



District of North Vancouver

TARGETED OFFICIAL COMMUNITY PLAN REVIEW

May 2021 Virtual Open House

WHO'S HERE?

District of North Vancouver:

- Josh Cairns, Planner (Presenter)
- Nicole Foth, Planner (Moderator)
- Natalie Chiang, Planning Assistant (Note taker)

Poll: Let's learn a bit about you.

WHY ARE WE HERE TODAY?

We want to hear from you!

- We are developing an action plan that will help guide how we implement the OCP for the next nine years
- We'll share the draft actions being considered, take your questions, and hear your feedback

Email: communityplanning@dnv.org

WHAT TO EXPECT?

Virtual open houses:

- We'll present each topic area and draft actions, followed by 15 min question periods
- Please raise your hand if you have a question
- We'll unmute your microphone for your question
- Video is optional

Encourage you to share your feedback using our survey:
dnv.org/OCP-Review

AGENDA

- **Background (5 min)**
 - Story of the Official Community Plan
 - Overview of the Targeted OCP Review
- **Topic Areas & Discussion (80 min)**
 - Transportation (20 min)
 - Housing (20 min)
 - Economy & Employment Lands (20 min)
 - Climate Emergency (20 min)
- **Wrap Up (5 min)**

STORY OF THE OCP

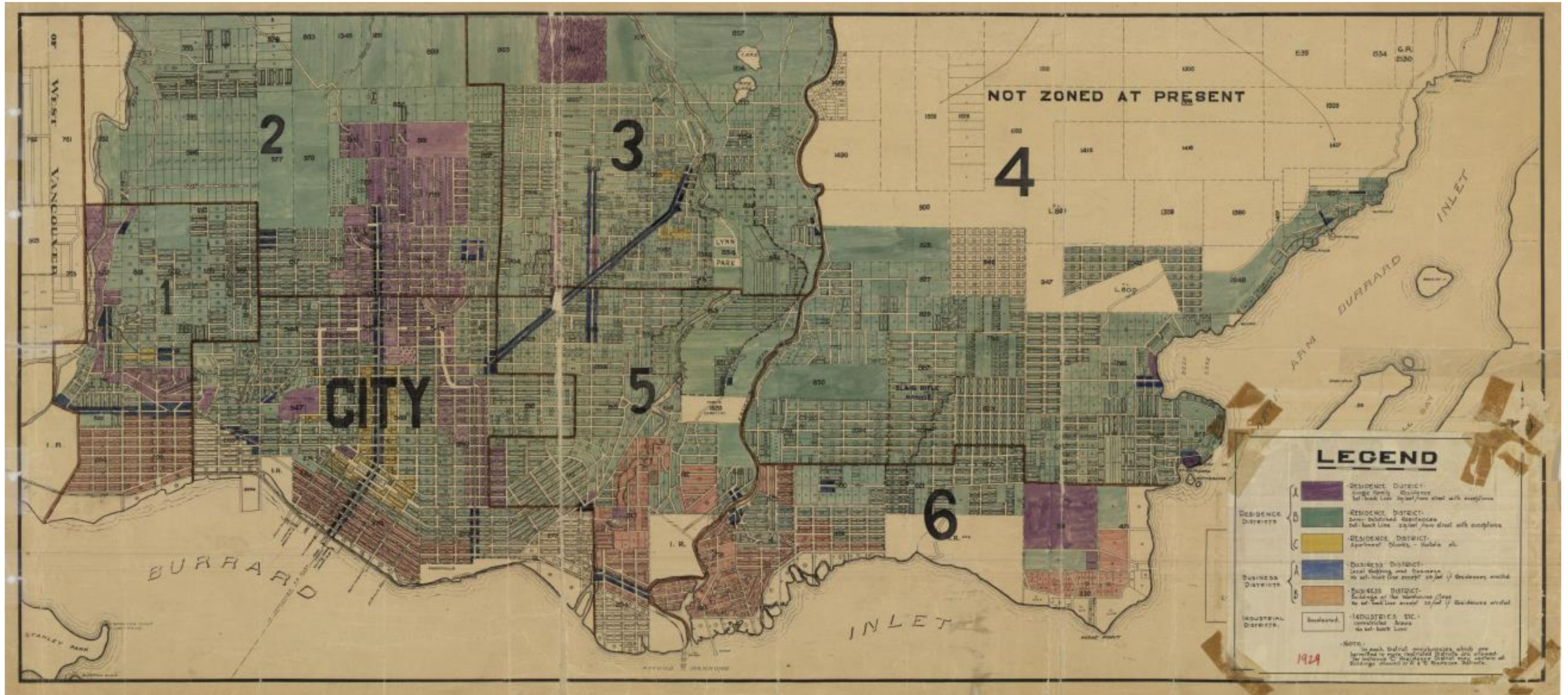


1929 – The view from Grouse Mountain. Archives item# CVA 99-3717. Photographer: Stuart Thomson.

