

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9114

A Bylaw to amend “Official Community Plan Bylaw, 2014, No. 8400”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Official Community Plan, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114” (City Initiated Amendment Related to Provincial Legislation Requirements)**.
2. “Part 1 – Foundation” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:
 - A. Replacing Table 3 “OCP Requirements and Plan Content by Chapter” under Section “Legislative Authority and Scope” with Table 3 “OCP Requirements and Plan Content by Chapter” attached to this Bylaw as Schedule A.
3. “Chapter 1 Land Use: Housing, Population & Employment” of “Part 2 Community Directions” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:
 - A. Deleting Section 1.0 “Key Issues and Trends” in its entirety and replacing it with Section 1.0 “Key Issues and Trends” attached to this Bylaw as Schedule B.
 - B. Replacing Subsection 2.1.1 “Residential Land Use Designations” under Section 2.1 “Density, Height, and Development” with Subsection 2.1.1 “Residential Land Use Designations” attached to this Bylaw as Schedule C.
 - C. Inserting the following Land Use Designation in Subsection 2.1.3 “Other Land Use Designations” in-between the “Harbourside Waterfront (Mixed-Use)” and “School and Institutional” designations:

	Harry Jerome Neighbourhood Lands (Mixed Use)		
	Purpose	To allow a mix of residential and commercial development on the Harry Jerome Neighbourhood Lands. See further description in Section 2.4.1.	
	Form	Mid-rise and high-rise buildings up to 103 metres in height for the tallest building.	
	Max Density	2.9 FSR	
	Max Bonus	n/a	

- D. Deleting the first paragraph of Subsection 2.2.2 “Density Bonus Application” under Section 2.2 “Density Bonusing” and replacing it with the following:

“An OCP Density Bonus is subject to a rezoning process. Council is under no obligation to approve a proposed density bonus regardless of compliance with this section of the Plan or the related Density Bonus and Community Amenity Policy.”

- E. Deleting the last sentence of Section 2.3 “Density Transfer” and replacing it with the following:

“Density transfers require a rezoning and, if approved, require that a Land Title Act covenant be registered on all affected properties confirming that the transfer has occurred.”

- F. Deleting the paragraph starting “In 2012” under subsection 2.4.1 “Harry Jerome Recreational Complex” within Section 2.4 “Area-Specific Planning Policies” in its entirety and replacing it with the following:

“A. In 2012 City Council directed staff to consult with the public on options for the renewal of Harry Jerome Community Recreation Centre (HJCRC) and adjacent public lands. Since then, the City has engaged with stakeholders and the public regarding the scope and direction for the HJCRC, and Council has reviewed a number of reports and studies. The final design was approved by Council in April 2021, and construction began in 2022. The HJCRC is expected to open to the public in 2026.

B. Development of the Harry Jerome Neighbourhood Lands is intended to support the funding strategy for the HJCRC. Development will be in accordance with the land use designation shown on Schedule A Land Use (Appendix 1.0), the applicable zoning, and the Harry Jerome Neighbourhood Lands Development Permit Area Guidelines.

The vision is for the Harry Jerome Neighbourhood Lands to be redeveloped with a mix of residential and commercial uses in mid-rise and high-rise buildings that, together with the nearby new Harry Jerome Community Recreation Centre, park lands, and Green Necklace greenway, will create a vibrant urban community anchoring the northern end of the Lonsdale Corridor. Ground level commercial uses (such as cafes, restaurants) will be encouraged to help activate and frame the park and provide an edge for the Green Necklace. The development will also enrich the public realm by orienting buildings to City streets, avoiding blank frontages, and by animating the public realm through ground-level residential and commercial units.”

- G. Deleting the paragraph starting “Stretching from” in subsection 2.4.4 “Lower Lonsdale” within Section 2.4 “Area-Specific Planning Policies” in its entirety and replacing it with the following:

“Stretching from the waterfront north to 3rd Street, Lower Lonsdale is the City’s transportation hub and growing cultural and entertainment district. Lower Lonsdale underwent extensive redevelopment in the decade prior to 2014 and has not been identified as an area of change in the Plan. In 2023, the Province amended the *Local Government Act* to establish minimum allowable height and density for areas designated as Transit Oriented Areas. On June 17, 2024, Council adopted Transit Oriented Area Designation Bylaw, 2024, No. 9029 to designate the area as a Transit Oriented Area. As per the 2002 OCP, high-density mixed-use development supporting a variety of commercial uses and active public spaces, including significant waterfront lands, continues to be supported. As new development occurs in the Lower Lonsdale

area, the presence of small-scale commercial spaces and established light-industrial/mixed employment uses are expected to be maintained.”

