Community Plan &  
Zoning Bylaw Update**

Engagement Summary Report  
May 2025

Prepared with



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## 1. About this report

This report provides a summary of the community engagement conducted by the District of North Vancouver (District) and the input received. The purpose of the engagement was to inform the community and collect input on how to provide for 22,369 new housing units between 2021 and 2041 in the Official Community Plan (OCP) as required by the Province's legislation, as well as to ask respondents for their perspectives on updates to the single-family zones in the Zoning Bylaw.

Public engagement took place April 1-29, 2025, with opportunities to participate in-person and virtually. Engagement with interest holders, implementation partners and District committees was also completed in spring 2025.

This report includes:

- A summary of promotional and notification activities used to inform the community about the project and engagement process
- An overview of opportunities to provide input and level of participation
- A summary of feedback and input received

Not included in this report is a summary of government-to-government engagement through ongoing conversations with North Shore municipalities and First Nations, which will be presented separately to Council.

The District of North Vancouver respectfully acknowledges the original peoples of these lands and waters, specifically the səliłwətał (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.

## 2. Executive summary

### Outreach and participation

Public engagement took place between April 1 and 29, 2025, while engagement with interest holders, implementation partners and District committees was completed throughout the spring. The purpose of this engagement was to collect feedback on required updates to the OCP, as mandated by the Province, as well as proposed changes to the District's single-family zones.

The opportunity to participate was promoted through the following methods:

- District of North Vancouver website updates
- Community Report mailed to all residences
- Email to subscribers
- Social media posts
- Large format signs
- Small lawn signs
- Newspaper advertisements
- Direct outreach

There was a total of 1,596 interactions through a variety of engagement opportunities, including:

- Online survey - 958 completed surveys
- 5 virtual information sessions - 144 participants
- 3 in-person community information open houses - 205 participants
- 4 in-person pop-ups - 181 participants
- 5 District committee meetings - 35 participants
- 5 interest holder meetings - 23 participants
- 7 implementation partner meetings - 24 participants
- Email correspondence - 25 emails

## Key findings and themes

### OCP Update

When presented with trade-offs about how we plan for more housing, survey respondents indicated:

- More preferred to **build new homes across the District** as a mix of multiplexes, townhouses, and apartments (68%, 636 of 937), compared to build new homes in dense urban areas in predominantly high-rise apartments (32%, 301 of 937)
- More preferred to **build new homes near major transit** where there are more transportation options (84%, 765 of 915), versus further away from major transit where there are fewer transportation options (16%, 150 of 915)
- More preferred to **prioritize housing with below-market rents for moderate-income households** (79%, 709 of 900), rather than prioritize deeply subsidized housing for low-income households (21%, 191 of 900)

Three scenarios were presented to illustrate how the District could provide for 22,369 new housing units between 2021 and 2041 as required by the Province's legislation. Survey respondents indicated:

- More preferred **Scenario 3 Distribute Growth** (62%, 580 of 943 selected good or very good)
- Followed by **Scenario 2 Expand Centres** (53%, 498 of 942)
- Then Scenario 1 Concentrate Growth (40%, 377 of 946)  
(Note the number of respondents varied by question as questions were optional.)

Top priorities for survey respondents as the District plans for more housing included:

- Transportation and transit infrastructure
- Housing options and affordability
- Public services (e.g., healthcare, schools)
- Community amenities (e.g., recreation centres, parks, libraries)

Common themes included:

- Concerns about traffic congestion, aging infrastructure, and amenity capacity
- Desire for diverse housing options and increased affordability
- Desire to locate new homes close to transit, services and amenities
- Support for more moderate densities and a general preference for distributing growth as opposed to concentrating growth
- Suggestions to streamline government processes and collaborate with or advocate to other government agencies

## Changes to Single-Family Zones

To create more livable housing options, to simplify regulations and adapt to a changing climate, one proposed change is to discourage new, fully in-ground basements. Survey respondents were asked about their preferences about with options of how to re-allocate basement floor space above ground. Survey respondents indicated:

- More preferred to **build taller homes** (60%, 565 of 946 agreed or strongly agreed)
- More preferred to **build closer to the street** (75%, 701 of 941 agreed or strongly agreed)
- More preferred to **allow slightly larger coach houses** (73%, 687 of 939)

When asked about reducing parking requirements for single-family homes, more survey respondents supported to **reduce parking requirements overall or reduce near transit** (60%, 565 of 939), while 40% (374 of 939) did not support reducing parking requirements.

Common themes included:

- Livability:
  - Strong support for creating more liveable suites and reducing environmental impacts by discouraging new fully in-ground basements, with the understanding that buildings will be taller to accommodate this change.
  - Support for moderate building height increase is combined with concerns for potential negative impacts to neighbourhood character, views, and privacy.
- Multi-generational housing:
  - Interest in multi-generational housing to house adult children and aging parents with a strong desire to retain the currently permitted total floor area.
  - Strong interest in duplexes, triplexes, and multiplexes.
- More flexible regulations:
  - Support for building in the front yard by reducing front yard setbacks, with a portion of the front yard be maintained for landscaping.
  - Strong support for increasing coach house size to be more family friendly.
- Parking:
  - Mixed views on reducing the total number of required parking spaces.
  - Support for reductions in some situations (e.g. proximity to transit)



### 3. Background

The Province is requiring the District to provide for 22,369 new housing units between 2021 and 2041, and to complete this planning work by December 31, 2025. To meet the Province's requirements, the District is conducting a planning process to update the Official Community Plan (OCP) and Zoning Bylaw to identify areas for residential development to meet the anticipated housing needs. Alongside the work related to the Province's legislation, the District is exploring potential regulatory changes to single-family neighbourhoods to provide for a diverse range of housing options and choice. Further information about the Province's legislation, OCP Update, and Zoning Bylaw Update is available on the District's website.

Using the key themes and findings from this engagement and further technical analysis, the land use scenario will be refined to one scenario to illustrate how the District can accommodate approximately 22,400 new housing units, and the single-family potential regulatory changes will be refined. The drafts, along with this What We Heard report, will be presented to Council for consideration. Visit [DNV.org/OCP-2025](https://dnv.org/OCP-2025) for updates.

## 4. Engagement activities

The purpose of this engagement was to gather feedback on:

- Where and how to plan for approximately 22,400 new housing units in the District as mandated by the Province. Three land use scenarios were presented as options of how the District could provide for the new homes in a manner generally consistent with the OCP (2011) and OCP Action Plan (2021).
- How to simplify and standardize our regulations for single-family zones to create more livable housing options, adapt to climate change, and support the community's vision.

Public engagement took place April 1-29, 2025 with opportunities to participate in-person and virtually. The District promoted the public engagement opportunities using the following methods:

Method	Description	Dates
District of North Vancouver website	Updated page with project information, videos, and link to the online survey <a href="https://dnv.org/OCP-2025">DNV.org/OCP-2025</a>	Webpage updated March 26, 2025
Community Report	OCP Update was the lead story on the Spring 2025 Community Report, mailed to every residence in the District	Mailed on April 2, 2025
Email to subscribers	Notification of engagement opportunity was emailed to subscribers	Emailed on March 25, 2025
Social media	Facebook, Instagram and LinkedIn posts, with a total reach of 42,821 and 424 link clicks (includes both unpaid posts and paid ads)	Posts on March 28, April 1, 5, 7, 10, 12, 14, 16, 17, 18, 19, 28, 2025
Large signs	11 large format signs placed at key intersections and two additional signs and "Final Week" stickers added on April 21	Installed on April 1, 2025 and updated April 21, 2025
Small lawn signs	Thirty-five 24 x24 inch lawn signs installed throughout the District	Installed on April 1, 2025
Newspaper advertisements	Digital and four 1/3 page print advertisements in the North Shore News to promote opportunities to learn more and provide input. Linked to <a href="https://dnv.org/OCP-2025">DNV.org/OCP-2025</a>	Print ads: March 26, April 2, 9, 23, 2025

## 5. Participation

The District collected community input using the following engagement methods:

Opportunity	Description	Dates
<b>Community information open houses</b>	Three in-person information open houses were held in different areas of the District. It included information about the OCP Update and changes to single-family zones. Staff and the project consultant were available to discuss with participants and answer questions.	April 2, 2025: Dorothy Lynas Elementary School April 12: Delbrook Community Recreation Centre April 16: Ross Road Elementary School
<b>Virtual information sessions</b>	Five virtual information sessions were held to share information about the project. Three focused on the OCP Update and two focused on proposed changes to single-family zones.	April 3, 8, 9, 10, and 24, 2025
<b>Pop-up events</b>	Four pop-up events were held in the community to share information about the project and opportunities to provide input.	April 5, 11, 23, and 25, 2025
<b>Online survey</b>	An online survey was created using the ZenCity tool to share information and collect input, priorities and opinions. A total of 958 surveys were completed with participants clicking through all pages to the end. All questions in the survey were optional and not every participant answered every question. A summary of responses and comments are provided in the "What we heard" section to follow.	April 1 - 29, 2025
<b>Website</b>	OCP Update: <a href="https://dnv.org/OCP-2025">DNV.org/OCP-2025</a> Zoning Bylaw Rewrite: <a href="https://dnv.org/zoning-bylaw-rewrite">DNV.org/zoning-bylaw-rewrite</a> Both webpages include opportunities to email staff with questions and comments.	2025 and ongoing

## 6. What we heard

Note that the input received reflects the interests and opinions of people who chose to participate in the engagement process.

