



Progress Towards 2030:

Official Community Plan Implementation Review Report Summary

April 2017

Revised

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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.



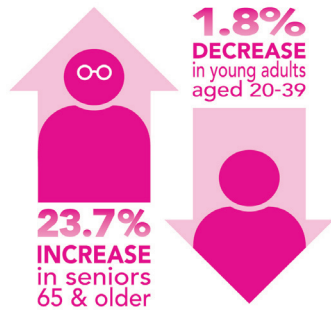
Reason for the Report

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?



- A The OCP anticipates a total of 20,000 more people in the District by 2030.
- A 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?

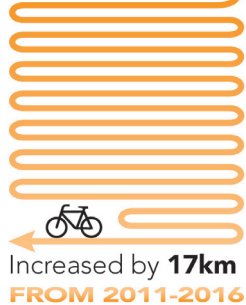
Resident TRIPS



20%
Trips by walking, cycling, or transit

35%
OCP Goal

CYCLING NETWORK



SIDEWALKS



- 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?

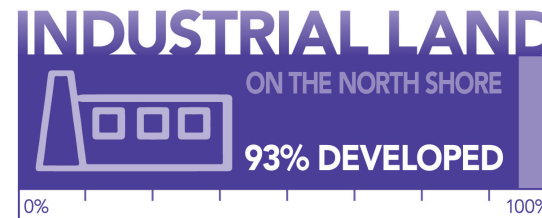
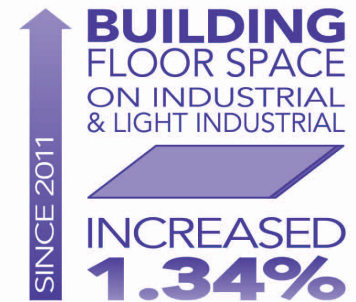
5 ENVIRONMENTAL PROTECTION AND NATURAL HAZARD DPAs



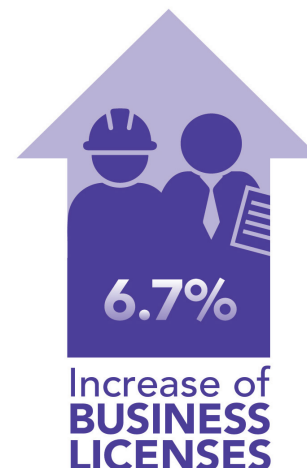
- We are developing a Climate Change Adaptation Strategy and Integrated Stormwater Management Plans
- Since 2011 the District's Energy Reduction Program has reduced energy use in facilities from approximately 5-15% on an annual basis.

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.

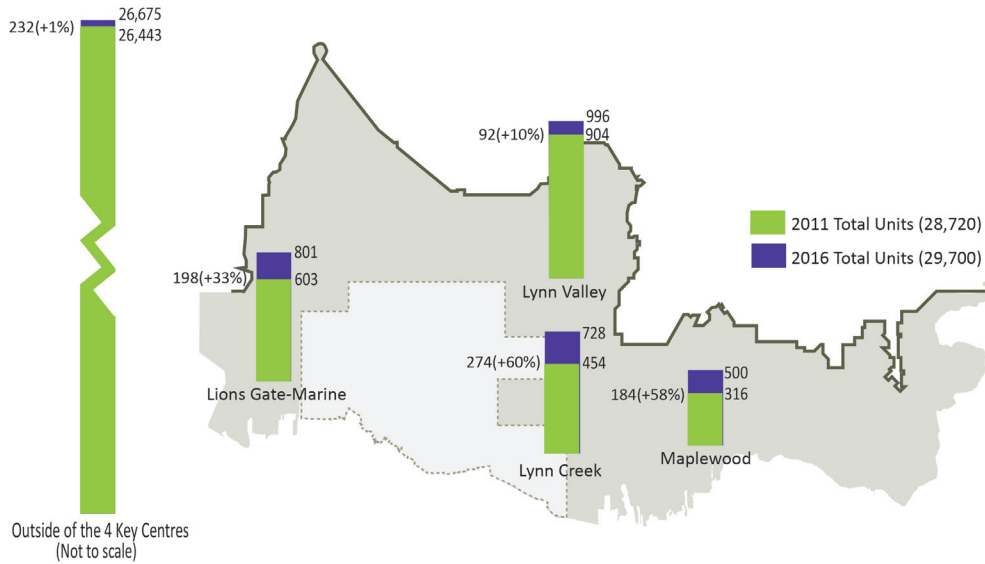


- Metro Vancouver region's industrial lands will continue to be under market pressure and are expected to be fully occupied in the decade 2030.