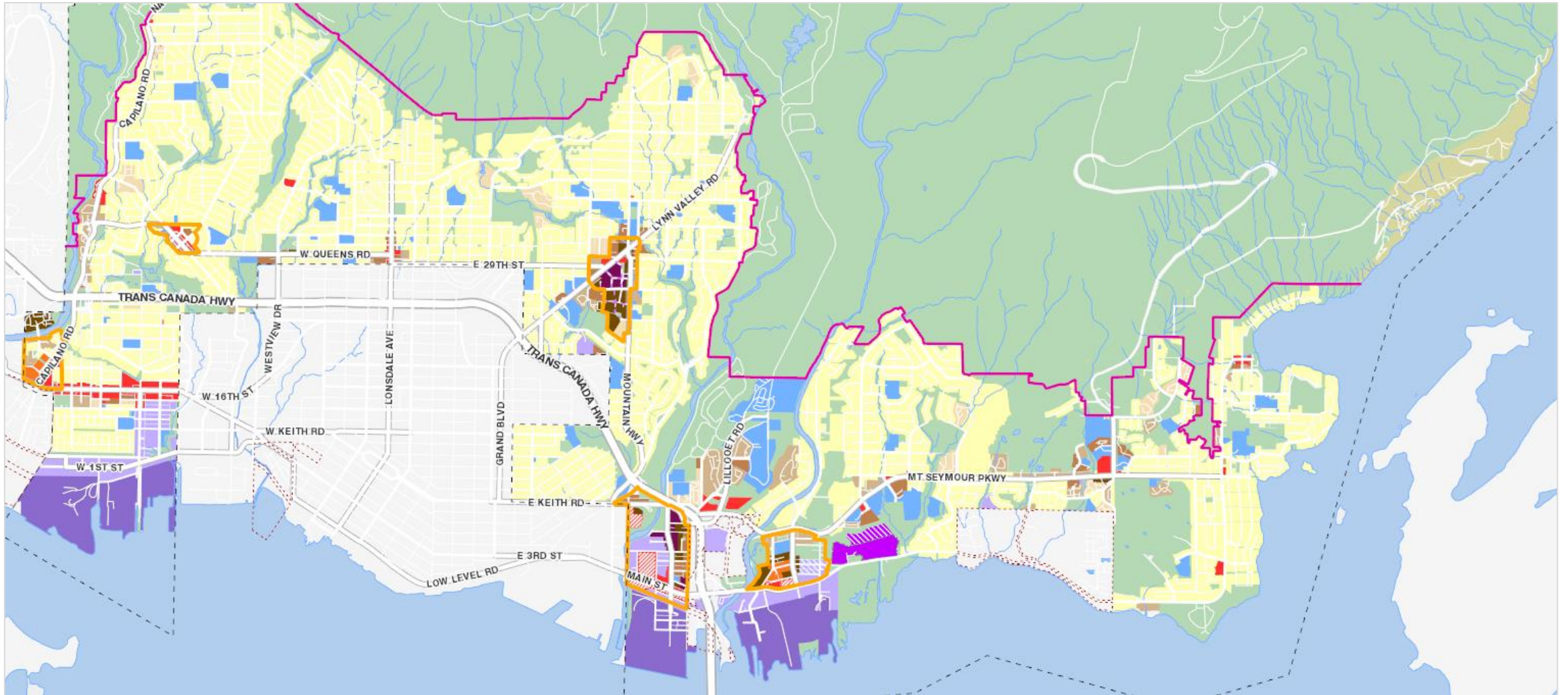


Footbridge over flume between Frederick and Doran Road, c. 1910. NVMA 26-19E-12 Photograph by Walter M. Draycott

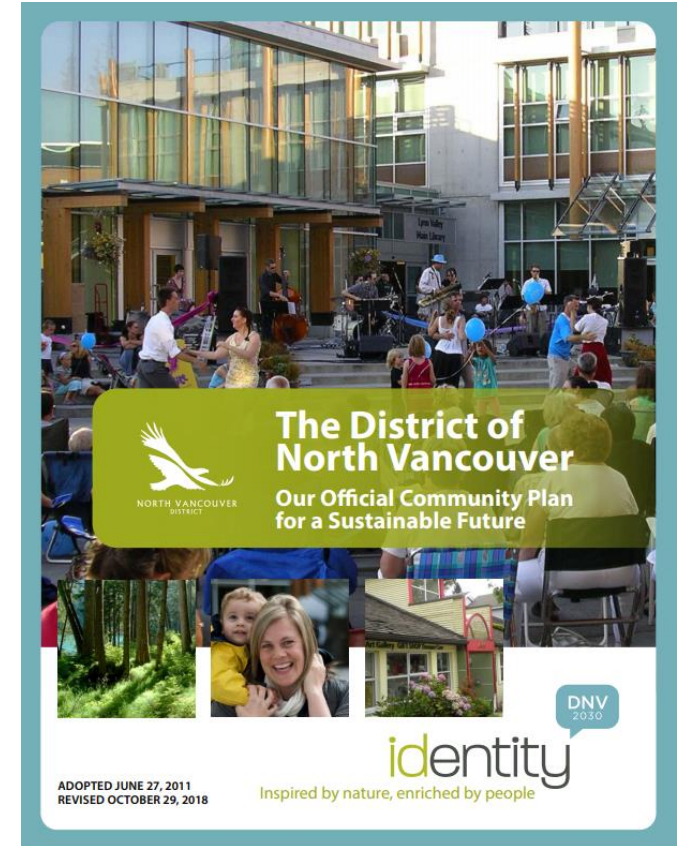
STORY OF THE OCP



OFFICIAL COMMUNITY PLAN (2011)



OFFICIAL COMMUNITY PLAN (2011)

