

AGENDA

COUNCIL WORKSHOP

Monday, April 24, 2017

7:30 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

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COUNCIL WORKSHOP

**Monday, April 24, 2017
7:30 p.m.
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA

1. ADOPTION OF THE AGENDA

1.1. April 24, 2017 Council Workshop Agenda

Recommendation:

THAT the agenda for the April 24, 2017 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Progress Towards 2030: OCP Implementation Review **p. 7-141** File No. 13.6480.30/001.002

Recommendation:

THAT the April 12, 2017 report of the General Manager – Planning, Properties & Permits entitled Progress Towards 2030: OCP Implementation Review be received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

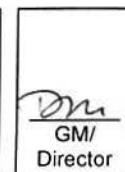
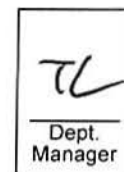
THAT the April 24, 2017 Council Workshop is adjourned.

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REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: April 18, 2017
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver

REPORT TO COMMITTEE

April 12, 2017

File: 13.6480.30/001.002.000

AUTHOR: Dan Milburn, General Manager, Planning, Properties & Permits

SUBJECT: Progress Towards 2030: OCP Implementation Review

RECOMMENDATION:

THAT the report entitled "Progress Towards 2030: OCP Implementation Review" from the General Manager, Planning, Properties & Permits dated April 12, 2017, is received for information.

REASON FOR REPORT:

At the regular meeting of Council held on January 9, 2017, Council passed the following two motions:

- 1) THAT the Official Community Plan Implementation Review Scope described in the December 21, 2016, report of the General Manager, Planning, Properties & Permits entitled Official Community Plan Bylaw Implementation Review is approved.
- 2) THAT staff report back on a set of terms of reference for a new OCP Implementation Monitoring Committee.

Attached to this covering report are three documents providing a response to the first Council motion noted above. These documents provide detailed analysis, a summary, and a presentation of the findings of the review of progress made on implementing the Official Community Plan Bylaw 7900, 2011 (OCP) from the years 2011 to 2016. The three documents intended to respond to the first motion noted above are:

- 1) Progress Towards 2030: OCP Implementation Review Summary Report
- 2) Progress Towards 2030: OCP Implementation Review Report
- 3) Progress Towards 2030: OCP Implementation Review Presentation to Committee, April 18, 2017

A separate report will follow regarding a detailed set of terms of reference for a new OCP Implementation Monitoring Committee.

BACKGROUND:

The OCP was adopted by Council on June 27, 2011. During the development of the OCP, key issues emerged from the public engagement process and as a result, the strategic directions and policies in the OCP were shaped to address these issues. Monitoring the progress of implementing the OCP is a regular part of ensuring the District is on the right track. A volunteer citizen based advisory group – the OCP Implementation Committee and its Monitoring Working Group subcommittee – helped District staff prepare an OCP Progress Monitoring Report presented to Council in the spring of 2016, including advice on indicators, data analysis, and regular reporting out.

Through the course of the last five years, many changes have taken place in the wider region and on the North Shore. District of North Vancouver Council has discussed a number of these issues at Regular Council meetings and at Workshops. While acknowledging that the vision, objectives, and goals found in the OCP continue to be supported, Council wishes to review the community's progress towards plan implementation more thoroughly and within the context of various growth related issues currently experienced by some District residents (e.g. the supply of adequate housing, adequate transportation options).

At the regular meeting of Council held on November 21, 2016, Council passed the following motion:

THAT a high-level review of progress made with respect to implementation of the Official Community Plan be conducted by Council in the first quarter of 2017 and that prior to the review, Council discuss and provide direction on the scope of the review.

A Council Workshop was subsequently held on November 29, 2016, to discuss the scope of the implementation review. During that workshop, Council debated the need for an OCP implementation review, the need for indicators, targets and ongoing monitoring, the consequences of delaying development application review, and the need to review the change-management 'tactics' employed by the District.

Staff then prepared a report for Council's consideration at the January 9, 2017, Regular Council meeting, including a proposed scope for the implementation review and consultation with former OCP Implementation Monitoring Committee members. As noted previously, Council passed two motions confirming the scope of the OCP implementation Review and directed staff to report back on a set of terms of reference for a new OCP Implementation Monitoring Committee.

In addition, staff invited former members of the OCP Implementation Monitoring Committee (OCPIMC) and North Vancouver Community Associations Network (NVCAN) to review the OCP Implementation Review Scope and to brainstorm the topics and emerging issues identified in the report from Councillor Muri dated November 2, 2016. These meetings were

held to ensure the implementation review was comprehensive in capturing a broad scope of emerging issues. Two focused meetings were held to solicit this feedback.

EXISTING POLICY:

The OCP provides the long-term vision for the municipality through to the year 2030 and includes goals, targets, and indicators. OCP implementation is supported by a number of other plans and policies. Through the OCP's focus on four key centres, implementation plans, design guidelines or both have been completed for three of our four key centres to date: Lions Gate-Marine Drive, Lynn Valley, and Lynn Creek. Planning for Maplewood is currently underway. In addition, detailed planning work has been completed for Edgemont Village. These plans support the implementation of the OCP's. The attached report contains a more complete list of the plans, policies, guidelines, and studies conducted since OCP adoption.

Annual reporting of *Metro Vancouver 2040: Shaping our Future (Metro (2040))*, the regional growth strategy, is required by Part 13 of the *Local Government Act* and *Metro 2040* Section 6.13.3. Three annual reports have been produced to date, covering four years of implementation, including baseline and annual monitoring of the performance measures listed in *Metro 2040* Section G.

ANALYSIS:**Timing/Approval Process:**

At the first Council meeting in January 2017, Council confirmed the OCP Implementation Review Scope. Staff then met with members of NVCAN on February 1, 2017, and former members of the OCPIMC on March 8, 2017. Between January and April 2017 Staff completed research, compiled research findings, and prepared the report, summary and presentation, all of which are attached to this report. Ultimately, the results of OCP monitoring are to be reported on a regular basis (e.g., annually or bi-annually) to the community.

Financial Impacts:

Long term financial implications are evaluated through the formal process of OCP adoption, amendment or repeal and implemented through the District's Corporate Plan, Annual Financial Plan, and Divisional Work Plans.

Liability/Risk:

Monitoring and evaluating the implementation of the OCP is intended to measure movement relative to the intended outcomes (e.g. risk reduction) and if necessary, review responsibilities and make any necessary adjustments to the implementation plan.

Social Policy Implications:

Monitoring and evaluating the implementation of the OCP is intended to maximize community "buy-in" and help overcome sources of implementation friction.

Environmental Impact:

Monitoring and evaluating the implementation of the OCP is intended to avoid negative impacts to natural environment by identifying and mitigating changes to our air, water and soil quality resulting from human actions.

Stakeholder Consultation:

Meeting with members of North Vancouver Community Association Network (NVCAN) on February 1, 2017 summary:

- Scope of the review was confirmed;
- Recommendation to expand the scope of public communications to include:
 - Timeline for transit improvements,
 - Densities and land use thresholds in the centres required to achieve transit services,
 - Progress on employment lands strategy,
 - Single family renewal strategy.
- Issues currently felt by members were discussed, reaffirming the Council discussions from November 2016 and January 2017.

Meeting with former members of the OCP Implementation Monitoring Committee (OCPIMC) on March 8, 2017 summary:

- Committee members indicated strong support for the OCP vision and goals;
- Discussion about the pace of renewal in single family neighbourhoods identified lack of housing diversity as key issue;
- Pace of growth in Centres was deemed to be behind schedule and members indicated a role for more robust monitoring and communications in getting the information out to the public.
- Members identified issues with the OCP indicators and monitoring process, indicating that a different approach to monitoring could be beneficial to measuring progress;
- Some members stated that a new Committee with a new Terms of Reference would be useful to tracking implementation progress and that it might be beneficial for that Committee to report to Council.

Conclusion:

Council wishes to complete a high-level review of progress made with respect to implementation of the Official Community Plan in the first quarter of 2017. After Council discussed the potential scope of the review, staff prepared an OCP Implementation Review Scope included in the Analysis section above, which was approved by Council on January 9, 2017. Staff collected and analysed all available data related to the scope of the implementation review, noted data gaps, and conducted a survey of residents of new multifamily developments built since 2011. The data and analysis are summarized in the attached report and provided in an Executive Summary, as well as in a presentation. The development management plan included in the Council-approved scope is contained as a section within the attached report. Options for further OCP implementation and monitoring are presented for Council discussion.

Options:

1. THAT the report entitled "Progress Towards 2030: OCP Implementation Review" from the General Manager, Planning, Properties & Permits dated April 12, 2017, is received for information.
2. THAT staff prepare an amended Official Community Plan Implementation Review Report and return it to Council for consideration.

Respectfully submitted,



Dan Milburn,
General Manager, Planning, Properties & Permits

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> NVRC _____
<input type="checkbox"/> Environment _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____
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Progress Towards 2030:

Official Community Plan Implementation Review Report Summary

April 2017

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SUMMARY REPORT

This summary report serves as a synopsis of the 2011-2016 OCP Implementation Review Report: Progress to 2030/ The full report contains a larger amount of data collected from a variety of sources and provides descriptions and findings for these data.

Official Community Plan 2011

The Official Community Plan (OCP) 2011 (Bylaw 7900) is a compelling 20-year vision guided by four strategic directions and a roadmap of specific goals to make it happen. The OCP envisions a community structured around a vibrant network of well designed, safe and livable village and town centres (neighbourhoods) that are inclusive of all ages, cultures and incomes and that host resilient and diverse local businesses. In 2011 our community started down the path of implementing our bold vision. At the end of 2016, we are five years into the journey, we have made some progress towards reaching our goals and it is time to see how far we have come and what's on the horizon.

In some ways, we can consider our implementation of the OCP similar to a home renovation project. The Plan identified six key issues we need to address, just as a renovation would start. Ignoring our key issues isn't an option, so we need to take action. With extensive community input, together we made a plan for how to address the issues with a clear goal and vision for 2030, just as we would sketch out a new kitchen, bathroom or house. As everyone knows, renovations take a long time. So does achieving our OCP vision. Part of this OCP implementation review is to take stock of how we are doing at the one quarter mark, both for how well we are addressing our key issues as well as other issues that have emerged along our journey.



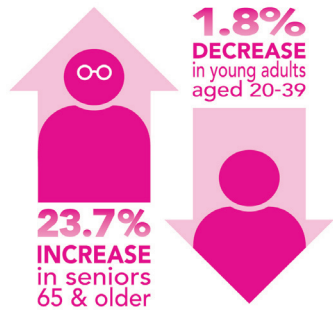
Reason for the Report

The District of North Vancouver adopted the Official Community Plan (OCP) Bylaw 7900 in 2011 and implementation of that OCP has been ongoing since then. Monitoring and reporting on the implementation of a comprehensive OCP like ours are important steps in understanding how change is being managed in the District of North Vancouver in accordance with the long range vision set out in the plan. The six key issues in the OCP are useful benchmarks for measuring our progress on how well we are addressing the issues.

On January 9, 2017, Council approved a scope for an OCP Implementation Review. The scope includes a number of issues that were summarized from discussions at a regular meeting of Council on November 21, 2016 and a Council Workshop on November 29, 2016. The OCP has a 20-year time horizon and uses projections generated by Metro Vancouver in the regional growth strategy, *Metro 2040*. This report contains a review of changes in the District related to the OCP from 2011, when the OCP was adopted, to the end of 2016.



Who Lives in Our Community?



- The OCP anticipates a total of 20,000 more people in the District by 2030.
- The data for the North Shore indicated that there were 44 street and sheltered homeless in 2002. By 2014 that number had grown to 119.

How Do We Move?

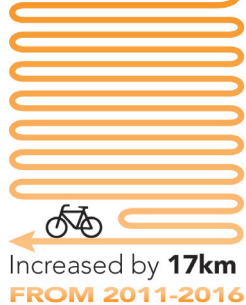


Resident TRIPS

20%
Trips by walking, cycling, or transit

35% OCP Goal

CYCLING NETWORK



Increased by **4km**

- Transit service hours have increased 2% on the North Shore from 2011 to 2015.
- Phibbs Exchange, which serves almost 16,000 passengers daily, is to be rebuilt.

How Healthy is Our Environment?

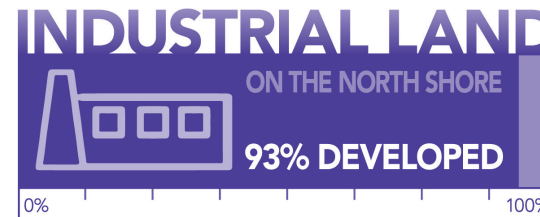
5 ENVIRONMENTAL PROTECTION AND NATURAL HAZARD DPAS



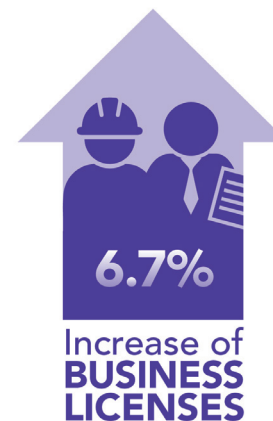
- We are developing a Climate Change Adaptation Strategy and Integrated Stormwater Management Plans
- Since 2011 the District's Energy Reduction Program has reduced energy use in facilities from approximately 5-15% on an annual basis.

How Are Our Employment Lands Changing?

- We are gradually intensifying employment lands with an increase of approximately 1.3%, or 104,571 sq. ft. (9,715 sq. m.) of building floor space area on District Industrial and Light Industrial-Commercial designated lands since 2011.



- Metro Vancouver region's industrial lands will continue to be under market pressure and are expected to be fully occupied in the decade 2030.



- In 2011, the District had 28,085 jobs, and the OCP anticipates 10,000 new jobs by 2030.
- There has been a 6.7% increase in businesses that operate in the District from 2011 to 2016, however, among these businesses there has been a 2.9% decrease in the number of businesses that are located in the District.

Where is Growth in Our Community?

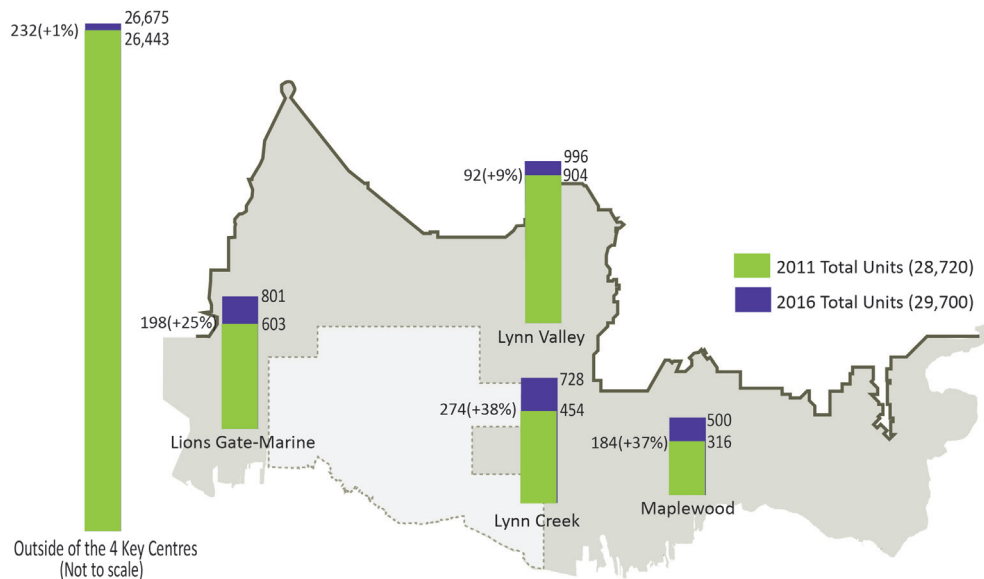
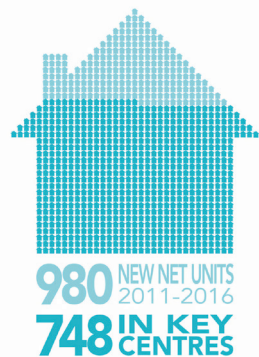
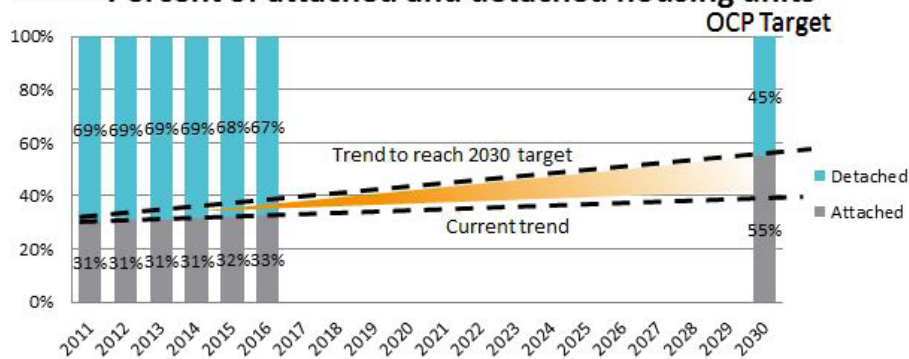


Chart Area Percent of attached and detached housing units

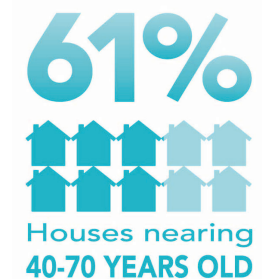
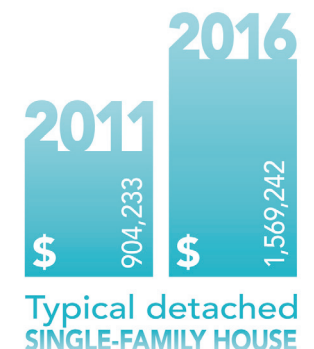
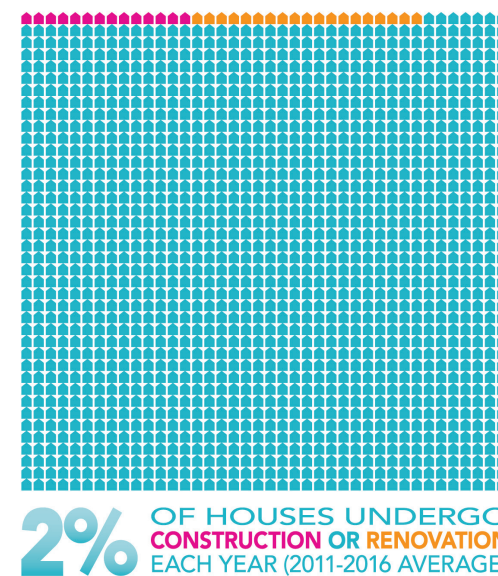


- Of the 980 net-new residential units built in the District since 2011, about 76% (748 units) were built in the key centres, which is consistent with the OCP's target of 75-90% of residential growth.
- In 2011, 78% of housing in the four key centres was multi-family. This increased to 85% in 2016.

COLLECTED
\$11 MILLION
CACs
\$14 MILLION
DCCs
SINCE 2011

3 UPCOMING COMMUNITY CENTRES
DELBROOK COMMUNITY CENTRE
LYNN CREEK COMMUNITY CENTRE
LIONS GATE COMMUNITY CENTRE

- Of the net new residential units, approximately 86% (840 units) are close to the existing and future Frequent Transit Network (FTN), where service is to be every 15 minutes or less.
- Since 2011, we have maintained the OCP target of exceeding the ratio of 3.6 hectares of community and neighbourhood park per 1,000 people.



What We're Hearing from Residents

Many of the issues we heard when we were first developing the OCP are similar to the issues we continue to hear about. This is because it takes several years after an OCP is adopted to start to see the realization of the vision in the OCP. We are starting to address the issues, but it takes a long time for the pieces to fall in place. There are few 'quick fixes' that create sustainable long-term solutions, however we have made measureable progress towards the OCP vision and direction

Concerns we've heard	OCP direction	Changes we've seen: 2011-2016
<p>Population growth from new residents moving into the new developments is causing traffic congestion</p> <p>There is too much development and it's happening too quickly</p>	<p>Create more complete, compact and connected communities that support effective transit, walking and cycling and focus growth and renewal in four key centres</p>	<p>The District's population has grown gradually, by 1.8% (about 1500 people), and there are 980 net-new residential units with 748 in our four key centres close to amenities and transit.</p> <p>Single-family homes are aging and are being renovated or constructed at a rate of about 2% per year, which brings construction traffic and activity to home construction sites.</p> <p>Highway 1 traffic has increased to the North Shore over the Second Narrows in the morning and heading south in the afternoon, which has been attributed to growth in building activity and jobs on the North Shore.</p> <p>Updated municipal travel data since 2011 not available yet.</p>
<p>Housing is unaffordable</p> <p>My children won't be able to afford to buy a home here</p>	<p>Plan for a more balanced and diverse population that facilitates diverse housing choices and vibrant age-friendly communities with a range of facilities and services</p>	<p>Housing is gradually becoming more diverse with an increasing share of multi-family units (2% increase in housing share).</p> <p>The number of housing units is increasing (980 net-new units) and the majority is located in our four key centres.</p> <p>Housing price continued to rise, but apartments and townhouses did not increase as much as single-family homes and cost less than single-family homes.</p> <p>There is little available rental apartment supply and rents have continued to rise (low average vacancy rate of 0.7%).</p>
<p>We're losing our businesses and jobs</p>	<p>Become more economically dynamic and sustainable</p> <p>By intensifying and diversifying our employment lands</p>	<p>The number of total business operating in the District increased 6.7%, however the number of businesses located in the District has decreased 2.9%.</p> <p>Employments lands have intensified slightly with 1.3% more floor space built</p> <p>Updated job data since 2011 not available yet.</p>

The Challenge: Key Issues Facing the District

Six key issues facing the District of North Vancouver were identified through comprehensive analysis and was confirmed during the public engagement process throughout development and adoption of the OCP.

6 Key Issues in the OCP

	CHALLENGING DEMOGRAPHIC PROFILE
	LACK OF HOUSING DIVERSITY AND AFFORDABILITY
	LOSS OF ECONOMIC VIBRANCY
	LARGE ENVIRONMENTAL FOOTPRINT
	SOCIAL ISSUES
	AGING MUNICIPAL INFRASTRUCTURE AND FINANCIAL CHALLENGES

- A trend of increasing housing prices across the region and throughout all aspects of the ownership and rental markets, resulting in fewer options for some households to find suitable housing,
- Morning and afternoon peak period traffic congestion, particularly felt at the pinch points on Highway 1 and near the Ironworkers Memorial Bridge and
- Single-family home construction and renovations have caused public concern in many neighbourhoods about construction-related activities and impacts, housing character, and loss of trees and vegetation.

The Opportunity: Strategic Directions

During the comprehensive public and stakeholder engagement process leading up to the adoption of the OCP, 4 strategic directions emerged to address the key issues.

4 Strategic Directions to Address Key Issues



PLAN FOR A MORE BALANCED AND DIVERSE POPULATION

- Facilitate diverse housing choices and vibrant age-friendly communities with a range of facilities and services.



CREATE MORE COMPLETE, COMPACT AND CONNECTED COMMUNITIES

- Establish a network of connected town and village centres that support effective transit, walking and cycling

and focus growth and renewal in four key centres: Lynn Valley, Lynn Creek, Maplewood and Lions Gate-Marine.



REDUCE OUR ENVIRONMENTAL FOOTPRINT

- Conserve energy and reduce greenhouse gas emissions through compact, connected and 'green' communities, and

encourage the protection and enhancement of our natural systems.



BECOME MORE ECONOMICALLY DYNAMIC AND SUSTAINABLE

- Encourage the protection, intensification and diversification of our employment lands and a

customer-oriented and business-friendly environment.

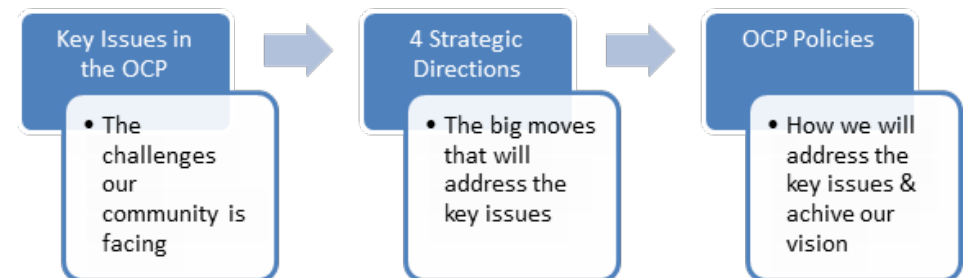


Figure (above): Process for Addressing Key Issues

Region and Sub-Region Trends

Metro Vancouver is a growing region. By 2040, 1 million more residents are expected¹. From 2006 to 2016, Vancouver regional population grew by about 14% (346,850) and the number of dwellings by about 15% (156,621). The largest regional shares of population and dwelling growth occurred in Vancouver, Surrey and Richmond. Broader regional strategies for managing growth include Metro 2040 (2010) the Regional Transportation Strategy (2013), and the District's OCP works in concert with these plans.

In the North Shore sub-region, the population grew by approximately 7% (12,392) and 9% in dwellings (6,377). In the District, we welcomed approximately 4% (3,373) more residents and have approximately 5% (1,667) more dwelling units than in 2006. Compared to our municipal neighbours, the City of North Vancouver grew more than us, and the District of West Vancouver grew less than us².

The North Shore is close to the Squamish corridor³ along the Sea to Sky Highway. There has been significant population growth from 2006 to 2016: population increased about 25% (20,478 to 25,837) and there was an estimated 24% increase in dwelling units (8,691 to 10,757). While most of the Squamish corridor area is outside of the Metro Vancouver region, the highway connection through the North Shore connects the Squamish area to the Lower Mainland.

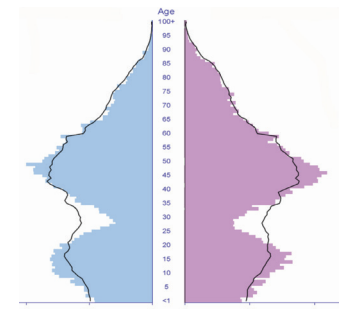
1 Source: Mayor's Council on Regional Transportation, Regional Transportation Investment: A vision for Metro Vancouver.

2 Source: Statistics Canada.

3 Includes Census Subdivisions Squamish District Municipality, Squamish-Lillooet Regional District, Lions Bay Village, Furry Creek, and Bowen Island.

Addressing the Key Issues in the OCP

The OCP contains policies to direct the actions taken by the District to address the key issues. OCP policies are used by staff to create implementation plans. Implementation plans guide the look and feel of the four key centres as they change, and act as a guide when reviewing development applications to see if applications fit in the OCP vision. In the attached report, key policies are highlighted by topic and we report on what actions have been taken to date. This Summary Report provides a snapshot of key findings from this review. More details can be found in the attached report.



Change in Single-Family Residential Neighbourhoods

The renovation and construction of single-family homes in existing neighbourhoods is one of the emerging issues. The OCP anticipates little significant land use change in existing neighbourhoods and seeks to “maintain ground-oriented detached and attached housing as the predominant residential forms” (Policy 2.3.1). However, homeowners have the right to decide when they want to rebuild or renovate their houses.

We are seeing more construction activity in single-family neighbourhoods because our houses are aging and the price of detached house real estate is increasing. The majority of the District’s houses (61%) are nearing 40-70 years old (built between 1950 and 1980). Single-family detached home prices show a trend of becoming more expensive, driven in part by regional market forces outside of the District. From 2011 to 2016, the price for a typical detached single-family house in North Vancouver increased about 42%, from an average of \$904,233 in 2011 to \$1,569,242 in 2016⁴. Single-family detached houses are increasingly unaffordable and supply of these homes is not increasing. Very few new single-family lots are created annually through subdivision. An average of eight net new lots were registered per year from 2011-2016.

To address affordability of housing, the OCP focuses on expanding housing diversity by increasing the supply of apartments and

townhouses, which are more affordable options. The focus of our housing growth is in our four Key Town and Village Centres.

The topic of construction in single-family neighbourhoods has come before Council recently in 2017. The public’s main concerns include issues around construction management, change of housing character and vegetation loss. The District uses a combination of building, street and environmental permits, on-site meetings and bylaw enforcement.



4. Source: Real Estate Board of Greater Vancouver. North Vancouver includes District and City.

Growth Management (Four Key Centres)



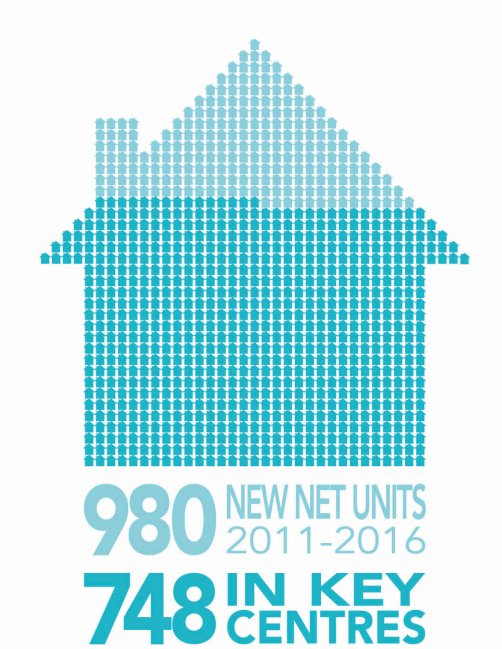
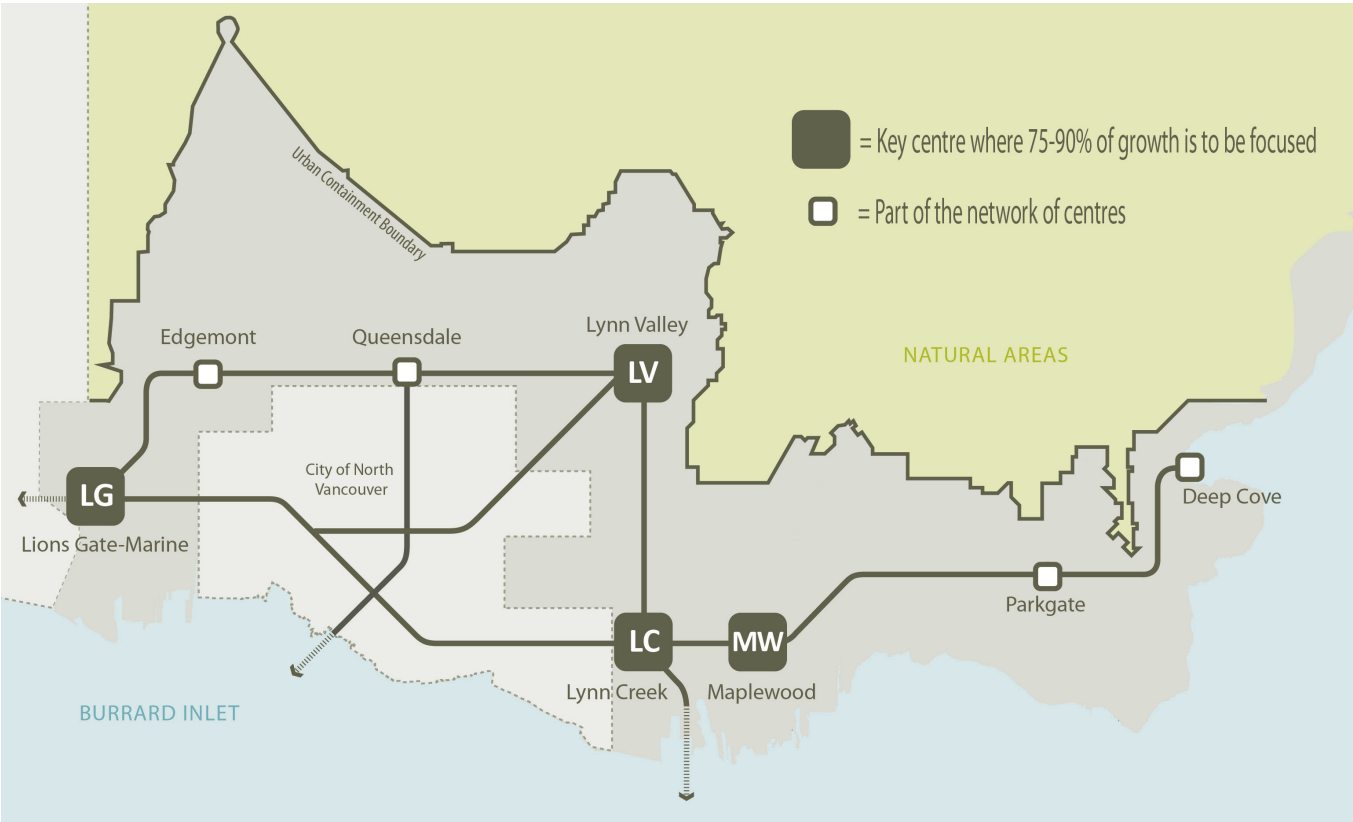
To put the land use aspirations of the OCP into one phrase, it is to create a compact and connected community through a network of centres, with a focus on four key centres: Lynn Creek Town Centre (formerly Lower Lynn), Lynn Valley Town Centre, Maplewood Village Centre and Lions Gate-Marine Village Centre (formerly Lower Capilano-Marine).

Denser development in the centres reduces our environmental footprint and creates more complete neighbourhoods, providing

residents with access to shops, services, and amenities nearby. This can result in less reliance on needing a car for every daily need, allowing residents to leave the car at home for more trips.

By 2030 the OCP anticipates 10,000 new units across the District. We have made measurable progress towards the goal of developing our four key centres. Of the 980 net-new residential units⁵ built in the District since 2011, about 76% (748 units) were built in the key centres, which is consistent with the OCP’s target of 75-90% of residential growth.

5* To align with the OCP targets, this report counts a residential unit as a single-family detached house, apartment (including condominium), townhouse (including rowhouse) or multiplex (including duplex, triplex, fourplex). Secondary suites, coach houses, and some institutional or care facilities are included in separate sections to capture their importance in the housing spectrum.



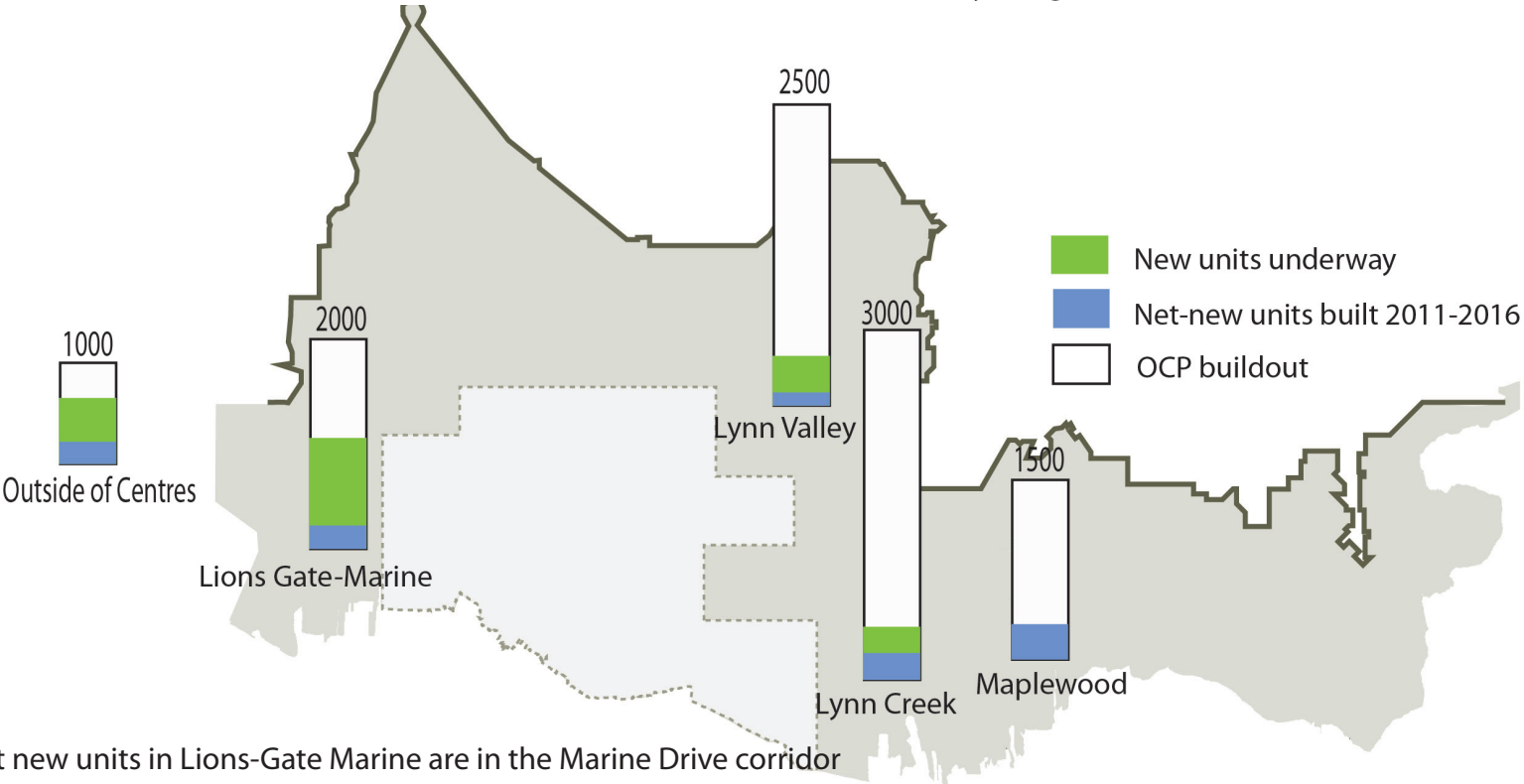
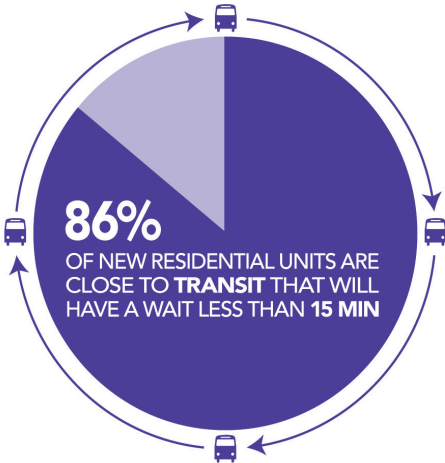
Adding more multi-family housing units in the centres is one critical component in addressing lack of housing diversity and affordability. In 2011, 78% of housing in the four key centres was multi-family. This increased to 85% in 2016. By adding multi-family housing in the District, we are increasing housing options and choices for people looking for suitable housing that fits their income, such as those wishing to downsize and first-time home buyers. On average in 2016, a typical townhouse in North Vancouver cost about half that of a single-family detached house, and a typical apartment costs slightly less than 1/3.

We are continuing to reduce our environmental footprint by avoiding new sprawling development and instead focusing growth into our four key centres. About 80% of the upcoming, approved multi-family residential units are within these Centres.

We are also locating most of the net-new units by transit or future

transit services. Of the net-new residential units, approximately 86% (840 units) are close to the existing and future Frequent Transit Network (FTN), where service is to be every 15 minutes or less. Locating new units near existing and future frequent transit gives residents more effective travel choices.

Implementation planning for the centres is almost complete, with three of the four key centres completed, and Maplewood is currently in process. The implementation plans put the OCP policies into action and provide more detail on what each centre will look like and how they will get built.



Note: All net new units in Lions-Gate Marine are in the Marine Drive corridor

Housing



Single-family detached homes are the most prominent housing type in the District, and they are also the most expensive housing form. The cost is a barrier to many households. While the price of single-family detached houses in the North Vancouver market increased about 42% from 2011 to 2016, apartments and townhouses increased at a much slower rate, with an average increase of 22% and 29% respectively in the same time period⁶. The issue of housing prices is influenced by regional and global factors and the District cannot address the issue on its own. However, we have taken several steps to increase the range of housing types in order to provide more housing options suitable to a variety of needs and preferences, and some affordable alternatives.



Average Housing Cost IN NORTH VANCOUVER MARKET

We are addressing housing diversity and affordability by increasing the share of attached (i.e. multi-family) housing in the District. The share of attached housing, such as townhouses and apartments, increased by 2% from 2011 to 2016. In 2011, approximately 31% of the housing units across the District were attached and 69% were detached single-family homes. In 2016, 33% were attached and 67% detached. We are planning for a more balanced and diverse population by increasing the range of housing types to provide housing options for residents of all ages, including the "missing generation", aging residents, young families, and households of moderate income.

6. Source: Real Estate Board of Greater Vancouver.

There continues to be high demand for purpose-built rental units throughout the region and specifically in the District. The average vacancy rate from 2011 to 2016 was 0.7%, far below a balanced rental market of 2 to 3%. Since 2011, 177 net new purpose-built market rental units were built. We need to continue to increase the number of rental units in the District to address the need for purpose-built rental housing. Increasing and renewing our purpose-built rental stock ensures a spectrum of dwelling unit ages and rents.

