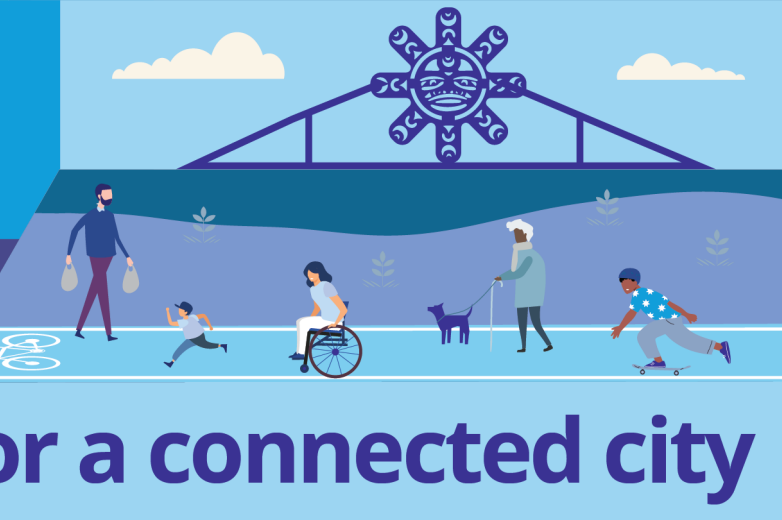


# ZONING



for a connected city

# Zoning for a Connected City

The City of North Vancouver continues to grow and change, and our Zoning Bylaw needs to change too. We are currently in the process of updating our Zoning Bylaw to be clearer, more effective and easier to use.

In this backgrounder, we provide an overview of how the Zoning Bylaw relates to mobility, and connectivity in our city. We also explain how a new Zoning Bylaw will support the creation of complete and sustainable communities.

Our new Zoning Bylaw is an opportunity to explore how we can make it easier for people (and goods) to get to where they need to go daily including to work, to school, to shops and services, and back home. A well-connected and accessible city is also a prosperous and healthy city – where streets and sidewalks are brimming with economic and social activity, something that will continue to make the City a great place to live and invest.

This backgrounder is one in a series of eight, you can find them all on our project website [cnv.org/zoningupdate](http://cnv.org/zoningupdate)



## Zoning and Transportation

As the urban core of the North Shore, the City of North Vancouver's streets play an essential role in getting people to school and work, getting goods and customers to businesses, providing a place for people to meet, and connecting us with the rest of the region. Zoning bylaws regulate where different land uses can go, where buildings are placed and how they look - all of which influence the design and experience of our City's streets.

Through the Zoning Bylaw Update, we have an opportunity to allow for a greater mix of uses on our streets and to design buildings in a way that prioritizes how people move in and around the City. By increasing the mix of uses allowed in certain areas, we can locate essential and desired housing, services and amenities closer together, reducing the distance people need to travel to meet their daily needs.

Reducing daily travel distances also influences the mode of transport people choose - often leading to fewer trips made by private vehicle and increasing the use of alternative modes including walking, rolling, cycling and transit - ultimately leading to a healthier and more sustainable community.

The Zoning Bylaw Update presents an opportunity for us to modernize our policies to help achieve our local and regional mobility objectives, and to better reflect the social, economic, and environmental realities the City and region are facing today.

### Zoning & Equity



Transportation expenses are typically the second largest expense for households following housing costs.  
In the City of North Vancouver:

Homeowners Spend

**38%**

Renters Spend

**46%**

of their incomes toward the cost of housing and transportation as stated in the CNV Housing Strategy.

By planning for housing and transportation together, we can help reduce the overall cost of living.

## Current Trends

The City's transportation network which includes sidewalks, public trails, active transport lanes and bus lanes makes up 20% of the land base in the City. Three-quarters of this transportation network is dedicated to motorized vehicles with nearly one-third of that space dedicated to parking.

### The Region is growing...

By 2050 Metro Vancouver will need to accommodate

 **One Million**  
New Residents

 **500,000**  
New Housing Units

 **500,000**  
New Jobs

By 2050 the City will need to accommodate

 **~23,000**  
New Residents

 **~16,000**  
New Housing Units

 **~13,000**  
New Jobs

In order to accommodate this expected growth, the new Zoning Bylaw will need to optimize both land use and the existing transportation network to ensure that we are able to move more people and goods in a safe, efficient, and sustainable way.

*Metro 2050 Regional Growth Strategy (2022)*

### Did you know?



It costs between \$50,000 - \$80,000 to construct an underground parking stall? This cost gets passed on to home buyers and renters leading to increased housing costs.