### Online survey

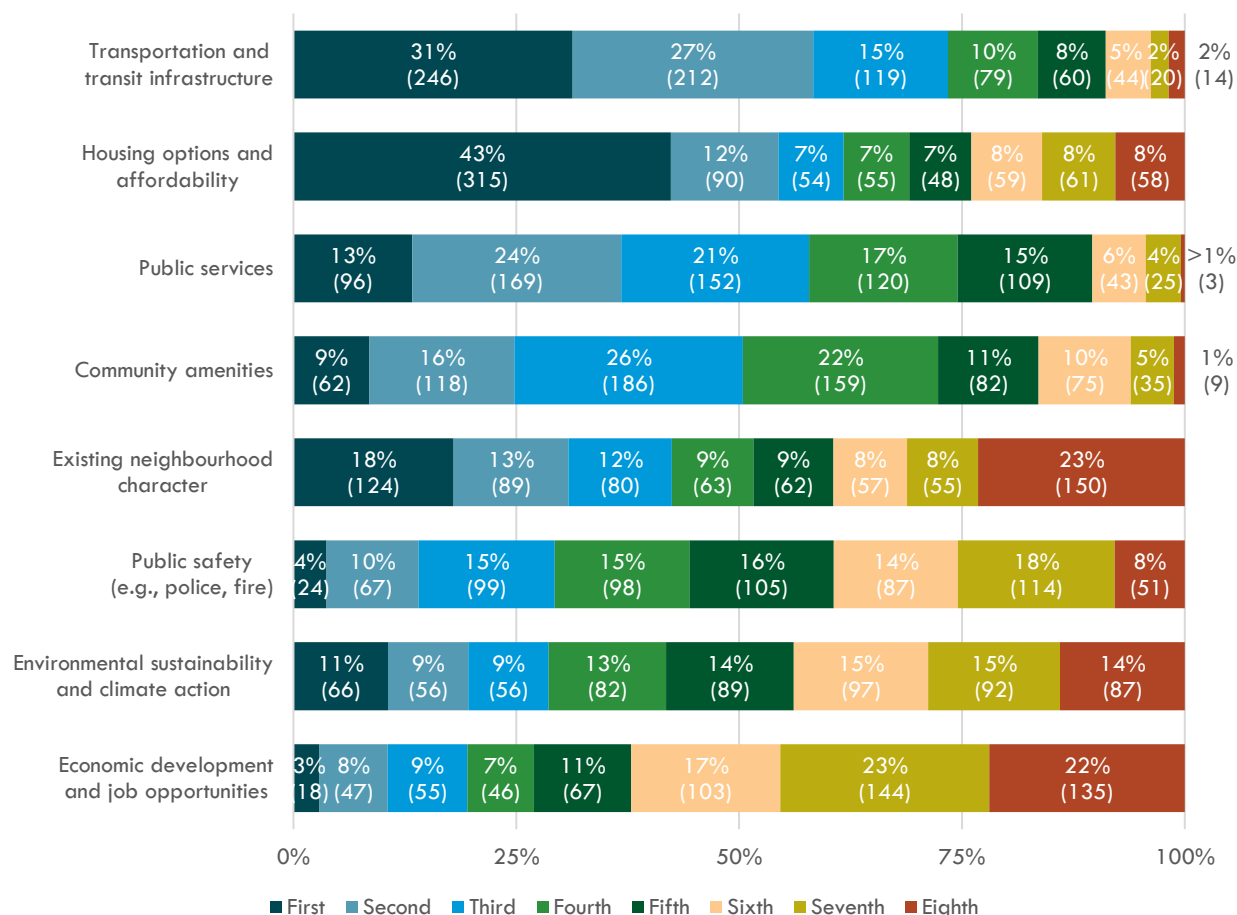
The survey was designed to seek feedback related to the OCP Update and changes to single-family zones. Questions in the survey asked respondents about their priorities for housing by ranking key topics and considering a series of key trade-offs. All questions were optional.

### OCP Update – Community Priorities

#### Priorities

**Question: As we plan for more housing in the District, what is most important to you? (n=950)**

The following graph shows how respondents ranked a list of priorities and the percentage of respondents who ranked each item in the list in order of their importance to them, i.e. first, second, third, etc. Note that as all questions were optional, not all respondents ranked every priority.

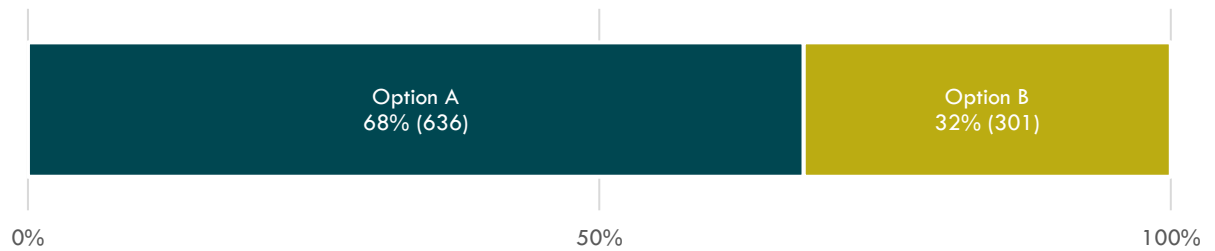


### Trade-offs

The following questions ask what survey respondents prefer when presented with trade-offs about how we plan for more housing.

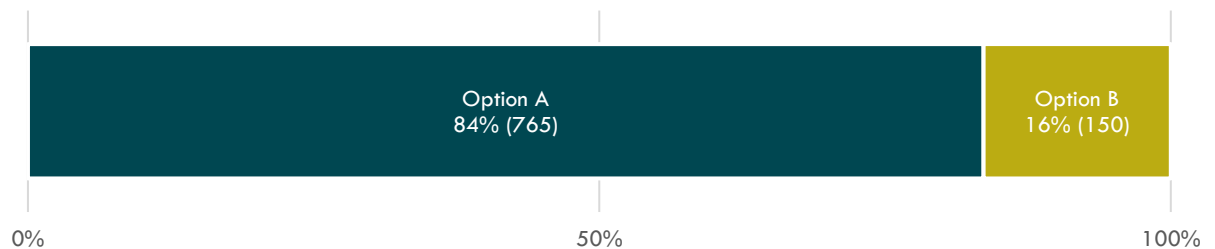
**Question: Please select the statement that best fits your priorities. (n=937)**

- *Option A: Build new homes across the District, a mix of multiplexes, townhouses, and apartments. Growth includes some single-family areas.*
- *Option B: Build new homes in dense urban areas, predominantly high-rise apartments, with minimal growth in single-family areas.*



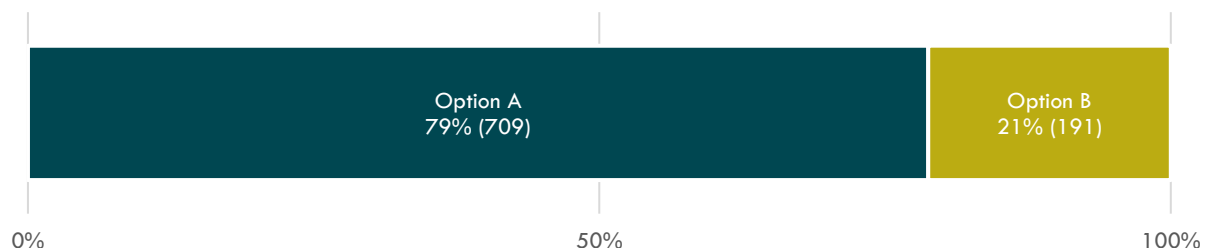
**Question: Please select the statement that best fits your priorities. (n=915)**

- *Option A: Build new homes near major transit where there are more transportation options.*
- *Option B: Build new homes further away from major transit where there are fewer transportation options.*



**Question: Please select the statement that best fits your priorities. (n=900)**

- *Option A: Prioritize housing with below-market rents for moderate-income households (e.g., teachers, healthcare workers, trades).*
- *Option B: Prioritize deeply subsidized housing for low-income households (e.g., persons with disabilities, seniors, families, students).*



## OCP Update – Residential Growth Scenarios

### Scenarios for Accommodating Growth

The following questions asked for feedback on three conceptual growth scenarios that illustrate different ways of where and how the District could provide for 22,369 new homes by 2041 as mandated by the Province.

