



**MINUTES OF THE PUBLIC HEARING FOR LAND USE BYLAW AMENDMENTS AND REGIONAL CONTEXT STATEMENT HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, NOVEMBER 17, 2025****

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**PRESENT**

**COUNCIL MEMBERS**

Mayor L. Buchanan  
Councillor H. Back  
Councillor D. Bell  
Councillor A. Girard  
Councillor J. McIlroy\*  
Councillor S. Shahriari  
Councillor T. Valente

*\*participated electronically*

**STAFF MEMBERS**

L. McCarthy, CAO  
B. Pearce, Deputy CAO  
A. Cifarelli, Director, Legislative Services & Corporate Officer  
J. Peters, Manager, Legislative & Election Services  
L. Sawrenko, Chief Financial Officer  
A. Pogosjan, City Solicitor  
K. Magnusson, General Manager, Infrastructure, Transportation & Parks  
M. Chan, General Manager, Planning, Development & Real Estate  
S. Galloway, Director, Planning  
T. Ryce, Director, Development  
J. Greig, Manager, Development Planning  
D. Fergusson, Manager, City Design and Planning  
E. Doran, General Manager, Corporate Services  
G. Schalk, General Manager, Public Safety & Fire Chief  
A. Gibbs, Director, Communications & Engagement  
G. MacCormack, Communications & Engagement Specialist  
T. Huckell, Legislative Services Advisor  
A. Neijens, Records Analyst

The Public Hearing was called to order at 6:14 pm.

**LAND USE BYLAW AMENDMENTS**

**1. INTRODUCTION**

“Official Community Plan, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114” (City Initiated Amendment Related to Provincial Legislation Requirements) and “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9137” (City Initiated Amendment Related to Provincial Legislation Requirements) would amend the Official Community Plan and Zoning Bylaw to meet 20-year housing need requirements on City Lands and low-density residential areas.

**2. STAFF PRESENTATION**

Planning, Development and Real Estate staff provided a PowerPoint presentation regarding the application and responded to questions from Council.

**PUBLIC HEARING – Land Use Bylaw Amendments and Regional Context Statement  
– Continued**

**3. SUMMARY OF CORRESPONDENCE**

Council members received correspondence regarding “Land Use Bylaw Amendments”, and the following submissions are attached to and form part of the Public Hearing Minutes:

- Letter dated October 17, 2025, from Paul Berrettoni, North Vancouver, BC.
- Email dated November 12, 2025, from Laura van der Pas, North Vancouver, BC.
- Email dated November 12, 2025, from Andrew Robertson, North Vancouver, BC.
- Email dated November 12, 2025, from Darius Lewis, Squamish Nation, North Vancouver, BC.
- Letter dated November 14, 2025, from Kathryn McGreener, North Vancouver, BC.
- Letter dated November 14, 2025, from Andrea and Michael Herz, North Vancouver, BC.
- Email dated November 14, 2025, from Jane Hurlburt and Michael Higgins, North Vancouver, BC.
- Letter dated November 15, 2025, from the North Shore Community Resources / Community Housing Action Committee, North Vancouver, BC.
- Email dated November 16, 2025, from Dee Dhaliwal, North Vancouver, BC.
- Email dated November 16, 2025, from Erika Rathje, North Vancouver, BC.
- Email dated November 17, 2025, from Shari and Larry Nelson, North Vancouver, BC.
- Email dated November 17, 2025, from Geert Faber, North Vancouver, BC.
- Letter dated November 17, 2025, from Eric White, North Vancouver, BC.
- Email dated November 17, 2025, from Darrell Ball, North Vancouver, BC.

**4. SPEAKERS**

- Greg Stoll, North Vancouver, BC expressed concern for the proposal, citing the need for more small units for middle income families.
- Renee Woywitka, North Vancouver, BC expressed support for the proposal, citing increased densification in low-rise areas.
- Andrew Robertson, North Vancouver, BC expressed support for the proposal, citing the need for smaller and affordable housing options.
- Julie Pappajohn, North Vancouver, BC expressed concern for the proposal, citing zoning needs for commercial heritage properties.
- Brian Bowman, North Vancouver, BC expressed support for the proposal, citing maximizing density on each property.
- Sarah Robertson, North Vancouver, BC expressed support for the proposal, citing the need for increased housing options for all residents.
- Brenda Beck, North Vancouver, BC expressed concern for the proposal, citing lack of public consultation.
- Allison Kerr, North Vancouver, BC expressed support for the proposal, citing removal of restrictions to stratify laneway homes.
- James Scott, North Vancouver, BC expressed support for the proposal, citing removal of restrictions to stratify laneway homes.

*Continued...*

## **PUBLIC HEARING – Land Use Bylaw Amendments and Regional Context Statement – Continued**

### **4. SPEAKERS – Continued**

- Tom Woywitka, North Vancouver, BC expressed support for the proposal, citing increased housing options and increased density.
- Mehrdad Rahbar, North Vancouver, BC expressed support and some concern for the proposal, citing the need for more changes in the proposed OCP.
- Kayley Van Hemmen, North Vancouver, BC expressed support for the proposal, citing additional housing options for younger residents.
- Kelsey Hemphill, North Vancouver, BC expressed support for the proposal, citing increased housing options, liveability and affordable housing options for younger residents.
- Gloria Venczel, North Vancouver, BC expressed concern for the proposal, citing proposed number of units in the OCP.
- Robert Blaine, North Vancouver, BC expressed support and some concern for the proposal, citing the need for more housing options.
- Randy Paddy, North Vancouver, BC expressed concern for the proposal, citing development cost charges, viability and timelines.

Mayor Buchanan declared a recess at 8:30 pm and reconvened the meeting at 8:37 pm with all members of Council present.

## **REGIONAL CONTEXT STATEMENT**

### **5. INTRODUCTION**

“Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9141” (City Initiated Amendment to Update Regional Context Statement) would replace the Regional Context Statement in the Official Community Plan to align with *Metro 2050*.

### **6. STAFF PRESENTATION**

Planning, Development and Real Estate staff provided a PowerPoint presentation regarding the application and responded to questions from Council.

### **7. SUMMARY OF CORRESPONDENCE**

Council members received correspondence regarding “Regional Context Statement”, and the following submissions are attached to and form part of the Public Hearing Minutes:

- Letter dated November 14, 2025, from TransLink, New Westminster, BC.
- Email dated November 17, 2025, from Shari Nelson, North Vancouver, BC.

### **8. SPEAKERS**

Nil.

**PUBLIC HEARING – Land Use Bylaw Amendments and Regional Context Statement  
– Continued**

**9. ADJOURN**

Moved by Councillor Shahriari, seconded by Councillor Valente

THAT the Public Hearing, regarding “Official Community Plan, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114” (City Initiated Amendment Related to Provincial Legislation Requirements); “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9137” (City Initiated Amendment Related to Provincial Legislation Requirements); and “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9141” (City Initiated Amendment to Update Regional Context Statement), adjourn.

**CARRIED UNANIMOUSLY**

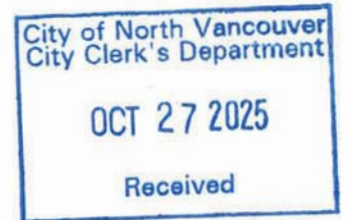
The Public Hearing adjourned at 8:41 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

October 17, 2025



**Attention**

**Mayor Buchanan and esteemed Council  
City of North Vancouver**

My name is Paul Berrettoni and reside in the cityof North Vancouver at 602 B Forbes Ave.

I wholly support the Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114 and Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9137.

I am long time resident,business operator,and property owner of Forbes Ave in the City Of North Vancouver.

The current strategies recommended by the City of North Vancouver Planning department relating to provincial legislation requirements ,in my opinion,are beneficial for current and future residents in the city.

I am available for further contact ,in person or via electronic means.

Yours Truly;

Paul Berrettoni

Forbes Ave  
North Vancouver B C

A handwritten signature in black ink that reads "Paul Berrettoni". The signature is written in a cursive style and is positioned over the printed name and address.

**Subject:** Public Hearing Input – OCP & Zoning Amendment Bylaws (November 17, 2025)

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**From:** LAURA VAN DER PAS

**Sent:** November-12-25 1:40 PM

**To:** Submissions <input@cnv.org>

**Subject:** Public Hearing Input – OCP & Zoning Amendment Bylaws (November 17, 2025)

Corporate officer

To Mayor and Council, City of North Vancouver:

Thank you for the opportunity to provide comments on the proposed OCP and zoning amendments. I understand these updates are required to meet Provincial planning requirements, and I appreciate the City's careful approach to managing growth.