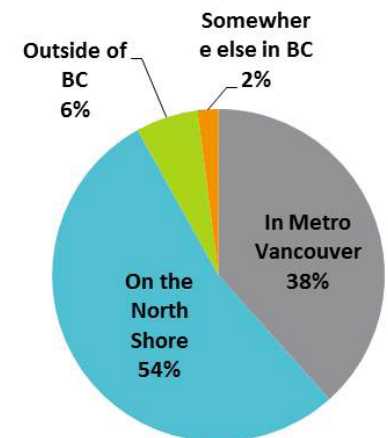
Secondary suites are an important source of more affordable housing units. The number of secondary suites in single-family houses has increased approximately 6% per year from 2011 to 2016. From 2014 to 2016 nine coach houses were approved. We are addressing the need for suitable housing for lower income households in the District with approximately 138 non-market rental units are currently proposed (not approved). Council adopted a Rental and Housing Affordable Strategy (2016) to plan for a greater range of housing.

We distributed a Multi-Family New Resident Survey to slightly over 950 households in multi-family strata developments that were completed from 2011-2016. The survey was available online from March 10 to April 5, 2017, and we received 100 responses.

Key Survey Findings: Residents in New Multi-Family Homes







- Most residents previously lived on the North Shore (54%) or elsewhere in Metro Vancouver (38%)
- Many residents chose their multi-family home because it was affordable (48%)
- There are three times more residents aged 25-40 who live in a new multi-family unit compared to the District average.

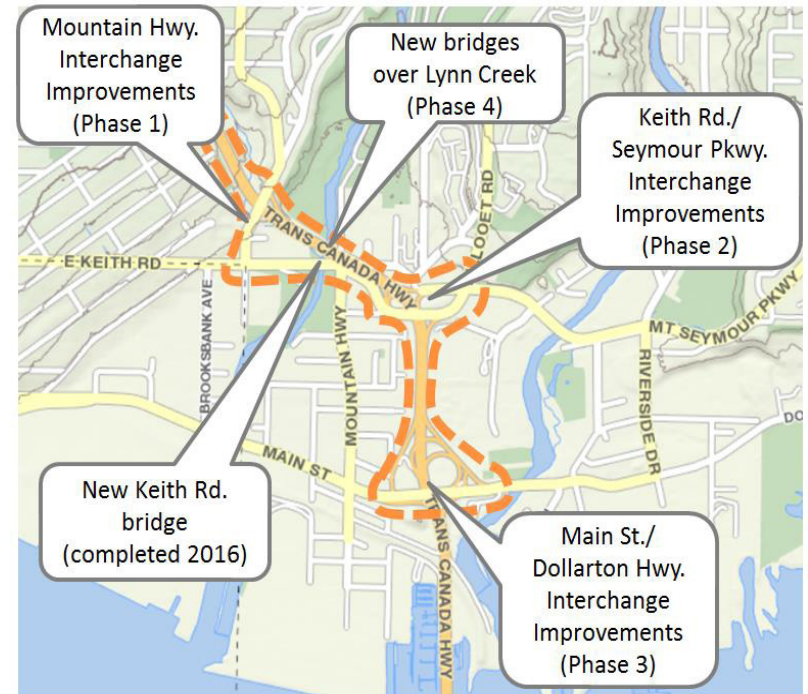
Previous Home Location



Transportation



Current and Upcoming Transportation Projects*			
What	When	Who	
 Highway 1 Lower Lynn Corridor Improvements	2017-2018 for Mountain Hwy Interchange portion	District and the Province \$193 million	
 Transit	Rebuild Phibbs Exchange 2018 New B-Line bus service along the Main-Marine corridor 2019	District, TransLink and the Province \$23 million North Shore municipalities, TransLink, Metro Vancouver	
 Cycling	Bike lanes on Lynn Valley Rd. (Morgan Rd. to Mollie Nye Way) 2017	District, TransLink and the Province \$572,000	
 Walking	Sidewalk on E. 29 th St. (William Ave. to St. Christophers Rd.) 2017	District	
 Transportation work to support our key centres	Maplewood Village Centre transportation study currently in progress 2017	District	
 Data	2017 Trip Diary (mode share, travel data) 2018 North Shore Sub-Area Transportation Model (traffic forecasting) 2017	TransLink District with City of North Vancouver and District of West Vancouver	



Highway 1's Lower Lynn Corridor Improvements project



Lynn Valley Road (in progress): On-street bike lanes from Mollie Nye Way to Highway 1.

Transportation



Our spread out pattern of predominantly detached homes is costly and inefficient to serve with transit and often means that residents are unable to access shops, jobs and services without using a single occupant personal vehicle. In 2011, an estimated 20% of District resident trips were done by walking, cycling or transit (**updated trip data will be available in 2018**)⁷. The OCP's goal is for 35% of all trips to be made by walking, cycling or transit by 2030. Working towards that goal, we have increased our sidewalks by about four km and our cycling network by about 17 km from 2011 to 2016.

Our major transit hub, Phibbs Exchange, which serves almost 16,000 passengers daily, is to be rebuilt through a partnership between the District, TransLink, and the Province with an estimated project cost of \$23 million. Construction is expected to start in 2018. From 2011 to 2015, bus service hours for the North Shore increased by 9%, while the number of passengers remained relatively stable. SeaBus service hours increased 2%⁸. A new North Shore B-Line or better

7. Source: TransLink Trip Diary, 2011

8. Source: Transit Service Performance Review 2015 (TransLink)

SIDEWALKS

Increased by **4km**

CYCLING NETWORK

Increased by **17km**
FROM 2011-2016

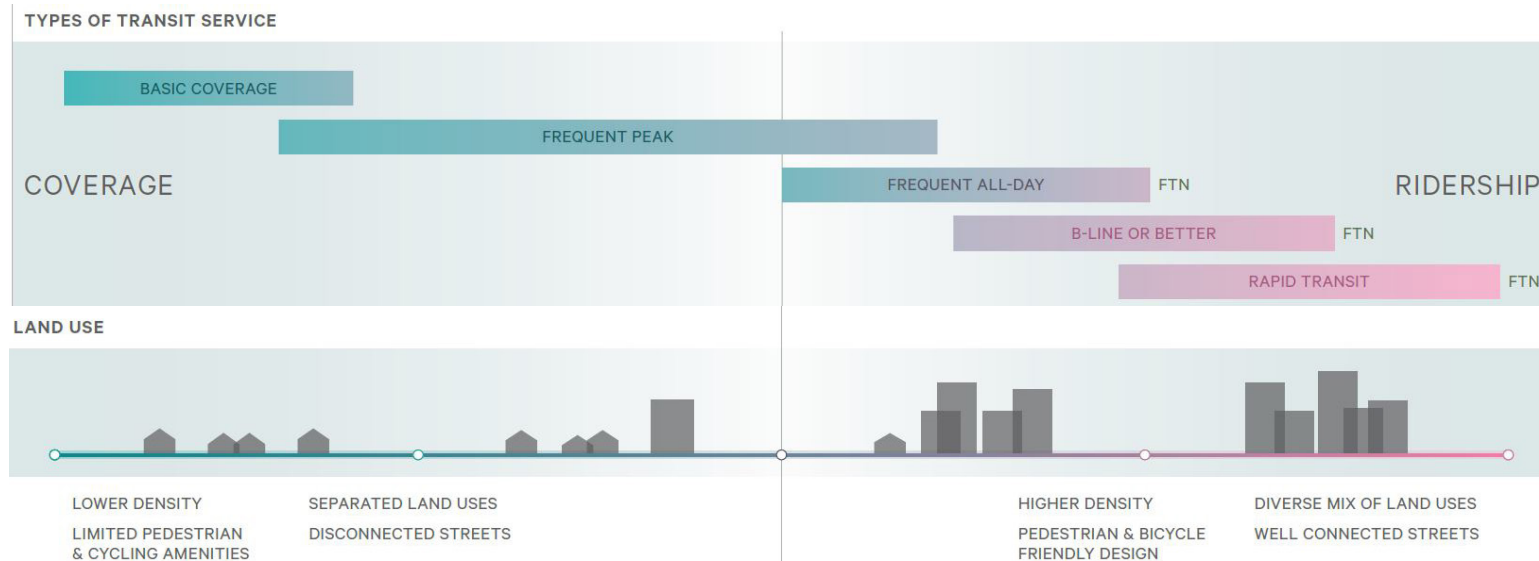
bus service along the Main-Marine corridor from West Vancouver to Maplewood is expected to start in 2019. Investments in transit reduce our environmental footprint by making more efficient use of our existing roads. By increasing the “people-carrying capacity” of our roads, more people can travel on transit compared to within the same space used by private vehicles.

Traffic congestion has been identified as one of District residents’ top concerns. The District is contributing \$53 million towards a \$193 million project to improve Highway 1’s Lower Lynn Corridor. The project aims to address safety, queuing and improve east-west connections. In recent years there has been an increase in traffic coming to the North Shore in the morning peak period over the Ironworkers Memorial Bridge and this traffic growth corresponds to an increase in employment and building activity rather than population growth. In the evening peak period, traffic volumes leaving the North Shore over the Ironworkers Memorial Bridge have also increased. The time it takes to travel also changes on a daily basis. Some days traffic is light and other days traffic seems slow moving. Because of this variability it is hard for drivers to plan their trips.

We are also continuing to plan to reduce our environmental footprint by creating a more complete, compact network of connected centres that support effective transit, walking, and cycling. Staff from the three North Shore municipalities and First Nations will continue to collaborate on our shared North Shore transportation network. We know that increasing road space and capacity cannot solve congestion in the long-term and pushes the problem to future generations. We also know the choice to drive is strongly influenced by a community’s structure and land use pattern. To meaningfully address traffic congestion, we need to continue to develop our network of the four compact and complete key centres, however realizing the vision of the network of centres is a long-term range effort.

Our Transportation Experience: Community form determines our travel options

Traffic congestion is one of District residents' top concerns. It's a main concern because many District residents rely on their cars for reaching the places they want to go. Residents feel traffic congestion when there are more vehicles using a street at a certain time of day than there is room on the street. To address traffic congestion we need to focus on where the traffic is generated in the first place: our predominantly spread out community pattern. The community pattern matters. The choice to drive is strongly influenced by the way a community is laid out. Residents in low-density Canadian neighbourhoods are 2.5 times more likely to travel by car in a day than residents in high-density neighbourhoods, even while controlling for other factors such as income and children⁹. The District has a generally spread out land use pattern of predominantly detached homes. This often means residents are unable to walk to the shops and services they need. With homes and shops, amenities and services are far apart, driving is frequently chosen as the preferred way of getting around. Larger distances mean longer trips. More distributed mean more frequent trips.



The natural beauty of our mountain-side topography, rivers, and the ocean constrain our street network. It is further limited by jurisdiction boundaries, property lines, and land prices (i.e. buying properties to build roads is very expensive). There is simply limited space to build more roads. Plus, road building only eases congestion in the short-term, while encouraging more traffic in the longer term if residents continue to rely solely on personal vehicles. It also pushes the problem of traffic congestion onto our future generations. Road building cannot solve

Figure (above): Better transit is possible with a compact community with a mix of land uses.

Source: Mayors' Council on Regional Transportation.

congestion. Longer term solutions need to address the reasons why residents choose to drive. The long-term solution to address growing traffic congestion is to place homes and jobs, services, shops and schools closer together. Shorter distances mean residents can choose to walk or cycle and we would be able to achieve more frequent and direct transit. This is what the OCP envisions through building town and village centres with housing diversity and a variety of services.

Outside of the four key centres, the OCP seeks to maintain our existing single-family neighbourhoods. However, these neighbourhoods are in the process of change as the District's detached housing stock ages and housing prices rise. Travel choices change as incomes rise, and households with higher incomes are more likely to travel by car¹⁰. In addition, Highway 1 is used for many District residents' trips, but Highway 1 also serves the other North Shore municipalities, workers who commute to the North Shore and residents from outside the region, such as the Squamish corridor and ferry users. The District will likely remain car-oriented in the foreseeable future, a result of our current spread out land use pattern of mostly detached homes. We have only recently started our journey to create a strong network of centres, as the OCP is our guide to shaping our community by 2030. The traffic congestion we experience today is in part due to our historic land use pattern, as well as regional influences affecting Highway 1. Overall, the OCP's goal is to create attractive and effective transit, walking and cycling options by focusing on creating compact and complete key centres.

9. Source: Turcotte, M. Dependence on cars in urban neighbourhoods. Canadian Social Trends. Statistics Canada. 2008. <http://www.statcan.gc.ca/pub/11-008-x/2008001/article/10503-eng.htm> Accessed March 14, 2017.

10. Ibid.

Infrastructure and Funding



Most of the District's infrastructure was built in the 1950's, 1960's and 1970's, which means rising annual maintenance and replacement costs. We are continuing to become more economically sustainable by completing 16 asset management plans that cover \$2 billion in assets since 2011. Asset management plans cover municipal infrastructure from sewers to roads to parks. We are addressing our aging infrastructure through a 1% increase each year on the tax levy for sustainable infrastructure renewal and delivery.

COMPLETED 16 ASSET MANAGEMENT PLANS SINCE 2011
That cover **\$2 billion** in assets

Since 2011 the District has collected approximately \$14 million in Development Cost Charges (DCCs) and \$11 million from Community Amenity Contributions (CACs). In addition, the District has a number of amenities that are currently being built or scheduled for construction by developers, including two new community centres in the Lions Gate and Lynn Creek Centres.

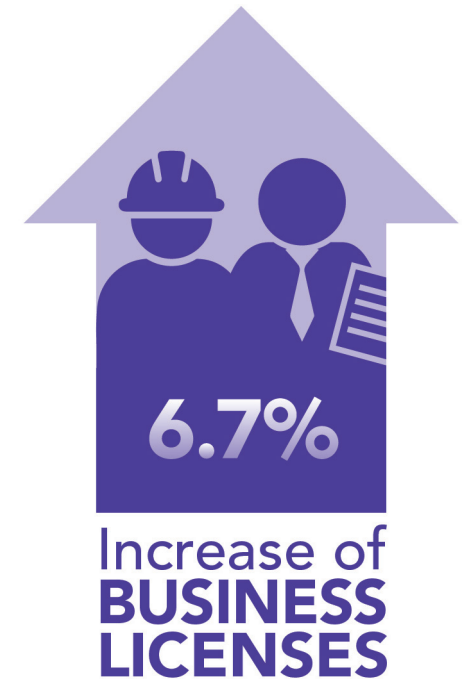
Developer contributions make it more financially viable to deliver new public amenities for our new and existing residents.

Economic Development/Work and Business



Between 1996 and 2006 the District lost about 1,000 jobs. In 2011, the District had 28,085 jobs¹¹, and the OCP anticipates 10,000 new jobs by 2030. Work force data is to be released later in 2017. There has been a 6.7% increase in businesses that operate in the District from 2011 to 2016, however, among these businesses there has been a 2.9% decrease in the number of businesses that are located in the District.

Building floor space area on industrial and light industrial employment lands has increased by approximately 1.3%, or 104,567 sq. ft. (9,715 sq. m.) since 2011. Specifically, office floor space has also increased since 2011, with a 16.4% increase. Across Metro Vancouver there is currently high demand for industrial, commercial and other employment-focused lands. We are continuing to plan for intensification of our employment lands by increasing floor space area on sites, allowing appropriate uses to locate on second and third floors of buildings, and encouraging uses that create more and higher paying jobs.

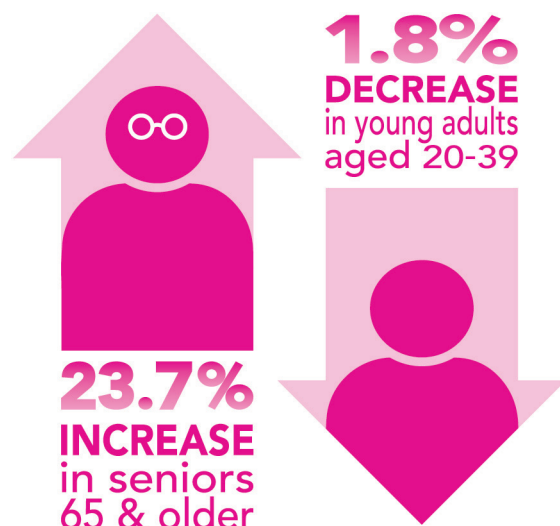


¹¹. Source: Statistics Canada.

Social Well-Being & Healthy Living



We have an aging population and a 'missing generation' of young adults aged 20-40 years (2011). This means fewer residents to drive the economy and start families. Between 2006 and 2011 the census data show a 23.7% increase in seniors 65 and older, and a 1.8% decrease in young adults aged 20-39¹². Census data for 2016 will be available May, 2017 and will show how we have changed since 2011. The OCP anticipates a total of 20,000 more people in the District by 2030. We are addressing our challenging demographic profile through targeted goals in our Rental and Affordable Housing Strategy (2016) to provide more housing options for a diverse population, and developing and intensifying our employment lands, which will produce more jobs. Continued development of our mixed-use centres will also provide more options for all ages and household needs.



12. Source: Statistics Canada



Extensive consultations with a broad range of residents and community service provider stakeholders revealed several key social issues that the OCP needed to address. These included increasing income disparities between the rich and the poor, a lack of social infrastructure such as community centres, drop in programs to meet current and future demand and spaces that encourage an opportunity to create complete and socially connected communities. The consultation also revealed a critical lack of quality, affordable childcare spaces for families with infants and toddlers. However, the most challenging social policy gap was the increases in those that were becoming homeless or at risk of homelessness.

The District of North Vancouver has been participating in the Regional Homeless Count since 2002, counting both the street and sheltered homeless every three years since that time. The data for the North Shore¹³ indicated that there were 44 street and sheltered homeless in 2002. By 2014 that number had grown to 119¹⁴. The Regional Homeless Count is understood to be an undercount as many homeless are difficult to find to count and others do not want to be counted. In order to better understand the actual numbers of homeless in the community staff conducted a survey of the key homeless service providers on the North Shore in December, 2016 to more accurately determine the total number of homeless on their caseloads. These front line staff reported that they had active files on approximately 300 homeless individuals across the North Shore, double what the Regional Homeless Count data was. The 2017 Regional Homeless Count number of homeless individuals on the North Shore will be available this April, 2017. As the total numbers continue to go up, staff also note the changing profile of homeless on the North Shore,

13. Includes the City of North Vancouver, the District of West Vancouver, Bowen Island and Lions Bay

14. Source: Metro Vancouver Homeless Count

with a significant increase in homeless families with children as well as homeless seniors. In order to address the challenges of an increasing homelessness population, staff have worked with senior levels of government and non-profit service providers to create a comprehensive inventory of services and supports to meet the needs of these most vulnerable District residents. This work has resulted in the creation of transition housing for youth ages 16-24, residential support recovery beds for both women and men ages 19+, and an additional two suites for women fleeing domestic violence. The District will continue to partner with senior levels of government and social service providers to support our most vulnerable residents.

Residential care facilities serve specialized housing needs. There are seven care facilities with 743 units for seniors and persons with disabilities.

We continue to plan to create more complete, compact and connected communities with three community centres currently in development. As social and recreation hubs, community centres help build community connections among residents and promote healthier living. The new Delbrook Community Recreation Centre, to replace old William Griffin Community Centre, is scheduled to open this summer. The District is planning two brand new community centres in Lions Gate Village Centre and Lynn Creek Town Centre to serve existing and new residents in these centres by leveraging contributions from major developments.

The District is continuing to protect and enhance our parkland and natural areas that are a defining feature of our naturally beautiful community. Since 2011, we have maintained the OCP target of exceeding the ratio of 3.6 hectares of community and neighbourhood park per 1,000 people.



Healthy Environment

Issue:
Large environmental footprint
(emissions)

Direction:
Reduce our environmental footprint

We are addressing our emissions by taking steps to decrease our municipal corporate CO2 emissions. Between 2011 and 2015, emissions from services delivered directly by the municipality decreased approximately 21%. The District's Energy Reduction Program has focused on making improvements to the District's facilities by implementing projects to reduce the energy use in buildings. Since 2011 the program has reduced energy use in facilities from approximately 5-15% on an annual basis.

District policy also aims for a reduction in community greenhouse gas emissions by 33% by 2030. The District received carbon neutral status in 2014 and 2015-through credits from the Vancouver Landfill Gas Capture Optimization regional program and the District's curbside organics collection program. Our community-wide CO2 emissions, however, increased; from 2010 to 2012, commercial and residential building CO2 emissions (from electricity and natural gas) increased by approximately 49%, and on-road transportation emissions increased by approximately 6%¹⁵.

We are also taking action to protect and preserve the natural environment that makes the District a beautiful place to live.

15. Source: Community Energy and Emissions (CEEI), Province of BC.



We have adopted Environmental Development Permit Areas (DPA) tools since 2011 to help protect the natural environment in proximity to riparian areas, and areas from natural hazards such as flooding, debris torrents, unstable slopes and wildfires. We are also developing a Climate Change Adaptation Strategy and Integrated Stormwater Management Plans to guide how we deal with storm water, with the goal of balancing land use and development planning with environmental concerns. The District is also currently developing a Community Energy & Emissions Plan (CEEP) that will guide our energy use and GHG emissions reductions into the future.

5 ENVIRONMENTAL PROTECTION AND NATURAL HAZARD DPAs



Key Data Sources

This report uses the indicators in the OCP Progress Monitoring Report (2014), which describes progress on OCP objectives and targets from 2011 to 2014. This report updates the indicators in the OCP Progress Monitoring Report to 2016 where updated information is available. This report uses 2011 as the base year, and reports to the end of 2016.

Key Data Sources	New Data Type Available Since 2011	Data Type Not Available Since 2011 (to date)	Data Availability
Statistics Canada (Census)	population, dwellings	income, language, housing, employment, commute	every 5 years
Province of BC	population estimates, GHG emissions		every 1-5 years
Vancouver Coastal Health	My Health My Community		variable
TransLink		trip diary, mode share data	every 5 years
Metro Vancouver	housing data, growth share, industrial land data and more		every 1-5 years
District of North Vancouver	housing unit counts, infrastructure, service delivery, parks and open space, environmental, transportation networks, New resident survey, business licenses and more		annually

Conclusion

We are working towards achieving our goal of creating more vibrant neighbourhoods and centres inclusive of all ages, cultures and incomes that are well designed, safe and livable, and hosts resilient and diverse local businesses. The OCP focuses development of complete and compact communities in the four key centres: Lynn Valley, Lynn Creek, Lions Gate-Marine and Maplewood.

The OCP, our community renovation project, aims to provide more opportunities for people; housing options, transportation options, services, and amenities to serve the diverse needs of our changing community.

Progress Towards 2030

Official Community Plan Implementation Review Report

April 2017



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Introduction

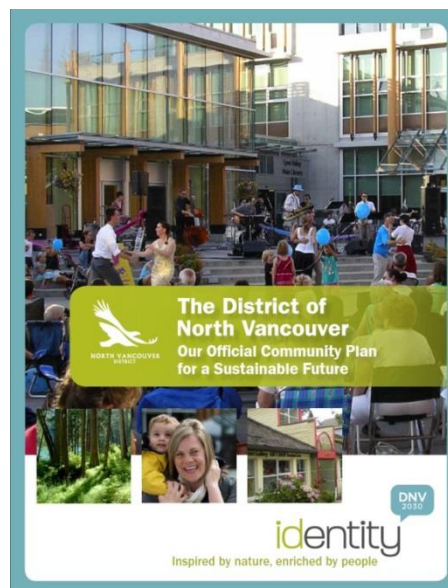
The Official Community Plan (OCP) 2011 is a compelling 20-year vision guided by four strategic directions and a roadmap of specific targets to make it happen. The OCP envisions a community structured around a vibrant network of well designed, safe and livable village and town centres, and neighbourhoods that are inclusive of all ages, cultures and incomes and that host resilient and diverse local businesses.

In 2011 our community started down the path of implementing our bold vision. At the end of 2016, we are five years into the journey, we have made some progress towards reaching our goals and it is time to see how far we have come and what's on the horizon. Monitoring the progress of OCP implementation provides an opportunity to explore how the District of North Vancouver (the District) is making progress on addressing the key issues and meeting the targets, as well as analyzing some of the issues experienced by community members.

Reason for the Report

The District adopted the Official Community Plan (OCP) Bylaw 7900 in 2011 and implementation of that OCP has been ongoing since then. Monitoring and reporting on the implementation of a comprehensive OCP like ours are important steps in understanding how change is being managed in the District of North Vancouver in accordance with the long range vision set out in the plan.

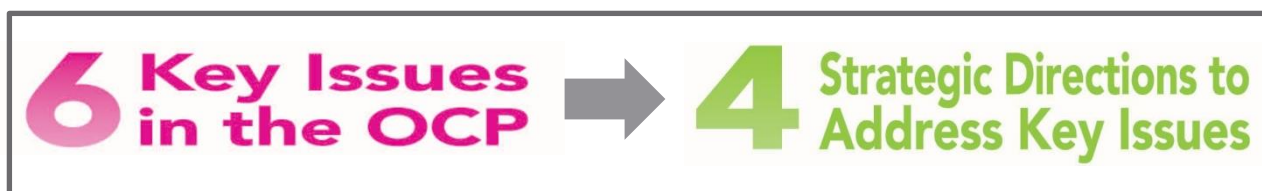
On January 9, 2017, Council approved a scope for a review of OCP Implementation Review. The scope includes a range of issues that were summarized from discussions at both the regular meeting of Council on November 21, 2016 and the Council Workshop on November 29, 2016.



Background

The District's Official Community Plan Bylaw 7900 was adopted by Council on June 27, 2011. The OCP was created through significant public engagement and input over a two year period with over 5,000 people involved in over 75 public engagement events. The OCP sets a long-term vision to the year 2030 that provides direction on how we will address the most important issues in the community. The OCP provides strategic direction for changes to land use in certain locations, while maintaining existing land use in other locations (Land Use Map, OCP p. 29). The OCP states that a review is to occur every five years in order to ensure the ongoing validity of the plan.

The OCP was structured around key issues facing the District and strategic directions for how to address the key issues. The key issues are useful benchmarks for measuring our progress on them.



The six key issues facing the District were identified during the public engagement process leading up to the adoption of the OCP:

1. **Challenging Demographic Profile**
2. **Lack of Housing Diversity and Affordability**
3. **Loss of Economic Vibrancy**
4. **Large Environmental Footprint**
5. **Social Issues**
6. **Aging Municipal Infrastructure and Financial Challenges**

Since 2011, some issues have been more acute while other issues have emerged such as:

- A trend of increasing housing prices across the region and throughout all aspects of the ownership and rental markets, resulting in fewer options for some households to find suitable housing,
- Morning and afternoon peak period traffic congestion, particularly felt at the pinch points on Highway 1 and near the Ironworkers Memorial Bridge, and
- Single-family home construction and renovations have caused public concern in many neighbourhoods about construction-related activities and impacts, change to housing character and loss of trees and vegetation.

During the comprehensive engagement process leading up to the adoption of the OCP, 4 strategic directions emerged to address the key issues:

1. **Plan for a more balanced and diverse population**
 - Facilitate diverse housing choices and vibrant age friendly communities with a range of facilities and services
2. **Create more complete, compact and connected communities**
 - Establish a network of connected town and village centres that support effective transit, walking and cycling and focus growth and renewal in four key centres: Lynn Valley, Lynn Creek (previously Lower Lynn), Maplewood and Lions Gate-Marine (previously Lower Capilano-Marine).
3. **Reduce our environmental footprint**
 - Conserve energy and reduce greenhouse gas emissions through compact, connected and 'green' communities; and encourage the protection and enhancement of our natural systems
4. **Become more economically dynamic and sustainable**
 - Encourage the protection, intensification and diversification of our employment lands and a customer-oriented and business-friendly environment

Since 2011, significant work has occurred to develop implementation plans and guidelines to provide guidance on how the strategic directions in the OCP should be carried out. Staff and Council have monitored the progress of the OCP, notably with the OCP Progress Monitoring 2011-2014 Report (2016), which was informed by the OCP Monitoring Working Group sub-committee (report available at www.dnv.org). The report established a set of indicators to assess progress towards the OCP objectives and targets.

Methodology

This report uses the indicators in the OCP Progress Monitoring Report (2016), which describes progress on OCP objectives and targets from 2011 to 2014. This report updates the indicators in the OCP Progress Monitoring Report to 2016 where updated information is available. Where appropriate, other quantitative data are included in addition to the indicators in the OCP Progress Monitoring Report. This report uses 2011 as the base year, the year the OCP was approved, and reports to the end of 2016. Some data before 2011 is included to provide greater context.

This report expands on the OCP Progress Monitoring Report by providing contextual information on Metro Vancouver regional trends and North Shore sub-regional trends, and changes in the District's single-family residential neighbourhoods. As well, the report provides a review of actions taken to date on a number of the OCP's policies. Of the OCP's 279 policies, a selection of policies are included in this report that were derived from the scope of the OCP Implementation Review from the Regular Meeting of Council on January 9, 2017.

Key data sources used in the report and availability of the data are shown in Table 1. In the following section, Table 2 shows the Census 2016 data release dates.

Table 1: Key Data Sources

Data Sources	New Data Type Available Since 2011	Data Type Not Available Since 2011 (to date)	Data Availability
Statistics Canada (Census)	population, dwellings	income, language, housing, employment, commute	every 5 years
Province of BC	population estimates, GHG emissions, Highway 1 traffic data		every 1-5 years
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Metro Vancouver	housing data, growth share, industrial land data and more		every 1-5 years
District of North Vancouver	housing unit counts, infrastructure, service delivery, parks and open space, environmental, transportation networks, business licenses and more		annually

Data Limitations

Given that some data are reported every five years or longer (such as the Census and Trip Diary data), several indicators have insufficient data to measure progress at this time. This report will include 2016 Census data that has been released to date; the remaining Census data is being released at intervals throughout 2017.

Table 2: Census 2016 Data Release Schedule

Release date	Release topic
✓ February 8, 2017	Population and dwelling counts
May 3, 2017	Age and sex Type of dwelling
May 10, 2017	Census of Agriculture
August 2, 2017	Families, households and marital status Language
September 13, 2017	Income
October 25, 2017	Immigration and ethnocultural diversity Housing Aboriginal peoples
November 29, 2017	Education Labour Journey to work Language of work Mobility and migration

Source: Statistics Canada.

To align with the OCP targets, this report counts a residential unit as a single-family detached house, apartment (including condominium), townhouse (including rowhouse) or multiplex (including duplex, triplex, fourplex). Secondary suites, coach houses, and some institutional or care facilities are included in separate sections to capture their importance in the housing spectrum.

It should be noted that some of the residential unit data in this report differs from the OCP Progress Monitoring 2011-2014 report as a result of improved and more accurate District GIS data collection methodology. In the report, percentages are generally reported as whole numbers, so the sum may not always be 100 percent due to rounding.

Regional Context

Metro Vancouver Region

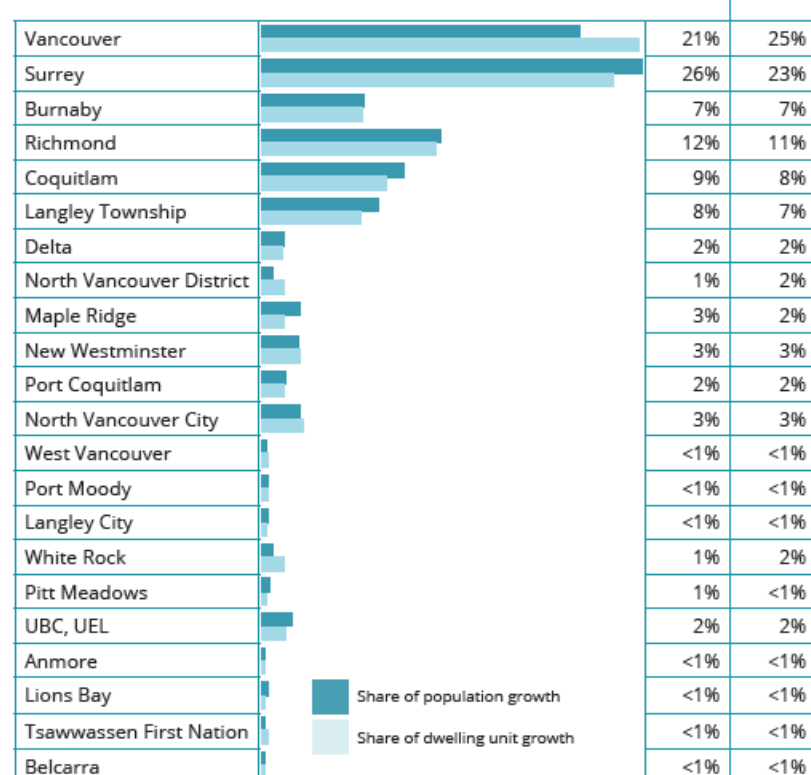
Changes outside municipal boundaries influence the District such as increasing housing and land costs, the number of available jobs, population growth, the changes to the major road network, transportation infrastructure investment and transit service levels. The District is part of an interconnected Lower Mainland economic, social, and political regional system, and is a member of Metro Vancouver. The District contributes to being part of the region and benefits from it.

To plan our regional future together, the Metro Vancouver regional growth strategy, *Metro 2040* sets goals with a horizon of 2040. Our OCP works in concert with the broader regional vision and strategy for managing growth towards a sustainable future. *Metro 2040*'s five goals are consistent with the District's vision and policies for its future:

- 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

We live in a changing and growing region. By 2040, the region expects one million new residents, 600,000 new jobs and 460,000 new cars on a road network of limited capacity.¹ To illustrate how the region is changing, population and dwellings in Metro Vancouver show a trend of growth from 2011 to 2015. The Cities of Vancouver and Surrey experienced the largest share of growth in population and dwelling units.

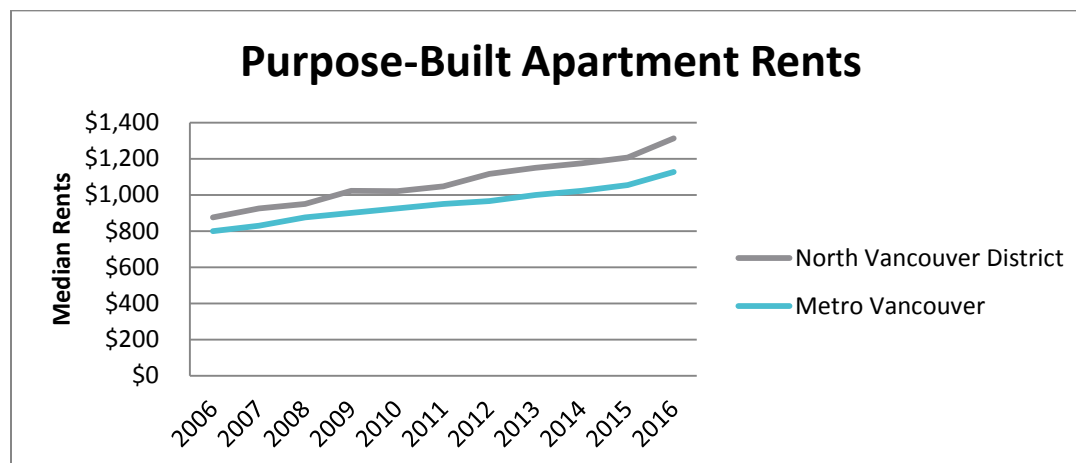
SHARE OF REGIONAL GROWTH BY MUNICIPALITY
(2011-2015)



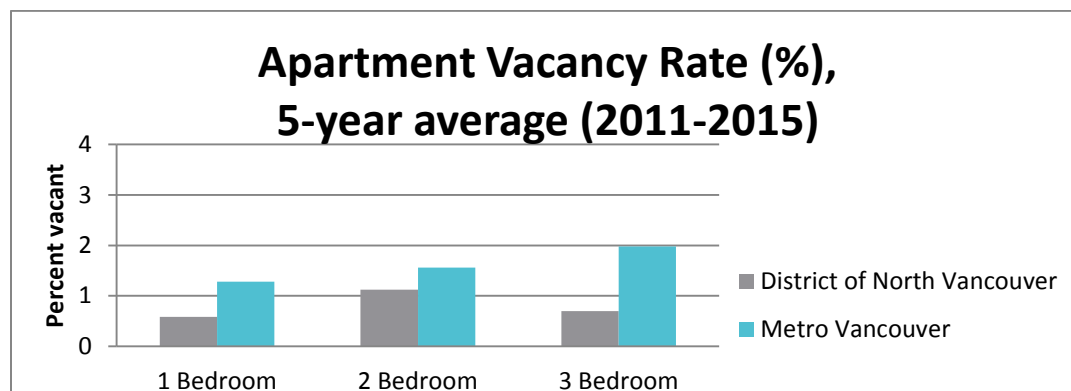
Source: Metro Vancouver. Order by total population (most to least).

¹ Mayor's Council on Regional Transportation, Regional Transportation Investment: A vision for Metro Vancouver.

The District also had a share of the region's population and dwelling unit growth in the same time period. With changes in population and dwellings, housing availability and affordability continue to be popular topics. Along with Metro Vancouver, the District shares the regional trend of increasing rental rates, as well as a low rental apartment vacancy rate.



Source: Metro Vancouver.



Source: Metro Vancouver.

To support a growing region, the *Regional Transportation Strategy* (TransLink, 2013) sets goals and investment priorities to build an integrated transportation system to meet our needs. The five goals are consistent with the District's vision and OCP policies:

- Goal 1 - Provide sustainable transportation choices
- Goal 2 - Support a compact urban area
- Goal 3 - Foster safe, healthy, and complete communities
- Goal 4 - Enable a sustainable economy
- Goal 5 - Protect the environment

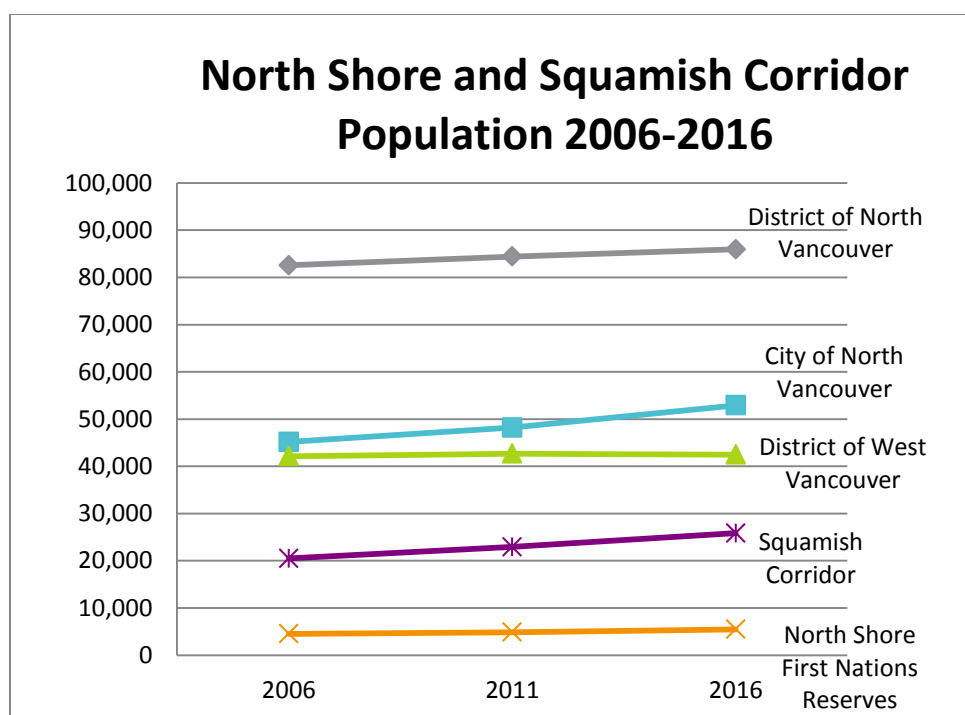
To achieve these goals, the *Regional Transportation Strategy* sets the targets of making it possible for people to take half of all trips by walking, cycling and transit and to reduce driving distances by one-third. The way to achieve this is through community and transportation system design.

North Shore Sub-Region and Squamish Corridor

The District of North Vancouver is one of three municipalities on the North Shore. There are also two First Nations² with reserves bordering the District of North Vancouver. The North Shore municipalities and reserves share key infrastructure (such as roads and utilities) and in some cases partner in the delivery of services (such as recreation and emergency services). These jurisdictions along with the Federal Government, the Province of BC and Metro Vancouver are involved in providing funding and services to the District, such as regional road network, including Highway 1, water systems and parks. The District's industrial waterfront forms part of Canada's largest port³, which provides significant business opportunities and local jobs for residents.

On the North Shore, the City of North Vancouver grew slightly more than the District, and West Vancouver less than the District. From 2006 to 2016, the North Shore population grew by approximately 7% (12,392) and by approximately 9% in dwellings (6,377). In the District, we welcomed approximately 4% (3,373) more residents and have approximately 5% (1,667) more dwellings since 2006.

Within the Squamish corridor⁴ along the Sea to Sky Highway the population has grown since 2006, particularly in and around the District of Squamish. Squamish corridor population increased 25% between 2006 and 2016 (20,478 to 25,837), and concurrently the number of dwellings increased by an estimated 24% (8,691 to 10,757).



Source: Statistics Canada.

² Tsleil-Waututh Nation and Squamish First Nation.

³ Port lands are under federal jurisdiction and are managed by Port Metro Vancouver.