- H. Deleting the paragraph starting “(See Chapter 2,” in subsection 2.4.5 “Marine Drive Frequent Transit Development Area” within Section 2.4 “Area-Specific Planning Policies” in its entirety and replacing it with the following:

“(See Chapter 2, Transportation Objective 2.2.4 of this plan for further details). Marine Drive serves as the main east-west corridor in the City, connecting the City to all the other jurisdictions on the North Shore. The Marine Drive Frequent Transit Development Area (FTDA) includes two sections: one along Marine Drive and West Keith Road to the west, and the other along 3rd Street to the east, with the Lonsdale Regional City Centre located between them.

Collectively, these areas will provide a mix of land uses and densities that support frequent transit service, ensuring consistency with the Metro Vancouver Regional Growth Strategy. A mixture of mixed-use buildings and commercial developments will continue to replace existing low intensity development such as car dealerships along the western corridor. Additional effort will be required to maintain and expand the existing right-of-way in some areas to enable future transit expansion along the full length of the east-west corridor.”

- I. Replacing Table 4 “Area-Specific Development Permit Areas (DPAs)” under Section 2.5 “Development Permit Areas” with Table 4 “Area-Specific Development Permit Areas (DPAs)” attached to this Bylaw as Schedule D.
- J. Replacing Table 5 “Category Specific Development Permit Areas (DPAs)” under Section 2.5 “Development Permit Areas” with Table 5 “Category Specific Development Permit Areas (DPAs)” attached to this Bylaw as Schedule E.
- K. Amending Subsection 2.6.1 “Objectives” under Section 2.6 “Ottawa Gardens Heritage Conservation Area” to update the *Local Government Act* reference from “970.1” to “614”.
- L. Amending Subsection 2.6.2.1 under Section 2.6 “Ottawa Gardens Heritage Conservation Area” to update the *Local Government Act* reference from “970.1(3)(b)” to “614(3)(b)”.
- M. Amending Subsection 2.6.3.1 under Subsection 2.6 “Ottawa Gardens Heritage Conservation Area” to update the *Local Government Act* reference from “970.1(3)(a)” to “614(3)(a)”.
- N. Deleting the three paragraphs under Section 2.7 “Temporary Use Permits” and replacing them with the following:

“Occasionally, long-term plans do not provide enough flexibility to allow for short-term responses to site-specific opportunities. To address these opportunities on a case-by-case basis the City will consider the issuance of a Temporary Use Permit (TUP) in accordance with the provisions of Section 493 of the *Local Government Act*.

All areas within the City are designated TUP areas where TUPs can be granted. TUPs will only be permitted where the City judges a temporary use to be in the interest of the public in general, and where the following conditions are satisfied:

- The development of a temporary use should not unduly curtail the redevelopment of land in accordance with the interests of the Official Community Plan;
 - A temporary use should not be permitted where, in Council's opinion, such a use would have negative impacts on adjoining property;
 - A temporary use permit should not be used to resolve ongoing land use problems on private property;
 - A temporary use permit is intended for short-term community benefit purposes where a broad range of the public benefit from its issuance."
- O. Deleting Subsection 2.8.3 "Duplex Special Study Area" under Section 2.8 "Special Study Areas" in its entirety.
- P. Inserting Subsection 2.8.6 "Heritage Special Study Area" following Subsection "2.8.5 Deleted" under Section 2.8 "Special Study Areas" as follows:

"2.8.6 Heritage Special Study Area

The Heritage Special Study Area is comprised of the Grand Boulevard, East 10th Street, and Finlay's Row Heritage Character Areas. Each area contains a large concentration of heritage properties, with some dating back to the early 20th century. These heritage areas serve as an important connection to the City's natural and cultural past. Special consideration will be taken with these areas to preserve their character and legacy as the City continues to develop into the future. The City will undergo a careful study of these areas to determine the best direction forward in balancing preservation with infill development. A full list of the properties with heritage value can be found in the City's Heritage Register (2013)."

4. "Chapter 10 Checking Progress" of "Part 3 Acting on the Plan" of "Official Community Plan Bylaw, 2014, No. 8400" is hereby amended by replacing the text below the heading "Updating the Plan" with the following:

"An OCP provides a general direction for the future of the community and indicates the changes that can be anticipated over the long-term. As the Province is shifting towards a more proactive, long-term approach to planning, the City of North Vancouver is required to review the OCP and Zoning Bylaw every five years to consider current and anticipated housing needs."

5. "Schedule A Land Use" of "Official Community Plan Bylaw, 2014, No. 8400" is hereby amended by:
- A. Reclassifying properties designated as "Residential Level 1", "Residential Level 2", or "Residential Level 3" to "Low Rise Neighbourhood 1" or "Low Rise Neighbourhood 2" as indicated in Schedule F attached to this Bylaw.
 - B. Reclassifying properties designated as "Residential Level 4A" or "Residential Level 4B" to "Residential Level 4" as indicated in Schedule F attached to this Bylaw.

- C. Reclassifying the following properties from “Residential Level 3” to “Residential Level 4” as indicated in Schedule F attached to this Bylaw.

