



city
of north
vancouver

2014 OFFICIAL COMMUNITY PLAN

BYLAW NO. 8400



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8400

A Bylaw to Establish a New Official Community Plan

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

1. This Bylaw shall be known and cited for all purposes as **“Official Community Plan Bylaw, 2014, No. 8400” (A Bylaw to Establish a New Official Community Plan).**

2. City of North Vancouver Official Community Plan

The document entitled “2014 Official Community Plan”, a copy of which is attached hereto and forms part of the Bylaw, is hereby designated as the Official Community Plan of the City of North Vancouver and applies to all areas of the City.

3. “Official Community Plan Bylaw, 2002, No. 7425”, and all amendments thereto, are hereby repealed.

READ a first time by the Council on the 21st day of July, 2014.

READ a second time, as amended, by the Council on the 3rd day of March, 2015.

READ a third time and passed by the Council on the 3rd day of March, 2015.

Regional Context Statement accepted by Metro Vancouver on the 13th day of February, 2015.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 23rd day of March, 2015.

“Darrell R. Mussatto”

MAYOR

“Karla D. Graham”

CITY CLERK



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

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

CONSOLIDATED FOR CONVENIENCE – FEBRUARY 14, 2022

| Amending Bylaw # | Adoption Date | Subject |
|------------------|--------------------|---|
| 8431 | October 5, 2015 | Section 2.4.2 – Text Amendment to Reduce Minimum Commercial Density in Harbourside Waterfront Area |
| 8428 | October 26, 2015 | Schedule A – 450 East 5 th St reclassified from ‘School and Institutional’ to ‘Residential Level 1’ (Low Density) |
| 8481 | July 11, 2016 | Deleted Section 2.8.4 “Site 8 Special Study Area” Schedule A – 119-131 West Esplanade and 120 Carrie Cates Court, Maximum Building Height |
| 8503 | November 21, 2016 | Deleted Section 2.8.5 “1301-1333 Lonsdale Avenue Special Study Area” Schedule A – 1301-1333 Lonsdale Ave |
| 8501 | April 3, 2017 | Schedules A, B, C, D, E |
| 8531 | June 19, 2017 | Replaced map in Section 2.8.2 “Queensbury Corridor Special Study Area” Schedule A – 703-819 East 3 rd St, 250 Queensbury Ave and 200 Moody Ave, Parks, Recreation and Open Space Designation Boundary Adjustment |
| 8633 | July 16, 2018 | Section 2.5 – New Development Permit Area for Harry Jerome Neighbourhood Lands Schedules A and D – 123-125 East 23 rd St, 2160 Lonsdale Ave, 144 East 22 nd St, 2300 Lonsdale Ave and 116 East 23 rd St, Development Permit Guidelines, Land Use Designation Change and Height Limit Increase |
| 8676 | October 1, 2018 | Schedule A – 123-127 and 145 East 13 th St, Height Limit Increase |
| 8782 | October 5, 2020 | Schedule A – 350 East 2 nd St, Land Use Designation Change |
| 8806 | April 19, 2021 | Schedule A – 402-438 East 3 rd St and 341-343 St. Davids Ave, Land Use Designation & Permitted Height Change |
| 8832 | September 21, 2021 | Schedule A – 123-127 & 145 East 13 th Street, Permitted Height Change |
| 8757 | November 22, 2021 | Schedule A – Change Residential Levels in the Duplex Special Study Area – Northern Part, and Revise the Duplex Special Study Area Boundary |
| 8867 | February 14, 2022 | Schedule A - 200-236 East 1 st St. and 207-225 East 2 nd St., Land Use Designation and Permitted Height Change |

ACKNOWLEDGEMENTS

The City wishes to recognize the contributions made by the thousands of community members who actively participated in the CityShaping process, ensuring that this Plan captures the Community Vision and aspirations for the City of North Vancouver.

This Official Community Plan could not have been completed without these contributions or the input from community partners including:

- Mayor and Council;
- Vancouver Coastal Health with whom the City has a Memorandum of Understanding; and,
- The Official Community Plan Working Group, comprised of City Staff and related agencies from a range of disciplines including the North Shore Emergency Management Office, City Fire Department, RCMP, City Library, and the North Vancouver Recreation & Culture Commission.

All contributors are to be commended for their contributions on the development of an ambitious vision for the City's future.

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How to Read this Plan

This Plan is divided into three parts. Part 1 introduces the key challenges and opportunities addressed in the Plan and outlines the City's Vision and policy framework for sustainable community building. Part 2 lays out the City's long-term goals, objectives, and actions in place to achieve those goals. Each chapter describes how the City's goals fit with the overall Vision and how the City plans to measure the progress of the Plan through targets and indicators. Part 3 describes how the Plan is implemented, and the connections between this document and other City regulations, guidelines, and plans.

A 'Climate Lens' has been applied to this OCP update to ensure the integration of greenhouse gas emissions reduction and climate adaptation principles are included throughout the chapters and are highlighted with an icon  and summarized in Table 6.

Bylaw Forward

The official version of the Official Community Plan is the hard copy version, adopted as Official Community Plan Bylaw, 2014, No.8400 and as amended, which is available through the City Clerk. Electronic versions of this document available on the City's website are provided for the convenience of users only. If in doubt about the status of the Official Community Plan, or amendments thereto, contact the City Clerk.

PART 1 - FOUNDATION



Community Vision

A Community Vision establishes an overall direction for the City and the community as a whole. Written to describe these aspirations at the broadest level, it is intended to serve as a guide and integration tool for the Official Community Plan in concert with the Sustainable City Framework described below.

Community Vision

In 2031, the City of North Vancouver will be a vibrant, diverse, and highly livable community that is resilient to climate or other changes, and sustainable in its ability to prosper without sacrifice to future generations.

The OCP and Community Vision

An Official Community Plan (OCP) is a municipality's statement of its long-term vision. It describes the kind of community that the municipality wishes to evolve into with supporting goals and objectives. The OCP provides direction on how to implement the Community Vision and adapt to the changing needs of the community. It seeks to guide the City to become resilient to the impacts of climate change and other global social, economic and environmental forces (e.g. global economy). The Vision of the OCP will be realized through actions by City residents, businesses, non-profit agencies, government agencies, and private investment and development.

In implementing the Community Vision there will be a strong focus on meeting the needs of community members locally by creating an attractive, accessible, walkable community that supports the needs of a diverse population and labour force. This includes the provision of quality housing, a balance of amenities, including open spaces, a variety of transportation options, social services, a strong economy, and a healthy environment and community. The continued celebration of arts and culture, an awareness of natural and built heritage, and the pursuit of high quality urban design will maintain the City's sense of place as the community grows. Making decisions in consideration of these integrated elements will have a long-lasting impact on the City's resilience to challenge and change in the future.

Guiding Principles

A set of Guiding Principles has been used to guide the development of goals and objectives in support of the Community Vision.

- **Complete and Compact:** The City will become a more complete, compact and highly livable urban community with easy access to a variety of housing choices, transit, employment, recreation and culture, and that sensitively balances growth with its impacts on the environment.
- **Accessible and Active:** The City will work to serve the transportation needs of all residents and visitors, including those with disabilities or limited mobility, through a variety of transportation choices and with priority given to walking, cycling, and transit.
- **Opportunity-Filled:** The City will continue to be a community which offers a range of good jobs close by, a supportive environment for businesses, and opportunities for people of all abilities to flourish.
- **Resilient and Adaptable:** The City will develop local solutions to global issues to ensure a resilient community. This includes meeting targets for greenhouse gas reduction to mitigate climate change while adapting to the effects of future climate change.
- **Durable and Timeless:** The City will create a financially sustainable legacy of sustainable and durable infrastructure and deliver thoughtful, responsive services.
- **Creative and Diverse:** The City will continue to be a creative community, building from the diversity of its people, landscape and history to inspire innovation and reinforce a strong sense of place.
- **Healthy and Inclusive:** The City will foster a safe, socially inclusive and supportive community that enhances the well-being of community members by providing healthy natural environments (parks and open spaces), active living and community gathering places as well as healthy food networks.
- **Diverse and Affordable:** The City will encourage the development of diverse and affordable housing to help attract and retain young families, to assist people with disabilities, and to provide housing options for an aging population. While the City cannot control all aspects of the housing market, providing capacity for new housing will help moderate market pressures.
- **Community Supporting Community:** The City will continue to be a compassionate community recognizing that all individuals and/or their families will require support at some point in their lives. The City will assist organizations and individuals that provide community support through the responsible allocation of its resources.
- **Age-Friendly:** The City recognizes that community members of all ages, including seniors, are vital assets to the community, and that appropriate and accessible services, programs, housing, transportation and amenities are needed to ensure residents can age well and in place.

Plan Context

Historical Context

The North Shore of Burrard Inlet was home to First Nations such as the Squamish Nation and Burrard Nation for centuries before European explorers discovered the area. Burrard Inlet was dotted with villages, some permanent winter villages, other seasonal encampments, including Ustlawn, all of which provided and continue to provide a combination of access to natural resources and historical and spiritual ties in support of a rich Squamish Nation culture.

European settlers began to arrive in the mid-19th century, with a focus on logging the local rainforest. The first sawmill on Burrard Inlet, Pioneer Mills, was founded in 1862 and Sewell ("Sue") Prescott Moody bought the mill in 1865. The company town of Moodyville grew up near the mill, where the Saskatchewan Wheat Pool grain elevator now stands on the waterfront, to the east of the City's current core.

By the time of its founding, the City was developing a distinctly urban character. During the years that followed the City's incorporation in 1907, a real estate boom took place. The privately owned North Vancouver Land and Improvement Company had acquired most of the lands that became part of the City and had a tremendous influence on the City's early development, its efforts contributing to the City being dubbed "The Ambitious City" in its early boom years (1906-13). A public ferry service provided access to Vancouver from the Foot of Lonsdale and streetcars ran up Lonsdale and into Lynn Valley and Capilano in the District of North Vancouver. The construction of housing followed streetcar lines and to this day, many of the oldest homes still standing in North Vancouver are located near those streetcar routes. A series of parks and green spaces were established to encircle the community. Today, Victoria Park, Grand Boulevard, and Mahon Park, known collectively as the Green Necklace, are legacies of this plan.

With its roots in a linked ferry and streetcar system and the close proximity of residential, commercial and even industrial areas, the City originated as a walkable community. This land use structure was established at the time of the City's incorporation (1907), reinforced by its first Zoning Bylaw (1927), reinforced by the return of a water-based connection to downtown Vancouver in 1977 (SeaBus) and continued in the City's first Official Community Plan (1980).

This land use pattern continues to guide the majority of the City's development toward Lonsdale Avenue as a central north-south "spine", and into several focal points along this spine as well as along a new east-west frequent transit corridor. These focal points support a vibrant mix of commercial, institutional and residential high density uses. Less intensive development is guided to the areas further away from this spine, with densities transitioning downward to residential neighbourhoods which include a wide variety of housing types such as stacked or terraced apartments, attached duplexes/triplexes and single-family detached homes. The majority of City parks are located in these lower-density neighbourhoods, primarily along stream routes, which are abutted by environmentally sensitive areas. The planning and construction of the North Shore Spirit Trail, seeks to connect the different communities across the North Shore with a waterfront multi-use path that will improve access to and better connections between parks, as well as shopping and business districts and transit hubs.

As the City continues to evolve, a process this OCP contributes to, it is influenced by many contributing policies and documents, including a 100-Year Sustainability Vision for a low carbon community. As a mature, highly urbanized community, a long-range vision and perspective are valuable in order to achieve the many policies outlined in this document.

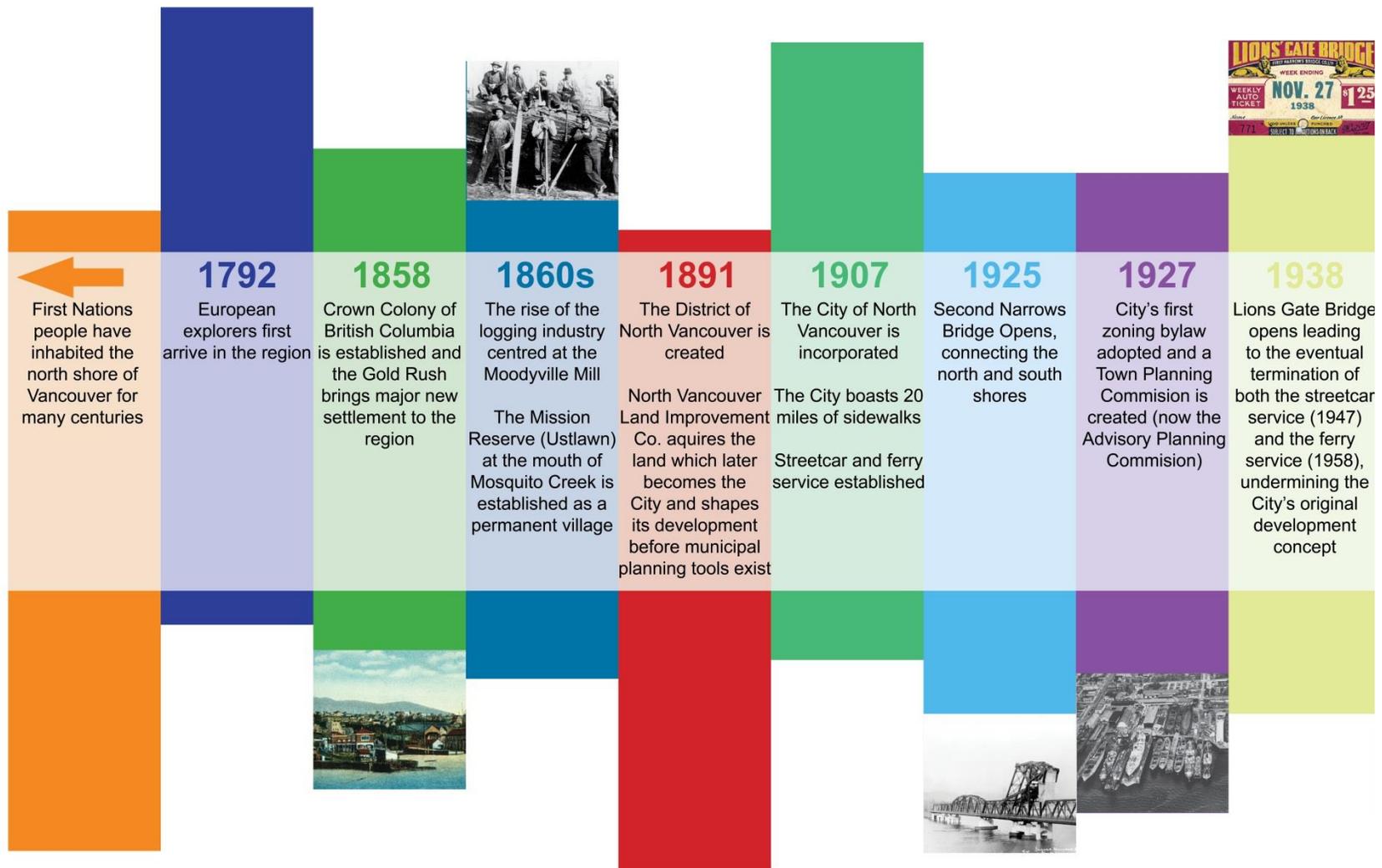
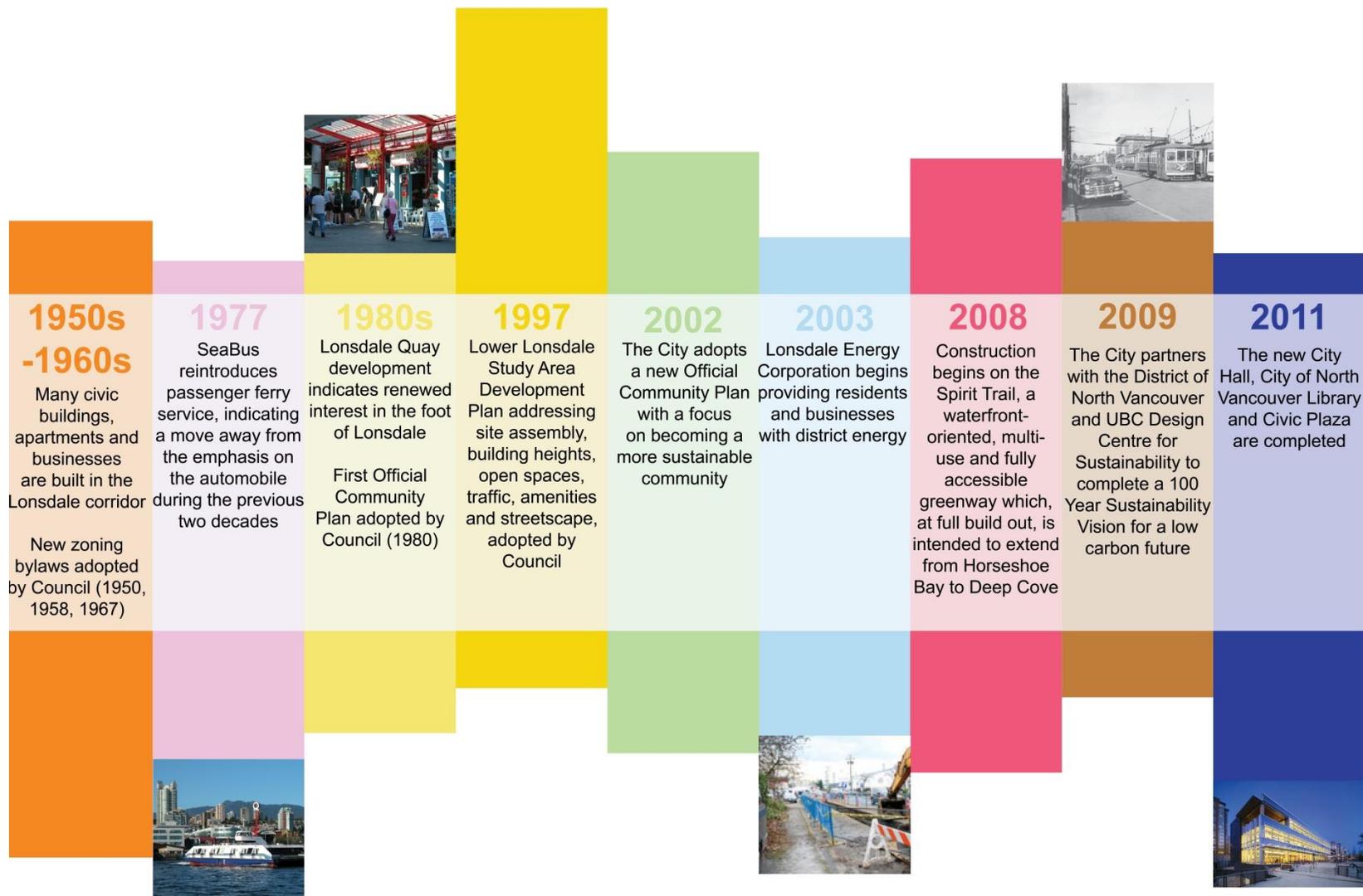


Figure 1 Key Events in the History of The City of North Vancouver



Global Context

The City is part of a series of larger contexts: the sub-region of the North Shore, the region of Metro Vancouver, the Province of British Columbia, and the country of Canada. Most significantly, it is intertwined in global environmental, economic and social forces that do not abide by political boundaries.

As part of the global community, the City needs to assist in mitigating rising greenhouse gas emissions and adopt adaptation measures to adjust to the impacts of climate change, likely the most significant challenge facing humans this century. To sustain a strong economy, the City must recognize its place in the global economy including how policy changes can affect the flow of imports and exports. Finally, the social configuration of the City's population is increasingly diverse, aligning with global migration trends. Consequently, the community must evolve in a way that serves the increasingly varied needs of its population. These connections to the larger global context are important to consider when planning for the future.

Regional Priorities

Metro Vancouver is one of 27 Growth Concentration Areas designated by The Province of British Columbia. The Metro Vancouver Regional Growth Strategy (*Metro Vancouver 2040: Shaping our Future*) 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. This includes the requirement that each municipality develop a Housing Action Plan. There are five fundamental strategies within the Regional Growth Strategy (RGS) 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

The RGS establishes a hierarchy of urban centres (see Figure 2), urban land use designations and non-urban land use designations. Within this hierarchy the Lonsdale core is the only urban centre on the North Shore that is designated as a Regional City Centre. Urban centres are intended to be priority locations for employment, services, higher density housing, commercial, cultural, entertainment and institutional uses. It is in this context that the Lonsdale Regional City Centre acts as the “downtown” for the entire North Shore.

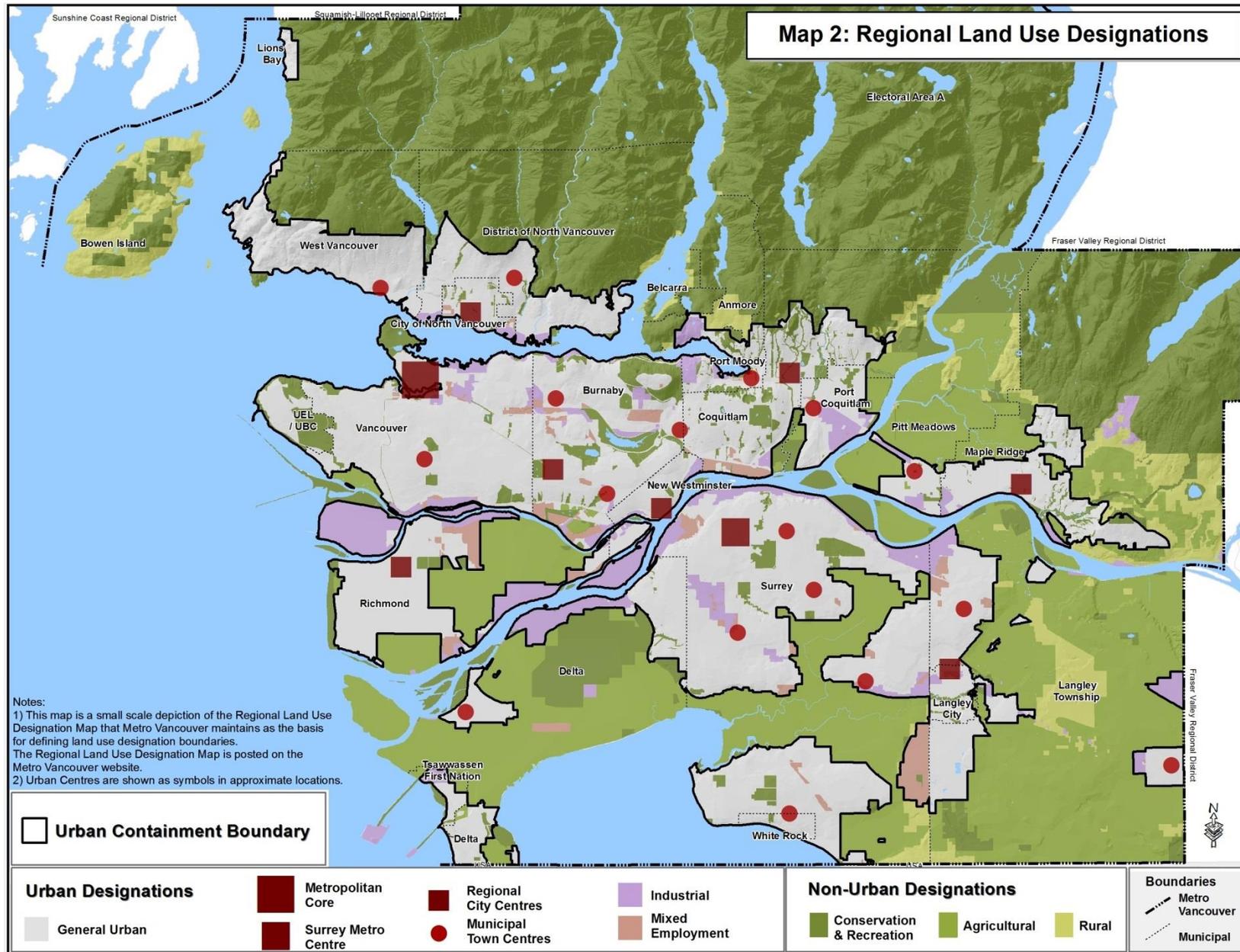


Figure 2 The Regional Context (Metro Vancouver 2040: Shaping Our Future, Metro Vancouver 2011)

The *Local Government Act* requires that each municipality prepare a Regional Context Statement (RCS) as part of its OCP explaining the relationship between the local plan and the Regional Growth Strategy (RGS). The City’s OCP contains goals and objectives that support the fundamental strategies of the RGS, and specifically includes policies to meet the population, housing and employment projections set out in the RGS. An RCS map (Schedule E in Appendix 1.0), a summary chart (Table 2 on the following page) and complete document (Appendix 4.0) have been prepared to indicate how the City’s Plan supports the Regional Growth Strategy.

The RGS projections for the City are as follows:

Table 1 The City of North Vancouver Regional Growth Strategy Projections (Source: Metro Vancouver 2040: Shaping Our Future, Metro Vancouver 2011)

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

As of 2013, the City’s population is estimated at 50,926¹ and dwelling unit count estimated at 25,390². The additional growth capacity created through this Plan supports the RGS goal of Creating a Compact Urban Area. This plan provides for additional residential and commercial capacity in Central Lonsdale. Additional growth capacity is also provided for in the East 3rd Street area, one of two Frequent Transit Development Areas identified in this Plan. A Frequent Transit Development Area has also been identified in the Marine Drive area, supported by established land uses and densities. Although these locations do not form part of the Lonsdale Regional City Centre, they do provide important employment and housing options and are located within short distances to employment areas, services, and schools. In particular, a broader range of housing types, supported by local commercial uses is anticipated along the City’s current and planned transit routes. Figure 6 illustrates this basic City Structure.

Working With Neighbours and Community Partners

Success in the development and implementation of the OCP will be achieved through ongoing collaboration with our neighbouring jurisdictions, including the Squamish Nation, the District of North Vancouver and the District of West Vancouver. As well, ongoing collaboration will be needed with Vancouver Coastal Health, the North Vancouver School District and various community agencies that provide services to the community and support the development of the next generation.