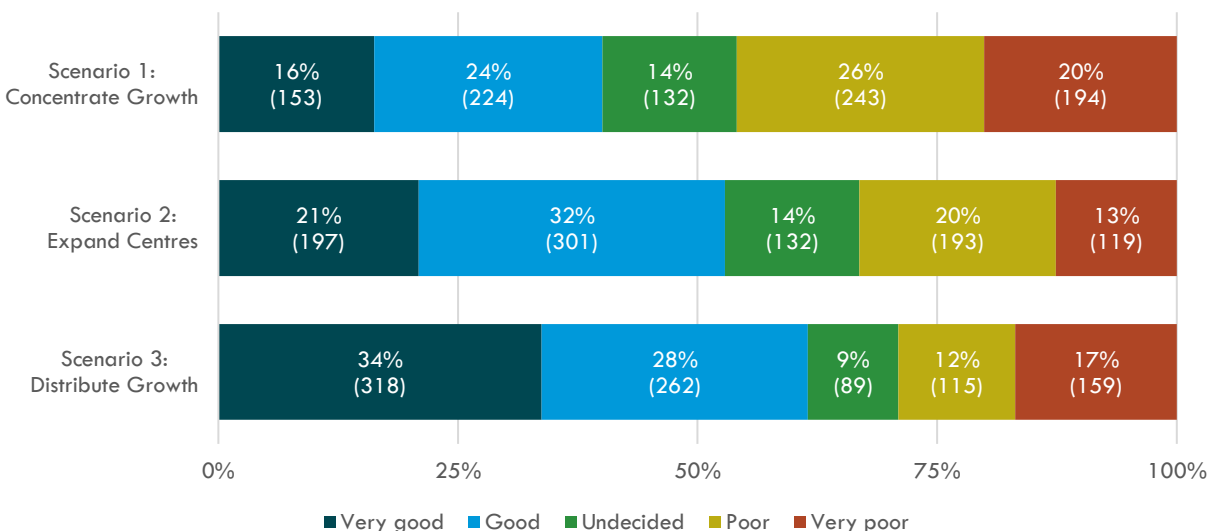
The three scenarios presented in the survey were:

Scenario 1: Concentrate Growth – Provides for 90% of the new homes in the four existing key growth centres (Lions Gate Village Centre/Marine Drive, Lynn Creek Town Centre, Lynn Valley Town Centre, Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.

Scenario 2: Expand Centres – Provides for 90% of the new homes in two expanded growth centres (Lions Gate Village Centre/Marine Drive and Lynn Valley Town Centre) and two existing growth centres (Lynn Creek Town Centre and Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.

Scenario 3: Distribute Growth – Provides for growth to be distributed more broadly across the District with 75% of the new homes in the four existing key growth centres and 25% of the new homes in other corridors, smaller centres, and neighbourhoods in the District.

**Question: Given that we are mandated to plan how to add 22,369 new homes in the District by 2041, how would you rate this scenario?** (n=946, 942, 943 for Scenarios 1, 2, and 3 respectively)

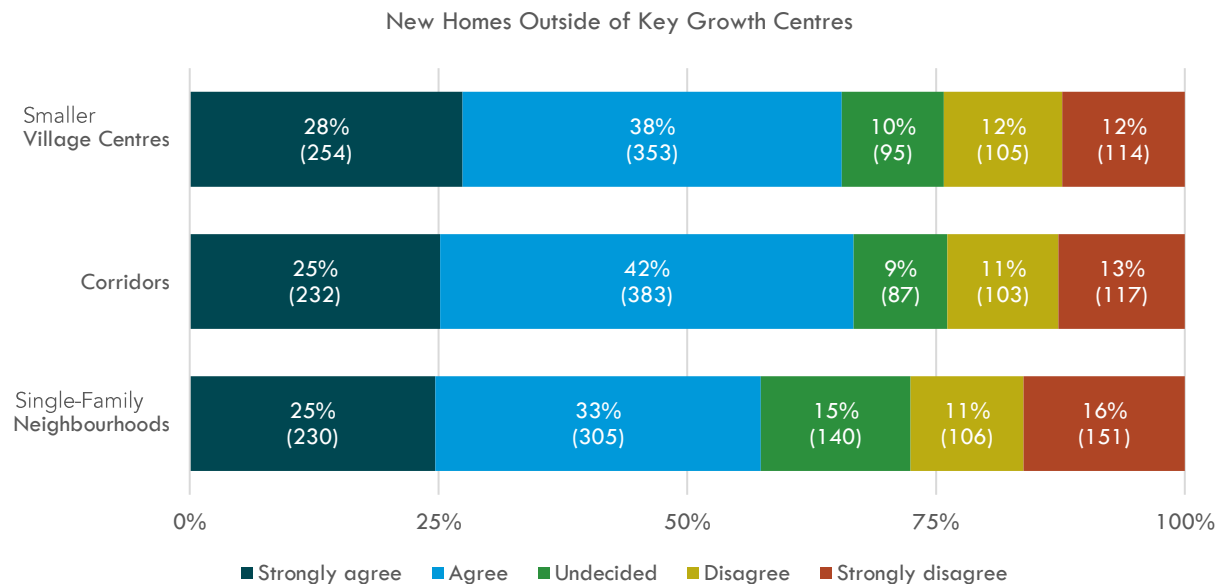


### *Distributed Growth in Scenario 3*

**Question: When you think of the remaining 25% of new homes to be planned for outside of key growth centres, where do you envision these locations to be?** (n=921, 922, 932 for smaller village centres, corridors, and single-family neighbourhoods respectively)

The three locations presented in the survey (along with housing type examples) included:

- *Smaller Village Centres: In smaller village centres, such as Edgemont, Queensdale and Parkgate (mid-rise buildings)*
- *Corridors: Along corridors that connect centres, such as West Queens Road, Lynn Valley Road, East 29th Street, and Mt. Seymour Parkway (low-density multi-family)*
- *Single-Family Neighbourhoods: In neighbourhoods outside of town and village centres and corridors (duplex, triplex, and multi-plex)*



## Written Comments

### Question: *Do you have additional thoughts to share?* (n=582)

Respondents' comments were reviewed and coded into the themes shown in the table below. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three scenarios, then in order of the number of comments.