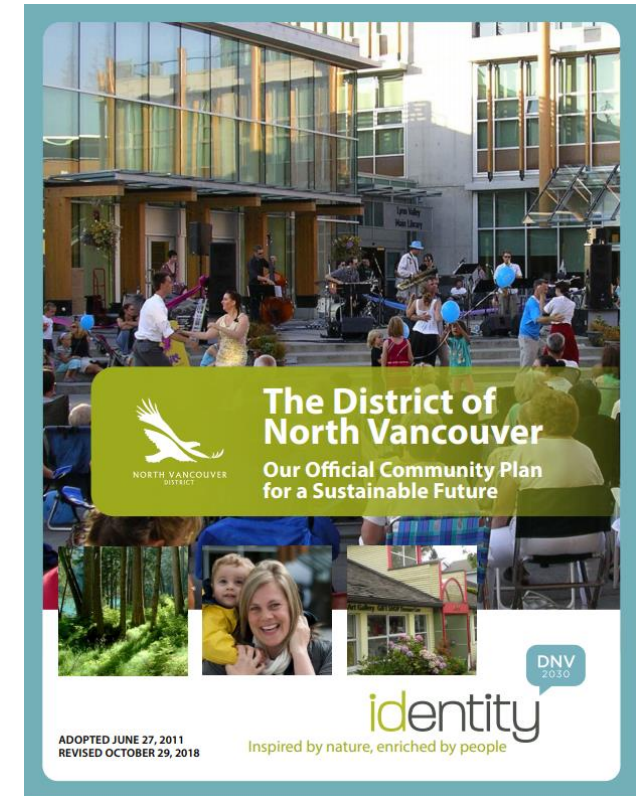


OFFICIAL COMMUNITY PLAN (2011)


Two-year engagement initiative

75+ events


5,000+ participants



OFFICIAL COMMUNITY PLAN (2011)



**EDGEMONT VILLAGE CENTRE:
PLAN AND DESIGN GUIDELINES**



UFA Urban Form Associates Town Planning Urban Design Communications **identity** 2014


March 24, 2014



**LOWER CAPILANO MARINE VILLAGE
CENTRE IMPLEMENTATION PLAN**





identity DNV 2014



**LOWER LYNN TOWN CENTRE
IMPLEMENTATION PLAN**



identity DNV 2014



**MAPLEWOOD VILLAGE CENTRE
AND INNOVATION DISTRICT
IMPLEMENTATION PLAN
& DESIGN GUIDELINES**

Approved by Council on November 6, 2017

AND OTHER STRATEGIES, PLANS, POLICIES, AND BYLAWS

OFFICIAL COMMUNITY PLAN (2011)

