



# REGIONAL CONTEXT STATEMENT

## 2014 OFFICIAL COMMUNITY PLAN

Appendix 4.0

BYLAW NO. 8400



**Note:**

This document is an Appendix to the 2014 Official Community Plan. For additional information please see the full document at:  
[cnv.org/Your-Government/Official-Community-Plan](http://cnv.org/Your-Government/Official-Community-Plan)



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## “Official Community Plan Bylaw, 2014, No. 8400”

### CONSOLIDATED FOR CONVENIENCE – DATE

| Amendment Bylaw, No. | Title | Date Adopted | Page No. |
|----------------------|-------|--------------|----------|
|----------------------|-------|--------------|----------|



## 4.0 Regional Context Statement

### Authority and Purpose

The *Local Government Act* requires that each municipality prepare a Regional Context Statement as part of its Official Community Plan (OCP) explaining the relationship between the local Plan and the Regional Growth Strategy (RGS). This OCP, as adopted by North Vancouver City Council, contains goals and objectives that directly support the fundamental strategies of the Regional Growth Strategy adopted in 2011.

In keeping with the above, the City of North Vancouver may amend this Official Community Plan to adjust the boundaries of the City's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in Section 6.2.8 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

The Metro Vancouver Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136, 2011) focuses on land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure and community services. There are five fundamental strategies hosted within a sustainability framework designed to achieve a more livable and balanced region:

- Goal 1      Create a Compact Urban Area;**
- Goal 2      Support a Sustainable Economy;**
- Goal 3      Protect the Environment and Respond to Climate Change Impacts;**
- Goal 4      Develop Complete Communities;**
- Goal 5      Support Sustainable Transportation Choices.**

### Introduction

This update of the City's Official Community Plan builds on the strength of past City OCP's (1980, 1992, 2002) seeking a balance of residential and employment growth, concentrating growth in appropriate areas well served by transit while emphasizing quality of life considerations – all in pursuit of becoming a more compact, complete community. It includes new policy directions with the application of a Health Lens and a Climate Lens, strengthening of objectives to achieve affordable housing, and responding to changing demographic trends.

*Note: All Schedules referred to in the Regional Context Statement are contained in the 2014 OCP, Appendix 1.0.*

**City of North Vancouver Regional Context Statement**

**RGS GOAL 1: CREATE A COMPACT URBAN AREA**

The policies in the City of North Vancouver’s OCP direct growth and redevelopment into a compact urban form (**Chapter 1 Land Use**) in close proximity to services (**Chapter 7 Economic Development**) and regional infrastructure (**Chapters 2 & 8 Transportation, Infrastructure**).

**STRATEGY 1.1: Contain urban development within the Urban Containment Boundary (UCB)**

Role of Municipalities - Adopt Regional Context Statements which:

**Strategy 1.1.3 a**  
Depict the Urban Containment Boundary on a map.

See **OCP Schedule E Regional Context Statement Map** in the 2014 OCP **Appendix 1.0**. The entire City is located within the Metro Vancouver Urban Containment Boundary.

**Strategy 1.1.3 b**  
Provide population, dwelling unit and employment projections, and demonstrate how municipal plans will work to accommodate the projected growth within the UCB.

The RGS projection estimates for the City are:

|                       | <b>2011 (Census)</b> | <b>2021</b> | <b>2031</b> | <b>2041</b> |
|-----------------------|----------------------|-------------|-------------|-------------|
| <b>Population</b>     | 48,168               | 56,000      | 62,000      | 68,000      |
| <b>Dwelling Units</b> | 24,206               | 25,600      | 28,000      | 30,200      |
| <b>Employment</b>     | 30,422               | 34,000      | 37,000      | 40,000      |

The City’s population, dwelling units and employment projections associated with the OCP are consistent with the direction of the 2040 Regional Growth Strategy. As outlined in **Part 1 – Foundations** in the OCP, the goals and objectives of the City’s OCP put the City on a path toward achieving these projections and support their achievement in the following areas by:

**Population** - The OCP supports the population projections by providing greater capacity in land use and density, enabling the intensification of redevelopment scenarios. This includes the redevelopment and increase of existing capacity in a variety of housing and commercial spaces located throughout the City; the redevelopment of the Harbourside Waterfront, remaining Pier Development lands (former Shipyards) and the Harry Jerome Recreation Complex. Additional strategies to accommodate projected growth and the desire for a range of housing types includes added capacity in Central Lonsdale, the East 3<sup>rd</sup> Street area and additional suites in lower density areas.

**Dwelling Units** - There are currently 24,206 dwelling units in the City of which 14% are single-family in form and 86% are multi-family. By 2031 it is anticipated there will be 28,000 dwelling units, the majority of which will be multi-family in form and therefore likely to have fewer persons per household. The OCP provides capacity for new housing in a variety of forms to suit the needs of changing households. This includes provision for suites in duplexes and secondary suites/coach houses in single family areas; additional high-density, mixed-use capacity in the Regional City Centre

|  |   |
|--|---|
|  | <p>(Central Lonsdale), and the introduction of ground-oriented, low- and medium-rise multi-family development in a new FTDA along the east-west transit corridor of East 3<sup>rd</sup> Street. Additional policy and density bonus objectives strive to incentivize and structure the creation of new and retention of the existing number of rental units in the City.</p> <p><b>Employment</b> - In 2011 there were 30,422 jobs in the City of North Vancouver with a projection by Metro Vancouver of 37,000 jobs by 2031 and 40,000 by 2041. The City’s current jobs to labour force* ratio is currently 1:1.03 which means there are slightly more jobs as residents in the City looking for work, reducing the overall need to commute further afield to work. Measures to encourage more jobs include more mixed-use development in the Regional City Centre and along key transit corridors, as well as density bonus incentives to encourage more or larger employment uses. Land use policies emphasize the preservation of industrial lands and the introduction of a mixed-employment category to ensure a balance between the retention of well-paying, trades-based jobs with the flexibility needed for light industry as it evolves. Other policy objectives include continued diversification of the local economy, supporting small business incubators and home-based business.</p> <p>*Jobs (place of work) 30,422 to Labour Force (place of residence, employed &amp; unemployed) 29,415.</p> <p><b>Infrastructure</b> - The City currently has adequate capacity to supply water and sewer service throughout the City and plans for expansion to accommodate future growth as outlined and updated over time in the City’s long-range capital plan. As new growth in the OCP comes online, changes to those plans will be accommodated and financed in part through the new development. The concentration of growth along key transit corridors and within the Regional City Centre will enable more cost-effective expansion and coordination of ongoing maintenance. The implementation of the City’s asset management program supports the consistent replacement of existing infrastructure assets through Best Management Practices (BMP’s). Conservation measures, such as the Integrated Stormwater Management Plan (ISMP) will balance the burden of infrastructure needs and the local environment.</p> <p>It is worthwhile to note that the achievement of projected estimates of growth for the City is subject to the outcome of Density Bonus provisions in the Plan (<b>Land Use Section 2.2</b>) and will be reviewed again in 2024. Revisions can be made to land use designations and categories as needed to remain consistent with the RGS.</p> |
| <b>STRATEGY 1.2: Focus Growth in Urban Centres and Frequent Transit Development Areas</b>  |   |
| <p><b>Strategy 1.2.6 a</b><br/>Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas</p> | <p>It is anticipated that nearly all (90%) of the City’s projected population and dwelling units, and most of the employment growth to 2041 will occur within the Lonsdale Regional City Centre and within the Frequent Transit Development Areas along Marine Drive and East 3<sup>rd</sup> Street (which function as bookend extensions to the City Centre). These areas will enable new multi-family and mixed-used development to support local schools and commercial uses nearby in the Lonsdale Corridor (<b>Land Use Sections 2.4.5, 2.4.6, Transportation Objective 2.2.4 and Economic Development Objective 7.2.2, 7.2.8</b>)</p>   |

(FTDAs)

City population, dwelling unit and employment projections are consistent with regional projections:

| New Population            | Target 2021 |     | Target 2031 |     | Target 2041 |     |
|---------------------------|-------------|-----|-------------|-----|-------------|-----|
|                           | #           | %   | #           | %   | #           | %   |
| Regional City Centre      | 4,100       | 72% | 9,900       | 72% | 15,750      | 72% |
| Marine Drive FTDA         | 150         | 2%  | 350         | 2%  | 550         | 2%  |
| East 3 <sup>rd</sup> FTDA | 375         | 7%  | 900         | 7%  | 1,400       | 7%  |

| New Dwelling Units*       | Target 2021 |     | Target 2031 |     | Target 2041 |     |
|---------------------------|-------------|-----|-------------|-----|-------------|-----|
|                           | #           | %   | #           | %   | #           | %   |
| Regional City Centre      | 2,500       | 72% | 6,000       | 72% | 9,500       | 72% |
| Marine Drive FTDA         | 100         | 2%  | 200         | 2%  | 320         | 2%  |
| East 3 <sup>rd</sup> FTDA | 200         | 6%  | 500         | 6%  | 800         | 6%  |

\*assuming constant absorption.

| Employment (cumulative)   | Target 2021 |     | Target 2031 |     | Target 2041 |     |
|---------------------------|-------------|-----|-------------|-----|-------------|-----|
|                           | #           | %   | #           | %   | #           | %   |
| Regional City Centre      | 15,700      | 46% | 17,600      | 44% | 19,800      | 43% |
| Marine Drive FTDA         | 8,600       | 25% | 11,250      | 28% | 14,400      | 31% |
| East 3 <sup>rd</sup> FTDA | 530         | 2%  | 530         | 1%  | 530         | 1%  |

|   |   |
|---|---|
| <p><b>Strategy 1.2.6 b i</b><br/>Identify location and boundaries of Centres</p>  | <p>See <b>OCP Schedule E Regional Context Statement Map.</b></p>  |
| <p><b>Strategy 1.2.6 b ii</b><br/>Focus growth and development in Centres</p>     | <p>As indicated in the <b>OCP Schedule A Land Use</b> map, the City is focusing growth and development in the Lonsdale Regional City Centre by establishing land use designations and supporting policy mechanisms to permit higher densities, amenities and infrastructure, and therefore the majority of new development and plan capacity, in the Centre.<br/><b>Land Use Objective 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there.</p>  |
| <p><b>Strategy 1.2.6 b iii</b><br/>Encourage office development in Centres</p>    | <p>The OCP identifies Regional Priorities (<b>in Part 1 - Foundations</b>) which focus the majority of office development in the Lonsdale Regional City Centre and FTDA's. Commercial centres and corridors are the backbone of the City's tax base and are a key part of its economic engine including Central and Lower Lonsdale, Marine Drive Corridor and the Harbourside Waterfront area (<b>Section 2.4 Area-Specific Planning Policies</b>). The City has identified, defined and categorized Commercial Residential Mixed-Use Land Use designations to specify where certain uses are encouraged on the <b>OCP Schedule A Land Use</b> map (and <b>Section 2.1</b>).<br/><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses.<br/><b>Land Use Objectives: 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there. <b>1.1.5</b> - Provide space for commercial uses in mixed-use developments to support employment and economic development.<br/><b>Economic Objectives: 7.2.1</b> - Seek partnerships and collaboration with the business community, academic institutions, non-profit organizations, neighbouring municipalities, other governments and the Squamish Nation to achieve mutual economic development objectives. <b>7.2.2</b> - Increase the concentration of jobs in the Lonsdale Regional City Centre and Frequent Transit Development Areas, supporting the area as the North Shore's business and service core. <b>7.2.9</b> - Provide a high level of public services and infrastructure for commercial and industrial lands. <b>7.2.10</b> - Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses. <b>7.2.11</b> - Support the development of intelligent infrastructure, such as high-efficiency energy systems and advanced communications, needed to support businesses in the future.</p> |
| <p><b>Strategy 1.2.6 b iv</b><br/>Reduce parking in Centres where appropriate</p> | <p>The OCP works to reduce parking by:<br/><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses.<br/><b>Transportation Goal 2.1</b> - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.<br/><b>Transportation Objective 2.2.2</b> - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through measures such as providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments that are in close proximity to frequent and rapid transit, and providing electric vehicle charging stations and designated spaces for car-share, carpool, and low-emission vehicles).</p>  |