¹ Statistics Canada

² Estimated based on 2011 Census count and building permits issues from 2011 to 2014

Table 2 Regional Context Statement Summary Chart

| Regional Context Statement: Required Policies and Content | Regional Growth Strategy | Chapter | | | | | | | | |
|---|--------------------------|---|-----------------------------------|----------------------|---------------------------------------|--------------------------------|--------------------------|-----------------------------------|-------------------------------------|--|
| | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| | | Housing, Population & Employment (Land Use) | Transportation, Mobility & Access | Community Well-being | Natural Environment, Energy & Climate | Parks, Recreation & Open Space | Arts, Culture & Heritage | Employment & Economic Development | Municipal Services & Infrastructure | |
| Goal 1: Create a Compact Urban Area | | | | | | | | | | |
| Create a Compact Urban Area | 1.1 | Goal 1.1 | Goal 2.2 | | | | | | Goal 8.1 | |
| Focus Growth in Urban Corridor and Frequent Transit Development Areas | 1.2 | Goal 1.1 | Goal 2.2 | | | | | | | |
| Goal 2: Support a Sustainable Economy | | | | | | | | | | |
| Support a Sustainable Economy | 2.1 | Goal 1.1 | | Goal 3.1 | | | Goal 6.2, 6.3 | Goal 7.1, 7.2 | | |
| Protect the Supply of Industrial Land | 2.2 | Goal 1.1 | | | | | | Goal 7.3 | | |
| Protect the Supply of Agricultural Land and Promote Agricultural Viability with an Emphasis on Food Production. | 2.3 | | | Goal 3.4 | | | | | | |
| Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts | | | | | | | | | | |
| Protect Conservation and Recreation Lands | 3.1 | Goal 1.4 | | | Goal 4.2 | Goal 5.1, 5.2, 5.3 | | | | |
| Protect and Enhance Natural Features and their Connectivity | 3.2 | | | Goal 3.2 | Goal 4.2, 4.3 | Goal 5.1, 5.2 | | | Goal 8.1 | |
| Encourage Land Use and Transportation Infrastructure that Reduce Energy Consumption and GHG Emissions and Improve Air Quality | 3.3 | Goal 1.1, 1.2 | Goal 2.1 2.2 | | Goal 4.2 | | | Goal 7.1, 7.2 | | |
| Encourage Land Use and Transportation Infrastructure that Improve the Ability to Withstand Climate Change Impacts and Natural Hazards | 3.4 | Goal 1.2 | Goal 2.1 2.2 | Goal 3.3 | Goal 4.1 | | | | Goal 8.3 | |
| Goal 4: Develop Complete Communities | | | | | | | | | | |
| Provide Diverse and Affordable Housing Choices | 4.1 | Goal 1.5 | | Goal 3.1 | | | | | | |
| Develop Healthy and Complete Communities with Access to a Range of Services and Amenities | 4.2 | Goal 1.1, 1.4 | | Goal 3.1 | Goal 4.2 | Goal 5.1, 5.2, 5.3 | Goal 6.1, 6.2 | Goal 7.1, 7.2 | | |
| Goal 5: Support Sustainable Transportation Choices | | | | | | | | | | |
| Coordinate Land Use and Transportation to Encourage Transit, Multiple-Occupancy Vehicles, Cycling and Walking. | 5.1 | Goal 1.1, 1.2 | Goal 2.1 | | Goal 4.1, 4.3 | | | | | |
| Coordinate Land Use and Transportation to Support the Safe and Efficient Movement of Vehicles for Passengers, Goods and Services. | 5.2 | Goal 1.1 | Goal 2.1 2.3 | | | | | Goal 7.1, 7.2 | | |

The Sustainable City Framework

The capacity or ability of communities to function properly relies not only on the provision of basic services but also on the ability of the community as a whole to support one another, including our more vulnerable populations. Each area of capacity, whether physical infrastructure or social networks, interlink and support the others; and when strengthened, create a solid platform from which to address issues.

While the City is directly responsible for specific components of a complete community, its ability to influence and support building capacity in the community is also significant. An integrated approach to building capacity is integral to the City becoming both more sustainable and resilient to changing conditions over time.

The Sustainable City Framework has been developed in response to this need. Evolving out of previous concepts of sustainability, the framework fosters a more integrated approach to achieving the City's short- and long-term goals. It exists as an interlinked set of community values centred on a vision of the City, in 2031, as a vibrant, diverse and highly livable community.

Over time the City and community at large can work together to increase 'capacity' in the six major topic areas highlighted in the diagram, which collectively form an integrated system. Collectively, the Sustainable City Framework encourages consideration of all six elements in "the big picture" when making decisions about the long-term impacts of policies on existing and future conditions while retaining the flexibility to adapt to new and emerging issues as they arise.

The Sustainable City Framework seeks to support the Community Vision by building capacity in the following ways:

Natural Systems: The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.

Physical Structures/Infrastructure: The ability to effectively deliver basic services, shelter and physical amenities required to sustain the health and well-being of the community. This includes water supply, sanitary sewer, stormwater drainage, solid waste management, roads, telecommunications, and energy efficiency and conservation including district energy. As well, this category includes attractive streetscapes, durable buildings, provision of a range of housing types and adequate community amenities.

Local Economy: The ability to maintain and grow a healthy local economy. A strong economy brings employment and a solid tax base to support services without compromising other areas of capacity. A stronger economy has been shown to support healthier lifestyles for community members and greater opportunities for personal fulfillment and overall quality of life.

Human Potential: The ability of our local community to support our residents in their pursuit of individual livelihood objectives including access to education, healthy food, active transportation and affordable housing. Meeting these basic needs is essential for the maintenance and growth of human capacity.



Figure 3 The Sustainable City Framework

Social Connections: The ability of our community to foster communication, interaction and networks to respond effectively to community issues. These may include supporting community members with low incomes, lone-parent families, and matters specific to children, youth, seniors and people with disabilities.

Cultural Diversity: The ability of our community to support and celebrate a diversity of cultural backgrounds. This includes recognition of the traditions of the Squamish Nation and the many cultures of residents who make the City their home. With both tangible and intangible elements, cultural capacity has economic implications and is strongly connected to social traditions. Manifestations of cultural practices can range from spiritual practices to heritage buildings.

How is the Sustainable City Framework Used in the Plan?

This plan identifies how the City, in partnership with the community and other agencies, can increase civic capacity in each of the topic areas outlined above to create a more sustainable City. Each chapter of this document begins with an explanation of how the policies in that section are a part of the Sustainable City Framework and contribute to the Community Vision.

Review of the progress made on this Plan will include both a review through the perspective of the Sustainable City Framework and a review of the set of indicators and targets developed for each chapter. Ongoing implementation and monitoring, outlined in Chapter 10, will be essential to measuring progress and correcting course as needed.

The OCP Update

The OCP needs to be updated from time to time to reflect changing trends and demographics in the community. It is worthwhile to note that much of the good bone structure of the City's previous OCPs from 1980, 1992, and 2002 live on in this Plan. This provides consistency in an overall direction while the update allows for the flexibility needed to stay current. Carried forward into the updated OCP is the City's ongoing pursuit of a sustainable compact and complete urban form with a mix of housing and a balance of jobs to resident labour force well served by transit and amenities. This Plan includes maintaining our sense of place and community and the continued pursuit of environmental leadership.

Examples of key changes in this plan from the 2002 OCP include:

- **Longer Time Horizon:** This plan includes a Community Vision to the year 2031 and, in keeping with the Regional Growth Strategy, 2041 on the horizon.
- **Updated Community Vision and Sustainability Framework:** The Sustainable City framework defines an interlinked set of community values centred on a vision of the City in 2031 as a vibrant, diverse and highly livable community. The framework will help the City to become not only more sustainable (and thereby 'sustain' itself) but to increase its resilience and ability to thrive throughout changing conditions.
- **New Goals and Objectives:** New in this plan are goals and objectives specific to adaptation to climate change, better understanding the link between health and the built environment, and for the first time in a City OCP a discussion of public safety policy. Also included is a greater focus on policies and tools to encourage retention of rental housing and an increase in more affordable housing options.
- **Partnership with Vancouver Coastal Health (VCH):** The City has partnered with VCH through a formal Memorandum of Understanding to provide a stronger health perspective in the OCP and to help make the link between health and the built environment.
- **Planning for Future Rapid Transit Corridors:** Increases to the City's residential capacity are focussed on and support TransLink's Frequent Transit Network, particularly on the Lonsdale corridor and an emerging corridor on East 3rd Street / Marine Drive. The east-west corridor connects current and anticipated growth in West Vancouver, the District of North Vancouver, Squamish Nation lands and the City.
- **Growth Capacity to Achieve Policy Objectives:** This plan adds residential capacity in two areas of the City: 1) Central Lonsdale from 8th to Highway #1; and, 2) in an area around and just south of East 3rd Street, between St. Patrick's Avenue and Queensbury Avenue.
- **Small Commercial Nodes:** The Plan enables small mixed-use areas in residential areas to provide neighbourhood-based services such as corner stores, and other small-scale retail and office space.
- **Area-Specific Development Permit Areas (DPAs):** DPAs allow the City to establish specific guidelines for entire areas on issues like form and character. The City already has DPAs for the shipyards, streamside protection and coach houses. New DPAs are introduced with this Plan to guide new development in Central Lonsdale, the East 3rd Street area and areas of the City that require additional consideration due to steep slopes or vulnerability to flooding. Development Permit requirements also now apply to duplexes, medium and high density land use development (Residential Levels 5 & 6) and to streamline current processes for rooftop wireless antennae design and consultation.
- **Introduction of Density Bonus Maximums:** Density bonus maximums are introduced, with references to the City's Density Bonus and Community Amenity Policy.
- **Sustainability Targets and Indicators:** Sustainability Targets and Indicators have been developed for this Plan. They are tied to specific policy objectives in each of the Plan's chapters but are contained within a separate document. Collectively they will be used to help monitor progress in achieving the Community Vision.

Legislative Authority and Scope

Municipalities in British Columbia are given the authority to adopt an OCP through Part 26 of the *Local Government Act*, which stipulates what must or may be included in an OCP. The Provincial legislation also establishes adoption procedures. This OCP has been prepared in compliance with that legislation. This version of the OCP applies to the entire City and is expected to guide the community for approximately ten years. The plan may be reviewed and updated as necessary.

Table 3 OCP Requirements and Plan Content by Chapter

| Local Government Act Section | Chapter | | | | | | | | | |
|--|--|-----------------------------------|---------------------|---------------------------------------|--------------------------------|--------------------------|-----------------------------------|-------------------------------------|--------------------|--|
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| OCP Required Policies and Content | Land Use: Housing, Population & Employment | Transportation, Mobility & Access | Community Wellbeing | Natural Environment, Energy & Climate | Parks, Recreation & Open Space | Arts, Culture & Heritage | Employment & Economic Development | Municipal Services & Infrastructure | Acting on the Plan | |
| Regional Growth Strategy Consistency | 875 | | | | | | | | | |
| Residential Development Policies | 877(1)(a) | | | | | | | | | |
| Commercial, Industrial, Institutional, Agricultural, Recreational and Public Utility Land Use Policies | 877(1)(b) | | | | | | | | | |
| Hazardous and Sensitive Lands Restrictions | 877(1)(d) | | | | | | | | | |
| Major Road, Sewer and Water Infrastructure Systems | 877(1)(e) | | | | | | | | | |
| Present and Proposed Public Facilities | 877(1)(f) | | | | | | | | | |
| Affordable Housing, Rental Housing and Special Needs Housing | 877(2) | | | | | | | | | |
| Greenhouse Gas Emission Reduction Targets and Actions | 877(3) | | | | | | | | | |
| Optional Plan Content | | | | | | | | | | |
| Social Needs, Social Well-being and Social Development Policies | 878(1)(a) | | | | | | | | | |
| Policies for Preservation, Protection, Restoration and Enhancement of the Natural Environment | 878(1)(d) | | | | | | | | | |

PART 2 COMMUNITY DIRECTIONS



Chapter 1 Land Use: Housing, Population & Employment

Land use decisions are key to developing a complete, compact, urban community with a variety of housing types, transit, employment and recreation. Land use decisions also play a key role in helping the transportation system work more efficiently by centrally locating higher-density and complementary uses to facilitate walking, cycling, and public transportation. In addition, land use decisions can help to reduce the City's environmental impacts through more energy efficient buildings and neighbourhoods and the conservation of environmentally and culturally significant areas. Land use decisions can increase social and economic capacity by increasing the community's ability to support families and working populations through more affordable housing and by supporting local employment. Pursuit of a compact and more complete urban form will increase physical infrastructure efficiencies, support healthy lifestyles, and provide the opportunity for more social connections by locating more activity and potential for interaction through enhanced walkability and active streets, sidewalks and public spaces.

Translating the Community Vision of a complete and compact community and acting on the Sustainable City Framework through land use and development, involves the coordination of public and private activity. Land use policy is implemented through the rules, regulations, and guidelines of implementing documents such as the Zoning Bylaw, the Subdivision and Development Control Bylaw, the Density Bonus and Community Amenity Contribution Policy and Development Permit Guidelines. In most cases, private interests develop the new housing, commercial, institutional and other spaces that respond to the needs of a growing and changing city. It is the role of the OCP to provide a policy framework to ensure that development activities contribute to the Community Vision and provide a benefit to the local community and the City as a whole. This includes ensuring development makes a positive contribution to public spaces, respects local character and qualities, advances the City's sustainability and healthy community objectives, and adds to the City's capacity for social inclusion and to accommodate the ambitions of residents of all ages and backgrounds.

Key Facts

- The City is a compact, complete, urban community. Such forms result in fewer greenhouse gas emissions and contribute less to climate change.
- 84% of City residents live in multi-family dwellings (duplex, townhouse, apartment) while 16% live in single family dwellings.
- 46% of City residents rent their homes and 54% own them. In 1996 these figures were approximately the reverse.
- According to Statistics Canada the City's population was 50,926 in July 2013
- One-person households are the most common household type in the City.

Related Policies & Plans

- Density Bonus and Community Amenity Policy
- Housing Action Plan
- Subdivision and Development Control Bylaw
- Zoning Bylaw
- Long-Term Transportation Plan
- Parks Master Plan
- Community Energy and Emissions Plan

1.0 Key Issues and Trends

A Growing Community

Much of the City's land is already developed which has resulted in a slower rate of growth than in some other Metro Vancouver municipalities. Through redevelopment, the City has been growing over the past 20 years at approximately 0.8 – 1.3 percent per year (see Figure 4). This is much lower than the growth rate experienced in the 1960's.

This current trend is expected to continue, with projected growth of approximately 1.3 percent per year through 2031, slowing to 1.0 percent per year from 2031 – 2041. Based on this rate of growth, it is anticipated that the City will have a population of approximately 62,000 in 2031, consistent with the Regional Growth Strategy projections.

A Changing Community

Household size and composition are changing in the City. An increase in both in non-family households (single persons, or two or more persons who share a home) and lone-parent households means that one person households are now the predominant household type.

The City's median age of 40.2 years is lower than the provincial and the national median ages of 41.9 and 40.6, respectively, and is the lowest on the North Shore. Despite this relatively low median age, the population is estimated to get increasingly older as the baby-boom generation ages; by 2021 an estimated 18.5 percent of North Vancouver's population is projected to be over the age of 65, up from 14 percent in 2011. These changes in the character of the community mean that housing and service needs are changing.

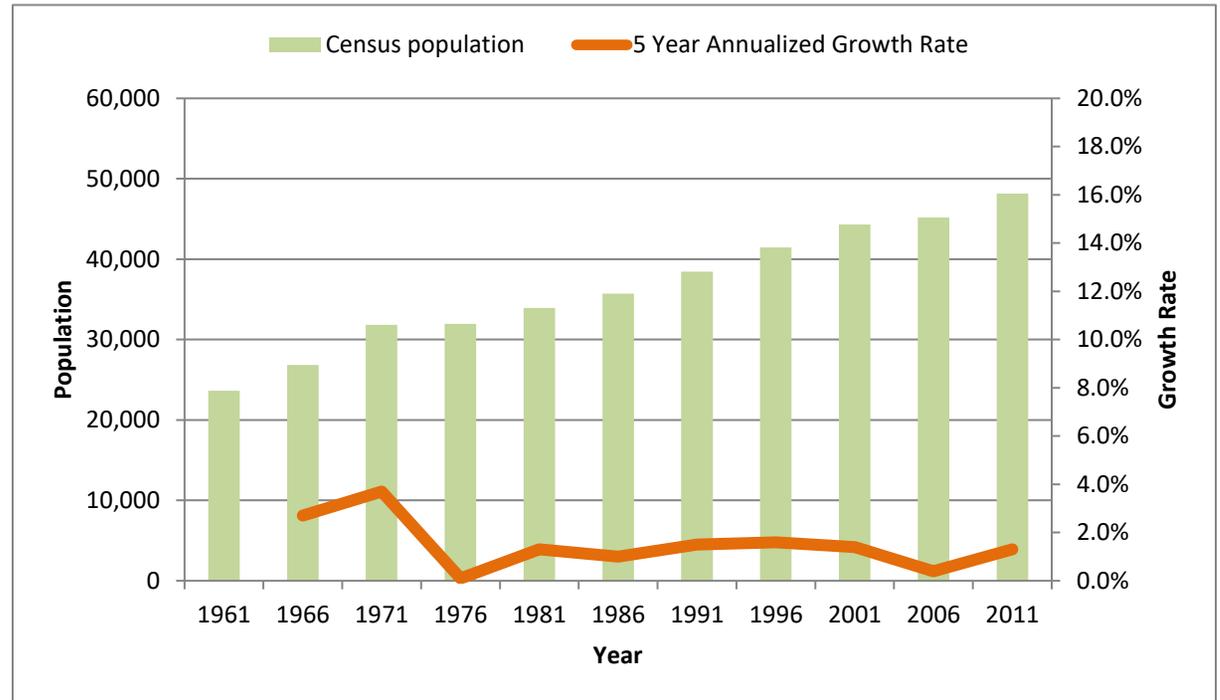


Figure 4 Historic CNV Population Growth Rates

An Economically Vital City

Commercial centres and corridors are the backbone of the City’s tax base and are a key part of its economic engine. These areas include Central and Lower Lonsdale, the Marine Drive corridor, and the Harbourside area. Commercial areas within Central and Lower Lonsdale alone provide 49 percent of the City’s property tax revenue. Matching the City’s anticipated population increase with new jobs will be increasingly challenging. And, to match Metro Vancouver Regional Growth Strategy projections, the City must add approximately 320 new jobs per year, which will require land and space for employment uses, adopting creative strategies, and a commitment to attracting and retaining employers.

An Energy-Efficient City

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

An Affordable City

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

With senior government capital and rent subsidy programs in housing declining since the early 1990s, there are fewer partnership resources available to the City in creating affordable housing, including non-market rental housing and entry-level ownership housing. With 46 percent of the City’s residents renting rather than owning their homes, the rental housing stock is critical to ensuring secure, affordable housing. The primary supply of rental housing is the aging, purpose-built rental building stock which is increasingly at risk of redevelopment. The City will be updating its Housing Action Plan following the adoption of the OCP. The Metro Vancouver Regional Growth Strategy articulates housing demand estimates (10-year estimate) for the City, including both market and non-market housing units (Figure 5). Policies in this OCP aim to help the City achieve these numbers. RGS estimates are as follows:

| Total Demand | Ownership Demand | Rental Demand | Total Affordable Rental Demand | Low Income Rental Demand | Moderate Income Rental Demand | Market Rental Demand |
|--------------|------------------|---------------|--------------------------------|--------------------------|-------------------------------|----------------------|
| 2,400 | 1,600 | 800 | 600 | 300 | 300 | 200 |

Figure 5 Ten Year Housing Demand Estimates by Tenure and Household Income for the City in Number of Units (Metro Vancouver)

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

Sense of Place and Urban Form

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

City Structure

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

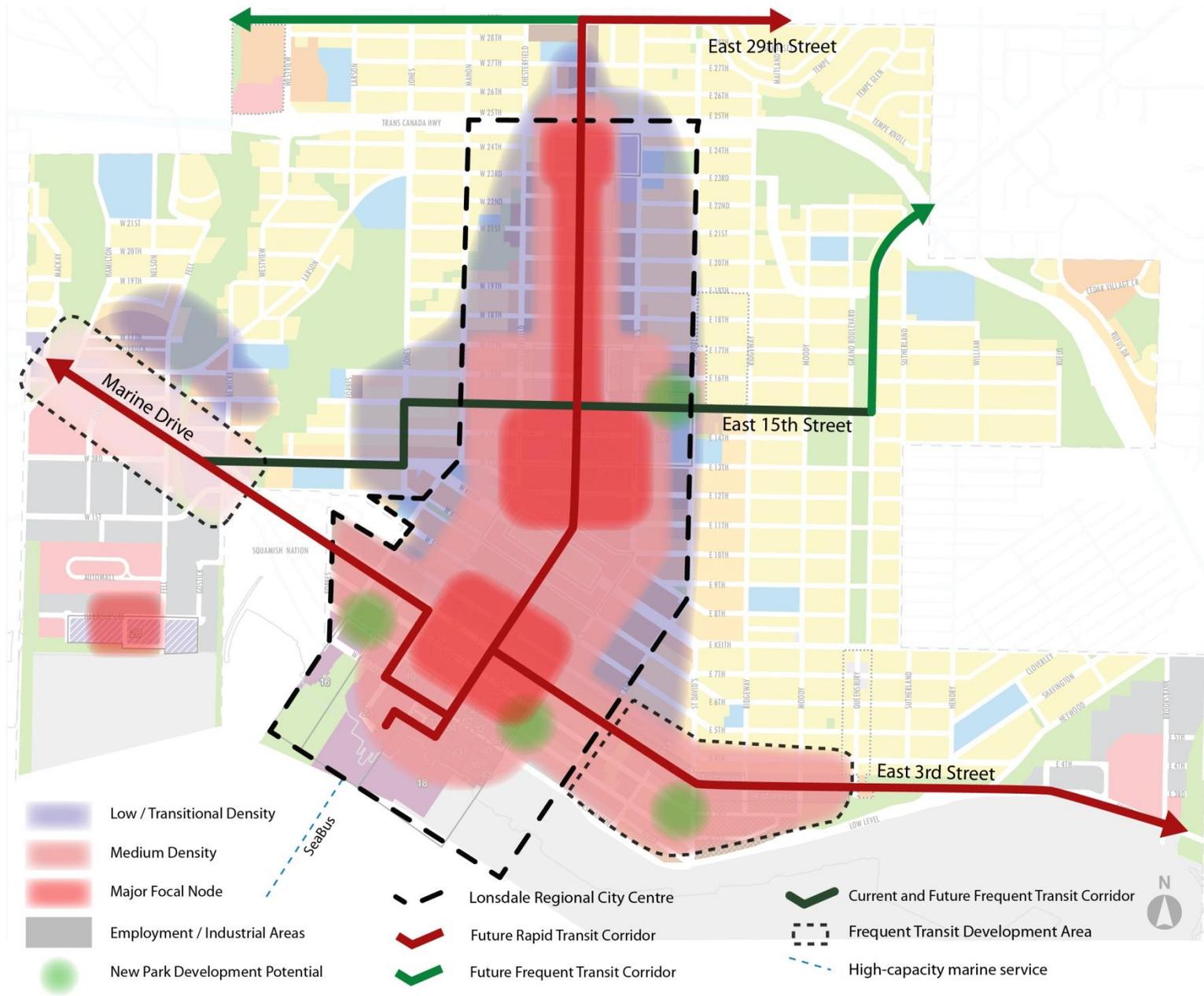


Figure 6 Conceptual City Structure

2.0 Goals and Objectives

Goal 1.1: Develop a compact, complete community that meets the needs of its diverse residents and businesses. 🌱

Objectives

- 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;
- 1.1.2 Align growth with the development of community amenities and infrastructure;
- 1.1.3 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; 🌱
- 1.1.4 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; 🌱
- 1.1.5 Provide space for commercial uses in mixed-use developments to support employment and economic development;
- 1.1.6 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; and, 🌱
- 1.1.7 Allow for accessory uses, such as home-based businesses and child care, in residential areas.

Goal 1.2: Plan with a long-term perspective to address the challenges associated with climate change. 🌱

Objectives

- 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;
- 1.2.2 Improve, record and encourage public disclosure of the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City:
 - a) Encourage the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades and sustainable heating and cooling systems; 🌱
 - b) Reduce energy demand per building by pursuing and implementing increasingly aggressive energy standards for all new building types over time; 🌱
 - c) Advocate for senior government action to progressively raise the energy efficiency requirements in the BC Building Code over time;
 - 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; 🌱
 - e) Maximize the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings; 🌱

f) Lead by example through actively managing and reducing municipal building energy use and GHG emissions;

g) Consider establishing building Energy Use Intensity targets by building type for new and existing buildings; and,

1.2.3 Update existing guidelines to incorporate 'zero waste' waste management principles in new building, landscape and neighbourhood design.



Goal 1.3: Enhance the distinctive sense of place and livability of the City through high quality design and maintenance of urban form.

Objectives

1.3.1 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;

1.3.2 Avoid "zoning cliffs" at the edges of high and medium density residential areas by designating lower density multiple residential development between higher density and single family areas;

1.3.3 Ensure that new commercial and major institutional developments are designed with respect for nearby residential uses;

1.3.4 Use Development Permit Area design guidelines and processes to direct the character of residential and mixed-use developments;

1.3.5 Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings;

1.3.6 Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner;

1.3.7 Enhance public access to the waterfront in the design and development of sites in the Lower Lonsdale and Harbourside areas;

1.3.8 Ensure that developments along commercial streets contribute to the active and pedestrian-friendly character of the area; and,

1.3.9 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.

1.3.10 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.



Goal 1.4: Enhance quality of life through the provision of amenities.

Objectives

- 1.4.1 Consider the needs of households with children in the design of multi-family developments;
- 1.4.2 Implement age-friendly projects and policies that respond to the needs of older individuals;
- 1.4.3 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;
- 1.4.4 Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community; and,
- 1.4.5 Focus amenity and infrastructure investments in the Lonsdale Regional City Centre and Frequent Transit Development Areas;

Goal 1.5: Pursue attainable housing that meets the needs of its diverse community.

Objectives

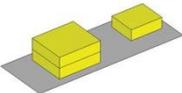
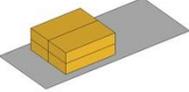
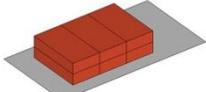
- 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location;
- 1.5.2 Increase the amount of affordable and adequate accommodation for lower income households (including non-market housing) in an effort to meet the Metro Vancouver Housing Demand Estimates articulated for the City over the next 10 years (Figure 5);
- 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 building 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.

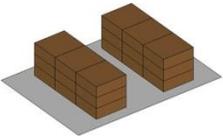
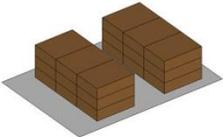
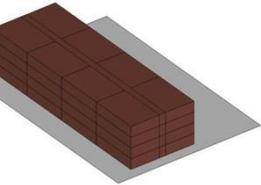
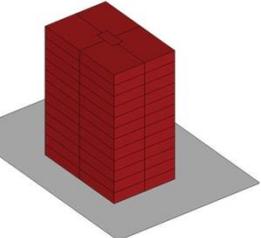
2.1 Density, Height, and Development

The Land Use map (Schedule A in Appendix 1.0) details the maximum building density (measured as Floor Space Ratio or FSR), height (measured in metres), and primary land use for all parts of the City. More detailed descriptions of allowable use, density, and height are provided below under Land Use Designations. Certain designations include a Maximum Density and Maximum Bonus, with the Bonus subject to the provisions in Section 2.1: Density, Height, and Development, Section 2.2: Density Bonusing and Section 2.3: Density Transfer.