Lot	Block	D.L.	Plan
B	52	550	16191
H	33	549/550	20932
G	33	549/550	20932
F	33	549/550	20392
C	33	549/550	15877
B	33	549/550	15877
A	33	549/550	15877

- D. Reclassifying the Land Use Designation for the Harry Jerome Neighborhood Lands from “Mixed Use Level 2 (Medium Density)” to “Harry Jerome Neighbourhood Lands (Mixed Use)” as indicated in Schedule F attached to this Bylaw.
- E. Revising the height limit indicated for the portion of the Harry Jerome Neighbourhood Lands outlined in black from 88 to 103 metres as indicated in Schedule F attached to this Bylaw.
- F. Identifying the Lonsdale Quay Transit Oriented Area as outlined in “**Transit Oriented Area Designation Bylaw, 2024, No. 9029**” by:
- (1) Indicating a 200 meter and a 400 meter radius circle from the Lonsdale Quay Bus Depot (TOA).
 - (2) Reclassifying properties within a 200 meter catchment of the Lonsdale Quay Bus Depot (TOA) designated as “Mixed Use Level 4A” to “Mixed Use Level 4B”.
 - (3) Reclassifying properties within 400 meters of the Lonsdale Quay Bus Depot (TOA) designated as “Residential Level 5” to “Residential Level 6”.
 - (4) Revising the maximum allowable residential heights for new development based on the *Local Government Transit Oriented Areas Regulation* (B.C Reg. 263/2023).
- G. Reclassifying the following City-owned properties from “Residential Level 4A” to “Residential Level 5” as indicated in Schedule F attached to this Bylaw.

Lot	Block	D.L.	Plan
3	170	274	972
4	170	274	972
5	170	274	972
8	170	274	972
9	170	274	972
10	170	274	972
11	170	274	972
12	170	274	972
13	170	274	972
14	170	274	972
15	170	274	972

16	170	274	972
17	170	274	972
18	170	274	972

- H. Reclassifying the following properties to “Residential Level 4” as indicated in Schedule F attached to this Bylaw.

Lot	Block	D.L.	Plan	Previous Designation
26	67	547	750	Residential Level 3
1-2		547	BCS940	Residential Level 3
1-2		547	BCS306	Residential Level 3
1/2/3		271/547	VR1372	Residential Level 3
1-3		271	LMS624	Residential Level 3
1-4		271	BCS2553	Residential Level 2
1-2		271	BCS1422	Residential Level 2
1-2		271	BCS1632	Residential Level 2
W	66	271	1914	Residential Level 2
20	66	271	750	Residential Level 2
19	66	271	750	Residential Level 2
1-2	66	271	LMS3076	Residential Level 2
1-2		271	VR158	Residential Level 2
H	66	271	1226	Residential Level 2
1	66	271	17227	Residential Level 2
2	66	271	17227	Residential Level 2
1-2		271	LMS1134	Residential Level 2
1-2		271	LMS1135	Residential Level 2
1-2		271	BCS2403	Residential Level 2
1-2		271	BCS2504	Residential Level 2
1-2		271	EPS5557	Residential Level 2
1-2		271	VR1355	Residential Level 2
1-2		271	VR1354	Residential Level 2
D	65	271	17150	Residential Level 2
E	65	271	17150	Residential Level 2
F	65	271	17071	Residential Level 2
G	65	271	17071	Residential Level 2
B	65	271	1288	Residential Level 2
A	65	271	1288	Residential Level 2
1-4		271	EPS1481	Residential Level 2
1-3	65	271	LMS4610	Residential Level 2
13	65	271	750	Residential Level 2
13	65	271	750, Part W1/2	Residential Level 2
13	65	271	750, Part E1/2	Residential Level 2
1-2		271	VR2494	Residential Level 2
1-4		271/274	EPS8514	Residential Level 3
1-3	64	271	LMS3714	Residential Level 3
20	64	271	750	Residential Level 3
1-2		271	VR2117	Residential Level 3
1-3		271	BCS1307	Residential Level 3
1-4	64	271/274	BCS3129	Residential Level 3

16	64	271	750	Residential Level 3
1-3		271/548	VR1400	Residential Level 3
E	64	548	16794	Residential Level 3
F	64	548	16794	Residential Level 3
1-2		548	VR511	Residential Level 3
1-2		548	VR512	Residential Level 3
1-2		271	LMS4723	Residential Level 2
1-2		271	LMS4611	Residential Level 2
3	70	271	1420	Residential Level 2
4	70	271	1420	Residential Level 2
5	70	271	1420	Residential Level 2
1-2	70	271	LMS4649	Residential Level 2
7	70	271	1420	Residential Level 2
1-2		271	EPS8997	Residential Level 2
1-2		271	EPS9432	Residential Level 2
10	70	271	1420	Residential Level 2
1-2		271	EPS4074	Residential Level 2
1-2		271	EPS5514	Residential Level 2
1-2		271	VR2329	Residential Level 2
1	71	271	750	Residential Level 3
2	71	271	750	Residential Level 3
1-2	71	271	VR2788	Residential Level 3
5	71	271	750	Residential Level 3
6	71	271	750	Residential Level 3
7	71	271	750	Residential Level 3