|   |  |
|---|--|
| Frequent Transit Development Areas  |  |
| <b>Strategy 1.2.6 c i</b><br>Identify Frequent Transit Development Areas (FTDAs)                              | See <b>OCP Schedule E Regional Context Statement Map</b> .   |
| <b>Strategy 1.2.6 c ii</b><br>Focus growth and development in Frequent Transit Development Areas (FTDAs)      | <p>While the Lonsdale Regional City Centre will be home to the most intensive growth and employment in the City, the Marine Drive and East 3<sup>rd</sup> Street FTDAs will serve as focal points for redevelopment from townhouse to medium density, street-oriented mixed-use development on the corridor.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p><b>Land Use, Transportation and Economic and Infrastructure Objectives:</b></p> <p><b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there.</p> <p><b>2.2.4</b> - (See <b>Sections 2.4.5 and 2.4.6</b> of this plan for further details). Consult with TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3<sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <ul style="list-style-type: none"> <li>a) Support redevelopment opportunities for townhouse and medium-density, street-oriented, mixed-use infill that is sensitive to the character of existing residential areas;</li> <li>b) Encourage the intensification of current or future frequent transit corridors, secure corridor width to support rapid transit and provide transit priority measures and other transit supportive road infrastructure and operations;</li> </ul> <p><b>7.2.2</b> - Increase the concentration of jobs in the Lonsdale Regional City Centre and Frequent Transit Development Areas, supporting the area as the North Shore’s business and service core.</p> <p><b>8.1.1</b> - Plan and integrate the servicing of areas where growth is concentrated.</p> |
| <b>Strategy 1.2.6 c iii</b><br>Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate | <p>Parking will be reduced in Frequent Transit Development Areas where appropriate:</p> <p><b>Transportation Objective 2.2.2</b> - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through measures such as providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments that are in close proximity to frequent and rapid transit, and providing electric vehicle charging stations and designated spaces for car-share, carpool, and low-emission vehicles.</p>  |
| General Urban Areas   |  |
| <b>Strategy 1.2.6 d i</b><br>Identify the General Urban Area  | See <b>OCP Schedule E Regional Context Statement Map</b> .   |

|  |  |
|--|--|
| <p><b>Strategy 1.2.6 d ii</b><br/>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p> | <p>Refer to <b>OCP Schedule A Land Use</b> map. The City’s OCP establishes a land use pattern that encourages the creation of a complete community in which high- and medium-density residential growth and major commercial are concentrated in the Regional City Centre and FTDAs. Outside the LRCC and FTDAs the predominant use is low-density residential and industrial uses.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses. <b>Land Use Objectives 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there. <b>1.3.1</b> – Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods.</p> |
| <p><b>Strategy 1.2.6 d iii</b><br/>Identify small scale Local Centres where appropriate</p>  | <p>The City does not identify any Local Centres as defined in the RGS.</p>   |
| <p><b>Strategy 1.2.6 d iv</b><br/>Exclude non-residential Major trip-generating uses outside Centres and Frequent Transit Development Areas</p>    | <p>In establishing the primacy of the Lonsdale Regional City Centre, the City does not permit any new major trip-generating uses outside these areas as per the <b>OCP Schedule A Land Use</b> map.</p> <p><b>Land Use and Economic Objectives</b></p> <p><b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there.</p> <p><b>7.1.5</b> - Encourage private and non-profit post-secondary schools to locate in the Lonsdale Regional City Centre and build stronger relationships with institutions such as Simon Fraser University, the University of British Columbia, the British Columbia Institute of Technology (BCIT) Marine Campus and Capilano University.</p> <p><b>7.2.2</b> - Increase the concentration of jobs in the Lonsdale Regional City Centre and Frequent Transit Development Areas, supporting the area as the North Shore’s business and service core.</p> |
| <p><b>Strategy 1.2.6 d v</b><br/>Encourage infill development</p>  | <p>As a mature, urban municipality all development is redevelopment, often involving infill development in some form. The OCP includes provision for secondary suites/coach houses (<b>Section 2.5</b>) in all Level One Residential land use areas and in-house suites in duplexes. Land Use categories (<b>Section 2.1</b>) and Density Bonus provisions (<b>Section 2.2</b>) have been updated to ensure they can provide adequate floor area and incentives for infill development.</p>  |
| <p><b>Strategy 1.2.6 e</b><br/>Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres</p>                 | <p>There are no industrial or mixed employment land uses in the Marine Drive FTDA (<b>Land Use Section 2.4.6</b>). Commercial uses are and will be encouraged to supply local employment. Consideration of park space, park linkages and potential amenities are under consideration for these areas.</p> <p><b>Transportation Objective 2.2.4</b> - (See <b>Sections 2.4.5 and 2.4.6</b> of this plan for further details). Consult with TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3<sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p>  |

|  |  |
|--|--|
| and Frequent Transit Development Areas (FTDAs)   | <ul style="list-style-type: none"> <li>a) Support redevelopment opportunities for townhouse and medium-density, street-oriented, mixed-use infill that is sensitive to the character of existing residential areas;</li> <li>b) Encourage the intensification of current or future frequent transit corridors, secure corridor width to support rapid transit and provide transit priority measures and other transit supportive road infrastructure and operations;</li> <li>c) Foster a high quality, accessible walking and cycling environment.</li> </ul>   |
| <b>Strategy 1.2.6 f i</b><br>Minimize the impacts of urban uses on industrial activities | The <b>OCP Schedule A Land Use</b> map does not permit residential uses on industrial use lands. Where possible, heavy industry has been buffered from urban uses by light-industrial (now mixed-employment) areas to the north.   |
| <b>Strategy 1.2.6 f ii</b><br>Encourage safe and efficient transit, cycling and walking  | <p>The City's ability to manage the movement of people and goods is a key indicator of livability.</p> <p><b>Transportation Goals 2.1</b> - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles; <b>2.3</b> – Support a safe, accessible, resilient and affordable transportation system. <b>Transportation Objectives 2.1.1</b> – Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; <b>2.1.5</b> – Work with TransLink to improve accessibility to transit, complete projects identified in the 2040 North Shore Area Transit Plan, expand the Frequent Transit Network, provide rapid transit services on Marine Drive/3<sup>rd</sup> Street and Lonsdale/29<sup>th</sup> Street, and increase Seabus frequency; <b>2.1.7</b> – Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people.</p> |
| <b>Strategy 1.2.6 f iii</b><br>Implement transit priority measures where appropriate     | <p>The City includes transit priority measures:</p> <p><b>Transportation Objective 2.1.6</b> - Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability.</p>   |
| <b>Strategy 1.2.6 f iv</b><br>Support district and renewable energy where appropriate    | <p>The City continues to work with Lonsdale Energy Corporation (LEC) to expand the existing Community Energy System and increase the use of sustainable energy supply systems.</p> <p><b>Land Use Objective 1.2.2</b> – Improve and record the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City by:</p> <ul style="list-style-type: none"> <li>e) Maximizing the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings .</li> </ul> <p><b>Energy Objective</b></p> <p><b>4.1.2</b> Encourage the transition to sustainable sources of energy by:</p> <ul style="list-style-type: none"> <li>a) Increasing the use of clean, efficient and sustainable renewable energy supply systems;</li> <li>b) Exploring the availability and increasing the use of locally-sourced energy;</li> <li>c) Adopting and updating best practices for new and existing buildings encouraging on-site energy genera-</li> </ul>   |

|   |  |
|---|--|
|   | <p>tion systems using solar heat, solar power and ambient heat and maximizing waste heat recovery in compliance with City bylaws; and</p> <p>d) Supporting the Lonsdale Energy Corporation (LEC) in the development and implementation of a Sustainable Energy Strategy.</p> <p><b>Infrastructure Objective 8.1.5</b> - Support Lonsdale Energy Corporation (LEC) district energy utility initiatives to increase efficiency.</p>  |
| <b>STRATEGY 1.3: Protect Rural Areas from Urban Development:</b>  |  |
|   | n/a  |
| <b>City of North Vancouver Regional Context Statement</b>   |  |
| <b>REGIONAL GOAL 2: SUPPORT A SUSTAINABLE ECONOMY</b>   |  |
| A healthy local economy supported by an urban structure that protects employment lands and aims to both diversify and intensify such activity ( <b>OCP Chapters 2, 3 &amp; 8</b> ). This includes encouraging office development in the Regional City Centre and in support of the Frequent Transit Network as well as efficient goods movement and maintaining a balance of jobs to resident labour force. |  |
| <b>STRATEGY 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live.</b>   |  |
| Role of Municipalities - Adopt Regional Context Statements which:   |  |
| <p><b>Strategy 2.1.4 a</b></p> <p>Support appropriate economic activity in Urban Centres, FTDAs, Industrial and Mixed Employment Areas</p>  | <p>The City's OCP supports economic activity in the LRCC, FTDAs, Industrial and Mixed Employment Areas by creating opportunities for residents to live and work in the same community. This involves the creation of more mixed-use developments, the preservation of lands designated for industrial use, and efforts to continue economic diversification all with an eye on maintaining a balance between the resident labour force and employment (<b>OCP Chapters 1 &amp; 7, and OCP Schedule A Land Use map</b>).</p> <p><b>Land Use Objectives 1.1.3</b> - Balance the number of jobs to the number of residents employed in the labour force in the City reducing the need for longer commute distances for City residents. <b>1.1.5</b> - Provide space for commercial uses in mixed-use developments to support employment and economic development.</p> <p>Supporting the <i>Lonsdale Regional City Centre</i> with <b>Land Use Objective 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there. <b>Economic Objective 7.2.2</b> – Increase the concentration of jobs in the Lonsdale Regional City Centre, supporting the area as the North Shore's business and service core; <b>7.2.8</b> - Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1.</p> <p>Supporting the <i>Marine Drive/East 3<sup>rd</sup> Street FTDA</i>s with a land-use mix and density to support frequent transit service. <b>Land Use Objective 2.2.4</b> - (See <b>Sections 2.4.5 and 2.4.6</b> of this Plan for further details). Consult with TransLink and the local community to establish a Frequent Transit Development Area along Marine Drive and East 3<sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <p>a) Support redevelopment opportunities for townhouse and medium-density, street-oriented, mixed-use infill that is sensitive to the character of existing residential areas;</p> |