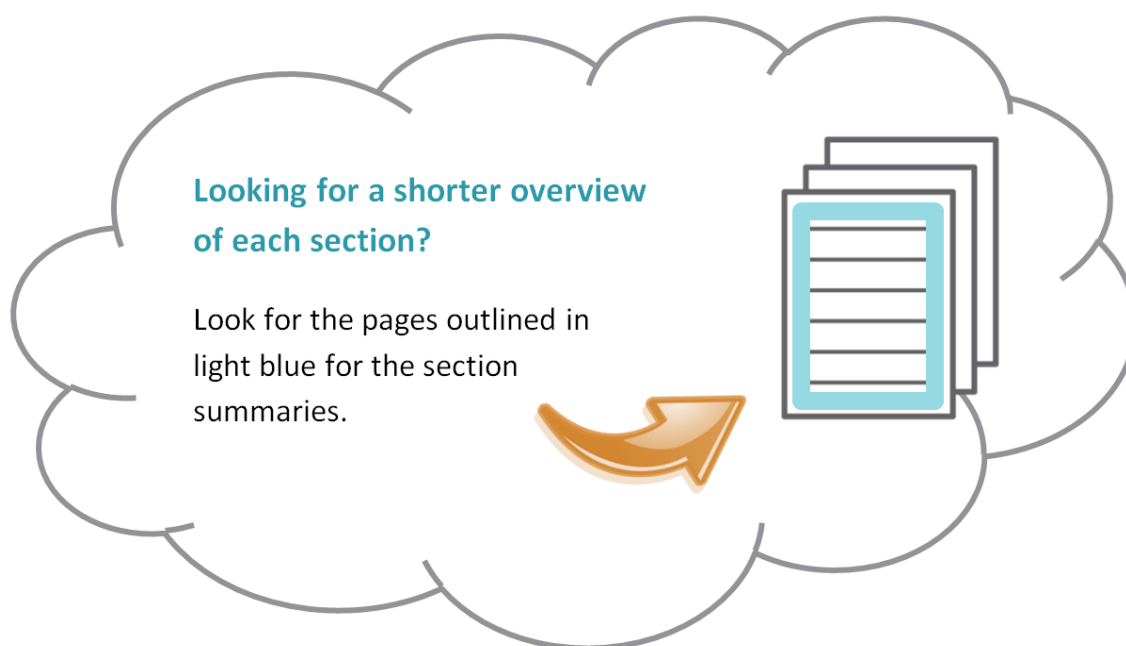
⁴ Includes Census Subdivisions Squamish District Municipality, Squamish-Lillooet Regional District, Lions Bay Village, Furry Creek, and Bowen Island.

Development Management Plan: Official Community Plan Implementation Review

The following sections review the implementation progress by OCP section. Sections that are closely related are reported together.

Report	OCP Section(s)
Change in Single-Family Residential Neighbourhoods	<ul style="list-style-type: none"> Single-family neighbourhoods are addressed in the Urban Structure section of the OCP
Growth Management (Four Key centres)	<ul style="list-style-type: none"> Growth Management
Housing	<ul style="list-style-type: none"> Housing Urban Structure
Transportation	<ul style="list-style-type: none"> Transportation
Infrastructure and Funding	<ul style="list-style-type: none"> Infrastructure Plan Implementation
Work and Business	<ul style="list-style-type: none"> Employment Lands Economic Development
Parks and Social Well-Being	<ul style="list-style-type: none"> Parks and Open Space Social Well-Being
Healthy Environment	<ul style="list-style-type: none"> Environmental Management Climate Action

The structure of the report includes a summary section to report the main highlights, followed by details on OCP policies related to the issues identified in the OCP Implementation scope adopted by Council on January 9, 2017 and actions taken on these policies to date, indicators and additional data.



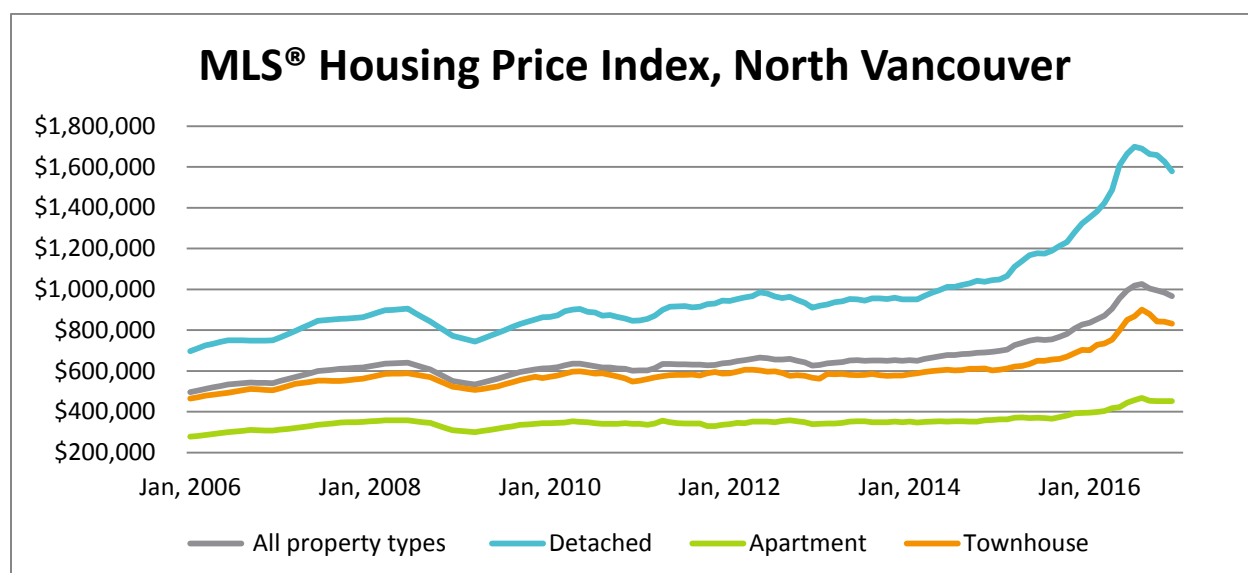
Change in Single-Family Residential Neighbourhoods

Residential neighbourhoods and the OCP

Existing single-family neighbourhoods occupy 58% of zoned land area within the District's Urban Containment Boundary, with 22% as parkland and 20% made up of other uses. The OCP seeks to maintain ground-oriented detached (i.e. single-family homes) and attached housing (i.e. duplexes, townhouses, etc.) as the predominant residential forms in neighbourhoods. The OCP does not anticipate significant land use change to occur in existing neighbourhoods, and sensitive residential infill opportunities may be considered for housing diversity. Although these neighbourhoods are expected to remain generally single family, change is expected to occur over time through rebuilding and renovation.

Housing Prices

Compared to the price for other housing types, single-family houses are the most expensive. From 2011 to 2016, the price increased from an average of \$904,233 in 2011 to an average of \$1,569,242 in 2016 for a typical detached single-family house in North Vancouver. The OCP focuses on expanding housing diversity by increasing the supply of apartments and townhouses, for example, which are more affordable options.



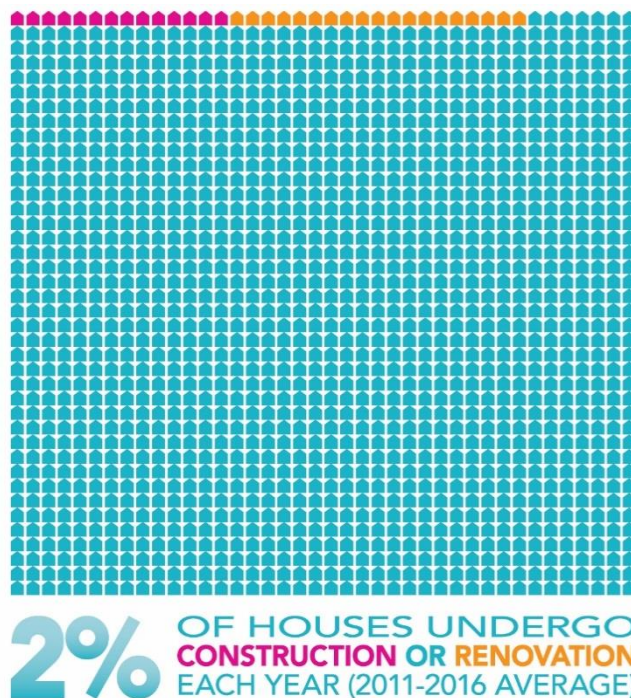
Source: Real Estate Board of Greater Vancouver. North Vancouver includes District and City.

Construction Activity

Older houses and rising prices mean more houses are being rebuilt or renovated in the District. Approximately 61% of houses in the District were built around 1950-1980. Since most of the District's houses are nearing 40-70 years old, this is the reason why single-family homes are likely continue to be rebuilt or renovated as houses age and land values rise.

About 2% of houses in the District are being rebuilt or undergoing renovations per year (2011-2016 average). An average of 137 houses are under construction in the District per year, and there are an average of 286 permits for home renovations per year (2011-2016). An average of 135 single-family demolition permits were issued per year (2011-2016).

Few new single-family lots are created through subdivision: an average of about eight net-new lots have been registered per year from 2011-2016.



Managing single-family home renewal

Some residents expressed concern about aspects of single-family home construction and renovation. In spring 2016, staff asked for public input and found the following main public concerns:

- New house size and impact,
- Loss of trees and vegetation,
- Construction related transportation issues (truck traffic, parking, road closures, and delays),
- Garbage, debris and piles,
- Noise, and
- Change in neighbourhood character.

The District takes an active approach to managing single-family home renewal. In 2016, the District started to have on-site pre-construction meetings with contactors to build awareness of neighbour-friendly construction practices. We are continuing to address construction in single-family neighbourhoods through bylaw enforcement and a new staff position to help address single-family area traffic issues. The District manages single-family construction through permits for building, street use, and environmental development permit areas.

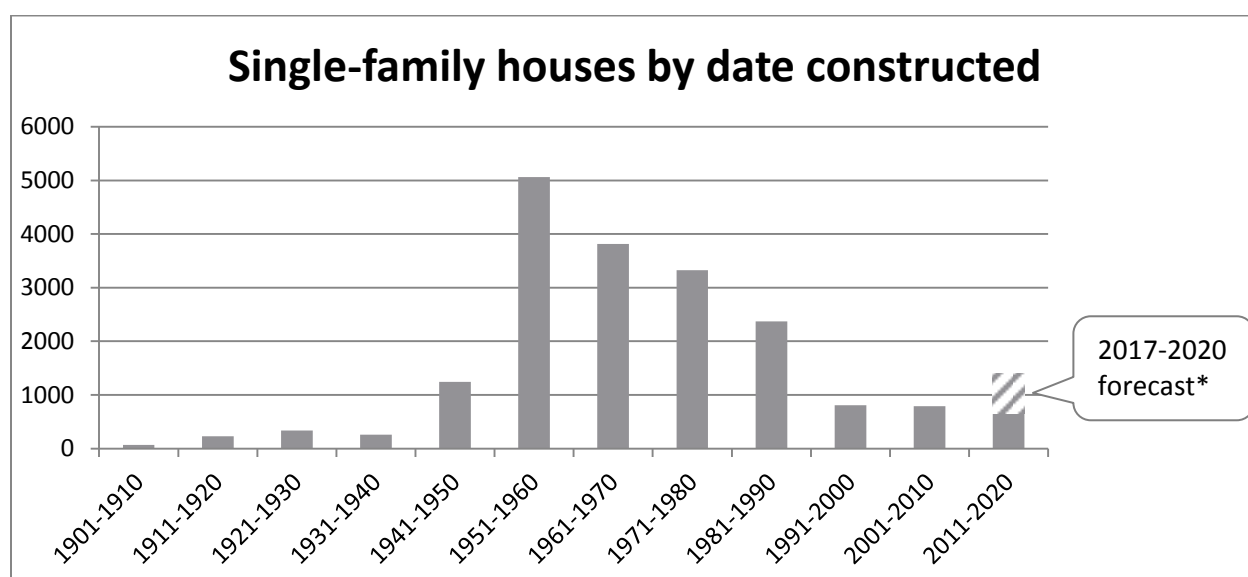
Single-Family Neighbourhoods

OCP: The District's objective for residential neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages. The OCP seeks to maintain ground-oriented detached and attached housing as the predominant residential forms. To address housing needs, the OCP's 2030 targets include increasing housing choices, rental, and affordable housing units (see the Housing section).

Single-family house age

Description: The date of single-family construction indicates the age of the District's single-family housing stock. Older houses are more likely to be renovated or redeveloped over time.

Findings: Approximately 61% of houses in the District were constructed from 1951-1980. This means a majority of the single-family homes are currently 37 to 66 year old. Older homes are more likely to be renovated or rebuilt.

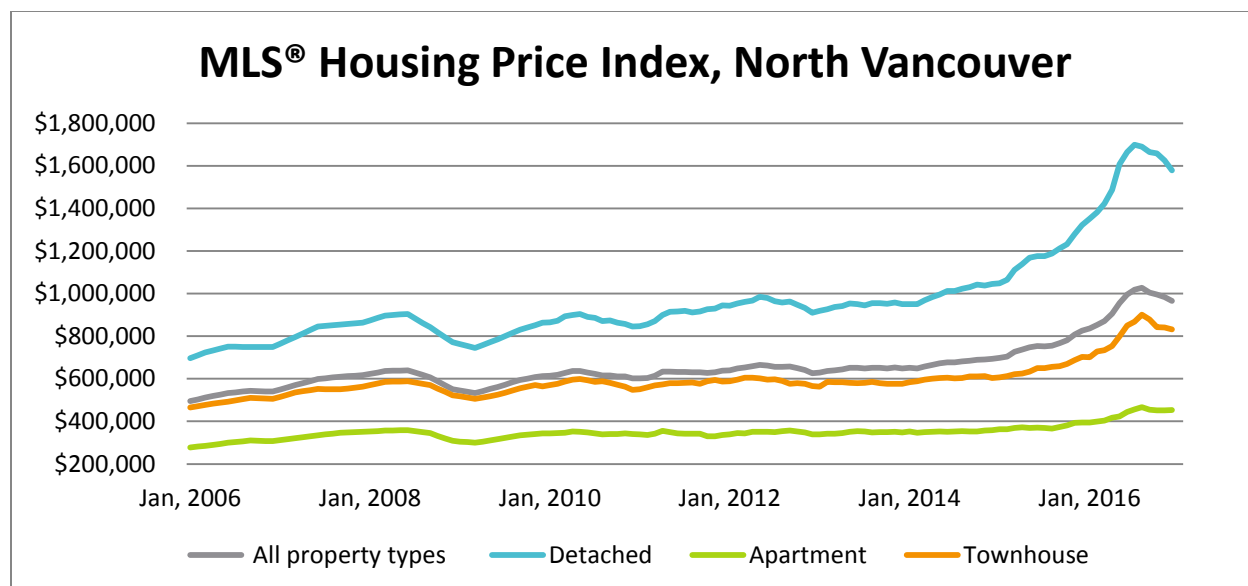


*The majority of forecasted single-family houses are anticipated to replace older single-family houses.
Source: District of North Vancouver GIS.

Single-family house prices

Description: The Real Estate Board of Greater Vancouver's Housing Price Index (HPI) displays benchmark prices for a typical residential property in the North Vancouver housing market. Single-family (detached) housing is compared alongside townhouse and apartment property prices. The North Vancouver housing market includes the District and City municipalities.

Findings: From 2011 to 2016, the price increased from an average of \$904,233 in 2011 to an average of \$1,569,242 in 2016 for a single-family (detached) house in North Vancouver. Townhouse and apartment residential properties continue to be less expensive housing options than detached houses.



Source: Real Estate Board of Greater Vancouver.

Single-family building and demolition permits

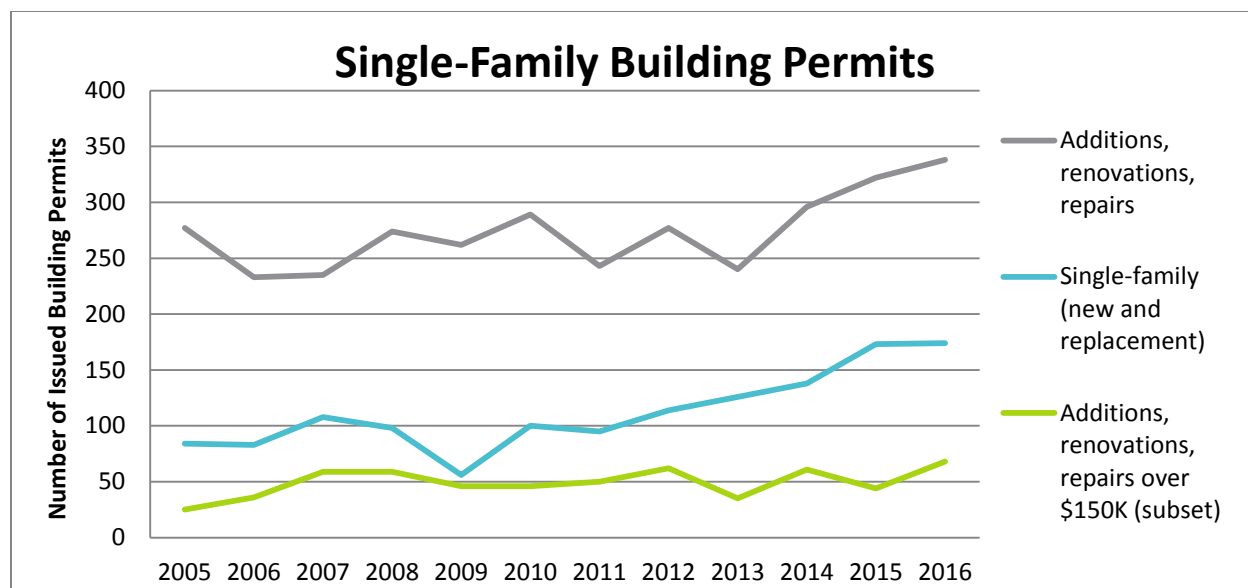
Description: The number of issued building permits for single-family properties per year shows the activity of construction for single-family properties in the District. The issued permits included are for the following.

- Building permits for new single-family house construction
- Building permits for additions, renovations and repairs to single-family houses
 - A subset category shows major additions, renovations and repairs valued over \$150,000
- Demolition permits for single-family houses

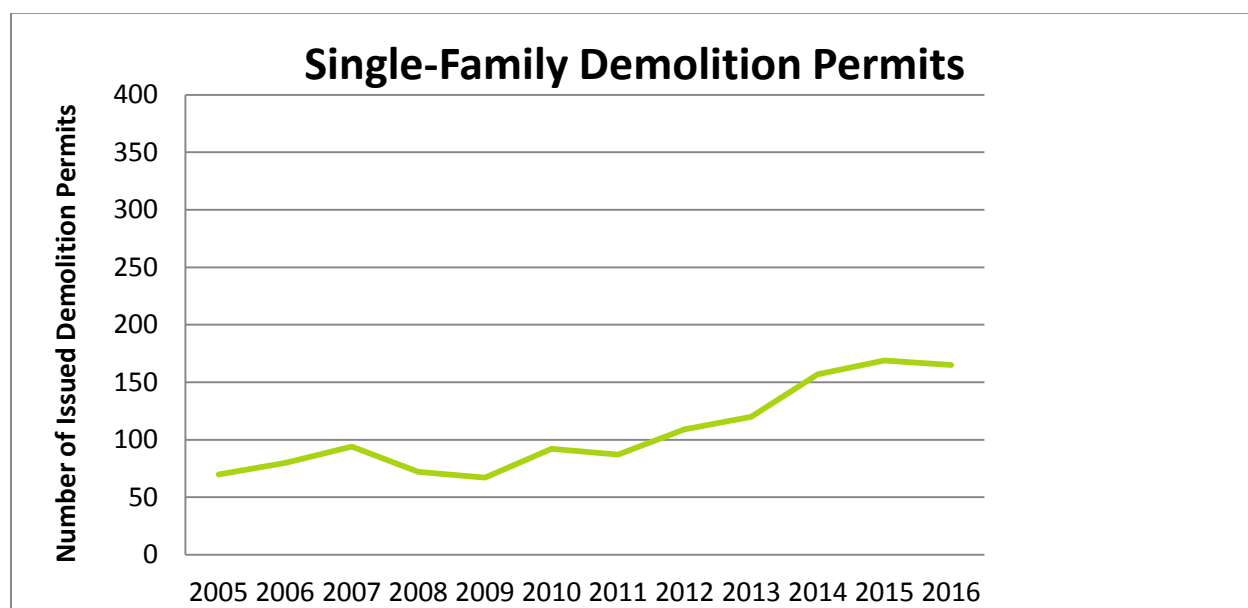
Findings: From 2011 to 2016, there is an increasing trend of both new single-family building and renovation building permits issued. An average of 137 new single-family house building permit were issued in the District per year 2011-2016. This is an increase from an average of 88 new single-family house building permits issued per year from 2005-2010.

An average of 286 building permits were issued for renovation, repair or additions per year from 2011-2016, while an average of 53 of those building permits are for major renovations of more than \$150,000.

An average of 135 demolition permits for single-family houses were issued per year from 2011-2016.



Source: District of North Vancouver.

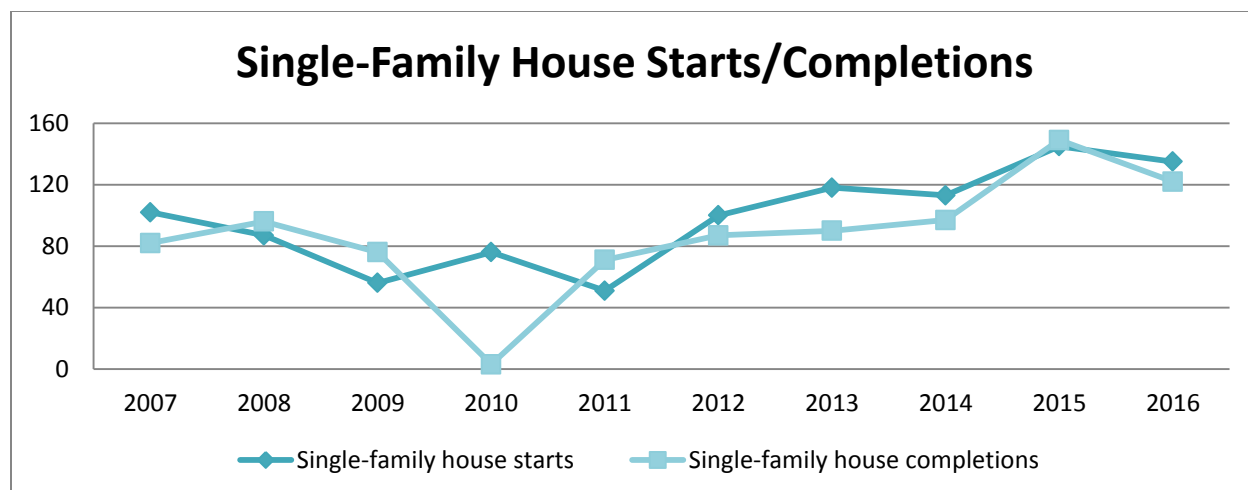


Source: District of North Vancouver.

Single-family house starts and completions

Description: The number of housing start and completions provide information on the supply and renewal of the District's housing stock. Housing starts/completions reflect the housing market and economic patterns at the regional and even global level.

Findings: Since 2011, housing starts/completions show a general upward trend. Note the effect of the 2008/2009 global economic downturn on housing starts/completions.

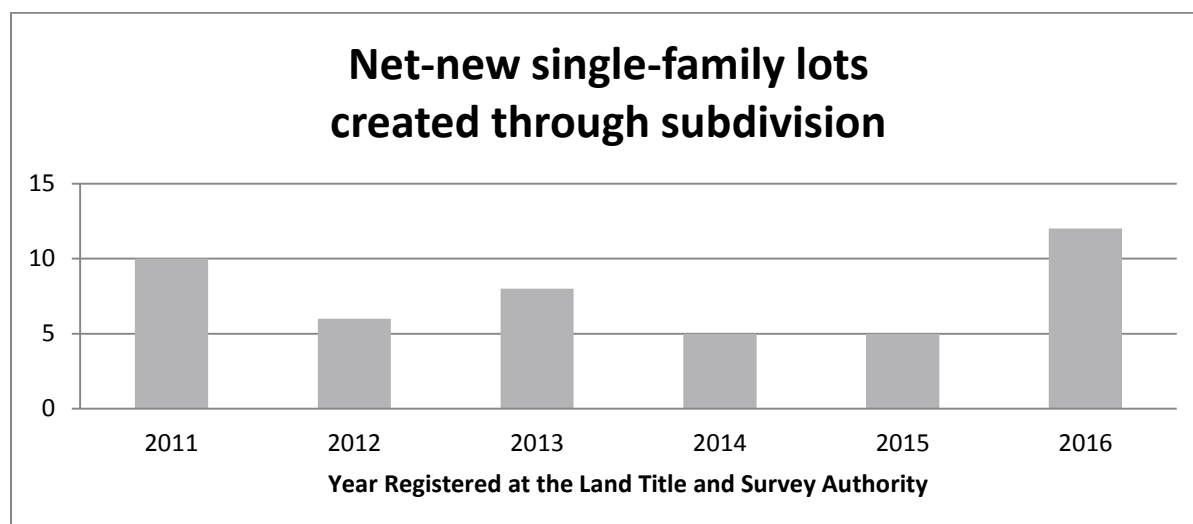


Source: Metro Vancouver.

Net-new single-family lots

Description: Net-new single-family lots through subdivision add to the supply of single-family housing in the District.

Findings: An average of eight net-new single-family lots created per year through subdivision are registered at the Land Title and Survey Authority (previously the Land Title Office) from 2011-2016. In 2016, note that 12 new lots were created from the Monterey Elementary School site redevelopment.



Source: District of North Vancouver.

Growth Management (Four Key centres)

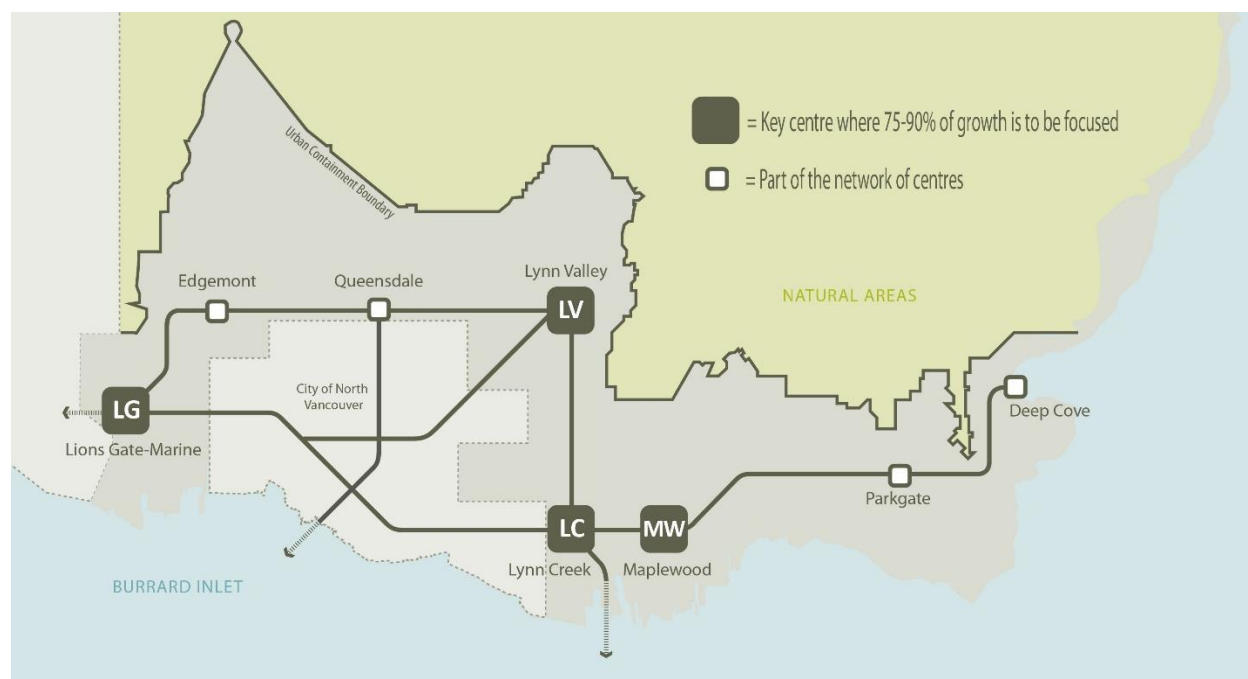
This section reports on the Growth Management section in the OCP.

Issue:
Large environmental footprint
(spread out land use)

Direction:
Reduce our environmental footprint

A Network of Centres

The District's objective is to proactively manage growth and change in the District to achieve a compact, efficient, environmentally sustainable, prosperous and socially equitable community. To address the key issues, the OCP seeks to create compact communities within the four key centres (Lynn Creek, Lynn Valley, Maplewood and Lions Gate-Marine⁵). The four key centres are targeted to provide more housing choices, create safer streets and more connected neighbourhoods, and help develop a more vibrant people-friendly street-scape which includes parks, plazas and green spaces.



OCP Network of Centres Concept

Situating new multi-family residential units within key OCP centres locates more residents with walking access to shops, community services, jobs and transit, reduces urban sprawl and maintains existing single family neighbourhoods, and enables more efficient use of civic infrastructure.

⁵ Lynn Creek was renamed from Lower Lynn, and Lions Gate-Marine was renamed from Lower Capilano/Marine Drive. Note that the previous names are in the OCP.

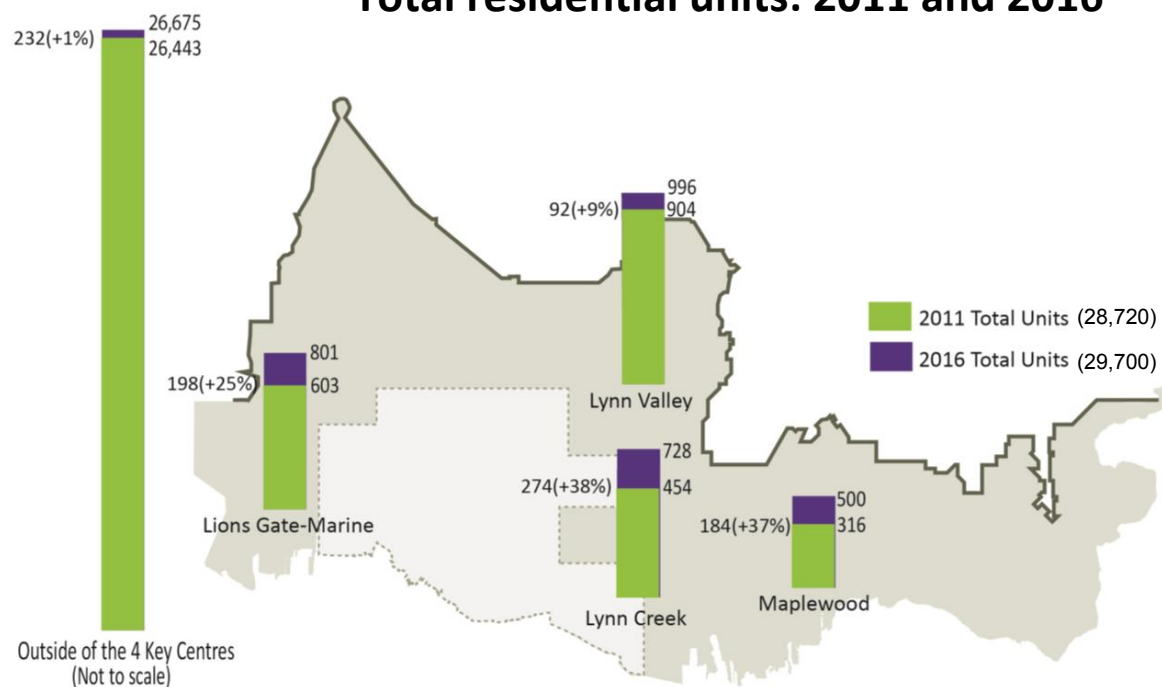
Progress Highlights

Housing units in the four key centres

In total, 980 net-new units were built across the District since 2011 to the end of 2016. The OCP targets 75-90% of 10,000 new residential units to be built in the four key centres. From 2011 to 2016, the majority of net-new residential units*, 76% (748 units), were built in the District in the four key centres, which is consistent with the OCP's target. This trend is expected to continue with about 80% (1424 of 1778) of the upcoming, approved multi-family residential units within the four key centres.⁶

Focusing the District's residential growth in the Key centres places more residents closer to services, shops and transit where residents no longer need to rely on a car for every trip. Of the net-new residential units in the District, 86% (840 units) are close to the existing and future Frequent Transit Network, where service is every 15 minutes or less. Locating new units close to frequent transit provides more choices for residents to be able to get to the places they need to go.

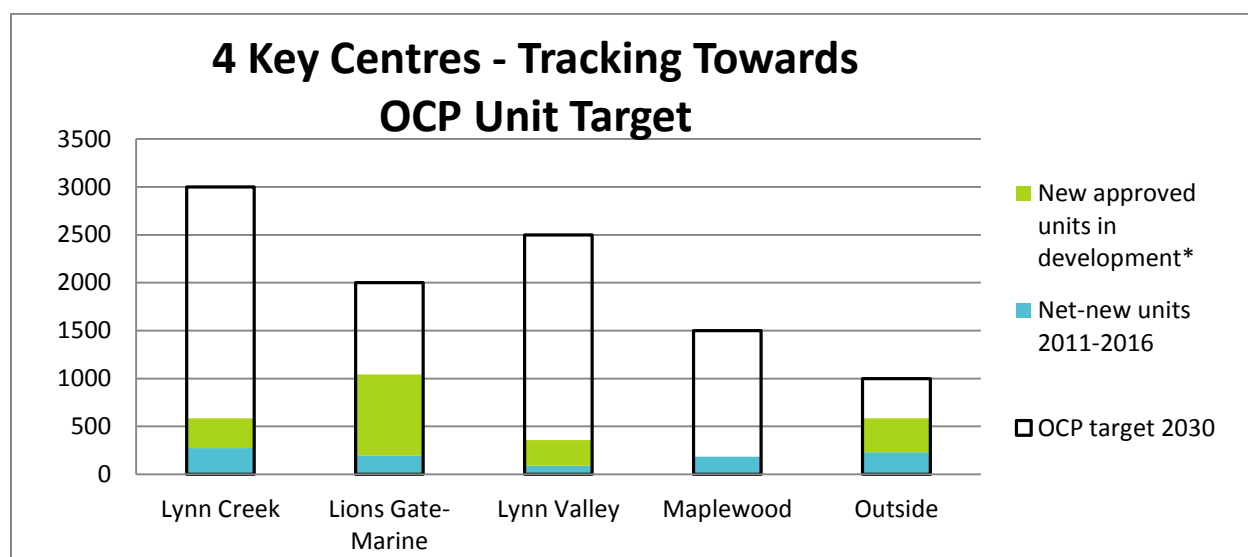
Total residential units: 2011 and 2016^{*}



* To align with the OCP targets, this report counts a residential unit as a single-family detached house, apartment (including condominium), townhouse (including rowhouse) or multiplex (including duplex, triplex, fourplex). Secondary suites, coach houses, and some institutional or care facilities are included in separate sections to capture their importance in the housing spectrum.

Source: District of North Vancouver GIS

⁶ Approved is defined by an issued Development Permit, but where units have not yet achieved occupancy as of end of 2016.



*Approved Development Permit but not reached occupancy as of end of 2016.

Source: District of North Vancouver GIS

While the OCP guides future land uses, not all residential development has occurred through changes indicated by the OCP. About half of the new multi-family housing units from 2011 to 2016 are a result of rezoning in four key centres, while 30% is from rebuilding on existing zoned land in the four key centres.

Planning for the Key centres

To carry out the vision of the key centres, detailed planning work has been completed for three of the four key centres – Lynn Creek, Lynn Valley, and Lions Gate-Marine – since 2011. Planning for Maplewood is currently in progress. In addition, planning work was completed for Edgemont Village. Detailed planning work supports the OCP targets by providing more specific development policies and design guidelines uniquely crafted for each centre.

Supporting Infrastructure

Upgrades to existing infrastructure and new infrastructure development is an essential part of the key centres development. The types of infrastructure upgraded or retrofitted often include water and sewer mains, sidewalks, bike lanes, roadways and park facilities. Across the District, infrastructure is also upgraded as part of regular maintenance and long-term management. The District is often the primary developer of infrastructure projects; however, infrastructure is also developed by other levels of government, service providers such as BC Hydro and TransLink, and private developers.

Coordinating developments is important to minimize impacts on the community, and ensure project efficiency. Large infrastructure development projects in progress include the Highway 1 Mountain Highway-Lower Lynn Interchange improvements, and the Murdo Frazer Park-Capilano Substation upgrade.

Multi-Family New Resident Survey

Our town and village centres have started to develop towards the OCP vision of creating complete, compact, and connected communities. In order to understand if we are progressing towards the vision, we wanted to know more about the residents who moved into new multi-family units in the District.

We distributed a survey to over 950 residential households in multi-family residential units that were completed since 2011. Most of these units are located within the District's town and village centres. The survey was available online from March 10 to April 5, 2017, and we received 100 responses.

Of the residents who responded, 82% said they live in one of the four key centres, Lions Gate-Marine Drive (29%), Lynn Creek (17%), Lynn Valley (29%) and Maplewood (24%).

Of those residents who responded, 66% live in an apartment, 32% in a townhouse and 2% in a duplex or triplex. The main reason for moving to a multi-family home was it was affordable (48%). Other reasons included wanting less space, i.e. to downsize (17%), and wanting more space, i.e. to upsize (14%).

The majority of respondents lived on the North Shore before moving to their current home (54%), and 38% lived elsewhere in Metro Vancouver. The survey shows that the new multi-family units are attracting younger residents of the 'missing generation' in the District, aged 25-40. Of the respondents, 46% of households in the new multi-family developments included a resident of the 'missing generation'. That is slightly over three times more compared to the District's overall population where approximately 14% of residents are aged 25-40 (Census 2011).

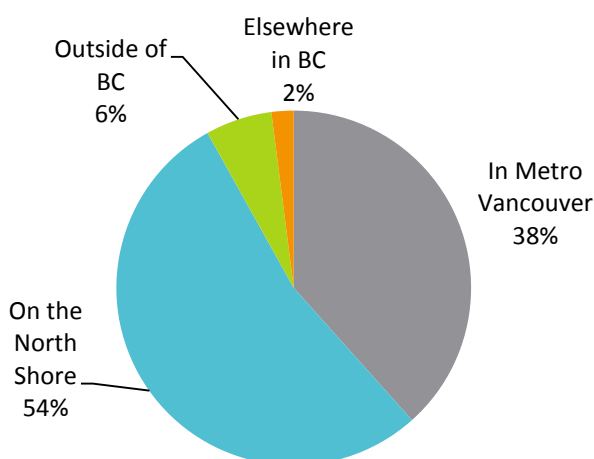
There were a variety of reasons why respondents selected their home location. Many said it was for the neighbourhood amenities or services (26%), while others said the location allowed them to be closer to family/friends (16%) or closer to work (11%). Other comments include wanting to be near recreation amenities, more affordable compared to other North Shore options, and being able to stay on the North Shore or move back to the North Shore.

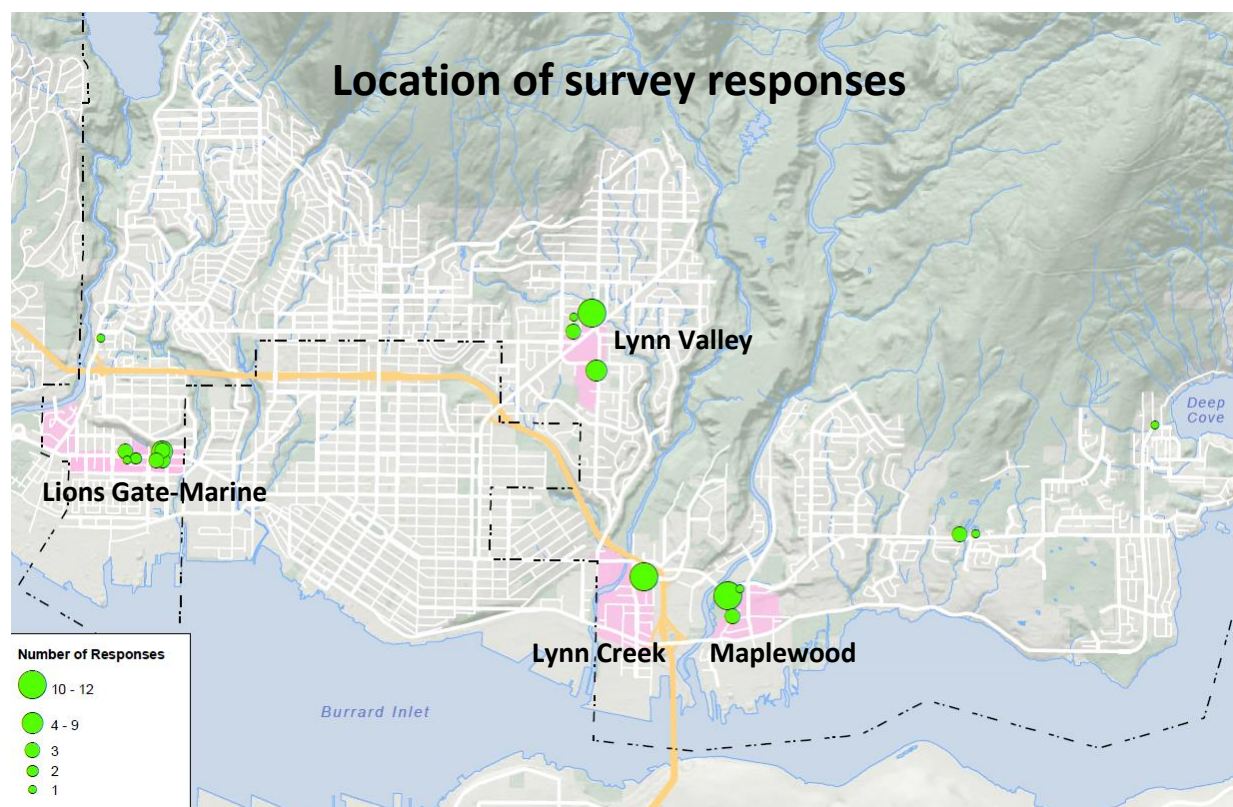
Key Survey Findings:

Residents in New Multi-Family Homes

- Most residents previously lived on the North Shore (54%) or elsewhere in Metro Vancouver (38%)
- Many residents chose their multi-family home because it was affordable (48%)
- There are three times more residents aged 25-40 who live in a new multi-family unit compared to the District average.