Themes	Comments Related to Each Theme
<b>Scenario 1: Concentrate Growth</b> <i>38 comments</i>	<ul style="list-style-type: none"> <li>Support for Scenario 1 includes: better concentrates investment, reduces vehicle traffic, and/or has the greatest potential to attract SkyTrain (<i>21 comments</i>)</li> <li>Concerns about Scenario 1 include: tower forms don't fit with the North Shore's character, it strains community amenities and infrastructure, may worsen congestion, negatively impacts the environment, and/or risks displacing long-time tenants living in current centres (<i>17 comments</i>)</li> </ul>
<b>Scenario 2: Expand Centres</b> <i>22 comments</i>	<ul style="list-style-type: none"> <li>Support for Scenario 2 includes: it strikes a balance between increasing housing supply and maintaining neighbourhood character, offers a more gradual transition between higher- and lower-density housing forms, and/or promotes greater diversity and equity (<i>18 comments</i>)</li> <li>Concerns about Scenario 2 include: it doesn't represent enough change from the current model for managing growth, which has not served the community well (<i>4 comments</i>)</li> </ul>
<b>Scenario 3: Distribute Growth</b> <i>24 comments</i>	<ul style="list-style-type: none"> <li>Support for Scenario 3 includes: it spreads housing across more of the District, doesn't overburden any one neighbourhood, reduces strain on community services, is more likely to create equitable communities, and/or better accommodates a mix of housing options to support different household types and aging in place (<i>18 comments</i>)</li> <li>Concerns about Scenario 3 include: it would increase road and bridge congestion and/or would require more significant investment in transportation and infrastructure improvements (<i>6 comments</i>)</li> </ul>
<b>Transportation</b> <i>224 comments</i>	<ul style="list-style-type: none"> <li>Concerns about increased traffic congestion on the North Shore, and/or suggestions to address congestion in District plans to accommodate more growth (<i>65 comments</i>)</li> <li>Desire for growth needs to be supported by improved regional and local transit service (<i>57 comments</i>)</li> <li>Desire for improved walkability and bike infrastructure across the District and/or in areas where growth is projected (<i>21 comments</i>)</li> <li>Suggestions that parking should be increased with growth in different areas (<i>16 comments</i>)</li> </ul>



Themes	Comments Related to Each Theme
<b>Specific Locations</b> <i>198 comments</i>	<ul style="list-style-type: none"> <li>• Support for growth to be directed toward areas of the District with existing higher density development, amenities, transportation options, and/or infrastructure, such as in: <ul style="list-style-type: none"> <li>○ Village centres, such as Edgemont, and/or Queensdale (25 comments)</li> <li>○ Key growth centres, such as Lions Gate/Marine Drive, Lynn Creek (14 comments)</li> </ul> </li> <li>• Concern that growth should not be directed towards areas that have few amenities, poor transit service, poor emergency access, and/or strained infrastructure, such as in: <ul style="list-style-type: none"> <li>○ Outside key growth centres, such as Lynnmour, Parkgate, Deep Cove, Norgate, or in general east of the Seymour River (15 comments)</li> <li>○ Key growth centres, such as Lynn Valley, Maplewood (15 comments)</li> </ul> </li> </ul>
<b>Housing</b> <i>119 comments</i>	<ul style="list-style-type: none"> <li>• Support for more affordable housing, suitable for families, youth, seniors, lower-income households, essential workers, and/or marginalized communities (71 comments)</li> <li>• Support for more diverse housing options, especially infill and low- to mid-rise forms (40 comments)</li> </ul>
<b>Amenities</b> <i>113 comments</i>	<ul style="list-style-type: none"> <li>• Concerns that amenities on the North Shore are already at or exceeding capacity (70 comments)</li> <li>• Desire for a growing community to be supported by community amenities (e.g., community centres, aquatic facilities, libraries, child care, parks, etc.), essential services (e.g., health care and education facilities) and commercial development (e.g., grocery, retail, and other services) (43 comments)</li> </ul>
<b>Density</b> <i>105 comments</i>	<ul style="list-style-type: none"> <li>• Support for moderate densities, as opposed to tower forms, because of concerns with impacts like shadowing, heat, and infrastructure strain (44 comments)</li> <li>• Support for increasing density, especially in urban areas and along key corridors to improve affordability, access to amenities, and/or provide more housing options (31 comments)</li> <li>• Concerns that intensification and especially higher density forms of housing would disrupt the character of existing neighbourhoods (18 comments)</li> <li>• Concerns about increasing density because it may overwhelm existing infrastructure, impact access to key services, and/or make it harder to get around (12 comments)</li> </ul>
<b>Infrastructure</b> <i>81 comments</i>	<ul style="list-style-type: none"> <li>• Desire that infrastructure should be put in place ahead of new development (48 comments)</li> <li>• Concerns that existing infrastructure cannot accommodate projected growth (21 comments)</li> </ul>

Themes	Comments Related to Each Theme
<b>Governance</b> <i>65 comments</i>	<ul style="list-style-type: none"> <li>• Desire to streamline government approvals processes and increase flexibility for property owners <i>(29 comments)</i></li> <li>• Suggestions that the District should collaborate with other North Shore municipalities and advocate to senior levels of government for improved transit service and funding for infrastructure to support growth <i>(28 comments)</i></li> </ul>
<b>Growth (non-location specific)</b> <i>31 comments</i>	<ul style="list-style-type: none"> <li>• Concerns about accommodating growth due overcrowding on the North Shore, and/or suggestions that other municipalities in the region are better suited to accommodate growth <i>(27 comments)</i></li> </ul>
<b>Environment &amp; Climate Change</b> <i>22 comments</i>	<ul style="list-style-type: none"> <li>• Support for strengthening environmental protections to preserve green spaces, natural habitats, and ecosystems <i>(16 comments)</i></li> </ul>
<b>Safety &amp; Security</b> <i>16 comments</i>	<ul style="list-style-type: none"> <li>• Desire to keep residential areas safe, clean, calm and charming, alongside concerns that growth and more urban forms of development will increase crime <i>(16 comments)</i></li> </ul>

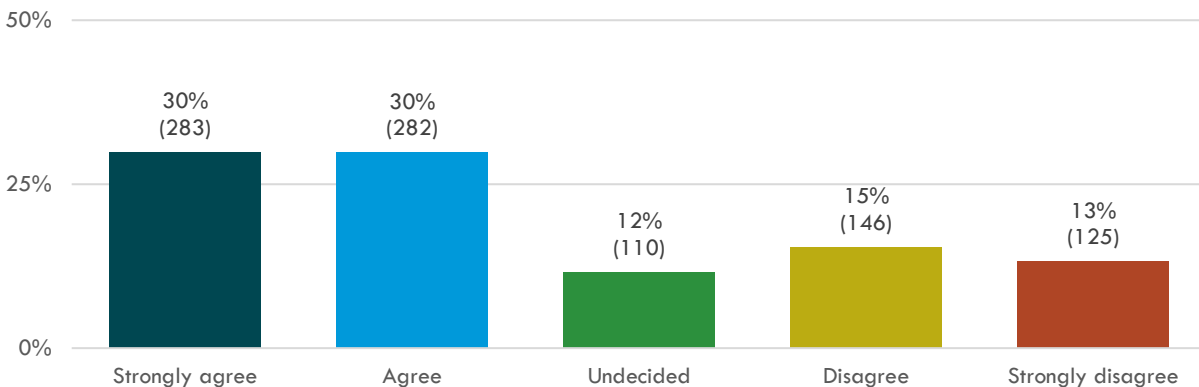
## Changes to Single-Family Zones

This section of the survey asked for feedback on several potential changes to the District's Zoning Bylaw regulations that apply to neighbourhoods that have traditionally been made up of single-family homes. The intent of the potential changes is to create more livable housing options, to simplify regulations and to adapt to a changing climate. The potential changes presented in the survey include:

- Discouraging new fully in-ground basements and re-allocating the basement floor space above ground by any of these three options:
  - Building taller homes
  - Building closer to the street
  - Allowing slightly larger coach houses
- Reducing parking requirements for single-family homes

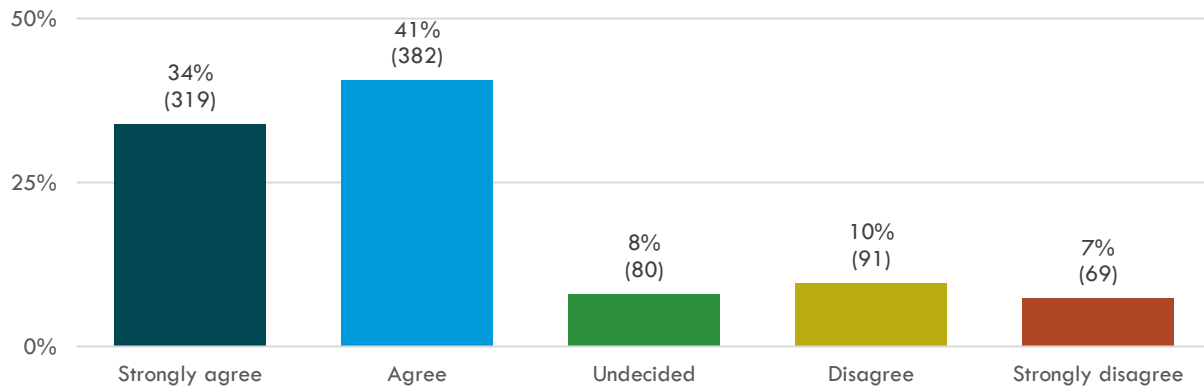
### Taller Homes Up to Three Storeys

Question: *We are proposing a change to zoning regulations to permit taller homes up to three storeys in height. Do you agree or disagree?* (n=946)