|   |   |
|---|---|
|   | <p>b) Encourage the intensification of current or future frequent transit corridors, secure corridor width to support rapid transit and provide transit priority measures and other transit supportive road infrastructure and operations;</p> <p>c) Foster a high quality, accessible walking and cycling environment.</p> <p>Supporting <i>Industrial Areas</i> with:<br/>Protecting and recognizing areas devoted to industrial use. The City has historically devoted much of its waterfront to industrial use. The opportunity for further industrial development continues to be focused primarily along the waterfront and in buffer areas north of the waterfront which could be further intensified.</p> <p><b>Economic Objectives: 7.2.6</b> - Maintain the City’s industrial land base and enhance the contribution of the Port to the local economy by supporting improved rail access, goods movement and attainable housing for workers, in addition to identifying potential opportunities for local businesses to supply more goods and services to the Port operators; <b>7.2.9</b> - Provide a high level of public services and infrastructure for commercial and industrial lands; <b>7.2.12</b> - Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use. (note: an accessory one-unit residential unit functioning as a ‘care-taker’ unit is permitted in certain industrial zones under the Zoning Bylaw).</p> <p>Supporting <i>Mixed Employment Areas</i> with <b>Land Use Section 2.5.3</b> which identifies appropriate uses including light industrial and automotive uses with a limited amount of complementary commercial uses with those expecting high levels of vehicle trips to be directed to other use areas. <b>Land Use Objective 7.2.7</b> - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City.</p> |
| <p><b>Strategy 2.1.4 b</b><br/>Support the development of office space in Urban Centres</p> | <p><b>Section 1.3.2</b> identifies the Lonsdale Regional City Centre as the commercial core of the North Shore. <b>Land Use Section 2.5</b> outlines mixed-use developments and the desire to encourage office space development in the Regional City Centre and along key transit corridors, including the new FTDA.</p> <p>Supporting the Lonsdale Regional City Centre as a mixed-use commercial district. Office, retail, institutional, and residential mixed-uses in this area are encouraged.</p> <p><b>Land Use Objectives 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there. <b>1.1.5</b> - Provide space for commercial uses in mixed-use developments to support employment and economic development.</p> <p><b>Economic Objective 7.2.2</b> - Increase the concentration of jobs in the Lonsdale Regional City Centre and Frequent Transit Development Areas, supporting the area as the North Shore’s business and service core; <b>7.2.8</b> - Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1.</p>  |
| <p><b>Strategy 2.1.4 c</b><br/>Discourage major commercial and</p>                          | <p>Major development is encouraged to remain in the Regional City Centre. No new major commercial and institutional uses are proposed outside these areas and everything currently zoned for these uses outside of these areas is an established use and not planned for expansion.</p>   |

|   |  |
|---|--|
| institutional development outside of Urban Centres and FTDA's   | <p><b>Land Use Objective</b></p> <p><b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there.</p>   |
| <p><b>Strategy 2.1.4 d</b></p> <p>Support the economic development of Special Employment Areas, post-secondary institutions and hospitals through land use and transportation</p> | <p>There are no Special Employment Areas or post-secondary institutions in the City. Lions Gate Hospital is located in the City. Its expansion on its existing property is being facilitated through building permits, and coordination of transportation planning is underway.</p> <p><b>Economic Objective 7.1.4</b> - Increase the economic contributions (e.g. employment, goods, experiences) of the arts and culture, medical services, tourism, and marine facilities sectors through a targeted approach to economic development.</p>  |
| <p><b>STRATEGY 2.2: Protect the supply of industrial land.</b></p>  |  |
| <p><b>Strategy 2.2.4 a</b></p> <p>Identify Industrial areas</p>   | <p>See <b>OCPS Schedule E Regional Context Statement Map.</b></p>  |
| <p><b>Strategy 2.2.4 b i</b></p> <p>Support and protect industrial uses</p>   | <p>The City continues to recognize and protect areas devoted to industrial use. The City has historically devoted much of its waterfront to industrial use. The opportunity for further industrial development continues to be focused primarily along the waterfront (Port lands) and in buffer areas north of the waterfront which it is critical to maintain and intensify to ensure job growth in the future.</p> <p><b>Economic Objectives 7.2.6</b> - Maintain the City's industrial land base and enhance the contribution of the Port to the local economy by supporting improved rail access, goods movement and attainable housing for workers, in addition to identifying potential opportunities for local businesses to supply more goods and services to the Port operators; <b>7.2.7</b> - Maintain the City's mixed employment areas which provide light industrial and service commercial uses in the City; <b>7.2.9</b> - Provide a high level of public services and infrastructure for commercial and industrial lands; <b>7.2.12</b> - Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use. (note: an accessory one-unit residential unit functioning as a 'care-taker' unit is permitted in certain industrial zones under the Zoning Bylaw)</p> |

|  |   |
|--|---|
| <p><b>Strategy 2.2.4 b ii</b><br/>Support appropriate accessory uses to Industrial</p>               | <p>The City continues to support Industrial uses in part by buffering industrial areas along the waterfront with light industrial (now mixed employment) to the north wherever possible.<br/><b>Economic Objectives 7.2.7</b> - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City; <b>7.2.12</b> - Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use. (note: an accessory one-unit residential unit functioning as a ‘care-taker’ unit is permitted in certain industrial zones under the Zoning Bylaw)</p>   |
| <p><b>Strategy 2.2.4 b iii</b><br/>Exclude inappropriate uses from Industrial</p>                    | <p>The City continues to support Industrial uses.<br/><b>Economic Objective 7.2.12</b> - Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use. (note: an accessory one-unit residential unit functioning as a ‘care-taker’ unit is permitted in certain industrial zones under the Zoning Bylaw)</p>   |
| <p><b>Strategy 2.2.4 b iv</b><br/>Encourage better utilization and intensification of Industrial</p> | <p>Support for this strategy can be provided through the implementation of the City’s Economic Development Strategy and Zoning Bylaw, supporting policy documents to the OCP. This may involve both reviewing the Zoning Bylaw to facilitate better utilization and intensification of Industrial land where feasible and working with the industrial community to identify any transportation and regulatory issues that need to be addressed, while keeping abreast of relevant business trends.</p>  |
| <p><b>Strategy 2.2.4 c</b><br/>Identify Mixed Employment areas</p>                                   | <p>See <b>OCP Schedule E Regional Context Statement Map</b>.</p>  |
| <p><b>Strategy 2.2.4 d</b><br/>Policies for Mixed Employment areas</p>                               | <p>The City supports Mixed Employment Areas through <b>Land Use Section 2.1.2 Mixed Employment</b> definition: To allow for light industrial and automotive uses characterized by research and development activities, business parks, storage, assembly of semi-finished products from previously prepared materials, automotive uses, automobile sales or other light industrial and service commercial uses with limited smoke, noise, soot, dirt, vibration or odour. A limited amount of complementary commercial use could be supported—commercial uses with high levels of expected vehicle trips should be directed to mixed-use and commercial areas.<br/><b>Economic Goal 7.1</b> - Diversify the local economy to contribute to a complete community;<br/><b>Economic Objective 7.2.7</b> - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City.</p> |
| <p><b>Strategy 2.2.4 e</b><br/>Help reduce environmental impacts and promote energy efficiency</p>   | <p>The City’s OCP supports the reduction of environmental impacts and energy efficiency in industrial zones by pursuing targets, policies and actions to improve energy efficiency in buildings, setting transportation priorities and safe and efficient movement of goods and waste management.<br/><b>Land Use Objective 1.2.2</b> – Improve, record and encourage public disclosure of the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City:<br/>a) Encourage the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades</p>   |

|  |   |
|--|---|
|  | <p>and sustainable heating and cooling systems;</p> <p>b) Reduce energy demand per building by pursuing and implementing increasingly aggressive energy standards for all new building types over time;</p> <p>c) Advocate for senior government action to progressively raise the energy efficiency requirements in the BC Building Code over time;</p> <p>d) Establish an Energy Efficiency Building Retrofit Program with external agencies and work toward a target of a 3 percent retrofit rate per year to 2020 for all existing building types;</p> <p>e) Maximize the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings;</p> <p>f) Lead by example through actively managing and reducing municipal building energy use and GHG emissions;</p> <p>g) Consider establishing building Energy Use Intensity targets by building type for new and existing buildings.</p> <p><b>Land Use Objective 1.2.3</b> - Update existing guidelines to incorporate ‘zero waste’ waste management principles in new building, landscape and neighbourhood design.</p> <p><b>Transportation Goal - 2.1</b> - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p><b>Energy Objective 4.3.5</b> - Work with the community, partners and agencies to accelerate waste reduction and avoidance in support of regional goals.</p> <p><b>Waste Management Objective</b></p> <p><b>8.1.9</b> - Pursue the reduction of waste throughout the full lifecycle of production, consumption, recycling and disposal to achieve local and regional waste management goals. This includes the following actions:</p> <p>a) Launch a “zero-waste” education campaign to help foster a low consumption ethic in order to reduce the amount of waste being generated and disposed;</p> <p>b) Maximize the reuse of non-recyclable material.</p> |
| <p><b>STRATEGY 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</b></p> |   |
| <p><b>Strategy 2.3.6 a to b vi</b></p>   | <p>n/a</p>  |
| <p><b>Strategy 2.3.6 b vii</b><br/>Support information programs on food and local agriculture</p>  | <p>The City’s OCP supports food and local agriculture by establishing policies and actions that support the expansion of community gardening and urban agriculture to increase food security and reduce the greenhouse gas emissions associated with food production, processing and transportation. As well, the development of a Food Security Strategy to explore and encourage opportunities for community gardening and urban agriculture in the City (<b>Community Well-Being Section 4.3</b>).</p> <p><b>Community Well-Being Goal 3.4</b> - Increase access to nutritious, safe, healthy local food and opportunities for residents to grow their own food. <b>Objectives 3.4.3</b> – Increase public awareness and education regarding food production and consumption; <b>3.4.5</b> – Expand urban agriculture as a way of increasing food security and reducing the greenhouse gas emissions associated with food production, processing and transportation.</p>   |

| City of North Vancouver Regional Context Statement   |   |
|--|---|
| <b>REGIONAL GOAL 3: PROTECT THE REGION'S ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</b>   |   |
| The environment, parks and overall climate-related policies contained in the City's OCP ( <b>Chapters 4 &amp; 8</b> ) seek to recognize and protect existing environmental features and functions and create an improved environment for both people and other life. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and manage risks from natural hazards. |   |
| <b>STRATEGY 3.1: Protect Conservation and Recreation lands.</b>  |   |
| Role of Municipalities - Adopt Regional Context Statements which:  |   |
| <b>Strategy 3.1.4 a</b><br>Identify Conservation and Recreation areas  | See <b>OCPSchedule E Regional Context Statement Map</b> . The City's OCP supports the Conservation and Recreation area policies of the RGS by identifying Land Use Designations supporting parks and recreation on the OCP Schedule A Land Use map, Environmentally Sensitive Areas on OCP Schedule C and Streamside Protection and Enhancement and Potential Hazard Lands on OCP Schedule D. Trails and greenways are articulated in the Parks Master Plan (2010).   |
| <b>Strategy 3.1.4 b i to vi</b><br>Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses, and limited agriculture   | <p>The OCP includes land use policies for conservation and recreation area purposes through the identification Park Use on the <b>OCPSchedule A Land Use</b> map, and through adoption of Streamside Protection Development Permit Areas (<b>Section 10.3.2</b>) and policies outlining land acquisition objectives.</p> <p><b>Land Use Goal 1.2</b> - Plan with a long-term perspective to address the challenges associated with climate change.</p> <p><b>Objective 1.2.1</b> - Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts.</p> <p><b>Land Use Designation Section 2.1.2 Other: Parks, Recreation and Open Space</b> – To protect areas of recreational or ecological significance and to allow indoor and outdoor recreation activities, including recreational and cultural facilities which are accessory to parks use.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses. <b>Land Use Objective 1.1.2</b> – Align growth with the development of community amenities and infrastructure.</p> <p><b>Natural Environment Objectives 4.2.3</b> - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see <b>OCPSchedule C Environmentally Sensitive Areas</b> map); <b>4.2.4</b> - Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and key ecological connections for environmental protection purposes.</p> <p><b>Parks, Recreation and Open Space Goals 5.1:</b> Expand the integrated system of parks and greenways throughout the City; <b>5.2:</b> Support, enhance and maintain recreation as a vital aspect of a healthy community; <b>5.3:</b> Provide a variety of public spaces for community engagement and stewardship.</p> <p><b>Objectives 5.1.1</b> - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; <b>5.1.9</b> - Acquire parkland through dedication associated with development projects in the City, including consideration of trade-offs between varying building heights and acquiring desired park spaces.</p> |