Previous Home Location





Most respondents said their household has at least one person works full time (83%) while 15% of respondents said at least one person in their household is retired. Many respondents lived in a household where at least one person works on the North Shore (34%).

Survey respondents use a number of different modes including walking, cycling, transit, car share and driving. While 70% of respondents say they drive most often, they do not drive all the time – 68% of respondents say they also walk to get around and 46% report they use transit.

Respondents were asked to rate how satisfied they are with the services and amenities in their neighbourhood. Overall, recreational amenities (parks, hiking/biking trails, sports facilities) ranked the highest with 82% of respondents satisfied or very satisfied. Respondents who were satisfied or very satisfied with the other amenities are as follows: 69% for shopping amenities (groceries, clothing, other essentials), 59% for professional services (doctor, dentist, pharmacist), and 35% for entertainment (restaurants, cafes, movies).

Overall, new multi-family homes in the District are providing for a range of household types and housing needs. The District is working to provide new multi-family housing to create a more diverse supply of housing with a focus on locating these types of new housing in our four key centres to place residents closer to transit, shops, services and other amenities.

Growth Management

Applicable OCP Policies

Policy 1.1: Accommodate growth and development within the existing built area and maintain the District's Urban Containment Boundary as shown on the OCP's Land Use Map

Policy 1.5: Respect residential neighbourhood character and limit growth in these areas (outside Network of Centres)

Action: Adopt policies, plans and design guidelines to guide the redevelopment of Town and Village Centres. Council and staff review development applications for consistency with these documents. Plans and guidelines include: Form and Character Guidelines for Multi-Family Housing (OCP Amendment 2014), Lynn Valley Town Centre Flexible Planning Framework (2013) and Design Guidelines (2015), Lower Lynn (now Lynn Creek) Town Centre Implementation Plan (2013) and Design Guidelines (2015), Lower Capilano Marine (now Lions Gate) Village Centre Implementation Plan (2013) and Design Guidelines (2015), Lower Capilano (Lions Gate) Village Centre: Peripheral Area Housing Policy (2014), Edgemont Village Centre Plan and Design Guidelines (2014), Maplewood Village Centre Plan (in progress)

Policy 1.8: Work collaboratively with the City of North Vancouver, the District of West Vancouver, Squamish and Tsleil-Waututh First Nation governments, the regional transportation authority, Metro Vancouver, and Provincial and Federal agencies to effectively coordinate community and infrastructure planning

Action: Council and staff continue to collaborate on planning initiatives with local and regional partners. A new North Shore Staff Transportation Committee was created in 2017 for collaboration among the three North Shore municipalities.

2030 OCP Target/Desired Trend: 75-90% of net-new residential units are located in four key centres.

Primary indicator: Net-new residential units within the OCP's four key centres as a percent of all net-new residential units.

Why is this Important? Situating new multi-family residential units within key OCP centres locates more residents with walking access to shops, community services, jobs and transit, reduces urban sprawl and maintains existing single family neighbourhoods, and enables more efficient use of civic infrastructure. Net-new residential units are new completed units less the residential units demolished within the same time period.

2011-2016 Measure

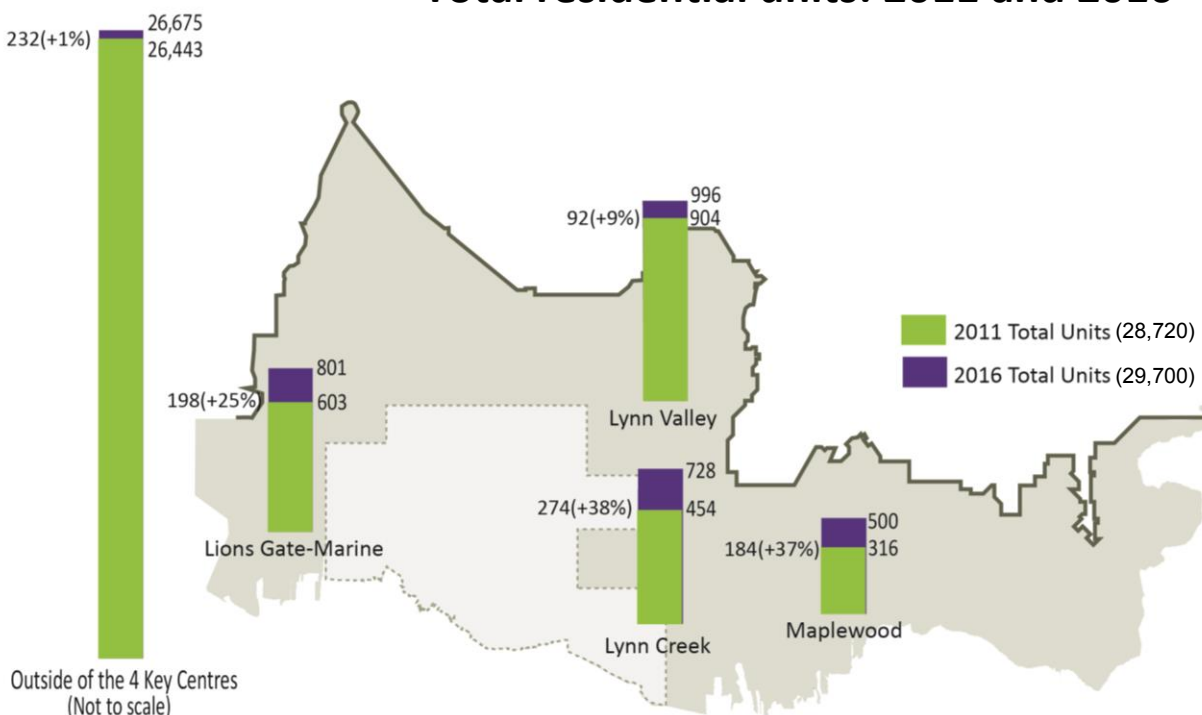
In total, 980 net-new units were built across the District since 2011 to the end of 2016. Approximately 76% of net-new residential units (748 units) were built within the four key centres from 2011 to 2016 in the District, which aligns with the OCP target of 75-90%.

Outside of the four key centres, approximately 24% of net-new residential units (232 units) were built in the District from 2011 to 2016, which aligns with the OCP target of 10-25%. Of the 232 net-new units,

approximately 0.6% (6 units) were in the village centres of Edgemont Village, Queensdale, Parkgate and Deep Cove combined, and approximately 23% (226 units) were in the remainder of the District outside the network of centres.

Note that secondary suites, coach houses and care facilities are not included in this measure to be consistent with the OCP targets, and they are more fully discussed in the Housing section.

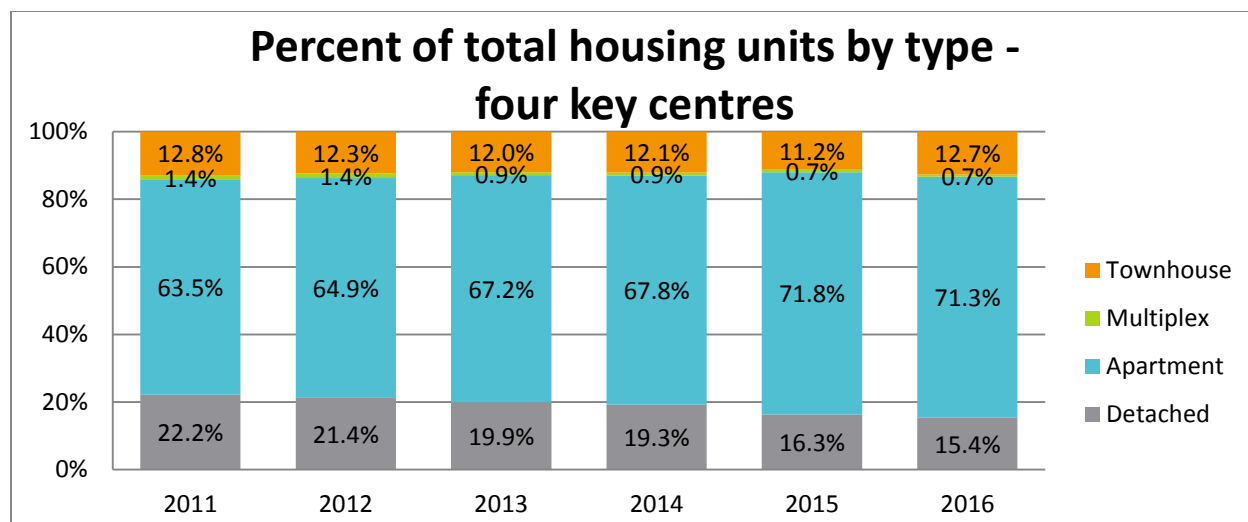
Total residential units: 2011 and 2016^{*}



Source: District of North Vancouver GIS

* To align with the OCP targets, this report counts a residential unit as a single-family detached house, apartment (including condominium), townhouse (including rowhouse) or multiplex (including duplex, triplex, fourplex). Secondary suites, coach houses, and some institutional or care facilities are included in separate sections to capture their importance in the housing spectrum.

As the housing units change in the four key centres, multi-family housing is becoming a larger share. This means the centres are becoming more compact with housing forms that typically occupy less land area than single-family detached homes.

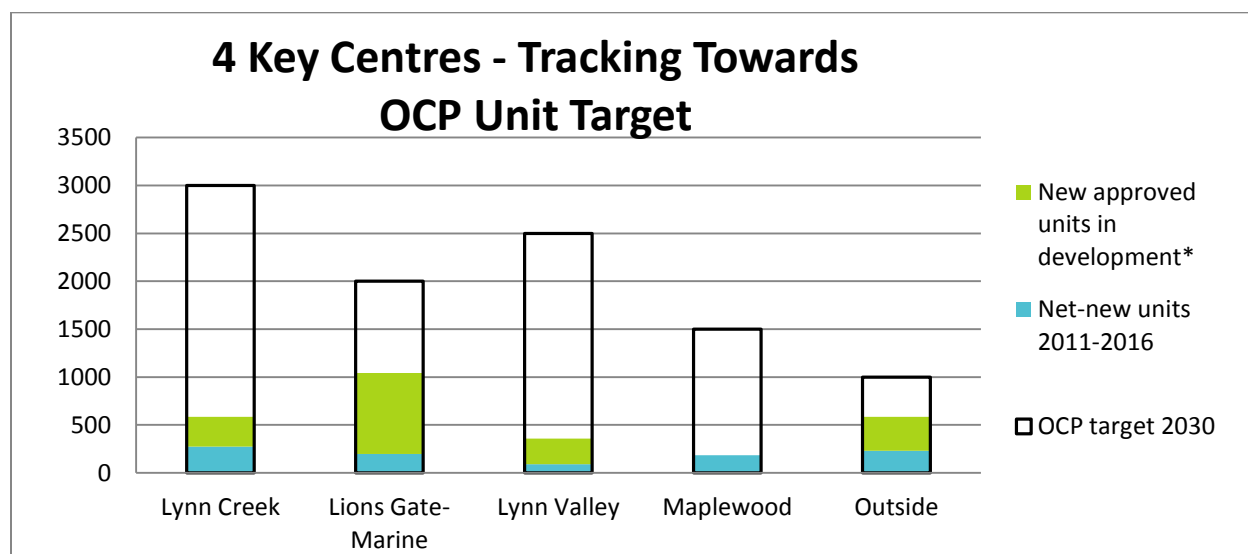


Source: District of North Vancouver GIS

Upcoming Multi-Family Residential Units

Description: Upcoming multi-family residential units are units that are approved (i.e. received a Development Permit) by the end of 2016 but have not reached occupancy by the end of 2016. This provides an estimate of the upcoming change expected in the four key centres and other areas.

Findings: Consistent with the OCP, most upcoming multi-family residential units are located in one of the four key centres. The estimated completion for the units is between 2017 and 2020. Lions Gate-Marine Village Centre has the most upcoming units and the majority are from the Larco and Grouse Inn developments. Detailed planning work is currently underway for Maplewood Village Centre which will guide future development. Outside of the four key centres, the majority of the upcoming, new units are in Edgemont Village where implementation planning work was completed in 2014.



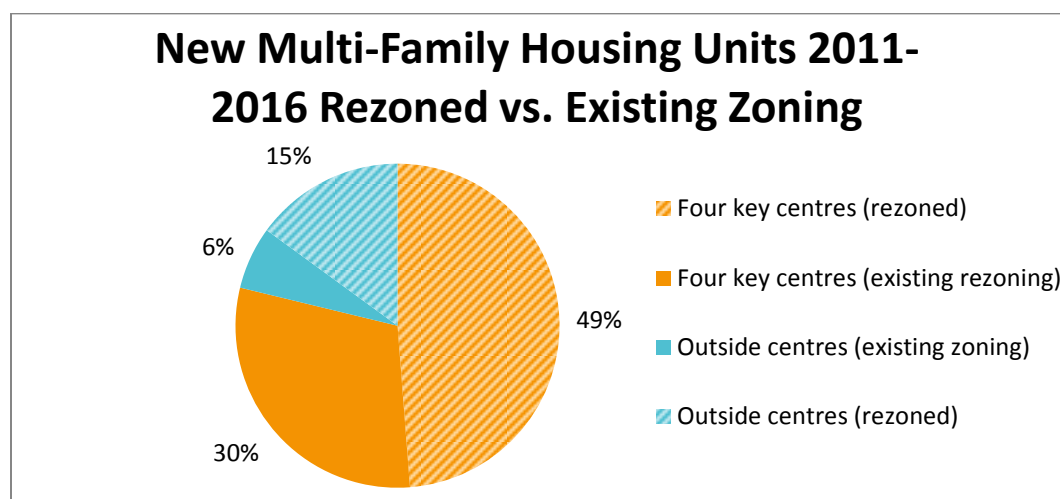
*Approved Development Permit but not reached occupancy as of end of 2016.

Source: District of North Vancouver GIS

Rezoned vs. Existing Zoning Multi-Family Housing Units

Description: While all new construction appears the same when watching from the sidewalk, there are two ways that development occurs. New multi-family housing units completed 2011-2016 either were constructed based on existing zoning, or required Council approval to change the zoning in order to build. Land use designations in the OCP illustrate what future uses of land may look like, if a land owner decides to seek approval to change the use of land. In other words, development may be from rebuilding as a building ages or needs change, or through approved change. The data show percentage of total new (not net-new) multi-family housing units by rezoning, existing zoning and in the four key centres and outside of the four key centres.

Findings: Slightly over one third (36%) of new multi-family units in the District from 2011-2016 were added through existing zoning. Approximately half (49%) of the new multi-family housing units from 2011-2016 are a result of rezoning within the four key centres. This occurred in Lynn Creek, Lynn Valley and Maplewood Centres. About 30% of new multi-family units were added in the four key centres as a result of rebuilding on existing zoned land. Notably, this occurred along Marine Drive where the corridor is zoned C9. Less development occurred outside the four key centres.



Source: District of North Vancouver

Growth near the Frequent Transit Network and in Key centres

Applicable OCP Policies

Policy 1.3: Establish a network of centres and corridors consistent with the Network of Centres Concept Map and direct residential and commercial growth to these areas

Policy 2.4.1: Work with the regional transportation authority and Metro Vancouver to establish Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas (see Regional Context Statement, Schedule C)

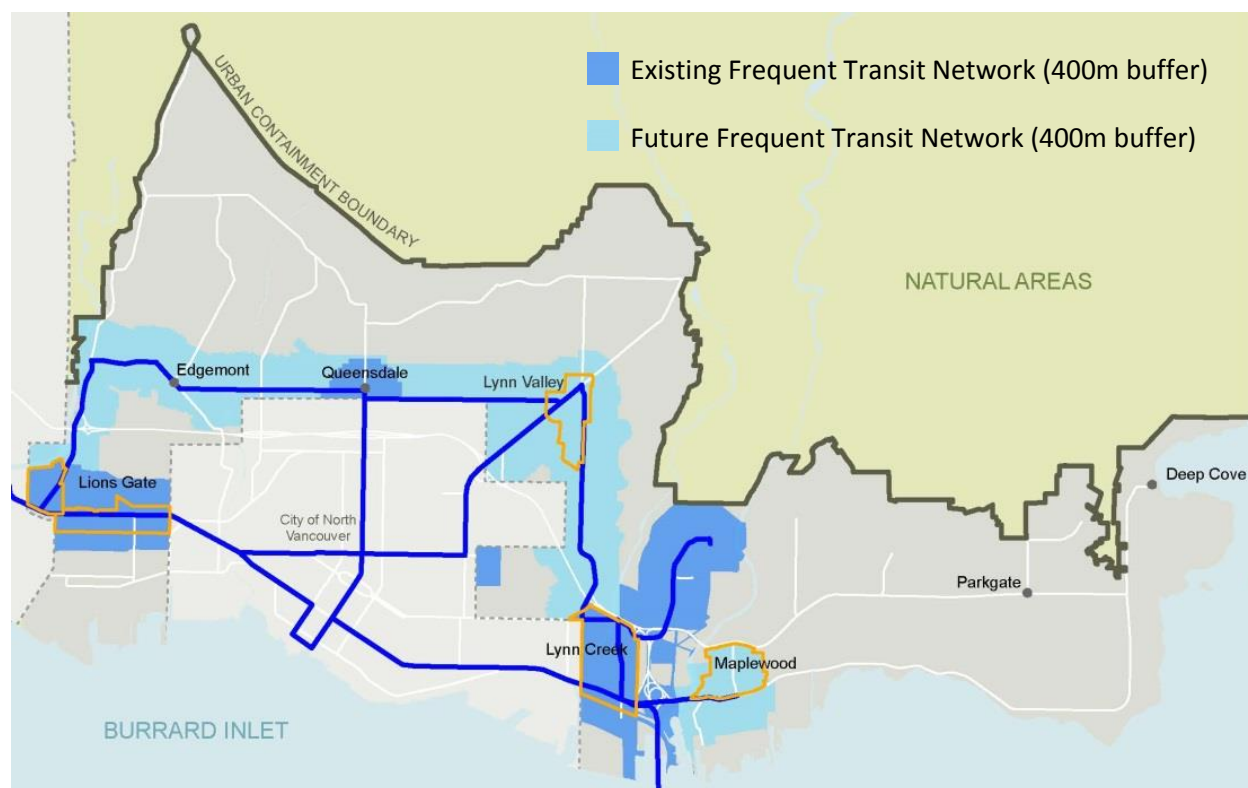
Action: The District has focused the majority of net-new residential development since 2011 to the end of 2016 within the four key centres, as identified in the OCP's Network of Centres Concept Map, as well as along the existing and future Frequent Transit Network.

Lynn Creek Town Centre (formerly Lower Lynn) and Lions Gate-Marine Village Centre (formerly Lower Capilano) were established in 2014 as Frequent Transit Development Areas at the time when the District's Regional Context Statement was accepted by Metro Vancouver.

Community Indicators: Percent net-new units within 400m of Frequent Transit Network (existing and planned), and estimated population within the four key centres and Frequent Transit Network (existing and planned).

Description: Focussing new units and population growth along transit corridors and the four key centres is key to supporting transit ridership and an effective transit system.

Findings: The majority, 86% (840 units), of net-new housing units are within 400m of Frequent Transit Network (existing and planned). Estimated population within the four key centres and Frequent Transit Network is not available until the neighbourhood population from the 2016 Census data is obtained.



Source: District of North Vancouver GIS.

Improved Land

Description: The conversion of vacant, buildable land to improved land shows the increased use of previously unused land located within the District. The District has an Urban Containment Boundary to prevent development from further spreading out and to protect natural areas. Within the Urban Containment Boundary, improving vacant land makes better use of the existing infrastructure in place and limits infrastructure from needing to service new locations farther from existing networks.

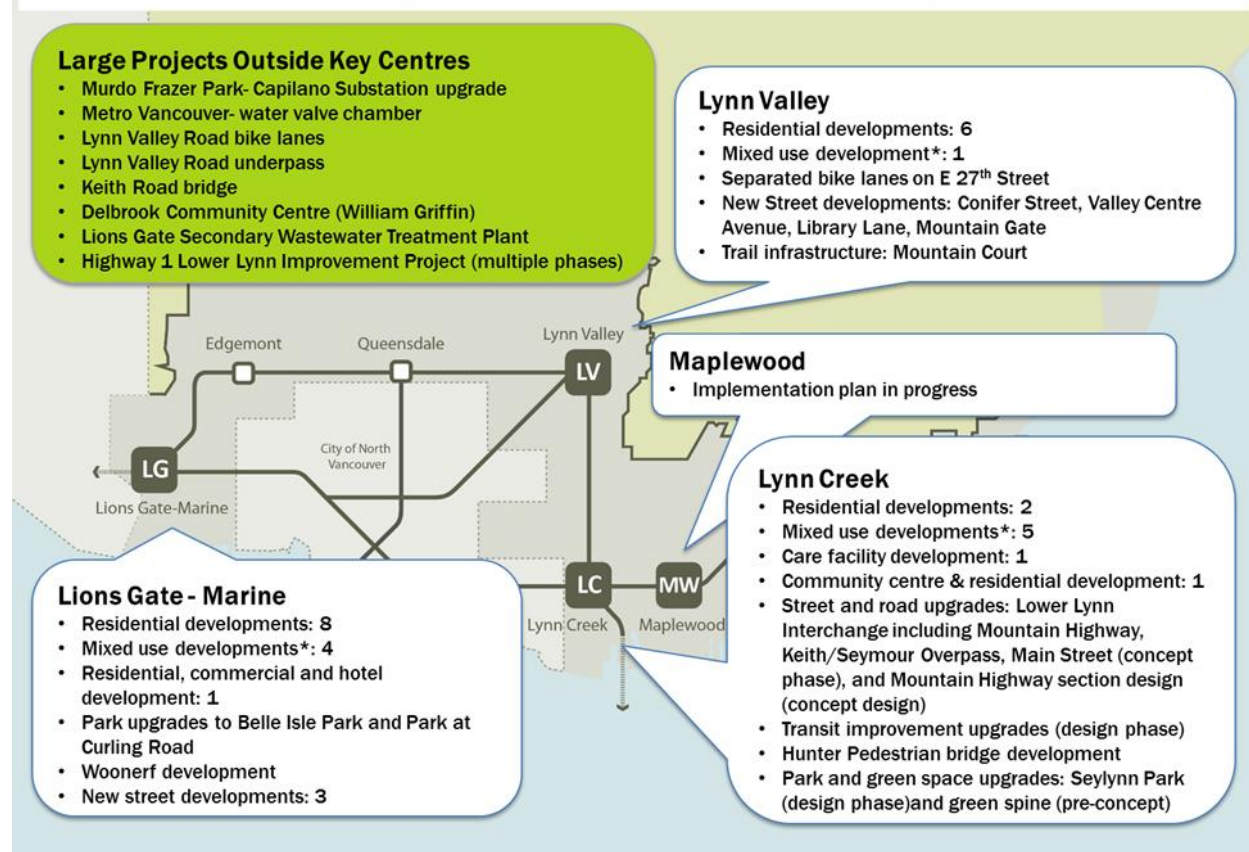
Findings: From 2011 to 2016, 2.16 hectares of vacant and buildable land were developed. This includes Northwoods Village development in Maplewood (2 hectares), and 2 duplexes in Lynn Valley. In the near future, the Maplewood Northlands is anticipated to be developed after the completion of the Maplewood Community Plan, which is currently underway.

Development in Key centres and Major Corridors

Description: Centres development involves the construction of new residential, commercial, community amenity and other buildings to support growth. Alongside construction of buildings, infrastructure often needs to be upgraded and developed. Most developments require new or upgraded storm water, sanitary and sewer mains, as well as street, sidewalks, lighting and other necessary upgrades.

Findings: The centres of Lynn Creek, Lynn Valley, Lions Gate-Marine and Edgemont have a number of current and upcoming developments. Staff, partners and the community are in the process of developing the Maplewood Village Centre plan. Until the plan is finalized, infrastructure projects and associated timelines are to be determined.

Upcoming Infrastructure and Development



*Mixed-use developments may include commercial use residential uses, and may include other uses such as community amenity spaces.

Housing

This section reports on OCP sections Housing and Urban Structure.

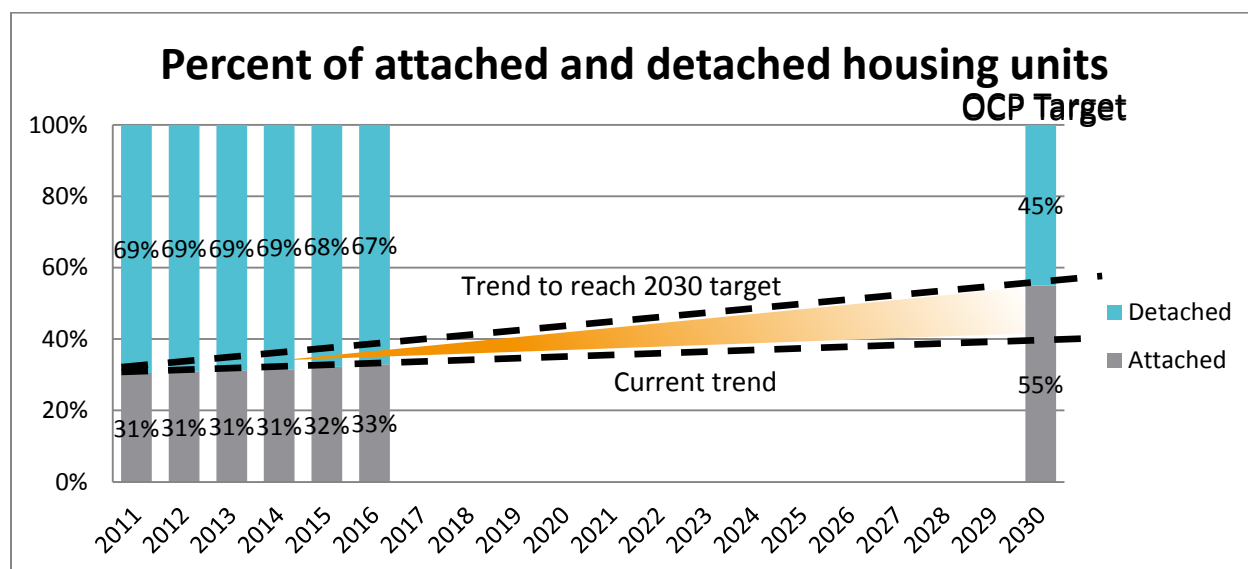


Housing cost and diversity continues to be a key issue for District residents. In 2016, the District conducted a survey about housing preferences. The survey shows that younger residents and renters are more likely to pay significantly more of their household income on housing costs. Residents of all ages believe the District needs more townhouses and condos, while fewer think more single family houses are needed. A lack of housing diversity makes it difficult for residents of all ages to find suitable and affordable housing for their needs or appropriate to their stage in life.

Progress Highlights

Housing Mix

Housing is gradually becoming more diverse in the District as a result of OCP direction. The share of multi-family housing, such as townhouses, apartments and multiplexes, has increased by 2% since 2011. A range of housing types provides housing options for residents of all ages, including the “missing generation” (aged 25-40) and aging residents, as well as for different household incomes.



Source: District of North Vancouver GIS.

The District introduced coach houses as a new form of housing in the District. Two coach houses have been completed of the total of nine approved since the program began in 2014 to the end of 2016. Coach houses can provide housing for family members or generate income as mortgage-helpers.



Coach house in the District

Rental Units

There continues to be a high demand for purpose-built rental units in the District. The average vacancy rate from 2011 to 2016 is 0.7%. A balanced rental market is considered to have a vacancy rate of 2-3%. Since 2011, the District has introduced 177 new purpose-built market rental units which are located in Lynn Creek Town Centre and Maplewood Village Centre. In 2011, 81% of housing units were owned and 19% were rented; the 2016 Census data is to be released later in 2017.



New purpose-built rental units in Maplewood

Secondary suites are an important source of more affordable rental units. The number of secondary suites in single-family houses has increased an average of 6% per year (261 suites) from 2011 to 2016.

Social and Affordable Units

We are addressing the need for suitable housing for lower income households in the District with approximately 138 non-market rental units that are currently proposed (not yet approved).

Providing sufficient short-term housing for people in need of support is an important goal in our community. Short-term housing includes support recovery homes, emergency shelters, safe houses and transition homes where length of stay ranges from seven days to six months, and some homes are restricted by gender and age. Since 2011, the District gained an additional 13 short-term beds for a total of 45 beds. In spring 2017, a new nine bed support recovery home is to be opened.

There are other specialized types of housing units that provide care. There are seven care facilities with 743 units for seniors and persons with disabilities in the District.

Conclusion

Guided by the OCP, the District is gradually making progress on providing greater housing diversity, such as townhouses and apartment. A range of housing options provides opportunities for the 'missing generation', aged 25-40, to find suitable housing in the District.

Continued support for increasing housing diversity is needed to meet the changing household needs and ages of District residents. If the range and supply of housing types is not expanded, then there will be fewer opportunities for different household needs, such as aging residents, younger residents or lower income households.

Urban Structure

Applicable OCP Policies

Policy 2.1. Town Centres: The District's objective for the Town Centres is to create vibrant and complete communities that provide diverse housing, employment and recreational opportunities.

Action: Staff to prepare Lynn Valley Implementation Plan (Council approved Lynn Valley Town Centre Flexible Planning Framework in 2013 and Design Guidelines in 2015). Staff to prepare Lower Lynn (now Lynn Creek) Town Centre Implementation Plan (Council approved Implementation Plan in 2013 and Design Guidelines in 2015). Council and staff to follow OCP land use designations to direct residential growth to the Town Centres in the form of mixed-use and multifamily development to enable greater housing diversity and affordability. Council and staff to review applications based on achieving sensitive transition outwards from the Town Centre with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighbourhoods

Policy 2.2 Village Centres: The District's objective for the Village Centres is to build on their own unique characteristics to create distinct urban village environments.

Action: Prepare detailed Village Centre Implementation Plans and Design Guidelines for Maplewood and Lower Capilano-Marine (Lions Gate) as these are areas for revitalization and growth (Council approved the Lions Gate Plan in 2013, the Design Guidelines in 2015 and the Peripheral Area Housing Policy in 2014). The Maplewood Implementation Plan is in process. Council and staff to review development applications for alignment with these plans and design guidelines.

Policy 2.3 Neighbourhoods: The District's objective for neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages.

Action: Council and staff to follow OCP land use designations to maintain ground-oriented detached and attached housing as the predominant residential forms in neighbourhoods. Staff to prepare the Public Assembly Land Strategy to accommodate the provision of schools, community facilities and other institutional uses and maintain public assembly uses where feasible (Council approved the Public Assembly Land Strategy May 27, 2013). Staff to apply the evaluation framework for development applications contemplating change of use from public assembly to residential use.

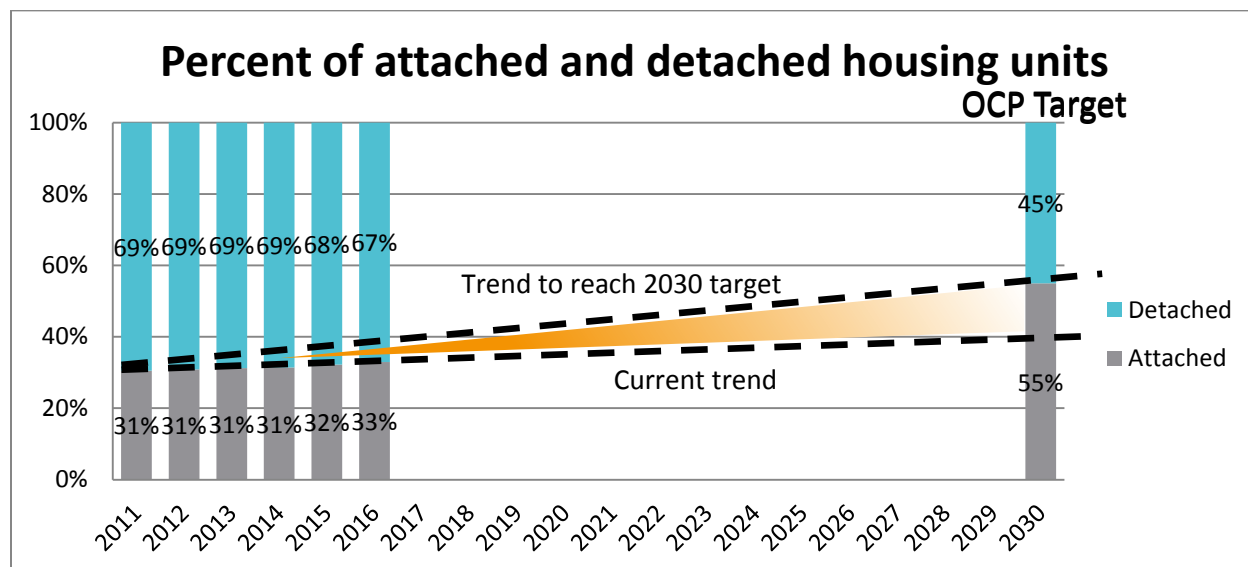
2030 OCP Target/Desired Trend: Housing mix of 45% attached and 55% detached residential units (based on built form).

Primary indicator: Percent of attached and detached residential units within the District.

Why is this Important? Providing diversity in housing forms and housing choice is needed for seniors, young singles, couples, and families with children so that a wide mix of ages and abilities can thrive together and ensure a healthy, diverse and vibrant community.

2011-2016 Measure

In 2011, there were 31% attached (multi-family) and 69% detached (single-family) residential units in the District. By the end of 2016, there were 33% attached and 67% detached residential units in the District.



Source: District of North Vancouver GIS.

It should be noted that the OCP target is based on counting detached units as single-family houses, excluding secondary suites and coach houses as separate units. For consistency, the data reported above uses the same definition. Secondary suites and coach houses are identified and assessed more fully in the Housing section of this report.

Note that the data differs from the OCP Progress Monitoring 2011-2014 report as a result of improved and more accurate GIS data methodology.

Housing Choices

Applicable OCP Policy

Policy 7.1.4: Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms and smaller apartment units

Action: Council and staff to review development applications to ensure consistency with OCP land use designations, Guidelines for Multi-Family Housing and Ground-Oriented Housing . Staff to prepare updated Accessible Design Policy for Multi-Family Housing (Council approved the Policy in 2016).

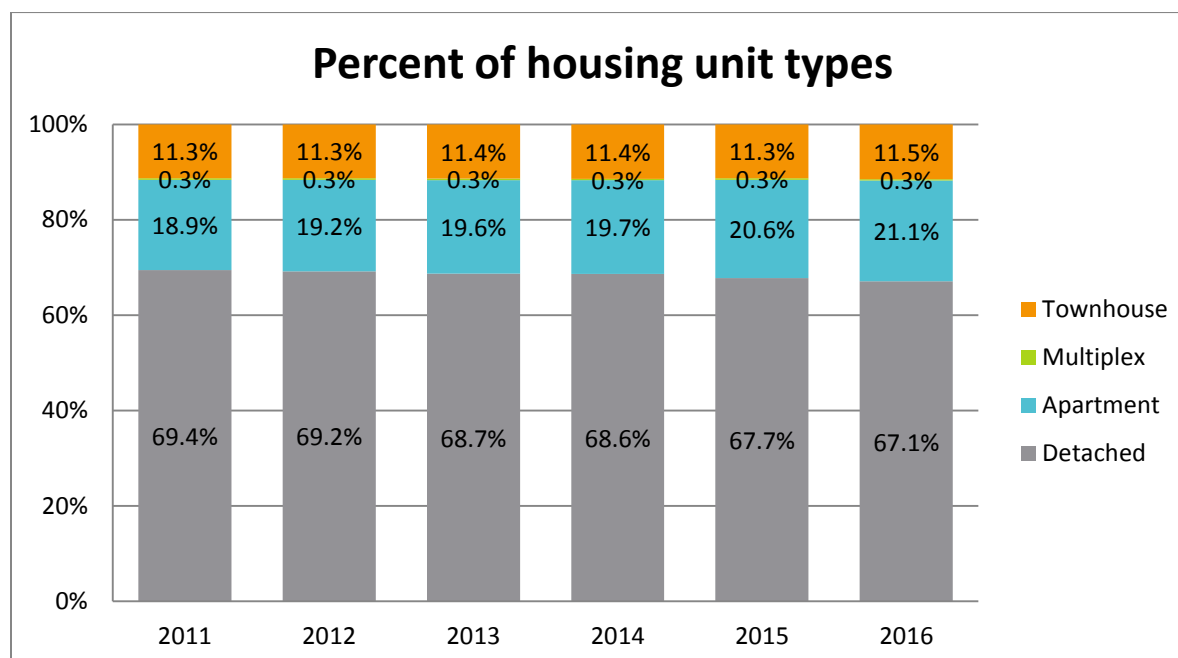
2030 OCP Target/Desired Trend: Increase housing choices to suit the changing needs of residents.

Primary indicator: Percentage of housing units by type

Why is this Important? District residents need access to a range of housing choices to meet the needs of their household structure and family, life stage and income. A diversity of housing choices promotes a healthy and vibrant community of all ages, abilities and incomes.

2011-2016 Measure

There is a gradual shift towards diversifying housing types from 2011 to 2016. The percentage of apartment and townhouse units is increasing relative to the other housing unit types.



Source: District of North Vancouver GIS data.

Similar to the Primary Indicator of attached and detached units, it should be noted this measure excludes secondary suites and coach houses as separate units. For consistency, the data reported above uses the same definition. Secondary suites and coach houses are identified and assessed more fully in the Housing section of this report.

Note that the data differs from the OCP Progress Monitoring 2011-2014 report as a result of improved and more accurate GIS data methodology.

Housing Preferences Survey (2016)

Description: To assist the development of the District's Rental and Affordable Housing Strategy (2016), the District conducted a Housing Preferences Survey in May 2016. It was a representative survey conducted by an independent research company.

Findings: The survey found that residents under the age of 55 years old are significantly more likely to spend over 30% of their household income on housing costs. Similarly, renters – who tend to be younger – are significantly more likely to have housing costs that could be categorized as not affordable.

When asked about housing types needed, residents believe the District needs more townhouses/rowhouses (34%), condos (31%) and detached single-family houses (13%). Younger residents are significantly more likely to think that the District will need more high rise condos (20% vs. 8% of 35-54 year olds) while 35-54 year olds are more likely to think the District needs more single-family houses (18% vs. 10% of 55 years old or older).

Housing Rental and Ownership

Applicable OCP Policy

Policy 7.2.3: Encourage the retention of existing, and the development of new, rental units through development, zoning and other incentives

Action: Council and staff to apply the Strata Rental Protection Policy to development applications. Staff to prepare Rental and Affordable Housing Strategy (Council approved Strategy in 2016). Staff to prepare Residential Tenant Relocation Assistance Policy (Council approved Policy in 2016).

2030 OCP Target/Desired Trend: A net increase in rental housing units (as an overall % of total housing units).

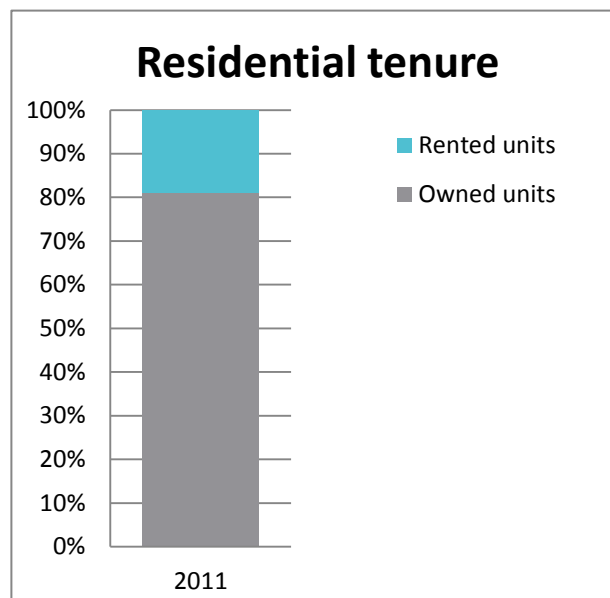
Primary indicator: Percentage of rental versus owned housing units in the District

Why is this Important? Entry into home ownership is increasingly challenging given the high land values in the District. Growing demand for rental housing is reflected in low residential rental vacancy rates.