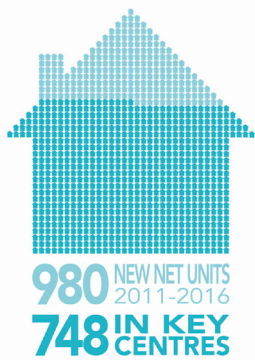
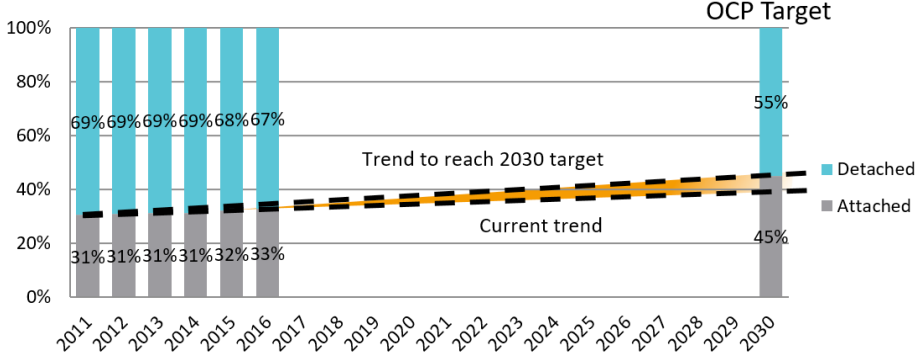


- In 2011, the District had 28,085 jobs, and the OCP anticipates 10,000 new jobs by 2030.
- There has been a 6.7% increase in businesses that operate in the District from 2011 to 2016, however, among these businesses there has been a 2.9% decrease in the number of businesses that are located on the District.

Where is Growth in Our Community?



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

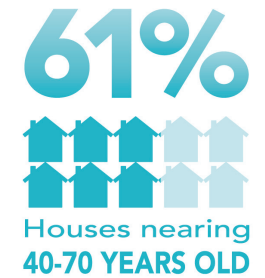
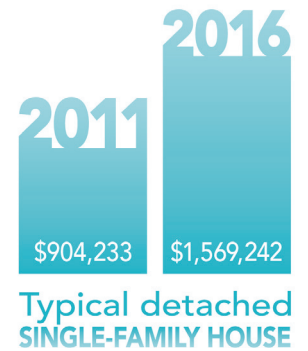
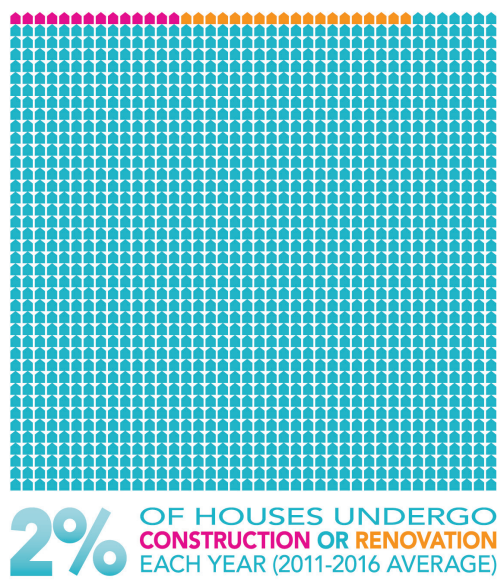
DCCs

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.