|   |   |
|---|---|
| <p><b>Strategy 3.1.4 c</b><br/>Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p> | <p>Opportunities to buffer conservation and recreation areas in the City are pursued through redevelopment negotiations, strategic land acquisition and development regulations.</p> <p><b>Land Use Objective 1.2.1</b> - Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts. <b>Section 2.5</b> - by implementing Streamside Protection Development Permit Areas.</p> <p><b>Natural Environment Objectives 4.2.2</b> - Address development growth in balance with environmental protection objectives and encourage new developments to minimize environmental impacts; <b>4.2.3</b> - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see <b>OCPSchedule C Environmentally Sensitive Areas</b> map ).</p> <p><b>Parks, Recreation and Open Space Objectives: 5.1.1</b> - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; <b>5.1.9</b> - Acquire parkland through dedication associated with development projects in the City, including consideration of trade-offs between varying building heights and acquiring desired park spaces.</p> |
| <p><b>STRATEGY 3.2: Protect and enhance natural features and their connectivity.</b></p>                                |   |
| <p><b>Strategy 3.2.4</b><br/>Manage ecologically important areas</p>  | <p>The City’s OCP manages ecologically important areas by:</p> <p><b>Land Use Designation Section 2.1.2 Other: Parks, Recreation and Open Space</b> – To protect areas of recreational or ecological significance and to allow indoor and outdoor recreation activities, including recreational and cultural facilities which are accessory to parks use.</p> <p><b>Natural Environment Goal 4.2:</b> Measure, maintain and improve long-term ecosystem health.</p> <p><b>Objectives 4.2.8</b> - Increase ecological connectivity and linkages between isolated habitat patches in the City; <b>4.2.9</b> - Protect remaining riparian and wetland areas in the City, and encourage restoration of these areas on both public and private lands; <b>4.2.10</b> - Undertake effective habitat restoration projects in forests, wetlands, creek systems, marine foreshore and estuaries; <b>4.2.11</b> - Reduce the density and distribution of invasive species to protect biodiversity and ensure public safety; <b>4.2.12</b> - Sustain and expand the urban forest through sound management strategies which enhance their potential as carbon sinks while increasing the health, diversity and resiliency of the City’s natural areas.</p>   |
| <p><b>Strategy 3.2.5</b><br/>Develop and manage municipal components of regional greenways and trails</p>               | <p>The OCP includes policies to encourage the expansion, maintenance and stewardship of municipal components with <b>Parks, Recreation and Open Space Goal 5.1:</b> Expand the integrated system of parks and greenways throughout the City; <b>5.2:</b> Support, enhance and maintain recreation as a vital aspect of a healthy community; <b>Goal 5.3:</b> Provide a variety of public spaces for community engagement and stewardship.</p> <p><b>Objectives 5.1.3</b> - Connect the City’s habitat corridors and trail / greenway network to the Squamish Nation and District of North Vancouver; <b>5.1.4</b> - Undertake maintenance and improvements to parks, greenways, open spaces and outdoor recreation facilities to reflect the community’s needs and expectations.</p>  |
| <p><b>Strategy 3.2.6</b><br/>Identify measures to protect, enhance</p>  | <p>The OCP includes measures for ecologically important systems:</p> <p><b>Land Use Designation 1.2.1 Other: Parks, Recreation and Open Space</b> – To protect areas of recreational or ecological significance and to allow indoor and outdoor recreation activities, including recreational and cultural facilities which are</p>   |

|  |  |
|--|--|
| <p>and restore Ecologically important systems</p>  | <p>accessory to parks use. <b>Section 2.5</b> - by implementing Streamside Protection Development Permit Areas.</p> <p><b>Natural Environment Objectives 4.2.3</b> - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (<b>see OCP Schedule C</b>); <b>4.2.4</b> - Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and key ecological connections for environmental protection purposes; <b>4.2.7</b> - Improve the quality and decrease the intensity of stormwater discharge from developed areas into the City's creeks and Burrard Inlet; <b>4.2.8</b> - Increase ecological connectivity and linkages between isolated habitat patches in the City; <b>4.2.9</b> - Protect remaining riparian and wetland areas in the City, and encourage restoration of these areas on both public and private lands; <b>4.2.10</b> - Undertake effective habitat restoration projects in forests, wetlands, creek systems, marine foreshore and estuaries; <b>4.2.15</b> - Improve local water quality through reduction of point and non-point source pollution.</p> <p><b>Parks, Recreation and Open Space Objectives 5.1.1</b> - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; <b>5.1.9</b> - Acquire parkland through dedication associated with development projects in the City, including consideration of trade-offs between varying building heights and acquiring desired park spaces.</p> |
| <p><b>Strategy 3.2.7</b><br/>Consider watershed, ecosystem and/or integrated Stormwater management</p>   | <p>The City's OCP is addressing these issue areas through Integrated Stormwater Management Plans as well as specific interventions such as rain-gardens and storm-drain inserts to offset the impacts of development.</p> <p><b>Natural Environment Objectives 4.2.5</b> - Encourage the use of creative design solutions for development that supports and enhances ecosystem health; <b>4.2.6</b> - Increase the ratio of productive, permeable green space to hard impermeable surface areas as redevelopment occurs; <b>4.2.7</b> - Improve the quality and decrease the intensity of stormwater discharge from developed areas into the City's creeks and Burrard Inlet.</p> <p><b>Infrastructure Objectives</b></p> <p><b>8.1.3</b> - Consider stormwater management opportunities in streets, laneways and open spaces where appropriate.</p> <p><b>8.1.8</b> - Complete work underway to meet the objectives of the Metro Vancouver Integrated Solid Waste and Resource Management Plan (ISWRMP) of an average 70% diversion rate by 2015 and 80% by 2020, as well as meet the requirement of the regional Liquid Waste Management Plan for a municipal Integrated Stormwater Management Plan (ISMP) by 2015.</p> <p><b>8.3.2</b> - Reduce the amount of runoff to storm sewers by reducing hard surface areas in new public and private developments and improving on-site stormwater retention thereby contributing to Metro Vancouver's Integrated Liquid Waste and Resource Management Plan.</p>   |
| <p><b>STRATEGY 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</b> The City's OCP supports strategies to reduce greenhouse gases by including targets, policies and actions to reduce greenhouse gas emissions in buildings, transportation and waste (<b>OCP Chapters 1, 2, 4, 5, &amp; 8</b>).</p> |  |
| <p><b>Strategy 3.3.4 a</b><br/>Identify land development and transportation</p>  | <p>The OCP seeks the integration of land use and transportation strategies:</p> <p><b>Land Use</b> – The OCP outlines measures to provide higher density, mixed-use development along key transit and energy utility corridors; increase the quantity, diversity and quality of local jobs to maintain a balance of residents in the labour force to jobs thereby reducing the need for longer work commute distances. Supporting the Lonsdale Regional City</p>   |

|                                       |  |
|---------------------------------------|--|
| strategies to reduce greenhouse gases | <p>Centre, Marine Drive and East 3<sup>rd</sup> Street FTDA's mixed-use commercial districts. This includes office, retail and residential mixed-uses.</p> <p><b>Buildings</b> - Priorities include improving the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City; and expanding the community energy utility, Lonsdale Energy Corporation (LEC).</p> <p><b>Land Use Goal 1.1:</b> Develop a compact, complete community that meets the needs of its diverse residents and businesses. <b>Objectives 1.1.3</b> - Balance the number of jobs to the number of residents employed in the labour force in the City reducing the need for longer commute distances for City residents; <b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there; <b>1.1.5</b> - Provide space for commercial uses in mixed-use developments to support employment and economic development; <b>1.1.6</b> - Through provisions in the Zoning Bylaw, allow for strategically located neighbourhood commercial uses to provide commercial amenities such as local cafés, corner stores or small scale grocery stores close to residences; <b>1.1.7</b> – Allow for accessory uses, such as home-based businesses and child care, in residential areas.</p> <p><b>Goal 1.2:</b> Plan with a long-term perspective to address the challenges associated with climate change. <b>Objectives 1.2.1</b> – Ensure that the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts. <b>1.2.2</b> – Improve, record and encourage the public disclosure of the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City by:</p> <ul style="list-style-type: none"> <li>a) Encouraging the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades and sustainable heating and cooling systems;</li> <li>b) Reducing energy demand per building by pursuing and implementing increasingly aggressive energy standards for all new building types over time;</li> <li>c) Advocating for senior government action to progressively raise the energy efficiency requirements in the BC Building Code over time;</li> <li>d) Establishing an Energy Efficiency Building Retrofit Program with external agencies and working toward a target of a 3 percent retrofit rate per year to 2020 for all existing building types;</li> <li>e) Maximizing the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings;</li> <li>f) Leading by example through actively managing and reducing municipal building energy use and GHG emissions;</li> <li>g) Consider establishing building Energy Use Intensity targets by building type for new and existing buildings.</li> </ul> <p><b>1.2.3</b> – Update existing guidelines to incorporate ‘zero waste’ waste management principles in new building, landscape and neighbourhood design.</p> <p><b>Goal 1.5:</b> Pursue attainable housing that meets the diverse needs of its diverse community. <b>Objective 1.5.1</b> - Provide opportunities for a range of housing densities, diversified in type, size and location.</p> <p><b>Transportation</b> - Priorities include the integration of land use and transportation planning to minimize the need for private vehicle use and maximize pedestrian, bicycle and transit travel; providing alternatives to the automobile and giving vehicle priority to transit; working toward a modal split with a higher concentration of transit use, walking, cycling</p> |
|---------------------------------------|--|

and carpooling; and, encouraging a reduction in the number of trips and vehicle kilometres travelled per capita in line with regional and provincial objectives in cooperation with Metro Vancouver, the Province and TransLink.

**Land Use Goal 1.2** - Plan with a long-term perspective to address the challenges associated with climate change.

**Objective 1.2.1** - Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts.

**Transportation Goal 2.1** - Prioritize walking, cycling, transit and goods movement over singleoccupant vehicle use.

**Objectives 2.1.1** – Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; **2.1.5** – Work with TransLink to improve accessibility to transit, complete projects identified in the 2040 North Shore Area Transit Plan, expand the Frequent Transit Network, provide rapid transit services on Marine Drive/3<sup>rd</sup> Street and Lonsdale/29<sup>th</sup> Street, and increase Seabus frequency; **2.1.6** – Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability; **2.1.7** – Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people; **2.1.8** – Work with partners, including TransLink, employers in the City and their labour representatives on transportation demand management measures that encourage walking, cycling, and the use of public transit; **2.1.9** – Work to improve the integration of different transit services (e.g. local and rapid bus, SeaBus, SkyTrain, West Coast Express, BC Ferries) between the North Shore and the region to provide convenient transit connections within and through the community.