### Homes Built Closer to the Street

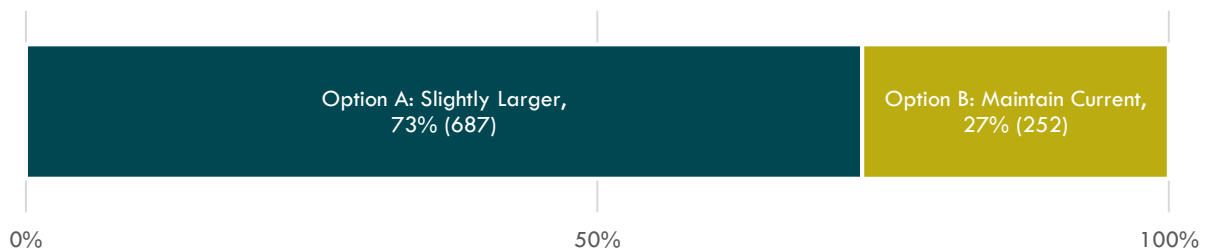
Question: *We are proposing a change to zoning regulations to permit houses to be built closer to the street. Do you agree or disagree? (n=941)*



### Coach House Size

Question: *Please indicate your preference out of the options provided below. (n=939)*

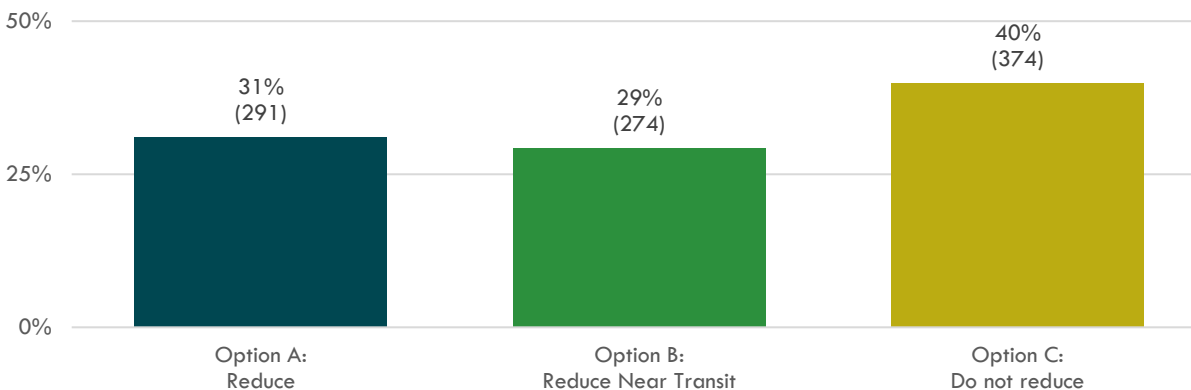
- *Option A: I support the change to allow slightly larger coach houses up to 1400 sq ft*
- *Option B: I support maintaining the current maximum coach house size of up to 969 sq ft*



## Parking Reductions

Question: *Please indicate your preference out of the options provided below. (n=939)*

- *Option A: I support reductions to parking requirements*
- *Option B: I support reductions to parking only when located near transit*
- *Option C: I do not support reductions to parking requirements*



## Written Comments

Question: *Do you have any additional thoughts to share on these proposed changes to single-family zones? (n=420)*

Respondents' comments were reviewed and coded into the following themes. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three options, then in order of the number of comments.

Themes	Comments Related to Each Theme
Option 1: Building taller homes <i>46 comments</i>	<ul style="list-style-type: none"> <li>• Support for allowing property owners to build taller homes up to three storeys (<i>19 comments</i>)</li> <li>• Concerns about building exceptionally large houses, blocking views, shadowing adjacent properties, disrupting neighbourhood character, and/or buildings not being energy efficient (<i>27 comments</i>)</li> </ul>
Option 2: Building closer to the street <i>25 comments</i>	<ul style="list-style-type: none"> <li>• Support for allowing property owners to build homes closer to the street (<i>20 comments</i>)</li> <li>• Concerns about reducing green space, shadowing the street, and/or encroaching on the sidewalk or boulevard (<i>5 comments</i>)</li> </ul>
Option 3: Allowing slightly larger coach houses <i>39 comments</i>	<ul style="list-style-type: none"> <li>• Support for allowing property owners to build larger coach houses (<i>23 comments</i>)</li> <li>• Concerns about reducing green space and the size of backyards, blocking views, and/or impacting neighbourhood character (<i>16 comments</i>)</li> </ul>

Themes	Comments Related to Each Theme
<b>Parking</b> <i>118 comments</i>	<ul style="list-style-type: none"> <li>• Differing perspectives about whether to: <ul style="list-style-type: none"> <li>○ Increase parking (<i>34 comments</i>);</li> <li>○ Reduce parking (<i>21 comments</i>); or</li> <li>○ Leave parking requirements unchanged (<i>20 comments</i>)</li> </ul> </li> <li>• Desire to better enforce existing parking requirements and/or ensure that garages and driveways are better utilized (<i>43 comments</i>)</li> </ul>
<b>Housing</b> <i>88 comments</i>	<ul style="list-style-type: none"> <li>• Desire for more diverse housing options that can fit more seamlessly into single-family neighbourhoods (<i>50 comments</i>)</li> <li>• Desire for more affordable housing that is suitable for a greater range of household types (<i>26 comments</i>)</li> <li>• Desire for multi-generational housing (<i>12 comments</i>)</li> <li>• Desire to find ways to reduce rent costs, promote home ownership, and ensure that suites can continue to supplement mortgage costs (<i>12 comments</i>)</li> </ul>
<b>Transportation</b> <i>84 comments</i>	<ul style="list-style-type: none"> <li>• Suggestions to improve transportation infrastructure for all modes across the District, especially with reducing parking (<i>84 comments</i>)</li> </ul>
<b>Government process</b> <i>64 comments</i>	<ul style="list-style-type: none"> <li>• A desire to streamline and speed up government approvals processes and increase flexibility for property owners (<i>54 comments</i>)</li> </ul>
<b>Neighbourhood Character</b> <i>54 comments</i>	<ul style="list-style-type: none"> <li>• General concerns that the proposed changes to single-family zones would disrupt neighbourhood character, impacting privacy, views, and/or yard space (<i>24 comments</i>)</li> <li>• Concerns that taller homes will disrupt neighbourhood character, impacting views and privacy and/or blocking sunlight (<i>16 comments</i>)</li> <li>• Concerns that larger homes will disrupt neighbourhood character, impacting yard space and/or privacy (<i>10 comments</i>)</li> </ul>
<b>Density</b> <i>53 comments</i>	<ul style="list-style-type: none"> <li>• Support for increasing density and liveable space to make more efficient use of land, and/or to consider more multi-family housing forms (<i>41 comments</i>)</li> <li>• Concerns that increasing density will impact neighbourhood character, views, and parking (<i>12 comments</i>)</li> </ul>
<b>Basements</b> <i>44 comments</i>	<ul style="list-style-type: none"> <li>• Desire to keep basements to provide affordable living and storage space, regulate air temperature, and/or reduce the footprint of the building (<i>26 comments</i>)</li> <li>• Suggestions to allow partial or fully in-ground basements in certain neighbourhoods where the risk of flooding is lower (<i>12 comments</i>)</li> <li>• Support for prohibiting fully in-ground basements to reduce construction costs, and/or improve liveability and climate resilience (<i>6 comments</i>)</li> </ul>
<b>Environment &amp; Climate Change</b> <i>39 comments</i>	<ul style="list-style-type: none"> <li>• Desire to strengthen environmental protections to preserve and replace trees, retain green spaces, and improve ecosystem health and biodiversity (<i>17 comments</i>)</li> <li>• Support climate-friendly development practices like low-carbon construction, energy efficient buildings, emissions reductions, solar panels, rainwater capture and green infrastructure (<i>11 comments</i>)</li> </ul>