My husband and I have been longtime residents ( on and off) of Lower Lonsdale for over 30 years. We were among the first homeowners at the Pinnacle Residences when the area was still known as Lot Five — then a gravel lot with open waterfront views, long before Shipbuilders Square took shape. I now live at the Promenade, and I have seen the waterfront evolve into the lively, welcoming public district it is today.

As redevelopment is considered in the Lonsdale Quay area, including the ICBC site, I encourage the City to continue applying the design principles that have contributed to the success of the waterfront district:

- Appropriate height transitions toward the shoreline
- Sunlight and openness for public spaces
- Protection of key public view corridors to the harbour and mountains
- Active, pedestrian-oriented ground-level uses

I support thoughtful growth that maintains a vibrant and inviting public waterfront.

Thank you for your consideration.

Sincerely,  
Laura (Laurie) van der Pas  
The Promenade  
Carrie Cates Court  
North Vancouver, BC

**Subject:** Submission for Nov 17 Public Hearing  
**Attachments:** CNV Public Hearing 202511117 - ARobertson.pdf

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**From:** Andrew Robertson  
**Sent:** November-12-25 8:59 PM  
**To:** Submissions <input@cnv.org>  
**Subject:** Submission for Nov 17 Public Hearing

Dear CNV Corporate Officer,

Please find attached a written submission for the November 17th, 2025 Public Hearing on OCP and zoning amendments to meet 20-year housing need.

If possible could you kindly confirm receipt and that this document will be included

Kind regards,

Andrew

Andrew Robertson, PhD, MCCPM  
16th Street East, North Vancouver BC, V7L 2T6

## City of North Vancouver Public Hearing Submission – Nov 17<sup>th</sup>, 2025

### OCP and Zoning Amendments to Meet 20-Year Housing Need

#### Summary

CNV's proposed OCP and zoning changes to ground-oriented neighbourhoods are an exciting first step toward improving how growth is planned in our community<sup>1</sup>. The approach allows established neighbourhoods to grow and change through strata multiplex housing, increasing the variety of housing choices and price points available to residents. The plan also redirects growth towards more affordable, more climate friendly construction methods and the building of much-needed family-sized homes for middle-income workers.

However, the scale of allowed change is incredibly small compared to the severity of our housing shortage and details of the plan contain significant issues that will completely undermine any potential for multiplex housing to meet CNV's housing target or our community's needs. Without changes, this plan will allow multiplexes and increased housing choices on paper alone and fail to provide liveable housing for CNV's future families.

This submission outlines both exciting and concerning aspects of the growth plan, and includes recommendations for improvement.

#### Positive Elements

1. Allows existing neighbourhoods to grow and change
2. Brings strata housing to all neighbourhoods
3. Increases the variety of housing choices
4. Growth focuses on more affordable and climate-friendly construction methods
5. Supports an overdue focus on family-sized homes
6. Removes requirements to subdivide to achieve full allowable density

#### Key Concerns

1. Density on paper, but not in practice
2. Liveability focused solely on neighbourhood aesthetics
3. Zoning still favours single-family homes
4. Plan will not support multi-generational housing
5. Excludes neighbourhoods closest to parks and transportation
6. Entirely market-driven housing supply
7. City-owned land strategy should complement, not limit, market housing delivery
8. Misalignment with provincial standards

#### Recommendations

1. Actually increase the number of allowed homes per area
2. Bring housing options to all neighbourhoods
3. Further expand housing type and size choices
4. Support owner-occupant developers and multi-generational housing
5. Eliminate FSR limits for multiplexes to encourage their construction
6. Re-legalise larger buildings
7. Replace parking requirements with transportation and affordability choices

#### Positive Elements

##### 1. Allows existing neighbourhoods to grow and change

For decades, 70% of CNV's residential land has been prevented from evolving alongside changes in our community's population and demographics<sup>2</sup>. This has pushed most new housing into a few high-rise corridors, making it hard for families, seniors, and young people to stay in their neighbourhoods. Allowing gentle density across all areas will help CNV grow in a more balanced and inclusive way.

##### 2. Brings strata housing to all neighbourhoods

Currently, most single-family properties in CNV are zoned to allow up to three dwellings. However, these dwellings must be purchased together, effectively bundling multiple homes into a single unaffordable transaction. This excludes younger residents and most of CNV's workforce from our

neighbourhoods. Allowing strata multiplex zoning allows homes to be purchased individually, making established neighbourhoods more financially accessible.

### **3. Increases the variety of housing choices**

CNV's housing stock is currently skewed toward single-family homes (22%) and small apartments (67%), with just 11% missing-middle housing<sup>3</sup>. This imbalance makes it difficult for middle-income households to find appropriately sized and priced homes. Multiplex zoning expands the variety of housing forms, sizes, and price points, which better meets the diverse housing needs of our households.

### **4. Growth focuses on more affordable and climate-friendly construction methods**

Multiplex housing uses wood-frame construction which reduces construction costs by 30-40% compared to the steel and concrete required for high-rise buildings<sup>4</sup>. Wood-frame construction also produces fewer greenhouse gas emissions. This makes it easier and faster to build homes that are more affordable and climate-friendly. It also allows small builders and homeowners to help create housing, instead of relying on a handful of big developers to build expensive towers.

### **5. Supports an overdue focus on family-sized homes**

One third of CNV's households are families with children yet 86% of net-new homes built in the last 5 years have been small apartments<sup>3,5</sup>. This massive mismatch has left many young families underhoused or displaced from their community. Multiplexes create 2- to 4-bedroom homes in existing areas, helping families stay in their communities in homes that fit their needs.

### **6. Removes requirement to subdivide to achieve full allowable density**

Most lots in CNV's low-density areas are 50 feet wide. Right now, they can be split into two 25-foot lots, each with a main home and a suite — that's four homes total. The new plan allows four homes on a single lot without needing to subdivide. This change will make building homes faster. It will also make homes more affordable by avoiding extra costs like separate utility hookups for divided lots, and lowering construction costs by allowing all four homes to share walls.

## **Key Concerns**

### **1. Density on paper, but not in practice**

The plan focuses narrowly on increasing the number of homes allowed per lot without actually increasing the amount of housing in each area or the scale of housing that can be built. Most 50-foot lots already allow four homes through subdivision. The new rules allow four homes without subdivision — so **the overall housing density stays the same**. The allowed building size also barely changes. Most areas still have the same 40% lot coverage and 3-floor limit. The proposed floor space ratio (FSR) of 0.85 is only a 21% increase over the current effective FSR of 0.7.

**This means that when we measure housing by how liveable it is — how much space it offers for families to live and gather — the increase is just 21%. That's far below the 73% increase in homes CNV needs over the next 20 years<sup>5</sup>.**

By focusing only on unit counts and not on the space and function of homes, the plan risks repeating past mistakes: building smaller, less useful homes that don't meet the needs of future generations. To solve the housing shortage while maintaining home liveability, we need to increase both the number of homes and the space they're allowed to occupy — so future North Vancouverites can live as well as past generations have.

### **2. Liveability focused solely on neighbourhood aesthetics**

CNV and this plan talk a lot about neighbourhood liveability in a way that focuses only on preserving the visual character of neighbourhoods and limiting change. Absent from the discussion is a meaningful consideration of what it means to live in increasingly smaller homes, and how size constraints may affect occupant wellbeing and homes as social infrastructure (ex. homes with living dining spaces large enough to host another family for dinner). If we only protect appearances, we risk building a city that looks familiar but doesn't work for the people living in it.

This narrow view of liveability also perpetuates intergenerational housing inequality, where an older well-housed generation resists modest neighbourhood changes while younger residents and essential workers face shrinking and less liveable housing options.

### **3. Zoning still favours single-family homes**

The proposed zoning gives the same square footage limit to multiplex projects as to single-family or duplex homes. This creates a financial incentive for developers to build fewer, larger units which command higher sale prices and lower construction costs due to fewer kitchens, bathrooms, and per-unit development charges.

This completely undermines the potential of a multiplex growth strategy's ability to increase the supply of middle-income housing. If the zoning framework is not changed to actively encourage the construction of multiple units per lot, this plan will fail to meet CNV's housing targets or address our housing and affordability crises.

### **4. Plan will not support multi-generational housing**

The proposed zoning misses a big opportunity to support families who want to rebuild older homes into multiple units for different generations. A common approach is to sell half the new homes to pay for construction and keep the rest for younger adult family members. This reduces community displacement by helping older homeowners downsize within their community while also giving younger family members a chance to live nearby in homes they can afford.