**Goal 2.2** - Integrate Land Use and Transportation Planning to reduce the need for car travel. **Objective 2.2.1** - Designate land uses to bring people and destinations closer together, minimizing the need for private vehicle use and maximizing opportunities for walking, cycling, and transit as modes of travel; **2.2.3** - Encourage higher and medium density residential uses near jobs and services; **2.2.4** - (See **OCP Sections 2.4.5 and 2.4.6** for further details). Consult with TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3<sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:

- a) Support redevelopment opportunities for street-oriented, mixed-use infill that is sensitive to the character of existing residential areas;
- b) Encourage the intensification of current or future frequent transit corridors, secure corridor width to support rapid transit and provide transit priority measures and other transit supportive road infrastructure and operations;
- c) Foster a high quality, accessible walking and cycling environment;

**2.2.5** - Optimize the use of the existing road network and consider roadway expansion only if it furthers the objectives of increasing sustainable means of transportation, or it contributes to the overall livability of the neighbourhood; **2.2.6** – Explore the possibility of using laneways in the City for secondary pedestrian and cycling activity; **2.3.7** - Encourage technological innovation to overcome physical barriers to transportation; **2.3.8** - Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles.

|  |  |
|--|--|
| <p><b>Strategy 3.3.4 b</b><br/>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p> | <p>The City's OCP focuses the majority of new growth in the Regional City Centre and Marine Drive and East 3<sup>rd</sup> Street FTDA's where existing transportation infrastructure is located and identified by TransLink for future increased service.</p> <p><b>Land Use Objectives 1.1.2</b> - Ensure that the City's growth is aligned with the development of community amenities and infrastructure; <b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there; <b>1.1.6</b> - Through provisions in the Zoning Bylaw, allow for strategically located neighbourhood commercial uses to provide commercial amenities such as local cafés, corner stores or small scale grocery stores close to residences.</p> <p><b>Land Use Goal 1.2:</b> Plan with a longterm perspective to address the challenges associated with climate change.</p> <p><b>Transportation Goal 2.2</b> - Integrate Land Use and Transportation Planning to reduce the need for car travel.</p> <p><b>Objectives 2.2.1</b> - Designate land uses to bring people and destinations closer together, minimizing the need for private vehicle use and maximizing pedestrian, bicycle and transit modes of travel; <b>2.2.3</b> - Encourage higher and medium density residential uses near jobs and services.</p> <p><b>Natural Environment Objective 4.2.14</b> - Promote strategies that reduce local air pollution and people's exposure to air pollutants and encourage regional air-shed management initiatives to improve air quality.</p>   |
| <p><b>Strategy 3.3.4 c</b><br/>Focus infrastructure and amenity investments in centres and corridors</p>   | <p>The majority of new growth will occur in the Lonsdale Regional City Centre, Marine Drive and East 3<sup>rd</sup> Street FTDA's and infrastructure and amenity investments will align with, and be partially offset by that new growth.</p> <p><b>Infrastructure:</b></p> <p><b>Infrastructure Objective</b></p> <p><b>8.1.1</b> – Plan and integrate the servicing of areas where growth is concentrated.</p> <p><b>Land Use Objectives 1.4.3</b> - Consider recreational, cultural and other community spaces as aspects of informal community living rooms, and essential 'social infrastructure', particularly in high-density neighbourhoods like Central/Lower Lonsdale; <b>1.4.5</b> - Focus amenity and infrastructure investments in the Lonsdale Regional City Centre and Frequent Transit Development Areas;</p> <p><b>Transportation Objectives</b></p> <p><b>2.1.3</b> – Invest in public realm improvements and locate public art in public places, trails and greenways to enhance the character of the walking and cycling environment.</p> <p><b>2.2.4</b> – Consult with TransLink and the local community to establish a Frequent Transit Development Area along Marine Drive and East 3<sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas: c) Encourage the intensification of current or future frequent transit corridors and the provision of transit priority measures and other transit supportive road infrastructure and operations.</p> <p><b>Infrastructure Objectives 8.1.1</b> – Plan and integrate the servicing of areas where growth is concentrated;</p> <p><b>8.2.3</b> - Integrate the servicing of areas where growth is concentrated with asset replacement plans.</p> <p><b>Amenities:</b></p> <p><b>Land Use Objectives 1.1.2</b> - Ensure that the City's growth is aligned with the development of community amenities and infrastructure; <b>1.1.6</b> - Through provisions in the Zoning Bylaw, allow for strategically located neighbourhood commercial uses to provide commercial amenities such as local cafés, corner stores or small scale grocery stores close to residences;</p> |

|   |   |
|---|---|
|   | <p><b>1.4.3</b> - Consider recreational, cultural and other community spaces as aspects of informal community living rooms, and essential ‘social infrastructure’, particularly in high-density neighbourhoods like Central/Lower Lonsdale; <b>Goal 1.4</b> - Enhance quality of life through the provision of amenities.</p>   |
| <p><b>Strategy 3.3.4 d</b><br/>Support integrated stormwater management and water conservation</p>  | <p>The City is working in partnership with the District of North Vancouver to improve the way stormwater and watersheds are managed by developing an Integrated Stormwater Management Plan (ISMP). Instead of moving stormwater out of the area as quickly as possible, ISMPs maximize the social, ecological, recreational, and economic benefits that watersheds provide.</p> <p><b>Stormwater Management:</b></p> <p><b>Land Use Objective 1.3.9</b> – Explore ways to activate laneways in the City, including opportunities for varied uses, pedestrian and cycling activity as well as stormwater management and urban agriculture.</p> <p><b>Natural Environment Objective 4.2.5</b> - Encourage the use of creative design solutions for development that supports and enhances ecosystem health.</p> <p><b>Infrastructure Objectives 8.1.3</b> - Consider stormwater management opportunities in streets, laneways and open spaces where appropriate; <b>8.1.8</b> - Complete work underway to meet the objectives of the Metro Vancouver Integrated Solid Waste Resource Management Plan (ISWRMP) of an average 70% diversion rate by 2015 and 80% by 2020, as well as meet the requirement of the regional Liquid Waste Management Plan for a municipal Integrated Stormwater Management Plan (ISMP) by 2015; <b>8.3.2</b> - Reduce the amount of runoff to storm sewers by reducing hard surface areas in new public and private developments and improving on-site stormwater retention thereby contributing to Metro Vancouver’s Integrated Liquid Waste Resource Management Plan; <b>8.3.3</b> - Use green infrastructure or naturalized engineering strategies where possible to help address larger, more frequent storms and the higher risk of flooding anticipated in the future.</p> <p><b>Water Conservation:</b></p> <p><b>Infrastructure Objectives 8.1.7</b> – Develop a water conservation strategy for the City; <b>8.2.1</b> - Maintain or improve service levels related to water supply, sewers, transportation, communication and energy infrastructure.</p> |
| <p><b>STRATEGY 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</b></p> |   |
| <p><b>Strategy 3.4.4</b><br/>Encourage settlement patterns that minimize climate change and natural hazard risks</p>  | <p><b>Land Use Goal 1.2:</b> Plan with a long-term perspective to address the challenges associated with climate change.</p> <p><b>Objectives 1.2.1</b> – Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts.</p> <p><b>Natural Environment, Energy &amp; Climate Objective 4.1.4</b> - Manage development in a manner that ensures future resiliency to climate-related hazards (such as unstable slopes and floods), including updating Flood Construction Levels as new climate change data becomes available.</p> <p><b>Infrastructure Objective 8.1.2</b> - Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance</p>  |

|  |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
|--|--|---|--|-----------------|-----|----------------|----|------------------|-----|---------------------------------------|----|--------------------|----|----------------------|-----|-------------------------------|--------------|
| <p><b>Strategy 3.4.5</b><br/>Consider climate change and natural hazard risk assessments in planning municipal assets</p>  | <p><b>Land Use Goal 1.2:</b> Plan with a long term perspective to address the challenges associated with climate change.<br/> <b>Objectives 1.2.1</b> – Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts. <b>Section 2.5</b> Development Permit Areas for Hazard Lands.<br/> <b>Community Well-Being Objective 3.2.4</b> - Avoid development in hazardous areas where there is a high potential, or previous history of natural or human-made disaster.<br/> <b>Natural Environment, Energy &amp; Climate Goal 4.1</b> - Develop, promote and implement strategies to mitigate and adapt to climate change. <b>Objective 4.1.3</b> - Increase the City’s resilience to future impacts of climate change through proactive implementation of adaptation measures; <b>4.1.4</b> - Manage development in a manner that ensures future resiliency to climate-related hazards (such as unstable slopes and floods), including updating Flood Construction Levels as new climate change data becomes available; <b>4.2.16</b> - Consider development in light of steep slope and flood risks identified on <b>OCP Schedule D Development Permit Areas</b>.<br/> <b>Infrastructure Objective 8.1.2</b> - Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance.</p>   |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p><b>City of North Vancouver Regional Context Statement</b></p>   |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p><b>REGIONAL GOAL 4: DEVELOP COMPLETE COMMUNITIES</b></p>  |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p>The spatial pattern, character and livability of a community are heavily influenced by land use decisions. The City’s OCP ensures both the urban structure (<b>Chapters 1 &amp; 2</b>) and Community Well-Being (<b>Chapter 3</b>) including health, amenities, accessibility and access to housing and services, are considered and planned for all residents of the City. This includes leveraging new growth to contribute to the delivery of community amenities.</p> |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p><b>STRATEGY 4.1: Provide diverse and affordable housing choices</b></p>   |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p>Role of Municipalities - Adopt Regional Context Statements which:</p>   |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <p><b>Strategy 4.1.7 a</b><br/>Work towards meeting future housing demand estimates</p>  | <p>The City’s policies to date, including the Official Community Plan (2002), Social Plan (1998) and Affordable Housing Action Plan (1990) set a strong policy foundation, encouraging housing diversity and affordability and laying out many specific actions for implementation. The City has made many efforts to make progress in these areas. Some successes to date include:</p> <table border="0" data-bbox="453 1036 1896 1317"> <tr> <td colspan="2" data-bbox="453 1036 1896 1068" style="text-align: center;"><b>Table 7 Non-Profit Housing Units, 2010</b></td> </tr> <tr> <td data-bbox="453 1068 1638 1101">Family Projects</td> <td data-bbox="1638 1068 1896 1101" style="text-align: right;">272</td> </tr> <tr> <td data-bbox="453 1101 1638 1133">Mixed Projects</td> <td data-bbox="1638 1101 1896 1133" style="text-align: right;">43</td> </tr> <tr> <td data-bbox="453 1133 1638 1166">Seniors Projects</td> <td data-bbox="1638 1133 1896 1166" style="text-align: right;">486</td> </tr> <tr> <td data-bbox="453 1166 1638 1198">Emergency Shelter/ Transition Housing</td> <td data-bbox="1638 1166 1896 1198" style="text-align: right;">50</td> </tr> <tr> <td data-bbox="453 1198 1638 1230">Supportive Housing</td> <td data-bbox="1638 1198 1896 1230" style="text-align: right;">18</td> </tr> <tr> <td data-bbox="453 1230 1638 1263">Housing Cooperatives</td> <td data-bbox="1638 1230 1896 1263" style="text-align: right;">177</td> </tr> <tr> <td data-bbox="453 1263 1638 1317" style="border-top: 1px solid black;"><b>Total Non-Market Units</b></td> <td data-bbox="1638 1263 1896 1317" style="text-align: right; border-top: 1px solid black;"><b>1,046</b></td> </tr> </table> <p data-bbox="453 1317 1896 1349" style="text-align: center;"><i>Source: City of North Vancouver data</i></p> | <b>Table 7 Non-Profit Housing Units, 2010</b> |  | Family Projects | 272 | Mixed Projects | 43 | Seniors Projects | 486 | Emergency Shelter/ Transition Housing | 50 | Supportive Housing | 18 | Housing Cooperatives | 177 | <b>Total Non-Market Units</b> | <b>1,046</b> |
| <b>Table 7 Non-Profit Housing Units, 2010</b>  |  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Family Projects  | 272  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Mixed Projects   | 43   |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Seniors Projects   | 486  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Emergency Shelter/ Transition Housing  | 50   |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Supportive Housing   | 18   |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| Housing Cooperatives   | 177  |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |
| <b>Total Non-Market Units</b>  | <b>1,046</b>   |   |  |                 |     |                |    |                  |     |                                       |    |                    |    |                      |     |                               |              |

The RGS Housing Demand Estimates (10 year estimate) for the City are:

| Municipal Estimate      | Total Demand | Ownership Demand | Rental Demand | Total Affordable Rental Demand | Low Income Rental Demand | Moderate Income Rental Demand | Market Rental Demand |
|-------------------------|--------------|------------------|---------------|--------------------------------|--------------------------|-------------------------------|----------------------|
| City of North Vancouver | 2,400        | 1,600            | 800           | 600                            | 300                      | 300                           | 200                  |

The City’s OCP supports work toward meeting future housing demand estimates by:

- a) providing a range of housing densities and diversity in type, cost and location to accommodate the diverse needs of the community;
- b) encouraging growth in close proximity to the City’s existing transit network and planned transit expansions;
- c) recognizing the need for non-market housing and provision of affordable and adequate accommodation for lower incomes;
- d) encouraging affordable housing for a range of incomes, ages, abilities and needs (including youth and seniors);
- e) refining policy tools such as density bonusing to secure new non-market housing;
- f) including policies limiting strata conversions to help preserve the existing rental housing stock, and encouraging the use of City lands to facilitate non-market and supportive housing.