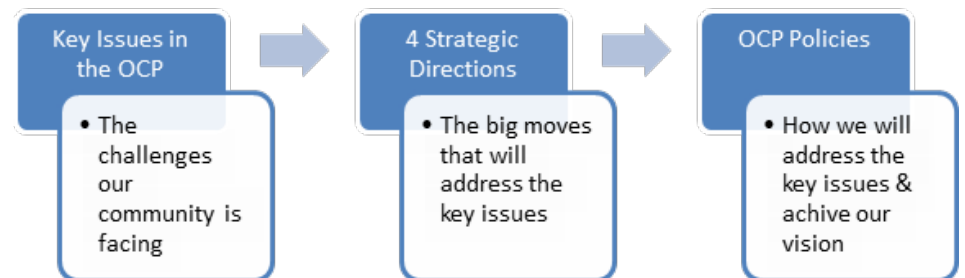


Figure (above): Process for Addressing Key Issues

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 26% (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.

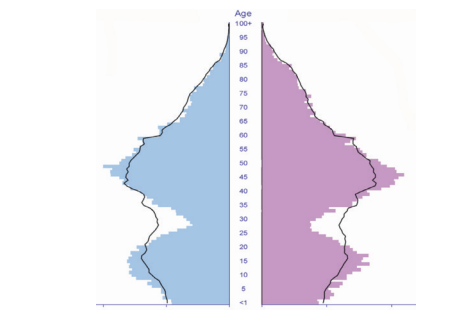
1. Source: Mayor's Council on Regional Transportation, Regional Transportation Investment: A vision for Metro Vancouver.

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

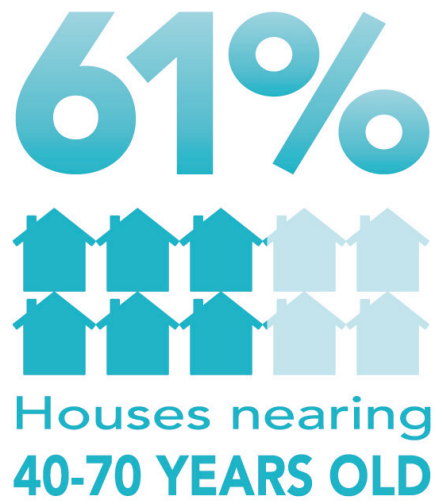
The OCP contains policies to direct the actions taken by the District to address the key issues. OCP policies are used by staff to create implementation plans. Implementation plans guide the look and feel of the four key centres as they change, and act as a guide when reviewing development applications 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

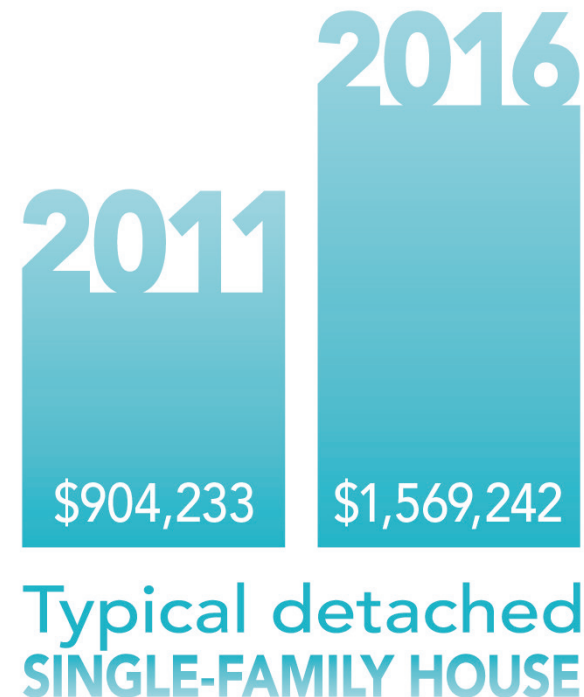
The renovation and construction of single-family homes in existing neighbourhoods is one of the emerging issues. The OCP anticipates little significant land use change in existing neighbourhoods and seeks to “maintain ground-oriented detached and attached housing as the predominant residential forms” (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.



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.