2011-2016 Measure

In 2011, an estimated 19% of residential units were rented while an estimated 81% were owned. The 2016 Census data will be available later in 2017.

Besides purpose built rental units, other forms of rental units include strata apartment rentals, secondary suites and coach houses. Strata apartment market rental make a significant contribution to the rental housing stock. These strata apartment rental units are estimated at 20% of all apartment units.



Source: Statistics Canada, 2011 National Housing Survey.

Purpose Built Rental Apartments: Vacancy, Rents and Age

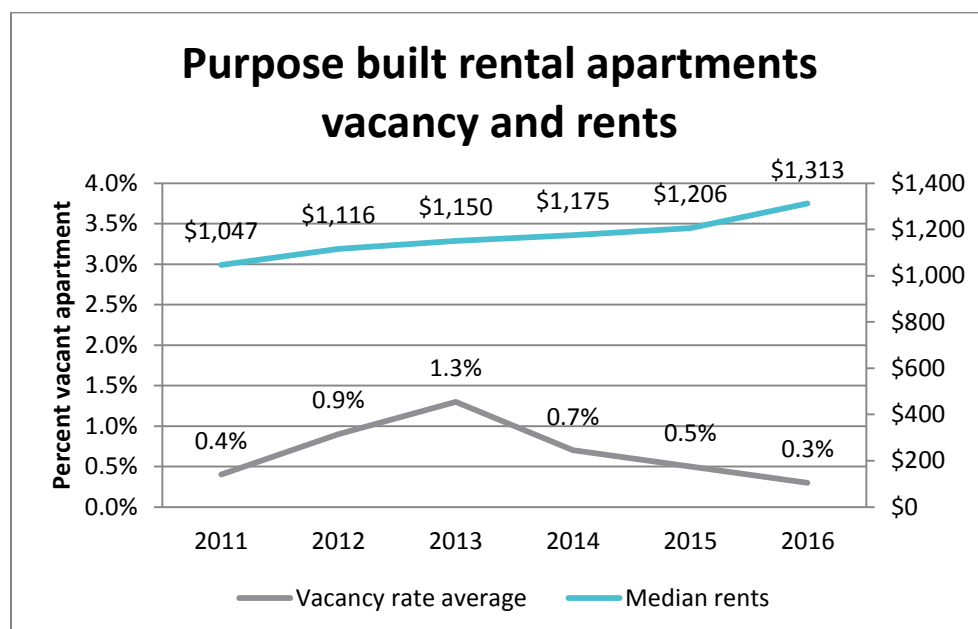
Description: Vacancy rate is the percentage of all units that are not rented at that time in the District. A balanced residential rental market is considered to be from 2-3%. A low vacancy rate creates challenges for many households to find affordable rental housing.

Median monthly rents show the cost of renting an apartment in the District. Changes in rents reflect the supply and demand for rental apartments and reflect local and regional market trends.

The age of purpose built rental apartments illustrates the supply of market rental units in the District. Older rental apartments generally are more affordable than new ones. A desired trend is to have a wide range of rental apartment building ages to provide a wider spectrum of rents.

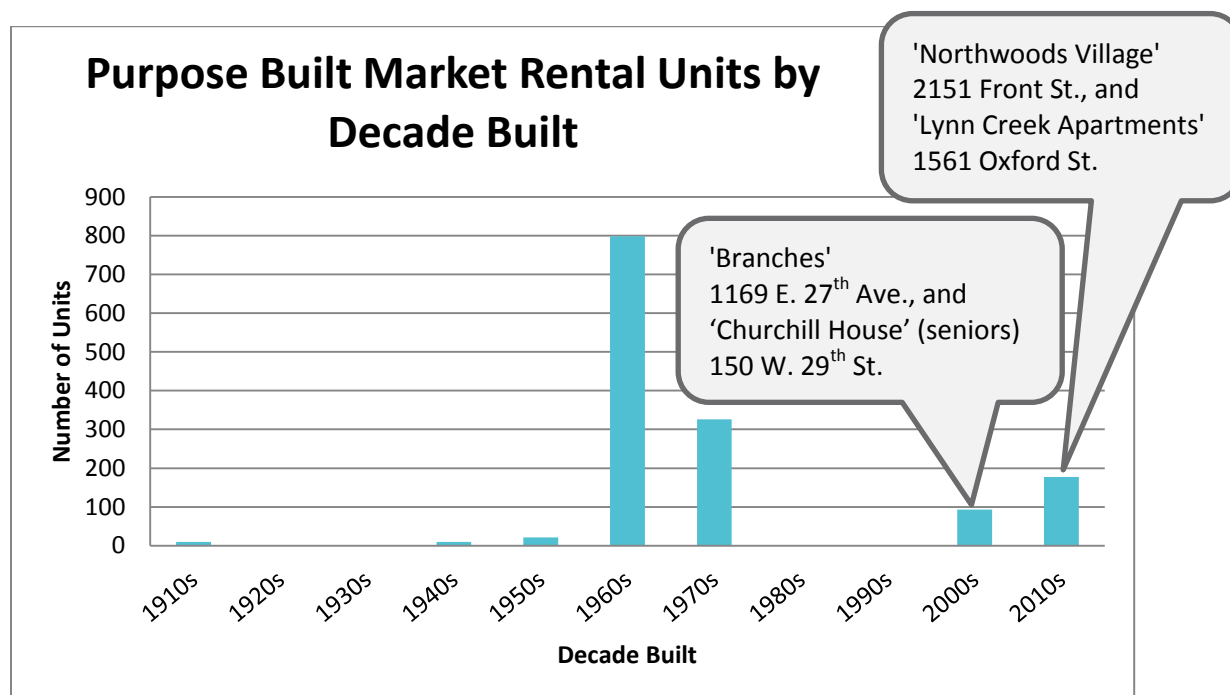
Findings: High demand and rising monthly rents for purpose built rental apartments continue from 2011 to 2016. The average vacancy rate from 2011 to 2016 is 0.7% for purpose built rental apartments in the District, from 0.4% in 2011 to 0.3% in 2016 (Source: Metro Vancouver).

Median monthly rents increased from \$1,047 in 2011 to \$1,313 in 2016 in the District for purpose built rental apartments (Source: Metro Vancouver). The combination of few rental apartments available and rising rents make it harder for households, especially lower income households, to find suitable housing.



Source: Metro Vancouver.

The majority of purpose built rental apartments in the District were built in the 1960s and 1970s, which are nearing 40 to 60 years old. More recently, since 2011, two new purpose built rental buildings were completed in the District.



Source: District of North Vancouver

Secondary Suites

Description: Secondary suites are an important source of more affordable rental units in the District. A rental suite in a house helps offset the high cost of detached housing making home ownership more affordable for many residents.

Findings: In 2016, there are approximately 4,367 secondary suites in the District.

Coach Houses

Applicable OCP Policies

Policy 2.3.5: Prepare Housing Action Plan(s) to identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate

Action: Amend the Zoning Bylaw to allow Coach Houses (Council approved Bylaw 8036 on November 17, 2014). District staff prepare a *Coach House How to Guide* (2015). Council and staff review private coach house development applications (ongoing). Staff to review the coach house program and report back to Council (2017). A study is progress to assess the potential for designating new Small Lot Infill Areas in Upper Capilano to allow for small lot subdivision.

Description: Similar to secondary suites, coach houses offer another type of secondary rental unit in existing single-family neighbourhoods. The District's coach house program began in 2014 with a gradual entry approach. Coach houses can provide housing for family members or generate income as a mortgage-helper.

Findings: From 2014 to the end of 2016, nine coach houses were approved in the District and two have been completed thus far.

Housing Affordability

Applicable OCP Policy

Policy 7.4.2: Work with community partners to explore opportunities for social housing, co-operative and innovative housing solutions

Policy 7.4.4: Consider the use of District land, where appropriate, to contribute towards and leverage other funding for the development of social and affordable housing

Action: Staff to work with partners to leverage District land to build affordable housing. Staff to prepare Rental and Affordable Housing Strategy (Council approved Strategy in 2016).

2030 OCP Target/Desired Trend: A net increase in affordable housing units to 2030 is desirable.

Primary indicator: Number of social and low end of market housing units in the District.

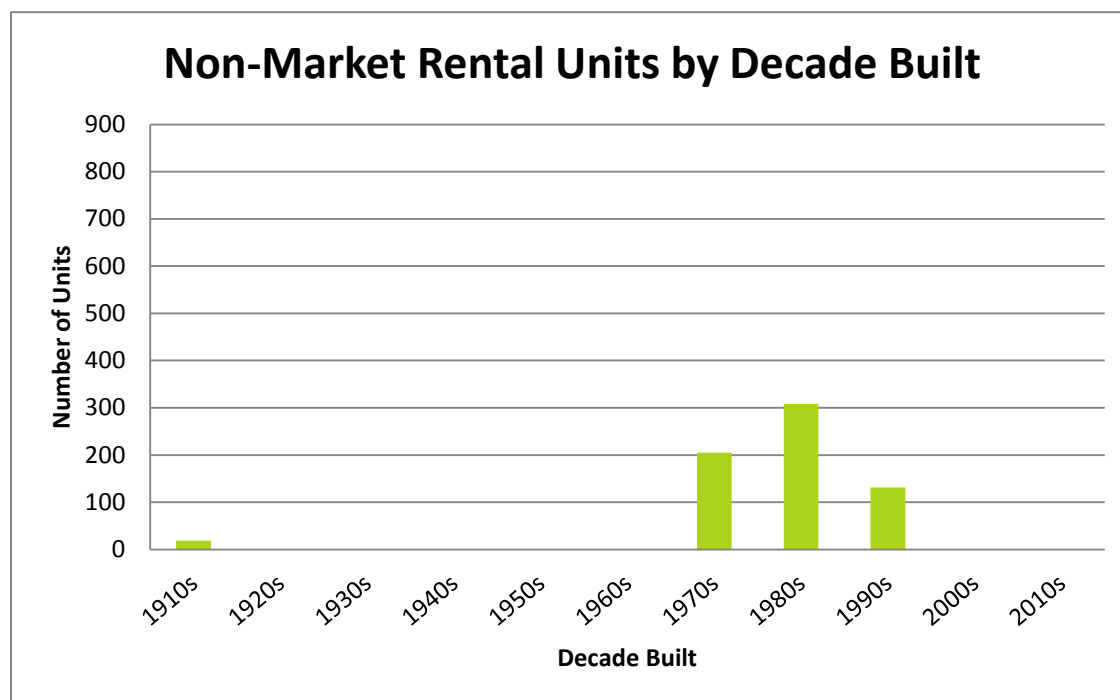
Why is this Important? While important strides have been made to increase the type and tenure of housing through revitalization and mixed use redevelopment of designated town and village centres, the OCP provides direction to address the needs of low and moderate income households in their efforts to find social and low end of market housing units. Providing suitable housing for a range of household incomes moves the District towards the target of a diverse population.

2011-2016 Measure

Three categories of affordable residential units are reported: co-op, government subsidized and older purpose built market rental. Government subsidized housing include all government non-market rental subsidized housing units excluding co-op housing, care facilities and short-term beds.

Affordable Housing	2011	2016
Co-op Housing Units	343	343
Government Subsidized Housing Units	663	663
Purpose Built Market Rental (1974 and older) Units	1,099	1,099
TOTAL	2,109	2,105

Although there has not been an increase in affordable housing units since 2011, there are four rental projects currently under consideration (not approved) that include approximately 138 non-market rental units. Among these projects approximately 12 units will be in Lynn Valley, 10 in Maplewood and 116 in Lynn Creek.



Source: District of North Vancouver.

There are currently 45 short-term beds for persons who need support services; short-term housing includes support recovery homes, emergency shelters, safe houses and transition homes. Length of stay ranges from 7 days to 6 months, and some homes are restricted by gender and age. These facilities provide support to help integrate people back into the community as fully active members. In 2011, the District had 32 beds in short-term housing developments. Between 2011 and 2016 the District gained an additional 13 short-term beds. A new 9 bed support recovery home is set to open this spring.

Note that unit numbers may differ from the OCP Progress Monitoring Report (2014) due to improved data monitoring.

Care Facility Units

Description: Some District residents live in facilities that offer care services for seniors or persons with disabilities. A wide variety of housing types with different services provide for the range of District residents' needs.

Findings: There are seven care facilities in the District; these facilities have approximately 412 assisted and independent living units, and approximately 331 institutional care units. Among these facilities, Cedar Springs in Parkgate Village Centre was developed in 2012 and has approximately 136 assisted and independent living units.

Transportation

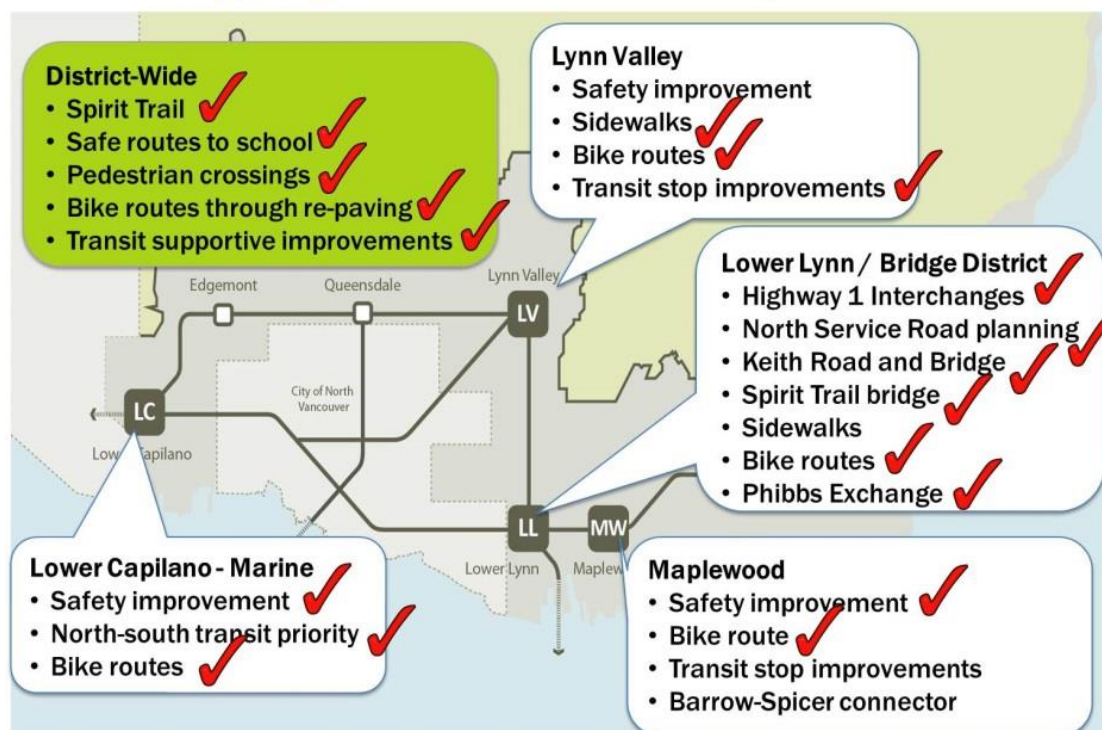
This section reports on the Transportation Systems OCP section.

Issue:
Large environmental footprint
(transportation and land use)

Direction:
Reduce our environmental
footprint

Progress Highlights

Making Progress on Priorities in Transportation Plan



To address the transportation outcomes from our spread out land use pattern, the OCP envisions a larger share of District resident trips by walking, cycling or transit. To address this, we have expanded our sidewalk and bicycle network, and have had some gains in transit service. As the District is part of the larger North Shore transportation system, Council recently endorsed a new North Shore Staff Transportation Committee for collaboration among the three North Shore municipalities.⁷

In 2011, an estimated 20% of District resident trips are done by walking, cycling or transit. Transportation data for 2016 is to be released for later in 2017 (2016 Census), and in 2018 (TransLink Trip Diary). The OCP's target for 2030 is 35% of District resident trips by walking, cycling or transit.

⁷ Endorsed March 26, 2017.

Cycling and Walking

Transportation improvements take a long time to build, however we are slowly making progress towards our goals. Our sidewalk network increased by 4 km and our bicycle network grew by approximately 14 km of on-street network and approximately 3 km of off-street network from 2011 to 2016. Expanding our cycling and walking network gives residents more travel options for their needs. The three North Shore municipalities completed planning for the Spirit Trail (2013), a walking and cycling route, with the goal of spanning the North Shore from Horseshoe Bay to Deep Cove. Since 2011, approximately 1.4 km of the Spirit Trail has been built in the District.

Transit

Younger District residents are more likely to use transit. In fact, 25% of 18-34 year olds note that transit is their most commonly used form of transportation as we found in the District's Housing Preferences Survey (2016). Investments in transit mean we make better use of our existing roads by increasing the "people-carrying capacity", i.e. more people can travel on transit compared to same space used by the equivalent private vehicles. From 2011 to 2015, North Shore bus service hours increased by 9%, while SeaBus service hours increased 2%. Major transit hub Phibbs Exchange, which serves almost 16,000 passengers daily, is to be rebuilt through a partnership between the District, TransLink and the Province with an estimated project cost of \$23 million. Construction is expected to start in 2018. Several transit service improvements from the North Shore Area Transit Plan Transit (TransLink, 2012) have been completed by 2015, such as Lynn Valley routes receiving increased service, new connections and more direct routes. Other improvements underway include a new B-Line bus service along the Main-Marine corridor from the Mayors' Council Plan (2014), which is expected to begin service in 2019.

Driving and Highway 1







The District's objective is to provide greater transportation choice, with a focus on cycling, walking and transit. However, with approximately 80% of District resident trips made by car, driving remains a way of travel for many. To address road safety and east-west connections, the District and the Province have partnered on the Lower Lynn Corridor Improvements project along Highway 1. The District is contributing \$53 million toward the \$193 million project cost.

Network of Centres

To support our centres, transportation studies completed for Lynn Valley (2013), Lions Gate (2013), and Edgemont Village (2015), while Maplewood is currently in progress. Transportation studies outline the improvements needed for walking, cycling, transit and vehicles to support the development of our centres.

Conclusion

The District has made gradual progress in extending sidewalks, the cycling network and working with partners for transit improvements. With the 2017 Trip Diary released later in 2018, we will be able to measure our progress towards the OCP target. Because of resident concern about Highway 1, the District is working with the Province to upgrade the Lower Lynn Interchanges around Highway 1 and improve east-west connections.

Current and Upcoming Transportation Projects [*]			
	What	When	Who
 Highway 1	Highway 1 Lower Lynn Corridor Improvements	2017-2018 for Mountain Hwy Interchange portion	District and the Province \$193 million
 Transit	Rebuild Phibbs Exchange	2018	District, TransLink and the Province \$23 million
	New B-Line bus service along the Main-Marine corridor	2019	North Shore municipalities, TransLink, Metro Vancouver
 Cycling	Bike lanes on Lynn Valley Rd. (Morgan Rd. to Mollie Nye Way)	2017	District, TransLink and the Province \$572,000
 Walking	Sidewalk on E. 29 th St. (William Ave. to St. Christophers Rd.)	2017	District
 Transportation work to support our key centres	Maplewood Village Centre transportation study currently in progress	2017	District
 Data	2017 Trip Diary (mode share, travel data)	2018	TransLink
	North Shore Sub-Area Transportation Model (traffic forecasting)	2017	District with City of North Vancouver and District of West Vancouver

^{*}A sample of transportation projects, not a complete list.

Travel Mode Share

Applicable OCP Policies

Policy 2.4.1 Transit Corridors: Work with the regional transportation authority and Metro Vancouver to establish Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas (see Regional Context Statement, Schedule C)

Policy 5.1.1: Plan for an appropriate density and mix of uses to support the provision of frequent transit service

Action: The District has focused the majority of net-new residential development since 2011 to the end of 2016 within the four key centres, as identified in the OCP's Network of Centres Concept Map, as well as along the existing and future Frequent Transit Network.

Lynn Creek Town Centre (formerly Lower Lynn) and Lions Gate-Marine Village Centre (formerly Lower Capilano) were established in 2014 as Frequent Transit Development Areas at the time when the District's Regional Context Statement was accepted by Metro Vancouver.

In addition, the following plans have been completed to support the implementation of transportation and transit priorities in the District: North Shore Area Transit Plan (2012), Transportation Plan (2012), Transportation Studies for Town and Village Centres (2013 to 2015).

Policy 5.1.8: Consider, where appropriate, reducing vehicle parking requirements for new developments in centres and corridors well served by transit to encourage alternate modes of transportation and increase housing affordability

Action: The Reduced Parking Rates for Multifamily Residential Developments policy (2014) allows staff to consider parking rates below what is required in Part 10 of the District's Zoning Bylaw when a travel demand management plan is developed.

2030 OCP Target/Desired Trend: 35% of District resident trips are by walking, cycling or transit.

Primary indicator: Percent mode splits for all trips by auto, transit, walking and cycling

Why is this Important? Our ability to move around quickly, safely, affordably, and comfortably affects every aspect of our lives. Choosing active and more sustainable modes of transportation can:

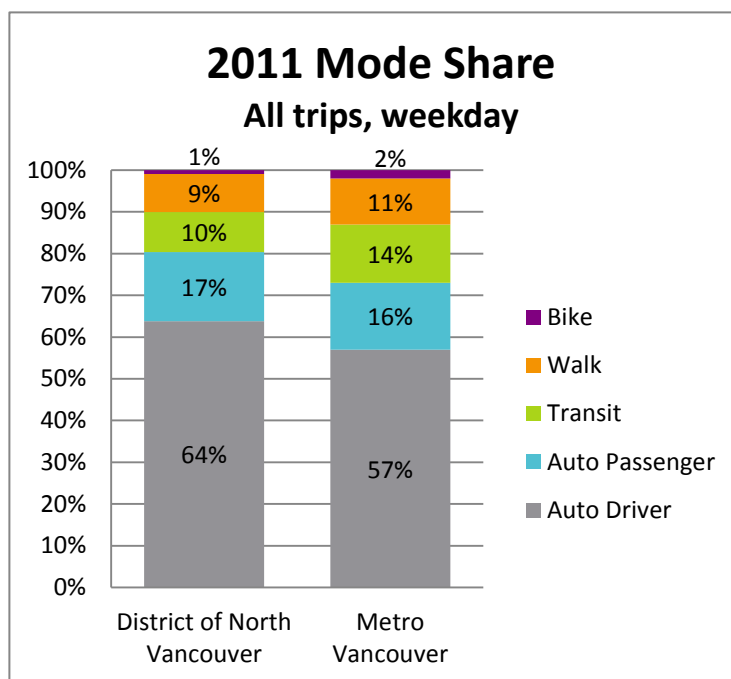
- Encourage less reliance on automobiles,
- Reduce greenhouse gas emissions and improve air quality,
- Promote active transportation and healthy living, and
- Lead to more efficient use of existing infrastructure.

2011-2016 Measure

In 2011, an estimated 20% of District resident trips are done by walking, cycling or transit.

New data for 2017 will be available in 2018 (TransLink Trip Diary).

In 2011, 20% of all trips were made by transit, walking and cycling combined. For comparison, 27% of all trips in the Metro Vancouver region were by transit, walking and cycling in 2011. Locating the majority of new growth in key town and village centres, as per the OCP, will provide residents with access to more active and sustainable transportation choices.





Source: TransLink Trip Diary (2011).

As directed by the OCP, the District continues to plan for and focus capital expenditures on walking and cycling infrastructure and to work with TransLink to support transit infrastructure. The District has also taken steps to facilitate the east-west flow of traffic in the District through the construction of the Keith Road extension, and a new Keith Road Bridge. The District is also partnering with the Province to upgrade the Lower Lynn Interchanges (see section Driving and Highway 1 below).

Transit

The District is part of the North Shore transit service sub-region.⁸ From 2011 to 2015, North Shore bus service hours increased by 9%, while the number of passengers remained relatively stable; SeaBus service hours increased 2%. The service cost per passenger increased for both bus and SeaBus.

Transit Service Performance, North Shore Sub-Region		2011	2015	% change
Bus service 	Annual Revenue Hours	357,000	393,000	+9%
	Annual Boardings (Millions)	15	14.9	-0.7%
	Median Cost per Boarded Passenger	\$1.58	\$1.80	+12%
SeaBus service 	Annual Revenue Hours	10,700	10,900	+2%
	Annual Boardings	6,282,000	6,092,000	-3%
	Cost per Boarded Passenger	\$1.64	\$1.72	+5%

Source: Transit Service Performance Review 2015 (TransLink)

⁸ North Shore sub-region for transit service includes Bowen Island, Lions Bay, the City and District of North Vancouver and West Vancouver.

The District works with its regional partners to identify improvements to transit service and infrastructure to serve the North Shore transit network. Priority improvements are in the North Shore Area Transit Plan (TransLink, 2011) and the 10-year Vision for Metro Vancouver Transportation, developed by the Mayors' Council in 2014.

The North Shore Area Transit Plan (TransLink, 2011) identifies the priorities for transit service and infrastructure to 2040 for the District of North Vancouver, City of North Vancouver, District of West Vancouver, Village of Lions Bay, Bowen Island, Squamish Nation and Tsleil-Waututh Nation. Of the near-term priorities identified, 25% are completed and 45% are in progress. The near-term priorities for transit service within the District that have been completed include the following.

- Increased service levels from Lynn Valley to downtown Vancouver (route 210)
- New connections on the NightBus to Lynn Valley Town Centre (route N24)
- Made Lynn Valley local routes more simple and direct (routes 227, 229)

Near-term priorities in the District that are in progress include:

- Rebuilding Phibbs Exchange
- Improving Lynn Valley Centre Exchange

Phibbs Exchange

The District is partnering with TransLink and the Province to fund the rebuilding of Phibbs Exchange, an estimated \$23 million project. Construction is expected to start in 2018. Improvements include better passenger facilities and enhancing connections to the surrounding neighbourhood, Lynn Creek Village Centre. Phibbs Exchange serves 16 bus routes and almost 16,000 passengers daily.



Phibbs Exchange current (left) and conceptual design (right, TransLink 2014)

10-year Vision for Metro Vancouver Transportation (Mayors' Council, 2014)

The Vision includes a number of near-term projects to serve the District, such as:

- Main-Marine B-Line bus service
- SeaBus and Lonsdale Quay Bus Exchange – increased SeaBus and bus service, and upgrade to the transit exchange
- Increased service for routes 130, 229, 240, 255
- Increased bicycle program funding, and new walking to transit funding

Driving and Highway 1

Applicable OCP Policies

Policy 5.5.7: Explore possibilities for new strategic east-west linkages to the road network as a means to reduce trip length and ensure alternative access when a major route is blocked

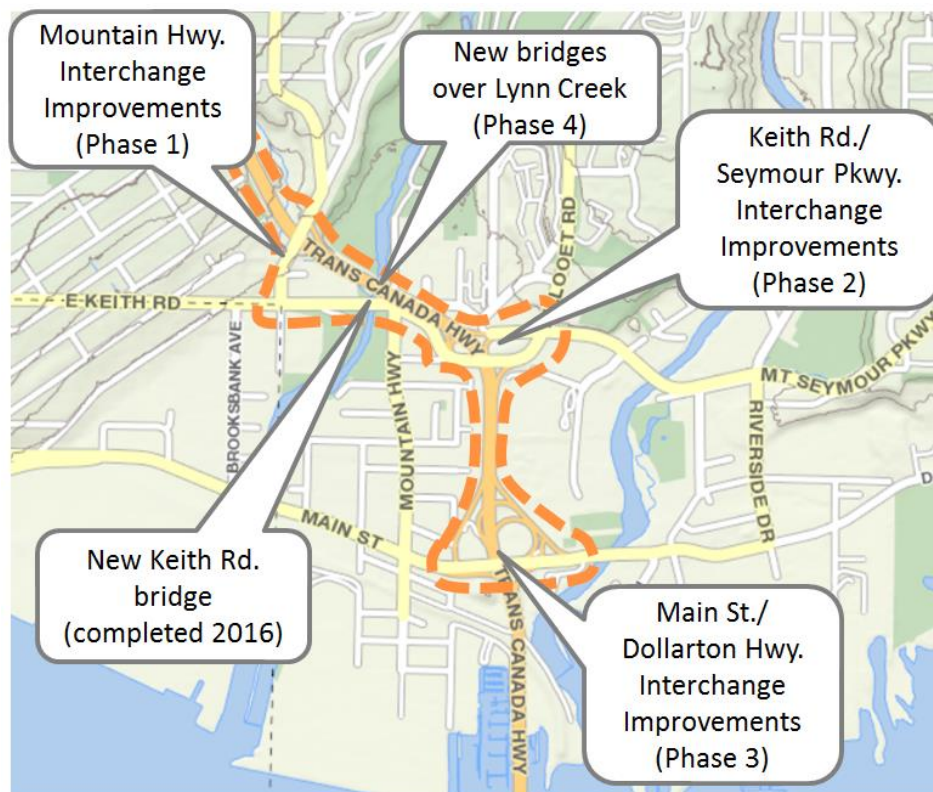
Policy 5.5.10: Continue to work with the Federal Government, Province, the regional transportation authority, other North Shore municipalities and First Nations governments to identify and advance opportunities to improve vehicle and transit access at the bridgeheads

Action: The District is partnering with the Provincial and Federal governments to fund Highway 1 Lower Lynn Corridor Improvements. The project is to address safety, queuing and east-west connections.

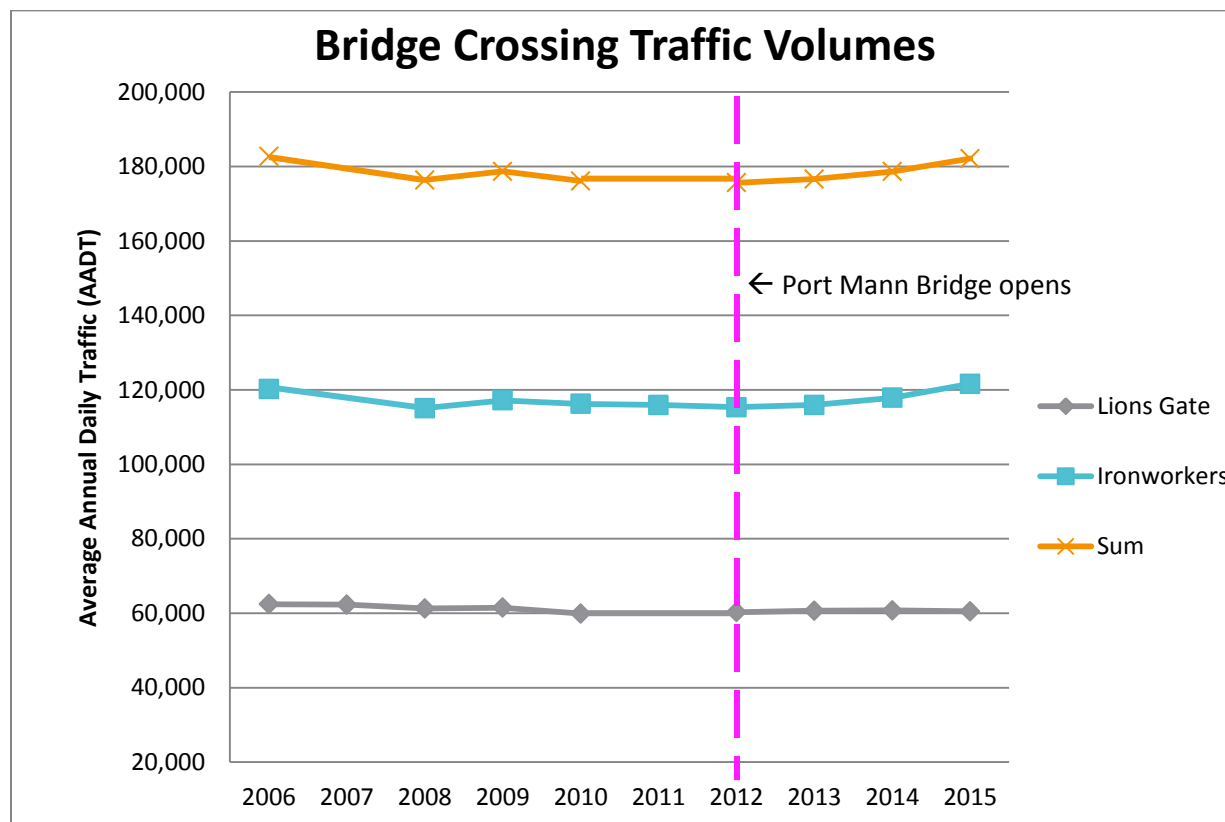
The Trans-Canada Highway 1 bisects the District and is managed by the Province. Highway 1 serves the Metro Vancouver region and beyond, such as the Squamish corridor via Highway 99. Many residents rely on Highway 1 for travel because of the District's spread out land use pattern. Since the bridges over the Burrard Inlet are the pinch points for vehicles, traffic congestion on Highway 1 occurs at certain times.

Lower Lynn Corridor Improvements

The District is contributing \$53 million to Highway 1's Lower Lynn Corridor Improvements project along with the Provincial (\$75 million) and Federal (\$65 million) governments for a total cost of \$193 million. The project is to address safety, queuing and east-west connections.



Over the past 10 years, the total traffic volume on the two Burrard Inlet bridges has increased an average of less than 1% per year. Since the new Port Mann Bridge opened in 2012, traffic volumes over the Ironworkers Memorial Bridge increased approximately 5.2% (2012-2015), which is a difference of about 6,294 vehicles on average per day.



Source: Ministry of Transportation and Infrastructure

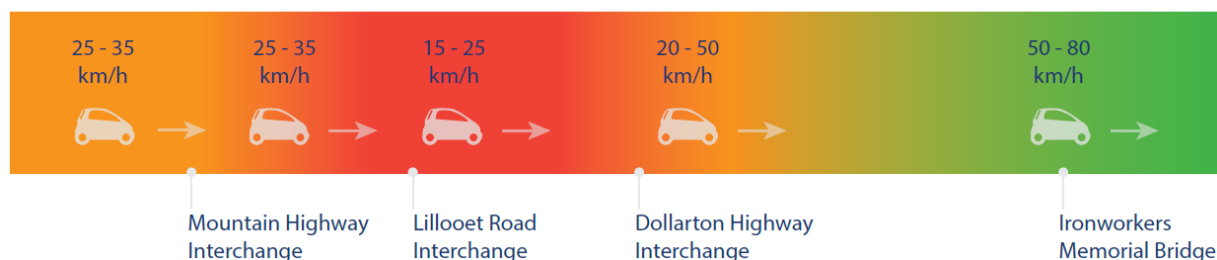
The Province has undertaken work to better understand the congestion on Highway 1. Findings include:

- Traffic growth corresponds to growth in employment and building activity, rather than population growth
- Traffic growth and congestion has most significantly increased in what have traditionally been thought of as “counter-peak” direction
 - Peak period traffic to the North Shore has grown much more significantly in the AM peak (+7.8%) than in the PM peak (+0.7%)
 - Peak period traffic from the North Shore has grown much more significantly in the PM peak (+4.4%) than in the AM peak (+0.5%)
- Traffic to the North Shore in the morning and from the North Shore in the afternoon is over facility capacity for multiple adjacent hours

The Province found traffic generally slows during peak hour around the Lower Lynn Interchanges along Highway 1, due to the existing highway configurations, traffic tends to speed up once vehicles reach the Ironworkers Memorial Bridge.

Highway 1 Average Speeds

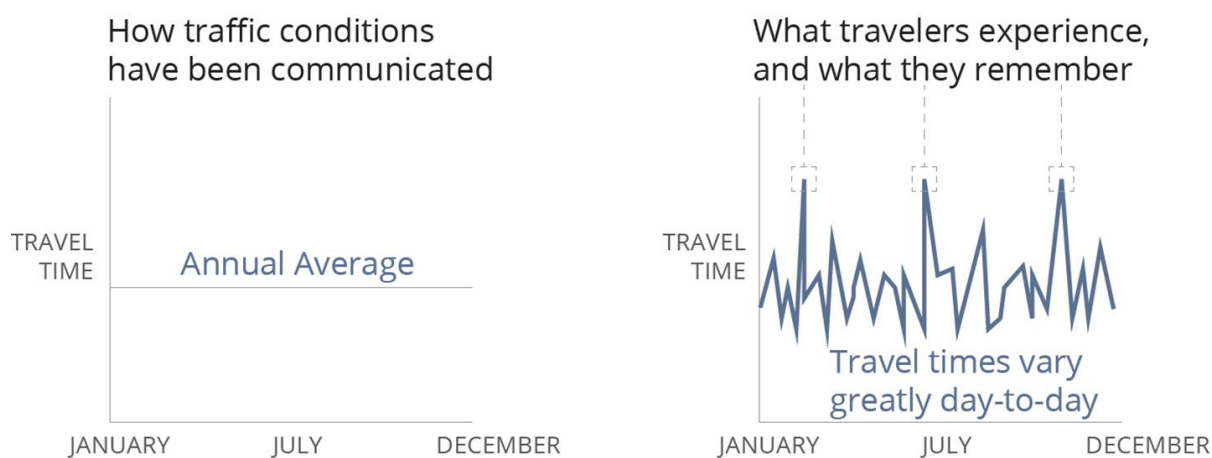
Eastbound Traffic – 2015 AM/PM Peak Hour



Source: Ministry of Transportation and Infrastructure

Travel time reliability

When traffic volumes are near or over capacity, or if a vehicle crash occurs, travel times can vary greatly. While the annual average does not show large variations year-to-year, variable travel times are what the travelling public experiences and remembers.



Conceptual charts illustrate travel time reliability

2015 Annual Report

Source: Metro Vancouver 2015 Annual Report

There is limited information available to measure travel time reliability, and Metro Vancouver is investigating opportunities to measure it in the future. As a substitute, average trip time in 2011 is reported. The 2011 National Household Survey included a question about travel time for the first time, and the 2016 Census journey-to-work data is to be released later in 2017.

	Median commuting duration, 2011
District of North Vancouver	20.7 minutes
Vancouver CMA	25.6 minutes

Source: National Household Survey, 2011

Pedestrian and Cycle Networks

Applicable OCP Policies

Policy 5.1.6: Support pedestrian connectivity within and to centres by providing a continuous pedestrian network

Action: Pedestrian connectivity is supported prioritizing and constructing new sidewalks and connections. Staff review development applications to ensure they meet the requirements set out in the centres public realm guidelines and transportation studies and plans. Plans completed to date to support pedestrian networks include: Pedestrian Master Plan (2009), Spirit Trail Route Planning Report (2013), public realm guidelines for the Lions Gate-Marine, Lynn Valley, Lynn Creek are complete (Maplewood in progress) that support a continuous pedestrian network.

2030 OCP Target/Desired Trend: Provide safe and comfortable opportunities to walk and provide a more complete cycling network for both recreational and commuter cyclists.

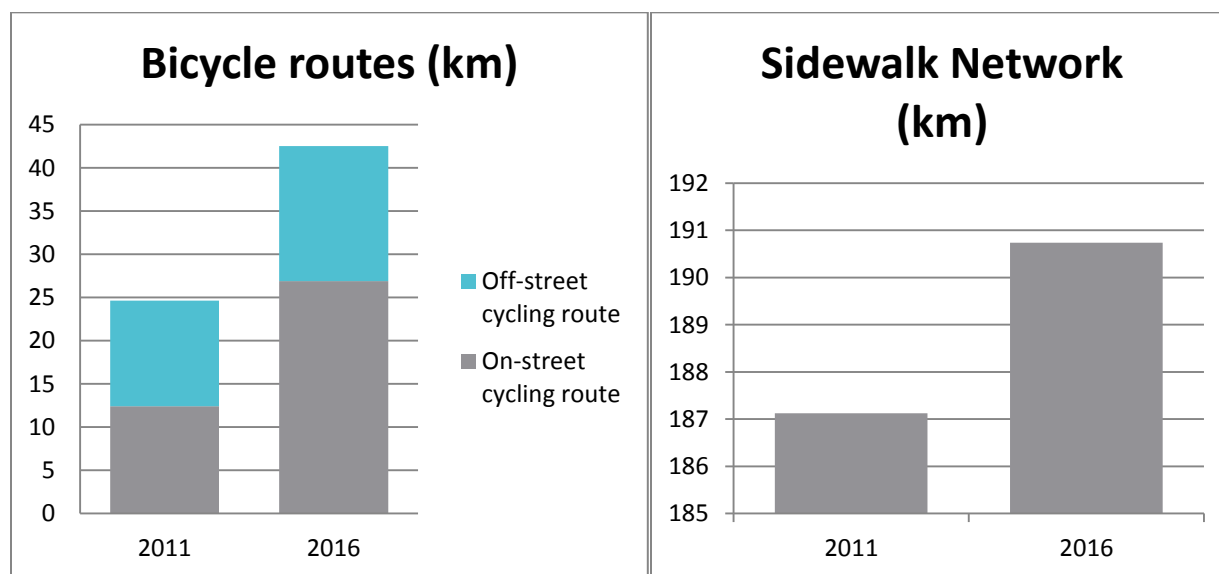
Primary indicator: Total length of bicycle and pedestrian networks

Why is this Important?