This kind of housing helps solve many problems:

- **Housing affordability:** half the new homes are provided at below market rates to long-time residents, without any public funding
- **Transportation and climate:** families living close together commute less
- **Aging population:** seniors are able to downsize within their neighbourhoods, near their support networks, reducing isolation; more middle-income homes are created for those who are replacing the retiring workforce
- **Overburdened social services:** families can help care for each other, easing pressure on public services like child care and senior care

But the current plan makes this nearly impossible because the limits on floor space and number of units are too strict. To make this work, most families need zoning that allows 6 units and an FSR of 1.2–1.5. Without these changes, CNV won't be supporting multi-generational housing — even though it's one of the most community-friendly ways to grow.

### **5. Excludes neighbourhoods closet to parks and transportation**

Grand Boulevard is the largest area to be excluded from this plan, despite it being our largest landscaped park and a major arterial route for drivers, buses, and cyclists. Since its creation, Grand Boulevard has connected Lonsdale and Lynn Valley, the centres of the City and District (when it was first built, an electric street car connecting Lonsdale Quay and the top of Lynn Valley Rd ran through the centre of the boulevard). Today, its buses connect Lynn Valley and eastern CNV even further to downtown, Capilano University, and Park Royal.

Areas with great access to green space and transportation are exactly where more ground-oriented, family-sized homes should be built. As a resident of this neighbourhood, I believe this exclusion is unfair and works against the goals of inclusive and sustainable growth.

### **6. Entirely market-driven housing supply**

Most of the new housing in this plan will be built by the private market in low-density areas. While apartment projects often include tools like inclusionary zoning or other incentives to create below-market housing, this new gentle density growth strategy doesn't offer similar options.

### **7. City-owned land strategy should complement, not limit, market housing delivery**

It's encouraging that CNV is considering using City-owned land for public housing benefit. But this strategy should add to — not replace — zoning enough private land to meet our 20-year housing needs. The plan keeps roughly 25% of the pre-zoned homes in City hands, which limits how much housing the private market can deliver. Since most homes are built by private builders, we need to make sure enough land is available for them to act quickly and with confidence. Holding back too

much land from the market slows down housing delivery, contributes to higher land prices, and works against the provincial goal of aligning zoning with market housing need.

## **8. Misalignment with provincial standards**

Creating a CNV-specific and scaled-down version of multiplex zoning that does not align with the provincial Small-Scale Multi-Unit Housing (SSMUH) standards creates market uncertainty that will continue to delay the new housing we need. Many housing projects in our neighbourhoods have been paused for the past 2 years ago due to ongoing multiplex rezoning uncertainty.

The loophole in the 2022 SSMUH legislation that exempted North Shore's municipalities – the most affluent in the province – from multiplex rezoning requirements was obviously politically unsustainable. Recent provincial legislation (Bill 25) aims to address this. Creating our own multiplex zoning standards that will eventually be overruled by the province is wasteful of City money and time and is a disservice to underhoused families for whom the housing shortage is urgent. CNV should work in full cooperation with senior governments to improve housing and affordability.

## **Recommendations for Improvement**

### **1. Actually increase the number of allowed homes per area**

To meet CNV's housing needs faster, zoning must actually increase the number of allowed homes within the 70% of CNV residential land that is currently low density. This means increasing the number of homes per area, not just per lot. Consider allowing more than four units on standard 50' lots, especially in areas with existing infrastructure to support higher density (ex. corner lots, lots near transit or within 15 minutes walking distance of Lonsdale, Lynn Valley, or Marine Drive).

### **2. Bring housing options to all neighbourhoods**

Excluding well-connected and amenity-rich areas like Grand Boulevard undermines the equity and effectiveness of the plan. This neighbourhood is ideal for gentle density due to its proximity to parks, schools, and transit. Including all neighbourhoods ensures that growth is distributed fairly and that all residents can benefit from increased housing options. Including Grand Boulevard in the new development permitting process would also give protections to its cherished heritage character that currently don't exist.

### **3. Further expand housing type and size choices**

Instead of limiting the number of units per lot, regulate buildings by size, height, and design guidelines alone. This gives homeowners and builders more flexibility to create homes that match real community needs. Removing unit caps allows a broader mix of home sizes and price points, helping build inclusive neighbourhoods for all types of households.

### **4. Support owner-occupant developers and multi-generational housing**

Create a program that allows long-time residents of a home to redevelop with higher unit caps and FSR limits if a portion of new homes will be reserved for extended family members or below-market rentals. This would support community retention and enable multi-generational housing solutions without allowing commercial developers to run over neighbourhood character for profit.

### **5. Eliminate FSR limits for multiplexes to encourage their construction**

Retain FSR limits for single-family and duplex construction but remove them for multiplex projects. Instead, regulate multiplexes solely by lot coverage, building height, and design guidelines. This would encourage the construction of more, smaller units rather than fewer, larger ones. This shift is essential to meet CNV's housing targets and affordability goals while ensuring that new housing serves our residents and workforce rather than reinforcing exclusivity.

### **6. Re-legalise larger buildings**

Many of CNV's original homes from 1910-1920 are still present in our low-density neighbourhoods. Some examples are shown below. These homes have 4-floors (2.5 stories above grade, plus a partially below grade basement) and/or large square footages that would be illegal to build again today. Given our housing and affordability crisis, it is absurd that our homes are mandated to stay smaller than they were a century ago. Re-legalisation of 4-floor buildings with large square footage, regulated by design guidelines, could meaningfully address our community's housing need while upholding the original character of colonial neighbourhoods.

## 7. Replace parking requirements with transportation and affordability choices

Parking requirements contribute to housing unaffordability by blocking home building projects and by increasing home purchase prices and rents. Key findings from this year's Metro Vancouver parking study include: 1) parking is overbuilt, with utilisation of only 77% in CNV (better than the Metro average of 66%), and 2) each parking stall adds an average of \$117,400 to \$137,000 to the purchase price of a home<sup>6</sup>.

Removing parking minimums removes an unaffordability mandate for residents to pay increased housing costs for something that many do not use and replaces it with market-driven transportation and affordability choices. For many, it will make choosing affordability easier. Those who choose to live a costly car-based lifestyle will still be free to fund their own private vehicle storage.

Respectfully submitted,

Andrew Robertson, PhD, MCCPM  
16<sup>th</sup> Street East, North Vancouver BC V7L 2T6

### Examples of 4-floor heritage homes in CNV that are larger than what can legally be built under current or proposed zoning bylaws.



### References

1. [Growing Liveable Neighbourhoods, City of North Vancouver](#)
2. [Schedule A Land Use Map, 2014 Official Community Plan, City of North Vancouver](#)
3. [2025 Housing Data Book, Metro Vancouver](#)
4. [2025 Canadian Cost Guide, Altus Group](#)
5. [2024 Interim Housing Needs Report, City of North Vancouver](#)
6. [Private Off-Street Parking Study, Metro Vancouver \(2025\)](#)

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**Subject:** Referral Letter - Squamish Nation - Official Community Plan, Zoning Bylaw, and Development Permit Guidelines Updates in Response to Recent Provincial Housing Legislation

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**From:** Darius Lewis <[Darius\\_Lewis@squamish.net](mailto:Darius_Lewis@squamish.net)>

**Sent:** November-12-25 4:11 PM

**To:** Edytha Barker <[ebarker@cnv.org](mailto:ebarker@cnv.org)>

**Cc:** Munmun Nagpal <[Munmun\\_Nagpal@squamish.net](mailto:Munmun_Nagpal@squamish.net)>

**Subject:** Referral Letter - Squamish Nation - Official Community Plan, Zoning Bylaw, and Development Permit Guidelines Updates in Response to Recent Provincial Housing Legislation

City of North Vancouver,

On behalf of the Squamish Nation, we appreciate the opportunity to provide comments on the proposed updates to the Official Community Plan, Zoning Bylaw, and Development Permit Guidelines in response to recent provincial housing legislation. Please note these are our preliminary reviews based on referral letter submitted. We are still waiting for a formal referral submission for a thorough review and engagement.