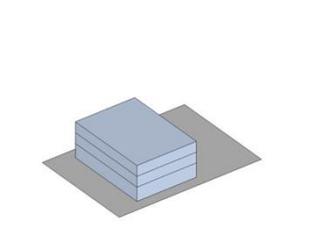
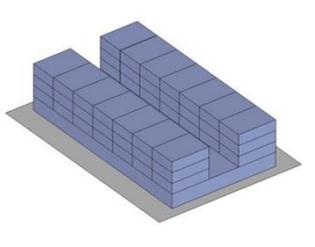
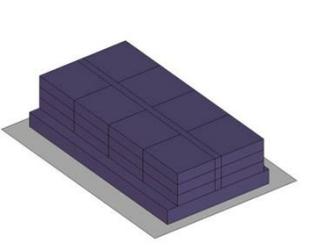
Land Use Designations

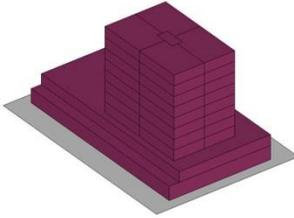
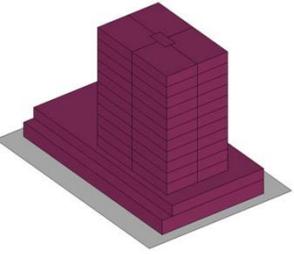
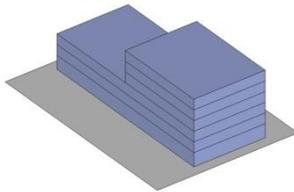
2.1.1 Residential Land Use Designations

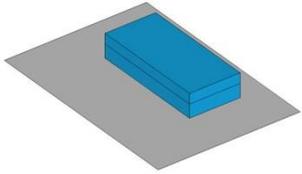
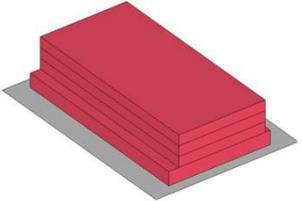
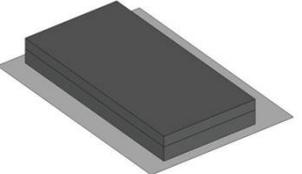
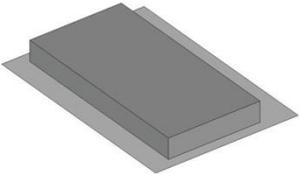
| | | | |
|---|---|---|--|
|  |  | <p>RESIDENTIAL LEVEL 1 Detached (Low Density)</p> | <p>Purpose To provide for ground-oriented housing with non-strata accessory uses. Secondary Suites and Coach Houses may not be stratified as per the <i>Condominium Act</i>.</p> <p>Form Detached single family dwellings with secondary suites/coach houses.</p> <p>Max Density 0.5 FSR Max Bonus n/a</p> |
|  |  | <p>RESIDENTIAL LEVEL 2 Attached (Low Density)</p> | <p>Purpose To provide a range of ground-oriented housing in areas located between detached residential and more intensive residential or mixed-use areas.</p> <p>Form Duplexes with secondary suites, triplexes, and row homes.</p> <p>Max Density 0.5 FSR Max Bonus n/a</p> |
|  |  | <p>RESIDENTIAL LEVEL 3 Mixed Housing (Low Density)</p> | <p>Purpose To provide ground-oriented housing in a variety of forms.</p> <p>Form Townhouses, rowhouses, triplexes, four-plexes.</p> <p>Max Density 0.75 FSR Max Bonus n/a</p> |

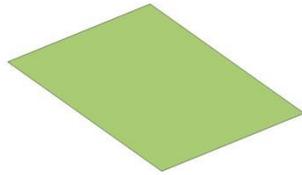
| | | | |
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|  |  | <p>RESIDENTIAL LEVEL 4-A</p> <p>Ground Oriented (Medium Density)</p> | <p>Purpose To provide a range of housing types and sizes close to transit and services including smaller, more affordable housing.</p> <p>Form Townhouses, rowhouses, stacked townhouses, garden apartments, four-plexes.</p> <p>Max Density 1.0 FSR</p> <p>Bonus n/a</p> |
|  |  | <p>RESIDENTIAL LEVEL 4-B</p> <p>Ground Oriented (Medium Density)</p> | <p>Purpose To provide a range of housing types and sizes close to transit and services including smaller, more affordable housing types. Similar in scale and character to Residential Level 4A but allowing for moderately higher-density development options.</p> <p>Form Townhouses, rowhouses, stacked townhouses, garden apartments, four-plexes.</p> <p>Max Density 1.25 FSR</p> <p>Max Bonus n/a</p> |
|  |  | <p>RESIDENTIAL LEVEL 5</p> <p>Mid-Rise Apartment (Medium Density)</p> | <p>Purpose To provide quality multi-family housing with a mix of unit sizes, and a focus on creating attractive and active streets.</p> <p>Form Mid-rise, primarily wood-frame, apartment buildings.</p> <p>Max Density 1.6 FSR</p> <p>Max Bonus A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.</p> |
|  |  | <p>RESIDENTIAL LEVEL 6</p> <p>High-Rise Apartment (High Density)</p> | <p>Purpose To provide well-designed high density development in the Lonsdale Regional City Centre.</p> <p>Form Mid-rise and high-rise buildings.</p> <p>Max Density 2.3 FSR</p> <p>Max Bonus A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.</p> |

2.1.2 Commercial Residential Mixed-Use Land Use Designations

| | | | |
|--|--|--|---|
|  |  | <p style="text-align: center;">MIXED-USE LEVEL 1 (Medium Density)</p> | <p>Purpose To allow for small-scale neighbourhood centres and gathering places with activities including shops, restaurants, cafés and services located to complement the surrounding community. A mix of residential and commercial is encouraged and may include live/work.</p> <p>Form Small-scale buildings compatible with adjacent residential areas.</p> <p>Max Density 1.0 FSR</p> <p>Max Bonus n/a</p> |
|  |  | <p style="text-align: center;">MIXED-USE LEVEL 2 (Medium Density)</p> | <p>Purpose To allow mid-rise multi-family and commercial uses and activities contributing to a pedestrian-scale village-feel. Sites can be fully commercial, mixed-use, or live/work and must emphasize street-fronting activity including shops, cafés or services.</p> <p>Form A mix of building forms and sizes.</p> <p>Max Density 2.0 FSR</p> <p>Max Bonus A maximum increase of 0.5 FSR may be considered when public benefits are provided as per Section 2.2.</p> |
|  |  | <p style="text-align: center;">MIXED-USE LEVEL 3 (Medium Density)</p> | <p>Purpose To allow for a mix of higher-density multi-family and commercial uses to strengthen the City's major arterial roads and corridors, including a mix of retail and office space on lower floors and residential apartments on upper floors.</p> <p>Form A mix of building forms and sizes. Heights are limited as indicated in the Land Use map (Schedule A in Appendix 1.0).</p> <p>Max Density 2.3 FSR</p> <p>Max Bonus A maximum increase of 0.5 FSR may be considered when public benefits are provided as per Section 2.2.</p> |

| | | | |
|---|---|--|--|
|  |  | <p>MIXED-USE LEVEL 4A (High Density)</p> | <p>Purpose To allow for a mix of higher-density multi-family and commercial uses in Lower Lonsdale. Buildings in this designation typically include a mix of retail and/or office space on lower floors and residential apartments on upper floors.</p> <p>Form Mid-rise or high-rise buildings. Heights are limited as indicated in the Land Use map (Schedule A, Appendix 1.0).</p> <p>Max Density 2.6 FSR</p> <p>Max Bonus A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.</p> |
|  |  | <p>MIXED-USE LEVEL 4B (High Density)</p> | <p>Purpose To allow for a mix of higher-density multi-family and commercial uses to strengthen the core of the city and generate employment opportunities. Buildings in this designation typically include a mix of retail and/or office space on lower floors and residential apartments on upper floors.</p> <p>Form High-rise buildings greater than six storeys. Heights are limited as indicated in the Land Use map (Schedule A in Appendix 1.0).</p> <p>Max Density 3.0 FSR</p> <p>Max Bonus A maximum increase of 1.0 FSR may be considered when public benefits are provided as per Section 2.2.</p> |
| <p>2.1.3 Other Land Use Designations</p> | | | <p>Purpose To allow for a mix of residential and commercial development on the Harbourside Waterfront lands. See further description in Section 2.4.2.</p> <p>Form Predominantly low- and mid-rise development up to 28 metres in height for the tallest buildings.</p> <p>Max Density 2.05 FSR</p> <p>Max Bonus A maximum increase of 0.15 FSR may be considered when public benefits are provided as per Section 2.2.</p> |
|  |  | <p>HARBOURSIDE WATERFRONT (Mixed-Use)</p> | |

| | | | |
|---|---|-------------------------------------|--|
|  |  | SCHOOL AND INSTITUTIONAL | <p>Purpose To provide for services to the community, including schools, cultural institutions, places of assembly, recreation facilities, public care facilities, and utility services. Significant new public and community uses should be concentrated in or around the Lonsdale Regional City Centre.</p> |
|  |  | COMMERCIAL | <p>Purpose To allow for a wide range of commercial uses offering retail, office, goods and services.</p> |
|  |  | MIXED EMPLOYMENT | <p>Purpose 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 odor. A limited amount of complementary commercial use could be supported—commercial uses with high trip-generating uses should be directed to mixed-use and commercial areas.</p> |
|  |  | INDUSTRIAL | <p>Purpose To allow for light and heavy industrial uses characterized by port activities, goods production, manufacturing, distribution, storage or fabrication and a range of marine-related uses including boat repair, ship chandlery, and boat building.</p> |



PARKS, RECREATION, AND OPEN SPACE

Purpose 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 park use. Some roadways are designated as Parks, Recreation and Open Space—these roads are not necessarily closed to vehicular traffic, but are part of a contiguous park or are pedestrian priority areas.

Note: Places of assembly, public care facilities, utility services, live/work units and civic uses are an acceptable land use in any residential or commercial-residential area, when in compliance with the Zoning Bylaw.

2.1.4 Building Heights

Maximum building heights are as permitted in the Land Use map (Schedule A in Appendix 1.0) unless otherwise indicated in area-specific planning policies (see below). For areas where maximum heights have not been indicated in the Land Use map or elsewhere in this Plan, the maximum building height for residential development is six storeys and for all other uses, heights are regulated through the Zoning Bylaw. In considering increases in building heights, consideration should be given to view impacts, contextual relationships, and the livability or use of the buildings. The City does not guarantee that any view will be preserved.

2.2 Density Bonusing

2.2.1 Density Bonuses

In addition to the OCP Density, at Council's discretion, higher densities may be permitted up to the OCP Maximum Bonus density, as provided for in the Land Use map (Schedule A in Appendix 1.0) as an incentive to achieve additional public benefits or amenities. The amount of density bonus to be considered should reflect the value of the public benefit provided and be consistent with good urban design principles and practice. The City's Density Bonus and Community Amenity Policy may guide density bonus decisions. Density bonuses are at Council's absolute discretion.

Council may consider an OCP Density Bonus through a Zoning Amendment process and without need for an OCP amendment, in exchange for the following public benefits:

Rental Housing

Council may approve additional floor area if there is a secured commitment to provide market rental or non-market rental housing. This category of benefit will be the top consideration for properties with existing rental housing.

Community Amenity Space

Council may approve additional floor area if there is a secured commitment for the construction of community amenity space that is dedicated to public use and/or benefits within a private development including, but not limited to, libraries, public administration, community groups, recreation centres, daycares and district heating utility. Cash contributions towards civic amenities on public lands will also be considered.

Employment Generation

Council may approve additional floor area for the provision of employment generating uses beyond that normally expected under existing zoning.

Heritage Conservation

For lots with any OCP designation, Council may approve additional floor area for the purposes of heritage conservation. As a result of the unique circumstances of heritage buildings, density bonuses in return for the retention and legal protection of heritage buildings will be judged on their individual merit and needs through a rezoning process.

2.2.2 Density Bonus Application

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

The Density Bonus and Community Amenity Contribution Policy serves as a guideline for City Council in the consideration of rezoning applications that propose density bonuses under Section 2.2 of the Plan.

2.2.2.1 Density Bonus Maximum Exceptions

- a) Circumstances may arise when Council may wish to consider a density bonus above the maximum in exchange for an amenity of exceptional benefit to the community. The Land Use Designation Map (Schedule A in Appendix 1.0) may be amended by Council, as provided for under Provincial law, to achieve policy objectives outlined in this Plan.
- b) For density bonus considerations regarding the unique circumstances of heritage conservation, density bonus maximums will not apply.

2.3 Density Transfer

A transfer of density is the relocation of anticipated density from one parcel of land to another. To achieve the goals and objectives outlined in this Plan and/or achieve a preferable form of development, City Council may authorize transfers of density between properties. Such transfers do not involve an increase in the total development potential, but rather the relocation of a density allowance. As such there is no increase in the overall OCP capacity as a result of density transfers. Density transfers require a rezoning with Public Hearing and, if approved, require that a Land Title Act covenant be registered on all affected properties confirming that the transfer has occurred.

2.4 Area-Specific Planning Policies

Certain areas of the City have been identified for more detailed site or project-specific planning. These areas, detailed below, include sites where more detailed planning work is anticipated or ongoing.

2.4.1 Harry Jerome Recreational Complex

In 2012 City Council directed staff to consult with the public on options for the renewal of the Harry Jerome Community Recreation Centre (CRC) and adjacent public lands. Three options for the siting of the CRC were presented in the public consultation. Council subsequently resolved to defer a decision on Harry Jerome revitalization and work on the project was re-initiated in 2014. In the interim the potential redevelopment of the public lands in the Harry Jerome precinct has been referred to the City's Official Community Plan revision process. All of the redevelopment options previously discussed with the public could be accommodated by the land use designation and height changes shown for the Harry Jerome precinct on

Schedule A (Appendix 1.0) without a future OCP amendment. It should be noted that whatever redevelopment option is eventually chosen for Harry Jerome there will be no net loss of green space.

2.4.2 Harbourside Waterfront

A focal point for the City's West Waterfront Vision, Harbourside Waterfront is a vibrant mixed-use residential/commercial area with a maximum density permitted of 2.05 times the lot area (or FSR) with potential rental housing density bonus to a maximum of 2.2 FSR. In certain locations purely residential or commercial projects may be appropriate. Building heights are expected to vary through the project area, with the maximum of 28 metres planned for the tallest buildings (up to four of the total) with the majority of buildings at 22 metres or lower. [Bylaw 8431, October 5, 2015]

2.4.3 Central Lonsdale

New development along the Central Lonsdale corridor is expected to reinforce and support the corridor's role as a primary shopping street in the city. The Land Use map (Schedule A in Appendix 1.0) allows for a maximum height of 25 metres along Lonsdale Avenue (17th – 21st Streets) with the intention that the primary streetfront building height be limited to approximately four storeys with limited taller building elements set back from the streetfront. The intent is to ensure new development contributes to the creation of a pedestrian-scale mixed-use streetfront along Lonsdale. Development Permit Area Guidelines will be developed for this area.

2.4.4 Lower Lonsdale

Stretching from the waterfront north to 3rd Street, Lower Lonsdale is the City's transportation hub and growing cultural and entertainment district. Lower Lonsdale has undergone extensive redevelopment over the past 10 years and has not been identified as an area of change in the Plan. As per the 2002 OCP, high-density mixed-use development supporting a variety of commercial uses and active public spaces, including significant waterfront lands, continues to be supported. As new development occurs in the Lower Lonsdale area, the presence of small-scale commercial spaces and established light-industrial/mixed employment uses are expected to be maintained.

2.4.5 Marine Drive Frequent Transit Development Area

(See Chapter 2, Transportation Objective 2.2.4 of this plan for further details). The main east-west corridor in the City, connecting the City to all other jurisdictions on the North Shore, includes both Marine Drive to the west and 3rd Street to the east with the Lonsdale Regional City Centre forming a bridge between the two. Collectively, they will provide a land use mix and density to support frequent transit service. Each is identified as a Frequent Transit Development Area (FTDA) consistent with the Metro Vancouver Regional Growth Strategy. The land use outlined in this Plan for the Marine Drive area is relatively unchanged from the 2002 OCP as this development type was anticipated, and designated for, in the 2002 OCP. A mixture of 4-5 storey mixed-use buildings and commercial developments continue to replace former low intensity development such as car dealerships along the western corridor. Design guidelines are in place to encourage a pedestrian-friendly and transit-supportive environment. Additional effort will be



required to maintain and expand the existing right-of-way in some areas to enable future transit expansion along the full length of the east-west corridor.

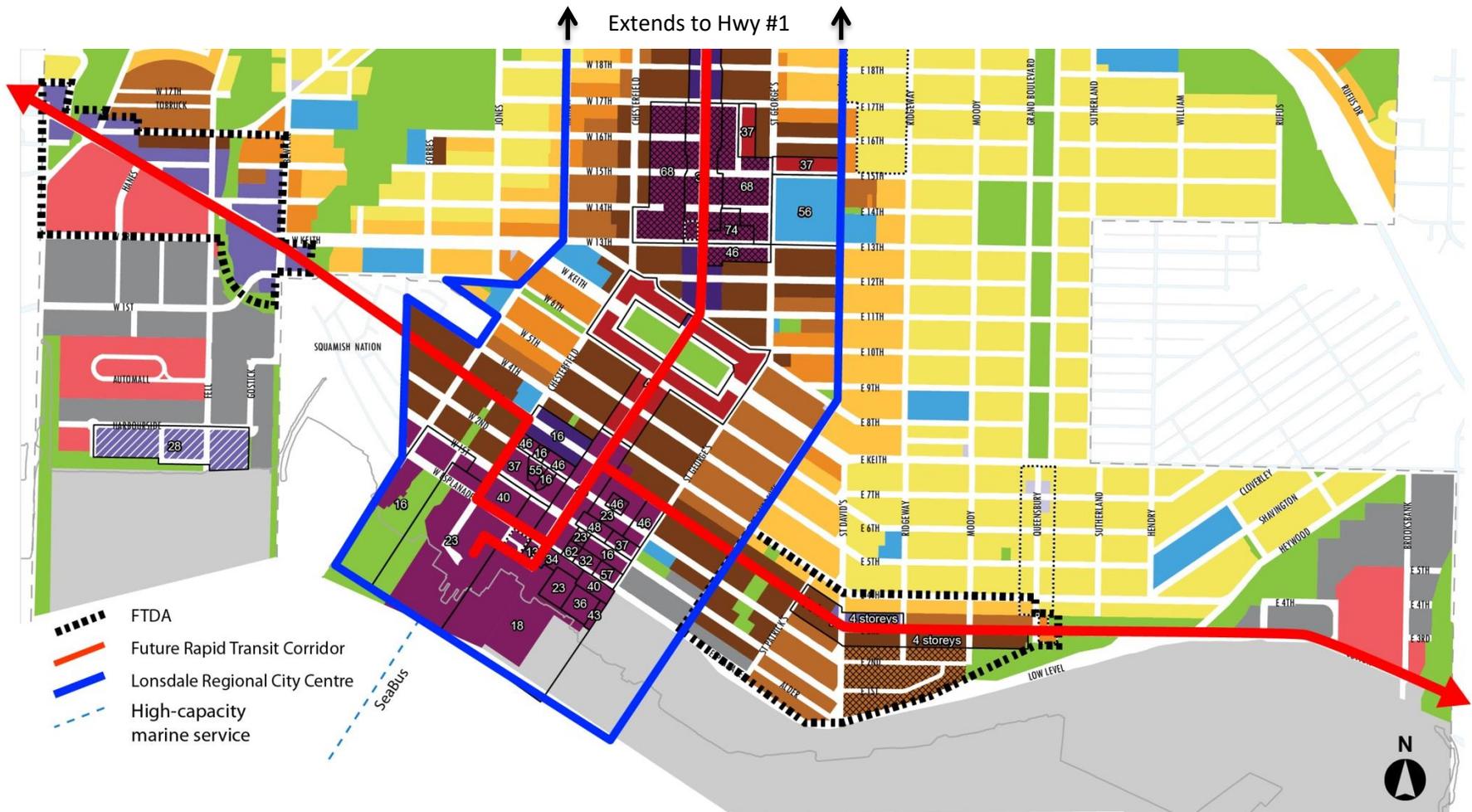


Figure 7 Frequent Transit Development Areas

2.4.6 East 3rd Street Frequent Transit Development Area

(See Chapter 2, Transportation Objective 2.2.4 of this plan for further details). The main east-west corridor in the City, connecting the City to all other jurisdictions on the North Shore, includes both Marine Drive to the west and 3rd Street to the east with the Lonsdale Regional City Centre forming a bridge between the two. Collectively, they will provide a land use mix and density to support frequent transit service. Both are identified as Frequent Transit Development Areas (FTDA) consistent with the Metro Vancouver Regional Growth Strategy. The primary development type enabled in this Plan for this area is mainly townhouse form to increase the range of housing densities, supported by adjacent medium density development, a small amount of mixed-use and designed as part of a pedestrian-friendly and transit-supportive environment. The area is in close proximity to employment areas, services and schools. The change in OCP designation for the East 3rd Street area is new to the 2014 OCP. Additional effort will be required to maintain and expand the existing right-of-way in some areas to enable future transit expansion along the full length of the east-west corridor.

2.5 Development Permit Areas

The City has established Development Permit Areas to regulate development in specified areas.

Area-specific Development Permit Areas respond to design issues and local context in specified areas of the City. Each of these area-specific Development Permit Areas has sub-areas with policies applicable to those areas. Properties not within a specific Development Permit Area are subject to City-wide Development Permit guidelines as outlined below. Development Permit requirements are located within the City's Zoning Bylaw.

Table 4 Area-Specific Development Permit Areas (DPAs)

| Development Permit Areas | LGA Reference [919.1 (1)] | Objectives | Applicability |
|------------------------------|--------------------------------|--|---|
| SH - The Shipyards | (a), (b), (d), (e), (f). | To protect the natural environment from hazardous conditions, guide commercial revitalization, and to control the form and character of commercial and residential development. | As shown on Schedule D in Appendix 1.0. |
| CL - Central Lonsdale | (d), (f), (h), (i), (j). | To guide the form and character of multi-family and mixed-use development in Central Lonsdale and establish objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions. | All Residential Levels 5 and 6 and Mixed-Use Levels 3 and 4 designated properties within the Central Lonsdale Area shown on Schedule D in Appendix 1.0. |

| | | | |
|--|----------------------------------|--|--|
| MD – Marine Drive | (e), (f), (h), (i), (j). | To guide the form and character of medium density multi-family and mixed-use developments in the Marine Drive area to encourage a pedestrian-friendly and transit-supportive environment. Additional effort will be required to maintain and expand existing rights-of-way in some areas to enable future transit expansion. | As shown on Schedule D in Appendix 1.0. |
| E3 - East 3 rd Street Area | (e), (f), (h), (i), (j). | To guide the form and character of ground-oriented townhouses and multi-family housing in proximity to employment, services and schools to encourage a pedestrian-friendly and transit-supportive environment. Additional effort will be required to maintain and expand the existing right-of-way in some areas to enable future transit expansion. | As shown on Schedule D in Appendix 1.0. |
| HW - Harbourside Waterfront | (d), (e), (f), (h), (i), (j). | To create a vibrant residential/commercial mixed-use community and guide the form and character of multi-family and mixed-use development in the Harbourside Waterfront area. The guidelines will direct development to ensure that energy conservation, water conservation and greenhouse gas emissions reduction objectives are supported. | As shown on Schedule D in Appendix 1.0. |
| SP - Streamside Protection Area | (a). | To ensure that development does not negatively impact watercourse environments and, where such impacts are unavoidable due to the existing configuration of parcels of land in relation to watercourses and wetlands, to ensure that development does not result in a net loss of productive fish habitat. | As shown on Schedules C and D in Appendix 1.0. |
| HZ - Hazard Lands | (b). | To identify lands within the 200-year flood plain or steep areas in order to protect property and life, and minimize risks posed by development in areas with identified hazards including: flood-prone areas, steep-sloped areas, and coastal hazard areas. | As shown on Schedule D in Appendix 1.0. |

Table 5 Category Specific Development Permit Areas (DPAs)

| Development Permit Areas | LGA Reference [919.1 (1)] | Objectives | Applicability |
|--|-----------------------------|--|--|
| CH - Intensive Residential (Coach House Levels A and B) | (e). | To integrate detached accessory secondary suites (coach houses) into existing one-unit neighbourhoods by considering the appropriate size and massing, and their potential impact on adjacent neighbours. | All Residential Level 1, Level 2, Level 3, Level 4, Level 5 and Level 6 designated properties on Schedule A in Appendix 1.0 which meet the required conditions for coach house development. |
| DU - Duplex | (e), (h), (i), (j). | To facilitate the creation of livable, quality duplex development which is compatible with and sensitive to neighbourhood character in established residential areas. | All Residential Levels 2 and 3 designated properties on Schedule A in Appendix 1.0 proceeding with a duplex form of development. |
| R5 & R6 - Residential Apartment Levels 5 & 6 | (f), (h), (i), (j). | To guide the form and character of multi-family residential development on properties with Residential Apartment Levels 5 or 6 designations and for the purpose of establishing objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions. | All Residential Levels 5 and 6 designated properties on Schedule A in Appendix 1.0. |
| ANT - Rooftop Antennas | (f). | To provide guidance on the siting, design and public consultation of Federally-regulated wireless communication antennas on building rooftops in the City. | Any lands where antennas are proposed. Antennas are preferred in Residential Levels 5 and 6, Mixed-Use, Commercial, Industrial, and Mixed Employment designated lands on Schedule A in Appendix 1.0 and discouraged from locating on buildings near school and institutional or on buildings in lower density residential areas. (No map reference). |

| | | | |
|--|------------------------------------|---|--|
| <p>HJ - Harry Jerome Neighbourhood Lands <i>[Bylaw 8633, July 16, 2018]</i></p> | <p>(e), (f), (h), (i), (j)</p> | <p>To guide the form and character of mixed use development on the Harry Jerome Neighborhood Lands in alignment with the Sustainable City Framework in the Official Community Plan. Development will enhance the public realm, support energy conservation, water conservation and the reduction of greenhouse gas emissions.</p> | <p>As shown on Schedule D in Appendix 1.0.</p> |
|--|------------------------------------|---|--|

2.5.1 Properties Located in two or more Development Permit Areas

Some properties are located in two or more Development Permit Areas (e.g. a site may be in both an area-specific and category-specific DPA, or in two overlapping area-specific DPAs, such as a Streamside Protection Area and a form and character DPA for residential development). In such cases, the guidelines for both DPAs shall apply.

2.5.2 General Development Permit Area Exemptions and Criteria for Minor Amendments

- 2.5.2.1 Each Development Permit Area has specified exemptions which are outlined within the City’s Zoning Bylaw.
- 2.5.2.2 All properties for which a Development Permit Area has been identified but for which no DPA Guidelines have yet been adopted by Bylaw by Council are exempt from the requirements of Section 2.5.
- 2.5.2.3 Minor amendments to a Development Permit may be required from time-to-time for minor building alterations or interior changes.

2.6 Ottawa Gardens Heritage Conservation Area

2.6.1 Objectives

Ottawa Gardens is a clearly delineated neighbourhood that was subdivided by the North Vancouver Land & Improvement Company in 1906. The neighbourhood has long been recognized as an important heritage resource in the City of North Vancouver. A wide, central boulevard was an important feature of this neighbourhood from its inception. The buildings in the area are of notable quality, with panoramic views to the south, and represent a variety of architectural styles generally reflecting the Arts and Crafts Movement of the early part of the 20th century.

The area shown outlined on Figure 8 is designated as a Heritage Conservation Area pursuant to Section 970.1 of the *Local Government Act* and shall be known as the Ottawa Gardens Heritage Conservation Area. The area includes properties fronting the boulevard on West 6th Street between Mahon Avenue and Chesterfield, St. Edmond’s School, and the southern portion of the block bounded by Jones Avenue, West 6th Street, Mahon Avenue, and West Keith Road.

The Ottawa Gardens Heritage Conservation Area Guidelines are contained in the Zoning Bylaw and seek to recognize and conserve the special historic nature of the neighbourhood. The guidelines aim to maintain the original character, while allowing for sensitive development which complements the established streetscape and maintains the integrity of the architectural forms. The siting, form and character of new development or additions to existing development shall be consistent with the adopted Ottawa Gardens Heritage Conservation Area Guidelines. The guidelines encourage voluntary protection for properties within the Conservation Area.

2.6.2 Protected Heritage Property

2.6.2.1 Pursuant to Section 970.1 (3)(b) of the *Local Government Act*, the following serves as a list of buildings and land that are Protected Heritage Property:

- 254 West 6th Street – the Larson Residence.

2.6.2.2 Any intervention to be undertaken on Protected Heritage Properties within the Ottawa Gardens Heritage Conservation Area shall only be done through issuance of a Heritage Alteration Permit and shall conform to accepted heritage conservation principles, standards and guidelines.

2.6.3 Heritage Alteration Permit Exemptions

2.6.3.1 Pursuant to Section 970.1 (3)(a) of the *Local Government Act*, the following form of development is exempt from the requirement for a Heritage Alteration Permit if the proposal is for:

- i. Interior renovations;
- ii. Exterior maintenance or in-kind repairs, including repainting in identical colours or routine repairs. Note: alterations to windows, siding or architectural features are not included in this exemption;
- iii. Exterior alterations, other than additions, to existing non-heritage buildings;
- iv. Exterior alterations, other than additions, to St. Edmund's Catholic School and St. Edmund's Catholic Rectory at 535 Mahon Avenue;
- v. Landscaping;
- vi. Construction and maintenance activities carried out by, or on behalf of, the City;
- vii. Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Ottawa Gardens Heritage Conservation Area designation.