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

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

Growth Management (Four Key Centres)



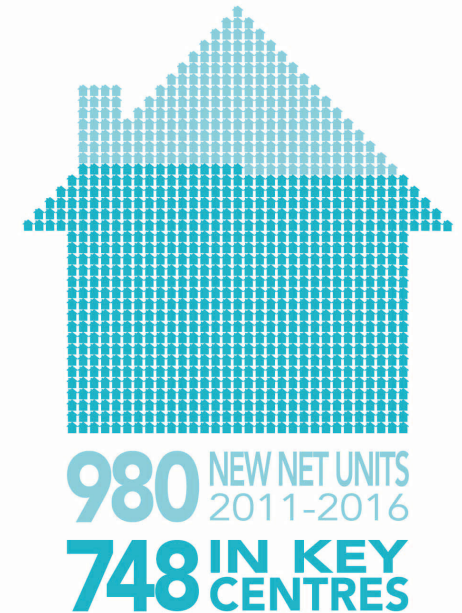
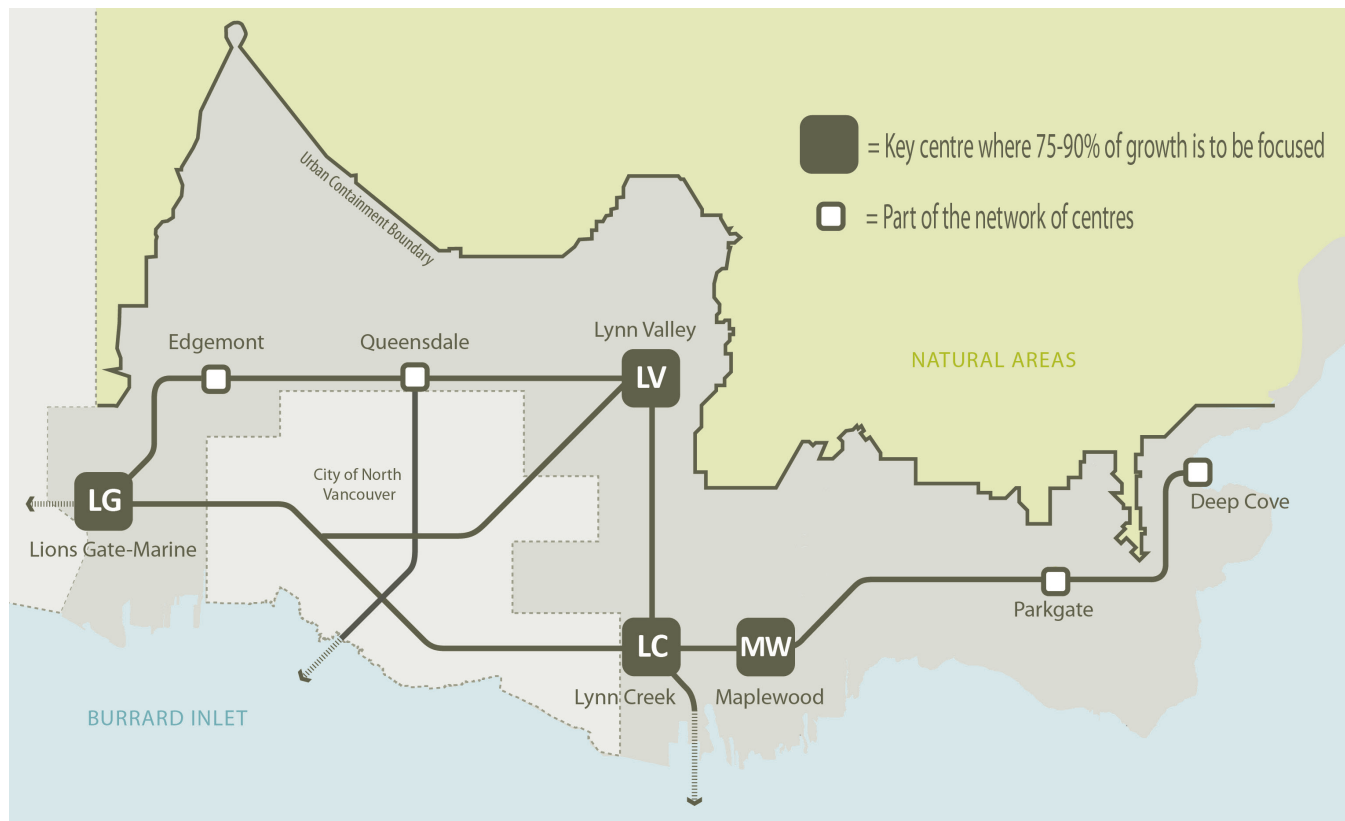
To put the land use aspirations of the OCP into one phrase, it is to create a compact and connected community through a network of centres, with a focus on four key centres: Lynn Creek Town Centre (formerly Lower Lynn), Lynn Valley Town Centre, Maplewood Village Centre and Lions Gate-Marine Village Centre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