2011

2030

**OCP
adopted**

**OCP
vision**

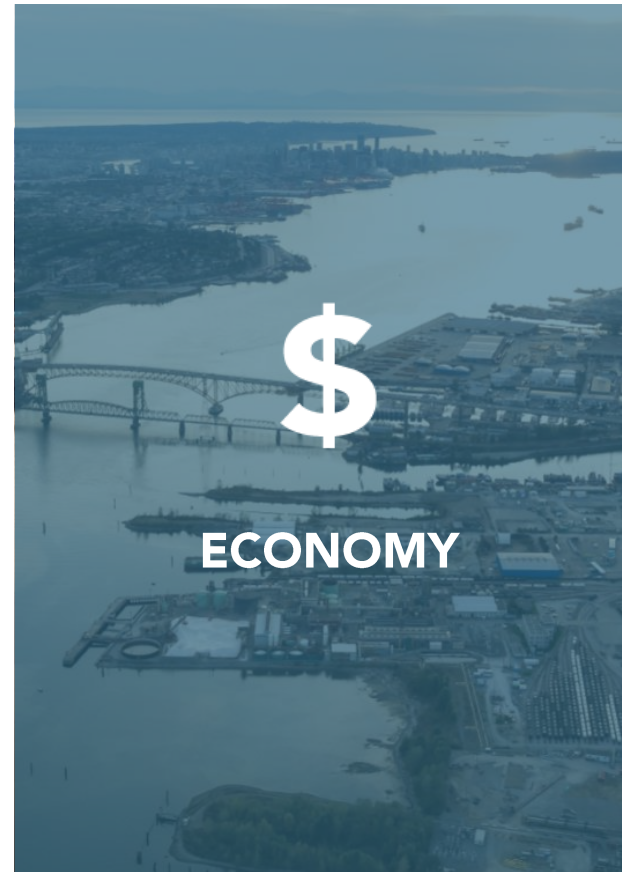


TARGETED REVIEW

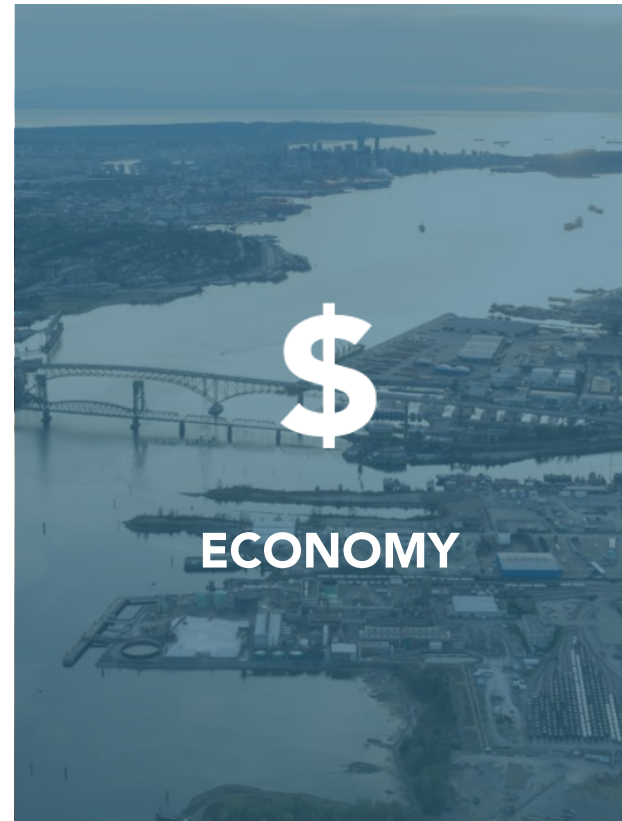


OCP Vision supported
but need to **develop an action plan** to respond to
emerging issues & prioritize efforts on how we
continue to implement the OCP

Council chose four topic areas for review:



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SOCIAL EQUITY

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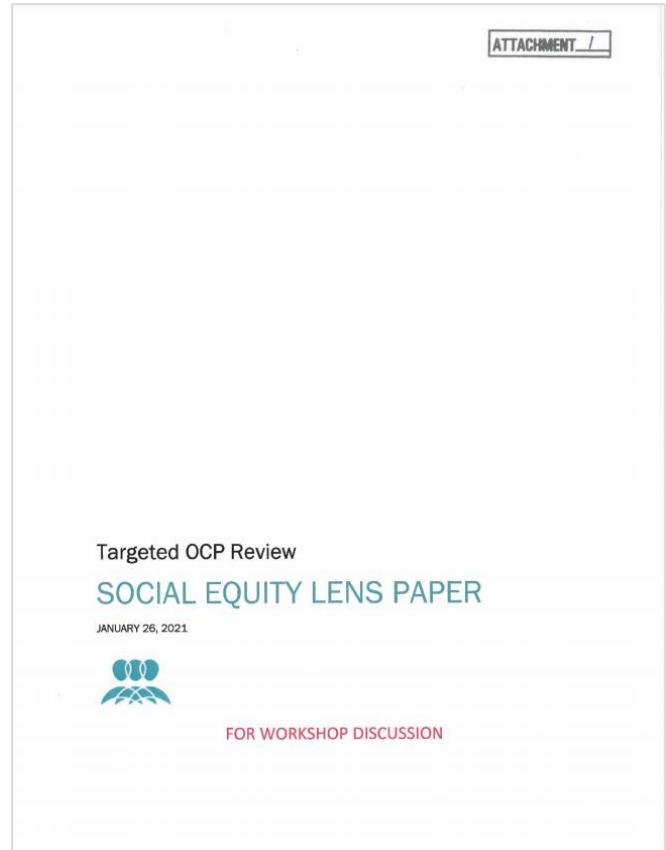
NON-PROFIT & COMMUNITY ORGANIZATIONS



EQUITY & INCLUSION PRACTICES



COMMUNITY INPUT



OVERARCHING ACTION

Include social equity considerations in District decision-making to strive for a more inclusive and equitable community