6. Appendix 2.0 “Definitions” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:

- A. Replacing the definition of “Density” as follows:

“**Density** means the intensity of use permitted on a property. This can be defined as:

- (1) The Gross Floor Area (or total area of all the floors of each building) permitted to be built on the property, usually presented in the form of a Floor Space Ratio;
- (2) The number of units permitted on a lot and/or building; or,
- (3) The number of storeys permitted in a building.

- B. Replacing the definition of “Heritage Conservation Area” as follows:

“**Heritage Conservation Area** is an area of the City that has a significant grouping of heritage inventoried properties and is designated pursuant to Section 614 of the *Local Government Act*.”

7. “Table of Contents” of “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended to reflect amendments made in “**Official Community Plan, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114**” (City Initiated Amendment Related to Provincial Legislation Requirements).

READ a first time on the 6th day of October,
2025.

READ a second time on the <> day of <>,
20<>.

READ a third time on the <> day of <>, 20<>.

ADOPTED on the <> day of <>, 20<>.

MAYOR

CORPORATE OFFICER

SCHEDULE A

Table 3 OCP Requirements and Plan Content by Chapter

OCP Required Policies and Content		Local Government Act Section	OCP Chapter								
			2	3	4	5	6	7	8	9	10
			Land Use: Housing, Population & Employment	Transportation, Mobility Access	Community Wellbeing	Natural Environment, Energy & Climate	Parks, Recreation & Open Space	Arts, Culture, & Heritage	Employment & Economic Development	Municipal Services & Infrastructure	Acting on the Plan
Regional Growth Strategy Consistency	473										
Residential Development Policies	473(1)(a)										
Commercial, Industrial, Institutional, Agricultural, Recreational and Public Utility Land Use Policies	473(1)(b)										
Hazardous and Sensitive Lands Restrictions	473(1)(d)										
Major Road, Sewer and Water Infrastructure Systems	473(1)(e)										
Present and Proposed Public Facilities	473(1)(f)										
Affordable Housing, Rental Housing and Special Needs Housing	473(2)										
Greenhouse Gas Emission Reduction Targets and Actions	473(3)										
Optional Plan Content											
Social Needs, Social Well-being and Social Development Policies	474(1)(a)										
Policies for Preservation, Protection, Restoration and Enhancement of the Natural Environment	474(1)(d)										

SCHEDULE B

1.0 Key Issues and Trends

A Growing Community

The City of North Vancouver was incorporated on May 13, 1907, with an estimated population between 1,500 and 2,000. Over a century later, the residential population has grown to an estimated 67,300 in 2024. BC Stats, the provincial government's statistical office, projects that the population will continue to grow, reaching nearly 90,000 by 2041.

Throughout its nearly 120-year history, the City has never experienced a period of decline. Population growth has been a consistent trend, with three distinct boom periods: the incorporation boom from 1907 to 1921; the wartime and post-war boom from 1941 to 1971; and the present-day boom, beginning around 2011.

The City's population grew by more than one quarter (29%) between 2006 and 2021, with nearly 13,000 new residents calling the City of North

Vancouver home. This growth outpaced both the North Shore (12%) and the region overall (23%). This shows that the City is a highly desirable place to live, and that ongoing consideration needs to be given to the impacts of this growth. To accommodate this growth, the City's housing stock has shifted towards a greater number of multifamily developments. Apartment development constitutes the majority of new residential units, followed by ground-oriented missing middle housing. More information is contained in the City's 2024 *Interim Housing Needs Report*.

A Changing Community

The City's demographics have shifted in recent years. Statistics show an increase in seniors – from 14% of the population in 2006 to 20% today– and a significant number of families with children, who represent over one quarter of households. The community remains diverse, with immigrants consistently representing over one third of the population since 2006. However, in this time the City has seen a smaller share of new immigrants in