Figure 8 Ottawa Gardens Heritage Conservation Area

2.7 Temporary Use Permits

Occasionally, long-term plans do not provide enough flexibility to allow for short-term responses to site-specific opportunities. To address these opportunities on a case-by-case basis the City will consider the issuance of a Temporary Use Permit (TUP) in accordance with the provisions of Section 921 of the *Local Government Act*.

All areas within the City are designated TUP areas where TUPs can be granted. TUPs will only be permitted where the City judges a temporary use to be in the interest of the public in general, and where the public has been advised of, and allowed to comment on, the possibility of a temporary use being established by the holding of a public meeting for each proposed temporary use.

Specifically, the following conditions should prevail before a temporary use is allowed:

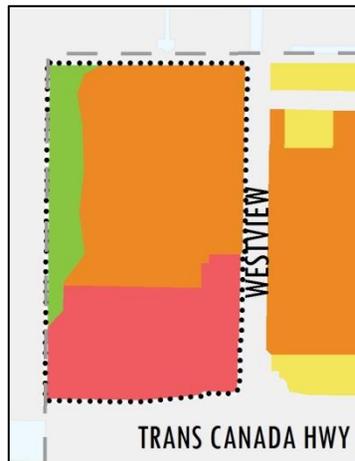
- The development of a temporary use should not unduly curtail the redevelopment of land in accordance with the interests of the Official Community Plan;
- A temporary use should not be permitted where, in Council’s opinion, such a use would have negative impacts on adjoining property;
- A temporary use permit should not be used to resolve ongoing land use problems on private property;
- A temporary use permit is intended for short-term community benefit purposes where a broad range of the public benefit from its issuance.

2.8 Special Study Areas

Special Study Areas are areas of the City that require in-depth study to resolve issues and/or to provide a basis for future growth and development. The process of including Special Study Areas in the OCP has proven to be a useful tool in directing the allocation of the City’s staff and financial resources. Conducting a Special Study of an area does not necessarily mean that a land use change will occur. The following Special Study Areas are to be analyzed over the life of this OCP:

2.8.1 Westview Special Study Area

The Cypress Gardens property was originally owned by the City and sold in 1961. The land was developed for rental townhouses in the late 1960s. In 1993, Blackridge Estates purchased the rental property and proceeded to market individual units with purchasers receiving a certificate of title in respect to a “fractional interest” in the single title of this development. This method of ownership was legal at the time, but outside the regular strata contraventions of the Condominium Act. This form of ownership has made it challenging for the owners to stratify the property. This in turn has made it difficult to fund repairs to common areas and individual units. The aging buildings are in need of repair or redevelopment. The bank on the west side of the site has stability issues which is affecting some of the adjacent units. Action is required to address these issues and a redevelopment appears to be the most practical solution. The majority of owners of units now support a sale and redevelopment of the property.



Westview Shopping Centre is a large prominent site that has featured commercial uses since it was built in 1964. The Centre includes low density commercial space (office and retail), an office building built in the 1980s and a large surface level parking lot. The western edge of the site is an environmentally sensitive area adjacent to the upper reaches of Thain Creek and has slope stability issues. This site is included in the special study area with the adjacent Cypress Gardens since they were originally interconnected. The low density commercial centre is aging, there are environmental and slope stability concerns and there is a possibility of achieving a more preferable commercial development in conjunction with the Cypress Gardens redevelopment.



2.8.2 Queensbury Corridor Special Study Area

This former streetcar route has been identified as having potential as a greenway that would link Ray Perrault Park to the Spirit Trail. There may also be opportunities to enhance and/or extend the existing commercial node located at East 7th Street, and generally beautify the street. Changes to existing residential uses could also be considered. The commercial node at East 7th was developed as a result of a Queensbury Special Study Area in the 1992 OCP. On April 7, 2014, Council passed a motion to include a Special Study Area in the OCP for these five blocks of Queensbury Avenue.

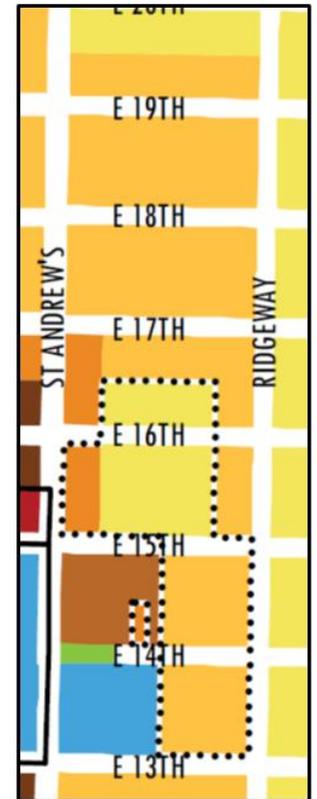
[Bylaw 8531, June 19, 2017]

2.8.3 Duplex Special Study Area – Southern Part

Parts of the 300 blocks of East 13th, 14th, 15th and 16th Streets are designated as a Special Study Area in consideration of a potential change to Residential Level 3 (0.75 FSR mixed housing) or Residential Level 4A (1.0 FSR ground orientated). These properties comprise the Southern Part of the Duplex Special Study Area. Land use changes in the Northern Part of the Duplex Special Study Area have been implemented through a previous OCP amendment. The Residential Level 3 and 4A designations would allow for ground-oriented housing in a variety of forms, including smaller, more affordable housing. [Bylaw 8757, November 22, 2021]

2.8.4 Deleted [Bylaw 8481, July 11, 2016]

2.8.5 Deleted [Bylaw 8503, November 21, 2016]



Chapter 2 Transportation, Mobility & Access

One of the most significant issues facing our community is how to meet our transportation needs (including those with disabilities or limited mobility and residents with low income) through a variety of viable and convenient transportation choices.

The City is part of a broader transportation system and is affected by trips coming from and going to the other North Shore municipalities and jurisdictions, as well as the flow-through of traffic to other parts of the region and beyond. While the City cannot control all aspects of transportation, effecting positive change in areas under our influence is key to meeting our community's transportation needs.

The City's ability to manage the movement of people and goods is a key indicator of livability. Increasing the provision of accessible and convenient transportation choices as attractive alternatives to single-occupant vehicles will help reduce local and regional GHG emissions and will foster a healthy lifestyle for the community. Improving active transportation options has demonstrated health benefits, like facilitating physical activity, reducing injury risks for pedestrians and cyclists, and improving public safety and perceptions of safety.

Improvements to the City's physical infrastructure to support non-single-occupant vehicle transportation modes (in partnership with senior agencies), and an increase in social connections and economic potential in the community to support the behavioural shift further in the direction of active transportation, are key examples of how improving the six areas of the Sustainable City Framework can support positive change.

Key Facts:

- The transportation sector makes up 49 percent of GHG emissions in the City.
- 83 percent of daily trips by City residents remain on the North Shore (80 percent in 2008).
- 30 percent of daily trips by City residents do not require the use of a car. The regional average is 27 percent.
- 39 percent of daily trips by City residents living in apartment/condo buildings are by transit, foot and bike. Only 25 percent for those in single family homes.
- City residents under 25 years old have the lowest automobile mode share (58 percent), while seniors (above 65 years) have the highest automobile mode share at 74 percent.
- Lower income families have the highest transit use at 25 percent. Higher income families have the highest auto passenger share at 21 percent.
- 36 percent of commuter trips made by City residents in 2011 do not require the use of a car (31 percent in 2006).
- 53 percent of North Shore residents do not meet the recommended levels of daily physical activity.

Related Policies & Plans

- Long-Term Transportation Plan
- North Vancouver Bicycle Master Plan
- Parks & Greenways Strategic Plan
- The Resident and Visitor Parking Policy
- Street & Traffic Bylaw Subdivision and Development Control Bylaw
- 2040 North Shore Area Transit Plan
- Community Energy and Emissions Plan

1.0 Key Issues and Trends

Commuter Travel Trends

With a relatively small geographic urban area, the City is the third most densely populated municipality in Metro Vancouver, and fourth in BC (2011 Census). This density, both in terms of residential density but also the proximity of goods, services, and jobs, has made it possible for many residents in North Vancouver to make their daily travels by walking or bicycle. The City of North Vancouver has the second-highest proportion of residents who commute to work on foot or by bike - solidifying the link between urban density and active transportation, as shown in Figure 9.

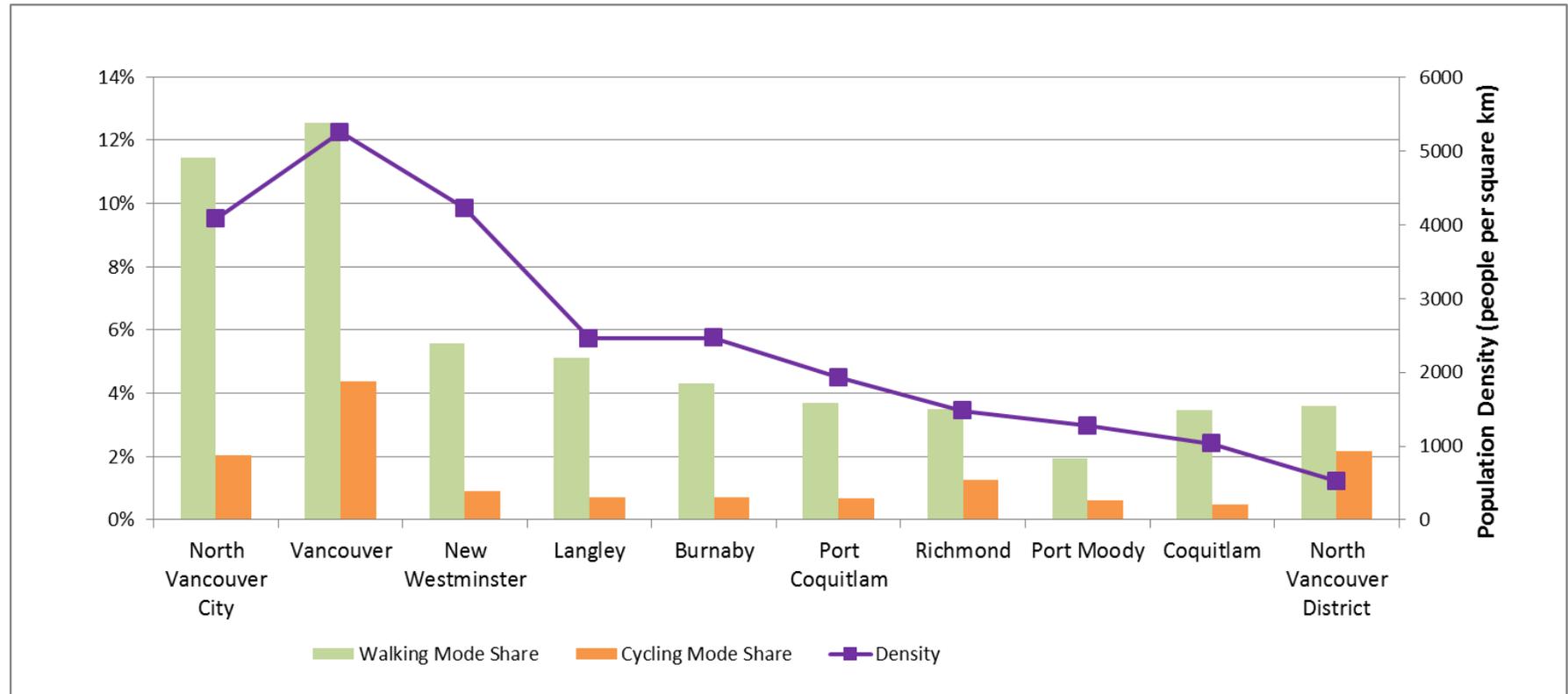


Figure 9 Active Transportation Commuting and Population Density (For Select Metro Vancouver Areas, 2011 Census)

Between 2006 and 2011, the proportion of City residents that commute to work (mode share) by car decreased by 5 percent and the overall number of City resident car trips also decreased slightly (less than one percent). These results indicate that City residents are walking, using transit and cycling more frequently to get to/from their places of work.

Daily Travel Trends

With respect to total daily trips, between 2008 and 2011, the proportion of trips made by motor vehicle drivers decreased by 4 percent, and walking, biking, and transit trips increased by 2 percent. There was also an increase in the proportion of trips completed as an auto passenger (2 percent), indicating an increase in carpooling, thus reducing the number of single-occupant vehicles on the road. In 2011, City residents living in the Lonsdale Regional City Centre (as defined in Figure 6) travelled more by transit and foot than other City residents as shown in Figure 10. For trips between the Lonsdale Regional City Centre and the rest of the region, 37 percent of residents walked, used transit or bike, while for trips within the Lonsdale Regional City Centre, that proportion increased to almost 50 percent of people. These results demonstrate a small, yet measurable, increase in active transportation and transit use, especially in more compact, dense areas that offer a variety of services, thus reducing the need to travel by car.

Overall, City residents are making more trips: between 2008 and 2011 the number of daily trips made (per capita) increased by 10 percent. Given that the majority of City trips are made by car, this trip increase and the resulting per capita vehicle emission is significant when aggregated over the course of a year and speaks to the importance of promoting more sustainable forms of transportation.

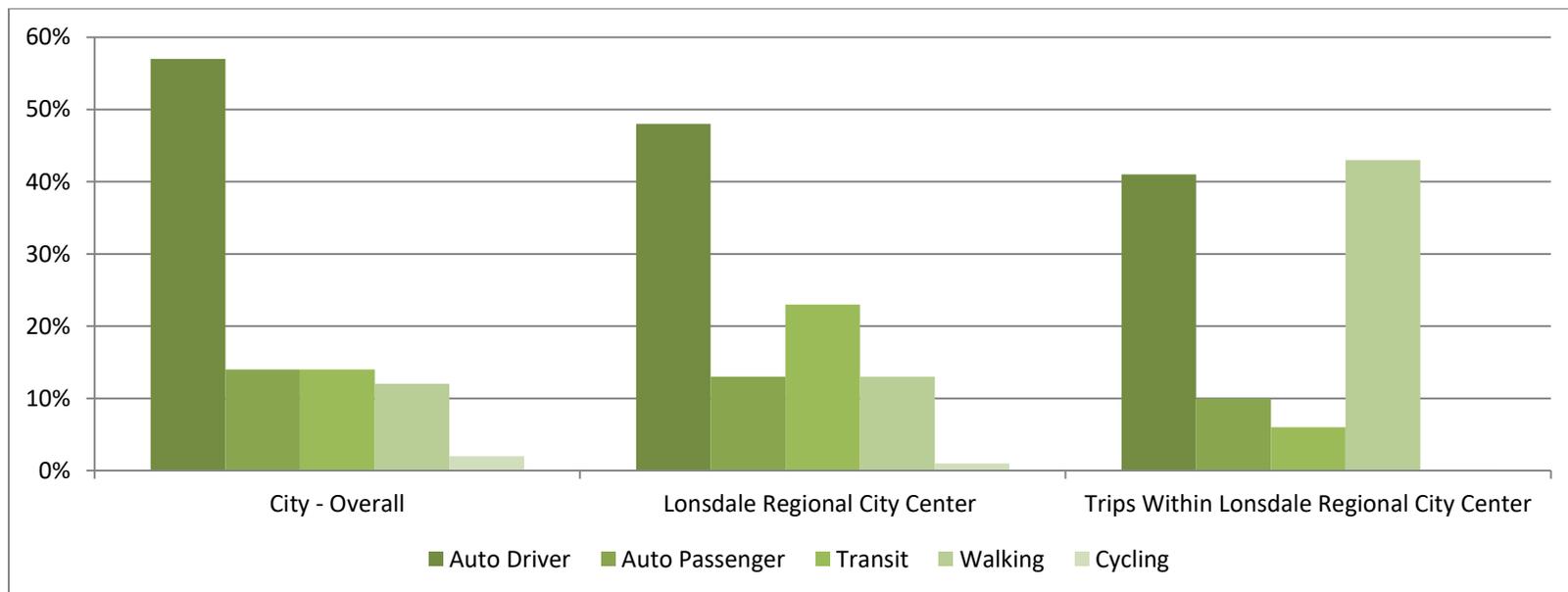


Figure 10 Mode Share for Lonsdale Regional City Centre Residents

Emissions from Vehicles 🌱

Despite widespread awareness of rising GHG emissions, the automobile continues to be the dominant travel mode of choice in the region and in the City. Overall, the transportation sector accounts for 49 percent of the City's carbon dioxide (CO²) emissions, at around 94,000 tonnes in 2013. CO² emissions have generally decreased since 2007 by 2.8 percent, while number of vehicles has increased by 3.3%. Per capita, both CO² emissions and the number of vehicles have decreased by 10.2 and 4.8 percent respectively in comparison with 2007 data. While the emission decrease is small, there remains an opportunity to begin a more significant downtrend in vehicle emissions. The City's Community Energy and Emissions Plan (2010) identifies targets, policies and actions to support this reduction. 🌱

2.0 Goals and Objectives

Goal 2.1 Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles. 🌱

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; 🌱
- 2.1.2 Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth; 🌱
- 2.1.3 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; 🌱
- 2.1.4 Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive; 🌱
- 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/3rd Street and Lonsdale/29th 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; and, 🌱
- 2.1.10 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. 🌱

Goal 2.2 Integrate Land Use and Transportation Planning to reduce the need for car travel.

Objectives

- 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;
- 2.2.2 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 and 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);
- 2.2.3 Encourage higher and medium density residential uses near jobs and services;
- 2.2.4 (See Chapter 1, 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 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:
 - a) Support redevelopment opportunities for townhouse and medium-density, 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 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; and,
- 2.2.7 Work with TransLink to upgrade the Lonsdale Quay Station, an important gateway to the City and the North Shore, to promote SeaBus service across Burrard Inlet and support future passenger needs.

Goal 2.3 Support a safe, accessible, resilient, and affordable transportation system.

Objectives

- 2.3.1 Maintain the existing transportation infrastructure in good repair;
- 2.3.2 Accommodate the transportation needs of all users, including those with limited mobility and disabilities;
- 2.3.3 Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids;
- 2.3.4 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;

- 2.3.5 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; 
- 2.3.6 Work with government, transit agencies and other partners to enhance the affordability of transit; 
- 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; and, 
- 2.3.9 Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events.
- 2.3.10 Coordinate with neighbouring municipalities and other levels of government on key road network improvements to facilitate pedestrian, cycling, transit, goods, emergency and vehicle movements in the City and the North Shore.

Chapter 3 Community Well-being

Community members represent the true value of the City. The ability of any community to support its members and enable them to thrive involves the presence of physical infrastructure as well as strong community connections and social networks. This is especially important in times of local emergency or natural disaster. Addressing energy security through incorporation of renewables and distributed generation will also contribute to long-term security. Walkable land-use patterns, good quality housing and nearby recreational facilities will support long-term personal well-being. A focus on networks of services, partnerships, resources, groups and other social relationships will collectively help people achieve their basic needs, support one another to reach their full potential.

Building the City's capacity to support community initiatives and services will help enhance the well-being of the City's diverse community members across a range of issues and ages. This includes nurturing healthy natural systems, healthy food and social networks, supporting affordable housing through improvements to physical infrastructure and building upon cultural diversity.

Key Facts

- Life expectancy on the North Shore is 84.9 years for women and 81.6 years for men. These are amongst the highest in the world.
- Only 32 percent of North Shore residents eat daily recommended fruits and vegetables.
- Every \$1 spent on a sidewalk can be correlated with \$4 in medical cost savings.

Related Policies & Plans

- Social Plan
- Civic Youth Strategy
- Child Care Policy & Plan
- Adaptable Design Guidelines
- Cultural Diversity Policy
- Crime Prevention Through Environmental Design (CPTED) Guidelines
- Block Watch Program
- Extreme Heat Response Guidelines
- Cold/Wet Weather Response Protocol
- North Shore Disaster Bylaw
- Emergency Plan Bylaw
- Urban Agriculture & Food Security Strategy
- North Shore Food Charter

1.0 Key Issues and Trends

An Age-friendly Community

Over 6,725 seniors lived in the City in 2011, accounting for 14 percent of the City's total population. With the baby boomer generation (individuals born between 1946 and 1964) entering this stage of life, the City can expect to see an increase in the number of seniors in the community. As this trend continues, appropriate and accessible services, programs, housing, transportation and amenities are needed to ensure residents can age well in the City. By planning for all ages, recognizing that seniors are vital assets in the community, and by encouraging a broad representation of age groups in the planning process, the City can foster a more inclusive and complete community.

Families

The composition of the City's families continues to evolve, as do the issues that they face. In the City lone-parent families now constitute 19 percent of all families. There is also a trend toward older parents. Between 1987 and 2010 the fertility rates of women aged 20 to 29 in both the City and District of North Vancouver declined by 55 percent. In the same period, the fertility rates of women aged 35 to 39 increased by 123 percent. Some of the challenges faced by City families include:

- Child poverty rates are increasing and, at 19.7 percent, are above the national average (13.1 percent). Families struggle to afford childcare and appropriate housing. An alarming trend occurring in the region is the rise of child poverty among families with working parents, indicating that many families are struggling to make ends meet. Certain groups are particularly vulnerable to child poverty, including recent immigrants, Aboriginal families, and female lone-parents.
- Increasingly, families are living in smaller homes in multi-family buildings. This is particularly true in Lower Lonsdale and Central Lonsdale, which have both seen significant increases in the school age population. The proximity of these neighbourhoods to services, more affordable housing options, transit, and jobs may be factors helping to attract families. However, smaller units may also be the only housing choice that many families can afford.
- Despite increases in the number of childcare spaces (1,303 as of June 2013), childcare providers face challenges on the North Shore, in part because of the high property values in the area, and the resulting impact on leasing or renting space for facilities.

Food Security and Urban Agriculture

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. When people can walk to a food outlet (grocery store, seasonal pocket market or farmers market), they are 11 percent less likely to be obese or overweight because they get more exercise and eat healthier food. As the City's population grows and trends towards multi-family residential buildings in an increasingly urban area, the provision of opportunities for urban agriculture are vital. Climate change and a societal interest in healthy food makes this issue an increasingly important one.

As the City densifies, more community gardens on public land can be considered to support residents without garden space. The City of North Vancouver has built several community gardens (Lower Lonsdale, Queen Mary, Charros, and City Hall). In addition, the Loutet Urban Farm took a portion of City parkland that was under-utilized and created a productive growing area. With increased urban density, the demand by other user groups for public land will also increase, but the desire of residents to garden and the need for garden space will not lessen; in fact, it will increase.

Alternative solutions to provide this space need to be explored. Further efforts are also needed to address the repurposing and composting of food scraps.

Cultural Diversity

Each year around 2,500 new people settle on the North Shore, arriving from more than 25 countries with many languages, cultures, and degrees of preparation for economic integration. This influx is resulting in a dynamic community and raises new challenges and brings into focus universal questions of access, inclusion, community involvement, awareness, and the fundamental role of the City.

Hazards and Emergencies

Emergencies, both natural and man-made, are unpredictable as to time, location, nature and severity. Every municipality is susceptible to emergencies or disasters and has a responsibility for preparedness, including understanding the community's vulnerabilities and risks and adopting appropriate policies. The City should be prepared for risks from flooding, extreme weather, fire and landslides, and other contingencies.

2.0 Goals and Objectives

Goal 3.1: Enhance well-being and quality of life for all community members.

Objectives

- 3.1.1 Promote an inclusive environment, reduce barriers and support the growth and development of young people to be active, self-reliant and empowered members of the community;
- 3.1.2 Maximize opportunities for people with disabilities to be full and active members of the community;
- 3.1.3 Support integrated planning and coordination of a continuum of services and care that involve participation and cooperation of all agencies and interests within the community;
- 3.1.4 Support the pursuit of individual well-being and shared community needs, values and aspirations by community members from all ethno-cultural backgrounds, ages and abilities through equal access to City services and resources and by fostering inclusion;
- 3.1.5 Actively encourage collaboration and partnerships within the community in planning for services, programs, and facilities, and engage the community regularly in municipal decision-making;
- 3.1.6 Support community partners in providing a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment, and food security; and to provide assistance for homeless people to facilitate their transition to independent living; and,
- 3.1.7 Assist organizations and individuals that provide community supports through the responsible allocation of City resources.

Goal 3.2: Safeguard the community and protect life, property and the environment.

Objectives

- 3.2.1 Promote a supportive, safe and vibrant community that contributes to the well-being of its residents, and allows young people to grow and develop in an environment free of violence, abuse, discrimination, and inequity;
- 3.2.2 Maximize the safety and security of community members by preventing and reducing the opportunities for, as well as the social and economic factors contributing to, criminal activity;
- 3.2.3 Ensure that there is the appropriate infrastructure and equipment to support the ability of public safety agencies to respond to the City's evolving built form and land use pattern; and,
- 3.2.4 Avoid development in hazardous areas where there is a high potential or previous history of natural or human-made disaster.

Goal 3.3: Support community resiliency and increase the capacity to recover from emergencies and disasters.

Objectives

- 3.3.1 Ensure that plans to increase resiliency to the impacts of natural and human made emergencies are tailored to individuals of all ages and abilities;
- 3.3.2 Plan, coordinate, and test emergency and disaster response services in conjunction with the tri-municipal North Shore Emergency Management Office;
- 3.3.3 Educate businesses on how they can prepare for, respond to, and recover from emergencies and disasters;
- 3.3.4 Prepare the community to be self-reliant for up to 72 hours after a disaster and able to recover;
- 3.3.5 Ensure that all agencies and their community partners have the resources necessary to ensure the community's safety and ability to recover from emergencies and disasters; and,
- 3.3.6 Develop and implement mitigation measures for vulnerable members of the population during extreme weather events.

Goal 3.4: Increase access to nutritious, safe, healthy, local food and opportunities for residents to grow their own food. 🌱

Objectives

- 3.4.1 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; 🌱
- 3.4.2 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; 🌱
- 3.4.3 Increase public awareness and education regarding food production and consumption; 🌱

- 3.4.4 Collaborate with various levels of government, local and regional partners, businesses and other stakeholders in implementing policies that effectively promote sustainable food systems; and, 🌱
- 3.4.5 Expand urban agriculture as a way of increasing food security and reducing the greenhouse gas emissions associated with food production, processing and transportation. 🌱

Goal 3.5: Support the independence and well-being of older City residents.

Objectives

- 3.5.1 Ensure the implementation of design features in new developments, and in overall community planning that will facilitate the ability of older community members to age in place;
- 3.5.2 Recognize and celebrate the wide range of abilities and resources among seniors;
- 3.5.3 Recognize and address the transportation and mobility issues that are unique to older residents; and,
- 3.5.4 Support those programs and initiatives that work towards addressing social isolation, mental illness and addictions that can have a disproportionate impact on seniors.

Chapter 4 Natural Environment, Energy & Climate

A healthy environment for the future includes protecting and improving ecological health, reducing greenhouse gas emissions, and integrating climate adaptation measures.

The City is blessed with a magnificent natural environment, and has developed in a way that has allowed close linkages between the built environment and the natural environment. The City's approach to environmental stewardship balances public and private sector responsibility, and integrates it into existing systems and processes. As the City grows over the next few decades, there is a need to identify and protect environmentally sensitive areas, while also taking advantage of opportunities through urban redevelopment to improve ecological health and biodiversity.

To support the City's diverse population as contemplated in the Community Vision, the City must continue to reduce energy use and greenhouse gas emissions. Energy management, from developing local sustainable energy sources to supporting behavioural change to reduce consumption, is an area with great opportunity for change.

Central to the City's future is the inclusion of climate adaptation measures to adjust decision-making and activities in response to climate change. Both natural systems and human potential for resiliency must be addressed in adapting to climate change impacts and ensuring a healthy local environment. This includes protecting and enhancing biodiversity, air and water quality.

Key Facts

- The City has one of the lowest GHG emissions per capita in the Province, due in part to the City's compact mixed-use urban form.
- 45 percent of the City's GHG emissions come from transportation, 50 percent comes from building heating, cooling, and equipment use, and 5 percent from garbage generated in the City that ends up in landfills.
- By shifting away from electric baseboard and heat pumps to more sustainable energy, electricity is freed up for higher grade uses, thus contributing to resiliency to climate change through local energy security.
- Rising sea levels, increasing temperatures, changes in hydrological cycles, increased risk of storm surge and extreme weather events, and associated impacts on the local ecosystem, will all have real implications on City policies, programs and budgets.