Our preliminary review identifies the following priorities and considerations:

1. **Housing & Social Infrastructure:** Ensure safe, equitable, and affordable housing options for Squamish Nation members within new developments, including assisted living homes and elders' centers.
2. **Economic Development:** Incorporate procurement opportunities for Squamish-owned businesses in construction and services, and provide employment and training programs for Squamish members.
3. **Cultural Recognition:** Commit to Snichem naming for streets, parks, and public spaces; include Squamish artists and cultural signage in design guidelines; and require cultural training for staff involved in planning and implementation.
4. **Climate & Sustainability:** Reference Squamish Nation's Climate Legacy Strategy and adopt net-zero building standards (clean energy, renewables, water conservation, stormwater management). Ensure environmentally safe materials for any in-water or structural works.
5. **Environmental & Archaeological Considerations:** Require Archaeological Overview Assessments for all areas with ground disturbance potential and implement environmental monitoring by a QEP during construction and maintenance (up to five years).
6. **Connectivity & Services:** Improve transportation links to reserves for access to amenities and ensure health and emergency services are accessible to Squamish members.
7. **Referral Process:** Upload individual project referrals for any construction or ground disturbance under this initiative for Squamish Nation review via Squamish Connect.

We look forward to continued engagement on these updates and request confirmation that these considerations will be integrated into the planning process.

Thanks,  
Darius

Huy chexw a (Thank you),  
Darius Lewis  
Referral Analyst, Rights & Title



**Skwxwú7mesh**  
**Úxwumixw**

Ta na wa Yúus ta Stitúyntsam  
Rights & Title

**T 604-982-0510**

**F 604-982-0515**

[Squamish.net](http://Squamish.net)

14 November 2025

Dear Mayor and Council,

**Re: Support for CNV LAND USE BYLAW AMENDMENTS FOR PROVINCIAL LEGISLATION ALIGNMENT**

My name is Kathryn McGreenera and I live in the City of North Vancouver at <> chesterfield Avenue.

I am writing in support of Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114 and Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9137.

As a long time resident of the CNV and concerned citizen around attending to housing affordability, I believe that the strategies recommended by Staff related to provincial legislation requirements and that respond to the projected housing need are appropriate and beneficial for current and future residents in the CNV.

In particular, the emphasis on increased densification within the FTDA makes much sense to me. I would hope the City will also work toward, wherever possible, the provision of more affordable housing options.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Kathy McGreenera". The signature is written in a cursive, flowing style.

Kathryn McGreenera

November 14, 2025

To: Mayor Buchanan and All Council Members  
City of North Vancouver

**Re: Implementation of New OCP and Provincial Zoning Requirements  
Concerns Regarding 508 & 512 East 16th Street – Density  
Follow up to Previously Submitted Letter Oct 2, 2025  
Submitted to Public Hearing to be Held Nov 17, 2025**

Dear Mayor and Council,

As residents of the 500 block of East 16th Street, we continue to express our concerns regarding the future development of the properties formerly located at 508 and 512 East 16th Street. These properties have been combined and subdivide into 3 RS1 lots. **Specifically, we request that Council limit the total number of residential units permitted on these now subdivided lots to a maximum of nine.**

We submit this letter to be part of the official information for the public hearing being held November 17, 2025.

We appreciate previous acknowledgement of our concerns by Councilors Back and Valente and understand Councilor Back actually attended the site to obtain understanding of the concern.

We understand the need for densification and in fact stratification to improve affordability in the CNV.

However, this level of potential densification is inconsistent with the **City's stated commitment to managing the pace of change and impact on existing neighbourhoods in line with a concept of "Gentle densification"**. It is also **incompatible with the established** character of the Grand Boulevard neighbourhood, particularly on a block situated adjacent to West Grand Boulevard itself.

Prior to subdivision, these 2 lots would have had 6 residential units permitted. The potential is now 12, a 200% increase. As neighbours, we believe 9 should be the maximum and would be more in character with Gentle Densification – a 50% increase vs 200%.

We request:

1. That Council cap the total number of units permitted on the subdivided lots at 508 and 512 East 16th Street to a maximum of nine units and communicate that decision to residents of the 500 block of East 16<sup>th</sup> Street. This is a substantial increase from the prior RS-1 zoning for these original two lots but arguably in line with the city's stated intent of gentle densification where the impact on neighborhoods is managed carefully. It is also in line with what was intended by new provincial rules. We fear that a double-ending is taking place through a subdivision that was allowed without public process in combination with new highly anticipated rules taking effect at the end of this year. If that is allowed, the result will be a severe, **200%**, increase in density with 12 units constructed where there were previously two RS-1 dwellings with a maximum of 6 units. Clearly there would be nothing '**gentle**' about that.

2. That Council give due consideration to the **current form and character** and context of East 16th Street and the Grand Boulevard neighbourhood when making decisions about density and redevelopment.

We appreciate your attention to this matter and trust that Council will act to uphold the integrity of our community and the principles of fair and transparent urban planning.

Sincerely,

Andrea & Michael Herz, 16<sup>th</sup> St. East

Cc: Ms. Daniella Ferguson – Manager of Planning

**Subject:** 500 block 16th Street East

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**From:** Jane Hurlburt  
**Sent:** November-14-25 2:29 PM  
**To:** City Council <[CityCouncil@cnv.org](mailto:CityCouncil@cnv.org)>; Planning <[Planning@cnv.org](mailto:Planning@cnv.org)>  
**Cc:** Mike Higgins  
**Subject:** 500 block 16th Street East

November 14, 2025

Dear Mayor Buchanan, CNV council members, and the Planning Department,

My husband Michael Higgins and I are homeowners in North Vancouver, 500 block of 16th Street East. Our neighbours Andrea and Michael Herz submitted a letter earlier today and we are supportive of everything in their letter (attached here).

I have written previously and am submitting a second letter in advance of the Public Hearing regarding the OCP and Zoning amendments being addressed at the Council meeting Nov. 17th.

We are concerned about the over densification of the now vacant lots at 508 and 512 16th Street East. As I've stated in a previous letter, the owner/developer of these properties slightly underhandedly rezoned these lots, from two 50 foot lots to three 33 foot lots. None of the neighbours on this street were informed of the rezoning.

We are asking that the maximum density allowed on these lots be 9 units, NOT 12.

Attached is the Herz's letter. We are in full support of everything they say in the letter.

Regards,

Jane Hurlburt  
Michael Higgins  
16th Street East  
North Vancouver



## Community Housing Action Committee (CHAC)

November 15, 2025

Mayor and Council  
City of North Vancouver

Dear Mayor and Members of Council:

### RE: CHAC Submission Re CNV Official Community Plan Update

The Community Housing Action Committee (CHAC) is a coalition of advocates, service providers and interested community members committed to supporting all types of affordable housing on the North Shore. It is the *de facto* community affordable housing community planning table for the North Shore.

On behalf of CHAC, we wish to commend Council and City staff for the proactive steps taken to update the Official Community Plan (OCP) in alignment with new provincial legislation and ambitious housing targets. CHAC recognizes important elements in the OCP update that support an expanded supply of housing and introduce greater variety among housing forms. These steps signal Council's commitment to improving livability and supporting a more inclusive North Vancouver.

### Positive Elements Recognized

- Commitment to increasing residential capacity with the OCP—demonstrated through the recent capacity analysis, which exceeds provincial requirements for long-term housing growth.
- Proposed gentle densification strategies (e.g. 4–6 units per lot in key areas and Transit-Oriented Developments) that help diversify housing choice and moderately improve affordability.
- Active exploration of City-owned lands for redevelopment, which creates potential to prioritize affordable, supportive, and non-market housing through partnership with non-profit providers.
- Ongoing community engagement efforts such as open houses and online surveys to solicit public input, including from renters and equity-seeking groups.

- Stratification is proposed for multiplex or laneway housing - most prospective homeowners seek to purchase a single residence rather than multiple units.

## Key Concerns and Gaps

Despite these advances, we highlight several gaps that limit transformative progress for those most in need:

- Most new supply enabled by zoning/land use changes remains primarily market-driven, with only modest affordable components; deeply discounted and truly non-market rental supply is not adequately secured under current OCP policies.
- Current inclusionary and affordable housing policies emphasize slight discounts to market rents, which do not meet the needs of households on social assistance or very low incomes.
- No clear targets for the supply of supportive housing units or for deeply discounted rents linked to income for vulnerable residents, seniors, or people living with disabilities.
- The City's approach allows multiplex construction as an option but with no incentives or requirements to choose multiplex over single family homes.
- A lack of incentives or support for homeowners to develop multiplexes themselves, leaving the advantage to private developers.
- Lack of robust anti-displacement and tenant protection measures during redevelopment, putting existing affordable rental stock and tenants at risk.
- Reliance on voluntary developer negotiations and density bonuses, with insufficient mandatory requirements for affordability or transparency in outcomes.
- High development cost charges and density bonus charges that increase the cost of new housing undermining affordability goals.