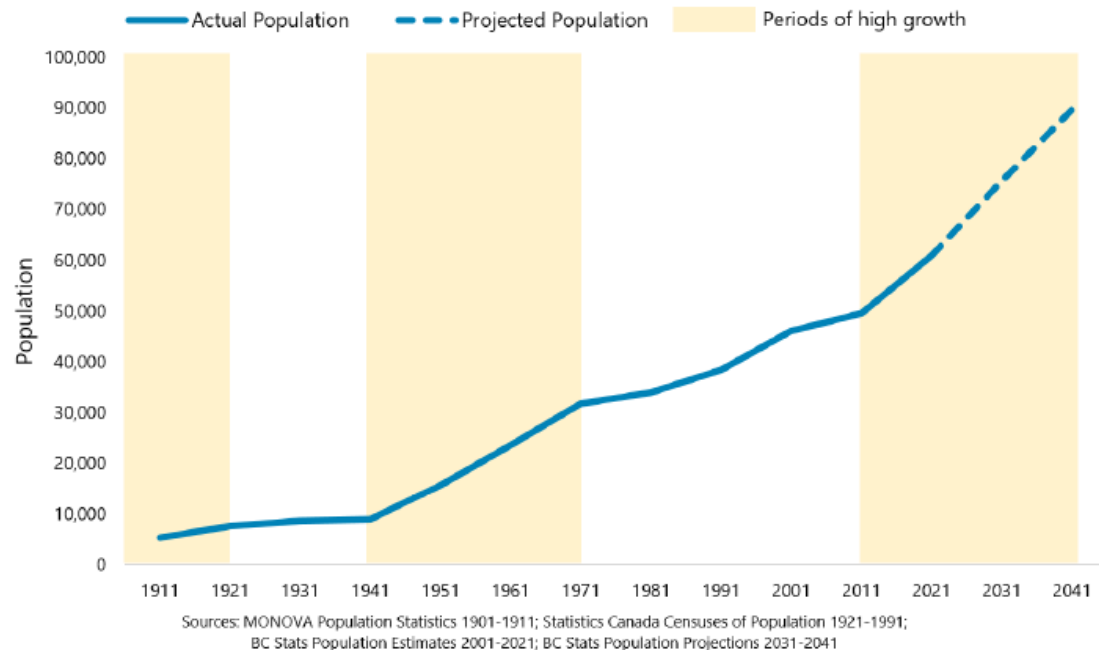


Figure 4 Historic and Projected CNV Population Growth

the last 5 years, down 5% since 2006. These residents live in a range of housing types, including apartments, single-family houses, and ground-oriented missing middle units. Nearly half of City residents rent their homes. To support the needs of the changing population, the City will need to continue providing a diversity of housing types and tenures including supports for aging-in-place and multi-bedroom units to accommodate children and multigenerational families.

An Economically Vital City

Commercial centres and corridors are the backbone of the City's tax base and are a key part of its economic engine. These areas include Central and Lower Lonsdale, the Marine Drive corridor, and the Harbourside area. Commercial areas within Central and Lower Lonsdale alone provide approximately 14 percent of the City's property tax revenue. Matching the City's anticipated population increase with new jobs will be increasingly challenging. To match Metro Vancouver's Regional Growth Strategy projections, the City will have to efficiently manage land and space for employment uses, adopt creative strategies, and make a commitment to attracting and retaining employers.

An Energy-Efficient City

Population growth and the impacts of climate change (e.g. extreme hot and cold weather) will have an impact on the demand for energy and other resources in the future. While challenges exist in reducing energy demand per capita and transitioning to sustainable sources of energy, the City has some control over the regulation of buildings. Buildings account for nearly half of the City's GHG emissions, mainly from space and water heating. Energy efficiency policies are in place, including Energy Efficiency Bylaws for single family houses, duplexes and residential, commercial, industrial and institutional buildings. A more compact and complete community uses less energy and produces fewer GHG emissions.

An Affordable City

Providing accessible, affordable and appropriate housing in a variety of forms that match the diverse needs of local residents is essential to the City's success. Over the past decades both rental rates and housing prices have increased dramatically. The growing difference between income and housing prices means that many City residents continue to struggle to secure appropriate, affordable housing. Many families are finding that the only housing choices they can afford are too small for their needs. Many other families and individuals are unable to find any housing on the North Shore that they are able to afford.

With 47 percent of the City's residents renting rather than owning their homes, the rental housing stock is critical to ensuring secure, affordable housing. The primary supply of rental housing is the aging, purpose-built rental building stock which is increasingly at risk of redevelopment. The challenge for the City is to create residential livability through the creation of vibrant public streets and green spaces, and enhancing social, recreational, cultural and leisure opportunities in increasingly dense neighbourhoods.

The Provincial Housing Needs Report (HNR) legislation calculates the projected 5 and 20 year housing need for the City of North Vancouver by the total number of new housing units required (Figure 5). The OCP provides enough capacity to meet the identified 20 year housing need. The 5 and 20 year housing need are highlighted in Figure 5, with further details available in the City's Interim Housing Needs Report 2024:

Number of New Housing Units	
5 Year Need (2026)	20 Year Need (2041)
6,606	21,301

Figure 5 Five and Twenty Year Housing Need for the City of North Vancouver (Provincial HNR Calculation)

While the City has limited tools to address housing affordability, making land use decisions which allow for variety of housing forms, types, and sizes to meet the needs of its residents and identifying opportunities to incentivize new affordable and rental housing can help address the City's housing challenges.