*City of Mississauga (2022)*

### Residents of more walkable communities

 **Walk**  
**2 - 4 Times**  
**More**

 **Drive**  
**5 - 15%**  
**Less**

than residents in more automobile-dependent areas



*Land Use Impacts on Transport, T. Litman (2023)*



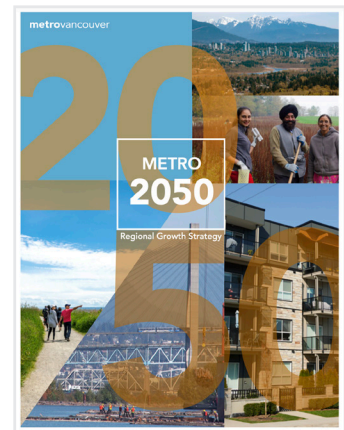
## Existing Objectives, Goals and Directions

The Zoning Bylaw Update gives us an opportunity to help realize mobility objectives outlined in recent regional and municipal policy documents. These include: the **Metro Vancouver 2050 Regional Growth Strategy (2023)**, **TransLink Transport 2050 Regional Transportation Strategy (2022)**, **City of North Vancouver Council's Strategic Plan (2018)**, **City of North Vancouver Official Community Plan (2014)**, and the **City of North Vancouver Mobility Strategy (2022)**.

### Metro Vancouver

The [Metro 2050 Regional Growth Strategy \(2022\)](#) is the collective regional vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities and reducing the greenhouse gas emissions. Metro 2050 encourages municipalities to develop land use and transportation policies and actions that will encourage:

- more trips made by transit;
- more shared mobility options;
- more safe ways to use active transportation;
- reduction of greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and
- development to be focused in Future Growth Areas along the current and future transit network. In North Vancouver growth is targeted along the Lonsdale Avenue corridor (from the waterfront to Highway 1), on East 3<sup>rd</sup> Street and on Marine Drive.



### Frequent Transit Network

Metro Vancouver's Frequent Transit Network (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

In the City of North Vancouver, the SeaBus, regular bus service along Lonsdale Avenue and the R2 Rapid Bus along Marine Drive are all part of the FTN.



[TransLink Transport 2050 Regional Transportation Strategy \(2022\)](#) is designed around a vision of “Access for Everyone - where every person in Metro Vancouver – no matter who they are, where they live, or how they choose to get around – can easily connect to the opportunities they need to thrive.” Strategies to achieve this include:

- making active transportation (walking, rolling, cycling) the most convenient choice for short trips;
- making transit the most convenient choice for longer trips;
- ensuring everyone feels welcome, comfortable, and secure while getting around;
- making living close to frequent transit more affordable; and
- reducing the amount of pollutants and greenhouse gases that are derived from transportation.

## City of North Vancouver

[The City of North Vancouver Official Community Plan \(OCP\) \(2014\)](#) seeks to create a city that is:

- compact and highly livable with easy access to a variety of transportation choices, sensitively balancing growth with impacts on the environment;
- encourages the designation of land uses to bring people and destinations closer together, minimizing reliance on private vehicle use and maximizing opportunities for walking, cycling, and transit as preferred modes of travel; and
- focusing high-density residential, commercial and employment uses near current and proposed Frequent Transit Network routes, as identified by Metro Vancouver.



[The City of North Vancouver Mobility Strategy \(2022\)](#) was developed around an overarching vision to ‘create healthy streets that work for everyone’. This includes designing streets that are vibrant, safe, and comfortable – allowing people to move through the City in different ways while supporting a range of mobility options. Directions set out to help achieve these goals include:

- increasing the amount of greenspace on all streets;
- rethinking parking requirements in new buildings; and
- prioritizing and supporting a dense and diverse mix of housing types, jobs, services, and amenities in areas well served by frequent transit.

## Unlocking Opportunities with a New Zoning Bylaw

Through the Zoning Bylaw Update, we will explore opportunities to create a new bylaw that works to address transportation and mobility challenges as they relate to new buildings and development. This includes exploring opportunities to restructure and/or consolidate residential and mixed-use zones that:

- rethink parking requirements and end-of-trip facilities;
- support the development of walkable and complete communities including higher-density mixed-use development near and along frequent transit corridors;
- support street-oriented and activating uses like shops and community amenities (including schools and childcare, healthcare, groceries, parks and a selection of restaurants and shops); and
- prioritize walking and other active transport modes through the intentional design of the public realm which includes all the space between buildings: public streets, paths, parks, and open spaces.

The new Zoning Bylaw will encourage optimization of both land use and the existing transportation network to ensure that we are able to move more people and goods in safe, efficient, and sustainable ways. The new Zoning Bylaw is one tool in a much larger planning and policy toolkit working to improve how people and goods move in, through and around the City. Put simply: what it can do is help us approach land use and transportation in a more holistic way – recognizing the important connections between transportation, housing, affordability, prosperity, and the environment. Let's work together to create a new Zoning Bylaw for the City of North Vancouver that works for all.



### Stay Informed

For more information on this exciting initiative, please visit the Zoning Bylaw Update [website](#) and subscribe to our mailing list.

### Links To Related Policies + Background Documents

- [Metro 2050: Regional Growth Strategy \(2022\)](#)
- [TransLink Transport 2050 Regional Transportation Strategy \(2022\)](#)
- [City of North Vancouver Mobility Strategy \(2022\)](#)
- [City of North Vancouver Strategic Plan \(2018\)](#)
- [Metro Vancouver Cost Burden Study on Housing and Transportation \(2015\)](#)
- [City of North Vancouver Official Community Plan \(OCP\) \(2014\)](#)

city  
of north  
vancouver