## Recommendations for Improvement

To fully realize a resilient, inclusive, and highly livable North Vancouver, CHAC respectfully urges Council to incorporate the following actionable policies into the OCP update:

1. **Mandate Deeply Discounted Rentals:** Set clear targets for deeply discounted and supportive rental units—rents geared to income and below BC Housing Income Limits—within new development approvals, especially on City-owned or assembled lands.

2. **Expand Non-profit/Co-op Led Housing:** Proactively allocate surplus City land and streamline approvals for non-profit and co-op developments, including long-term leases at nominal costs, leveraging senior government funding where possible.
3. **Strengthen Inclusionary Housing Policies:** Increase the required share of affordable and deeply discounted units in major rezonings and restrict cash-in-lieu payments to circumstances where a guaranteed non-profit affordable project will be delivered. Implement similar or complimentary programs that can be applied in the new gentle-density-focused growth strategy, to which current inclusionary zoning doesn't apply.
4. **Enhance Tenant Protections:** Require 1 to 1 replacement of demolished affordable rental units, right of return at previous rents, and strong anti-displacement provisions for vulnerable renters in all OCP amendments enabling redevelopment.
5. **Transparency and Accountability:** Implement annual public reporting on affordable and deeply discounted housing outcomes—including breadth of non-market provision, depth of affordability, and tenant stability—relative to local needs.
6. **Facilitate Supportive and Accessible Housing:** Set explicit targets for supportive housing units, and require all new affordable housing projects to provide a proportion of accessible and family-friendly units as part of OCP amendments.
7. **Expand multiplex zoning eligibility** across more residential areas in the City of North Vancouver, and update policies to offer clear incentives to encourage construction of multiplex homes over single-family dwelling including the removal of floor-space ratio limits for multiplex homes.
8. **Explore options to permit stratification of multiplex and laneway housing,** recognizing that current regulations prohibit stratification and that most prospective homeowners intend to purchase a single residence rather than multiple units.
9. **Establish targeted policies and incentives to empower current homeowners to develop multiplex housing,** addressing existing gaps that currently advantage private developers.

CHAC welcomes the Council's ambitions and pledges of ongoing collaboration to strengthen housing policy for the benefit of the entire community.

We note the City plan to update its Affordable Housing Reserve Fund Terms of Reference and Land Acquisition practices in 2026 to facilitate affordable and supportive

housing on municipally-owned lands. CHAC looks forward to this and other opportunities for future collaboration.

We urge the City to act boldly to secure housing for those at greatest risk and ensure future policies respond to North Shore residents' diverse needs.

Respectfully submitted,

Community Housing Action Committee (CHAC)

**Subject:** OCP Amendment Bylaw: No 9114

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**From:** Dee Dhaliwal  
**Sent:** November-16-25 1:31 PM  
**To:** Submissions <input@cnv.org>  
**Subject:** OCP Amendment Bylaw: No 9114

To Mayor and Council

I am writing today on behalf of the Shipyards Residents Association.

The Association is a group of almost 200 households that formed to represent local interests following the announcement about the future of the ICBC site.

Our group's interest is to ensure future development continues add to the livability of the area and takes input from residents. We understand the Provincial Government has reduced the requirement to seek input, but I believe that we can operate to a higher standard.

The Shipyards has a vibrant and informed residential community, and we support the need for development and change.

Please consider including us in any future deliberations,

Thank you,  
Dee Dhaliwal

**Dee Dhaliwal**  
**Publisher | Entrepreneur**

Carrie Cates Court  
North Vancouver, BC

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**From:** Submissions  
**Subject:** Re: new housing plan

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**From:** Erika Rathje  
**Sent:** November-16-25 4:28 PM  
**To:** City Council <[CityCouncil@cnv.org](mailto:CityCouncil@cnv.org)>  
**Subject:** Re: new housing plan

Dear Mayor and Council,

Thank you for moving forward on a plan to allow more much-needed "missing middle" housing in the City. When a family's choice is often between an apartment that is too small to meet their needs or a luxury house they cannot afford, we need to provide homes that are both right-sized for families and not oversized for their budgets. A prime example of the latter is the two homes that were recently finished on my block, subdividing a lot and providing two units on each. However, these are luxury homes at \$3 million, which prices the majority out of the market.

I'm concerned that your housing plan will continue rewarding the situation above rather than, with appropriate zoning adjustments, incentivising developers — and enabling existing homeowners — to build four or six units on a city lot that are actually appropriately sized for couples and families (2-4 bedrooms) while maintaining affordability. Right now, it looks like we'll mostly have the status quo which is leaving people behind. Please support multi-generational housing solutions by encouraging resident builders to build for their families, instead of selling to for-profit developers.

This plan also needs to apply everywhere and prevent neighbourhoods from being exclusively for the rich, like Grand Blvd. Diversity and more & gentle density will benefit all.

I hear some neighbours fearing three-storey SMMUHs near them, but there are plentiful examples of beautiful early 20th-century homes of 3 and 4 storeys in the City, which wouldn't be legal to build today. I think it would be beneficial to show residents what 4-6 unit buildings could look like to ease their fears and build support. They needn't be much different from the outside than the unaffordable mansions being built now, however they do need family-sized units so don't be afraid to be inspired by those tasteful 1910-era homes. They are tall but don't feel as bulky as large homes and duplexes built now.

Lastly, current parking rules add an expense to homes that can be financially and ecologically detrimental. By requiring a parking space on the property, which costs upwards of \$100,000, homes for people who don't want to own a car (an additional almost million dollars over a lifetime) become unnecessarily more expensive. Nearby, we're facing the loss of mature trees so that two garages plus two parking pads can be built on a 50' lot, while there are no guarantees these will even have cars in them. Rather, parking should be built when there's a need and thus discourage more car ownership, reduce congestion and make car-free or car-light living more feasible. Let's reward people who are doing the right thing and give people flexibility and choice. At the same time, all our residential streets ought to have permit parking programs for a more equitable city.

Thank you for your consideration and continued hard work.

Sincerely,  
Erika Rathje  
5th St East, North Vancouver

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**Subject:** FW: Input for Public Hearing Nov. 17, 2025 Re: OCP Amendment Bylaw, No. 9114, 2025

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**From:** Shari Nelson  
**Sent:** November-17-25 8:51 AM  
**To:** Submissions <input@cnv.org>  
**Cc:** Larry Nelson  
**Subject:** Input for Public Hearing Nov. 17, 2025 Re: OCP Amendment Bylaw, No. 9114, 2025

Dear Corporate Officer, Mayor and Councillors,

Our concerns about changes to the OCP focuses on the area that impacts us, specifically the proposed developments on the Harry Jerome Development Lands. The proposed two towers do not in our opinion "achieve a more livable and balanced region". The increase in housing can be spread out more besides concentrating on the Lonsdale Corridor.

Towers placed on 23<sup>rd</sup> Street is too high up Lonsdale. The old OCP stated towers would not be built higher up Lonsdale than 17<sup>th</sup> Street. Their height built so far up Lonsdale Avenue would change the beautiful views enjoyed by all of our North Shore mountains (eg. even from Ray Perault Park to the Lions).

We disagree that the Lonsdale Regional City Centre needs to act as the "downtown" for the entire North Shore. Current residents and owners are already feeling crowded out, overlooked, and there is new noise pollution from the new apartment buildings' air conditioning systems. Traffic and additional muscle car disturbance is creating more stress inside our homes.

Towers don't fit with Goal 3: Protecting the Environment, Address Climate Change, and Respond to Natural Hazards:

- There is enough evidence in developments around the world that living in a tower is not healthy, eg. air quality, noise from air conditioning generators, light pollution, the heat generated inside and out (residents have their windows open day and night because it's always too hot and the air doesn't flow).
- The reflection of heat and glare from glass and concrete construction negatively affect the environment. Birds often can't live in the same space and are killed flying into glass windows. The mature evergreen trees next to Silver Harbour will likely be removed. This is irreversible damage to the environment.
- How much green space will be on offer next to towers that will presumably have children and dogs? There is currently no official dog area around the new Lonsdale Square apartment building. Resident dogs have no where except our sidewalks to defecate. The grass outside Sunrise Senior Living is the dog toilet. This demand is only going to grow. These conditions are not healthy.

- How do the City planners plan on alleviating the impact on the neighbourhood re: traffic flow, pollution, parking due to 1000 more people moving into one corner where the highway entrance/exit is already a bottleneck during rush hour? Towers will compound the growing traffic during rush hour on St. Georges Street as well as Lonsdale Avenue.