Related Policies & Plans

- Community Energy and Emissions Plan
- Climate Adaptation Plan
- Invasive Plant Strategy
- Urban Forest Management Plan
- Flood Control Level Bylaw
- Hydronic Energy Service Bylaw
- Integrated Stormwater Management Plans
- Streamside Protection Guidelines
- Stream and Drainage Protection Bylaw

1.0 Key Issues and Trends

Natural Areas

Although the City is very urbanized, significant ecological values are associated with remnant forest areas, creek systems and marine foreshore. These areas hold environmentally sensitive fish and wildlife habitats, including salmon and trout spawning habitat. These areas are susceptible to both natural and human impacts including trail use, erosion, sedimentation, urban development, invasive species and drainage issues. At the same time, these areas, both large and small, provide critical connections for wildlife and provide many ecological services for the community including: reducing the Urban Heat Island Effect (UHI), capturing carbon emissions through sequestration, and purifying our air and water. Through stewardship programs and policies the City will work towards improving the ecological integrity of these areas. Environmental protection is everyone's responsibility, and the City's approach balances public and private sector responsibility in implementing habitat enhancement projects.

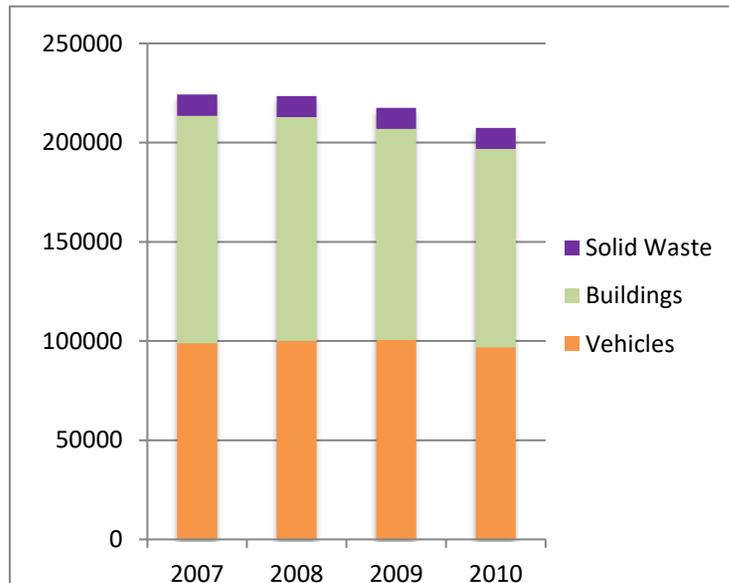


Figure 11 Tonnes of GHG Emissions by Source, 2007 - 2010

Energy Conservation and Greenhouse Gas Mitigation

Through enactment of Bill 27, the *Local Government (Green Communities) Act*, 2008, the Province of BC requires municipalities to incorporate policies, targets and actions in their Official Community Plans to reduce GHG emissions that contribute to climate change. The City continues to build on long standing mitigation efforts including: pursuit of a compact complete community, transit oriented development, energy efficient buildings, energy conservation, energy sufficient buildings and infrastructure including the district energy utility Lonsdale Energy Corporation (LEC) and the promotion of sustainable transportation choices. Mixed-use neighbourhoods with residential, retail and commercial amenities in close proximity create walkable communities. Employment, transit and cycling network access support more environmentally sustainable transportation choices. Over the longer term, the City has a vision to achieve net zero emissions by 2107. This would coincide with the City's bicentennial, and was envisioned in the City's 100 Year Sustainability Vision for a low carbon future.

Table 6 Gas Emissions Reduction Targets, Policies and Actions (Bill 27)

| | GOALS | OBJECTIVES |
|--|-----------------------------------|-----------------------------------|
| GHG Targets | 4.1 | 4.1.1; 4.1.2; 4.3.1 |
| Policy Priorities and Actions | | |
| Community-Wide Energy Planning Priorities | Chapter 4, Section 1.0 + Goal 4.1 | 4.1.1; 4.1.2; 4.3.1 |
| Land Use and Building Priorities | 1.1; 1.2; 2.2; 7.1 | 1.1.3; 1.1.4; 1.1.6; 1.2.2, 1.2.3 |
| Transportation Priorities | 2.1; 2.2; 2.3; 8.4.1 | 2.1.1-9; 2.2.1-4; 2.3.1; 2.3.5-8 |
| Energy Supply Priorities | 4.1 | 4.1.1; 4.1.2; 4.3.1; 4.3.4-6 |
| Solid Waste Priorities | 8.1 | 8.1.9 |
| Landscape Priorities | 4.2 | 4.2.12 |
| Urban Agriculture Priorities | 3.4 | 3.4.1-5 |
| Awareness, Action and Community Engagement | 4.3 | 4.3.1; 4.3.4-6 |

Climate Adaptation

Climate change will have significant impacts on the planet. For the City this will result in increased storm and heavy rain events, sea level rise, more extreme heat events, hotter summer temperatures, and changes in timing and intensity of precipitation. These impacts could lead to flooding and property damage, threats to vulnerable populations, and added demand for emergency services. Taking action to adapt and prepare for the impacts of climate change, such as implementing development controls to ensure new development is constructed above flood levels, is an important focus for the City. The City’s participation in the Building Adaptive and Resilient Communities Program, linked with strong climate adaptation policy, reflects a concerted effort to become a more resilient community. Through concerted efforts of long-term planning the City aims to become resilient to climate change.

Air and Water Quality

Air and water quality and water conservation are important aspects of a healthy planet. Through various local policies in support of local and regional priorities, the City will continue to develop policies and programs to improve air and water quality while promoting water conservation.

2.0 Goals and Objectives

Goal 4.1: Develop, promote and implement strategies to mitigate and adapt to climate change. 🌱

Objectives

4.1.1 Reduce community greenhouse gas emissions (GHGs) by:

- a) 15 percent below 2007 levels by 2020; and,
- b) 50 percent below 2007 levels by 2050 (Community Energy and Emissions Plan – targets)

through proactive policies and programs to reduce energy use and emissions from buildings, infrastructure, transportation and solid and liquid waste; 🌱

4.1.2 Encourage the transition to sustainable sources of energy by:

- a) Increasing the use of clean, efficient and sustainable renewable energy supply systems;
- b) Exploring the availability and increasing the use of locally-sourced energy;
- c) Adopting and updating best practices for new and existing buildings encouraging on-site energy generation systems using solar heat, solar power and ambient heat and maximizing waste heat recovery in compliance with City bylaws; and
- d) Supporting the Lonsdale Energy Corporation (LEC) in the development and implementation of a Sustainable Energy Strategy; 🌱

4.1.3 Increase the City's resilience to future impacts of climate change through proactive implementation of adaptation measures; and,

4.1.4 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.

Goal 4.2: Measure, maintain and improve long-term ecosystem health. 🌱

Objectives

4.2.1 Maintain and enhance biodiversity and ecological health in the City;

4.2.2 Address development growth in balance with environmental protection objectives and encourage new developments to minimize environmental impacts;

4.2.3 Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see Schedule C in Appendix 1.0);

4.2.4 Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and key ecological connections for environmental protection purposes;

4.2.5 Encourage the use of creative design solutions for development that supports and enhances ecosystem health;

4.2.6 Increase the ratio of productive, permeable green space to hard impermeable surface areas as redevelopment occurs;

4.2.7 Improve the quality and decrease the intensity of stormwater discharge from developed areas into the City's creeks and Burrard Inlet;

- 4.2.8 Increase ecological connectivity and linkages between isolated habitat patches in the City;
- 4.2.9 Protect remaining riparian and wetland areas in the City, and encourage restoration of these areas on both public and private lands;
- 4.2.10 Undertake effective habitat restoration projects in forests, wetlands, creek systems, marine foreshore and estuaries;
- 4.2.11 Reduce the density and distribution of invasive species to protect biodiversity and ensure public safety;
- 4.2.12 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; 🌿
- 4.2.13 Assess and monitor ecosystems in the City in economic terms to help community members understand and value them and the services they provide;
- 4.2.14 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;
- 4.2.15 Improve local water quality through reduction of point and non-point source pollution;
- 4.2.16 Consider development in light of steep slope and flood risks identified on Schedule D Development Permit Areas (Appendix 1.0); and,
- 4.2.17 Conduct watershed-level planning, in partnership with the District of North Vancouver and the Squamish Nation.

Goal 4.3: Engage the community to promote more sustainable behaviours. 🌿

Objectives

- 4.3.1 Take a leadership role in environmentally responsible design and environmental best management practices; 🌿
- 4.3.2 Support and acknowledge public education and community-based stewardship to enhance the long-term sustainability of the City's parks and natural areas;
- 4.3.3 Develop and maintain effective partnerships with community groups and outside agencies and work together to advance environmental programs and projects;
- 4.3.4 Meet the majority of future energy demand increases through energy conservation by fostering behaviour change, pursuing passive design approaches, and encouraging the adoption of more efficient technologies; 🌿
- 4.3.5 Work with the community, partners and agencies to accelerate waste reduction and avoidance in support of regional goals; and, 🌿
- 4.3.6 Engage with residents, businesses, and the wider community in fostering a resilient City, well adapted to future climate changes. 🌿

Chapter 5 Parks, Recreation & Open Space

Parks, greenways and natural areas are ecologically diverse and are fundamental to our daily lives. Their benefits range from recreational opportunities, promoting physical and mental health, and enabling climate adaptation through ecological integrity and biodiversity.

The acquisition, planning, design, conservation and maintenance of park infrastructure and recreational facilities in both the natural and built environments are fundamental to the City's livability and contribute to building healthy individuals, families and communities. This includes ensuring community parks and greenway connections are integrated as part of natural systems. It also refers to plazas, open spaces and indoor recreation facilities as part of physical infrastructure. Collectively, these contribute to the sense of community, enhancing cultural diversity and social connections, attracting businesses that enhance our local economy and contribute to healthy communities while building human potential.

The Parks Master Plan details the City's parks, greenway routes, recreation facilities, environmental management and overall implementation strategies. Refer to the Parks Master Plan and other related policies and plans for additional details.

Key Facts

- The Parks Master Plan (2010) states an aspirational goal of providing total park and open space area of 3.0 ha/1,000 people over the next 10 years. As of 2010 the ratio was 3.14 ha/1,000 in the City.
- The Parks Master Plan also includes the objective of providing five minute walking access to both the greenway network and a Neighbourhood Park for all residents, upon build-out.
- The 2007 Indoor Recreation Facilities Plan identifies a goal of providing a local community recreation centre within 2 km of most residents.
- Approximately 950,000 visits were recorded at the City's Community Recreation Facilities in 2012.
- Over 11 percent of the City's total land area is comprised of parks, greenways and open space.

Related Policies & Plans

- North Vancouver Recreation and Arts Commission 2014-2018 Strategic Plan
- Parks Master Plan (2010)
- Parks and Greenways Strategic Plan
- Recreation Facilities Plan (2007)
- Urban Forest Management Plan
- 10 Year Capital Plan

1.0 Key Issues and Trends

The City's parks, greenways and recreation facilities are critical components of a complete community. In order to continue serving the community, these spaces must adapt to changing demographics, including evolving patterns of growth and an aging population, and accommodate intensifying uses. In addition, the way in which these spaces are designed and programmed influences the City's ability to respond to climate change and must continue to evolve with changing environmental conditions.

Geographic Characteristics and Patterns of Growth

The City is bounded by the Burrard Inlet and the jurisdictions of the District of North Vancouver, the Squamish Nation, and the Port of Metro Vancouver. These geographic constraints mean that land acquisition for new parks and greenways is challenging. The Lonsdale Regional City Centre, which includes both Lower and Central Lonsdale, will continue to see the highest densities in the City, while the City's large ravine parks are nearly all located on the lower density periphery. Consideration must be given to ensure this growth is considered in the development of the City's parks, greenways and open space system to ensure community members have good access to parks and trails.

Need for Additional Parkland and Recreation Facilities in Growing Areas

As an established City, it is particularly important to undertake long range planning for parkland acquisition, particularly for parks larger than a single lot. Future parkland acquisition will focus on Lower Lonsdale, Central Lonsdale East, and the Moodyville neighbourhood. Additional parks will be required in these areas to match anticipated population growth.

Key Definitions

Community Recreation Centre - A place where people come to recreate, socialize, learn and access a wide variety of community, recreation and social services.

City-wide Park - A destination for the entire City and beyond; people may visit due to the natural features, and/or facilities/events offered.

Community Park - Serves several neighbourhoods and usually includes a range of recreational facilities; it offers a social and physical focus for the community.

Neighbourhood Park - Offers outdoor space for the immediate neighbourhood; it may include a play area, open grass and seating.

Natural Area - Includes environmentally sensitive areas (creeks, riparian areas, steep slopes, and forests).

Open Space - Includes public spaces that are not park, for example, boulevards, plazas, community gardens and publicly accessible portions of school sites such as playgrounds and fields.

Public Recreation - Includes all those activities in which an individual chooses to participate in their leisure time, and is not confined solely to sports or physical recreation programs, but includes artistic, creative, cultural, social and intellectual activities.

Greenway - Includes recreational and environmental corridors through the City. They connect the City's parks system and are intended for the overall community.

In addition, there are spaces throughout the City that function as public open space and are utilized for recreation and leisure purposes and provide ecological benefits but do not fall into these classification categories. (e.g. public school grounds).

In addition, there is a limited amount of parkland being acquired through dedication of land from development projects, density transfers and community amenity contributions, and Development Cost Charges.

Recreation and Social Interaction

To encourage active, healthy lifestyles and to support the recreational pursuits of all community members, the City and District of North Vancouver established a joint recreation commission in 1970. The North Vancouver Recreation Commission has been responsible for delivering a diverse range of indoor and outdoor recreation services suitable for people of all ages, interests and abilities on behalf of both the City and the District of North Vancouver. In 2014, the Commission was consolidated with the North Vancouver Arts Office to become the North Vancouver Recreation & Culture Commission to bring together municipal cultural expertise and achieve efficiencies in service delivery.

The City's recreation and parks facilities allow community members to enjoy an active lifestyle year round and provide opportunities for social connection and interaction. These venues include parks, trails, greenways and open spaces, all-weather sports fields, picnic facilities, community recreation facilities, concession services, wilderness parks, tennis courts, baseball diamonds and water play facilities, as well as biking and hiking trails and parks designated for off-leash dogs. City attractions such as The Pier and the City Skate Park also offer unique outdoor recreational opportunities.

2.0 Goals and Objectives

Goal 5.1: Expand the integrated system of parks and greenways throughout the City as articulated in the Parks Master Plan.

Objectives

- 5.1.1 Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces;
- 5.1.2 Ensure access to a range of outdoor recreational pursuits and facilities for community members of all ages and abilities;
- 5.1.3 Connect the City's habitat corridors and trail / greenway network to the Squamish Nation and District of North Vancouver;
- 5.1.4 Undertake maintenance and improvements to parks, greenways, open spaces and outdoor recreation facilities to reflect the community's needs and expectations;
- 5.1.5 Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings;
- 5.1.6 Emphasize the City's uniqueness as part of the North Shore through the variety of parks, greenways and open spaces provided;
- 5.1.7 Acquire new parkland in areas identified as park deficient and in future growth areas;
- 5.1.8 Ensure that a variety of types of parks and greenways are well distributed throughout the community, particularly in higher density areas; and,
- 5.1.9 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.

Goal 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

Objectives

- 5.2.1 Operate, maintain and improve the provision of indoor and outdoor recreational facilities;
- 5.2.2 Continue to work with the North Vancouver Recreation & Culture Commission to meet the changing indoor and outdoor recreation needs of the community based on shifting demographics, growth patterns and trends;
- 5.2.3 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;
- 5.2.4 Continue to provide facilities that are accessible for persons of varying mobility, hearing, visual and developmental abilities;
- 5.2.5 Consider how the design of parks, greenways and indoor and outdoor recreation spaces encourage social interactions;
- 5.2.6 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;
- 5.2.7 Program activities in public places, parks, greenways and streets as well as indoor recreation facilities; and,
- 5.2.8 Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas.

Goal 5.3: Provide a variety of public spaces for community engagement and stewardship.

Objectives

- 5.3.1 Create a balanced parks and greenways system that provides programmed and natural spaces where people interact and grow their sense of community.
- 5.3.2 Acknowledge important historical features in a way that is meaningful to the community, with particular consideration for sites of significance to the Squamish Nation.
- 5.3.3 Provide appropriate spaces for and encourage the installation of public art in parks, greenways and open spaces.
- 5.3.4 Encourage a variety of community activities ranging from City Signature Events of a large scale for all City community members and smaller private events through policy, facilities and grants, as appropriate.
- 5.3.5 Create public spaces and streets that are pedestrian-friendly, fun, attractive, safe and inclusive for all.
- 5.3.6 Foster partnerships between members of the community, the City, and organizations to promote social health through interaction and a sense of community.

Chapter 6 Arts, Culture & Heritage

A creative community, building from the diversity of its people, landscape and history to inspire innovation and reinforce sense of place. By providing opportunities to participate in creative or cultural activities, the City promotes a positive environment for community members to interact, contributing to sense of place and quality of life. The arts present opportunities to celebrate in the area's rich shared histories and contribute to the community's economic vitality.

The community's identity and sense of community is a reflection of its history, its natural and built environment, the diversity of its people, and its capacity for lifelong learning. A unique arts and cultural ecology enhances the City's physical infrastructure, human potential, social connections, cultural diversity and the local economy. Collaboration between organizations and agencies will encourage cross-pollination of knowledge and ideas, leverage resources and build partnerships that are fundamental to improvement in this policy area.

1.0 Key Issues and Trends

With quality arts and entertainment, shopping, dining, and recreational opportunities close to home, community members currently enjoy a unique lifestyle that balances a rich community history with a range of creative offerings, entertainment options and natural beauty. As the City grows and diversifies, proactive planning is essential in order to stimulate and sustain a robust creative sector, including the incubation of new opportunities.

Cultural Planning

To ensure that North Vancouver's creative sector is nurtured, celebrated and accessible to all, the North Vancouver Recreation & Culture Commission (NVRC) provides planning and promotional services that support the arts, culture and creative sectors. The NVRC administers grant programs to support and sustain a range of project-based and year-round arts and cultural activities related to performing and visual art practices, community celebrations, signature events and festivals, and public art.

Key Facts

- The City's Public Art Collection includes over 80 one-of-a-kind pieces created through its three public art program streams; civic, community and developer.
- NVRC administers three different grants programs that support a wide range of local arts organizations, multi-disciplinary projects, festivals and community celebrations.
- The City is home to a number a variety of art galleries and community arts spaces that support amateur level to professional visual arts practices.
- The Centennial Theatre, a municipally managed multi-purpose theatre located in the City, is visited by over 100,000 patrons and performers each year.
- The City's commitment to raising the awareness and engagement of residents in the arts and cultural life of the community is reflected in its support for the annual Culture Days celebrations.
- Over 300 buildings in the City are listed on the City's Heritage Register, identified for their heritage character or heritage value to the community.

Related Policies

- North Vancouver Cultural Plan
- North Vancouver City Library Strategic Plan
- Public Art Program
- CNV Heritage Program
- Heritage Register
- Ottawa Gardens Heritage Conservation Area Guidelines
- East 10th Street Heritage Character Guidelines
- Park Events Policy

Locations, activities, and people all serve to shape a community's distinctive identity. Initiatives, such as public art, play a dual role, reflecting the artists' sense of place and shaping the sense of place of others by improving public space. These initiatives also engage the public in a shared experience reflective of the community, influencing perceptions of the region and its people. The placement of public art on the Spirit Trail and local greenways serves to reflect different aspects of the history of the City, enhancing the character of neighbourhoods and the natural environment, and promoting outdoor activities that combine recreation and culture. The ongoing development along the City waterfront in Lower Lonsdale presents opportunities to create an exciting hub of arts and cultural activities and attractions that will contribute to North Vancouver's attractiveness and vibrancy.

Growth of the Creative Sector

North Vancouver's creative community is made up of a diverse mix of artists, non-profit arts and cultural groups, as well as creative industries – all of which contribute to the social well-being, vibrancy, and economic vitality of the community. Small and mid-sized non-profit arts organizations are often at the heart of this. Volunteer driven in many cases, these groups add value to communities by providing opportunities to directly participate in the creative process and social outreach. Spirited community celebrations, signature events and festivals help to drive the economy through event-related spending and put North Vancouver on the map as a destination for residents and visitors. Intersections with the arts and cultural community and the wider non-profit sector, including health and social services, multi-cultural, youth and senior groups, increasingly happen through a variety of creative partnership initiatives.

For North Vancouver, creative industries such as film production, new media and digital design hold significant socio-economic importance for their capacity to develop North Vancouver's most important resource, its people, by nurturing intellect, creativity, inspiration, talent, and skill within our communities; by creating spaces for collaboration, dialogue, and the cross-pollination of ideas; by generating employment in a field driven by knowledge and passion; and by fostering a dynamic environment attractive to new people, business, and investment.

Reinforce Sense of Place

The City is home to numerous public artworks that mark gateways and greenways, animate streetscapes, and enhance public gathering places. Each of these one-of-a-kind artworks is created to reflect and express local heritage, culture and environment, contributing to an overall sense of identity for North Vancouver. The City's Public Art Program is administered by the North Vancouver Recreation & Culture Commission and delivered through three major program streams that encompass civic projects, private sector development, and community art projects. For each of these program areas, municipally endorsed policies and procedures are in place to guide the public art selection process from site identification and artist selection, through to artwork installation and ongoing maintenance.

Preservation of Built Heritage

The City retains many significant examples of historic places that tell the stories of the past, and continue to be valued by the community. The City of North Vancouver Heritage Register is a catalogue of existing heritage resources located within City boundaries. It is a comprehensive inventory of information that identifies a broad range of historic resources such as buildings, structures, sites and notable landscape features. The Heritage Register represents an ongoing civic commitment to monitor and conserve the City's historic resources.

2.0 Goals and Objectives

Goal 6.1: Support a wide range of arts and cultural activities.

Objectives

- 6.1.1 Work in partnership with the North Vancouver Recreation & Culture Commission and other creative sector organizations and agencies to implement the vision and objectives of the North Vancouver Cultural Plan;
- 6.1.2 Support the production and delivery of a wide range of arts and cultural activities, community celebrations, signature events and festivals that engage and are enjoyed by residents and visitors;
- 6.1.3 Support access for people of all ages, ethnicities, cultural backgrounds, and diverse needs, to a wide range of arts and cultural opportunities and activities that contribute to quality of life and social well-being;
- 6.1.4 Incorporate public art that relates to the City's natural, social and built environment into both public and private sector development and projects through the City's Public Art Program; and
- 6.1.5 Support creative strategies, practices and partnerships that cross boundaries, fuse different artistic traditions, encourage cross cultural understanding, and celebrate the City's distinctive cultural identity.

Goal 6.2: Enhance and expand on the development of a well-planned mix of cultural facilities and creative community spaces.

Objectives

- 6.2.1 Work with community partners to realize the full potential of cultural and community spaces as essential 'social infrastructure' and community living rooms, particularly in high density neighbourhoods like Central and Lower Lonsdale;
- 6.2.2 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;
- 6.2.3 Develop an integrated planning approach to arts and cultural facilities and spaces that will respond to the specific needs of arts practitioners and organizations, creative sector workers, businesses and the community;
- 6.2.4 Monitor, adapt and revitalize community cultural facilities in response to changing community needs; and,
- 6.2.5 Continue to support a mix of existing and new arts, culture and heritage facilities that meet a range of community needs and program uses, and add vibrancy to the social and cultural fabric of the City, e.g. North Vancouver Community Arts Council, Presentation House Theatre, Presentation House Gallery, Gordon Smith Gallery of Canadian Art, Centennial Theatre, North Vancouver Museum & Archives, and City Library.

Goal 6.3: Support the City's creative sector.

Objectives

- 6.3.1 Recognize the role that the creative sector plays in the municipal environment with respect to cultural tourism, economic development, social inclusion, diversity initiatives and quality of life;
- 6.3.2 Recognize the importance of the creative sector as a sustainable source of economic growth, particularly through strategies which increase employment and tourism;
- 6.3.3 Work with community partners in tourism, economic development, health and social service sectors to realize the value of arts and cultural activity and events in attracting visitors and residents; and
- 6.3.4 Investigate opportunities for expanding creative industries, including consideration of measures to create affordable studio or workshop space, live / work uses and flexible spaces where people can gather to share equipment and ideas.

Goal 6.4: Respect the City's history by maintaining and enhancing connections to the past.

Objectives

- 6.4.1 Foster a recognizable sense of place unique to the City which both respects the past and acknowledges the current cultural make-up of the City;
- 6.4.2 Maintain visible links to the community's natural and cultural past through the conservation and enhancement of significant heritage resources, including heritage buildings, structures and landscapes;
- 6.4.3 Establish design guidelines for Heritage Character Areas identified in Figure 12.
- 6.4.4 Support programs and services that engage the community and encourage people to understand and appreciate the City's distinctive history.
- 6.4.5 Recognize and celebrate the City's heritage through public awareness and education efforts, maintaining a heritage inventory and reserve fund, consideration of heritage incentives, regulatory controls and ongoing monitoring;
- 6.4.6 Support public facilities that connect people from different areas, groups and generations and allow them to learn about each other and explore ideas together; and,
- 6.4.7 Support access to municipally-owned cultural, archival, and museum collections that facilitate learning about our past, present and future.

Chapter 7 Economic Development

When the economy is working well, the community prospers, enabling community members to support themselves and providing a strong municipal tax base for the City to fund services and infrastructure. In 2031, the City will be culturally and economically diverse. While the traditional division of sustainability into economic, environmental and social spheres often leads to a discussion of trade-offs and balances between these three elements, the City's Vision seeks integration as a more effective means to achieving a complete community. When the economy is working well, the community prospers, enabling community members to support themselves and providing a strong municipal tax base for the City to fund services and infrastructure. Economic prosperity can lead to healthier lifestyles for individuals and greater opportunities for personal fulfillment. The community can achieve a higher standard of service and quality of life.

The City's approach to economic development recognizes the symbiotic relationship between natural systems, social connections, cultural diversity and physical infrastructure investments. A healthy local economy emerges as each of these interrelated elements improves together. As a result, the local economy can be strengthened without compromising other aspects of a healthy community.

1.0 Key Issues and Trends

The City of North Vancouver supports and maintains a diversified economy that features public institutions (e.g. Vancouver Coastal Health), light industrial interests, office-based companies, retail trade, accommodation, food services, film industry, arts and culture and tourism-related industries. The North Shore is a subregion of Metro Vancouver, with the City of North Vancouver functioning as its commercial centre. The City of North Vancouver, working with its various partners, has an important role to play in helping guide future changes in the economy, ensuring that the type of economic development that is encouraged can be maintained or expanded over time.

Employment-generating Lands

Land is limited for substantial new employment-supporting uses, so job growth is likely to occur through smaller, office-based and home-based companies, as well as continued growth in retail trade, accommodation, food services, arts and culture, and tourism-related industries. Remaining industrial land, including Port land and light industrial areas, is critical to maintain and intensify to ensure job growth in the future.

Key Facts

- The City issued 4,950 business licenses in 2013.
- The number of jobs in the City is projected to grow from 29,000 in 2006 to 37,000 by 2041 (Metro Vancouver projection).
- Accommodating this anticipated job growth requires adding at least 300 jobs and 100,000 sq. ft. of employment uses per year.
- The City has maintained a close to 1:1 ratio of jobs to resident labour force. Keeping this ratio balanced contributes to a complete community by giving more people the opportunity to live and work in the community.

