

# TRANSPORTATION

## TARGETED OFFICIAL COMMUNITY PLAN REVIEW

The Official Community Plan (2011) outlines the following goal for transportation:

*Provide a safe, efficient, and accessible network of pedestrian, bike and roadways; and enable viable alternatives to the car through effective and coordinated land use and transportation planning.*

<p>Why Transportation Matters</p>	<ul style="list-style-type: none"> <li>• Central to residents' health and financial well-being.</li> <li>• Can be leveraged to impact the other areas (ie. climate change and economy).</li> <li>• Transportation networks that are accessible for all ages, abilities, and incomes are an important component of equity.</li> <li>• High priority for residents.</li> </ul>
<p>Progress Since 2011</p>	<ul style="list-style-type: none"> <li>• 20% of all daily trips are by walking, cycling, or transit – this indicator is moving in the right direction, but the rate of change is not sufficient to meet the OCP's target of 35% by 2030.</li> <li>• Walk mode share has increased to 11.2%, from 7.8% in 2017.</li> </ul>
<p>Key Issues</p>	<ul style="list-style-type: none"> <li>• <b>Traffic congestion.</b> Difficult to move around the District quickly and reliably</li> <li>• <b>Unreliable transit.</b> Currently does not compete with driving.</li> <li>• <b>Incomplete infrastructure.</b> Unfinished development in Town and Village Centres means sidewalk, bus, and bus infrastructure is not yet realized.</li> <li>• <b>Negative perceptions.</b> Walking, cycling, and transit seems unsafe, undesirable and/ or out of reach.</li> <li>• <b>Resource limitations.</b> Lack of funding and land for priorities.</li> </ul>
<p>Possible Options</p> <p>( Please note that this is not an exhaustive list )</p>	<ul style="list-style-type: none"> <li>• Continue to work with partners to achieve long-term North Shore transportation projects.</li> <li>• Continue to invest in transit priority measures at high priority locations.</li> <li>• Complete sidewalk network in Town and Village Centres, near Frequent Transit Network and RapidBus stops.</li> <li>• Complete the multi-use bike network.</li> <li>• Implement an internal transportation demand management program for District staff.</li> <li>• Develop and implement a curbside management strategy that leverages the road right-of-way as a valuable public asset.</li> <li>• Fund and promote training and education programming to encourage mode shift from driving to walking, biking, transit and other sustainable transportation options.</li> </ul>

# ECONOMY AND EMPLOYMENT LANDS

## TARGETED OFFICIAL COMMUNITY PLAN REVIEW

The Official Community Plan (2011) outlines the following goal for economy and employment lands:

*Support a diverse and resilient local economy that provides quality employment opportunities.*

<p><b>Why Economy and Employment Lands Matters</b></p>	<ul style="list-style-type: none"> <li>• Appropriately located employment land uses offer opportunity for local residents to earn a living, while also allowing entrepreneurs to create and grow businesses in the community.</li> <li>• Local businesses provide a range of goods and services to the community.</li> <li>• Providing an appropriate mix and range of business types in the right locations supports a more diverse and resilient economy.</li> </ul>
<p><b>Progress Since 2011</b></p>	<ul style="list-style-type: none"> <li>• Growth of 4,620 jobs between 2011 and 2016.</li> <li>• Growth of 104,000 ft<sup>2</sup> of commercial floor space in industrial areas between 2011 and 2016.</li> <li>• Percentage of District residents working in the District has remained steady between 2011 and 2016.</li> </ul>
<p><b>Key Issues</b></p>	<ul style="list-style-type: none"> <li>• Employers are struggling to attract and retain workers in the community due to housing and transportation issues.</li> <li>• There are limited opportunities for business growth within the existing employment land supply.</li> <li>• Some employment uses are not locating in preferred locations, creating potential conflicts with other employment uses.</li> </ul>
<p><b>Possible Options</b>  ( Please note that this is not an exhaustive list )</p>	<ul style="list-style-type: none"> <li>• Review local land use and zoning to ensure appropriate uses and development densities.</li> <li>• Improve cooperation and collaboration with economic partners.</li> <li>• Improve transit and affordable housing options to allow local workers the opportunity to live in the community where they work.</li> <li>• Review and improve customer experience for business owners and operators with the District of North Vancouver.</li> <li>• Consider procuring a business relations staff at the District of North Vancouver to serve as a single point of contact to improve experience.</li> </ul>