Sense of Place and Urban Form

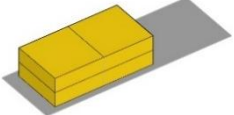
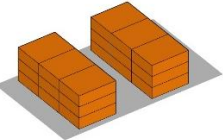
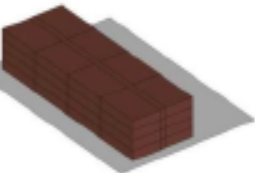
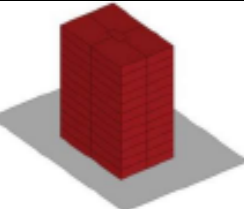
The local character and 'sense of place' of North Vancouver is a valued quality that this plan seeks to maintain and advance. This includes the prominence of Lonsdale as the urban core and centre of the City and the North Shore, the relationship of urban development to the waterfront, the City's forest ecology and sloping topography, views of mountains to the north and the Burrard Inlet and Vancouver skyline to the south, compactness with a strong street grid pattern, the variety of residential neighbourhoods, the vibrancy and walkability of commercial avenues, and the diversity and vitality of the community. The character of the City's built form is reflected in the plan and informs the City's policies: from the higher-density core along Lonsdale (a mixed-use avenue with nodes at Lower, Central, and Upper Lonsdale), transitioning down to established residential neighbourhoods comprised primarily of detached housing that are densifying in hidden ways with secondary suites and coach houses, and finally a working port and mixed-use commercial corridor along Marine Drive (see Figure 6). New development is expected to respect the established urban form and pattern and to demonstrate sensitivity to the unique urban and natural context of the City. Individual developments should have a strong exterior character and respect surrounding buildings, consideration of public view corridors, the design of active frontages along commercial streets, and the use of open space around and through the development.

City Structure

The overall profile of the City is based on key principles of urban design including transitional density from high to low density neighbourhoods and focused nodes of density near key transit corridors. This pattern is highlighted in Figure 6, illustrating how the OCP Land Use map (Schedule A in Appendix 1.0) reinforces this urban design vision.

SCHEDULE C

2.1.1 Residential Land Use Designations

		Low Rise Neighbourhood 1 Mixed Housing (Low Density)	Purpose Form Max Density Max Bonus	To provide a range of housing types and sizes in areas outside of the Lonsdale Regional City Centre and Frequent Transit Development Areas. Detached Single Family Dwellings with Secondary Suites/ Coach Houses, Duplexes with Secondary Suites, Laneway Houses, Tri-Plexes and Four-plexes up to 3 storeys in height. 0.85 FSR n/a
		Low Rise Neighbourhood 2 Mixed Housing (Low Density)	Purpose Form Max Density Max Bonus	To provide a range of housing types and sizes in areas within the Lonsdale Regional City Centre and Frequent Transit Development Areas. Townhouses, Duplexes, Rowhouses, Stacked Townhouses, Garden Apartments, Tri-plexes and Four-plexes up to 3 storeys in height 1.0 FSR n/a
		Residential Level 4 Townhouse and Low-Rise Apartment (Medium Density)	Purpose Form Max Density Max Bonus	To provide a range of moderately higher-density housing types and sizes close to transit and services including smaller, more affordable housing types. Townhouses, Rowhouses, Stacked Townhouses, Garden Apartments, Four-plexes up to 4 storeys in height. 1.25 FSR n/a
		Residential Level 5 Mid-Rise Apartment (Medium Density)	Purpose Form Max Density Max Bonus	To provide quality multi-family housing with a mix of unit sizes, and a focus on creating attractive and active streets. Mid-Rise Apartment Buildings –primarily wood-frame. 1.6 FSR A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.
		Residential Level 6 High-Rise Apartment (High Density)	Purpose Form Max Density Max Bonus	To provide well-designed high density development in the Lonsdale Regional City Centre. Mid-Rise and High-Rise Buildings. 2.3 FSR A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.

SCHEDULE D

Table 4 Area-Specific Development Permit Areas (DPAs)