Related Policies & Plans

- Economic Development Strategy
- Tourism Development Plan
- Long-term Property Tax Strategy

New Opportunities

Some of the most prominent business development opportunities are in the film industry, tourism, port-related expansion, office-based technology and professional services, high-value niche manufacturing and wholesaling, post-secondary education, filming and related services, and business opportunities catering to or operated by multicultural and immigrant communities. The expansion of Lions Gate Hospital, both current (the Hope Centre) and future, presents a significant opportunity to grow the medical services sector that serves a wide region.

Focus on Waterfront Development

The City established a Waterfront Project to increase the public's access to and enjoyment of our waterfront. The project also entails maximizing the economic benefits that can be created on the waterfront through tourism, port activities, and the revitalization of cultural facilities. Focusing on key opportunities in Lower Lonsdale, improved connections along the North Shore Spirit Trail, and the development of the Harbourside Waterfront District and the Central Waterfront area (Foot of Lonsdale) will help to expand the local economy and create a vibrant destination waterfront experience in the City of North Vancouver.

2.0 Goals and Objectives

Goal 7.1: Diversify the local economy to contribute to a complete community. 

Objectives

- 7.1.1 Support existing businesses in the City and encourage innovation and the development of small businesses;
- 7.1.2 Seek a strong balance of employment to resident labour force as generating more jobs close to home makes for shorter average commutes;
- 7.1.3 Facilitate home-based business development including possible municipal support for a small business support centre, to provide information resources, digital resources and equipment;
- 7.1.4 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;
- 7.1.5 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;
- 7.1.6 Collaborate with local businesses in developing a plan for activities, events and amenities that will increase patronage of both visitors and nearby residents for each major shopping district; and,
- 7.1.7 Support the transformation of the Central Waterfront into a dynamic regional tourist attraction through partnerships, City investments in public realm improvements, and leveraged use of City assets and land.

Goal 7.2: Create an attractive environment for economic development.

Objectives

- 7.2.1 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;
- 7.2.2 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;
- 7.2.3 Support an increase in the intensity of use in the City's business parks through the Zoning Bylaw, supporting these areas as innovation zones;
- 7.2.4 Review City regulations related to business and development to identify ways to make them more business-friendly;
- 7.2.5 Continue to promote the City to the film industry;
- 7.2.6 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;
- 7.2.7 Maintain the City's mixed employment areas which provide light industrial and service commercial uses in the City;
- 7.2.8 Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1;
- 7.2.9 Provide a high level of public services and infrastructure for commercial and industrial lands;
- 7.2.10 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;
- 7.2.11 Support the development of intelligent infrastructure, such as high-efficiency energy systems and advanced communications, needed to support businesses in the future;
- 7.2.12 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;
- 7.2.13 Ensure immigrants and other new community members interested in establishing businesses or making investments are aware of programs and services that may assist them, as well as business regulations; and,
- 7.2.14 Encourage and support employment opportunities for a diverse community.

Chapter 8 Municipal Services & Infrastructure

Community infrastructure is comprised of the physical and organizational structures and facilities needed to sustain the operation of a City and thereby provide the foundation for growth and resiliency. This includes roads, water supply, sewerage, telecommunications, and energy. The effective management of these assets affects the delivery of essential services necessary to sustain the health, safety, social connections and economic well-being of the community.

Compact and complete communities require less infrastructure investment per capita resulting in cost effective utility services. Emerging technologies and best practices further advance these economic efficiencies and work to reduce human impact on the environment, contributing to healthier natural systems.

1.0 Key Issues and Trends

Capacity

A number of issues related to infrastructure will place more pressure on the City and increase expectations. Continued growth is contingent on suitable capacity in piped systems; water systems need to provide adequate fire suppression, and sewerage systems need to manage higher flows. The strategic expansion of these systems will occur over time as part of ongoing maintenance and in response to expected growth in a mature community such as the City.

Although it is prudent to build in excess capacity when replacing or upgrading infrastructure, the value of demand side management as a means for minimizing or deferring the need for supply side improvements must also be recognized. For example, the current downward trend in water use per capita that has been realized through changes in building form and water conserving fixtures (toilets, faucets, shower heads and washing machines) has translated into reduced water consumption and sewer flows thereby preserving system capacity.

Water

Bulk water is purchased from Metro Vancouver and provided to CNV residents and businesses through annual utility rates or metered billing accounts. The system consists of 130 km of water main made up largely of cast iron and ductile iron pipe. The City has a goal of rehabilitating or replacing 0.8 percent of the asset each year. The City's maintenance program ensures pipes are kept clean and free of obstruction. This ensures that water quality meets and exceeds all provincial guidelines and that there is adequate supply for firefighting needs.

There continues to be increased pressure on water utility rates largely due to regional costs. The recently completed Seymour Capilano water filtration plant has led to Metro Vancouver utility rate increases of approximately 50 percent over the past five years.

Key Facts

The City's current inventory includes approximately:

- 136 km of roads;
- 124 km of sanitary sewer;
- 148 km of storm sewer and
- 130 km of water mains
with a total replacement value of approximately \$600 million.

Related Policies

- Asset Management Plan
- Community Energy and Emissions Plan
- Hydronic Energy Service Bylaw
- Financial Plan
- 10 Year Capital Plan
- Adaptation Plan
- Solid/Liquid Waste Management Plans
- Tree Inventory
- Tree Replacement Strategy

Streets

A significant portion of the City is made up of streets (136km) which support a wide variety of users from goods movement and transit buses to private vehicles. The City uses a pavement management program to plan for regular maintenance such as repaving in coordination with other construction such as water and sewer upgrades and the expansion of the Lonsdale Energy Corporation. The City's requirements of private property development include contributions to street infrastructure maintenance and upgrade.

Sanitary Sewers

The City is responsible for the collection of sanitary sewage and conveyance to Metro Vancouver's trunk sewer mains and the waste water treatment plant. By 2020, a new treatment plant will be built on the North Shore replacing the 70-year old Lions Gate treatment plant. With water rates now stabilizing closer to inflation, pressure on regional sewer levies will increase due to the impending costs of the Lions Gate treatment plant replacement.

The City has 124 km of sanitary mains that have an anticipated lifespan of 100 years. The City has a goal of rehabilitating or replacing 1 percent of the asset on average each year. The Liquid Waste Management Plan (LWMP) commits municipalities to a number of actions, the most challenging of which is the commitment to reduce water inflow and infiltration levels into the sanitary system. Leaky pipes and cross connected private property services create unnecessary load on the treatment plant, making it crucial to maintain sufficient capacity at the treatment plant.

Stormwater

Unlike other cities in the region, North Vancouver is fortunate to have a separate sewer system. However, the challenge for the City is to ensure that the storm drainage system is adequate to handle the effects of climate change going forward. More severe weather events, including intense rainfall, are anticipated to add stress to the system. The LWMP requires that each municipality have an Integrated Stormwater Management Plan (ISMP) by 2015. Another factor to consider is that the storm sewer system is incomplete. Growth in the City will place more pressure on the storm system and will likely require a strategy to complete its installation. The ISMP will consider ways to optimize the handling of stormwater, both from the private property perspective as well as the City drainage system.

Solid Waste

Metro Vancouver has set a target of zero waste by 2015 which translates to a 70 percent reduction in garbage. In order to meet that ambitious target, staff will need to increase diversion rates by improving overall awareness and by introducing programs like multi-family kitchen compost collection. Staff will also need to help facilitate new programs, including Extended Producer Responsibility (EPR) mandated by the Province.

Natural Assets Infrastructure Contributions

Softscape areas provide stormwater management capacity and mitigate heat island effect; watercourses transport and clean water resources; and trees improve air quality by filtering out pollution particulates. Tracking and recording natural assets and applying similar physical asset management approaches would help lead to better long-range planning decisions.

Emerging Green Technologies

Technology offers a means to mitigate impacts and adapt to change. Some approaches, such as trenchless technologies utilized by the City to rehabilitate and replace water and sewer pipes, offer solutions that are more economical, less disruptive and less impactful environmentally than traditional trench and replace methods. LEC aims to integrate as many alternative energy sources in its system as possible and is constantly investigating new heat energy sources to decrease carbon emissions. While natural gas boilers are used to provide a significant share of the heating load, other heat sources (solar panels and geo-exchange heat pumps) have already been implemented and are used in priority when they are available. When using natural gas, LEC's system of high-efficiency, interconnected condensing boilers, each of which serves multiple buildings, has proven to be significantly more energy efficient than stand-alone boilers installed in each building. LEC's ultimate goal is to ensure that it uses the most energy efficient and sustainable source of energy whenever it is available. In the longer term predominantly green energy sources will be sought.

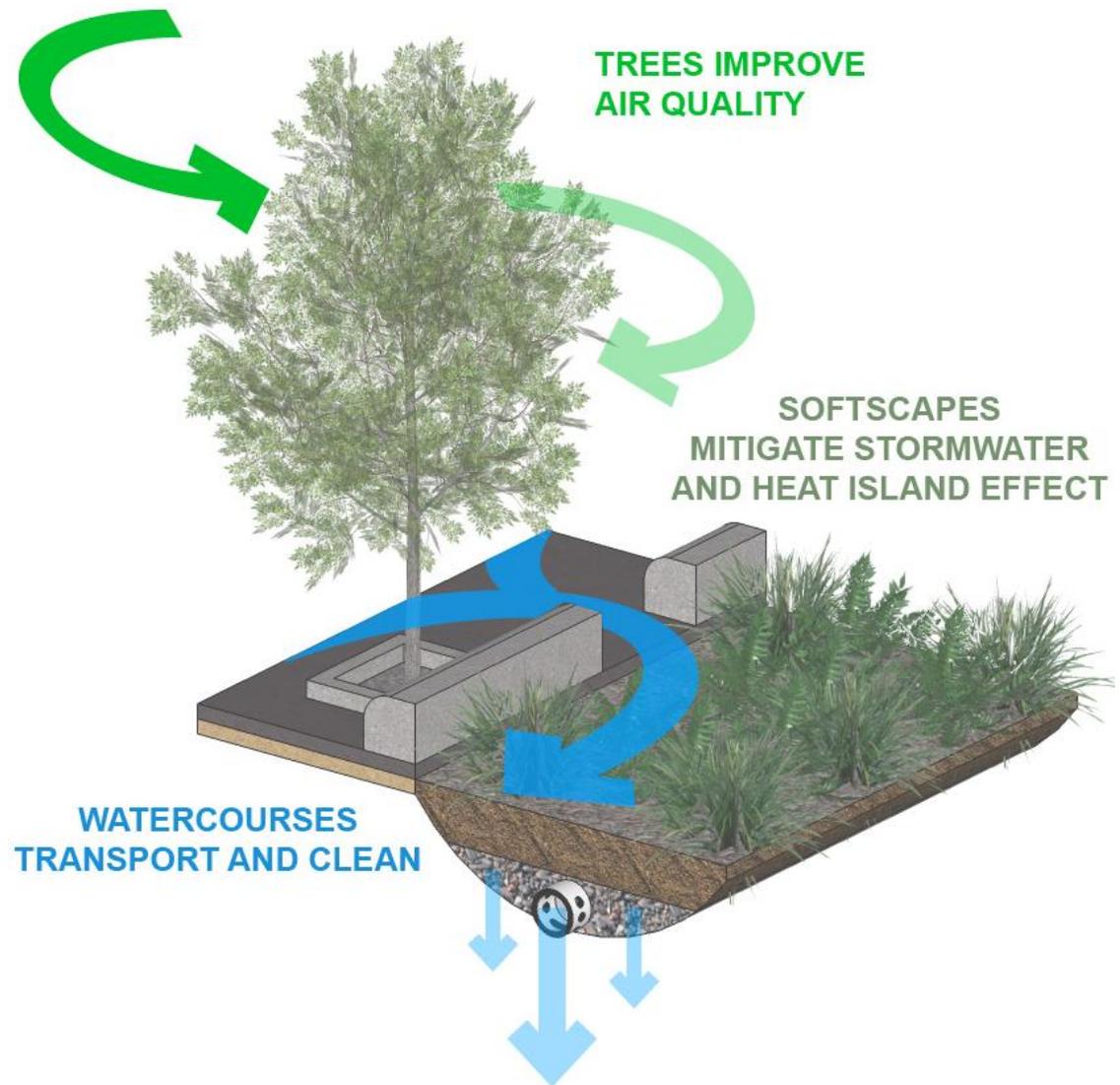


Figure 13 Green Infrastructure Processes

2.0 Goals and Objectives

Goal 8.1: Provide the community with public infrastructure that protects the natural environment at an affordable cost. 🌱

Objectives

- 8.1.1 Plan and integrate the servicing of areas where growth is concentrated;
- 8.1.2 Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance;
- 8.1.3 Consider stormwater management opportunities in streets, laneways and open spaces where appropriate;
- 8.1.4 Improve financial models to include cash flow projections that meet capital asset replacement needs; and explore opportunities from senior levels of government in the financing of all capital asset installations;
- 8.1.5 Support Lonsdale Energy Corporation (LEC) district energy utility initiatives to increase efficiency;
- 8.1.6 Coordinate construction work with external utilities to minimize disruption and optimize underground utility corridor space;
- 8.1.7 Develop a water conservation strategy for the City;
- 8.1.8 Complete work underway to meet the objective 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; and,
- 8.1.9 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:
 - 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; 🌱
 - b) Maximize the reuse of non-recyclable material; 🌱

Goal 8.2: Employ a proactive approach to infrastructure maintenance and upgrades.

Objectives

- 8.2.1 Maintain or improve service levels related to water supply, sewers, transportation, communication and energy infrastructure;
- 8.2.2 Identify and monitor the condition of our infrastructure on a regular basis in order to identify the remaining operational life of individual elements, and to identify and rectify weaknesses before failure, thereby optimizing capital and maintenance program expenditures; and,
- 8.2.3 Integrate the servicing of areas where growth is concentrated with asset replacement plans.

Goal 8.3: Use innovative planning and design to ensure infrastructure longevity.

Objectives

- 8.3.1 Ensure all new and retrofitted infrastructure is adapted and resilient to future climatic conditions to the end of its expected lifespan;
- 8.3.2 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;
- 8.3.3 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; and,
- 8.3.4 Implement pilot or demonstration projects that test the feasibility (financial and sustainable) of new technologies.

PART 3 ACTING ON THE PLAN



Chapter 9 Acting on the Plan

Implementation of the City's Official Community Plan happens through City Council and its departments, boards and agencies, other levels of government, property owners, developers, community groups and individuals. It is our collective actions that will lead us to achieving our Community Vision.

9.1 Relationship to Other Plans, Strategies, Bylaws and Policies

All operational plans, bylaws and other City policies must be coordinated and consistent with the Official Community Plan. As these documents are updated over time, they will be revised pursuant to the goals and objectives outlined in this Plan.

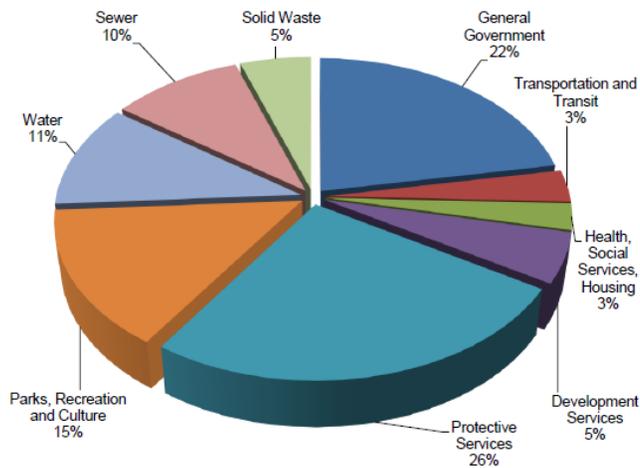


Figure 14 Allocation of City Funds by Service

9.2 Financial Planning and Budget Process

The financial planning process ensures that funds are available to meet this Plan's goals and objectives, and that allocation of financial resources to competing goals and objectives is fairly and rationally balanced. The City seeks to ensure not only that the Official Community Plan is consistent with its Financial Plan (as required by the *Local Government Act*), but that the two plans support one another, ensuring that financial planning is a key component in achieving the City's Community Vision as outlined in this OCP. To align and coordinate the plans, all budget requests are reviewed for consistency with the goals in this plan.

The City faces significant challenges each year in developing a budget that balances the needs of community members, maintains services in light of increasing costs and difficult economic times, and keeps taxes at a reasonable level. Through considered long-range financial planning the City seeks to:

- Anticipate and prepare for future costs, including planning in advance for infrastructure replacement;
- Diversify its revenue to reduce reliance on property taxation and increase the City's resiliency;
- Maintain reserves for unexpected expenses;
- Apply taxes fairly between property types;
- Tax at a rate that encourages investment in the City;
- Continue to build a Tax Sale Land Reserve as a permanent fund held in trust for future generations;
- Attempt to maintain a revenue surplus for use in the event of declared emergencies.

Chapter 10 Checking Progress

Monitoring and Review

The implementation of the policies contained in this Plan requires that all elements of the Sustainable City Framework be addressed to collectively achieve the Community Vision. By implementing a broad range of actions in partnership with the community and various agencies, the OCP can serve as a guiding force and framework for decision-making. This can be achieved by setting broad priorities and delivering services while demonstrating leadership in City projects and fostering community engagement to support the ongoing achievement of the Community Vision.

Indicators have been developed for key objectives in each chapter to measure progress toward the Community Vision. Targets have been included to provide a threshold to work toward. These measurement tools are contained within a supplemental document which will be used to help monitor progress on the implementation of the Plan over time.

Updating the Plan

An OCP provides a general direction for the future of the community and indicates the changes that can be anticipated over the long-term. As a result, it is expected that it will not be revised on a frequent basis. Changes are warranted from time-to-time, however, and it must be expected that revisions will occur. Like the community, the Plan must be flexible in responding to changing conditions and values. Over the 20 year lifespan of the Plan, it is anticipated that the Plan will be regularly reviewed and updated as necessary.

APPENDICES

1.0 Schedules

Schedule A Land Use

Schedule B Transportation Network Road Classification

Schedule C Environmentally Sensitive Areas

Schedule D Development Permit Areas

Schedule E Regional Context Statement Map

2.0 Definitions

3.0 The CityShaping Process

4.0 Regional Context Statement

Schedule A Land Use

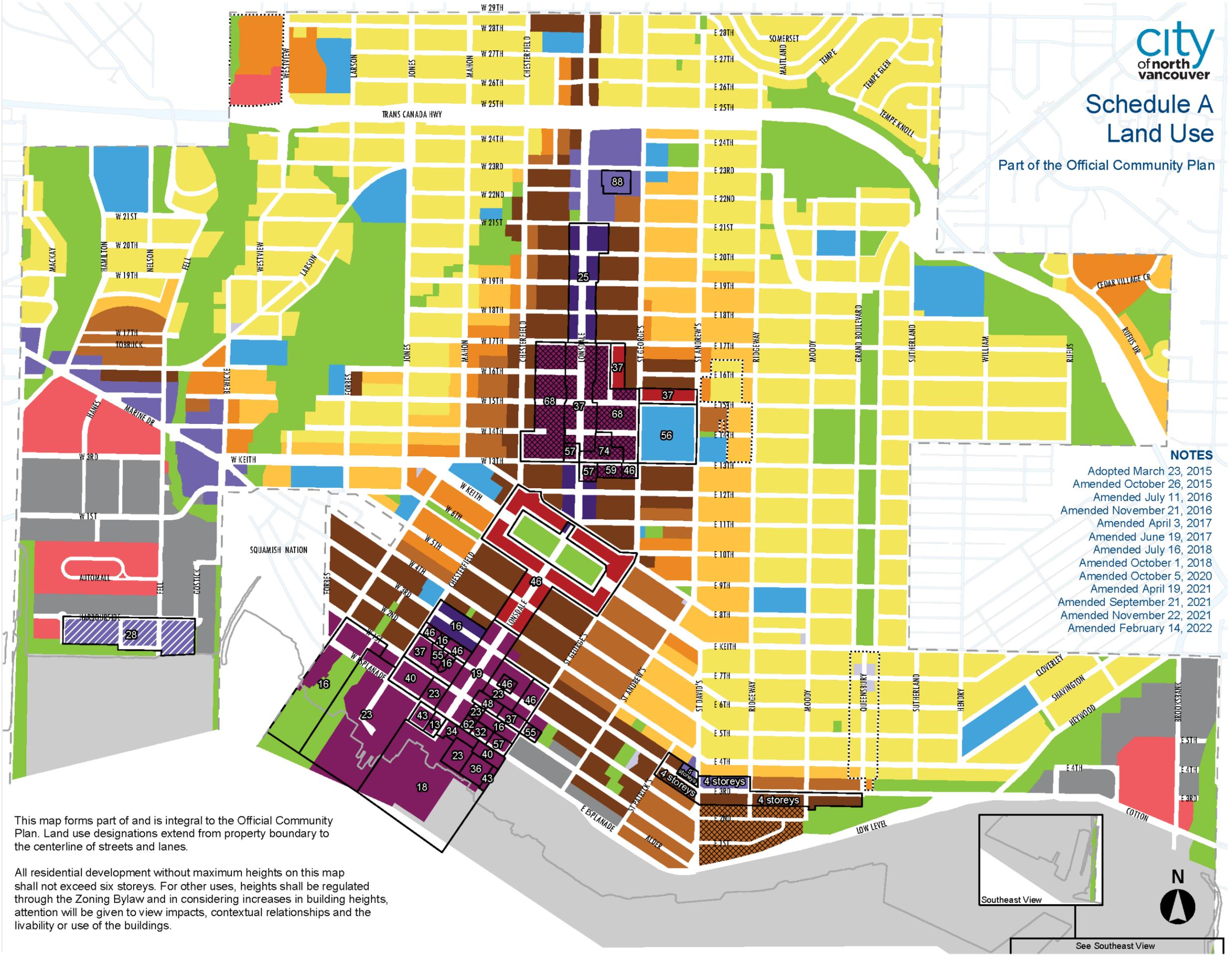
Part of the Official Community Plan

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

| Designation | OCF Density (FSR) | Maximum Bonus (FSR) |
|---------------------------------------|-------------------|---------------------|
| Residential Level 1 (Low Density) | 0.5 | |
| Residential Level 2 (Low Density) | 0.5 | |
| Residential Level 3 (Low Density) | 0.75 | |
| Residential Level 4A (Medium Density) | 1.0 | |
| Residential Level 4B (Medium Density) | 1.25 | |
| Residential Level 5 (Medium Density) | 1.6 | up to 1.0 |
| Residential Level 6 (High Density) | 2.3 | up to 1.0 |
| Mixed Use Level 1 (Low Density) | 1.0 | - |
| Mixed Use Level 2 (Medium Density) | 2.0 | up to 0.5 |
| Mixed Use Level 3 (Medium Density) | 2.3 | up to 0.5 |
| Mixed Use Level 4A (High Density) | 2.6 | up to 1.0 |
| Mixed Use Level 4B (High Density) | 3.0 | up to 1.0 |
| Harbourside Waterfront (Mixed Use) | 2.05 | up to 0.15 |
| Parks, Recreation & Open Space | | |
| School & Institutional | | |
| Commercial | | |
| Mixed Employment | | |
| Industrial | | |
| Maximum Building Heights in Metres | | |
| Special Study Area | | |
| City Boundary | | |

Example Height Equivalencies

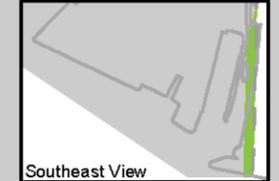
| Metres | Approx. Storeys |
|--------|-----------------|
| 12-13 | 4 |
| 18-19 | 6 |
| 23-25 | 8 |
| 37 | 12 |
| 46 | 15 |
| 55-56 | 18 |
| 68 | 22 |
| 74 | 24 |
| 88 | 30 |



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

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

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

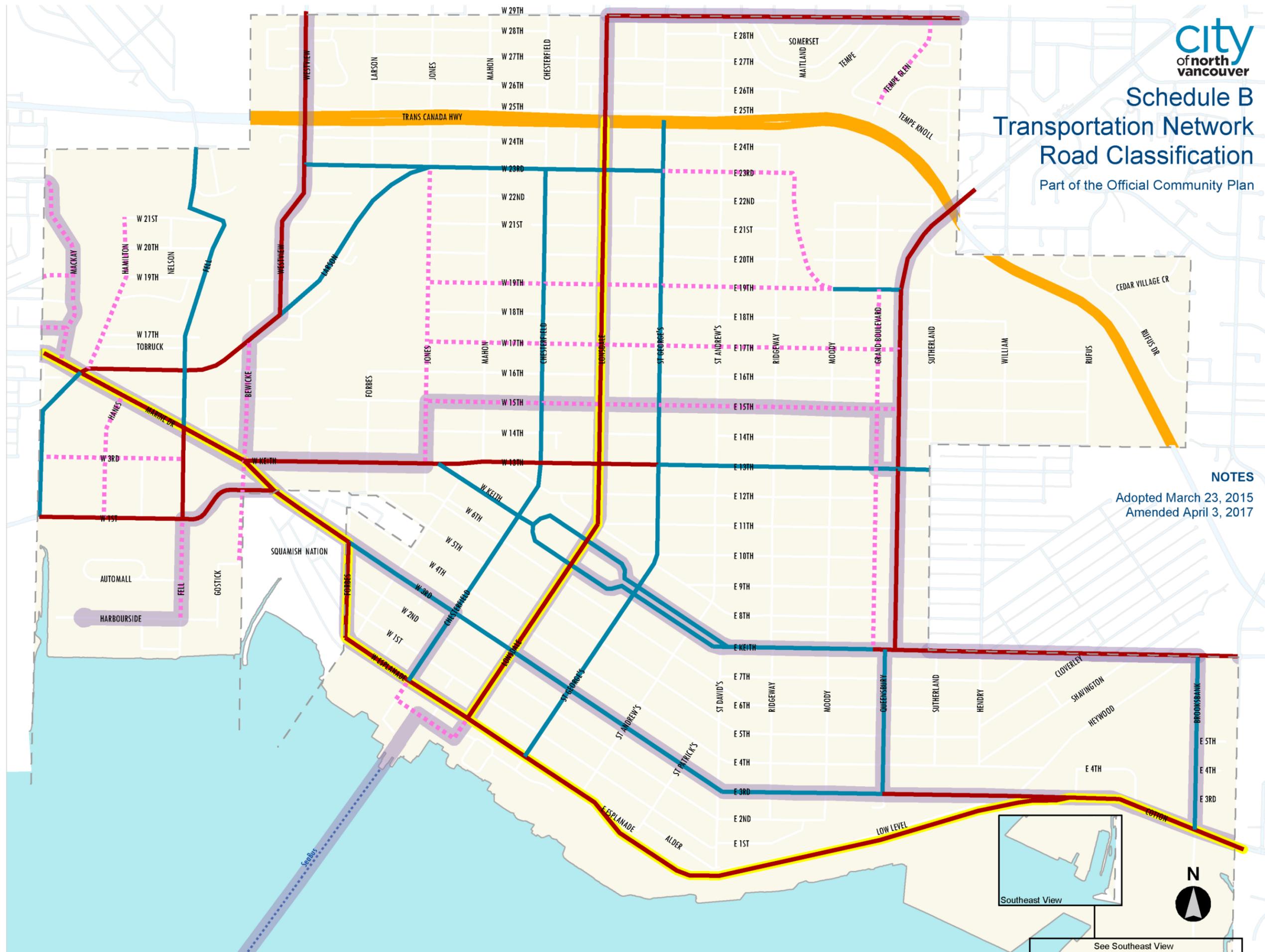


See Southeast View

Schedule B
Transportation Network
Road Classification
Part of the Official Community Plan

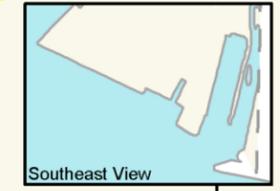
Legend

- City Boundary
- Road Designation**
- Major Arterial Road
- Minor Arterial Road
- - - Collector Road
- Major Road Network
- Transit Route
- Provincial Highway