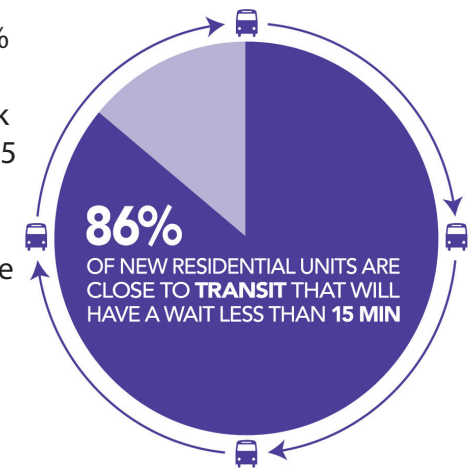


Adding more multi-family housing units in the centres is one critical component in addressing lack of housing diversity and affordability. In 2011, 78% of housing in the four key centres was multi-family. This increased to 85% in 2016. By adding multi-family housing in the District, we are increasing 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.

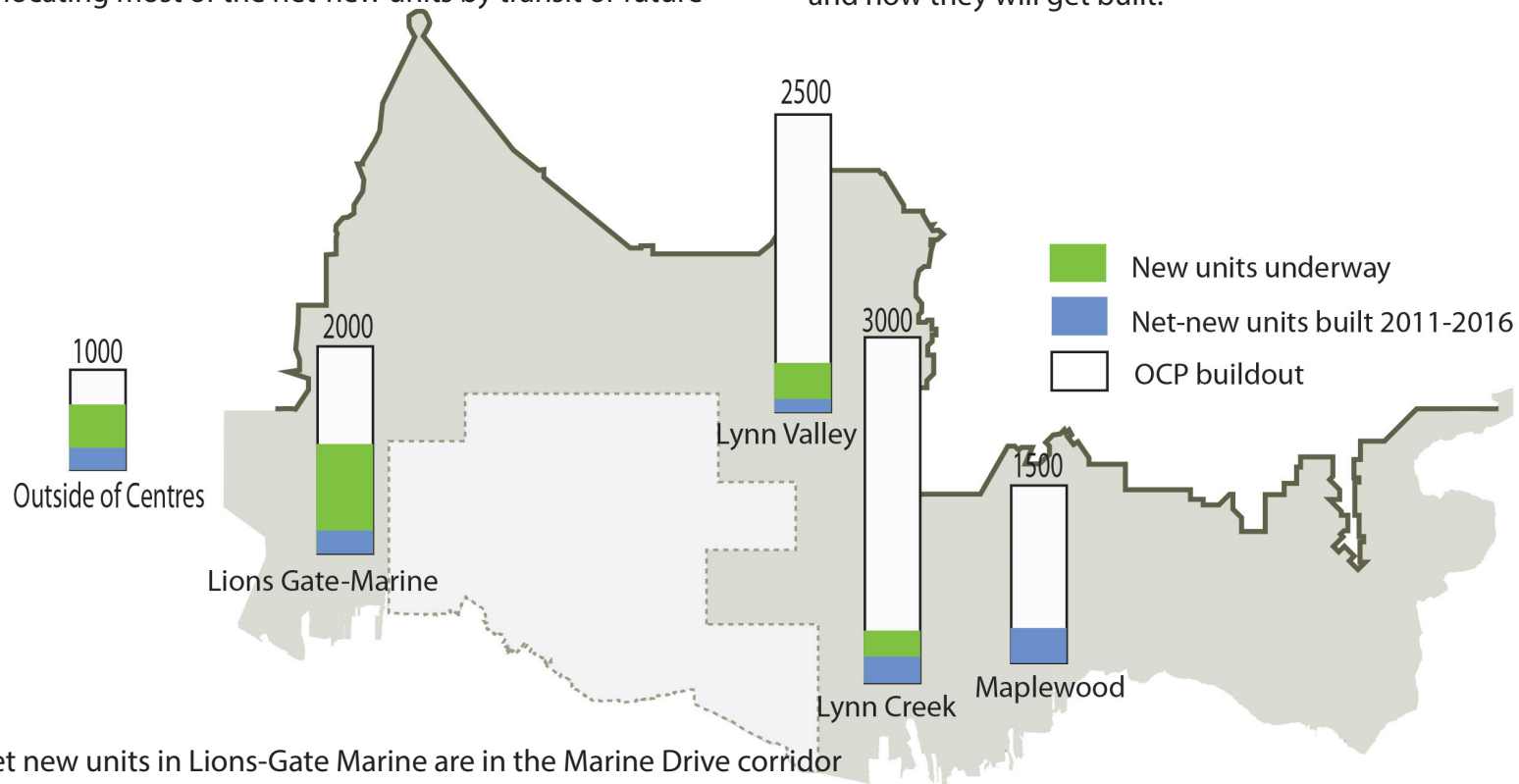
We are continuing to reduce our environmental footprint by avoiding new sprawling development and instead focusing growth into our four key centres. About 80% of the upcoming, approved multi-family residential units are within these Centres.