# HOUSING

## TARGETED OFFICIAL COMMUNITY PLAN REVIEW

The Official Community Plan (2011) outlines the following goal for housing:

*Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life.*

<p>Why Housing Matters</p>	<ul style="list-style-type: none"> <li>• The increased unaffordability of housing in the District is putting increasing pressure not only on low-income households, but also moderate and middle-income households who play key service roles in the community, such as police, firefighters, teachers and medical professionals.</li> <li>• This is starting to impact the demographic make up of the community, with an aging population and few new younger working households.</li> <li>• Housing diversity and affordability is central to attracting and retaining a diversity of demographics, housing diversity and affordability.</li> </ul>
<p>Progress Since 2011</p>	<ul style="list-style-type: none"> <li>• The District has approved the rezoning for 238 net new non-market units, and 762 market rental units since the adoption of the OCP in 2011.</li> <li>• The District has issued occupancy permits for 80 new non-market units and 410 new market rental units since the adoption of the OCP in 2011.</li> <li>• Between 2011 and 2016 housing diversity shifted toward more multi-family housing, with a decrease from over 69% to 67% of all units being single-detached in this time period.</li> </ul>
<p>Key Issues</p>	<ul style="list-style-type: none"> <li>• Current non-market and market rental units are not being developed at a rate which impacts core housing need or affordability issues in moderate and middle-earning households.</li> <li>• Shift toward multi-family housing, while happening, is not occurring at the rate required to achieve 2030 targets.</li> <li>• District vacancy rates remain below healthy rate of 3-5%. In 2018, rate was 1.7%.</li> </ul>
<p>Possible Options  ( Please note that this is not an exhaustive list )</p>	<ul style="list-style-type: none"> <li>• Continue to focus growth in Town Centres to achieve housing objectives.</li> <li>• Strengthen partnerships across sectors to ensure an appropriate mix of market and non-market housing options.</li> <li>• Clarify regulatory approaches to capturing value from market developers.</li> <li>• Strengthen policies to better protect existing purpose-built rental units and renters.</li> <li>• Explore alternative housing models (i.e. coop housing, affordable home ownership, etc).</li> </ul>

# CLIMATE EMERGENCY

## TARGETED OFFICIAL COMMUNITY PLAN REVIEW

The Official Community Plan (2011) outlines the following goal for climate emergency:

*Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities.*

*Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on nonrenewable fuels while adapting to climate change.*

<p>Why Climate Emergency Matters</p>	<ul style="list-style-type: none"> <li>• The world’s leading climate scientists have indicated that urgent action is required in all aspects of society in order to avoid the worst impacts of climate change.</li> <li>• The District anticipates that impacts to residents, businesses, and natural areas from extreme weather and rising energy costs will amplify in the future with climate change.</li> <li>• Residents, businesses, and institutions can all take action to reduce energy use and GHG emissions.</li> <li>• Climate action can improve the health and well-being of our community, greatly enhance our urban and natural areas, and support a more sustainable and equitable society.</li> </ul>
<p>Progress Since 2011</p>	<ul style="list-style-type: none"> <li>• Between 2011 and 2015, District corporate emissions decreased approximately 21%.</li> <li>• Since 2011, the District has adopted several Environmental Protection and Natural Hazard Development Permit Areas.</li> <li>• The District has developed a Climate Change Adaptation Strategy (2017) and Community Energy &amp; Emissions Plan (2019), and declared a Climate and Ecological Emergency (2019).</li> </ul>
<p>Key Issues</p>	<ul style="list-style-type: none"> <li>• Fossil gas dependence for heating buildings and fueling vehicles.</li> <li>• Vehicle dependence (spread-out land use pattern requires personal vehicles).</li> <li>• Extreme weather and rising sea levels.</li> <li>• Lack of resources and tools for community members to take action.</li> </ul>
<p>Possible Options  ( Please note that this is not an exhaustive list )</p>	<ul style="list-style-type: none"> <li>• Implement a widespread building retrofit program to replace existing gas heating systems with high-efficiency electric systems.</li> <li>• Design compact complete communities so residents do not have to rely on a personal vehicle.</li> <li>• Use transportation demand management measures to reduce car trips.</li> <li>• Increase the resiliency of municipal assets to climate change and strengthen capacity to respond to, and recover from, extreme weather events.</li> </ul>