Access to a well-planned walking and cycling network increases connectivity within neighbourhoods, expands transportation choices, and promotes healthy and active modes of transportation.

2011-2016 Measure

From 2011 to the end of 2016, the estimated linear length of the pedestrian and cycling network increased from 212 km to 234 km.



Bicycle and pedestrian networks will take a long time to complete and need funding to retrofit. The District's bicycle and pedestrian plans provide direction on which connections should be prioritized. The

Bicycle Master Plan (2012) identifies locations for new bicycle route facilities and infrastructure improvements. Since 2011, the District has received partner funding from TransLink and the Province to expand the bicycle network with projects.

Note that since 2015, the bicycle network criteria were revised in the District's GIS mapping system to improve the quality of the bicycle network data.

A few examples of projects to expand the District's bicycle network



Mount Seymour Parkway
(completed 2013):
On-street bike lanes to extend
the route to Riverside Drive.



Welch Street (completed 2014)
On-street bike lanes to connect
the Spirit Trail to 1st Avenue on-
street bike lanes.



Lynn Valley Road (in progress):
On-street bike lanes from Mollie
Nye Way to Highway 1.

The Pedestrian Master Plan (2009) seeks to expand the sidewalk network across the District. Because many streets lack sidewalks, the plan prioritizes investments for routes on busy streets and near transit.

Infrastructure and Funding

This section reports on the Infrastructure and Plan Implementation sections of the OCP.

Issue:
Aging municipal infrastructure and financial challenges

Direction:
Become more economically dynamic and sustainable

Our supporting systems include financial and infrastructure planning for the sustainable maintenance, rehabilitation and renewal of existing infrastructure, and to ensure we have funds available for new community assets.

Progress Highlights

The OCP's target is to have available funding to accommodate both aging infrastructure and the demands of growth. To that end, the District has become a leader in municipal asset management in BC. From 2011 to 2016, the District created 16 asset management plans covering \$2 billion of existing assets. A 1% lift in the annual tax levy helps us to continue to catch up on deferred asset maintenance and renewal.

Through development, the District has collected approximately \$14 million in Development Cost Charges (DCCs) to offset the costs related to servicing development, such as utilities and streets. These funds are collected so that expanding infrastructure is borne by developers, not existing residents.

Development also provides Community Amenity Contributions (CACs), funds or physical assets, to provide benefits to the community on behalf of development. The District has collected approximately \$11 million in cash from Community Amenity Contributions (CACs). In addition, the District has a number of amenities that are currently being built or scheduled for construction by developers, including the upcoming new Lions Gate Community Centre and public plaza and Lynn Creek Community Centre and Child Care Centre.



Rendering of new Lions Gate Village Centre public plaza and Lions Gate Community Centre.

Conclusion

The District strives to provide sustainable service delivery to ensure that community services are delivered in a social, economic, and environmentally responsible manner that does not compromise the ability of future generations to meet their needs. We have a strategy to maintain and upgrade our aging infrastructure, and to benefit from new development through DCC cost recovery and public benefits through CAC funds and physical projects.

Infrastructure

Applicable OCP Policies

Policy 11.1.1: Infrastructure Planning and the Network of Centres: Design facilities and infrastructure to respond to the various and changing needs of District residents and to changing technologies

Policy 11.3.1: Infrastructure Maintenance: Develop an asset management plan that coordinates long-term capital planning and management of municipal infrastructure using a systems-based approach

Policy 11.3.2: Infrastructure Maintenance: Adopt a long term life-cycle asset management perspective for the design, maintenance and renewal of infrastructure and facilities

Actions: The following have actions and plans have been undertaken to address infrastructure planning and maintenance: Addition of Schedule B, Development Permit Areas to OCP (2012), Addition of Regional Context Statement to OCP (2014), Asset Management Policy (2014), Asset Management Plans (2011-2016), Naming Selection Criteria and Procedures Policy (2015), Corporate Plan 2015-2018 (2016), Community Amenity Contribution Policy (amended 2017) , Financial Plan (annual), Adherence to the Asset Management for Sustainable Service Delivery: A BC Framework

2030 OCP Target/Desired Trend: Available funding accommodates both aging infrastructure and the demands of growth.

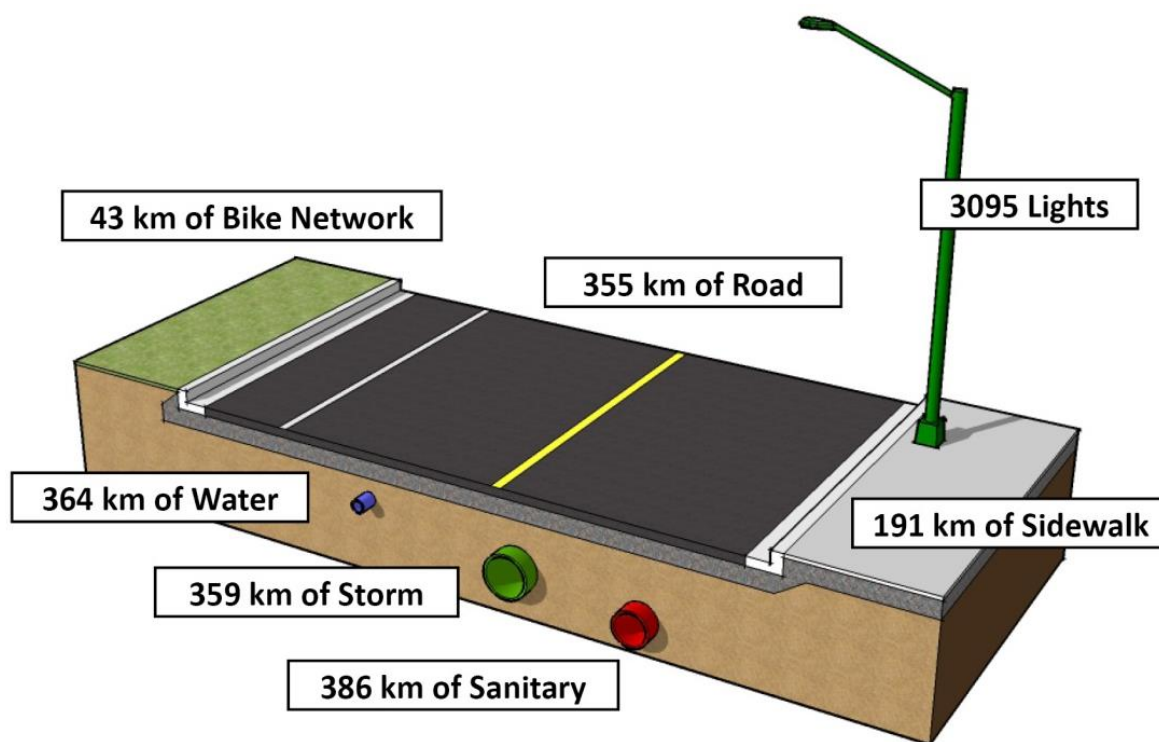
Primary indicator: Number of asset management plans completed

Why is this Important? The District of North Vancouver's infrastructure includes the vast network of roads, waterworks, sewers, recreation centres, fire halls, libraries and other facilities that serve the diverse needs of our population. A significant portion of our infrastructure is reaching the end of its useful life and planning for replacements needed in the next 20 years is underway. To provide a sustainable level of service for future generations, asset management planning needs to factor in appropriate service levels, the life-cycle of infrastructure, and long-term replacement and maintenance costs. Focussing new growth in centres, where infrastructure can be accessed by a greater number of people, increases the efficiency of service delivery and the cost effectiveness of municipal assets and infrastructure.

2011-2016 Measure

The District had zero Asset Management Plans completed in 2011. By the end of 2016, 16 asset management plans covering \$2 billion of existing assets were completed. One asset management plan remains to be completed covering \$7 million (1%) of existing assets.

A snapshot of current District infrastructure

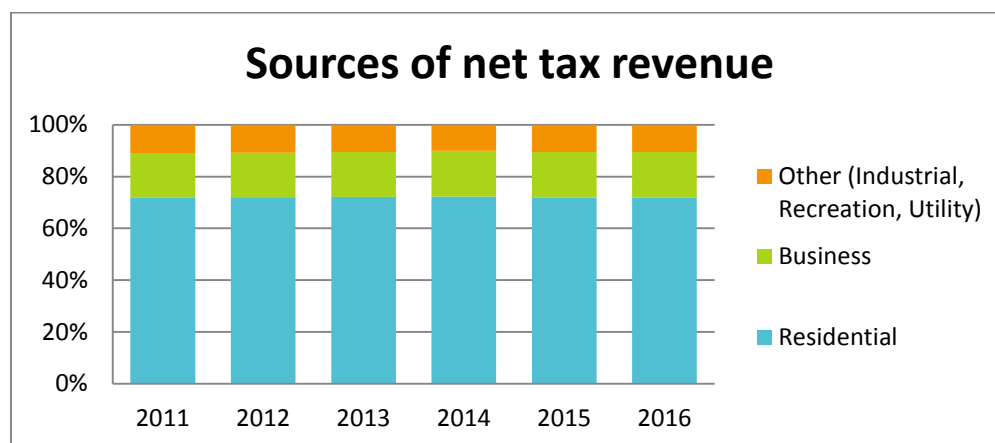


Source: District of North Vancouver GIS

Net tax revenue

Description: Municipal tax revenue comes from a number of sources. The District's net tax revenue is shown by sector.

Findings: From 2011 to 2016, the District's share of taxes among sectors has remained stable. The residential sector is the largest tax base with a 72% average. Following residential, the business sector contributed an average 17% from 2011 to 2016.



Source: District of North Vancouver

Development Cost Charges (DCCs)

Description: Development Cost Charges (DCCs) offset costs related to services as a direct result of a development. This ensures that new development pays for the cost of upgraded infrastructure to service the development.

Findings: From 2011 to 2016, approximately \$14 million in DCCs has been leveraged by the District to offset the costs related to servicing development.

Community Amenity Contributions (CACs)

Description: Community Amenity Contributions (CACs) are payment towards community amenities or delivery of physical community amenities that are provided by a developer based on the type of development application. New development in the District will be typically expected to provide benefits to the community beyond the development itself. If development requires a rezoning or plan amendment that involves an increase in density or a change from one land use to a higher land use, then that new development will, wherever possible, be required to provide a CAC in the form of either a payment or a physical community amenity.

Findings: Development provides Community Amenity Contributions (CACs), funds or delivered physical assets, to provide benefits to the community on behalf of development. The District has collected approximately \$11 million in cash from Community Amenity Contributions (CACs). In addition, the District has a number of amenities that are currently being built or scheduled for construction by developers, including the upcoming new Lions Gate Community Centre and public plaza and Lynn Creek Community Centre. These public benefits are for existing residents and new ones.

Work and Business

This section reports on OCP sections Employment Lands and Economic Development.



The District lost about 1,000 jobs between 1996 and 2006; this means more District residents must commute to outlying areas. Commuting outside of the District increases the number of people community farther distances, and draws residents to invest in businesses off the North Shore.

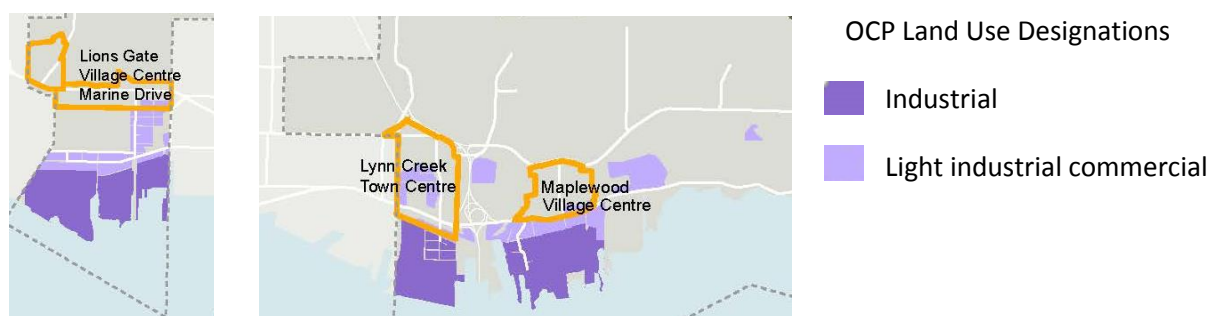
Progress Highlights

Local Jobs

In 2011, there were 28,085 jobs in the District and 57% of District jobs were filled by local residents worked on the North Shore. The 2016 Census data will be released later this year. The OCP also sets targets of growing the number of jobs (reaching 36,000 total jobs).

Employment Lands

Since 2011, the District has focused on concentrating employment lands in three main areas: Maplewood, Lynn Creek and Marine Drive. These areas have historically been the District's employment generating lands, naturally concentrating in areas with harbour and highway access. Regionally in 2015 there were 11,331 ha. of industrial lands. The District of North Vancouver holds a 3% share of these lands.



Source: District of North Vancouver GIS

The Metro Vancouver region's industrial lands will continue to be under market pressure and are expected to be fully occupied in the decade 2030.⁹ On the North Shore, 93% of industrial lands on the North Shore are already developed.¹⁰ Businesses contribute 30% of the District's property tax revenue, and their success is vital for all of the community, both as providing local jobs and a tax revenue source.

⁹ Metro Vancouver, 2015 Industrial Lands Inventory Summary.

¹⁰ Metro Vancouver, 2015 Industrial Lands Inventory Summary.

Within our employment lands, we have the opportunity to increase job opportunities through gradual intensification supported by OCP policies. Intensification can be accomplished by increasing the floor space area on sites, allowing appropriate uses to locate on upper floors of buildings and encouraging uses that create more, higher paying jobs. We are gradually intensifying employment lands with an increase of approximately 1.3%, or 104,571 sq. ft. (9,715 sq. m.) of building floor space area on District Industrial and Light Industrial-Commercial designated lands since 2011. The OCP targets increasing the area of built square feet by 33% on employment lands by 2030.

The District's employment lands are increasing in value. The average assessed value of District Light Industrial properties increased by 20% between 2011 and 2016. The average assessed value of District business properties (e.g. offices, retail, warehousing, hotels and motels) increased by 24%. We are adding to the supply of employment lands by planning for approximately 13 ha. of land in the Maplewood Northlands and District-owned lands east of Riverside Drive to be developed, as shown in the draft concept for the Maplewood Village Plan. Through new employment land development in Maplewood more District jobs are anticipated to be generated.

Economic Development

The number of business licenses in the District increased by 6.7% between 2011 and 2016. However, among these licenses, the number of District based businesses (home based and non-home based) is decreasing, while the number of non-North Shore based businesses is increasing. The District is working with the Economic Partnership North Vancouver to create a positive business climate that supports expansion and diversification of the District of North Vancouver's economy and contributes to the quality of life for residents.

Conclusion

Currently, many North Shore businesses find it hard to hire here because younger workers cannot afford the District's expensive single-family homes. Development of our key centres near employment lands, such as Lynn Creek, Marine Drive and Maplewood, facilitates more opportunities for a diversity of people to live and work in the same neighbourhood, and may make our key centres more attractive for businesses to locate near a more diverse population. With a shorter home to work commute, this can decrease vehicle traffic and make it easier for people to choose walking, cycling or taking transit. In response to external influences, the District is taking steps to protect our employment lands, encourage employment land intensification, and facilitate a welcoming and flexible climate for business to provide more job opportunities for our residents.

Employment Lands

Applicable OCP Policies

Policy 1.7: Protect employment lands by limiting to uses predominantly associated with heavy industry, light industry, and general business and by limiting residential and retail uses

Action: The Lynn Creek Town Centre Implementation Plan reaffirms the desire to protect and enhance industrial lands, and encourages various measures to minimize potential impacts to surrounding land uses.

2030 OCP Target/Desired Trend: 33% increase in built square feet in employment lands

Primary indicator: Percent increase in built area of employment generating lands

Why is this Important? Our industrial and light industrial-commercial employment lands play a vital role in achieving our vision of becoming a more complete and balanced community. Intensified use of employment lands should increase available jobs, reduce commuting times and associated greenhouse gas emissions, and enhance the municipality's economic prosperity.

2011-2016 Measure:

YEAR	Building Area (sq. ft.)		Total
	Industrial Zone Building Area	Light Industrial Commercial Building Area	
2011	3,521,305 (327,140 sq. m)	4,263,509 (396,093 sq. m)	7,784,813 (723,233 sq. m.)
2016	3,510,509 (326,137 sq. m)	4,378,877 (406,811 sq. m.)	7,889,380 (732,948 sq. m) (1.3% increase from 2011)

Source: District of North Vancouver GIS.

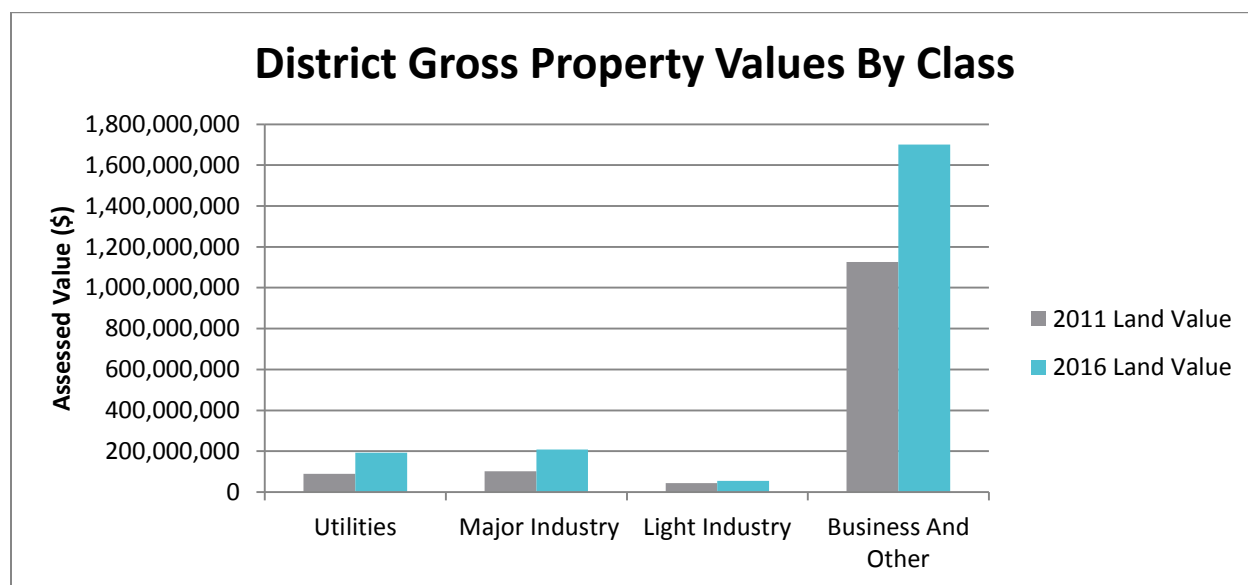
Findings: Building floor space area has increased by approximately 1.3%, or 104,567 sq. ft. (9,715 sq. m.) since 2011. Loss of building floor space between 2011 and 2016 is due to demolition of older buildings and sheds in the industrial areas south of Marine Drive and Dollarton Highway.

Employment Lands Assessment Value

Description: BC Assessment provides the land assessment value for all properties in the District. The value of employment lands over time is reported below including major industry, light industry (such as properties used or held for extracting, processing, manufacturing or transporting products, including ancillary storage) and business (such as properties used for offices, retail, warehousing, hotels, motels and properties that do not fit the other classes). Assessment values reflect a property's market value. The assessed value of employment lands and improvements is affected by international, regional and local market and development trends.

The assessed value of employment lands in the District has increased since 2011. The number of legal lots has increased for major industrial, light industrial, and business (e.g. offices, retail, warehousing,

hotels and motels) properties. Taking into account the increase in the number of legal lots between 2011 and 2016, the average assessed value of District Light Industrial properties increased by 20%. The average assessed value of District business properties increased by 24%.



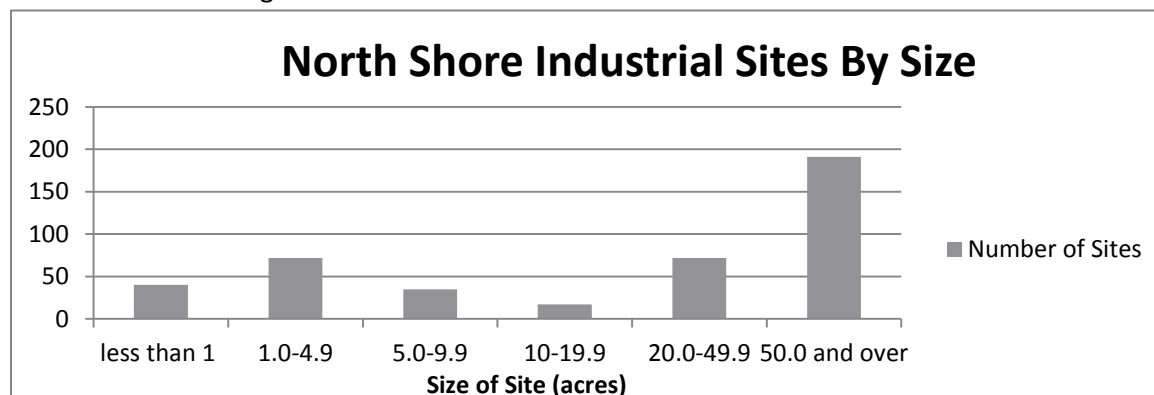
Source: BC Assessment, 2016.

Industrial land area, vacancy rates, construction and absorption

Description: The District has a portion of the region's industrial land. Industrial land and floor space that is vacant, being constructed and purchased shows the supply and demand for industrial land.

Absorption of industrial land is defined the rate at which land is converted from 'vacant' to 'developed'.

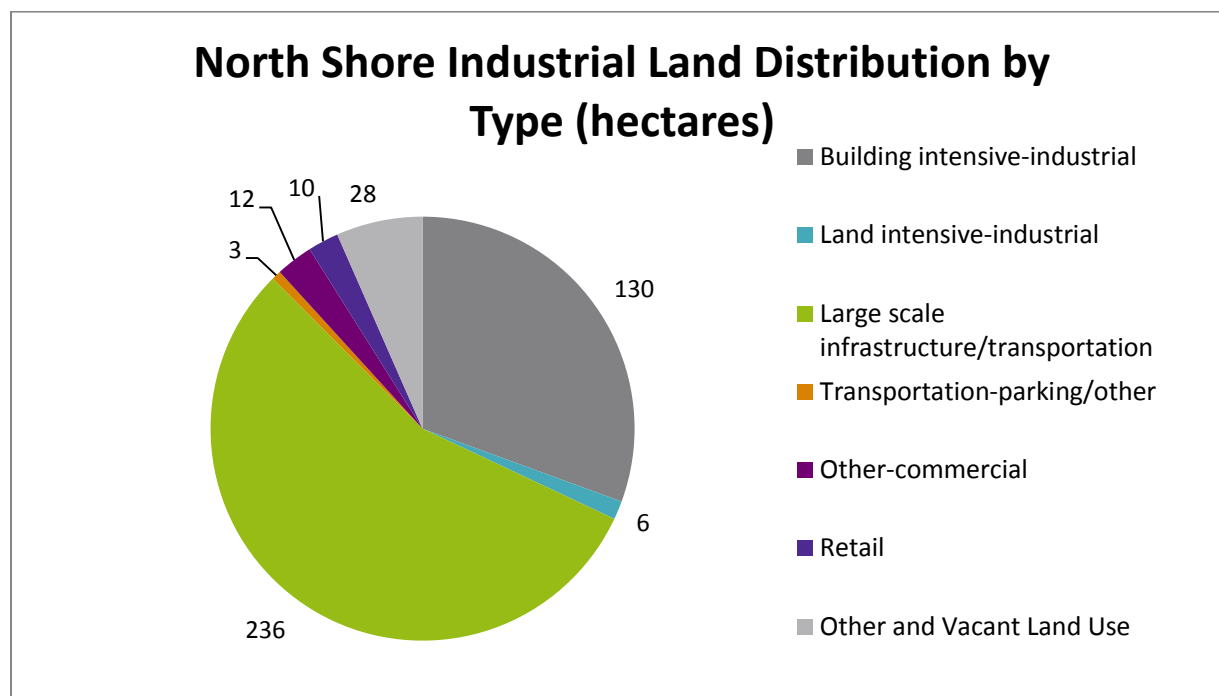
Findings: The District has 286 hectares (706 acres) of industrial lands, a 3% share of industrial land in Metro Vancouver. On the North Shore, there is a limited vacant land supply with 7% vacant industrial lands. Although there are a range in sizes of industrial sites on the North Shore, a large portion are large sites 50 acres and larger.¹¹



Source: Metro Vancouver Industrial Lands Inventory Technical Report (2015).

¹¹ Metro Vancouver Industrial Lands Inventory Technical Report, 2015.

In 2015, Metro Vancouver reported the North Shore had 425 ha. of industrial land. Most of this land is used for large scale infrastructure/transportation and building intensive-industrial. Large-scale infrastructure/transportation includes uses such as railyards, utilities and port terminal lands. Building-intensive industrial lands include heavy and light industrial uses such as warehousing, manufacturing, stockpiling of natural resources and limited industrial-related accessory uses.¹²



Source: Metro Vancouver Industrial Lands Inventory Technical Report (2015).

The region's industrial lands are intensifying, as the amount of tracked industrial building floor area in the region increased from approximately 150 million sq. ft. in 2005, to 166 million sq. ft. in 2010, to 177 million sq. ft. in 2015.¹³ Metro Vancouver predicts that the 'vacant' industrial land supply might be substantially absorbed by the 2030s. In the period 2010-2015, the annual average net land absorption was 76 hectares in Metro Vancouver, compared to 93 ha. per year in the 2005-2010 period. This is due to the lack of available vacant sites that are large and close to transportation infrastructure. If absorption continues a lower rate, the lifespan of the existing supply of industrial lands could be extended.¹⁴

Office floor space

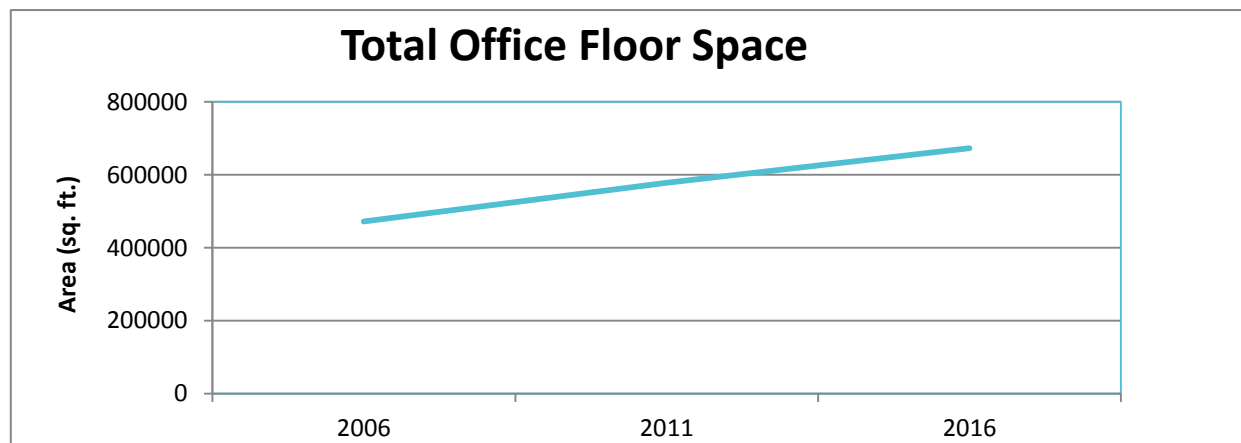
Description: Offices are one part of the District's employment generating lands. The OCP targets an increase in the built area of employment generating lands.

¹² Metro Vancouver Industrial Lands Inventory Technical Report (2015).

¹³ CRBE Group, Inc.

¹⁴ Metro Vancouver Industrial Lands Inventory Technical Report, 2015.

Findings: In 2011 there was 578,270 sq. ft. of built office floor space in the District. In 2016 gross office floor space increased by approximately 16% to 673,171 sq. ft. This increase of approximately 94,901 sq. ft. of new office space aligns with the OCP target of increasing built area of employment generating lands. Two developments make up the new 94,901 sq. ft. office space constructed since 2011: the Edgemont Commons building in Edgemont Village Centre, and the Northwoods Business Park



development in Maplewood Village Centre.

Source: District of North Vancouver GIS

Economic Development

Applicable OCP Policy

Policy 8.1.1: Encourage appropriate and compatible economic activity in all areas.

Action: Staff and Council to enforce land use policies and plans that encourage new investment, quality jobs and opportunities for businesses.

2030 OCP Target/Desired Trend: 36,000 total jobs in the District by 2030.

Primary indicator: Number of jobs in the District

Why is this Important? Facilitating the growth of a diverse local economic climate in the District is important to the health and resiliency of our community and ensures a range of job opportunities for residents.

2011-2016 Measure

There are approximately 28,085 jobs in the District in 2011. The total work force comprised 55% of the total population in 2011. The 2016 Census data will be available in November 2017.

Local Jobs

Applicable OCP Policy

Policy 8.1.10: Promote major job growth or intensification in locations and at densities that support travel by walking, cycling and transit.

Action: Staff and Council to follow Town and Village Centre Implementation Plans directing job growth and density via land use designations.

2030 OCP Target/Desired Trend: An increase in District workforce that work in the District.

Community indicator: Percent of District workforce that work in the District

Why is this Important? Many District residents look for opportunities to work closer to home. Residents who work closer to home are more likely to have shorter commutes and may be more likely to walk, cycle or transit to work.

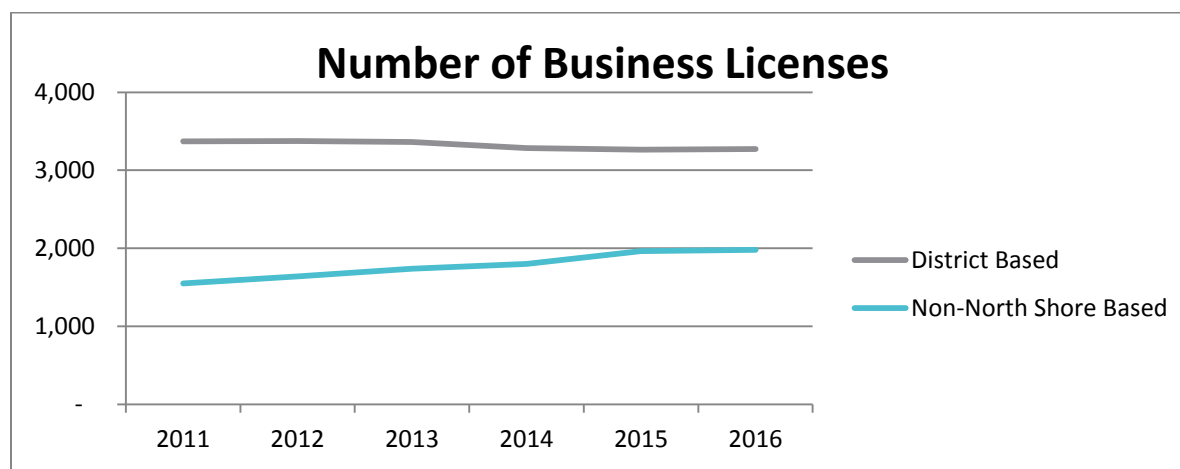
2011-2016 Measure

Of the approximately 28,085 jobs in the District in 2011, an estimated 57% were filled by local residents. The 2016 Census data will be available in November 2017.

Number of business licenses by year

Description: The number of businesses operating in the District is an indicator of economic health.

Findings: Between 2011 and 2016 the number of business licenses increased by 6.7% from 4,919 to 5,250 licenses. However, the number of District-based businesses (home-based and non-home based) is decreasing, and the number of non-North Shore based businesses is increasing. Note that 'non-North Shore based' businesses includes licences for businesses based in the City of North Vancouver and the District of West Vancouver that are not eligible under the Inter-Municipal Licence program.



Source: District of North Vancouver.

Parks and Social Well-Being

This section reports on OCP sections Parks and Open Space and Social Well Being.



We have a range of social issues to address and vulnerable populations to support. There is a gap between the rich and poor in the District, with over 10,000 of our residents (about 12% of the population) living in low income households in 2011. Our homeless population has seen a dramatic increase from 47 people in 2002 to 122 in 2011. One part of creating more complete communities and a healthier population is by providing park space and amenities.

Progress Highlights

Parks

The District is proud of our abundance of park space. We are continuing to exceed the target of park space per 1000 people, with a ratio of 3.6 ha. of community and neighbourhood park per 1000 people. We are also continuing to invest in our parks with improvements. We had added 2.26 km to our trail networks since 2011, including 1.45 km of the Spirit Trail. Our completed Parks and Open Space Strategic Plan (2012) guides future improvements.

Social Well-Being

We are increasing the number of community services and hubs near our centres. Since 2011, three community centres have started development: the new Delbrook Community Centre currently under construction and two in the planning stage, Lynn Creek Community Centre and Lions Gate Community Centre which are made possible by the development of these key centres. We are striving to reach our target to have a community hub facility within easy access of every centre.

Increasing walkability and amenities near residents' homes in District communities has a positive effect on well-being. Over 75% of District residents reported that they see many people walking or cycling in their neighbourhoods, have a transit stop within a 5 minute walk of home, and feel that their sidewalks are well maintained.¹⁵ Over half of District residents surveyed feel they have amenities within walking or cycling distance, and they walk for 30 or more minutes per day. About 40% of residents walked for leisure 30 or more minutes per day, and 23% of residents walked for utilitarian purposes.

Compared to other Metro Vancouver municipalities, District of North Vancouver kindergarten-aged children have higher levels of vulnerability in the categories emotional maturity and social competence.¹⁶

Challenging Demographic Profile

District residents are aging and we have a shrinking younger population. From 2006 to 2011, there has been a decline in the numbers of children and young adults aged 25 to 40. At the same time, the

¹⁵ *My Health My Community*, University of British Columbia, 2013-2014.

¹⁶ UBC Human Early Learning Partnership Early Development Indicator Survey, 2013-2016.

number of middle aged and senior adults is rising and slightly above the regional average. This means there are fewer working aged residents to attract business and fewer families with children to support local schools and programs.

From 2001 to 2011 there was a net loss of people moving away from the District to other Metro Vancouver municipalities, other parts of British Columbia and other Canadian communities; however, there was a net increase in people moving to the District from other provinces.

The Regional Homeless Count has found the number of homeless people on the North Shore is increasing, from approximately 44 people in 2002 to 122 people in 2011. In order to better understand the actual numbers of homeless in the community staff conducted a survey of the key homeless service providers on the North Shore in December, 2016 to more accurately determine the total number of homeless on their caseloads. These front line staff reported that they had active files on approximately 300 homeless individuals across the North Shore, double what the Regional Homeless Count data was.

Our homeless include youth, families and seniors, many who are affected the rising cost of housing and living expenses in the region. Homelessness continues to be a focus for ongoing support in our community.

Conclusion

The OCP envisions fostering a safe, socially inclusive and supportive community that enhances the healthy living of all residents by maintaining our standard for park space, increasing our trails and developing new community centres.

However, we have on-going challenges with retaining or attracting young people, families with children, and we have an aging population. When the 2016 Census data is released on the District's demographics, we will see if these trends are continuing. We have a growing social need with an increasing homeless population. To mitigate our demographic challenges, more affordable and diverse housing options will enable more people to move to, or stay in the District. With more affordable housing options, there will be more opportunity for our most vulnerable citizens to access long-term shelter. If we do not address our demographic challenges, we risk having fewer children to support our schools, fewer residents of working age to attract jobs and businesses and a larger proportion of aging residents some of whom may find it difficult to make ends meet with rising housing and living costs.

Parks and Open Space

Applicable OCP Policies

Policy 4.1.1: Develop and implement a Parks and Open Space Strategic Plan consistent with the OCP to manage and improve the District's parks and trails system

Policy 4.2.2: Provide new parkland, open space and greenway trails as part of planning processes for Town and Village Centres undergoing growth and change

Action: Staff to prepare a Parks and Open Space Strategic Plan (Council approved the Parks and Open Space Strategic Plan in 2012).

2030 OCP Target/Desired Trend: Continue to exceed 2 ha of community and neighbourhood park/1000 people District-wide, and increase park, open space and/or trails in OCP growth centres.

Primary indicator: Ratio of community and neighbourhood park/1000 people

Why is this Important? Community Parkland serves several neighbourhoods and includes parks for organized recreational opportunities, trails and natural features. Neighbourhood Parkland are more localized parks providing active and passive recreational opportunities and are intended to primarily serve residents within a reasonable walking distance (10 min or up to approximately 800 m).

2011-2016 Measure: The ratio of community and neighbourhood park/1000 people District-wide continues to exceed the OCP target with 3.6 ha. It has remained the same from 2011 to 2016.

Park Improvements

Community indicator: Park improvement projects

Why is this Important? In addition to neighbourhood parks, other key parks strategies are aimed at park updates and improvements to meet the changing needs of our community and to extend the trails network to strengthen community connections.

Findings: Since 2011, approximately \$9,592,872 has been invested into parks projects, including sports fields, playground, trails and sport courts. A number of examples are listed below.

Examples of Key Park Improvement Projects Completed in 2011 – 2016	Type
Windsor AstroTurf construction with associated infrastructure (washrooms etc.) Sports Field Related	Sports Field Related
NS Spirit Trail Construction for Squamish Nation to Mackay Creek Trail	Trail
Trail construction along Seymour Greenbelt with aggregate surfacing and supporting	Trail
Multi Use and Mountain bike trail construction with associated infrastructure and signage Trail	Trail
Artificial Turf Mat installation at Windsor field Sports Field Related	Sports Field Related
Water Park replacement at Viewlynn	Other
Sport field lighting upgrade at Myrtle Park - All weather field Sports Field Related	Sports Field Related
Cates Tennis Court replacement (2) at Cate Park East Tennis	Tennis
BP Memorial Connector with bridge installation (2); boardwalk; stairs; fencing and drainage	Ped. Infrastructure
Waterfront Access Upgrade at 790 Beachview Avenue	Other
Garibaldi Tennis Court Replace	Tennis
Grousewood/ Draycott Pathway	Trail
Seymour Paved Pathway System	Ped. Infrastructure
Myrtle Playground Equip Replacement	Playground
Inter River Bike Skills Park	Other
Lynn Canyon Bridge and Boardwalk Replacement	Trail
Maplewood Farm Pony Barn	Other

Community Trail Network

Applicable OCP Policy

Policy 4.1.4: Develop and maintain the District-wide network of trails and greenways

Action: Staff to focus on completing trails identified in the Parks and Open Space Strategic Plan and improving trail connections to the community.

Community indicator: Linear length of trails

Why is this Important? Access to a trail network increases connectivity within neighbourhoods, expands transportation choices, and promotes healthy and active modes of transportation and recreation.

2011-2016 Measure: In 2011, there were 304 linear km of trails District wide. Since 2011, we have developed an additional 2 kilometers of trail networks, for a total of 306 kilometers of trails. Of these trails, over half are multi-use, and there are a mix of other trail types including hiking-only, mountain biking priority trails, mountain biking only and other trails. As opportunities arise, the District is seeking to establish a complete and continuous trail network.

DNV Trails*	2011 Length (km)	2016 Length (km)
Hiking Only	58	58
Mountain Biking Priority	21	20
Mountain Biking Only	0.9	0.9
Multi-Use	187	189
Unclassified	38	39

*Note: Includes all trails located in the District, even if they are funded/constructed/maintained by Metro Vancouver.

Social Well-Being

Citizen Engagement

Applicable OCP Policies

Policy 6.1.1.: Provide opportunities for all citizens to meaningfully participate in civic affairs and community life

Action: Staff consistently engage community members on a variety of projects, including the innovative Delbrook Lands Community Dialogue in 2016. Staff to promote participation in the 2018 municipal election.

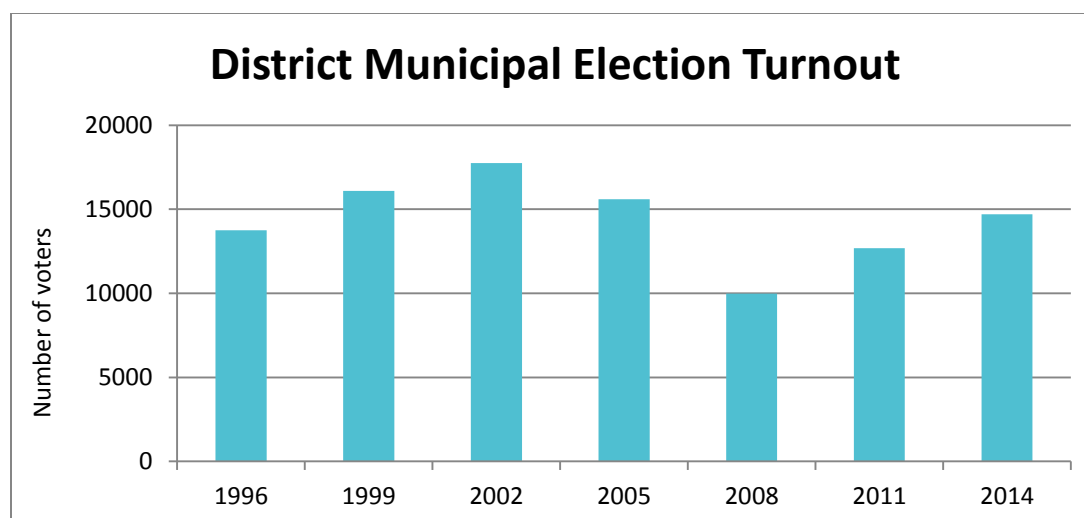
2030 OCP Target/Desired Trend: To involve citizens meaningfully in civic affairs and community life.