Q: How many people will be able to afford the tower rent? How do the towers fit into this “affordable living” strategy of the City? See Goal 2: Support a Sustainable Economy. Anybody living above the sixth floor in these towers will likely be enjoying expensive views. How is that affordable? The low rise buildings on East 21th Street are not full and there can be four people living in the smallest suites. That does not offer healthy living.

See Goal 1: Create a Compact Urban Area. To create a mini city on these two blocks is very impactful. How is this a positive way forward? The amount of construction work is simply too much to expect people in these two blocks to endure for a decade.

We helped build this city. We want to see it succeed too. But in 25 years, overcrowding with developments of high-rise towers will create a city like those overcrowded due to tourism around the world, e.g. Barcelona, Venice, etc.

Respectfully,

Shari Nelson & Larry Nelson  
Eastern Avenue  
North Vancouver

Residents and Owners of CNV

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**Subject:** Family housing shortage North Shore  
**Attachments:** CNV Public Hearing 2025-11-17.pdf

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**From:** Geert Faber  
**Sent:** November-17-25 10:09 AM  
**To:** City Council <[CityCouncil@cnv.org](mailto:CityCouncil@cnv.org)>  
**Subject:** Family housing shortage North Shore

Hi,

I'm writing as a North Shore resident to share my concern with the city's approach to affordable, family-oriented housing. A recent online community post summarizing concerns about the Housing Action Plan highlighted several issues that resonated with my own experience. While the points in that post aren't mine, they clearly reflect the challenges many young families are facing. I attached it to this email.

My spouse works in healthcare, and despite wanting to build our future here, the lack of stable and attainable family housing makes that increasingly hard to justify. I encourage the council to strengthen the plan so it better supports multi-unit, family-sized homes and create realistic options for residents and essential workers. We need more functional family housing instead of small 'luxury' condo shoeboxes with additional services that are irrelevant for young families.

I appreciate the effort being put into this process and hope the final decisions help families like ours remain part of the community.

Best,  
Geert Faber  
2nd St W

PS. Especially these remarks from the attached report made me question if the current plans are created with the right objectives in mind:

- "The proposed zoning gives the same square footage limit to multiplex projects as to single-family or duplex homes. This creates a financial incentive for developers to build fewer, larger units which command higher sale prices and lower construction costs due to fewer kitchens, bathrooms, and per-unit development charges."
- "One third of CNV's households are families with children yet 86% of net-new homes built in the last 5 years have been small apartments"
- "Given our housing and affordability crisis, it is absurd that our homes are mandated to stay smaller than they were a century ago".

**Examples of 4-floor heritage homes in CNV that are larger than what can legally be built under current or proposed zoning bylaws.**



1617 Grand Boulevard  
est. 1912



276 East Keith  
est. 1912



800 Grand Boulevard  
est. 1910



432 East 7<sup>th</sup>  
est. 1909



600 Queensbury  
est. 1908



736 East 6<sup>th</sup>  
est. 1915



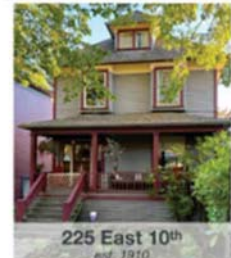
1141 Ridgeway  
est. 1910



750 Grand Boulevard  
est. 1910



312 East 10<sup>th</sup>  
est. 1919



225 East 10<sup>th</sup>  
est. 1910



1244 Ridgeway  
est. 1910



240 East 10<sup>th</sup>  
est. 1910

# Attachment to Geert Faber email dated November 17, 2025

neighbourhoods. Allowing strata multiplex zoning allows homes to be purchased individually, making established neighbourhoods more financially accessible.

**3. Increases the variety of housing choices**  
CNV's housing stock is currently skewed toward single-family homes (22%) and small apartments (67%), with just 11% missing-middle housing<sup>3</sup>. This imbalance makes it difficult for middle-income households to find appropriately sized and priced homes. Multiplex zoning expands the variety of housing forms, sizes, and price points, which better meets the diverse housing needs of our households.

**4. Growth focuses on more affordable and climate-friendly construction methods**  
Multiplex housing uses wood-frame construction which reduces construction costs by 30-40% compared to the steel and concrete required for high-rise buildings<sup>4</sup>. Wood-frame construction also produces fewer greenhouse gas emissions. This makes it easier and faster to build homes that are more affordable and climate-friendly. It also allows small builders and homeowners to help create housing, instead of relying on a handful of big developers to build expensive towers.

**5. Supports an overdue focus on family-sized homes**  
One third of CNV's households are families with children yet 86% of net-new homes built in the last 5 years have been small apartments<sup>5,6</sup>. This massive mismatch has left many young families underhoused or displaced from their community. Multiplexes create 2- to 4-bedroom homes in existing areas, helping families stay in their communities in homes that fit their needs.

**6. Removes requirement to subdivide to achieve full allowable density**  
Most lots in CNV's low-density areas are 50 feet wide. Right now, they can be split into two 25-foot lots, each with a main home and a suite — that's four homes total. The new plan allows four homes on a single lot without needing to subdivide. This change will make building homes faster. It will also make homes more affordable by avoiding extra costs like separate utility hookups for divided lots, and lowering construction costs by allowing all four homes to share walls.

## Key Concerns

**1. Density on paper, but not in practice**  
The plan focuses narrowly on increasing the number of homes allowed per lot without actually increasing the amount of housing in each area or the scale of housing that can be built. Most 50-foot lots already allow four homes through subdivision. The new rules allow four homes without subdivision — so the overall housing density stays the same. The allowed building size also barely changes. Most areas still have the same 40% lot coverage and 3-floor limit. The proposed floor space ratio (FSR) of 0.85 is only a 21% increase over the current effective FSR of 0.7.

**This means that when we measure housing by how liveable it is — how much space it offers for families to live and gather — the increase is just 21%. That's far below the 73% increase in homes CNV needs over the next 20 years<sup>7</sup>.**

By focusing only on unit counts and not on the space and function of homes, the plan risks repeating past mistakes: building smaller, less useful homes that don't meet the needs of future generations. To solve the housing shortage while maintaining home liveability, we need to increase both the number of homes and the space they're allowed to occupy — so future North Vancouverites can live as well as past generations have.

**2. Liveability focused solely on neighbourhood aesthetics**  
CNV and this plan talk a lot about neighbourhood liveability in a way that focuses only on preserving the visual character of neighbourhoods and limiting change. Absent from the discussion is a meaningful consideration of what it means to live in increasingly smaller homes, and how size constraints may affect occupant wellbeing and homes as social infrastructure (ex. homes with living dining spaces large enough family for dinner). If we only protect appearances, we risk building a city that looks familiar but doesn't work for the people living in it.

## City of North Vancouver Public Hearing Submission – Nov 17<sup>th</sup>, 2025 OCP and Zoning Amendments to Meet 20-Year Housing Need

### Summary

CNV's proposed OCP and zoning changes to ground-oriented neighbourhoods are an exciting first step toward improving how growth is planned in our community<sup>1</sup>. The approach allows established neighbourhoods to grow and change through strata multiplex housing, increasing the variety of housing choices and price points available to residents. The plan also redirects growth towards more affordable, more climate friendly construction methods and the building of much-needed family-sized homes for middle-income workers.

However, the scale of allowed change is incredibly small compared to the severity of our housing shortage and details of the plan contain significant issues that will completely undermine any potential for multiplex housing to meet CNV's housing target or our community's needs. Without changes, this plan will allow multiplexes and increased housing choices on paper alone and fail to provide liveable housing for CNV's future families.

This submission outlines both exciting and concerning aspects of the growth plan, and includes recommendations for improvement.

### Positive Elements

1. Allows existing neighbourhoods to grow and change
2. Brings strata housing to all neighbourhoods
3. Increases the variety of housing choices
4. Growth focuses on more affordable and climate-friendly construction methods
5. Supports an overdue focus on family-sized homes
6. Removes requirements to subdivide to achieve full allowable density

### Key Concerns

1. Density on paper, but not in practice
2. Liveability focused solely on neighbourhood aesthetics
3. Zoning still favours single-family homes
4. Plan will not support multi-generational housing
5. Excludes neighbourhoods closest to parks and transportation
6. Entirely market-driven housing supply
7. City-owned land strategy should complement, not limit, market housing delivery
8. Misalignment with provincial standards

### Recommendations

1. Actually increase the number of allowed homes per area
2. Bring housing options to all neighbourhoods
3. Further expand housing type and size choices
4. Support owner-occupant developers and multi-generational housing
5. Eliminate FSR limits for multiplexes to encourage their construction
6. Re-legalise larger buildings
7. Replace parking requirements with transportation and affordability choices

### Positive Elements

**1. Allows existing neighbourhoods to grow and change**  
For decades, 70% of CNV's residential land has been prevented from evolving alongside changes in our community's population and demographics<sup>2</sup>. This has pushed most new housing into a few high-rise corridors, making it hard for families, seniors, and young people to stay in their neighbourhoods. Allowing gentle density across all areas will help CNV grow in a more balanced and inclusive way.