SOCIAL EQUITY CONSIDERATIONS

Consider potential barriers, needs, and impacts for equity priority groups in Action Plan

INPUTS

ENGAGEMENT

- Virtual open houses
- Online survey
- Stakeholder workshops
- Intercept survey
- Telephone survey
- Business survey
- Council workshops
- Social media & communications materials

RESEARCH & ANALYSIS

- White papers on the four topic areas
- COVID-19 papers on four key topic areas
- Social Equity Lens paper
- Progress monitoring

ACTION PLAN

Anticipating:

- Draft Action Plan to Council this summer
- Final Action Plan this fall



Targeted OCP Review
TOPIC AREAS



TRANSPORTATION

“People are able to walk, roll, cycle, and take transit as pleasant, reliable, and low-emissions ways to move around the District”



PROGRESS SINCE 2011



- Combined walking, cycling and transit trips are up (20% from 17.5%)
 - Walk mode share is **up** (11.2% from 7.8%)
 - Bike mode share is **up** (1.5% from 0.7%)
 - Transit mode share is **down** (7.2% from 9.0%)
- We are moving in the right direction, but could do more to meet the OCP's target of 35% by 2030



KEY ISSUES

- Difficult to move around the District quickly and reliably
- Transit service is unreliable
- Lack of facilities at transit stops (e.g., washrooms)
- Travel by walking/wheeling and cycling seems unsafe and undesirable
- Job areas on the waterfront do not have good access to transit
- Some facilities are not fully accessible for persons with disabilities



ACTIONS

- ✓ Make transit faster and more reliable on major routes
- ✓ Create a continuous and connected walking and cycling network
- ✓ Support remote work options
- ✓ Advocate for transportation improvements





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WHAT THIS COULD INVOLVE

- Continuing improvements on RapidBus, transit-priority lanes, etc.
- Improving bus access to bridges and employment centres.
- Designing transit facilities for accessibility.
- Filling in network gaps.
- Designing for all ages and abilities.
- Improving lighting for safety.
- Supporting electric mobility options.
- Advocacy (e.g., rapid transit)



ACTIONS (cont.)

- ✓ Implement a “Vision Zero” strategy to increase travel safety
(safer crossings; separating road users)
- ✓ Support education for walking, rolling, cycling, and taking transit
(funding “Learn to Ride” bike programs; partnering with schools; e-bike training)
- ✓ Harness emerging technology for new ways of moving around
(piloting “first/last mile” options, such as e-bike sharing, electric scooters)
- ✓ Improve ways to manage parking
(parking management tools; reduced parking requirements or introducing time limits in certain locations)