Community indicator: Municipal election voter turnout rate.

Why is this Important? Effective civic engagement builds strong communities, leads to greater public participation and interest in the things we share, and facilitates more responsive governance and better decision making. Civic engagement can be observed in a number of different ways: voter turnout at civic elections, attendance at Council meetings, participants at public engagement events, involvement in civic committees, number of volunteers for various community initiatives, number of people accessing the District website, and more. Moving forward, the District will seek ways to measure civic engagement. Currently one of the few reliable sources of available data is voter turnout.

2011-2016 Measure

In 2011 there was a 21% Municipal Election Voter Turnout Rate. In the 2014 election, there was a 25% Voter Turnout Rate. The next municipal election is November 17, 2018.



Arts, Culture, Libraries, Leisure and Recreation

Applicable OCP Policies

Policy 6.2.17: Arts, Culture, Libraries, Leisure and Recreation: Foster an environment that promotes creativity and cultural expression and facilitates community access and engagement in arts and cultural experiences

Policy 6.2.18: Arts, Culture, Libraries, Leisure and Recreation: Support the development and delivery of creative community events and activities that celebrate the full spectrum of diversity of the District, build on the District's unique identity and engage local residents, artists and businesses

Action: Staff to prepare Arts and Culture Grants Policy (Council approved Arts and Culture Grants Corporate Policy in 2015). Staff to prepare Community Building Fund Policy (Council approved Community Building Fund Policy in 2016). Council approves \$10,000 annually for community events such as block parties, etc.

Community Services, Programs and Facilities

Applicable OCP Policies

Policy 6.3.4: Promote the establishment and maintenance of affordable quality child care services

Action: Childcare Grants Committee advises staff and Council on the distribution approximately \$50,000 annually in childcare grant funding. Staff and consultants prepared a District childcare needs assessment in 2016. Staff working with developer to design a childcare centre in co-located with the community centre in Lynn Creek

Policy 6.3.6: Support the creation of a network of community hubs to provide services to residents in a coordinated and cost effective manner

Action: Staff from across the District have been working with several developers in Lions Gate and Lynn Creek to design Community Recreation Centres that will provide an important way for members of the community to access recreation, library, social and community programs and to feel socially connected and a part of their community. Staff developed Memorandum of Understanding to facilitate innovative partnerships for future operation of Community Recreation Centre (Lions Gate CRC, 2014)

Policy 6.3.8: Encourage the retention of sufficient space in surplus public facilities (schools, churches, recreation centres) to meet changing community needs (such as adult daycare, childcare)

Action: Staff to prepare the Public Assembly Lands Strategy (Council approved the Public Assembly Lands Strategy in 2013). Staff to apply the evaluation framework to any development applications contemplating a change of use from public assembly to residential.

2030 OCP Target/Desired Trend: A community hub facility within easy access of every centre.

Primary indicator: Presence of a community hub facility within 400m of OCP town and village centres

Why is this Important? For the purpose of this report, a “community hub” is defined as the co-location of a range of publicly supported community programs and services in a central place. Community hubs allow residents to connect to a public facility close to their home. These hubs can offer integrated, innovative and client centered services including a variety of programs for residents of different ages and abilities. The ability to reach a wide variety of programs in a ‘one stop shop’ approach increases access and improves community connectedness and belonging.

2011-2016 Measure:

As of 2016, there is an existing cluster of community services exists in Lynn Valley Town Centre and a community hub in the Parkgate Village Centre. Other community hubs in the District are located outside of OCP designated town and village centres.

Since 2011, three new community centres are planned for the Lynn Creek Town Centre, Lions Gate-Marine Village Centre, and a new Delbrook Community Recreation Centre. The Delbrook Community Recreation Centre will replace the William Griffin Recreation Centre and is scheduled to open in 2017. The facility will include an aquatics facility, fitness studio and weight room, sports court and gymnasium, pre-school, youth space, and multipurpose space for seniors. The community centres in Lynn Creek Town Centre and Lions Gate Village Centre is currently being planned.

Applicable OCP Policies

Policy 6.3.12: Encourage sustainable, local food systems through initiatives such as promotion of healthy, local foods and food production, and the facilitation of community gardens, farmers markets, urban agriculture initiatives in appropriate locations

Policy 6.3.13: Integrate opportunities for urban agriculture in planning Town and Village centres

Policy 6.3.15: Develop a food policy that defines the District’s vision and commitment to facilitating a food system that supports long-term community and environmental health

Actions: Staff continue to work partnership with organizations to create an integrated urban food system across the North Shore. The projects include food recovery, innovative breakfast programs in schools, Quest Food Exchange and community gardens. Staff representation at the Table Matters Committee. Staff to prepare 'Keeping of Backyard Hens Bylaw'.

Policy 6.4.7: Facilitate the development of safe and accessible community and public spaces and consider crime prevention design principles and accessibility guidelines in their design and retrofit

Actions: Staff involved with Safe and Active Routes to School (2010, 2011, 2016). Council approved Accessible Design Measures in Centres Public Realm Design Guidelines (2013 and 2014).

Walkability and health

Description: The ability to move safely, efficiently and enjoyably within our neighbourhoods can improve our sense of community and both physical and mental health. The amount of time and type of walking (for leisure, errands, commuting) is an indicator of how many amenities and services are accessible to a neighbourhood, and how enjoyable pedestrian infrastructure is to use. Length of commute time, and mode is an indicator of transit accessibility, and how far people must travel for work, and to access services and amenities. *My Health My Community*, a non-profit partnership between Vancouver Coastal Health (VCH), Fraser Health (FH) and the eHealth Strategy Office (eHSO) at the University of British Columbia (UBC), conducted a survey (2013-14) with people aged 18 and over to learn how lifestyle, our environment, neighbourhood characteristics and daily interactions affect health over time. Their survey results for the District of North Vancouver are summarized below.

Findings: Of District of North Vancouver survey respondents, the following report indicators of neighbourhood walkability:

- 81% of people see a lot of people walking/biking compared to 70% of West Vancouver and Lions Bay, and 77% of City of North Vancouver.
- 61% feel they have amenities within walking/cycling distance.
- 75% feel that their sidewalks are well maintained.
- 87% feel they have a transit stop within a 5 minute walk of home.
- 63% walk for 30 or more minutes per day; 40% of people spend 30+ minutes a day leisure walking, and 23% of people spend 30 or more minutes utilitarian walking.
- 17% of residents feel that traffic in the area makes walking difficult.

In terms of commuting, approximately 50% of respondents have a one-way commute that is 30 minutes or longer, and 66% commute by car and 22% commute by public transit. The survey found that 80% of District residents do their errands by car.

Child developmental health

The Early Development Instrument (EDI) is administered by the UBC Human Early Learning Partnership. The EDI Report is a measure of the developmental health of the kindergarten population across the province. The EDI measures vulnerability over time on five scales: (1) physical health and well-being, (2)

social competence, (3) emotional maturity, (4) language and cognitive development and (5) communication skills and general knowledge. Findings are reported by area.

Findings: District children had higher levels of vulnerability in emotional maturity and social competence compared to the other measures of vulnerability. In some areas, children also had higher levels of vulnerability in physical health and well-being, and communication. The overall less vulnerable areas in the District are Delbrook-Upper Lonsdale, Upper Capilano-Edgemont, Lynn Valley and Grand Boulevard-Moodyville and the overall more vulnerable areas are Deep Cove-Dollarton, Lynnmour/Blueridge, Norgate/Pemberton and Westlynn.

Socially Inclusive Community

Applicable OCP Policies

Policy 6.3.1.: Facilitate the delivery of accessible community services and social programs to meet the current and future needs of all District residents

Action: Community Services Advisory Committee advises staff and Council on the distribution of approximately \$280,000 in annual grant funding. District funds an additional \$870,000 annually (approximately) in core funding to non-profit organizations. Staff to prepare Community Profiles to use for planning purposes. Staff to prepare a Social Strategy.

Policy 6.3.2.: Plan and support initiatives for an age and disability-friendly community

Policy 6.3.3.: Facilitate the provision of accessible services, programs, and facilities that encourage seniors and people with disabilities to function independently

Actions: The District of North Vancouver has an aging population. Staff are working with Vancouver Coastal Health, our non-profit partners and community stakeholders to better understand the needs of our aging population. A specific focus is on ensuring that services, programs, supports and education are in place to manage what is anticipated to be a significant increase in District residents with Alzheimer's and dementia. Staff involved with Safe and Active Routes to School that promotes active transportation to and from schools (2010, 2011, 2016). Council approved Accessible Design measures in Centres' Public Realm Design Guidelines (2013 and 2014). Staff and Council representation on North Shore Advisory Committee on Disability Issues.

2030 OCP Target/Desired Trend: Foster a socially inclusive community including a mix of ages, abilities and socio-economic backgrounds.

Community indicators: Age groups as a percent of the total population, and household Income.

Why is this Important? Sustaining a healthy mix of different ages and socio-economic backgrounds in our population is important to the ongoing health, diversity and vibrancy of our community. Recent demographic trends (2011) indicate growing numbers of seniors, gaps in the numbers of young adults entering the work force and starting new families, and declining numbers of school aged children. OCP

policies to create a greater diversity of housing choices and affordability, to encourage business opportunities and job growth, and to guide the development of dynamic town and village centres will help attract the 'missing generation' of young adults, aged 25-40, and enable seniors to find suitable housing in our community.

2011-2016 Measure:

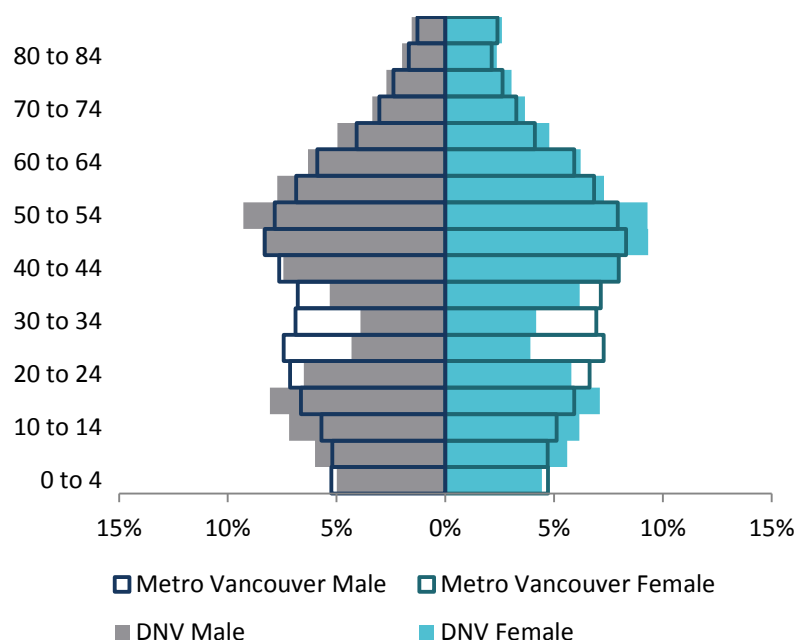
In 2011, our population profile reveals a slight decline in the numbers of children from 2006. However, these numbers are still higher than the 2011 regional average. The number of young adults aged 25 to 40 has declined since 2006 and there are significantly fewer young adults aged 25 to 40 than the regional average. Our numbers of middle aged and senior adults are on the rise and slightly above the regional average. The 2016 Census data will be available later in 2017.

Population Profile By Age Group	2006	2011
0-19	26.4%	24.7%
20-39	21.0%	20.0%
40-64	39.6%	39.7%
65+	13.0%	15.5%
Total	81,910	84,420

Source: 2011 Canadian Census

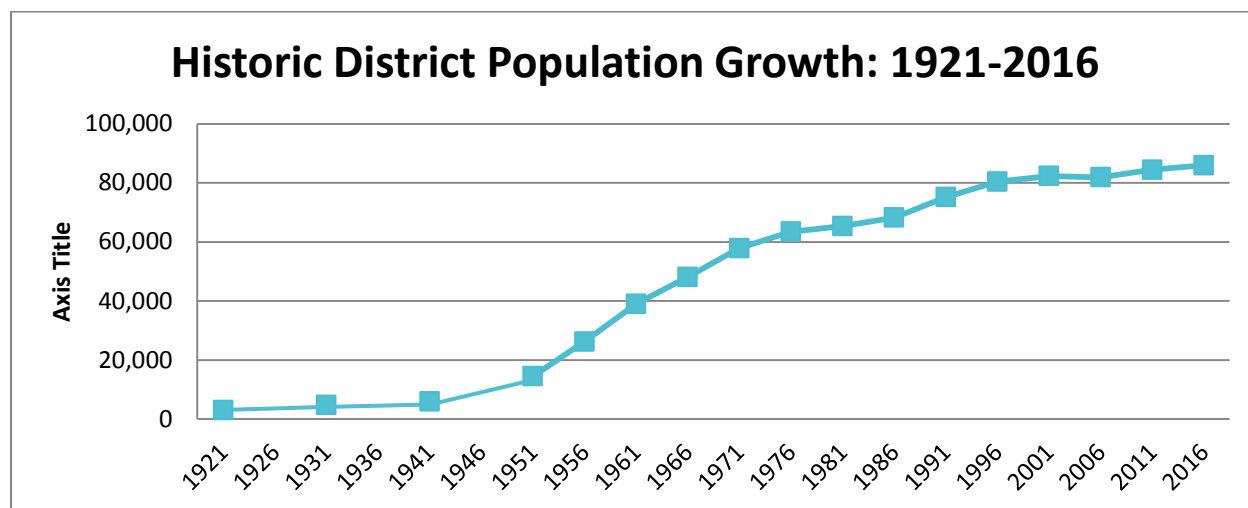
2011 Population Pyramid

(% of total population)



Source: 2011 Canadian Census

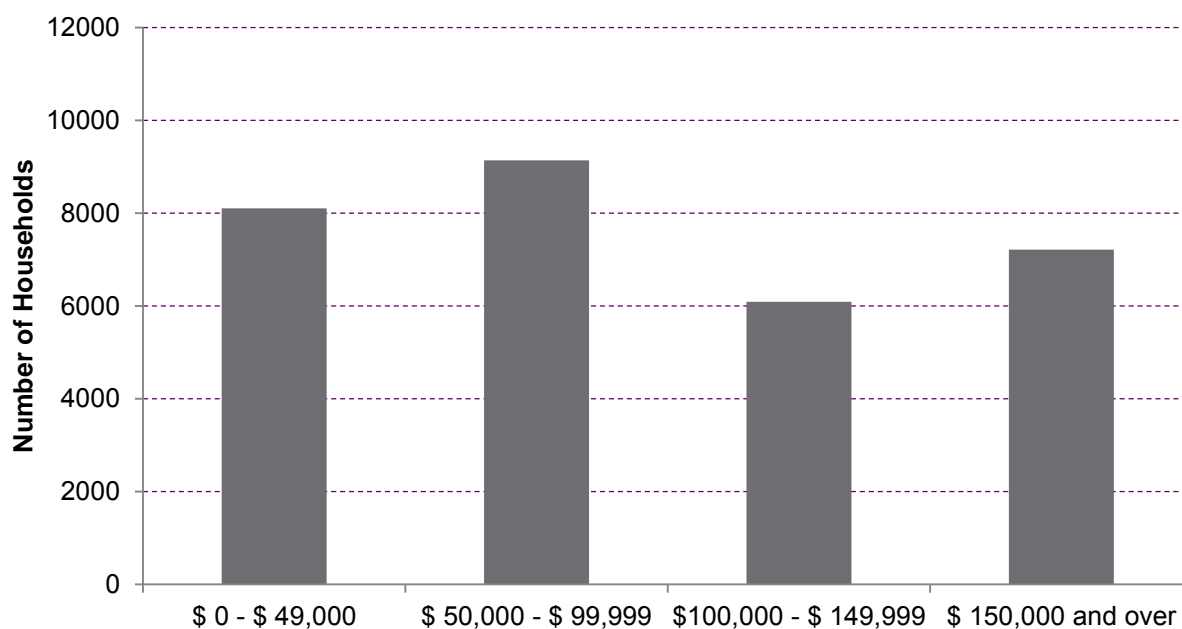
Historically, the District experienced the largest population increase in the 1950s, 1960s and 1970s when a large portion of the District was initially developed. The District lost a small amount of population for the first time from 2001 to 2006. From 2011 to 2016, the population increased 1.8% (1,525), from 84,410 to 85,935. For regional context, the region's population increased 14% (346,850) from 2,313,328 in 2011 to 2,463,431 in 2016 (Vancouver CMA).



Source: Statistics Canada Census.

The high cost of living, including housing related costs, is a contributing factor to the loss of our 25-40 year olds and the inability of many local employers to find and retain staff. Many households spend at least half of their income on housing (2011). New 2016 Census data available in later in 2017.

2011 District Household Income



Source: 2011 National Household Survey

Applicable OCP Policies

Policy 6.3.5.: Support orientation and community services for welcoming new immigrants

Action: In order to understand the changing demographic of the North Shore staff, are actively involved with community partners to better understand the profile of our newcomer immigrant populations. Through grants and staff support on various North Shore initiatives, services, programs and supports that newcomer immigrant populations need are being created. Staff are represented at the North Shore Immigrant Inclusion Partnership Committee.

Migration

Description: Migration of people to and from the District (from other Metro Vancouver communities, other parts of BC, Canadian provinces and other countries) shows the movement of people to and from the District over time. In addition to natural increase (births), a municipality can gain population through migration. Data source: Statistics Canada Census received from Metro Vancouver.

Findings: From 2001-2011, 8,850 people moved into the District from other Metro Vancouver municipalities, but 11,890 people moved from the District to other Metro municipalities. The District consistently took 3% of the Metro share of immigrants in 1996, 2001 and 2006, but in 2011 took 2% of the share. From 2001 to 2011 more people moved to the District from other provinces (3,365), than from the District to another province (2,570). There was a net increase of 795 people from other provinces between 2001 and 2011. In this time period, more people (5,920) moved from the District to another part of the province than people moved to the District from another part of British Columbia (2,020) for a net loss of 3,900 people in this 10-year time period.

Heritage and Archaeological Resources

Applicable OCP Policies

Policy 6.5.4. Heritage and Archeological Resources: Encourage the protection and enhancement of buildings and sites which have historic significance to the community by exploring opportunities to use the tools and incentives available under the Local Government Act

Policy 6.5.6. Heritage and Archeological Resources: Support continued community involvement in identifying and advising on issues pertaining to District heritage resources and programming

Action: Staff to prepare Heritage Procedural Bylaw. Council adopted Bylaw in 2012.

Policy 6.5.7. Heritage and Archeological Resources: Establish a Heritage Plan to implement the policies contained in the Official Community Plan

Action: Staff to prepare a Heritage Plan

Homelessness

Applicable OCP Policies

Policy 7.4.5. Non-Market Housing and Homelessness: Encourage other levels of government to contribute financial support and/or a portion of surplus lands towards appropriate and affordable housing for those with special needs

Actions: Strategic use of District lands to contribute towards the creation of beds/units along the housing continuum with a particular focus on the non-market part of the continuum. Leased land is an important incentive the municipality can use to leverage partnerships, including capital and operational dollars from other levels of government. Staff representation on the North Shore Advisory Committee on Disability Issues. Council approved the Rental and Affordable Housing Strategy in 2016. Council approved Eligibility Criteria for Waiving Municipal Permit Application Fees (2015)

Policy 7.4.6. Non-Market Housing and Homelessness: Continue to support regional efforts to eliminate and prevent homelessness on the North Shore

Policy 7.4.7. Non-Market Housing and Homelessness: Continue to support non-profit agencies that provide short-term emergency and transitional shelter, food and access to social services for those in need

Policy 7.4.8. Non-Market Housing and Homelessness: 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

Actions: Staff are working with non-profit partners and senior levels of government to address a significant increase in young people presenting with clinical mental illness. Work toward a comprehensive, family centred model of service delivery is taking place with additional mental health staff and beds available. The District has also been a key partner in the creation of much needed support recovery beds for both adult men and women, with a total of 18 beds now open for individuals struggling with addictions. Staff are represented on the following committee: North Shore Standing Committee on Substance Abuse, North Shore Homelessness Task Force, Community Services Advisory Committee, Youth Safe House Advisory Committee, Community Housing Action Committee (CHAC), Local Action Team for Youth Mental Health

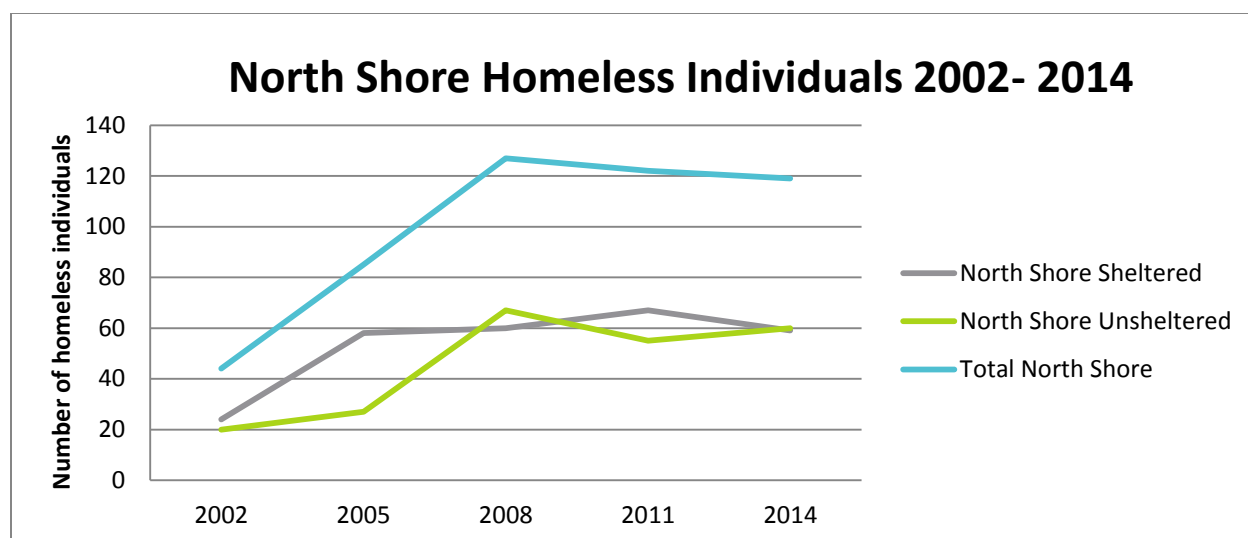
Homeless Population Counts

Description: Ensuring all citizens basic human needs are met is important for the health of individuals and our community. People without shelter are at risk of physical, mental and emotional stress. Knowing the number of people who do not have shelter, and the conditions that caused their housing vulnerability can assist decision making around affordable housing, inclusive urban design and employment lands.

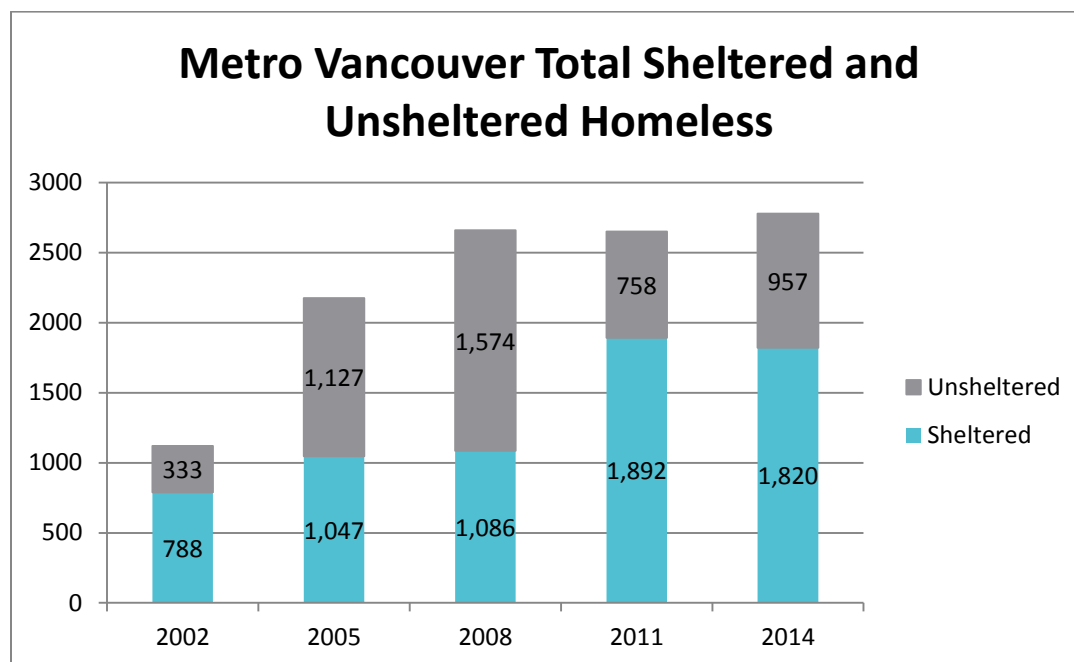
Findings: In 2011 there were 122 homeless individuals on the North Shore. For the North Shore, the number of homeless people changed slightly from 122 people in 2011 to 119 people in 2014. While

overall numbers have remained relatively constant in recent years, there are still a significant number of homeless youth, families and seniors; and homelessness continues to be a focus for ongoing support in our community. The last Metro Vancouver Homeless Count was conducted March 7-8, 2017. Results will be available in April 2017.

The Regional Homelessness Task Force Homeless Encampment Survey conducted in winter 2016 estimates there are 300 homeless individuals on the North Shore.



Source: Metro Vancouver Homeless Count



Source: Metro Vancouver Homeless Count

Healthy Environment

This section reports on OCP sections Climate Action and Environmental Management.

Issue:
Large environmental footprint
(emissions)

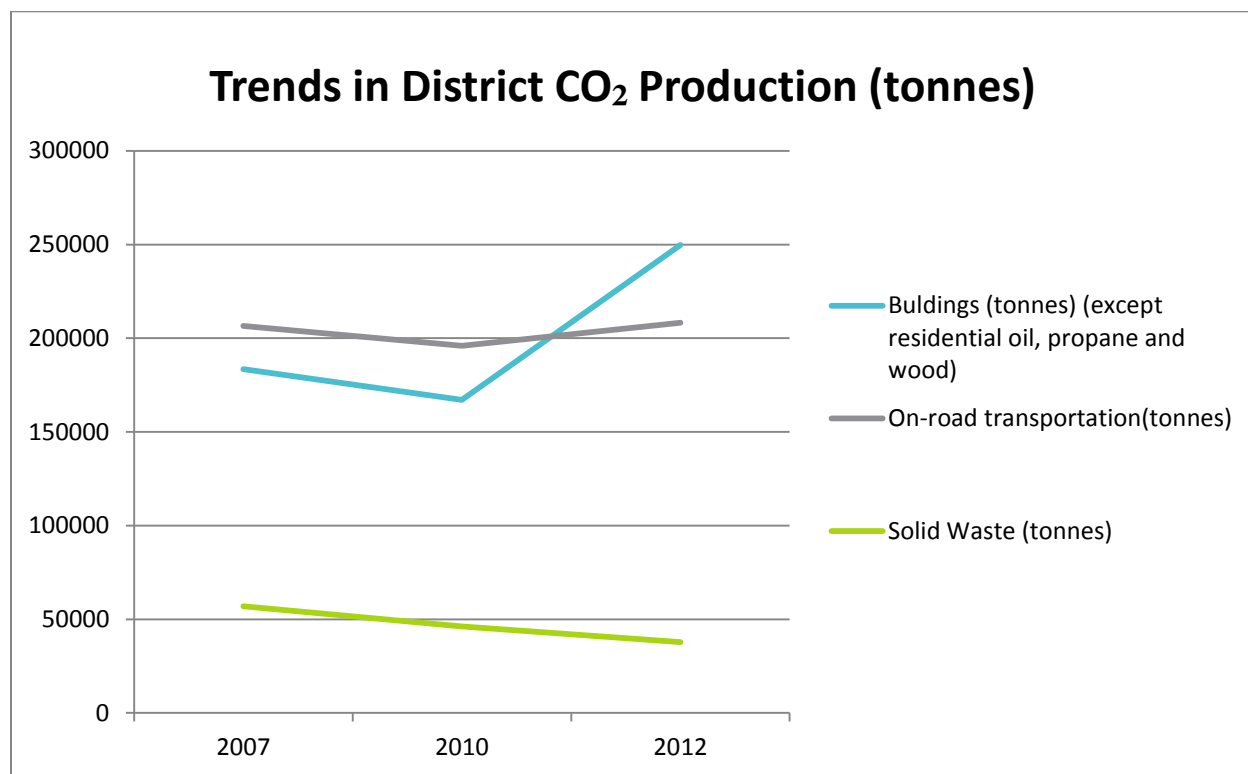
Direction:
Reduce our environmental
footprint

The spread out land use pattern of predominantly detached homes contributes to a high reliance on the automobile, which are a substantial contributor to our community greenhouse gas emissions.

Progress Highlights

Emissions

The Province of B.C. aims to reduce greenhouse gas (GHG) emissions by 33% from 2007 levels by 2020. District policy also aims for a reduction in community GHG emissions by 33% by 2030. Between 2010 and 2012 the amount of CO₂ produced from District commercial and residential buildings (electricity and natural gas) increased approximately 49%. Most emissions came from natural gas usage from commercial/small-medium industrial buildings. The District's on-road transportation emissions also increased by approximately 6%. CO₂ produced from solid waste, however, decreased approximately 18% between 2010 and 2012.



Source: Community Energy and Emissions Inventory, Province of British Columbia, 2016

The District has a target to reduce corporate CO₂ emissions, i.e. emissions from services delivered directly by the local government. Between 2011 and 2015, District corporate decreased approximately 21%. The District's Energy Reduction Program has focused on making improvements to the District's facilities by implementing projects to reduce the energy use in buildings. Since 2011 the program has reduced energy use in facilities from approximately 5-15% on an annual basis.

Environmental Management

Since 2011 the District has started developing Integrated Storm Water Management Plans (ISMPs). In 2016 we completed a District-wide water quality assessment of our watersheds. The District and the City of North Vancouver have partnered to assess the physical condition of our shared watersheds. Since 2011, the District adopted five Environmental Protection and Natural Hazard DPAs, which protect the environment or protect development in hazardous areas, and one of two planning DPAs supports energy and water conservation, and greenhouse gas reduction. The District is working to manage climate impacts through a Climate Change Adaptation Strategy, which is in progress.

Conclusion

The District is making headway reducing corporate and solid waste CO₂ emissions, however, community emissions from vehicles and buildings are increasing. To reduce community GHG emissions, the District is focusing on developing more transportation options in the key centres such as transit and cycling pathways, and employment opportunities closer to home. The risk of not reducing our environmental footprint through developing compact and complete key centres is that transportation emissions are likely as residents continue to rely on automobiles for their primary way of getting around.

Environmental Management

Applicable OCP Policies

Policy 9.1.1. Biodiversity: Identify and map ecologically important features and develop an Ecological Management Strategy to protect these features.

Action: Staff to prepare an Ecological Management Strategy.

Policy 9.1.4. Biodiversity: Support the protection and enhancement of biodiversity through implementation of environmental development permit areas and guidelines for the protection of the natural environment, streamside areas and hazardous conditions (Schedule B)

Action: Council approved Bylaw 7934 to amend the OCP to include Development Permit Areas (2012)

2030 OCP Target/Desired Trend: The District aims to have Integrated Stormwater Management Plans and implementation on all urbanized watersheds.

Primary indicator: Number of Integrated Stormwater Management Plans (ISMPs) completed.

Why is this Important? Metro Vancouver municipalities are required to develop a coordinated program to monitor stormwater and assess and report on the implementation and effectiveness of Integrated Stormwater Management Plans (ISMPs). ISMPs offer an integrated way of understanding and developing coordinated strategies to maintain or enhance watershed health.

2011-2016 Measure: In 2011, the District has zero ISMPs. In 2016, the District is working toward ISMPs with a District-wide water quality assessment of our watersheds completed (2016). The District is undertaking a joint District and City of North Vancouver project to assess the physical condition of our shared watersheds.

Climate Action

Applicable OCP Policies

Policy 10.1.1: Promote the development of green/energy-efficient buildings for new multifamily, residential, commercial, industrial and institutional buildings

Action: The District a part of the Climate Action Revenue Incentive Program. Council approved the Energy and Water Conservation DPA in 2012. Council approved the Greenhouse Gas Emission Reduction DPA in 2012. Building Energy Labelling program starting soon. Staff involved with Solar capacity mapping. Council approved the Green Building Policy – Private Sector Developments (Corporate Policy) in 2016. Council approved the Tree Protection Bylaw (2012).

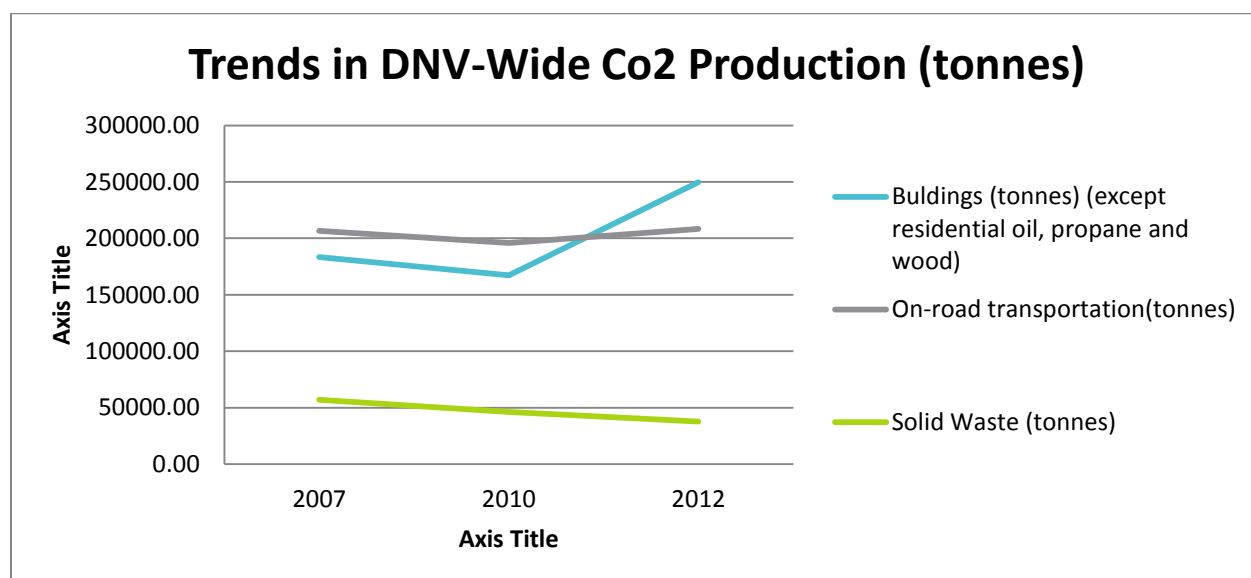
2030 OCP Target/Desired Trend: The District aims to reduce community emissions by 33% by 2030.

Primary indicator: Community CO₂ emissions in tonnes

Why is this Important? The Province of BC aims to reduce greenhouse gas (GHG) emissions by 33% from 2007 levels by 2020. As part of our commitment to meeting the Climate Action Charter, the District is required to measure and report on community GHG emissions profiles. An important resource for this reporting, is the Community Energy and Emissions Inventory (CEEI) that collects data on energy consumption and GHG emissions from community activities (on-road transportation, buildings and solid waste) from GHG source sectors (utilities, public agencies etc.).

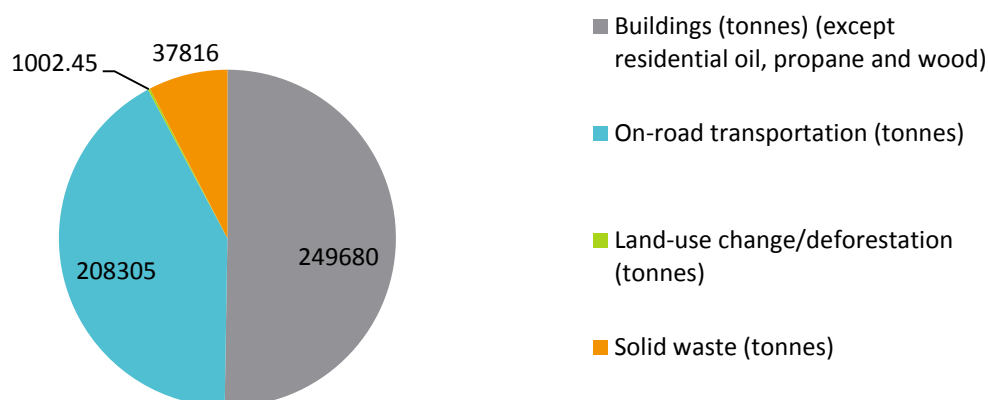
2011- 2016 Measure: In 2010, community emissions were equivalent to 427,000 tonnes of CO₂.

Findings: The most recent Community Energy and Emissions (CEEI) data from the Province is from 2012. Between 2010 and 2012 the amount of CO₂ produced from District commercial and residential buildings (electricity and natural gas) increased 49.3% from 167,185 tonnes of CO₂ to 249,680 tonnes. The amount of CO₂ produced from on-road transportation increased by 6.3% from 2010 to 2012 from 195,947 tonnes of CO₂ in 2010 to 208,305 tonnes. CO₂ produced from solid waste, however, decreased 18.2% between 2010 and 2012. In 2010 46,236 tonnes of CO₂ were produced from solid waste, and in 2012 37,816 tonnes of CO₂ were produced.



Source: Community Energy and Emissions (CEEI), Province of BC.

2012 CO₂ Production by Sector



Source: Community Energy and Emissions (CEEI), Province of BC.

Corporate Emissions

Applicable OCP Policies

Policy 10.2.1: Undertake feasibility assessments of district energy systems and advance these, where appropriate, through partnerships and the planning and redevelopment process

Policy 10.2.2: Encourage and facilitate new development to be district energy ready with hydronic systems where appropriate

Actions: Measuring and reporting of the District's GHG emissions and its climate actions through the Climate Action Revenue Incentive Program (CARIP). Corporate energy and GHG emissions reduction through its Energy Reduction Program. Green Building Policy – Municipal Buildings (Corporate Policy) (2016).

2030 OCP Target/Desired Trend: A reduction in Corporate (District operations) emissions.

Primary indicator: Corporate CO₂ emissions in tonnes

Why is this Important? Under the Climate Action Charter, the District is taking steps to lower our carbon footprint; plan for compact, complete and energy-efficient communities; and demonstrate leadership on sustainable development. The District also reports every year on progress toward these goals as well as achieving carbon neutrality in their corporate emissions. The majority of District corporate GHG emissions are attributed to fleet vehicles use and building energy use with electrical use making up the remainder.

2011-2016 Measure:

In 2012, the District's direct corporate emissions were equivalent to 4,629 tonnes of CO₂. The 2016 data will not be available until later in 2017. Between 2011 and 2015, District emissions from services delivered directly by the local government decreased 20.6%. The District's corporate GHG emissions are generated largely result of fuel use (diesel and gasoline) for its fleet vehicles, natural gas use for space heating in its buildings, and emissions from fuel use in machinery and vehicles used to in contracted services.