Development Permit Areas	LGA Reference [488 (1)]	Objectives	Applicability
SH – The Shipyards	(a), (b), (d), (e), (f).	To protect the natural environment from hazardous conditions, guide commercial revitalization, and to control the form and character of commercial and residential development.	As shown on Schedule D in Appendix 1.0.
CL – Central Lonsdale	(d), (f), (h), (i), (j).	To guide the form and character of multi-family and mixed-use development in Central Lonsdale and establish objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.	All Residential Levels 5 and 6 and Mixed-Use Levels 3 and 4 designated properties within the Central Lonsdale Area shown on Schedule D in Appendix 1.0.
MD – Marine Drive	(e), (f), (h), (i), (j).	To guide the form and character of medium density multi-family and mixed-use developments in the Marine Drive area to encourage a pedestrian-friendly and transit-supportive environment.	As shown on Schedule D in Appendix 1.0.
E3 – East 3 rd Street Area (Moodyville)	(e), (f), (h), (i), (j).	To guide the form and character of ground-oriented townhouses and multi-family housing in proximity to employment, services and schools to encourage a pedestrian-friendly and transit-supportive environment. Additional effort will be required to maintain and expand the existing right-of-way in some areas to enable future transit expansion.	As shown on Schedule D in Appendix 1.0.
HW - Harbourside Waterfront	(d), (e), (f), (h), (i), (j).	To create a vibrant residential/commercial mixed-use community and guide the form and character of multi-family and mixed-use development in the Harbourside Waterfront area. The guidelines will direct development to ensure that energy conservation, water conservation and greenhouse gas emissions reduction objectives are supported.	As shown on Schedule D in Appendix 1.0.
SP – Streamside Protection Area	(a).	To ensure that development does not negatively impact watercourse environments and, where such impacts are unavoidable due to the existing configuration of parcels of	As shown on Schedule C and D in Appendix 1.0.

		land in relation to watercourses and wetlands, to ensure that development does not result in a net loss of productive fish habitat.	
HZ – Hazard Lands	(b).	To identify lands within the 200-year flood plain or steep areas in order to protect property and life, and minimize risks posed by development in areas with identified hazards including: flood- prone areas, steep-sloped areas, and coastal hazard areas.	As shown on Schedule D in Appendix 1.0.
FC – Form & Character	(e), (f), (h), (i), (j).	To guide the form and character of residential and mixed-use development to encourage a pedestrian-friendly, transit-supportive environment and establish objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions from these developments.	All land designated as Low Rise Neighbourhood Level 1 or 2, or Residential Level 4, under sections 2.1.1 and 2.1.2 of this official community plan, but not including land within the Shipyards, Central Lonsdale, Marine Drive, East 3rd Street (Moodyville), Harbourside Waterfront or Harry Jerome development permit areas.
HJ – Harry Jerome Neighbourhood Lands	(e), (f), (h), (i), (j).	To guide the form and character of mixed use development on the Harry Jerome Neighborhood Lands in alignment with the Sustainable City Framework in the Official Community Plan. Development will enhance the public realm, support energy conservation, water conservation and the reduction of greenhouse gas emissions.	As shown on Schedule D in Appendix 1.0.

SCHEDULE E

Table 5 Category Specific Development Permit Areas (DPAs)

Development Permit Areas	LGA Reference [488 (1)]	Objectives	Applicability
CH – Intensive Residential (Coach House)	(e).	To Integrate detached accessory secondary suites (coach houses) into existing one-unit neighbourhoods by considering the appropriate size and massing, and their potential impact on adjacent neighbours.	All residential properties, as indicated on Schedule A in Appendix 1.0, which meet the required conditions for coach house development.
R5 & R6 – Residential Apartment Levels 5 & 6	(f), (h), (i), (j).	To guide the form and character of multi-family residential development on properties with Residential Apartment Levels 5 or 6 designations and for the purpose of establishing objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.	All Residential Levels 5 and 6 designated properties on Schedule A in Appendix 1.0.
ANT – Rooftop Antennas	(f).	To provide guidance on the siting, design and public consultation of Federally-regulated wireless communication antennas on building rooftops in the City.	Any lands where antennas are proposed. Antennas are preferred in Residential Levels 5 and 6, Mixed-Use, Commercial, Industrial, and Mixed Employment designated lands on Schedule A in Appendix 1.0 and discouraged from locating on buildings near school and institutional or on buildings in lower density residential areas. (No map reference).

SCHEDULE F

Land Use Designation
This map should be viewed in conjunction with the provisions of Sections 2.1 and 2.2 of Chapter 1