DISCUSSION

15 MINUTES

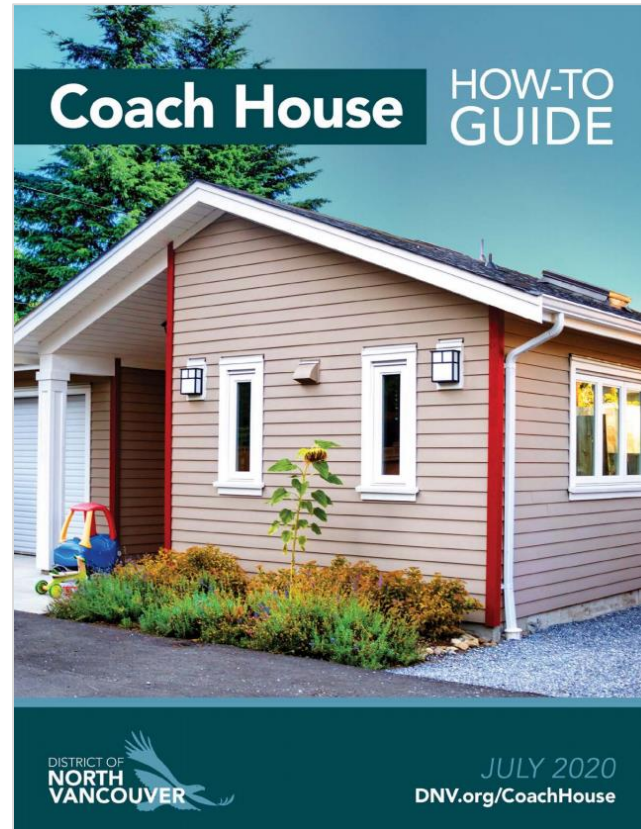
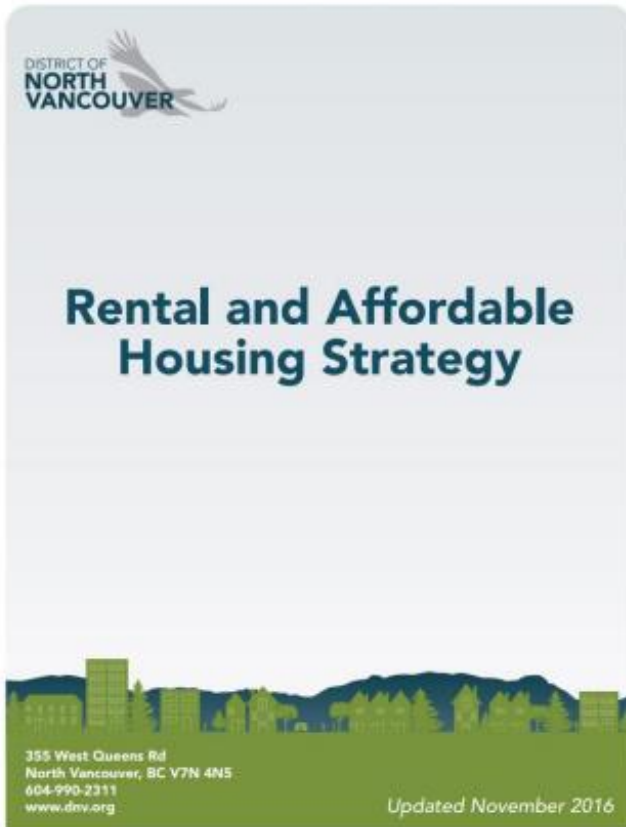


HOUSING

“We are an inclusive community that provides housing choices for all incomes, needs, and to support local workers.”



PROGRESS SINCE 2011



- Residential Tenant Relocation Assistance Policy
- Rental, Social and Affordable Housing Task Force
- Attached housing increased from 31% to 33% of total housing stock
- Secondary suites have grown by an average of 8.5% per year (2011-2016)



KEY ISSUES

- Worsening affordability crisis
- Lack of housing diversity (67% of housing is single-family)
- 'Missing middle' of residents ages 25 to 39
- Losing residents aged 18-34
- Vacancy rates remain below “healthy” levels



ACTIONS

- ✓ Prioritize rental, social, and supportive housing projects
- ✓ Increase housing diversity to support a range of households
- ✓ Consider housing diversity beyond the Town and Village Centres





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WHAT THIS COULD INVOLVE

- More inclusionary zoning
- Working with private development to build or contribute to affordable housing
- Enabling temporary modular housing
- Speeding up development review process
- Explore a housing authority model for managing social housing
- Sensitive infill housing options outside Centres (duplexes, triplexes, etc.)



ACTIONS (cont.)