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.

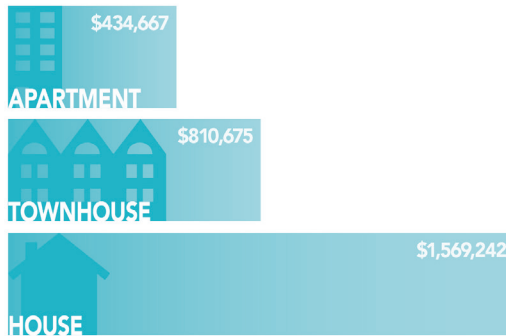


Note: All net new units in Lions-Gate Marine are in the Marine Drive corridor

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

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.

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.

6. Source: Real Estate Board of Greater Vancouver.

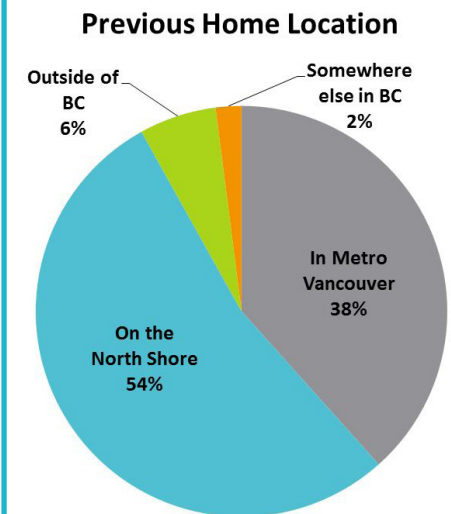
There continues to be high demand for purpose-built rental units throughout the region and specifically in the District. The average vacancy rate from 2011 to 2016 was 0.7%, far below a balanced rental market of 2 to 3%. Since 2011, 177 net new purpose-built market rental units were built. We need to 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 8.5% 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