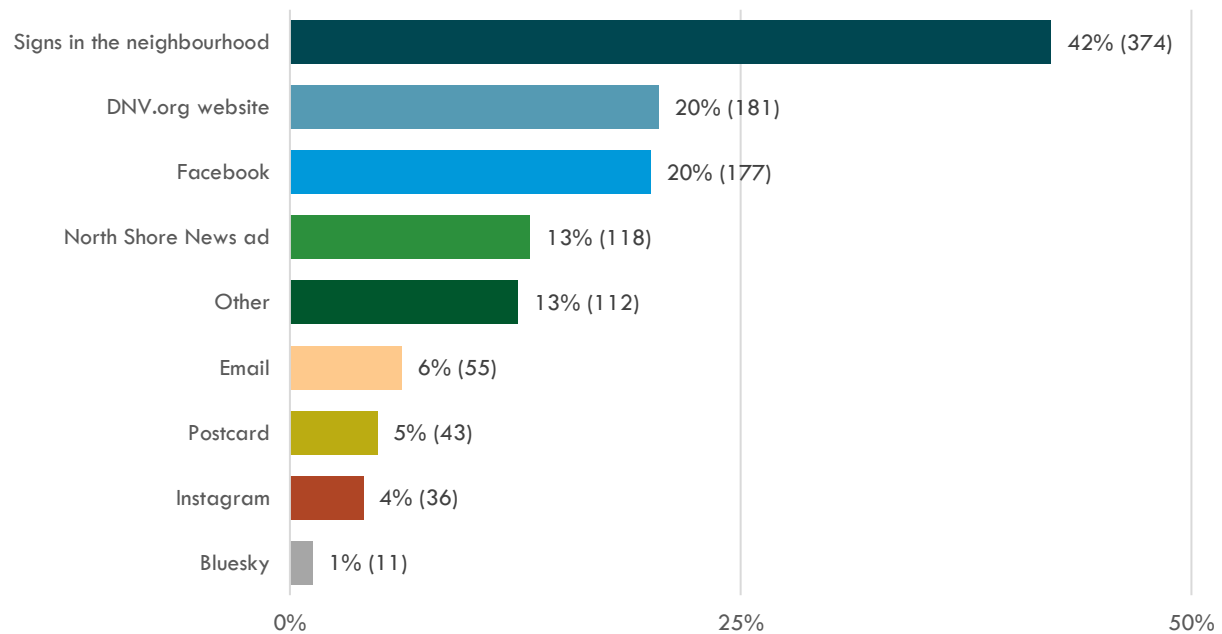
## Survey Demographics

The survey asked several other questions to help the District determine if outreach efforts were reaching a balanced and diverse mix of community members.

### Outreach

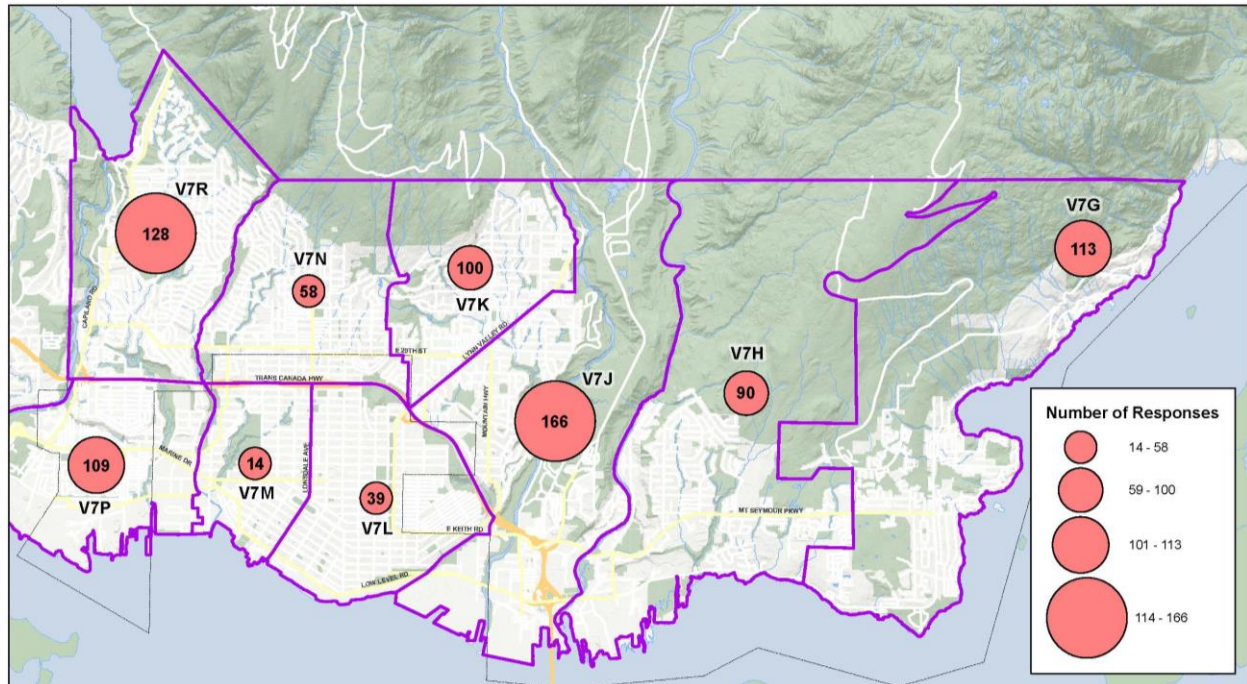
Question: *How did you hear about this engagement? Please select all that apply. (n=886)*

Note the percentages represent the number of respondents who selected an option.



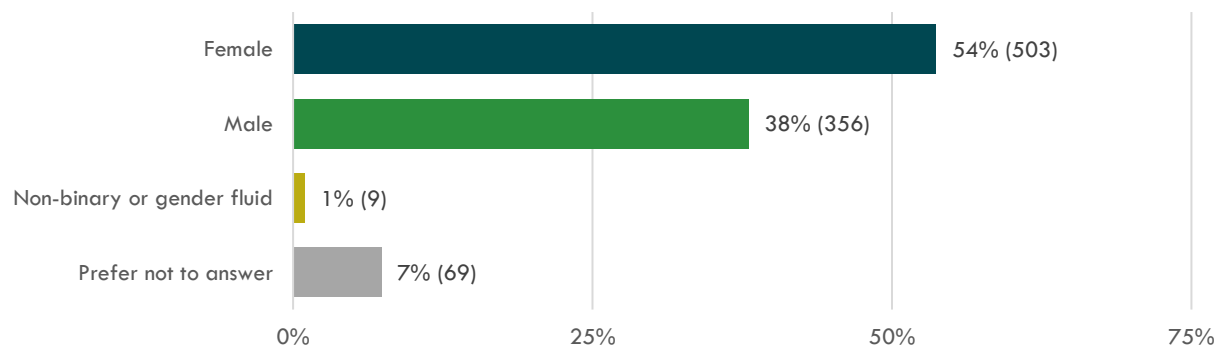
## Postal Code

Question: Please provide your 3-digit postal code to help us understand who is responding to this survey.  
(n=890)



## Gender

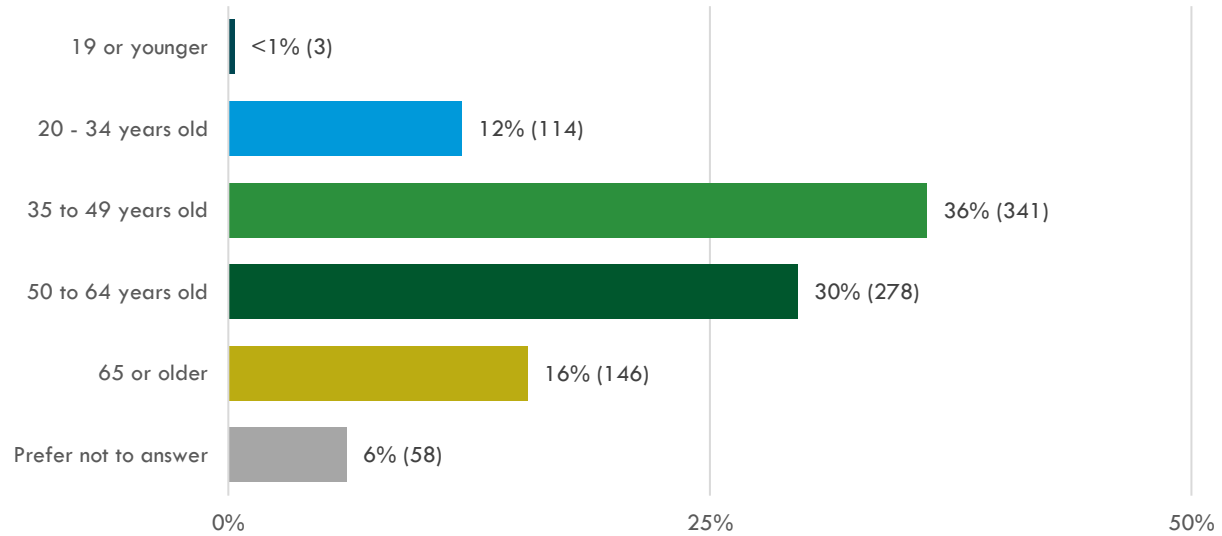
Question: What is your gender? (n=937)