NOTES

Adopted March 23, 2015
Amended April 3, 2017



See Southeast View

Legend

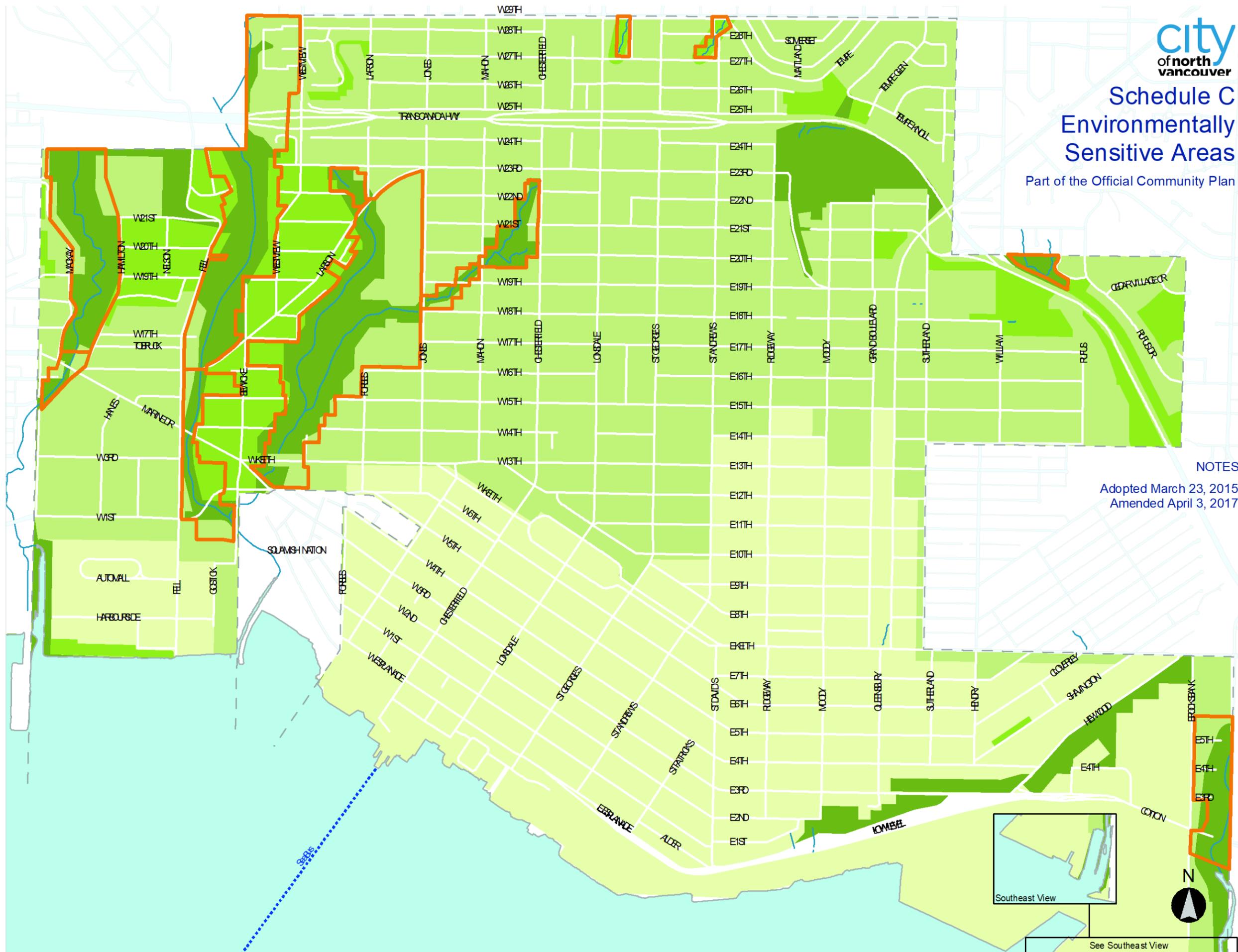
- Stream
- City Boundary
- Streamside Development Permit Area

ESA Category

- High
- Moderate
- Moderately-low
- Low

Schedule C Environmentally Sensitive Areas

Part of the Official Community Plan



NOTES

Adopted March 23, 2015
Amended April 3, 2017



Southeast View



See Southeast View

Schedule D Development Permit Areas

Part of the Official Community Plan

Legend

- Stream
- City Boundary

Park

Development Permit Areas

- Streamside Protection and Enhancement
- Central Lonsdale
- East 3rd Street Area
- Harbourside Waterfront
- Harry Jerome Neighbourhood Lands
- Marine Drive
- The Shipyards
- Potential Hazard Lands (Steep Slope and Flood-Prone)

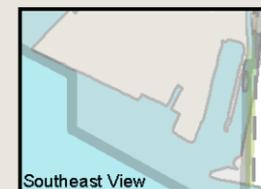
This map contains Area-Based Development Permit Areas only. See Chapter 1 for Category Specific Development Permit Areas.

Properties not identified by the Streamside Protection and Enhancement Development Permit Area may be required to provide a top of bank or top of ravine land survey as part of a development application. The applicant will require a Streamside Development Permit if new structures or landscape changes are within proscribed proximities to sensitive lands.



NOTES

Adopted March 23, 2015
Amended April 3, 2017
Amended July 16, 2018



See Southeast View

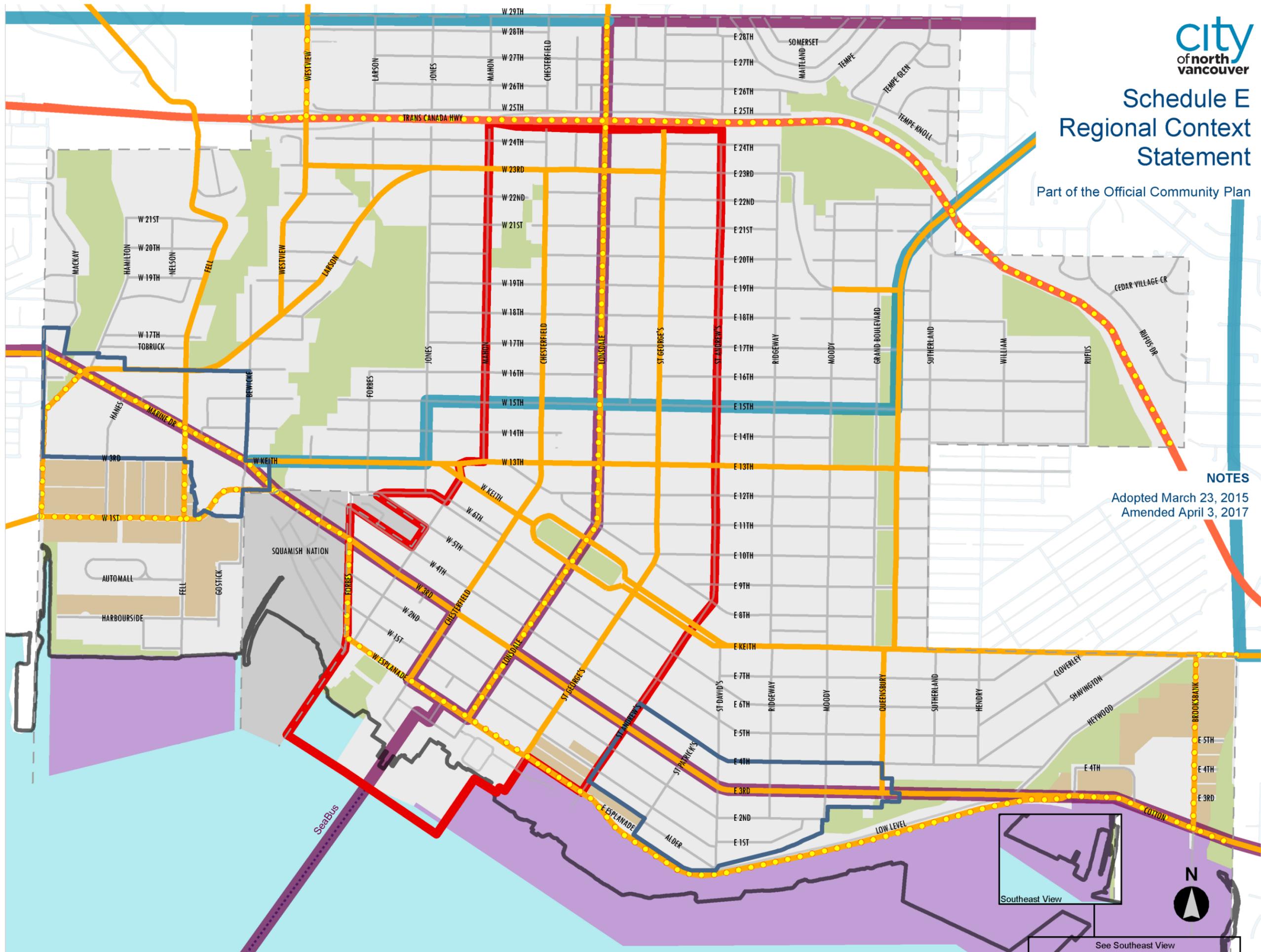


Schedule E Regional Context Statement

Part of the Official Community Plan

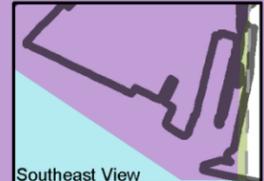
Legend

- 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
Amended April 3, 2017



See Southeast View

2.0 Definitions

Affordable is defined as housing costs which do not exceed 30% of gross annual household incomes for City residents whose incomes are below the Housing Income Limits established periodically by BC Housing in conjunction with Canadian Mortgage and Housing Corporation (CMHC) for specific unit sizes.

Affordable Housing means housing which is affordable to households of low and moderate incomes, targeted to those whose incomes and family sizes meet the income thresholds set from time-to-time by BC Housing / CMHC for Metro Vancouver.

Affordability Gap is the difference between what people on low or fixed incomes receive and the maximum income limits established by BC Housing.

Attainable Housing means the full spectrum of housing from social housing to private or market housing. Attainable housing includes both rental and ownership.

OCP Density Maximum allowable density in the Official Community Plan; Density Bonus may be considered when public benefits are provided as outlined in Chapter 1 Land Use, Section 2.2 and the Density Bonus and Community Amenity Policy.

Biodiversity has been most generally defined as the full spectrum of life on Earth. More specifically, biodiversity refers to the processes that create and maintain variation and concerns itself with the variety of individuals within populations, the diversity of species within communities, and the range of ecological roles within ecosystems.

Capacity is a term used to describe the ability of an individual, organization or community to respond to an issue or challenge. For example, the natural environment has a limited capacity to support life which must be respected. However, in an urban environment, that capacity can be nourished in many ways such as removing invasive plant species or using rain gardens to slow the return of stormwater runoff returning to natural systems.

Community Amenity Contribution (CAC) means any cash or in-kind contribution toward public benefits.

Community Vision is the overall direction for the City and the community as a whole. In 2031, the City of North Vancouver will be a vibrant, diverse, and highly livable community that is resilient to climate or other changes, and sustainable in its ability to prosper without sacrifice to future generations.

Complete Community is one which strives to meet the needs of its diverse community members locally, thereby reducing the need to commute and minimizing environmental impacts while enhancing livability.

Contaminant Loading is the measure of the quantity of contaminants (polluting substances discharged to the environment).

Density means the intensity of use permitted on a property. This is usually calculated as the Gross Floor Area (or total area of all the floors of each building) permitted to be built on the property. That restriction is usually presented in the form of a Floor Space Ratio.

Density Bonus is an increase in permitted density, between the OCP Density and the Maximum Bonus Density, where additional public benefit is provided.

Density Transfer refers to the transfer of permitted (but unused) density from one property to another property.

Development Cost Charge (DCC) is a charge assigned to new developments to compensate for the cost of providing additional service capacity necessary to accommodate growth.

Dwelling Unit means one or more habitable rooms for the residential accommodation of one household.

Environmentally Sensitive Areas (ESAs) is an evaluation of the significance of an area of land in terms of sustaining or supporting fish and/or wildlife or unique habitat.

Floor Space Ratio (FSR) is a method of calculating density by controlling the size of building that can be built on a property. Multiply the FSR times that lot area to determine the maximum size of building that can be built. For example, 0.5 FSR X 6,000 square feet (lot area) = 3,000 square feet (building).

Goal: An ideal future condition to which the community aspires. A goal is valued for itself, not as a means to achieve something else.

Greenways are continuous linear green spaces that may combine parts of park systems and street systems. The two types of greenways can be classified as 1) Recreational Greenways, which are designed primarily for public enjoyment; and 2) Environmental Greenways, which are managed primarily for habitat purposes.

Gross Floor Area is the total area of all the floors in each building on a lot, measured to the extreme outer limits of each building. See the City's Zoning Bylaw for a more detailed definition.

Height means the height of a building. The exact method of measuring height is determined through the Zoning Bylaw.

Heritage Character Area is an area of the City that has a significant grouping of heritage inventoried properties.

Heritage Conservation Area is an area of the City that has a significant grouping of heritage inventoried properties and is designated pursuant to Section 970.1 of the *Local Government Act*.

Land Use Designation means the permitted uses and densities as outlined in the Schedule A Land Use map in Appendix 1.0 and Chapter 1 Land Use, Section 2.1 in the Official Community Plan.

Livable Community is an attractive, accessible, pedestrian-oriented community that supports the needs of a diverse population and labour force with quality housing, ample open spaces, convenient transportation alternatives, social services, a strong economy, healthy environment, and a distinct sense of identity.

Local Government Act is the Provincial legislation that establishes and limits municipal powers. The Act permits municipalities to enact an Official Community Plan, and sets out its minimum requirements.

Lonsdale Energy Corporation (LEC) is a local energy utility wholly owned by the City of North Vancouver. Its system consists of the production of heat energy, in one or more mini-plants, distributed through a network of pipes.

Lonsdale Regional City Centre is an area of the City identified by Metro Vancouver as the North Shore’s primary centre for the concentration of jobs, housing, culture and recreation opportunities. The seven Regional City Centres in Metro Vancouver are intended to accommodate a large share of the region’s future higher density commercial and residential growth, with high levels of transit service and interconnectivity. The boundaries of the Lonsdale Regional City Centre are roughly from the waterfront (south) to the Upper Levels Highway (north), and two blocks east (to St. Andrew’s Avenue) and west (to Mahon Avenue) of Lonsdale.

Maximum Density Bonus is the highest Floor Space Ratio that can be achieved on a site through a Density Bonus. Exceeding this level is possible at Council discretion through Density Transfers from another site, or through an Official Community Plan amendment.

Objectives are specific and measureable outcomes leading to the achievement of goals. All objectives should be clearly tied to a specific goal.

Public Art is art that beautifies a community, helps interpret its environment and develops a sense of pride and ownership for public places and neighbourhoods.

Public Hearings are the formal opportunity to be heard by City Council prior to it making a decision on the adoption of certain bylaws. Public Hearings are regulated by the *Local Government Act* of BC. For more information contact the City Clerk.

Regional Context Statement is a statement within an Official Community Plan that specifies how the municipality conforms to a regional growth strategy. The City of North Vancouver’s Regional Context Statement addresses how the municipality conforms to Metro Vancouver’s Regional Growth Strategy.

Resilient Community refers to the community’s ability to adapt and become a more complete and livable community despite the natural, physical (human-made), human, social, cultural and economic impacts of climate change and other global forces (e.g. global economy).

Riparian means of, or on, a riverbank.

Storeys is the space between a floor level and the ceiling directly above it. The average storey is considered to be 3.1 metres.

Stormwater is also known as urban run-off, and is the flow of water that is generated by rainfall.

Sustainability in the City means balancing the natural, physical (human-made), human, social, cultural and local economic implications of our activities in order to meet the needs of people today without compromising the ability of future generations to meet their own needs.

Sustainable City Framework – is an interlinked set of community values centred on the City’s Vision for 2031, as a vibrant, diverse and highly livable community.

Temporary Use Permits are issued occasionally to allow for short-term responses to land use problems. Temporary Use Permits can be granted anywhere within the City.

Walkability is the degree to which one can travel directly and comfortably between places where one lives, works and plays. Walkability is enhanced through thoughtful building, site and streetscape design that features landscaping, separation from moving traffic, and opportunities to rest, enjoy and reflect.

3.0 The CityShaping Process

CityShaping is a City-wide engagement initiative aimed at involving as many of our community members as possible to play an important role in updating our long-range plan and creating a legacy of ongoing dialogue. An extensive engagement strategy was developed to engage people from all walks of life in meaningful conversations about the future. This meant asking people what they like about the City of North Vancouver and how to build on what we are doing well, while also working together to address concerns, risks and challenges.

A goal was set for CityShaping to actively engage over 2,500 people, asking questions, recording answers, and keeping everyone involved as the discussion became more focused. A variety of methods were used to engage residents and those that work in the City: from workshops to open houses to on-line forums, feedback forms, surveys, Facebook and Twitter. Special effort was made to ensure the participation of groups that haven't historically been well represented in the City's OCPs - youth, seniors, renters, small businesses, ethnically and culturally diverse people, and a diversity of other stakeholders.

Innovative engagement activities, opportunities for reflection and discussion, and ambitious outreach targets have set this process apart from previous OCP update efforts. The CityShaping goal to actively engage over 2,500 people was surpassed by over 50 percent at over 4,600.

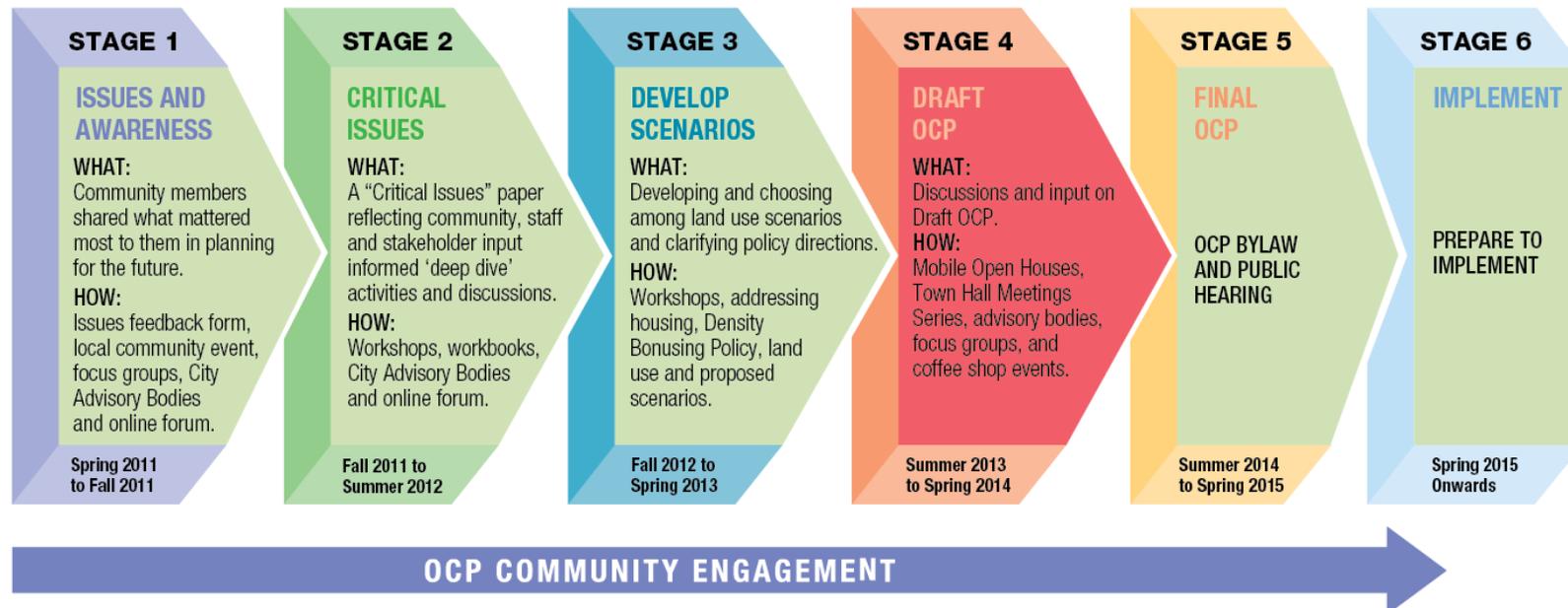


Figure 15 What We Heard

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:

| | 2011 (Census) | 2021 | 2031 | 2041 |
|-----------------------|----------------------|-------------|-------------|-------------|
| Population | 48,168 | 56,000 | 62,000 | 68,000 |
| Dwelling Units | 24,206 | 25,600 | 28,000 | 30,200 |
| Employment | 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 3rd 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

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| | <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 3rd 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>Employment - 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 & unemployed) 29,415.</p> <p>Infrastructure - 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 (Land Use Section 2.2) 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> |
| STRATEGY 1.2: Focus Growth in Urban Centres and Frequent Transit Development Areas | |
| <p>Strategy 1.2.6 a Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit</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 3rd 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 (Land Use Sections 2.4.5, 2.4.6, Transportation Objective 2.2.4 and Economic Development Objective 7.2.2, 7.2.8)</p> |

Development Areas (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 rd 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 rd 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 rd FTDA | 530 | 2% | 530 | 1% | 530 | 1% |

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| <p>Strategy 1.2.6 b i Identify location and boundaries of Centres</p> | <p>See OCP Schedule E Regional Context Statement Map.</p> |
| <p>Strategy 1.2.6 b ii Focus growth and development in Centres</p> | <p>As indicated in the OCP Schedule A Land Use 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. Land Use Objective 1.1.4 – 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>Strategy 1.2.6 b iii Encourage office development in Centres</p> | <p>The OCP identifies Regional Priorities (in Part 1 - Foundations) 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 (Section 2.4 Area-Specific Planning Policies). The City has identified, defined and categorized Commercial Residential Mixed-Use Land Use designations to specify where certain uses are encouraged on the OCP Schedule A Land Use map (and Section 2.1).</p> <p>Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p>Land Use Objectives: 1.1.4 – 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. 1.1.5 - Provide space for commercial uses in mixed-use developments to support employment and economic development.</p> <p>Economic Objectives: 7.2.1 - 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. 7.2.2 - 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. 7.2.9 - Provide a high level of public services and infrastructure for commercial and industrial lands. 7.2.10 - 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. 7.2.11 - Support the development of intelligent infrastructure, such as high-efficiency energy systems and advanced communications, needed to support businesses in the future.</p> |
| <p>Strategy 1.2.6 b iv Reduce parking in Centres where appropriate</p> | <p>The OCP works to reduce parking by:</p> <p>Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p>Transportation Goal 2.1 - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p>Transportation Objective 2.2.2 - 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</p> |

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| | rapid transit, and providing electric vehicle charging stations and designated spaces for car-share, carpool, and low-emission vehicles). |
| Frequent Transit Development Areas | |
| Strategy 1.2.6 c i Identify Frequent Transit Development Areas (FTDAs) | See OCP Schedule E Regional Context Statement Map . |
| Strategy 1.2.6 c ii 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 3rd Street FTDAs will serve as focal points for redevelopment from townhouse to medium density, street-oriented mixed-use development on the corridor.</p> <p>Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p>Land Use, Transportation and Economic and Infrastructure Objectives:</p> <p>1.1.4 – 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>2.2.4 - (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 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <ul style="list-style-type: none"> a) Support redevelopment opportunities for townhouse and medium-density, 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; <p>7.2.2 - 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>8.1.1 - Plan and integrate the servicing of areas where growth is concentrated.</p> |
| Strategy 1.2.6 c iii Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate | <p>Parking will be reduced in Frequent Transit Development Areas where appropriate:</p> <p>Transportation Objective 2.2.2 - 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> |

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| General Urban Areas | |
| Strategy 1.2.6 d i Identify the General Urban Area | See OCP Schedule E Regional Context Statement Map . |
| Strategy 1.2.6 d ii Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density | Refer to OCP Schedule A Land Use 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. Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses. Land Use Objectives 1.1.4 – 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. 1.3.1 – 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. |
| Strategy 1.2.6 d iii Identify small scale Local Centres where appropriate | The City does not identify any Local Centres as defined in the RGS. |
| Strategy 1.2.6 d iv Exclude non-residential Major trip-generating uses outside Centres and Frequent Transit Development Areas | 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 OCP Schedule A Land Use map. Land Use and Economic Objectives 1.1.4 – 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. 7.1.5 - 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. 7.2.2 - 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. |
| Strategy 1.2.6 d v Encourage infill development | 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 (Section 2.5) in all Level One Residential land use areas and in-house suites in duplexes. Land Use categories (Section 2.1) and Density Bonus provisions (Section 2.2) have been updated to ensure they can provide adequate floor area and incentives for infill development. |

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| <p>Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)</p> | <p>There are no industrial or mixed employment land uses in the Marine Drive FTDA (Land Use Section 2.4.6). 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>Transportation Objective 2.2.4 - (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 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <ul style="list-style-type: none"> a) Support redevelopment opportunities for townhouse and medium-density, 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. |
| <p>Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities</p> | <p>The OCP Schedule A Land Use 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.</p> |
| <p>Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking</p> | <p>The City's ability to manage the movement of people and goods is a key indicator of livability.</p> <p>Transportation Goals 2.1 - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles; 2.3 – Support a safe, accessible, resilient and affordable transportation system. Transportation 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/3rd Street and Lonsdale/29th Street, and increase Seabus frequency; 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.</p> |
| <p>Strategy 1.2.6 f iii Implement transit priority measures where appropriate</p> | <p>The City includes transit priority measures:</p> <p>Transportation Objective 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.</p> |
| <p>Strategy 1.2.6 f iv Support district and renewable</p> | <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> |

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| energy where appropriate | <p>Land Use Objective 1.2.2 – 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"> e) Maximizing the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings . <p>Energy Objective</p> <p>4.1.2 Encourage the transition to sustainable sources of energy by:</p> <ul style="list-style-type: none"> a) Increasing the use of clean, efficient and sustainable renewable energy supply systems; b) Exploring the availability and increasing the use of locally-sourced energy; c) Adopting and updating best practices for new and existing buildings encouraging on-site energy generation systems using solar heat, solar power and ambient heat and maximizing waste heat recovery in compliance with City bylaws; and d) Supporting the Lonsdale Energy Corporation (LEC) in the development and implementation of a Sustainable Energy Strategy. <p>Infrastructure Objective 8.1.5 - Support Lonsdale Energy Corporation (LEC) district energy utility initiatives to increase efficiency.</p> |
| STRATEGY 1.3: Protect Rural Areas from Urban Development: n/a | |
| City of North Vancouver Regional Context Statement | |
| REGIONAL GOAL 2: SUPPORT A SUSTAINABLE ECONOMY | |
| A healthy local economy supported by an urban structure that protects employment lands and aims to both diversify and intensify such activity (OCP Chapters 2, 3 & 8). 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. | |
| STRATEGY 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live. | |
| Role of Municipalities - Adopt Regional Context Statements which: | |
| <p>Strategy 2.1.4 a</p> <p>Support appropriate economic activity in Urban Centres, FTDA's, Industrial and Mixed Employment Areas</p> | <p>The City's OCP supports economic activity in the LRCC, FTDA's, 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 (OCP Chapters 1 & 7, and OCP Schedule A Land Use map).</p> <p>Land Use Objectives 1.1.3 - 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. 1.1.5 - 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 Land Use Objective 1.1.4 – 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. Economic Objective 7.2.2 – Increase the concentration of jobs in the Lonsdale Regional City</p> |

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| | <p>Centre, supporting the area as the North Shore’s business and service core; 7.2.8 - 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 3rd Street FTDA</i>s with a land-use mix and density to support frequent transit service. Land Use Objective 2.2.4 - (See Sections 2.4.5 and 2.4.6 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 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <ul style="list-style-type: none"> a) Support redevelopment opportunities for townhouse and medium-density, 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. <p>Supporting <i>Industrial Areas</i> with: 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>Economic Objectives: 7.2.6 - 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; 7.2.9 - Provide a high level of public services and infrastructure for commercial and industrial lands; 7.2.12 - 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 Land Use Section 2.5.3 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. Land Use Objective 7.2.7 - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City.</p> |
| <p>Strategy 2.1.4 b Support the development of office space in Urban Centres</p> | <p>Section 1.3.2 identifies the Lonsdale Regional City Centre as the commercial core of the North Shore. Land Use Section 2.5 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> |