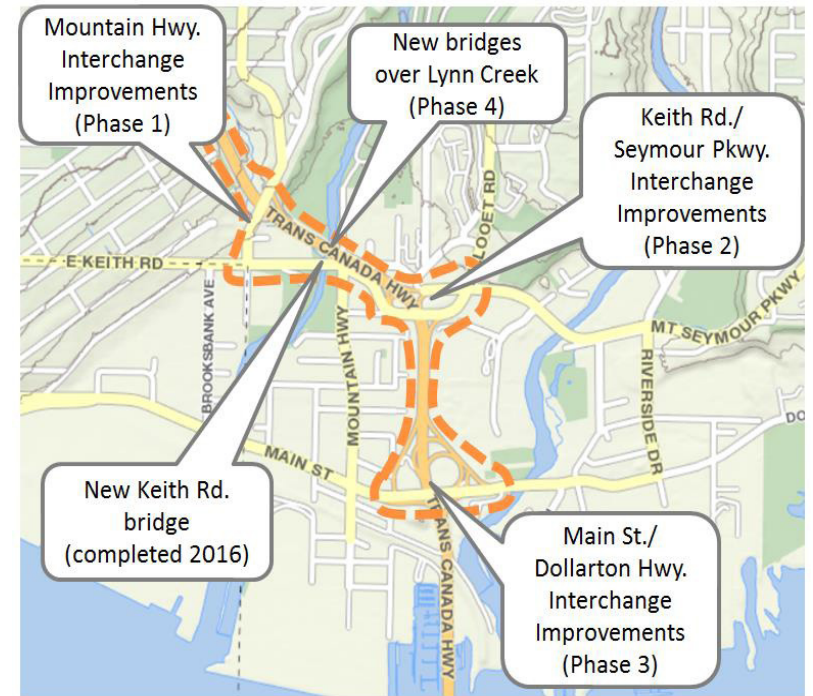
- Most residents previously lived on the North Shore (54%) or elsewhere in Metro Vancouver (38%)
- Many residents chose their multi-family home because it was affordable (48%)
- There are three times more residents aged 25-40 who live in a new multi-family unit compared to the District average.



Transportation



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



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 10%, 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

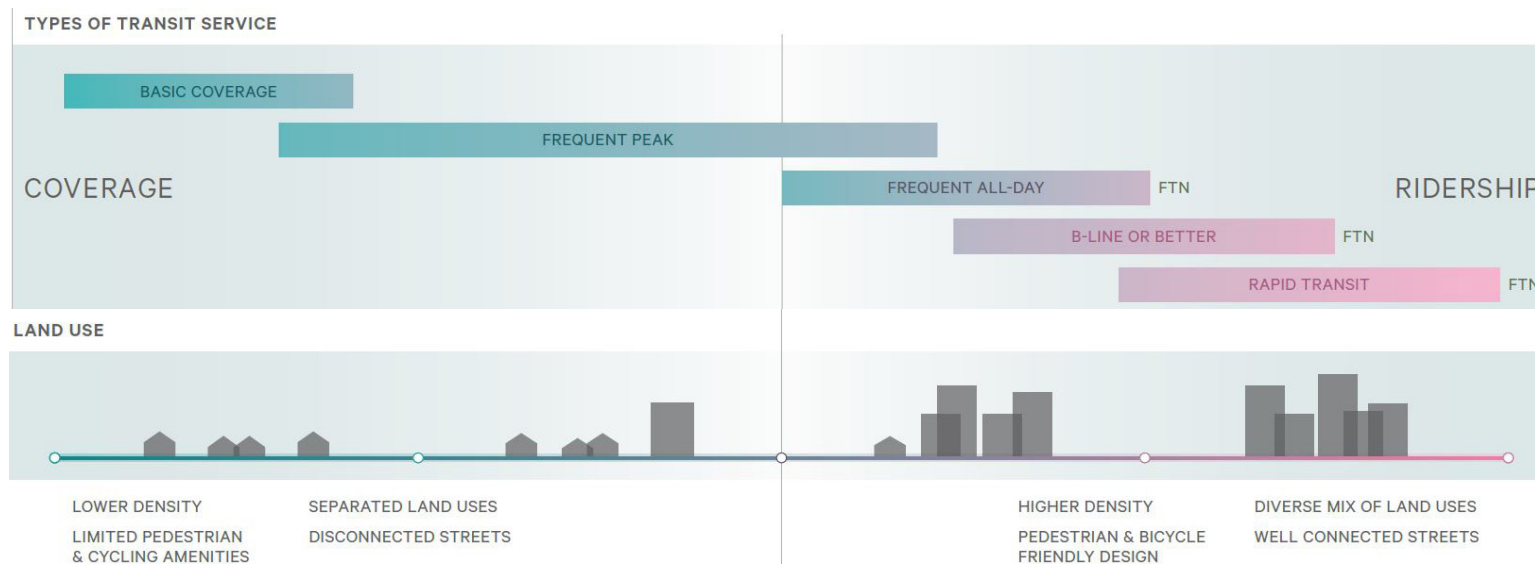
bus service along the Main-Marine corridor from West Vancouver to Maplewood is expected to start in 2019. Investments in transit reduce our environmental footprint by making more efficient use of our existing roads. By increasing the “people-carrying capacity” of our roads, more people can travel on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