**2. Brings strata housing to all neighbourhoods**  
Currently, most single-family properties in CNV are zoned to allow up to three dwellings. However, these dwellings must be purchased together, effectively bundling multiple homes into a single unaffordable transaction. This excludes younger residents and most of CNV's workforce from our

This narrow view of liveability also perpetuates intergenerational housing inequality, where an older well-housed generation resists modest neighbourhood changes while younger residents and essential workers face shrinking and less liveable housing options.

### 3. Zoning still favours single-family homes

The proposed zoning gives the same square footage limit to multiplex projects as to single-family or duplex homes. This creates a financial incentive for developers to build fewer, larger units which command higher sale prices and lower construction costs due to fewer kitchens, bathrooms, and per-unit development charges.

This completely undermines the potential of a multiplex growth strategy's ability to increase the supply of middle-income housing. If the zoning framework is not changed to actively encourage the construction of multiple units per lot, this plan will fail to meet CNV's housing targets or address our housing and affordability crises.

### 4. Plan will not support multi-generational housing

The proposed zoning misses a big opportunity to support families who want to rebuild older homes into multiple units for different generations. A common approach is to sell half the new homes to pay for construction and keep the rest for younger adult family members. This reduces community displacement by helping older homeowners downsize within their community while also giving younger family members a chance to live nearby in homes they can afford.

This kind of housing helps solve many problems:

- **Housing affordability:** half the new homes are provided at below market rates to long-time residents, without any public funding
- **Transportation and climate:** families living close together commute less
- **Aging population:** seniors are able to downsize within their neighbourhoods, near their support networks, reducing isolation; more middle-income homes are created for those who are replacing the retiring workforce
- **Overburdened social services:** families can help care for each other, easing pressure on public services like child care and senior care

But the current plan makes this nearly impossible because the limits on floor space and number of units are too strict. To make this work, most families need zoning that allows 6 units and an FSR of 1.2–1.5. Without these changes, CNV won't be supporting multi-generational housing — even though it's one of the most community-friendly ways to grow.

### 5. Excludes neighbourhoods closest to parks and transportation

Grand Boulevard is the largest area to be excluded from this plan, despite it being our largest landscaped park and a major arterial route for drivers, buses, and cyclists. Since its creation, Grand Boulevard has connected Lonsdale and Lynn Valley, the centres of the City and District (when it was first built, an electric street car connecting Lonsdale Quay and the top of Lynn Valley Rd ran through the centre of the boulevard). Today, its buses connect Lynn Valley and eastern CNV even further to downtown, Capilano University, and Park Royal.

Areas with great access to green space and transportation are exactly where more ground-oriented, family-sized homes should be built. As a resident of this neighbourhood, I believe this exclusion is unfair and works against the goals of inclusive and sustainable growth.

### 6. Entirely market-driven housing supply

Most of the new housing in this plan will be built by the private market in low-density areas. While apartment projects often include tools like inclusionary zoning or other incentives to create below-market housing, this new gentle density growth strategy doesn't offer similar options.

**7. City-owned land strategy should complement, not limit, market housing delivery**  
It's encouraging that CNV is considering using City-owned land for public housing benefit. But this strategy should add to — not replace — zoning enough private land to meet our 20-year housing needs. The plan keeps roughly 25% of the pre-zoned homes in City hands, which limits how much housing the private market can deliver. Since most homes are built by private builders, we need to make sure enough land is available for them to act quickly and with confidence. Holding back too

much land from the market slows down housing delivery, contributes to higher land prices, and works against the provincial goal of aligning zoning with market housing need.

### 8. Misalignment with provincial standards

Creating a CNV-specific and scaled-down version of multiplex zoning that does not align with the provincial Small-Scale Multi-Unit Housing (SSMUH) standards creates market uncertainty that will continue to delay the new housing we need. Many housing projects in our neighbourhoods have been paused for the past 2 years ago due to ongoing multiplex rezoning uncertainty.

The loophole in the 2022 SSMUH legislation that exempted North Shore's municipalities — the most affluent in the province — from multiplex rezoning requirements was obviously politically unsustainable. Recent provincial legislation (Bill 25) aims to address this. Creating our own multiplex zoning standards that will eventually be overruled by the province is wasteful of City money and time and is a disservice to underhoused families for whom the housing shortage is urgent. CNV should work in full cooperation with senior governments to improve housing and affordability.

## Recommendations for Improvement

### 1. Actually increase the number of allowed homes per area

To meet CNV's housing needs faster, zoning must actually increase the number of allowed homes within the 70% of CNV residential land that is currently low density. This means increasing the number of homes per area, not just per lot. Consider allowing more than four units on standard 50' lots, especially in areas with existing infrastructure to support higher density (ex. corner lots, lots near transit or within 15 minutes walking distance of Lonsdale, Lynn Valley, or Marine Drive).

### 2. Bring housing options to all neighbourhoods

Excluding well-connected and amenity-rich areas like Grand Boulevard undermines the equity and effectiveness of the plan. This neighbourhood is ideal for gentle density due to its proximity to parks, schools, and transit. Including all neighbourhoods ensures that growth is distributed fairly and that all residents can benefit from increased housing options. Including Grand Boulevard in the new development permitting process would also give protections to its cherished heritage character that currently don't exist.

### 3. Further expand housing type and size choices

Instead of limiting the number of units per lot, regulate buildings by size, height, and design guidelines alone. This gives homeowners and builders more flexibility to create homes that match real community needs. Removing unit caps allows a broader mix of home sizes and price points, helping build inclusive neighbourhoods for all types of households.

### 4. Support owner-occupant developers and multi-generational housing

Create a program that allows long-time residents of a home to redevelop with higher unit caps and FSR limits if a portion of new homes will be reserved for extended family members or below-market rentals. This would support community retention and enable multi-generational housing solutions without allowing commercial developers to run over neighbourhood character for profit.

### 5. Eliminate FSR limits for multiplexes to encourage their construction

Retain FSR limits for single-family and duplex construction but remove them for multiplex projects. Instead, regulate multiplexes solely by lot coverage, building height, and design guidelines. This would encourage the construction of more, smaller units rather than fewer, larger ones. This shift is essential to meet CNV's housing targets and affordability goals while ensuring that new housing serves our residents and workforce rather than reinforcing exclusivity.

### 6. Re-legalise larger buildings

Many of CNV's original homes from 1910-1920 are still present in our low-density neighbourhoods. Some examples are shown below. These homes have 4-floors (2.5 stories above grade, plus a partially below grade basement) and/or large square footages that would be illegal to build again today. Given our housing and affordability crisis, it is absurd that our homes are mandated to stay smaller than they were a century ago. Re-legalisation of 4-floor buildings with large square footage, regulated by design guidelines, could meaningfully address our community's housing need while upholding the original character of colonial neighbourhoods.

**7. Replace parking requirements with transportation and affordability choices**  
 Parking requirements contribute to housing unaffordability by blocking home building projects and by increasing home purchase prices and rents. Key findings from this year's Metro Vancouver parking study include: 1) parking is overbuilt, with utilisation of only 77% in CNV (better than the Metro average of 66%), and 2) each parking stall adds an average of \$117,400 to \$137,000 to the purchase price of a home<sup>6</sup>.

Removing parking minimums removes an unaffordability mandate for residents to pay increased housing costs for something that many do not use and replaces it with market-driven transportation and affordability choices. For many, it will make choosing affordability easier. Those who choose to live a costly car-based lifestyle will still be free to fund their own private vehicle storage.

**Examples of 4-floor heritage homes in CNV that are larger than what can legally be built under current or proposed zoning bylaws.**



**References**

1. [Growing Livable Neighbourhoods, City of North Vancouver](#)
2. [Schedule A Land Use Map, 2014 Official Community Plan, City of North Vancouver](#)
3. [2023 Housing Data Book, Metro Vancouver](#)
4. [2023 Canadian Cost Guide, Altus Group](#)
5. [2024 Interim Housing Needs Report, City of North Vancouver](#)
6. [Private Off-Street Parking Study, Metro Vancouver \(2023\)](#)

November 17 2025

Dear Mayor and Council,

My name is Eric White and I live in the City of North Vancouver at <> West 2nd Street.