OCP Policies:

**Land Use Objective 1.1.1** - Plan for growth in the City’s population, dwelling units and employment in keeping with the projections in Metro Vancouver’s Regional Growth Strategy.

**Land Use Goal 1.5:** Pursue attainable housing that meets the diverse needs of its diverse community. **Objectives 1.5.1** - Provide opportunities for a range of housing densities, diversified in type, size and location; **1.5.2** - Increase the amount of affordable and adequate accommodation for lower income households (including non-market housing) in an effort to meet the Metro Vancouver Housing Demand Estimates articulated for the City over the next 10 years (**OCP Figure 6**); **1.5.3** - Increase the supply of non-profit rental social housing through collaboration and partnerships; **1.5.4** - Prioritize the development and revitalization of affordable rental housing and use density bonusing and density transfers to incentivize the retention, renewal and/or replacement of rental units as a public benefit; **1.5.5** - Identify City-owned lands with opportunities for non-profit housing, housing demonstration projects, and supportive housing for seniors and individuals with special needs; **1.5.6** - Ensure a sufficient number of new apartment buildings provide accessible units and that these accessible units are represented across various unit sizes; **1.5.7** - Continue to provide a range of affordable housing options along the housing spectrum, including shelters and safe houses; low-barrier housing; transitional/temporary housing; supportive housing; and independent living options with priority given to locating such housing in transit-accessible areas; **1.5.8** - Advocate with senior levels of government to provide funding and other

supports to facilitate the creation of new subsidized rental housing geared to low-income households; and, **1.5.9** - Explore opportunities for cooperation and coordination between North Shore municipalities on affordable housing policies.

**Rental Housing Policies beyond the OCP:**

Additional affordable housing policies identified in a Housing Action Plan update that are planned for or underway, in many cases implemented through mechanisms beyond the scope of the OCP (e.g. details of zoning bylaw changes) include:

- Direct efforts, in cooperation with other levels of government and non-profit housing organizations, to increase the supply of affordable rental housing units for households with low, low to moderate and moderate and above incomes;
- Explore incentives to encourage the development of purpose-built, market rental housing that could include lower tax rates in exchange for a covenant on title;
- Explore a rental housing bank that can be used to prevent people from being displaced from their homes due to short-term income loss issues;
- Strengthen the Official Community Plan’s rental retention policy by adopting a 1:1 replacement ratio for rental units that are lost during redevelopment and using other policies and tools to minimize loss of rental units.

**Age-Friendly Housing Policies**

- Require apartment buildings to provide amenity facilities for families with children;
- Encourage a proportion of units in multi-family buildings to be large enough to accommodate families.

**Market Housing Policies**

- Use or leverage City-owned land and assets to create or upgrade affordable housing of all types.
- Explore the potential to create more affordable housing through the development of a greater range of housing types including five to six-storey wood frame buildings, mini-suites, lock-off units, smaller homes, and smaller lots.

**Integrated Planning Policies**

- Concentrate affordable housing near services including schools and medical services and in walking distance to the frequent transit network;
- In working to reduce housing costs, consider the full cost of maintaining a household, including transportation.

**Using Zoning and Regulations to Further Affordability:**

The City’s Zoning Bylaw and other regulations offer the greatest potential for increasing housing affordability at the least cost. The City is currently actively considering the following amendments to its regulations:

**Reducing Size to Reduce Costs**

- Reducing minimum lot sizes and setbacks for duplexes and single family units, increasing the potential for infill development;
- Relaxing regulations on minimum unit sizes to reflect changing norms and allow for greater flexibility;

|  |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>• Allowing lock-off units in multi-family developments in a greater number of zones in the City.</li> </ul> <p><b>Greater Flexibility</b></p> <ul style="list-style-type: none"> <li>• Allowing boarders in housing types other than single-family buildings, to reflect the increasing number of non-family households and allow a new potential source of revenue that could assist potential purchasers in financing their homes;</li> <li>• Pre-zoning selected existing single-family lots to duplex, creating new capacity for affordable units by allowing up to four units per lot.</li> </ul> <p><b>Considering the Full Cost of Housing</b></p> <ul style="list-style-type: none"> <li>• Reductions in parking requirements for rental units and apartment buildings located close to transit;</li> <li>• Reductions in parking requirements for buildings operating car-share programs or other strategies to reduce vehicle ownership.</li> </ul> <p><b>Creating New Affordable Housing</b></p> <ul style="list-style-type: none"> <li>• Proposed changes to the Density Bonus provisions set out in the Official Community Plan have been made to increase their effectiveness in securing amenities, including affordable and rental housing, for the community and considering adjustments to the policy. This includes a significant bonus of floor area only triggered with the full replacement of rental units on an existing rental site (of which there are many in the aging building stock).</li> </ul>  |
| <p><b>Strategy 4.1.7 a i</b><br/>Articulate the need for housing diversity</p> | <p>In <i>Metro Vancouver 2040: Shaping our Future</i>, the Regional Growth Strategy for Metro Vancouver recognizes providing a range of housing choices as an essential component of a complete community. These choices need to be adequate to meet changing household needs, diverse enough to provide options for every stage of life, and affordable. The City of North Vancouver’s Official Community Plan supports these housing goals by providing capacity for housing of a variety of types and tenures including secondary suites, coach houses, smaller apartments, single-family homes, townhomes and duplex units. Goals and objectives related to housing include:</p> <p><b>Land Use Goal 1.5</b> - Pursue attainable housing that meets the needs of its diverse community. <b>Objectives 1.5.1</b> - Provide opportunities for a range of housing densities, diversified in type, size and location; <b>1.5.2</b> - Increase the amount of affordable and adequate accommodation for lower income households (including non-market housing) in an effort to meet the Metro Vancouver Housing Demand Estimates articulated for the City over the next 10 years (<b>OCP Figure 6</b>); <b>1.5.3</b> - Increase the supply of non-profit rental social housing through collaboration and partnerships; <b>1.5.4</b> - Prioritize the development and revitalization of affordable rental housing and use density bonusing and density transfers to incentivize the retention, renewal and/or replacement of rental units as a public benefit; <b>1.5.5</b> - Identify City-owned lands with opportunities for non-profit housing, housing demonstration projects, and supportive housing for seniors and individuals with special needs; <b>1.5.6</b> - Ensure a sufficient number of new apartment buildings provide accessible units and that these accessible units are represented across various unit sizes; <b>1.5.7</b> - Continue to provide a range of affordable housing options along the housing spectrum, including shelters and safe houses; low-barrier housing; transitional/temporary housing; supportive housing; and independent living options with priority given to locating such housing in transit-accessible areas; <b>1.5.8</b> - Advocate with senior levels of government to provide funding and other</p> |

|  |  |
|--|--|
|  | <p>supports to facilitate the creation of new subsidized rental housing geared to low-income households; and, <b>1.5.9</b> - Explore opportunities for cooperation and coordination between North Shore municipalities on affordable housing policies.</p> <p><b>Land Use Section 1.0 - Key Issues &amp; Trends:</b></p> <p><i>A Changing Community:</i> As the percentage of older residents increases and household sizes decrease, the types of housing and services needed are changing. Historic household size and family-type patterns are changing, and reflect an increase in both non-family households (single persons or two or more persons who share a home) and lone-parent households. These trends are pronounced in the City of North Vancouver where one-person households are now the largest household type. At the same time, the City’s population is aging: by 2021 an estimated 18.5 percent of North Vancouver’s population is projected to be above the age of 65, up from 11.8 percent in 2001. The City of North Vancouver is home to fewer youth and more middle-aged adults than Metro Vancouver as a whole: age groups over 45 all increased or remained stable since 2001.</p> <p><i>An Affordable City:</i> 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 quality, affordable housing. Many families are finding that the only housing choices that they can afford are too small for their needs. Many other families and individuals are unable to find any appropriate housing on the North Shore. 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.</p> |
| <p><b>Strategy 4.1.7 a ii</b><br/>Increase diverse supply through infill and increased density</p> | <p>As a mature urban community, much of the City’s redevelopment involves infill and increased density in some form. Future growth in the City will be predominantly along key transit and energy utility corridors.</p> <p><b>Land Use Objective 1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there; <b>1.5.1</b> - Provide opportunities for a range of housing densities, diversified in type, size and location.</p> <p>There is provision in the City’s Zoning Bylaw for secondary suites/coach houses in Residential Level One areas, and secondary suites are now permitted in duplex zones. Land Use categories (<b>Land Use Section 2.1</b>) provide adequate floor area in different residential categories to encourage infill developments. Density Bonus and Transfer provisions (<b>Land Use Sections 2.2 and 2.3</b>) provide additional flexibility and incentives for infill development.</p>   |
| <p><b>Strategy 4.1.7 a iii</b><br/>Assist senior governments in providing affordable rental</p>    | <p>The City has collaborated with senior government in efforts to provide affordable and subsidized housing options. The City’s Housing Action Plan will promote collaboration with stakeholders and other agencies to achieve key goals.</p> <p><b>Land Use Objective 1.5.2</b> - Increase the amount of affordable and adequate accommodation for lower income households (including non-market housing) in an effort to meet the Metro Vancouver Housing Demand Estimates articulated for the City over the next 10 years (<b>OCP Figure 6</b>);</p> <p><b>1.5.3</b> - Increase the supply of non-profit rental social housing through collaboration and partnerships; <b>1.5.5</b> - Identify</p>  |

|  |   |
|--|---|
|  | <p>City-owned lands with opportunities for non-profit housing, housing demonstration projects, and supportive housing for seniors and individuals with special needs; <b>1.5.7</b> - Continue to provide a range of affordable housing options along the housing spectrum, including shelters and safe houses; low-barrier housing; transitional/temporary housing; supportive housing; and independent living options with priority given to locating such housing in transit-accessible areas; <b>1.5.8</b> - Advocate with senior levels of government to provide funding and other supports to facilitate the creation of new subsidized rental housing geared to low-income households.</p>  |
| <p><b>Strategy 4.1.7 a iv</b><br/>Facilitate affordable housing through diverse municipal measures</p> | <p><b>Development Cost Charges (DCCs):</b> The City currently employs a variety of measures to encourage the creation of affordable housing from the provision of density tied to density bonus measures in the OCP to facilitate turnover with retention of units to policies around reduced DCC's. <b>Suites:</b> Secondary suites/coach houses are permitted on single family dwelling lots and in-house suites are permitted now in duplex areas. <b>Land Use Section 2.2 Density Bonusing and 2.3 Density Transfer.</b> These measures will be used to consider potential density bonuses and transfers of density to secure public benefits including affordable housing.</p> <p><b>Land Use Objectives 1.5.4</b> - Prioritize the development and revitalization of affordable rental housing and use density bonusing and density transfers to incentivize the retention, renewal and/or replacement of rental units as a public benefit; <b>1.5.5</b> - Identify City-owned lands with opportunities for non-profit housing, housing demonstration projects, and supportive housing for seniors and individuals with special needs.</p> <p>Expanding outreach, education and advocacy around housing issues is essential to maintaining and strengthening the community and organizational partnerships to create new affordable housing in the current context.</p> <p>In this context the City is also considering:</p> <ul style="list-style-type: none"> <li>• Information bulletins which present the City's array of policy statements, strategies and achievements for distribution on the City webpage and as hand-outs available at City hall to increase public awareness of the actions that the City has taken in support of affordable and rental housing;</li> <li>• Publicizing the City's interest in innovative housing forms and approaches which seek to create affordability and promote past successes in utilizing tools such as density bonusing;</li> <li>• Reaching out to apartment building owners regarding the legalization of illegal suites in apartment buildings as a way to add to the purpose-built rental stock;</li> <li>• Preparing clear, user-friendly information regarding densification (with illustrations of various types of increased density);</li> <li>• Lobbying senior governments for capital programs to increase supportive housing units and shelter capacity in accordance with the Regional Homelessness Plan;</li> <li>• Establishing a working group of rental apartment building owners interested in developing a variety of innovative ways to support retention of their rental buildings;</li> <li>• Supporting and partnering with other municipalities, Metro Vancouver and community initiatives to increase public awareness of housing needs and acceptance of non-market housing.</li> </ul> |