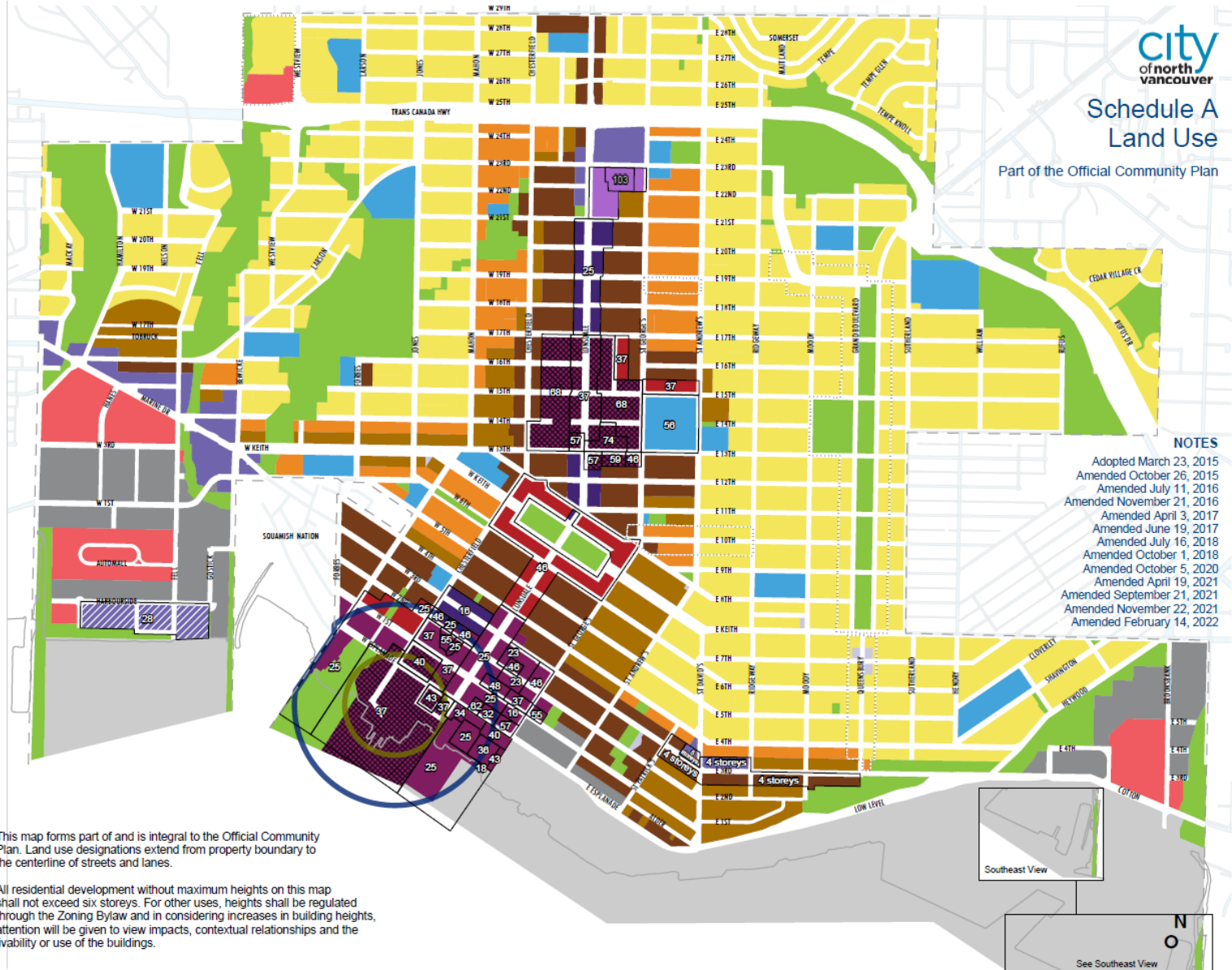
	OCF Density (FSR)	Maximum Bonus (FSR)
Residential		
Low Rise Neighbourhood 1 (Low Density)	0.85	
Low Rise Neighbourhood 2 (Low Density)	1.00	
Residential Level 4 (Medium Density)	1.25	
Residential Level 5 (Medium Density)	1.60	up to 1.0
Residential Level 6 (High Density)	2.30	up to 1.0
Mixed Use		
Mixed Use Level 1 (Low Density)	1.00	
Mixed Use Level 2 (Medium Density)	2.00	up to 0.5
Mixed Use Level 3 (Medium Density)	2.30	up to 0.5
Mixed Use Level 4A (High Density)	2.60	up to 1.0
Mixed Use Level 4B (High Density)	3.00	up to 1.0
Harbourside Waterfront (Mixed Use)	2.05	up to 0.15
Harry Jerome Neighbourhood Lands (Mixed Use)	2.90	
Parks, Recreation & Open Space		
School & Institutional		
Commercial		
Mixed Employment		
Industrial		
Maximum Building Heights in Metres		
Special Study Area		
City Boundary		
<200m TOA catchment		
>200m & <400m TOA catchment		

Example Height Equivalencies

Metres	Approx. Storeys
12-13	4
18-19	6
23-25	8
37	12
46	15
55-56	18
68	22
74	24
88	30
103	35

This map forms part of and is integral to the Official Community Plan. Land use designations extend from property boundary to the centerline of streets and lanes.

All residential development without maximum heights on this map shall not exceed six storeys. For other uses, heights shall be regulated through the Zoning Bylaw and in considering increases in building heights, attention will be given to view impacts, contextual relationships and the livability or use of the buildings.



city
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vancouver

Schedule A Land Use

Part of the Official Community Plan

NOTES

Adopted March 23, 2015
Amended October 26, 2015
Amended July 11, 2016
Amended November 21, 2016
Amended April 3, 2017
Amended June 19, 2017
Amended July 16, 2018
Amended October 1, 2018
Amended October 5, 2020
Amended April 19, 2021
Amended September 21, 2021
Amended November 22, 2021
Amended February 14, 2022