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| | <p>Land Use Objectives 1.1.4 – 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. 1.1.5 - Provide space for commercial uses in mixed-use developments to support employment and economic development.</p> <p>Economic Objective 7.2.2 - 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; 7.2.8 - Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1.</p> |
| <p>Strategy 2.1.4 c Discourage major commercial and institutional development outside of Urban Centres and FTDAs</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> <p>Land Use Objective 1.1.4 – 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>Strategy 2.1.4 d 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>Economic Objective 7.1.4 - 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>STRATEGY 2.2: Protect the supply of industrial land.</p> | |
| <p>Strategy 2.2.4 a Identify Industrial areas</p> | <p>See OCP Schedule E Regional Context Statement Map.</p> |
| <p>Strategy 2.2.4 b i 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> |

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| | <p>Economic Objectives 7.2.6 - 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; 7.2.7 - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City; 7.2.9 - Provide a high level of public services and infrastructure for commercial and industrial lands; 7.2.12 - 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>Strategy 2.2.4 b ii 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.</p> <p>Economic Objectives 7.2.7 - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City; 7.2.12 - 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>Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial</p> | <p>The City continues to support Industrial uses.</p> <p>Economic Objective 7.2.12 - 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>Strategy 2.2.4 b iv 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>Strategy 2.2.4 c Identify Mixed Employment areas</p> | <p>See OCP Schedule E Regional Context Statement Map.</p> |
| <p>Strategy 2.2.4 d Policies for Mixed Employment areas</p> | <p>The City supports Mixed Employment Areas through Land Use Section 2.1.2 Mixed Employment 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</p> |

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| | <p>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.</p> <p>Economic Goal 7.1 - Diversify the local economy to contribute to a complete community;</p> <p>Economic Objective 7.2.7 - Maintain the City’s mixed employment areas which provide light industrial and service commercial uses in the City.</p> |
| <p>Strategy 2.2.4 e 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.</p> <p>Land Use Objective 1.2.2 – Improve, record and encourage public disclosure of the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City:</p> <ul style="list-style-type: none"> a) Encourage the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades and sustainable heating and cooling systems; b) Reduce energy demand per building by pursuing and implementing increasingly aggressive energy standards for all new building types over time; c) Advocate for senior government action to progressively raise the energy efficiency requirements in the BC Building Code over time; 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; e) Maximize the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings; f) Lead by example through actively managing and reducing municipal building energy use and GHG emissions; g) Consider establishing building Energy Use Intensity targets by building type for new and existing buildings. <p>Land Use Objective 1.2.3 - Update existing guidelines to incorporate ‘zero waste’ waste management principles in new building, landscape and neighbourhood design.</p> <p>Transportation Goal - 2.1 - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p>Energy Objective 4.3.5 - Work with the community, partners and agencies to accelerate waste reduction and avoidance in support of regional goals.</p> <p>Waste Management Objective</p> <p>8.1.9 - 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> <ul style="list-style-type: none"> 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; b) Maximize the reuse of non-recyclable material. |
| <p>STRATEGY 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</p> | |

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| Strategy 2.3.6 a to b vi | n/a |
| Strategy 2.3.6 b vii Support information programs on food and local agriculture | 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 (Community Well-Being Section 4.3). Community Well-Being Goal 3.4 - Increase access to nutritious, safe, healthy local food and opportunities for residents to grow their own food. Objectives 3.4.3 – Increase public awareness and education regarding food production and consumption; 3.4.5 – Expand urban agriculture as a way of increasing food security and reducing the greenhouse gas emissions associated with food production, processing and transportation. |
| City of North Vancouver Regional Context Statement | |
| REGIONAL GOAL 3: PROTECT THE REGION'S ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS | |
| The environment, parks and overall climate-related policies contained in the City's OCP (Chapters 4 & 8) 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. | |
| STRATEGY 3.1: Protect Conservation and Recreation lands. | |
| Role of Municipalities - Adopt Regional Context Statements which: | |
| Strategy 3.1.4 a Identify Conservation and Recreation areas | See OCP Schedule E Regional Context Statement Map . 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). |
| Strategy 3.1.4 b i to vi Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, | The OCP includes land use policies for conservation and recreation area purposes through the identification Park Use on the OCP Schedule A Land Use map, and through adoption of Streamside Protection Development Permit Areas (Section 10.3.2) and policies outlining land acquisition objectives. 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. Land Use Designation Section 2.1.2 Other: Parks, Recreation and Open Space – 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. Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses. Land Use Objective 1.1.2 – Align growth with the development of community amenities and infrastructure. |

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| <p>recreation, education and research, commercial, tourism and cultural uses, and limited agriculture</p> | <p>Natural Environment Objectives 4.2.3 - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see OCP Schedule C Environmentally Sensitive Areas map); 4.2.4 - Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and key ecological connections for environmental protection purposes.</p> <p>Parks, Recreation and Open Space Goals 5.1: Expand the integrated system of parks and greenways throughout the City; 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community; 5.3: Provide a variety of public spaces for community engagement and stewardship.</p> <p>Objectives 5.1.1 - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; 5.1.9 - 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>Strategy 3.1.4 c 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>Land Use 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. Section 2.5 - by implementing Streamside Protection Development Permit Areas.</p> <p>Natural Environment Objectives 4.2.2 - Address development growth in balance with environmental protection objectives and encourage new developments to minimize environmental impacts; 4.2.3 - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see OCP Schedule C Environmentally Sensitive Areas map).</p> <p>Parks, Recreation and Open Space Objectives: 5.1.1 - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; 5.1.9 - 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>STRATEGY 3.2: Protect and enhance natural features and their connectivity.</p> | |
| <p>Strategy 3.2.4 Manage ecologically important areas</p> | <p>The City’s OCP manages ecologically important areas by:</p> <p>Land Use Designation Section 2.1.2 Other: Parks, Recreation and Open Space – 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>Natural Environment Goal 4.2: Measure, maintain and improve long-term ecosystem health.</p> <p>Objectives 4.2.8 - Increase ecological connectivity and linkages between isolated habitat patches in the City; 4.2.9 - Protect remaining riparian and wetland areas in the City, and encourage restoration of these areas on both public and private lands; 4.2.10 - Undertake effective habitat restoration projects in forests, wetlands, creek systems, marine foreshore and estuaries; 4.2.11 - Reduce the density and distribution of invasive species to protect biodiversity and</p> |

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| | ensure public safety; 4.2.12 - 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. |
| Strategy 3.2.5 Develop and manage municipal components of regional greenways and trails | The OCP includes policies to encourage the expansion, maintenance and stewardship of municipal components with Parks, Recreation and Open Space Goal 5.1: Expand the integrated system of parks and greenways throughout the City; 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community; Goal 5.3: Provide a variety of public spaces for community engagement and stewardship. Objectives 5.1.3 - Connect the City’s habitat corridors and trail / greenway network to the Squamish Nation and District of North Vancouver; 5.1.4 - Undertake maintenance and improvements to parks, greenways, open spaces and outdoor recreation facilities to reflect the community’s needs and expectations. |
| Strategy 3.2.6 Identify measures to protect, enhance and restore Ecologically important systems | The OCP includes measures for ecologically important systems: Land Use Designation 1.2.1 Other: Parks, Recreation and Open Space – 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. Section 2.5 - by implementing Streamside Protection Development Permit Areas. Natural Environment Objectives 4.2.3 - Provide land use controls for the protection of the environment and provide a higher level of protection for Environmentally Sensitive Areas (see OCP Schedule C); 4.2.4 - Pursue opportunities to acquire and enhance properties identified as environmentally sensitive and key ecological connections for environmental protection purposes; 4.2.7 - Improve the quality and decrease the intensity of stormwater discharge from developed areas into the City’s creeks and Burrard Inlet; 4.2.8 - Increase ecological connectivity and linkages between isolated habitat patches in the City; 4.2.9 - Protect remaining riparian and wetland areas in the City, and encourage restoration of these areas on both public and private lands; 4.2.10 - Undertake effective habitat restoration projects in forests, wetlands, creek systems, marine foreshore and estuaries; 4.2.15 - Improve local water quality through reduction of point and non-point source pollution. Parks, Recreation and Open Space Objectives 5.1.1 - Acquire sites to enhance key greenway linkages (recreational and ecological) between existing parks and public open spaces; 5.1.9 - 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. |
| Strategy 3.2.7 Consider watershed, ecosystem and/or integrated Stormwater management | 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. Natural Environment Objectives 4.2.5 - Encourage the use of creative design solutions for development that supports and enhances ecosystem health; 4.2.6 - Increase the ratio of productive, permeable green space to hard impermeable surface areas as redevelopment occurs; 4.2.7 - Improve the quality and decrease the intensity of stormwater discharge from developed areas into the City’s creeks and Burrard Inlet. Infrastructure Objectives 8.1.3 - Consider stormwater management opportunities in streets, laneways and open spaces where appropriate. 8.1.8 - 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 |

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| | <p>requirement of the regional Liquid Waste Management Plan for a municipal Integrated Stormwater Management Plan (ISMP) by 2015.</p> <p>8.3.2 - 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>STRATEGY 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality. 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 (OCP Chapters 1, 2, 4, 5, & 8).</p> | |
| <p>Strategy 3.3.4 a Identify land development and transportation strategies to reduce greenhouse gases</p> | <p>The OCP seeks the integration of land use and transportation strategies:</p> <p>Land Use – 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 Centre, Marine Drive and East 3rd Street FTDA’s mixed-use commercial districts. This includes office, retail and residential mixed-uses.</p> <p>Buildings - 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>Land Use Goal 1.1: Develop a compact, complete community that meets the needs of its diverse residents and businesses. Objectives 1.1.3 - 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; 1.1.4 – 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; 1.1.5 - Provide space for commercial uses in mixed-use developments to support employment and economic development; 1.1.6 - 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; 1.1.7 – Allow for accessory uses, such as home-based businesses and child care, in residential areas.</p> <p>Goal 1.2: Plan with a long-term perspective to address the challenges associated with climate change. Objectives 1.2.1 – Ensure that the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts. 1.2.2 – 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"> a) Encouraging the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades and sustainable heating and cooling systems; b) Reducing energy demand per building by pursuing and implementing increasingly aggressive energy standards for all new building types over time; c) Advocating for senior government action to progressively raise the energy efficiency requirements in the BC Building Code over time; |

- 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;
- e) Maximizing the number of buildings connected to Lonsdale Energy Corporation (LEC) including private, City-owned, Provincial and Federal government buildings;
- f) Leading by example through actively managing and reducing municipal building energy use and GHG emissions;
- g) Consider establishing building Energy Use Intensity targets by building type for new and existing buildings.

1.2.3 – Update existing guidelines to incorporate ‘zero waste’ waste management principles in new building, landscape and neighbourhood design.

Goal 1.5: Pursue attainable housing that meets the diverse needs of its diverse community. **Objective 1.5.1** - Provide opportunities for a range of housing densities, diversified in type, size and location.

Transportation - 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 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/3rd Street and Lonsdale/29th 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

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| | <p>TransLink and the local community to support a Frequent Transit Development Area along Marine Drive and East 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre. In these areas:</p> <ul style="list-style-type: none"> 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; <p>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> |
| <p>Strategy 3.3.4 b 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 3rd Street FTDA where existing transportation infrastructure is located and identified by TransLink for future increased service.</p> <p>Land Use Objectives 1.1.2 - Ensure that the City’s growth is aligned with the development of community amenities and infrastructure; 1.1.4 – 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; 1.1.6 - 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>Land Use Goal 1.2: Plan with a longterm perspective to address the challenges associated with climate change.</p> <p>Transportation Goal 2.2 - Integrate Land Use and Transportation Planning to reduce the need for car travel.</p> <p>Objectives 2.2.1 - 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; 2.2.3 - Encourage higher and medium density residential uses near jobs and services.</p> <p>Natural Environment Objective 4.2.14 - 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>Strategy 3.3.4 c 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 3rd Street FTDA and infrastructure and amenity investments will align with, and be partially offset by that new growth.</p> <p>Infrastructure: Infrastructure Objective 8.1.1 – Plan and integrate the servicing of areas where growth is concentrated.</p> <p>Land Use Objectives 1.4.3 - Consider recreational, cultural and other community spaces as aspects of informal community living rooms, and essential ‘social infrastructure’, particularly in high-density neighbourhoods like</p> |

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| | <p>Central/Lower Lonsdale; 1.4.5 - Focus amenity and infrastructure investments in the Lonsdale Regional City Centre and Frequent Transit Development Areas;</p> <p>Transportation Objectives</p> <p>2.1.3 – 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>2.2.4 – Consult with TransLink and the local community to establish a Frequent Transit Development Area along Marine Drive and East 3rd 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>Infrastructure Objectives 8.1.1 – Plan and integrate the servicing of areas where growth is concentrated;</p> <p>8.2.3 - Integrate the servicing of areas where growth is concentrated with asset replacement plans.</p> <p>Amenities:</p> <p>Land Use Objectives 1.1.2 - Ensure that the City’s growth is aligned with the development of community amenities and infrastructure; 1.1.6 - 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; 1.4.3 - 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; Goal 1.4 - Enhance quality of life through the provision of amenities.</p> |
| <p>Strategy 3.3.4 d 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>Stormwater Management:</p> <p>Land Use Objective 1.3.9 – 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>Natural Environment Objective 4.2.5 - Encourage the use of creative design solutions for development that supports and enhances ecosystem health.</p> <p>Infrastructure Objectives 8.1.3 - Consider stormwater management opportunities in streets, laneways and open spaces where appropriate; 8.1.8 - 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; 8.3.2 - 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; 8.3.3 - 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> |

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| | <p>Water Conservation: Infrastructure Objectives 8.1.7 – Develop a water conservation strategy for the City; 8.2.1 - Maintain or improve service levels related to water supply, sewers, transportation, communication and energy infrastructure.</p> |
| <p>STRATEGY 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</p> | |
| <p>Strategy 3.4.4 Encourage settlement patterns that minimize climate change and natural hazard risks</p> | <p>Land Use Goal 1.2: Plan with a long-term perspective to address the challenges associated with climate change. Objectives 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. Natural Environment, Energy & Climate Objective 4.1.4 - 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. Infrastructure Objective 8.1.2 - Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance</p> |
| <p>Strategy 3.4.5 Consider climate change and natural hazard risk assessments in planning municipal assets</p> | <p>Land Use Goal 1.2: Plan with a long term perspective to address the challenges associated with climate change. Objectives 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. Section 2.5 Development Permit Areas for Hazard Lands. Community Well-Being Objective 3.2.4 - Avoid development in hazardous areas where there is a high potential, or previous history of natural or human-made disaster. Natural Environment, Energy & Climate Goal 4.1 - Develop, promote and implement strategies to mitigate and adapt to climate change. Objective 4.1.3 - Increase the City’s resilience to future impacts of climate change through proactive implementation of adaptation measures; 4.1.4 - 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; 4.2.16 - Consider development in light of steep slope and flood risks identified on OCP Schedule D Development Permit Areas. Infrastructure Objective 8.1.2 - Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance.</p> |
| <p>City of North Vancouver Regional Context Statement</p> | |
| <p>REGIONAL GOAL 4: DEVELOP COMPLETE COMMUNITIES</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 (Chapters 1 & 2) and Community Well-Being (Chapter 3) 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>STRATEGY 4.1: Provide diverse and affordable housing choices</p> | |
| <p>Role of Municipalities - Adopt Regional Context Statements which:</p> | |

Strategy 4.1.7 a
Work towards meeting future housing demand estimates

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:

Table 7 Non-Profit Housing Units, 2010

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|---------------------------------------|--------------|
| Family Projects | 272 |
| Mixed Projects | 43 |
| Seniors Projects | 486 |
| Emergency Shelter/ Transition Housing | 50 |
| Supportive Housing | 18 |
| Housing Cooperatives | 177 |
| Total Non-Market Units | 1,046 |

Source: City of North Vancouver data

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

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| | <ul style="list-style-type: none"> • 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. <p>Integrated Planning Policies</p> <ul style="list-style-type: none"> • 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. <p>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:</p> <p>Reducing Size to Reduce Costs</p> <ul style="list-style-type: none"> • 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; • Allowing lock-off units in multi-family developments in a greater number of zones in the City. <p>Greater Flexibility</p> <ul style="list-style-type: none"> • 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; • Pre-zoning selected existing single-family lots to duplex, creating new capacity for affordable units by allowing up to four units per lot. <p>Considering the Full Cost of Housing</p> <ul style="list-style-type: none"> • Reductions in parking requirements for rental units and apartment buildings located close to transit; • Reductions in parking requirements for buildings operating car-share programs or other strategies to reduce vehicle ownership. <p>Creating New Affordable Housing</p> <ul style="list-style-type: none"> • 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). |
| <p>Strategy 4.1.7 a i 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</p> |

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:

Land Use Goal 1.5 - Pursue attainable housing that meets the 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.

Land Use Section 1.0 - Key Issues & Trends:

A Changing Community: 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.

An Affordable City: Providing accessible, affordable and appropriate housing in a variety of forms that match the diverse needs of local residents is essential to the City’s success. Over the past decades both rental rates and housing prices have increased dramatically. The growing difference between income and housing prices means that many City residents continue to struggle to secure 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.

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| <p>Strategy 4.1.7 a ii 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>Land Use Objective 1.1.4 – 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; 1.5.1 - 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 (Land Use Section 2.1) provide adequate floor area in different residential categories to encourage infill developments. Density Bonus and Transfer provisions (Land Use Sections 2.2 and 2.3) provide additional flexibility and incentives for infill development.</p> |
| <p>Strategy 4.1.7 a iii 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>Land Use Objective 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);</p> <p>1.5.3 - Increase the supply of non-profit rental social housing through collaboration and partnerships; 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; 1.5.7 - 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.</p> |
| <p>Strategy 4.1.7 a iv Facilitate affordable housing through diverse municipal measures</p> | <p>Development Cost Charges (DCCs): 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. Suites: Secondary suites/coach houses are permitted on single family dwelling lots and in-house suites are permitted now in duplex areas. Land Use Section 2.2 Density Bonusing and 2.3 Density Transfer. These measures will be used to consider potential density bonuses and transfers of density to secure public benefits including affordable housing.</p> <p>Land Use Objectives 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.</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> |

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| | <ul style="list-style-type: none"> • 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; • 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; • 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; • Preparing clear, user-friendly information regarding densification (with illustrations of various types of increased density); • Lobbying senior governments for capital programs to increase supportive housing units and shelter capacity in accordance with the Regional Homelessness Plan; • Establishing a working group of rental apartment building owners interested in developing a variety of innovative ways to support retention of their rental buildings; • Supporting and partnering with other municipalities, Metro Vancouver and community initiatives to increase public awareness of housing needs and acceptance of non-market housing. <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"> • Determine which remaining City lands will be set aside for affordable housing projects; • Determine the percentage of sale value for remaining City lands allocated to the Affordable Housing Reserve Fund; • 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; • 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. • Pilot tax rate reductions for rental housing in partnership with the Province. |
| Strategy 4.1.8 a - f 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. |
| STRATEGY 4.2: Develop healthy and complete communities with access to a range of services and amenities | |
| Strategy 4.2.4 a Support compact Commercial | The City supports achievement of a Compact Commercial Residential Mixed-Use community by: Land Use Goal 1.1: Develop a compact complete community that meets the needs of its diverse residents and businesses. Objectives 1.1.3 - 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; 1.1.4 – Support the role of the Lonsdale |

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| Residential Mixed Use communities | <p>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; 1.1.5 - Provide space for commercial uses in mixed-use developments to support employment and economic development; 1.1.6 - 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; 1.1.7 – Allow for accessory uses, such as home-based businesses and child care in residential areas; 1.5.1 - Provide opportunities for a range of housing densities, diversified in type, size and location.</p> <p>Economic Goal 7.2 – Create an attractive environment for economic development. Objective 7.2.2 - 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; 7.2.8 - Encourage an increase in the floor area devoted to employment-generating uses to meet demand as outlined in Table 1.</p> |
| <p>Strategy 4.2.4 b Locate community hubs and affordable housing in transit accessible areas</p> | <p>Lower Lonsdale is the City’s transportation hub and growing cultural/entertainment district, well served by transit.</p> <p>Land Use Objective 1.4.3 - 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>Arts, Culture and Heritage Objective</p> <p>6.2.2 - 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>To date, affordable housing developments in the City have been located within the Lonsdale Regional City Centre.</p> <p>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.</p> |
| <p>Strategy 4.2.4 c Provide public spaces</p> | <p>Well-designed public spaces are a cornerstone of a complete community.</p> <p>Land Use Objective 1.4.3 - 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>Parks, Recreation and Open Space Goal 5.3: Provide a variety of public spaces for community engagement and stewardship. Objective 5.1.5 - Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings; 5.1.8 - Ensure that a variety of types of parks and greenways are well distributed throughout the community, particularly in higher density areas; 5.2.8 - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas; 5.3.1 - Create a balanced parks and greenways system that provides programmed and natural spaces where people interact and grow their sense of community; 5.3.5 - Create public spaces and streets that are pedestrian-friendly, fun, attractive, safe and inclusive for all.</p> |

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| | <p>Arts, Culture and Heritage Objective 6.2.2 - 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>Strategy 4.2.4 d 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>Land Use Goal 1.1 – Develop a compact complete community that meets the needs of its diverse residents and businesses. Objectives 1.3.9 - 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; 1.4.4 - Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community; 1.3.10 - 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>Transportation Objective 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.</p> <p>Parks and Recreation Objective 5.1.2 - Ensure access to a range of outdoor recreational pursuits and facilities for community members of all ages and abilities; 5.1.5 - Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings; 5.2.2 - Continue to work with the North Vancouver Recreation & Culture Commission to meet the changing indoor and outdoor recreation needs of the community based on shifting demographics, growth patterns and trends; 5.2.3 - 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. 5.2.4 - Continue to provide facilities that are accessible for persons of varying mobility, hearing, visual and developmental abilities; 5.2.7 - Program activities in public places, parks, greenways and streets as well as indoor recreation facilities; 5.2.8 - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas.</p> |
| <p>Strategy 4.2.4 e 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>Community Well-Being Goal 3.4: Increase access to nutritious, safe, healthy local food and opportunities for residents to grow their own food. Objectives 3.4.1 – 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; 3.4.2 - 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</p> |

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| | <p>boulevards, park land and rights-of-way; 3.4.3 - Increase public awareness and education regarding food production and consumption; 3.4.4 - Collaborate with various levels of government, local and regional partners, businesses and other stakeholders in implementing policies that effectively promote sustainable food systems; 3.4.5 - 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>Strategy 4.2.4 f 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>Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses. Objective 1.3.8 - Ensure that developments along commercial streets contribute to the active and pedestrian-friendly character of the area; 1.3.9 - 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; 1.4.4 - Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community; 1.3.10 - 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>Transportation Objective 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.</p> <p>Community Well-Being Goal 3.4: Increase access to nutritious, safe, healthy, local food and opportunities for residents to grow their own food.</p> <p>Natural Environment, Energy & Climate Goal 4.2: Measure, maintain and improve the long-term health of natural ecosystems and native species. Objective 4.2.5 - Encourage the use of creative design solutions for development that supports and enhances ecosystem health.</p> <p>Parks, Recreation and Open Space Goal 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community. Objective 5.2.8 - Recognize the importance of passive recreation space for spiritual health and social interaction in parks and plazas; 5.3.6 - Foster partnerships between members of the community, the City, and organizations to promote social health through interaction and sense of community.</p> |
| <p>Strategy 4.2.4 g 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>Land Use Objective 1.4.2 - Implement age-friendly projects and policies that result in the City being more responsive to the needs of older individuals.</p> |

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| | <p>Transportation Goal 2.3 Support a safe, accessible, resilient, and affordable transportation system.</p> <p>Objectives 2.3.3 - Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids; 2.3.4 - 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>Parks, Recreation and Open Space Objectives 5.2.4 - Continue to provide facilities that are accessible for persons of varying mobility, hearing, visual and developmental abilities; 5.2.6 - 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> |
| Strategy 4.2.4 h Identify small scale local centres | The City has not identified any small scale local centres. |
| Strategy 4.2.4 i Recognize Special Employment Areas | The City has not identified any Special Employment Areas. |
| City of North Vancouver Regional Context Statement | |
| REGIONAL GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES | |
| 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. | |
| STRATEGY 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking | |
| Role of Municipalities - Adopt Regional Context Statements which: | |
| Strategy 5.1.6 a Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network | <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>Land Use Goal 1.1 – Develop a compact, complete community that meets the needs of its diverse residents and businesses.</p> <p>Transportation Goal 2.1 - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p>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-</p> |

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| | <p>occupant vehicle use; 2.1.4 – Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive; 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; 2.1.9 – 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; 2.2.2 - 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); 2.3.6 - Work with government, transit agencies and other partners to enhance the affordability of transit; 2.3.7 - Encourage technological innovation to overcome physical barriers to transportation.</p> <p>Support for the Frequent Transit Network:</p> <p>Transportation Goal 2.2 - Integrate Land Use and Transportation Planning to reduce the need for car travel.</p> <p>Objective 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/3rd Street and Lonsdale/29th Street, and increase Seabus frequency; 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; 2.2.4 – (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 3rd Street on either side of the boundaries of the Lonsdale Regional City Centre.</p> |
| <p>Strategy 5.1.6 b Support transportation system demand management and supply measures</p> | <p>Land Use Goal 1.1 - Develop a compact complete community that meets the needs of its diverse residents and businesses.</p> <p>Transportation Objective 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.</p> |
| <p>Strategy 5.1.6 c Manage and enhance municipal infrastructure in support of transit, cycling and walking</p> | <p>The City’s OCP prioritizes walking, cycling, transit and goods movement over single-occupancy vehicles.</p> <p>Land Use Goal 1.1 – Develop a compact complete community that meets the needs of its diverse residents and businesses. Objectives 1.1.2 – Align growth with the development of community amenities and infrastructure; 1.4.5 - Focus amenity and infrastructure investments in the Lonsdale Regional City Centre and Frequent Transit Development Areas.</p> <p>Transportation 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; 2.1.4 – Reduce crossing barriers at locations such as intersections, creeks, highways</p> |

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| | and rail crossings so that walking and cycling are more convenient and attractive; 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; Goal 2.3 - Provide a safe, accessible, resilient, and affordable transportation system. Objectives - 2.3.1 - Maintain the existing transportation infrastructure in good repair; 2.3.2 - Accommodate transportation needs of all users, including those with limited mobility and disabilities; 2.3.3 - Provide universally accessible bus stops, bus shelters at all bus stops and appropriately located curb cuts for people using mobility aids; 2.3.5 – 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; 2.3.9 - Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events. |
| STRATEGY 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services. | |
| Strategy 5.2.3 a Map goods and service vehicle movement routes | See the OCP Schedule E Regional Context Statement Map . |
| Strategy 5.2.3 b Support efficient movement of goods, services and passengers | The City’s OCP prioritizes walking, cycling, transit and goods movement over single-occupancy vehicles. Transportation Goal 2.1 - Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles. Objective 2.1.10 – 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. |
| Strategy 5.2.3 c Support development of transportation system, management strategies | 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. Transportation Goal 2.3 - Support a safe, accessible, resilient, and affordable transportation system. Objectives 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; 2.2.5 - 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 contributes to the overall livability of the neighbourhood; 2.3.1 - Maintain the existing transportation infrastructure in good repair; 2.3.6 - Work with government, transit agencies and other partners to enhance the affordability of transit; 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; 2.3.9 - Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events. |
| Strategy 5.2.3 d | The City is committed to working with transportation and related authorities to co-ordinate an efficient regional public transportation network. |

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| Support protection of rail rights-of-way and waterway access | Economic Development Objective 7.2.6 - 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 |
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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.

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