|  |  |
|--|--|
|  | <p>The City's Housing Action Plan will guide the provision of more affordable housing in the City. The City is also exploring the following strategies:</p> <ul style="list-style-type: none"> <li>• Determine which remaining City lands will be set aside for affordable housing projects;</li> <li>• Determine the percentage of sale value for remaining City lands allocated to the Affordable Housing Reserve Fund;</li> <li>• Explore a viable demonstration project on a City-owned, leased or partnership site which provides innovative affordable housing using the City's current zoning tools, as well as new approaches;</li> <li>• Pursue the purchase of existing apartment buildings, and apply covenants to secure them as rental housing in perpetuity and resell the units as market rental housing.</li> <li>• Pilot tax rate reductions for rental housing in partnership with the Province.</li> </ul>  |
| <b>Strategy 4.1.8 a - f</b><br>Prepare and implement Housing Action Plans                                      | The City is currently preparing a Housing Action Plan which will be completed following the adoption of the 2014 Official Community Plan.  |
| <b>STRATEGY 4.2: Develop healthy and complete communities with access to a range of services and amenities</b> |  |
| <b>Strategy 4.2.4 a</b><br>Support compact Commercial Residential Mixed Use communities                        | <p>The City supports achievement of a Compact Commercial Residential Mixed-Use community by:</p> <p><b>Land Use Goal 1.1:</b> Develop a compact complete community that meets the needs of its diverse residents and businesses. <b>Objectives 1.1.3</b> - Balance the number of jobs to number of residents employed in the labour force in the City, reducing the need for longer commute distances for City residents; <b>1.1.4</b> – Support the role of the Lonsdale Regional City Centre as the urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there; <b>1.1.5</b> - Provide space for commercial uses in mixed-use developments to support employment and economic development; <b>1.1.6</b> - Through provisions in the Zoning Bylaw, allow for strategically located neighbourhood commercial uses to provide commercial amenities such as local cafés, corner stores or small scale grocery stores close to residences; <b>1.1.7</b> – Allow for accessory uses, such as home-based businesses and child care in residential areas; <b>1.5.1</b> - Provide opportunities for a range of housing densities, diversified in type, size and location. <b>Economic Goal 7.2</b> – Create an attractive environment for economic development. <b>Objective 7.2.2</b> - Increase the concentration of jobs in the Lonsdale Regional City Centre and Frequent Transit Development Areas, supporting the area as the North Shore's business and service core; <b>7.2.8</b> - Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1.</p> |
| <b>Strategy 4.2.4 b</b><br>Locate community hubs and affordable housing in transit accessible areas            | <p>Lower Lonsdale is the City's transportation hub and growing cultural/entertainment district, well served by transit.</p> <p><b>Land Use Objective 1.4.3</b> - Consider recreational, cultural and other community spaces as aspects of informal community living rooms, and essential 'social infrastructure', particularly in high-density neighbourhoods like Central/Lower Lonsdale.</p> <p><b>Arts, Culture and Heritage Objective</b></p>  |

|  |   |
|--|---|
|  | <p><b>6.2.2</b> - Promote Lower Lonsdale as the City’s primary cultural precinct, combining heritage, arts practice, arts venues, public art, and complementary businesses to create a vibrant, urban hub unique to Metro Vancouver.<br/>To date, affordable housing developments in the City have been located within the Lonsdale Regional City Centre.</p> <p><b>1.5.7</b> - Continue to provide a range of affordable housing options along the housing spectrum, including shelters and safe houses; low-barrier housing; transitional/temporary housing; supportive housing; and independent living options with priority given to locating such housing in transit-accessible areas.</p>   |
| <p><b>Strategy 4.2.4 c</b><br/>Provide public spaces</p> | <p>Well-designed public spaces are a cornerstone of a complete community.</p> <p><b>Land Use Objective 1.4.3</b> - Consider recreational, cultural and other community spaces as aspects of informal community living rooms, and essential ‘social infrastructure’, particularly in high-density neighbourhoods like Central/Lower Lonsdale.</p> <p><b>Parks, Recreation and Open Space Goal 5.3:</b> Provide a variety of public spaces for community engagement and stewardship. <b>Objective 5.1.5</b> - Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings; <b>5.1.8</b> - Ensure that a variety of types of parks and greenways are well distributed throughout the community, particularly in higher density areas; <b>5.2.8</b> - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas; <b>5.3.1</b> - Create a balanced parks and greenways system that provides programmed and natural spaces where people interact and grow their sense of community; <b>5.3.5</b> - Create public spaces and streets that are pedestrian-friendly, fun, attractive, safe and inclusive for all.</p> <p><b>Arts, Culture and Heritage Objective 6.2.2</b> - Promote Lower Lonsdale as the City’s primary cultural precinct, combining heritage, arts practice, arts venues, public art, and complementary businesses to create a vibrant, urban hub unique to Metro Vancouver.</p>  |
| <p><b>Strategy 4.2.4 d</b><br/>Support active living</p> | <p>The City’s OCP identifies being Accessible and Active and Healthy and Inclusive as some of the key guiding principles for the Plan. This includes supporting active living and community gathering places as well as healthy food networks. By promoting a compact, complete urban form through a mix of uses, the City becomes increasingly walkable and can better support more active living.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact complete community that meets the needs of its diverse residents and businesses. <b>Objectives 1.3.9</b> - Explore ways to activate laneways in the City including opportunities for varied uses, pedestrian and cycling activity as well as stormwater management and urban agriculture; <b>1.4.4</b> - Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community; <b>1.3.10</b> - Encourage active, healthy lifestyles and the opportunity for more social connections through planning and active design principles that encourage physical activity and contribute to enhanced walkability and active streets, sidewalks and public spaces.</p> <p><b>Transportation Objective 2.1.7</b> – Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people.</p> <p><b>Parks and Recreation Objective 5.1.2</b> - Ensure access to a range of outdoor recreational pursuits and facilities for community members of all ages and abilities; <b>5.1.5</b> - Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings; <b>5.2.2</b> - Continue to work with the North Vancouver Recreation &amp;</p> |

|   |   |
|---|---|
|   | <p>Culture Commission to meet the changing indoor and outdoor recreation needs of the community based on shifting demographics, growth patterns and trends; <b>5.2.3</b> - Ensure that existing and new public facilities and amenities are accessible to all users, including active engagement of vulnerable populations that may not typically use or have financial access to facilities, park space and related services. <b>5.2.4</b> - Continue to provide facilities that are accessible for persons of varying mobility, hearing, visual and developmental abilities; <b>5.2.7</b> - Program activities in public places, parks, greenways and streets as well as indoor recreation facilities; <b>5.2.8</b> - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas.</p>   |
| <p><b>Strategy 4.2.4 e</b><br/>Support food production and distribution</p> | <p>Healthy Food Networks are recognized as a key building block in a healthy built environment according to Vancouver Coastal Health. Access to affordable, healthy food that provides opportunities for socializing and supporting the local and regional economy goes a long way toward achieving many of the City’s goals. Expanding community gardening and urban agriculture effort will help increase food security and reduce the greenhouse gas emissions associated with food production and transportation</p> <p><b>Community Well-Being Goal 3.4:</b> Increase access to nutritious, safe, healthy local food and opportunities for residents to grow their own food. <b>Objectives 3.4.1</b> – Strengthen the City’s role in the food system with respect to food growing, processing, distribution, retail, composting, food recovery, and packaging waste and the potential for reductions in GHG emissions; <b>3.4.2</b> - Consider the potential for food production on public and private land including rooftops, community gardens, micro gardens, composting, urban farming, orchards, beehives and edible landscaping on residential boulevards, park land and rights-of-way; <b>3.4.3</b> - Increase public awareness and education regarding food production and consumption; <b>3.4.4</b> - Collaborate with various levels of government, local and regional partners, businesses and other stakeholders in implementing policies that effectively promote sustainable food systems; <b>3.4.5</b> - Expand urban agriculture as a way of increasing food security and reducing the greenhouse gas emissions associated with food production, processing and transportation.</p> |
| <p><b>Strategy 4.2.4 f</b><br/>Assess health implications in planning</p>   | <p>At the broadest level, a healthy environment for the future includes protecting and improving ecological health in part through the reduction of greenhouse gas emissions leading to climate change. On a more individual scale, the City’s OCP also identifies Accessible and Active, Healthy and Inclusive as some of the key guiding principles for the plan to support active living. By promoting a compact, complete urban form through a mix of uses, the City becomes increasingly walkable and can better support more active living, revealing a direct link between health and urban form. Healthy food networks and access to recreation are also a key building block in a healthy environment for many reasons, including nutritional and social benefits.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses. <b>Objective 1.3.8</b> - Ensure that developments along commercial streets contribute to the active and pedestrian-friendly character of the area; <b>1.3.9</b> - Explore ways to activate laneways in the City including opportunities for varied uses, pedestrian and cycling activity as well as stormwater management and urban agriculture; <b>1.4.4</b> - Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community; <b>1.3.10</b> - Encourage active, healthy lifestyles and the opportunity for more social connections through planning and active design principles that encourage physical activity and contribute to enhanced</p>                                       |

|  |   |
|--|---|
|  | <p>walkability and active streets, sidewalks and public spaces.</p> <p><b>Transportation Objective 2.1.7</b> – Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people.</p> <p><b>Community Well-Being Goal 3.4:</b> Increase access to nutritious, safe, healthy, local food and opportunities for residents to grow their own food.</p> <p><b>Natural Environment, Energy &amp; Climate Goal 4.2:</b> Measure, maintain and improve the long-term health of natural ecosystems and native species. <b>Objective 4.2.5</b> - Encourage the use of creative design solutions for development that supports and enhances ecosystem health.</p> <p><b>Parks, Recreation and Open Space Goal 5.2:</b> Support, enhance and maintain recreation as a vital aspect of a healthy community. <b>Objective 5.2.8</b> - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas; <b>5.3.6</b> - Foster partnerships between members of the community, the City, and organizations to promote social health through interaction and sense of community.</p>  |
| <p><b>Strategy 4.2.4 g</b><br/>Support universally accessible community design</p> | <p>One of the guiding principles of the City’s OCP is that it be Accessible and Active: The City will serve the transportation needs of all residents and visitors, including those with limited mobility or disabilities, through a variety of viable transportation choices, with emphasis given to walking, cycling, and transit.</p> <p><b>Land Use Objective 1.4.2</b> - Implement age-friendly projects and policies that result in the City being more responsive to the needs of older individuals.</p> <p><b>Transportation Goal 2.3</b> Support a safe, accessible, resilient, and affordable transportation system.</p> <p><b>Objectives 2.3.3</b> - Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids; <b>2.3.4</b> - Install more accessible pedestrian traffic signals in collaboration with the North Shore Advisory Committee on Disability Issues (ACDI), while being sensitive to the noise impacts on neighbouring residents, and work with neighbouring municipalities on North Shore-wide uniform standards.</p> <p><b>Parks, Recreation and Open Space Objectives 5.2.4</b> - Continue to provide facilities that are accessible for persons of varying mobility, hearing, visual and developmental abilities; <b>5.2.6</b> - Promote family well-being through a range of recreation services that are accessible, affordable, and innovative and that build on family capacity and community networks.</p> |
| <p><b>Strategy 4.2.4 h</b><br/>Identify small scale local centres</p>              | <p>The City has not identified any small scale local centres.</p>   |
| <p><b>Strategy 4.2.4 i</b><br/>Recognize Special Employment Areas</p>              | <p>The City has not identified any Special Employment Areas.</p>  |
| <p><b>City of North Vancouver Regional Context Statement</b></p>                   |   |