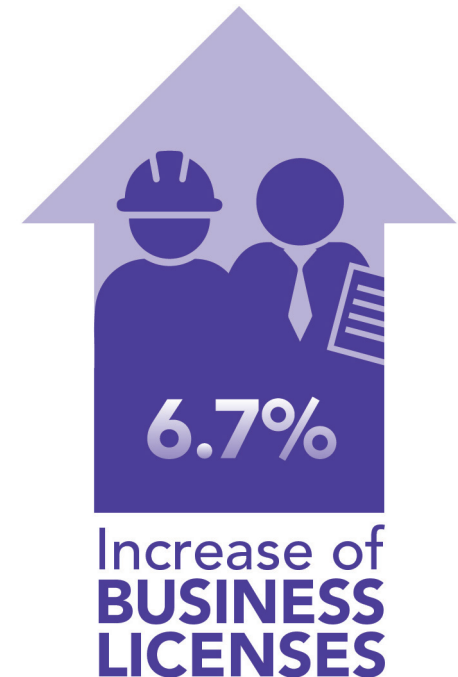
Developer contributions make it more financially viable to deliver new public amenities for our new and existing residents.

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.

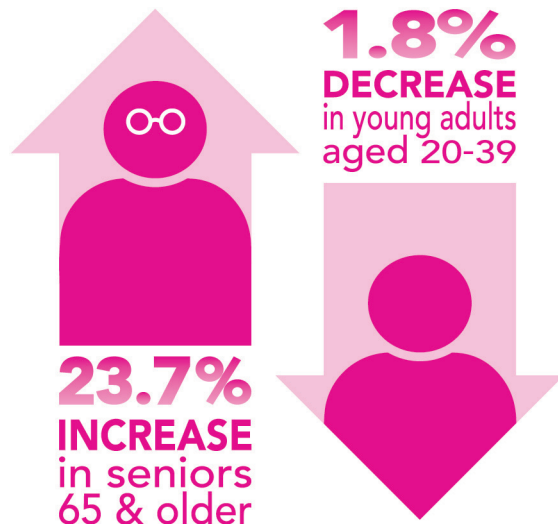


11. Source: Statistics Canada.

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

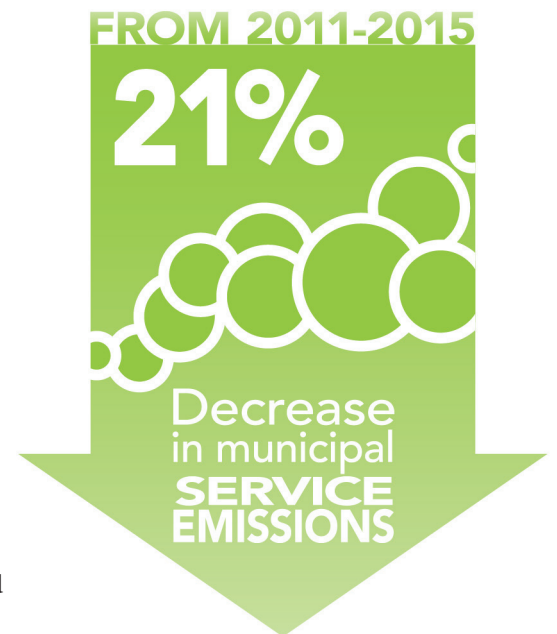


We are addressing our emissions by taking steps to decrease our municipal corporate CO2 emissions. Between 2011 and 2015, emissions from services delivered directly by the municipality decreased approximately 21%. The District's Energy Reduction Program has focused on making improvements to the District's 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.