I am writing in support of Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2025, No. 9114 and Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9137.

I live, work, and was born in the CNV and have been monitoring how municipalities across BC are responding to projected housing needs. The densification strategies recommended by CNV staff in these amendments are well thought out and, should Council approve them, will help the community remain a livable and desirable city for many generations to come.

Thank you,



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Eric White

**Subject:**

I live at 663third street west 657 3 rd street west Darrell ball 🏠 nova heating for 80 years we've lived there the site needs 15 storeys Minume called the GATEWAY please help us stop wasting farm land we need 🌾 and food we us to own 50 acres in Pitt

-----Original Message-----

From: Darrell Ball

Sent: November-17-25 8:38 AM

To: Submissions <input@cnv.org>

Subject: I live at 663third street west 657 3 rd street west Darrell ball 🏠 nova heating for 80 years we've lived there the site needs 15 storeys Minume called the GATEWAY please help us stop wasting farm land we need 🌾 and food we us to own 50 acres in Pitt ...

Sent from my iPhone

# TransLink's Review of City of North Vancouver's OCP Update Amendment to Regional Context Statement

Date sent to the City of North Vancouver: 2025-11-14

#	Page(s)	Topic / Section	Comment Date	New or Follow-Up	Comment Type	TransLink's Comment	CNV's Response	Response Date
1	General	Alignment with the Provincial Legislation	2025-11-14	New	For information	We have found the Provincial legislation-related and housekeeping updates to align with regional transportation policies and guidelines.		
2	Summary of Bylaw Changes - Strategy 1: Low Rise Neighbourhoods	Marine Drive FTDA Expansion	2025-11-14	New	For information	<p>Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on growth being located within the Metro 2050 Urban Containment Boundary, and higher levels of growth being focused in Urban Centres, Frequent Transit Development Areas (FTDAs), and along Major Transit Growth Corridors (MTGCs). Focusing growth in regionally designated centres and transit-oriented areas fosters walkable, vibrant, mixed-use communities that support a range of services and amenities (Transport 2050, 1.2.1.(d)).</p> <p>The MTGCs identified in Metro 2050 are based (with some exceptions) on the Major Transit Network (MTN) identified in Transport 2050. MTGCs are intended to provide locations for FTDAs designation, and we note that the <b>expansion of the existing Marine Drive FTDA is within the MTGC</b>. TransLink notes that the proposed expansion of Marine Drive FTDA is generally consistent with regional transportation plans.</p>		
3	Schedule E of Regional Context Statement	Transit Services – Future Frequent Transit Services	2025-11-14	New	Suggested Change	The route alignment that is labelled as "Future Frequent Transit Service" on Keith/15th/Grand Blvd is TransLink's current <b>Route 240</b> . This route is already an all-day frequent service. Please consider relabelling the route as the current/existing Frequent Transit Service.		

#	Page(s)	Topic / Section	Comment Date	New or Follow-Up	Comment Type	TransLink's Comment	CNV's Response	Response Date
4	Schedule E of Regional Context Statement	Transit Services – Future Rapid Transit Services	2025-11-14	New	For Information	<p>TransLink has worked with the Mayors' Council to identify the first three of the nine BRT corridors in the region: King George Boulevard, Langley–Haney Place, and Metrotown–North Shore BRT. While the next phases of design for these corridors have been funded through the 2025 Investment Plan, construction and service would be funded in a subsequent investment plan once contributions from senior governments are finalized.</p> <p>Implementing new RapidBus or BRT corridors, as identified in the Access for Everyone plan, requires prioritization and is advanced with local government support, as considered by the Mayors' Council and Board. The timing of the next phase of prioritization for the RapidBus and Bus Rapid Transit corridors identified in the <i>Access for Everyone</i> plan is yet to be determined.</p> <p>The <i>Access for Everyone</i> plan identifies Lynn Valley to Lonsdale as one of the 11 RapidBus lines as part of the 10 Year Priorities, to better serve existing riders and grow ridership in advance of future Bus Rapid Transit projects. However, this route is not in TransLink's Tier 1 priority corridors that are currently being developed at this time. Once planning and design work begin for this regional rapid transit connection, TransLink will further engage City staff and local interested parties.</p>		
5	Schedule E of Regional Context Statement	Truck routes	2025-11-14	New	Suggested Change	<p>The Designated Truck Routes (Schedule E of “Streets and Traffic ByLaw, 1991, NO. 6234”) do not align with the truck routes shown in the Map in Schedule E of the Regional Context Statement. <b>Please confirm all streets south of Marine Drive and west of Bewicke Avenue are designated truck routes.</b></p> <p>Per Section 21(1) and 21(2) of the South Coast British Columbia Transportation Authority Act, TransLink approval is required for any road alterations that would reduce the capacity of any part of the Major Road Network (MRN) to move people or would prohibit the movement of trucks on any road other than Provincial highways.</p> <p>If the City is proposing any changes to remove any existing truck routes, TransLink would like to be contacted on any future changes for TransLink to review and approve per SCBCTA Act Section 21(2).</p>		

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**Subject:** FW: Input for Public Hearing Nov. 17, 2025 Re: OCP Amendment Bylaw, No. 9141, 2025

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**From:** Shari Nelson  
**Sent:** November-17-25 8:51 AM  
**To:** Submissions <input@cnv.org>  
**Cc:** Larry Nelson  
**Subject:** Input for Public Hearing Nov. 17, 2025 Re: OCP Amendment Bylaw, No. 9141, 2025

Dear Corporate Officer, Mayor and Councillors,

Our concerns about changes to the OCP focuses on the area that impacts us, specifically the proposed developments on the Harry Jerome Development Lands. The proposed two towers do not in our opinion "achieve a more livable and balanced region". The increase in housing can be spread out more besides concentrating on the Lonsdale Corridor.

Towers placed on 23<sup>rd</sup> Street is too high up Lonsdale. The old OCP stated towers would not be built higher up Lonsdale than 17<sup>th</sup> Street. Their height built so far up Lonsdale Avenue would change the beautiful views enjoyed by all of our North Shore mountains (eg. even from Ray Perault Park to the Lions).

We disagree that the Lonsdale Regional City Centre needs to act as the "downtown" for the entire North Shore. Current residents and owners are already feeling crowded out, overlooked, and there is new noise pollution from the new apartment buildings' air conditioning systems. Traffic and additional muscle car disturbance is creating more stress inside our homes.

Towers don't fit with Goal 3: Protecting the Environment, Address Climate Change, and Respond to Natural Hazards:

- There is enough evidence in developments around the world that living in a tower is not healthy, eg. air quality, noise from air conditioning generators, light pollution, the heat generated inside and out (residents have their windows open day and night because it's always too hot and the air doesn't flow).
- The reflection of heat and glare from glass and concrete construction negatively affect the environment. Birds often can't live in the same space and are killed flying into glass windows. The mature evergreen trees next to Silver Harbour will likely be removed. This is irreversible damage to the environment.
- How much green space will be on offer next to towers that will presumably have children and dogs? There is currently no official dog area around the new Lonsdale Square apartment building. Resident dogs have no where except our sidewalks to defecate. The grass outside Sunrise Senior Living is the dog toilet. This demand is only going to grow. These conditions are not healthy.

- How do the City planners plan on alleviating the impact on the neighbourhood re: traffic flow, pollution, parking due to 1000 more people moving into one corner where the highway entrance/exit is already a bottleneck during rush hour? Towers will compound the growing traffic during rush hour on St. Georges Street as well as Lonsdale Avenue.

Q: How many people will be able to afford the tower rent? How do the towers fit into this “affordable living” strategy of the City? See Goal 2: Support a Sustainable Economy. Anybody living above the sixth floor in these towers will likely be enjoying expensive views. How is that affordable? The low rise buildings on East 21th Street are not full and there can be four people living in the smallest suites. That does not offer healthy living.

See Goal 1: Create a Compact Urban Area. To create a mini city on these two blocks is very impactful. How is this a positive way forward? The amount of construction work is simply too much to expect people in these two blocks to endure for a decade.

We helped build this city. We want to see it succeed too. But in 25 years, overcrowding with developments of high-rise towers will create a city like those overcrowded due to tourism around the world, e.g. Barcelona, Venice, etc.

Respectfully,

Shari Nelson & Larry Nelson  
Eastern Avenue  
North Vancouver

Residents and Owners of CNV