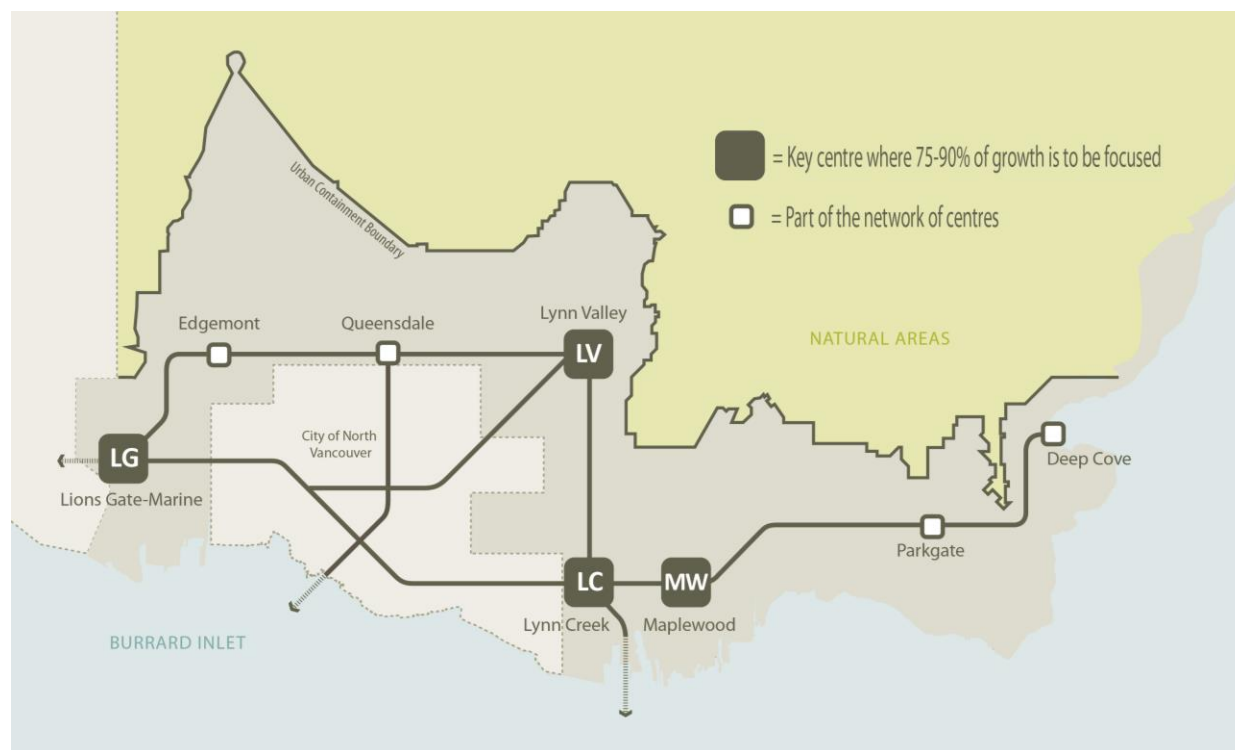
Between 2013 and 2015 the District received considerable carbon credits from a regional program (the Vancouver Landfill Gas Capture Optimization) and a smaller credit for the District's curbside organics collection program. These credits allowed the District to claim Carbon Neutral Status in both 2014 and 2015 reporting years.

The District's Energy Reduction Program has focused on making improvements to the District's facilities by implementing projects to reduce the energy use in buildings. To date, the program has reduced energy use in facilities from approximately 5 to 15% on an annual basis.

Major projects underway include the energy retrofit of the Karen Magnussen Community Recreation Centre (the District's highest energy consuming facility), which will result in an energy and GHG emissions reduction of more than 50%. Energy studies are underway in next group of highest energy consuming buildings including the District Hall, the Operations Centre and the Ron Andrews Community Recreation Centre. Energy retrofits in these buildings will align with the facilities asset management plans, and put District facilities on a path to a 33% reduction in GHG emissions by 2020 compared to 2011 baseline.

Conclusion

The Official Community Plan (OCP) 2011 is a compelling 20-year vision guided by four strategic directions and a roadmap of specific targets to make it happen. The OCP envisions a community structured around a vibrant network of well designed, safe and livable village and town centres, and neighbourhoods. There is a particular focus on developing complete and compact four key centres: Lynn Valley, Lynn Creek, Lions Gate-Marine and Maplewood.



The OCP's Network of Town and Village centres concept

In 2011 our community started down the path of implementing this bold vision. At the end of 2016, we are five years into the journey. We have made some progress towards reaching our goals and this OCP Implementation provides the opportunity to see how far we have come and what's on the horizon. Over the next several years to the year 2030, we anticipate continuing to work toward our community goal of creating more vibrant neighbourhoods and centres inclusive of all ages, cultures and incomes that are well designed, safe and livable, and hosts resilient and diverse local businesses.



PROGRESS TOWARDS 2030
**Official Community Plan
 Implementation Review**

Tom Lancaster
 Manager of Community Planning

Dan Milburn
 General Manager, Planning,
 Properties & Permits

Attachment 3

Council Workshop
 April 18, 2017

OUTLINE

1. Background and Issues
2. Data
3. Context
4. Addressing the Key Issues
5. Next Steps

Housing: Single Family
 Neighbourhoods, and
 Key Centres

Transportation


Infrastructure and
 Funding

Economic Development


Social Well-Being

Healthy Environment

BACKGROUND

1. Transit service levels
 2. Traffic volumes and congestion
 3. The supply of adequate housing
 4. Rate of redevelopment and infill in single family neighbourhoods
 5. Rate of growth in centres, peripheral areas and in neighbourhoods
 6. Schedule of public and private infrastructure and developments within each centre and along major corridors
 7. Rate of conversion of vacant and buildable land to improved land
 8. Land prices, sales data, rental rates, vacancy rates, construction, etc.
 9. Demand and supply of industrial land including small tenancies
- 

STAKEHOLDER CONSULTATION

- Former OCP Implementation Committee
 - Scope confirmation
 - Community communications
 - New TOR
 - North Vancouver Community Associations Network
 - Expanded scope of implementation review
 - Community communications
- 

BACKGROUND

6 Key Issues in the OCP

- CHALLENGING DEMOGRAPHIC PROFILE
- LACK OF HOUSING DIVERSITY AND AFFORDABILITY
- LOSS OF ECONOMIC VIBRANCY
- LARGE ENVIRONMENTAL FOOTPRINT
- SOCIAL ISSUES
- AGING MUNICIPAL INFRASTRUCTURE AND FINANCIAL CHALLENGES

- The challenges our community is facing

4 Strategic Directions to Address Key Issues

- PLAN FOR A MORE BALANCED AND DIVERSE POPULATION
- CREATE MORE COMPLETE, COMPACT AND CONNECTED COMMUNITIES
- REDUCE OUR ENVIRONMENTAL FOOTPRINT
- BECOME MORE ECONOMICALLY DYNAMIC AND SUSTAINABLE

- The big moves that will address the key issues



- How we will address the key issues & achieve our vision

Network of Centres Concept



6

IMAGINE A HOME RENO...



OCP PROGRESS REVIEW DATA

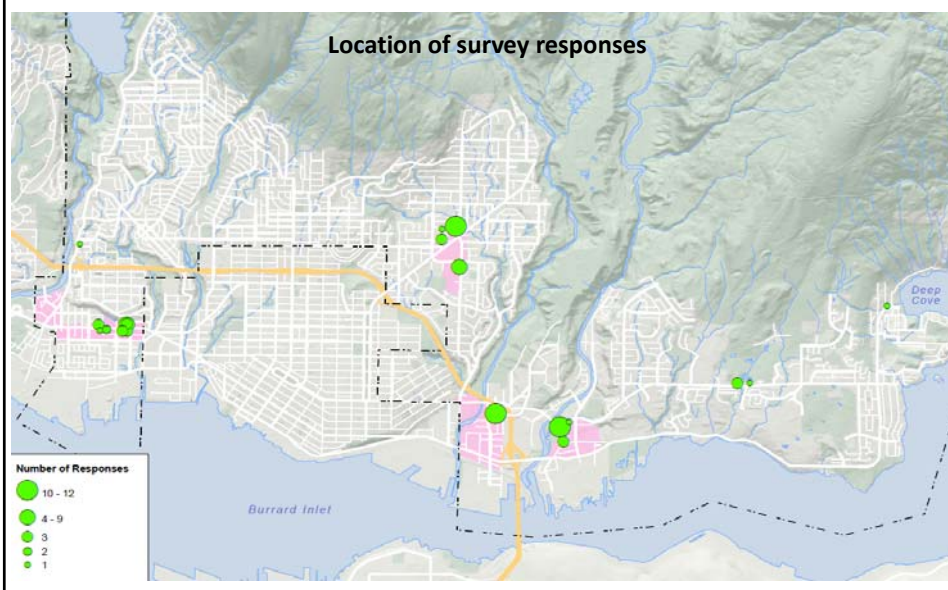
Key Data Sources	Data Type	Data Type Not Available Since 2011 (to date)	Data Availability
Statistics Canada (Census)	population, dwellings	income, language, housing, employment, commute	every 5 years
Province of BC	population estimates, GHG emissions		every 1-5 years
Vancouver Coastal Health	My Health My Community		variable
TransLink		trip diary, mode share data	every 5 years
Metro Vancouver	housing data, growth share, industrial land data and more		every 1-5 years
District of North Vancouver	housing unit counts, infrastructure, service delivery, parks and open space, environmental, transportation networks, business licenses and more		annually

New Multi-Family Resident Survey



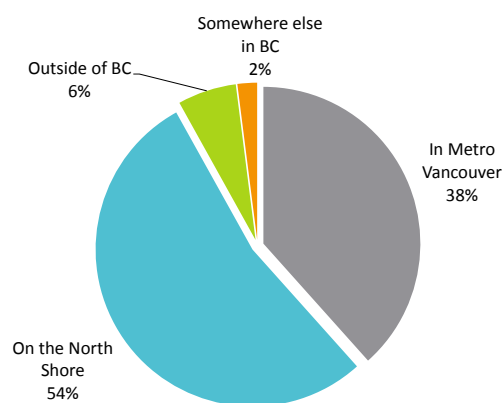
9

New Multi-Family Resident Survey



New Multi-Family Resident Survey

Previous Home Location



New Multi-Family Resident Survey

Households with at least 1 person who works full time: **83%**

Households with at least 1 person who is retired: **15%**

Households with at least 1 person who works on the North Shore: **34%**



New Multi-Family Resident Survey

70% drive most often, but said they do not drive all the time
68% of respondents also walk to get around
46% use transit



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New Multi-Family Resident Survey

46% of households in the new multi-family developments included a resident of the 'missing generation'.

3 times more residents 25-40 live in one of these new multi-family units, compared to District average.



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New Multi-Family Resident Survey

- Affordable 48%
- Want less space, downsizing 17%
- Want more space, upsizing 14%

- Neighbourhood amenities or services 26%
- To be closer to family/friends 16%
- To be closer to work 11%

- Want to be near recreation amenities
- More affordable compared to other North Shore options
- Able to stay on, or move back



New Multi-Family Resident Survey

- 82%** for recreational amenities (parks, hiking/biking trails, sports facilities)
- 69%** for shopping amenities (groceries, clothing, other essentials)
- 59%** for professional services (doctor, dentist, pharmacist)
- 35%** for entertainment (restaurants, cafes, movies)



New Multi-Family Resident Survey

- What we heard from residents:

"Undergoing major development and thus much disruption. However as a first adopter to be expected. **Looking forward to the community plan coming to life** and a great green, bike, walking, running friendly area with a **cool vibe and relaxed modern feel.**"

"We have **lived here for almost 40 years** and enjoy the neighbourhood. The expansion of the Town Centre will hopefully provide **better shopping, dining and services** so we are looking forward to that."



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New Multi-Family Resident Survey



Lennie, Lynn Creek:

Lennie lives in the new rental building near Phibbs Exchange. **She moved to this building last year to be closer to her work in North Vancouver.** She uses transit to get around. She is looking forward to the new amenities that will come with the town centre development.

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New Multi-Family Resident Survey



Brad (coach house resident) and Mark (main house resident, owner and builder):

Brad moved into the Lynn Valley coach house when it was built in November, 2016. **He lived in Lynn Valley before in a single family home for 30 years and wanted to downsize to an energy efficient new home.** He is retired, loves to garden and being close to the amenities in Lynn Valley Centre.

Mark Cooper, President of Shakespeare Homes, was **one of the first applicants to go through the District's coach house approval process.** Mark and his family lives in the main house. He enjoys having Brad as a 'neighbour' in the coach house next door.

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New Multi-Family Resident Survey



Jay (Dad) and Daughter:

Jay and his daughter live in an apartment in Maplewood. **He grew up on the North Shore and is happy to have found a place with easy access to the bridge and downtown.** He loves living in Maplewood because of the great access to running trails.

20

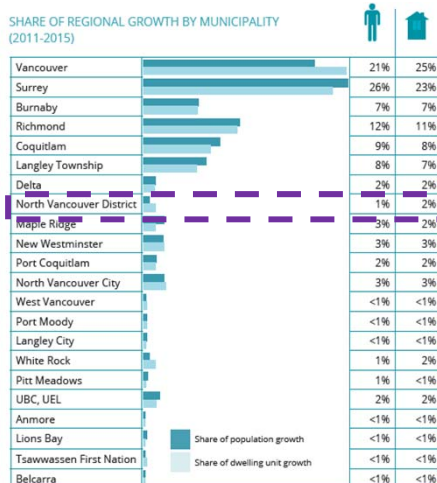
REGIONAL CONTEXT

By 2040, Metro Vancouver expects one million new residents, 600,000 new jobs and 460,000 new cars on a road network of limited capacity.

Most population



Least population

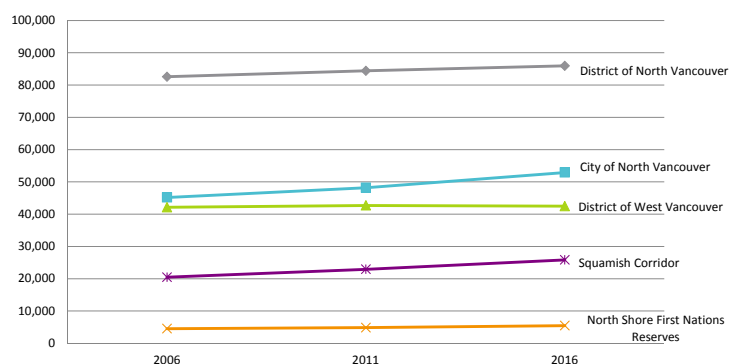


Source: Metro Vancouver

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REGIONAL CONTEXT

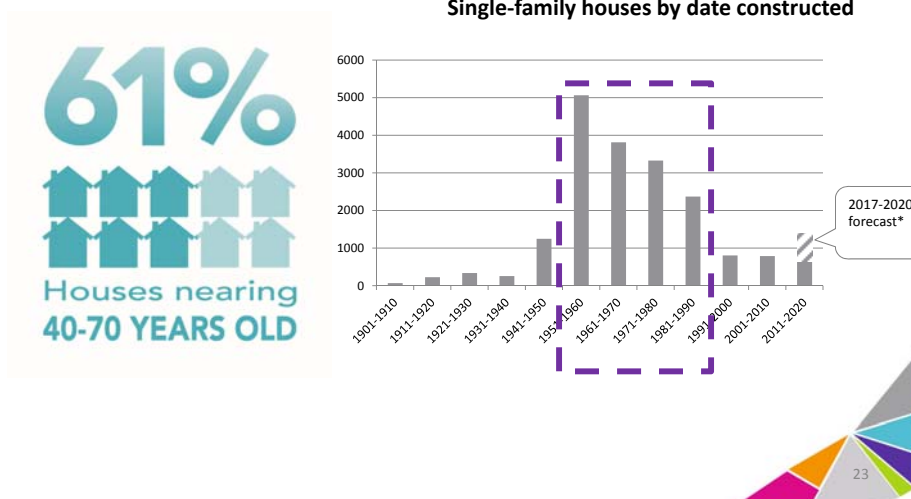
North Shore and Squamish Corridor Population 2006-2016



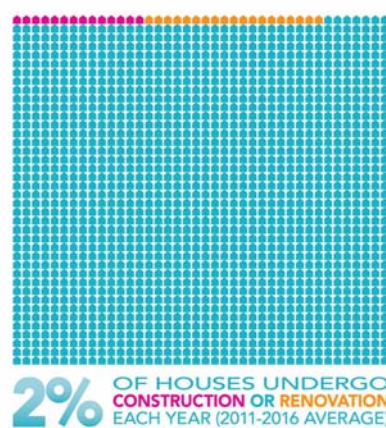
Source: Statistics Canada.

22

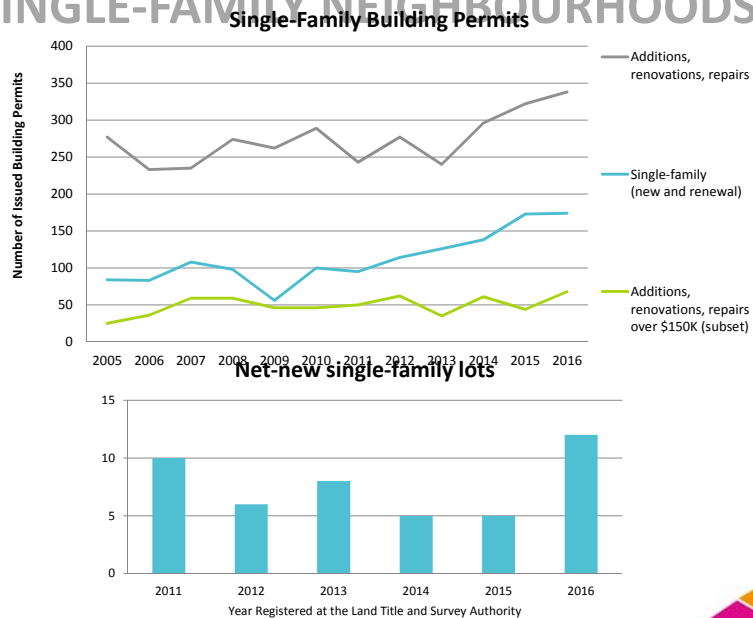
SINGLE-FAMILY NEIGHBOURHOODS



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SINGLE-FAMILY NEIGHBOURHOODS

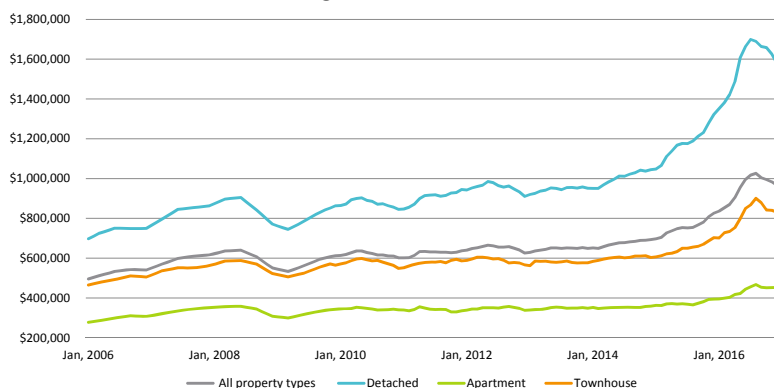


HOUSING

Issue:
Lack of housing
diversity and
affordability

Direction:
Create more complete,
compact and connected
communities, and
plan for a more balanced
and diverse population

MLS® Housing Price Index, North Vancouver



Source: Real Estate Board of Greater Vancouver. North Vancouver includes District and City.

HOUSING

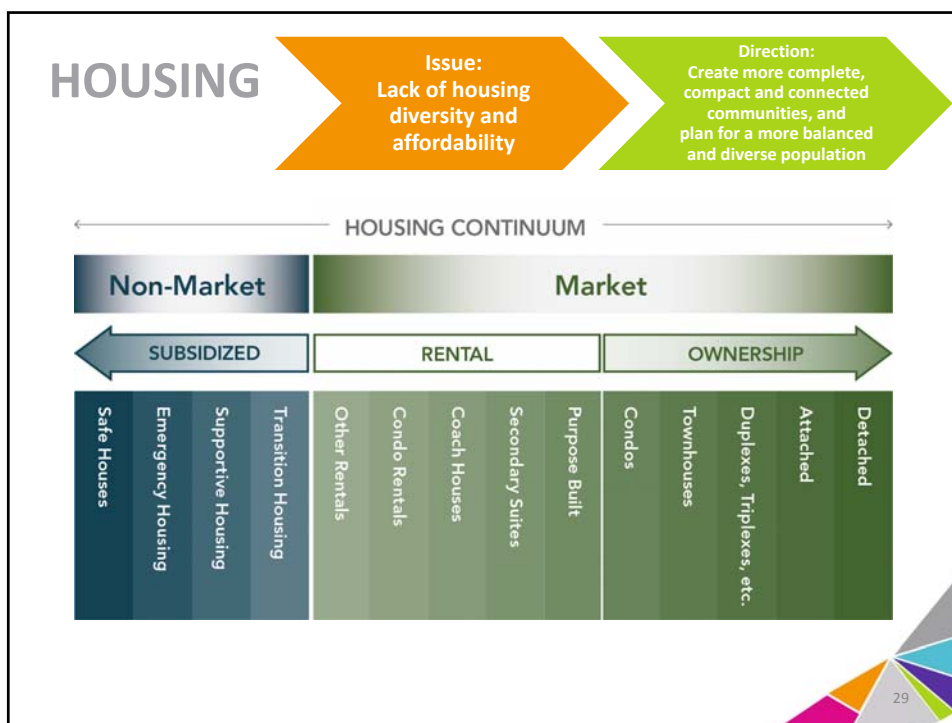
Issue:
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- New single-family construction permits in last 5 years: 725
- Single-family construction addition, renovation and repair permits in last 5 years: 1,473
- Secondary suites: Approx. 4,367 in 2016
- Coach houses: 9 approved, 2 completed



Coach house in the District

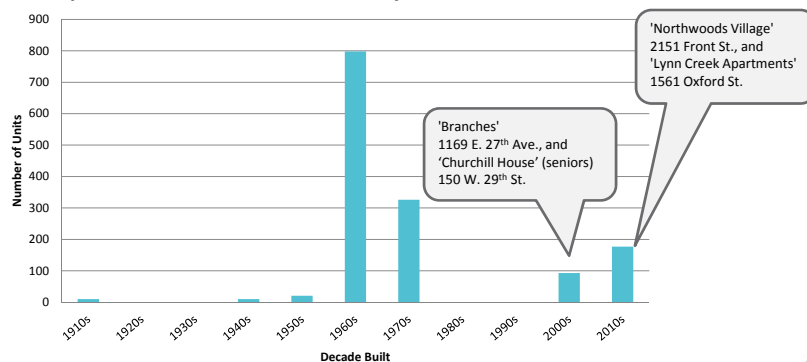


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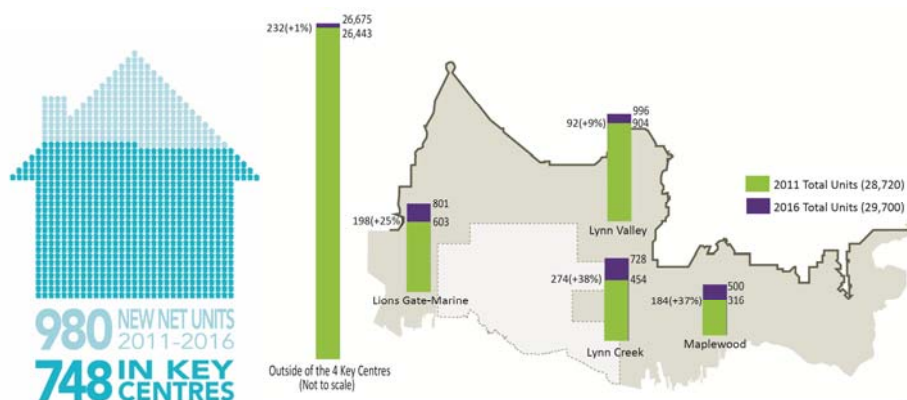
Purpose Built Market Rental Units by Decade Built



HOUSING

Issue:
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diversity and
affordability

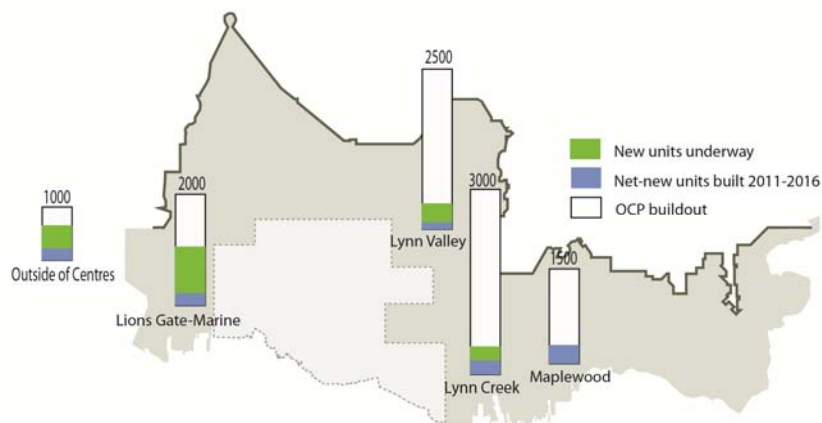
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HOUSING

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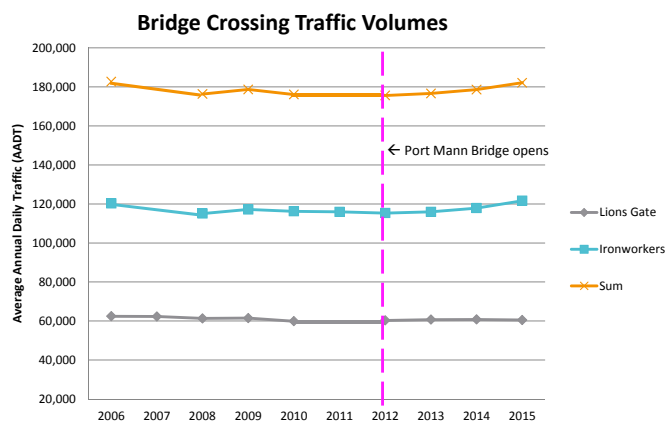
Direction:
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communities, and
plan for a more balanced
and diverse population



TRANSPORTATION

Issue:
Large
environmental
footprint
(transportation
and land use)

Direction:
Reduce our
environmental
footprint



Source: Ministry of Transportation and Infrastructure

TRANSPORTATION

Issue:
Large
environmental
footprint
(transportation
and land use)

Direction:
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footprint



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TRANSPORTATION

Issue:
Large environmental
footprint (transportation
and land use)

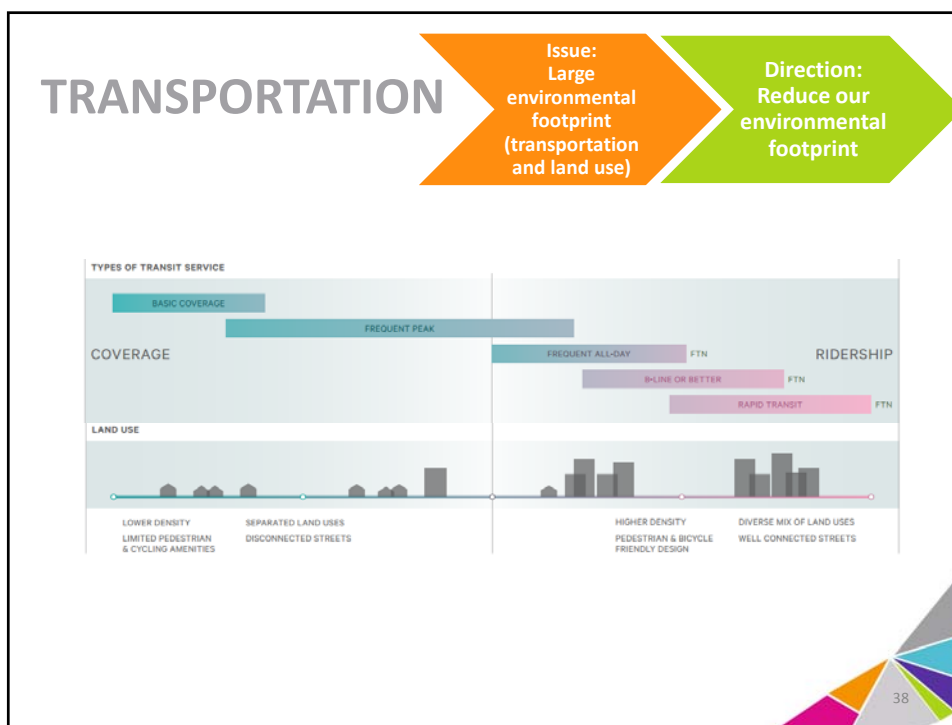
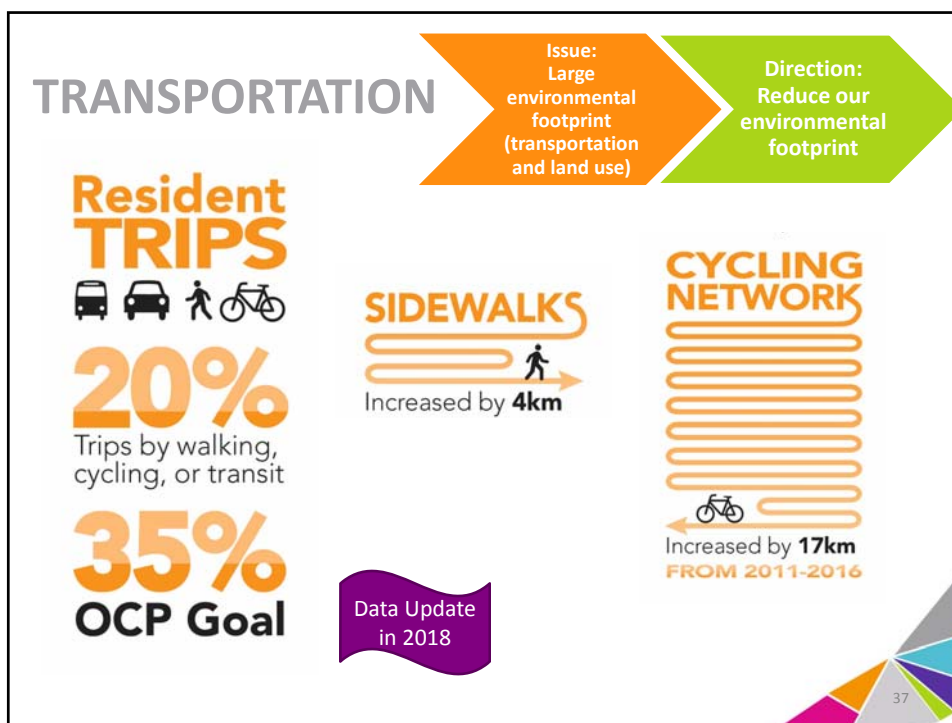
Direction:
Reduce our
environmental
footprint



Current and Upcoming Transportation Projects*

	What	When	Who
Highway 1	Highway 1 Lower Lynn Corridor Improvements	2017-2018 for Mountain Hwy Interchange portion	District and the Province \$193 million
Transit	Rebuild Phibbs Exchange	2018	District, TransLink and the Province \$23 million
	New B-Line bus service along the Main-Marine corridor	2019	North Shore municipalities, TransLink, Metro Vancouver
Cycling	Bike lanes on Lynn Valley Rd. (Morgan Rd. to Mollie Nye Way)	2017	District, TransLink and the Province
Walking	Sidewalk on Ross Rd. (William Ave. to St. Christophers Rd.)	2017	District
Transportation work to support our key centres	Maplewood Village Centre transportation study currently in progress	2017	District
Data	2017 Trip Diary (mode share, travel data)	2018	TransLink
	North Shore Sub-Area Transportation Model (traffic forecasting)	2017	District with City of North Vancouver and District of West Vancouver

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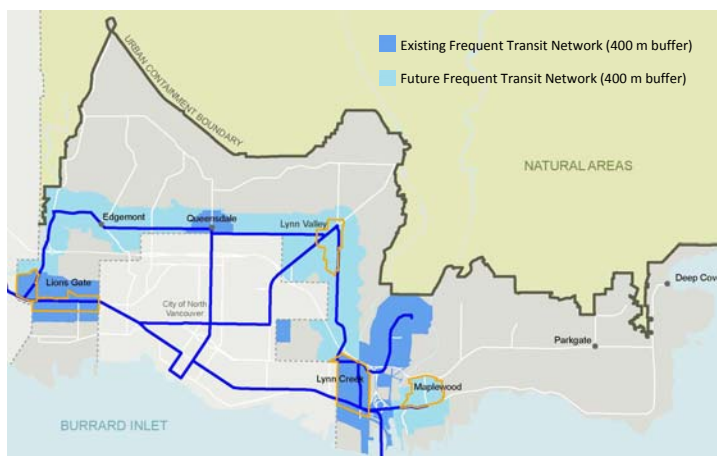


TRANSPORTATION



Issue:
Large
environmental
footprint
(transportation
and land use)

Direction:
Reduce our
environmental
footprint



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INFRASTRUCTURE & FUNDING

Issue:
Aging municipal
infrastructure and
financial challenges

Direction:
Become more
economically dynamic
and sustainable



Rendering of new Lions Gate Village Centre public plaza and Lions Gate Community Centre.

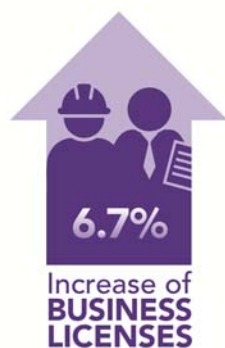
COLLECTED
\$11 MILLION
CACS
\$14 MILLION
DCCS
SINCE 2011

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ECONOMIC DEVELOPMENT

Issue:
Loss of Economic Vibrancy

Direction:
Reduce our environmental footprint by diversifying our employment lands and encouraging a business-friendly environment

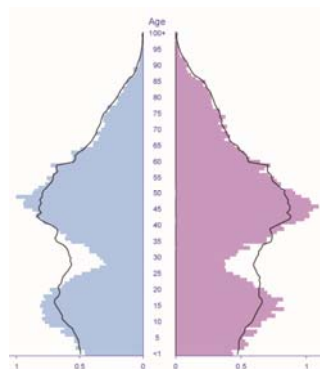
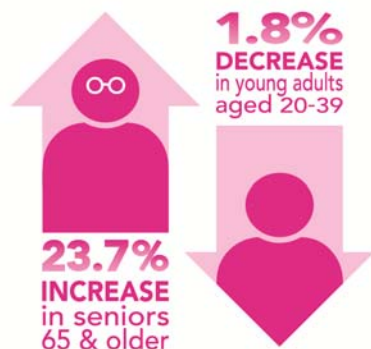


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SOCIAL WELL-BEING

Issue:
Challenging
demographic
profile

Direction:
Plan for a more
balanced and
diverse population



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SOCIAL WELL-BEING

Issue:
Social Issues

Direction:
Create more
complete, compact
and connected
communities

3 UPCOMING COMMUNITY CENTRES



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HEALTHY ENVIRONMENT

Issue:
Large environmental
footprint (emissions)

Direction:
Reduce our
environmental
footprint

5 ENVIRONMENTAL
PROTECTION AND
NATURAL HAZARD DPAs



FROM 2011-2015

21%

Decrease
in municipal
**SERVICE
EMISSIONS**

COMMUNITY AND NEIGHBOURHOOD PARK

3.6 hectares PER **1000** people

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NEXT STEPS

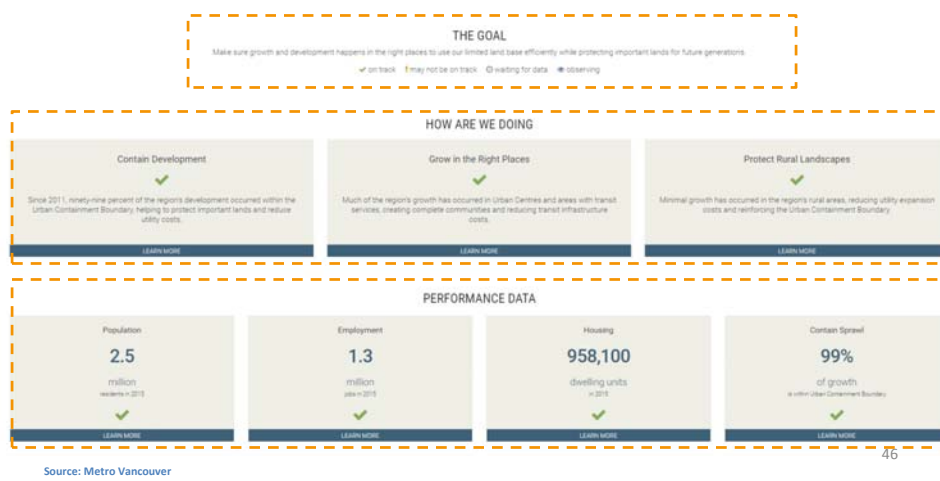
1. A review of OCP targets and indicators



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NEXT STEPS

2. Communications outreach to the community on everything in the OCP IR report and beyond...



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NEXT STEPS

3. Employment lands (industrial, office) strategy– Maplewood
4. Implement the North Shore Area Transit Plan, through the Mayors' Plan, etc.
5. Address the single-family neighbourhoods (SLIA, renewal, etc.)
6. Accelerate the Rental and Affordable Housing Strategy



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Thank you

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TRANSPORTATION

Issue:
Large
environmental
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(transportation
and land use)

Direction:
Reduce our
environmental
footprint

Major development applications



<http://dnv.maps.arcgis.com/apps/Shortlist/index.html?appid=d5944e62ea014079be4ff94c3ae1327e>

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TRANSPORTATION

Issue:
Large
environmental
footprint
(transportation
and land use)

Direction:
Reduce our
environmental
footprint

A few examples of expanding the District's Bicycle Network



Mount Seymour Parkway (completed 2013):
On-street bike lanes to extend the route to
Riverside Drive.



Welch Street (completed 2014):
On-street bike lanes to connect the Spirit Trail
to 1st Avenue on-street bike lanes.




Lynn Valley Road (in progress):
On-street bike lanes from Mollie Nye Way to
Highway 1.

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TRANSPORTATION

Issue:
Large environmental footprint (transportation and land use)

Direction:
Reduce our environmental footprint



Source: Ministry of Transportation and Infrastructure

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Upcoming Infrastructure and Development

Large Projects Outside Key Centres

- Murdo Frazer Park- Capilano Substation upgrade
- Metro Vancouver- water valve chamber
- Lynn Valley Road bike lanes
- Lynn Valley Road underpass
- Keith Road bridge
- Delbrook Community Centre (William Griffin)
- Lions Gate Secondary Wastewater Treatment Plant
- Highway 1 Lower Lynn Improvement Project (multiple phases)

Lynn Valley

- Residential developments: 6
- Mixed use development*: 1
- Separated bike lanes on E 27th Street
- New Street developments: Conifer Street, Valley Centre Avenue, Library Lane, Mountain Gate
- Trail infrastructure: Mountain Court

Maplewood

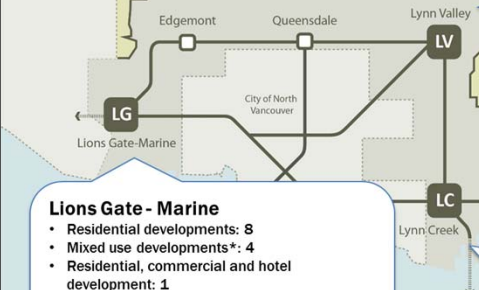
- Implementation plan in progress

Lynn Creek

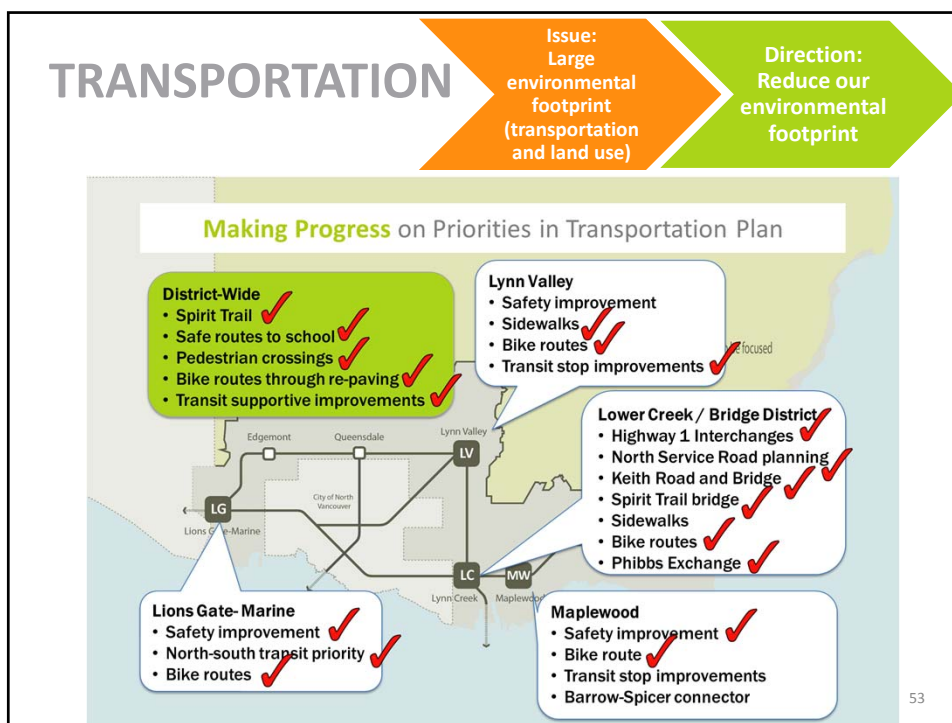
- Residential developments: 2
- Mixed use developments*: 5
- Care facility development: 1
- Community centre & residential development: 1
- Street and road upgrades: Lower Lynn Interchange including Mountain Highway, Keith/Seymour Overpass, Main Street (concept phase), and Mountain Highway section design (concept design)
- Transit improvement upgrades (design phase)
- Hunter Pedestrian bridge development
- Park and green space upgrades: Seyllynn Park (design phase) and green spine (pre-concept)

Lions Gate - Marine

- Residential developments: 8
- Mixed use developments*: 4
- Residential, commercial and hotel development: 1
- Park upgrades to Belle Isle Park and Park at Curling Road
- Woonerf development
- New street developments: 3



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