| <b>REGIONAL GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</b>  |  |
|---|--|
| The link between land use and transportation is bridged in this OCP through Chapters 1 & 2 to best facilitate and encourage a land use pattern and active transportation system that also supports the safe and efficient goods and vehicle movements throughout the City including the Frequent Transit Network and connections to the Port. |  |
| <b>STRATEGY 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</b>  |  |
| Role of Municipalities - Adopt Regional Context Statements which:   |  |
| <p><b>Strategy 5.1.6 a</b><br/>Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network</p>   | <p>One of the guiding principles of the City's OCP is that it be Accessible and Active. This is supported by encouraging the efficient movement of people to the LRCC and other commercial centres by means of a variety of local transportation alternatives. This includes maintaining and expanding a transportation system that promotes public transit, pedestrian and bicycle users as priority. The City is committed to working with TransLink to achieve transportation objectives. The City will continue to develop a network of connections (sidewalks, paths, etc.) to link neighbourhoods with commercial, institutional and other areas to actively promote pedestrian activity.</p> <p><b>Land Use Goal 1.1</b> – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p><b>Transportation Goal 2.1</b> - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p><b>Objectives 2.1.1</b> – Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; <b>2.1.4</b> – Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive; <b>2.1.6</b> – Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability; <b>2.1.7</b> – Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people; <b>2.1.9</b> – Work to improve the integration of different transit services (e.g. local and rapid bus, SeaBus, Skytrain, West Coast Express, BC Ferries) between the North Shore and the region to provide convenient transit connections within and through the community; <b>2.2.2</b> - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities, providing pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking , electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles); <b>2.3.6</b> - Work with government, transit agencies and other partners to enhance the affordability of transit; <b>2.3.7</b> - Encourage technological innovation to overcome physical barriers to transportation.</p> <p><b><u>Support for the Frequent Transit Network:</u></b></p> <p><b>Transportation Goal 2.2</b> - Integrate Land Use and Transportation Planning to reduce the need for car travel.</p> <p><b>Objective 2.1.5</b> – Work with TransLink to improve accessibility to transit, complete projects identified in the 2040 North Shore Area Transit Plan, expand the Frequent Transit Network, provide rapid transit services on Marine Drive/3<sup>rd</sup> Street and Lonsdale/29<sup>th</sup> Street, and increase Seabus frequency; <b>2.2.1</b> - Designate land uses to bring people and destinations</p> |

|  |  |
|--|--|
|  | closer together, minimizing the need for private vehicle use and maximizing opportunities for walking, cycling, and transit as modes of travel; <b>2.2.4</b> – (See Sections 2.4.5 and 2.4.6 of this plan for further details). Consult with TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3 <sup>rd</sup> Street on either side of the boundaries of the Lonsdale Regional City Centre.  |
| <b>Strategy 5.1.6 b</b><br>Support transportation system demand management and supply measures   | <b>Land Use Goal 1.1</b> - Develop a compact complete community that meets the needs of its diverse residents and businesses.<br><b>Transportation Objective 2.1.8</b> – Work with partners, including TransLink, employers in the City and their labour representatives on transportation demand management measures that encourage walking, cycling, and the use of public transit.  |
| <b>Strategy 5.1.6 c</b><br>Manage and enhance municipal infrastructure in support of transit, cycling and walking                                      | The City’s OCP prioritizes walking, cycling, transit and goods movement over single-occupancy vehicles.<br><b>Land Use Goal 1.1</b> – Develop a compact complete community that meets the needs of its diverse residents and businesses. <b>Objectives 1.1.2</b> – Align growth with the development of community amenities and infrastructure; <b>1.4.5</b> - Focus amenity and infrastructure investments in the Lonsdale Regional City Centre and Frequent Transit Development Areas.<br><b>Transportation Objectives 2.1.1</b> – Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; <b>2.1.4</b> – Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive; <b>2.1.6</b> – Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability; <b>Goal 2.3</b> - Provide a safe, accessible, resilient, and affordable transportation system. <b>Objectives - 2.3.1</b> - Maintain the existing transportation infrastructure in good repair; <b>2.3.2</b> - Accommodate transportation needs of all users, including those with limited mobility and disabilities; <b>2.3.3</b> - Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids; <b>2.3.5</b> – Collaborate with neighbouring municipalities and other levels of government to improve the safety, security, accessibility and connectivity of the transportation system within the City and the North Shore; <b>2.3.9</b> - Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events. |
| <b>STRATEGY 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</b> |  |
| <b>Strategy 5.2.3 a</b><br>Map goods and service vehicle movement routes   | See the <b>OCP Schedule E Regional Context Statement Map</b> .   |
| <b>Strategy 5.2.3 b</b>  | The City’s OCP prioritizes walking, cycling, transit and goods movement over single-occupancy vehicles.  |

|   |   |
|---|---|
| Support efficient movement of goods, services and passengers  | <p><b>Transportation Goal 2.1</b> - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p><b>Objective 2.1.10</b> – Collaborate with neighbouring municipalities and other levels of government to optimize the transportation system to support goods movements to and through the community and to the Port lands, a vital economic asset to the community and the region.</p>   |
| <p><b>Strategy 5.2.3 c</b></p> <p>Support development of transportation system, management strategies</p> | <p>The City continues to invest in local transportation infrastructure while employing demand management strategies and working in partnership with community partners and agencies to realize collective transport visions.</p> <p><b>Transportation Goal 2.3</b> - Support a safe, accessible, resilient, and affordable transportation system. <b>Objectives 2.1.8</b> – Work with partners, including TransLink, employers in the City and their labour representatives on transportation demand management measures that encourage walking, cycling, and the use of public transit; <b>2.2.5</b> - Optimize the use of the existing road network and consider roadway expansion only if it furthers the objectives of increasing sustainable means of transportation, or contributes to the overall livability of the neighbourhood; <b>2.3.1</b> - Maintain the existing transportation infrastructure in good repair; <b>2.3.6</b> - Work with government, transit agencies and other partners to enhance the affordability of transit; <b>2.3.7</b> - Encourage technological innovation to overcome physical barriers to transportation; <b>2.3.8</b> - Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles; <b>2.3.9</b> - Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events.</p> |
| <p><b>Strategy 5.2.3 d</b></p> <p>Support protection of rail rights-of-way and waterway access</p>        | <p>The City is committed to working with transportation and related authorities to co-ordinate an efficient regional public transportation network.</p> <p><b>Economic Development Objective 7.2.6</b> - Maintain the City’s industrial land base and enhance the contribution of the Port to the local economy by supporting improved rail access, goods movement and attainable housing for workers in addition to identifying potential opportunities for local businesses to supply more goods and services to the Port operators</p>   |

### Conclusion

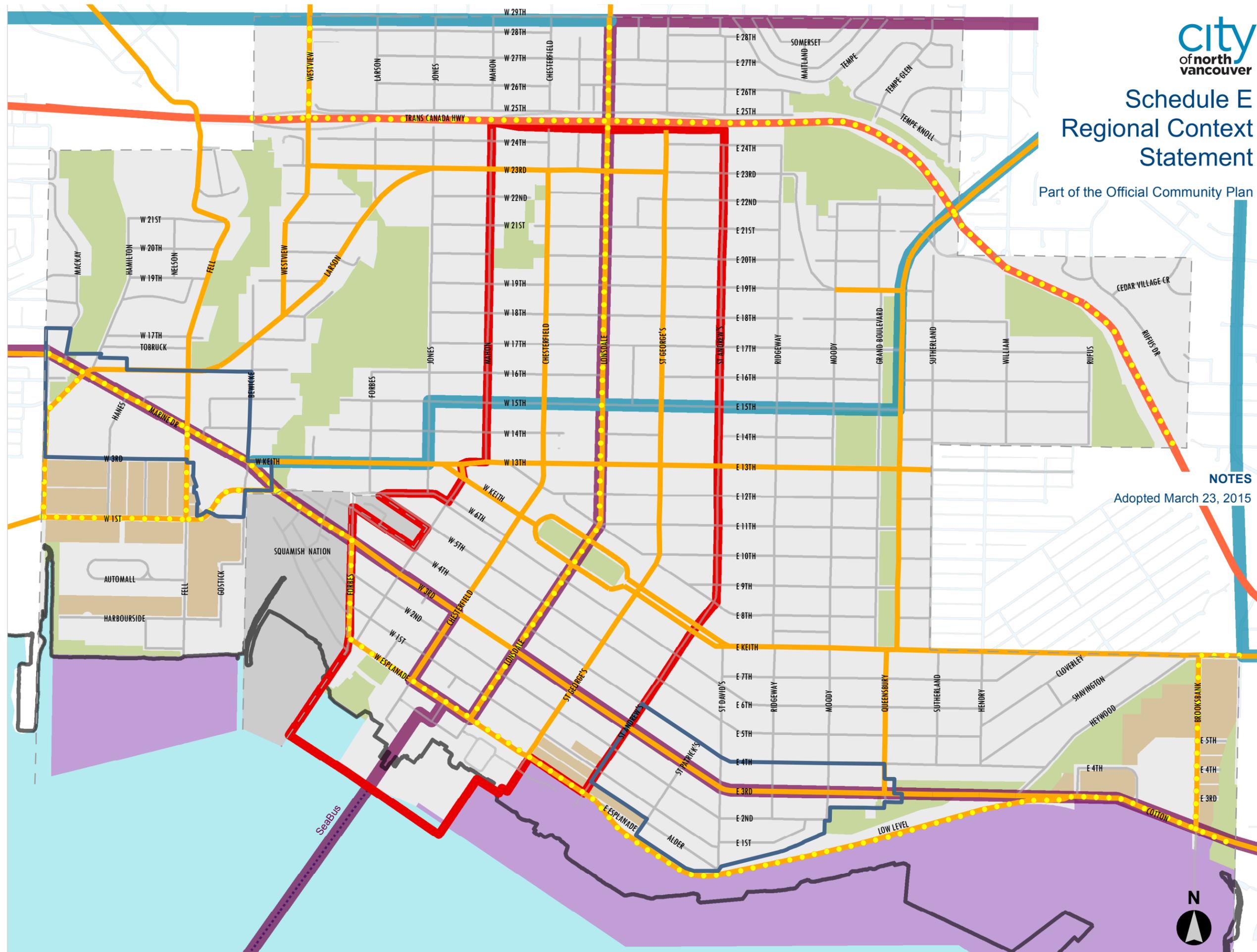
This Regional Context Statement describes how the current City of North Vancouver Official Community Plan conforms with the objectives of the Region’s 2011 Regional Growth Strategy. The City of North Vancouver is committed to implementing these policies through partnership with the local community, Metro Vancouver, other municipalities, organizations, and levels of government.

# Schedule E Regional Context Statement

Part of the Official Community Plan

## Legend

- Truck Routes
- City Boundary
- Roads**
- Highway
- Arterial (Major and Minor)
- Collector and Local
- North Shore Area Transit Plan**
- Future Frequent Transit Service
- Future Rapid Transit Service
- Frequent Transit Development Areas
- Urban Containment Boundary
- Regional City Centre
- Regional Context Land Use Designations**
- General Urban
- Mixed Employment
- Industrial
- Squamish First Nation
- Conservation & Recreation



## NOTES

Adopted March 23, 2015



# CONTACTS

**For more information on the City's Official Community Plan contact:**

COMMUNITY DEVELOPMENT

**City of North Vancouver**

141 West 14th Street

North Vancouver BC | V7M 1H9

T 604 985 7761

**[www.cnv.org](http://www.cnv.org)**

**For regional planning information contact:**

METRO VANCOUVER

4330 Kingsway

Burnaby BC | V5H 4G8

T 604 432 6200

**[www.metrovancouver.org](http://www.metrovancouver.org)**





141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9  
T 604 985 7761 / F 604 985 9417  
[info@cnv.org](mailto:info@cnv.org)



PRINTED  
ON 100%  
PCW PAPER