## Age

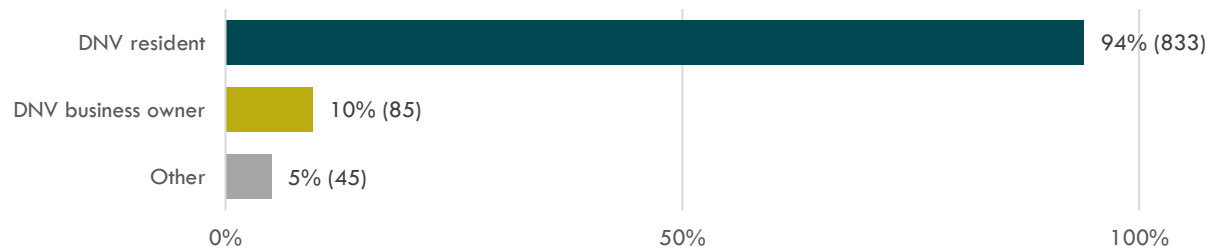
Question: Which of the following ranges includes your age? (n=940)



## Residents & Business Owners

Question: Which of the following options best describes you? Select all that apply. (n=886)

Note the percentages represent the number of respondents who selected an option.



## Virtual information sessions

Five virtual information sessions were hosted on different days and times throughout the engagement period. Three sessions focused on the OCP update and two focused on changes to single-family zones. Each session started with an overview presentation from staff followed by a Q&A. In total, there were 144 participants at the five sessions.

Date	Topic
Thursday, April 3, 2025, 7:00-8:30pm	OCP Update
Wednesday, April 9, 2025, 12:00-1:30pm	OCP Update
Thursday, April 24, 2025, 7:00-8:30pm	OCP Update
Tuesday, April 8, 2025, 7:00-8:00pm	Changes to single-family zones
Thursday, April 10, 2025, 12:00 -1:00pm	Changes to single-family zones

At each session, the questions and comments posed throughout the Q&A were recorded and were used to derive the themes listed below.

Themes	Questions & Comments Related to Each Theme
Scenarios	<ul style="list-style-type: none"> <li>• Interest in the intent of the update and the scenario planning exercise</li> <li>• Interest in the resemblance of each scenario to the current OCP</li> <li>• Interest in the process for arriving at each scenario and how the scale of growth in different areas was determined</li> <li>• Interest in more specific details than those shared during the presentation, such as the expected Floor Space Ratio (FSR), boundaries, and/or land use designation changes for different areas</li> <li>• Interest in locating new homes close to transit, amenities, and services</li> </ul>
Zoning changes	<ul style="list-style-type: none"> <li>• Interest in information about pre-zoning properties alongside updates to the OCP</li> <li>• Interest in what is allowed to be built within current single-family zones</li> <li>• Support for other forms of small-scale multi-unit housing is being considered as part of the zoning changes</li> <li>• Interest in specific details related to basements, parking, FSR, laneways, lot size, number of storeys, subdivision and stratification</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Support for alignment between growth and transportation planning</li> <li>• Concerns about the impact of growth on existing transportation infrastructure</li> <li>• Concerns about exacerbating existing challenges related to congestion on the North Shore</li> <li>• Concerns about whether improved transit service will be delivered to accommodate growth</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Concerns about the impact of growth on aging infrastructure</li> <li>• Interest in how infrastructure improvements will be paid for</li> </ul>

Themes	Questions & Comments Related to Each Theme
Amenities	<ul style="list-style-type: none"> <li>Concerns about the impact of growth on current amenities, including community centres, libraries, schools, daycare, retail</li> <li>Interest in whether new amenities will be built to support growth</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Support for a mix of forms and tenures in different areas</li> <li>Support for accommodating more affordable housing</li> <li>Support for housing tailored to the specific needs of various groups, such as seniors, families, and students</li> <li>Interest in how the anticipated housing units will be delivered and who will build them</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Interest in the relationship between growth and the impact on the natural environment</li> </ul>
Economy	<ul style="list-style-type: none"> <li>Interest in the relationship between accommodating new housing and supporting commercial development</li> </ul>
Government	<ul style="list-style-type: none"> <li>Interest in the approval process and timing for updates to the OCP and zoning bylaw</li> <li>Interest in the role of and relationship with other government agencies and neighbouring Indigenous communities</li> </ul>

## Open houses

Three in-person open houses were hosted on different days and times. At the open houses, 30 poster boards provided detailed information about the OCP Update and changes to single-family zones (boards available at [DNV.org/OCP-2025](https://dnv.org/OCP-2025)). Staff from various departments and the project consultant were present to receive comments and answer questions. The poster boards for changes to single-family zones also provided several opportunities for interactive feedback via sticky notes where participants could share their ideas. In total, there were 205 participants at the three open houses.

When	Where
Wednesday, April 2, 2025, 6:30-8:30pm	Dorothy Lynas Elementary School Gym
Saturday, April 12, 2025, 2:30-5:30pm	Delbrook Community Recreation Centre Arbutus Room
Wednesday, April 16, 2025, 6:30-8:30pm	Ross Road Elementary School Gym

After the open houses, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	<ul style="list-style-type: none"> <li>General understanding that the Province has mandated growth; with a few expressing pushback on the Province</li> <li>Generally more interest in Scenario 3 (distribute growth) or a mix of Scenario 3 with other scenarios</li> <li>Interest in locating new homes close to transportation, transit options, services, and amenities</li> </ul>
Density	<ul style="list-style-type: none"> <li>Some concerns about increased density in specific neighbourhoods, particularly Lynn Valley</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes</li> <li>Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops</li> <li>Concerns around housing affordability and how it can be addressed</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Concerns about traffic congestion, transit, and the transportation infrastructure needed to support population growth</li> </ul>
Infrastructure & Amenities	<ul style="list-style-type: none"> <li>Concerns about the infrastructure needed to accommodate growth, including servicing, utilities, and transportation</li> <li>Concerns about public amenities needed to support growing population (e.g., schools, parks, health care, community facilities)</li> </ul>
Single-Family Zoning	<ul style="list-style-type: none"> <li>Broad interest in the proposed changes to single-family zoning, particularly around making better use of existing lots, accommodating multi-generational housing, and simplifying regulations</li> <li>General support for lifting basements out of the ground and creating more livable homes</li> <li>General support for reduced front yard setbacks</li> <li>General support for coach houses that can accommodate a family</li> <li>General support for taller buildings but mixed views on allowing a full third storey</li> <li>Mixed views on reducing parking requirements</li> </ul>

### *Single-Family Zones: Written Comments on Boards*

During the open houses, participants provided written comments on the changes to single-family zones by adding post it notes to the boards. Staff summarized the written comments which are reflected in the themes listed below.

Themes	Comments Related to Each Theme
Unit mix	<ul style="list-style-type: none"> <li>• Interest in coach houses</li> <li>• Support for an increase to coach house size</li> <li>• Concerns about cost of construction</li> <li>• Desire for stratification to facilitate financing</li> <li>• General interest in duplexes and triplexes</li> </ul>
More flexible building regulations	<ul style="list-style-type: none"> <li>• Support for increased flexibility in regulations</li> <li>• Interest in reduced building setbacks</li> <li>• Interest in flexibility in coach house location</li> <li>• Support for increased building heights</li> <li>• Support for all basement forms</li> <li>• Support for smaller lots sizes</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Increase transit service</li> <li>• Improve cycling infrastructure</li> <li>• Improve pedestrian infrastructure</li> <li>• Focus development along transit corridors</li> </ul>
Climate	<ul style="list-style-type: none"> <li>• Support climate resilient design with new regulations</li> <li>• Support tree planting and preservation</li> <li>• Interest in creek protection and storm water management</li> </ul>

## Community pop-ups

Four in-person pop-up events were held across the community on weekdays and weekends, in the morning and afternoons. This allowed for informal opportunities for the public to learn about the OCP Update project, ask questions, and learn about other engagement activities. These events aimed to intercept passers-by to increase access to audiences that might not have otherwise contributed or attended more formal, scheduled engagement events. The locations were chosen based on opportunities for interaction. In total, there were approximately 181 interactions at the four events.

When	Where
Saturday, April 5, 2025, 11-1pm	Parkgate Community Centre/Library
Friday, April 11, 2025, 2-4pm	Lynn Valley Village/Library
Wednesday, April 23, 10am-12pm	Edgemont Village
Friday, April 25, 1-3pm	Lions Gate Village/Community Centre

After the pop-ups, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	<ul style="list-style-type: none"> <li>Interest in Scenario 3 for its potential to reduce pressure in growth centres, limit the high-rise building form in centres, and/or provide more equitable growth across the District</li> <li>Some support for taller buildings near transit and amenities, while others preferred mid-rise or low-density multi-family forms spread out more widely</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes</li> <li>Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Concerns around transportation infrastructure and traffic congestion</li> </ul>
Infrastructure & Amenities	<ul style="list-style-type: none"> <li>Concerns around existing and future capacity for community services (e.g., health care, schools, green space)</li> <li>Desire for community services and amenities to be in close proximity to new housing (e.g., parks, grocery stores)</li> </ul>
Single-Family Zoning	<ul style="list-style-type: none"> <li>Interest in simplifying and adding flexibility to zoning regulations for single-family areas</li> </ul>

## Implementation partners

Implementation partners are internal departments and external agencies that implement and operate important community infrastructure and services. Staff conducted meetings about the OCP Update with staff from these groups. At these meetings, staff gave a presentation on the OCP Update, with a focus on the three growth scenarios. After the presentation, participants were provided an opportunity to provide comments and ask questions. A total of 24 participants took part in these meetings, including:

- BC Hydro
- Capilano University
- District of North Vancouver Fire & Rescue Services
- North Shore Emergency Management
- North Vancouver District Public Library
- School District 44

Staff took notes at the meetings with implementation partners, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	<ul style="list-style-type: none"> <li>• Support for coordinated, long-range planning for growth</li> <li>• Desire for equity-informed approach to growth</li> <li>• Suggestion that more concentrated growth (i.e., Scenarios 1 and 2) is easier to plan for servicing and infrastructure (e.g., hydro infrastructure)</li> <li>• Desire for coordination between jurisdictions when planning for growth</li> </ul>
Infrastructure & Amenities	<ul style="list-style-type: none"> <li>• Desire to proactively address servicing challenges associated with increased density</li> <li>• Noted greater servicing and infrastructure needs in certain areas that may experience growth (e.g., Capilano University area)</li> <li>• Concerns around the cost and complexity of upgrading infrastructure</li> <li>• Desire to plan for public amenities including libraries, recreation, and schools, alongside growth</li> <li>• Noted that existing amenities in some areas of the District have more capacity to accommodate growth than others</li> </ul>
Safety & Security	<ul style="list-style-type: none"> <li>• Support to plan for emergency management and related services alongside growth</li> <li>• Concern about accommodating new housing in areas with natural hazards</li> </ul>

## Interest holders

Interest holders include community organizations, housing and social service providers, development industry representatives, regional agencies, and business associations. An initial outreach e-mail was sent to a broad list of interest holders to offer an opportunity to meet with staff, learn about the project, and ask questions. Of the organizations that replied with interest, District staff held meetings with representatives of the interest holder groups about the OCP Update. A total of five meetings were held and included 23 participants from the following organizations:

- Chamber of Commerce
- Community Housing Action Committee
- Kiwanis North Shore Housing Society
- North Shore Women's Centre
- North Vancouver Community Association's Network
- Parkgate Community Services Society
- TransLink
- Vancouver Coastal Health

Staff took notes at the meetings with interest holders, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	<ul style="list-style-type: none"> <li>• Generally more support for a more distributed growth scenario</li> <li>• Support for concentrating growth in areas well-served by transit</li> <li>• Desire for growth that supports complete communities and all demographics, including families, seniors, and vulnerable populations</li> <li>• Desire for coordination between jurisdictions when planning for growth</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Concerns around housing affordability</li> <li>• Concerns about tenant displacement</li> <li>• Interest in low-density multi-family housing and gentle density options, such as duplexes, triplexes, and multiplexes</li> <li>• Interest in mechanisms for housing diversity and affordability (e.g., inclusionary zoning, mid-market housing policies, rent-to-own models, building co-ops, building transitional and supportive housing)</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Desire to align land use with regional transit planning objectives</li> <li>• Concerns about traffic congestion and the potential strain on existing transportation infrastructure</li> </ul>
Infrastructure & Amenities	<ul style="list-style-type: none"> <li>• Concerns about how infrastructure and amenity needs will be paid for</li> <li>• Desire to plan for the infrastructure required to accommodate growth</li> <li>• Desire to plan for the amenities required to support growth (e.g., schools, social services, retail, employment areas, recreation)</li> </ul>
Economy & Employment	<ul style="list-style-type: none"> <li>• Desire for the protection and intensification of employment lands</li> <li>• Desire to prevent residential encroachment into designated non-residential commercial or industrial areas</li> <li>• Desire for commercial amenities that serve the needs of residents and locally within neighbourhoods</li> </ul>



## District committees

District staff presented to five District committees about the OCP Update during April and May 2025. At these meetings, staff presented an overview of the project and provided an opportunity for committee members to ask questions and provide feedback. There were a total of 35 participants from the following committees:

- Advisory Design Panel
- Climate Action Advisory Committee
- Community Services Advisory Committee
- Community Heritage Advisory Committee
- Parks and Natural Environment Advisory Committee

Staff took notes at the committee meetings, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	<ul style="list-style-type: none"> <li>• Concerns that scenarios that distribute growth could have more impact on heritage properties</li> <li>• Desire to ensure livability and quality of life as growth occurs</li> <li>• Support for concentrating growth in areas well-served by transit</li> <li>• Support for concentrating growth to build more complete communities</li> <li>• Desire for coordination between jurisdictions when planning for growth</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Concerns about housing affordability</li> <li>• Concerns about tenant displacement and the redevelopment of older apartment buildings</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Concerns around transportation infrastructure and traffic congestion</li> </ul>
Infrastructure & Amenities	<ul style="list-style-type: none"> <li>• Desire to plan for the infrastructure required to accommodate growth (e.g., water, sewer, and other utilities)</li> <li>• Desire to plan for amenities required to support growth (e.g., green space, trails, daily needs, childcare)</li> <li>• Concerns about how infrastructure and amenity needs will be paid for</li> </ul>
Environment & Climate Change	<ul style="list-style-type: none"> <li>• Concerns about the urban heat island effect, stormwater runoff, and emissions impacts from new development</li> <li>• Desire to ensure that future development aligns with the District's climate action targets and goals</li> <li>• Suggestion to consider potential natural hazards</li> </ul>
Heritage Conservation	<ul style="list-style-type: none"> <li>• Desire for more protection of heritage properties</li> </ul>

## Email correspondence

### OCP Update

Thirteen emails were received about the OCP Update during the engagement period. Staff responded to all the e-mails. No phone inquiries were received. The feedback is summarized below:

- Requests for additional information and supporting documents
- Questions about the scenarios (e.g., what are the associated densities with each scenario map), permitted densities in Transit-Oriented Areas (TOAs) and TOA boundaries, density changes for specific properties and roads, potential road network changes, zoning and potential pre-zoning, and Inclusionary Zoning
- Desire for more distributed density and infill housing options
- Comment on advertising the engagement for the OCP Update

### Changes to Single-Family Zoning

Twelve emails were received about single-family zoning during the engagement period. The feedback is summarized below:

- Streamlining Regulations
  - Increase flexibility to provide greater ability to create more liveable homes
  - Simplify regulations
  - Facilitate building permit review
  - Improve the digital interface
- Unit Types
  - Support for coach houses
  - Support for coach houses in the front yard
  - Support for stratification
  - Interest in duplexes and triplexes
- Multi-generational Housing
  - Support for family-oriented (larger) coach houses
  - Support for seniors' housing and aging in place
- Density Increase
  - Support for increases in permitted gross floor area and Floor Space Ratio (FSR) to accommodate additions and renovations to existing homes