- ✓ Advocate for the District's social and supportive housing needs to gain resources to deliver housing
(increase advocacy; explore opportunities to partner with First Nations and North Shore municipalities)
- ✓ Simplify and speed up the housing development approvals process to open new homes more quickly
(establish targets for affordable housing; seek to reduce review timelines)
- ✓ Support and protect renters through policy and zoning to increase stability for renters
(rental-only zoning; policy options to secure more rental)
- ✓ Explore alternate housing tenures and needs to offer more diverse housing choices
(co-op housing, rent-to-own models, house sharing programs)
- ✓ Bolster the District's capacity to achieve housing goals
(additional staff positions or resources; creating public education resources; partnering externally)



DISCUSSION

15 MINUTES

An aerial photograph of a coastal city, likely Seattle, showing a large bay with several bridges and industrial areas. The image is overlaid with a dark blue semi-transparent filter.

\$

ECONOMY

“Our local economy is resilient and offers vibrant services and diverse employment opportunities.”

\$ PROGRESS SINCE 2011



From 2011 to 2016:

- +4,620 jobs
- +104,000 square feet of building area (industrial & light industrial commercial)
- Approximately the same percentage of District residents working in the District

\$ KEY ISSUES

- Employers find it difficult to attract and retain workers
- Businesses looking to grow have difficulty finding space
- Independent businesses are finding it increasingly difficult to survive
- Some businesses are not locating in preferred locations
- The District not viewed by business community as 'open for business'

\$ ACTIONS

- ✓ Advocate for Provincial assessment review and tax reform to address rising costs faced by businesses.
- ✓ Create a staff resource for economic stewardship.



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- ✓ Create a staff resource for economic stewardship.

WHAT THIS COULD INVOLVE

- Increasing advocacy for revisions to the Province's highest-and-best-use assessment and property valuation practices for non-residential properties.
- A staff position for economic stewardship and planning to build a sustainable, 'green' and clean economy that strives to be inclusive and equitable. Working with North Shore municipalities and First Nations, and economic partners.

\$ ACTIONS (cont.)

- ✓ Respond to local business needs quickly to be more business-friendly
(streamlining permitting; online applications; accessible guidelines)
- ✓ Protect industrial land uses to ensure long-term viability
(prepare an Employment Lands Strategy; review buffering guidelines; protect land)
- ✓ Incorporate tools and incentives to support local employment opportunities
(explore incentives for employment-generating development)
- ✓ Pursue more flexible and responsive zoning to support a thriving local economy
(flexible uses; local-serving commercial space in residential neighbourhoods)
- ✓ Increase supports for local workers
(childcare with extended hours; assisting social service partners' programs)
- ✓ Optimize use of curbside space to support access to businesses
(flexible curbside space; tools to encourage parking turnover)

An aerial photograph of a coastal city, likely Seattle, with a large bay and a bridge. The image is overlaid with a dark blue tint. The text is centered in the middle of the image.

\$ DISCUSSION

15 MINUTES

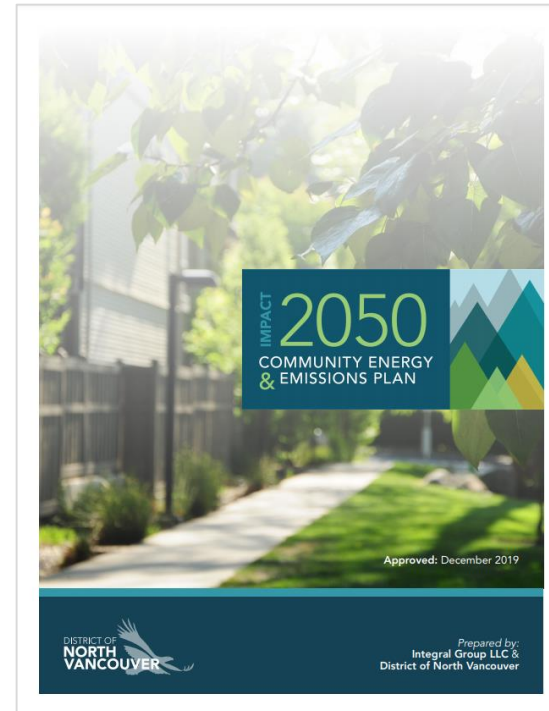
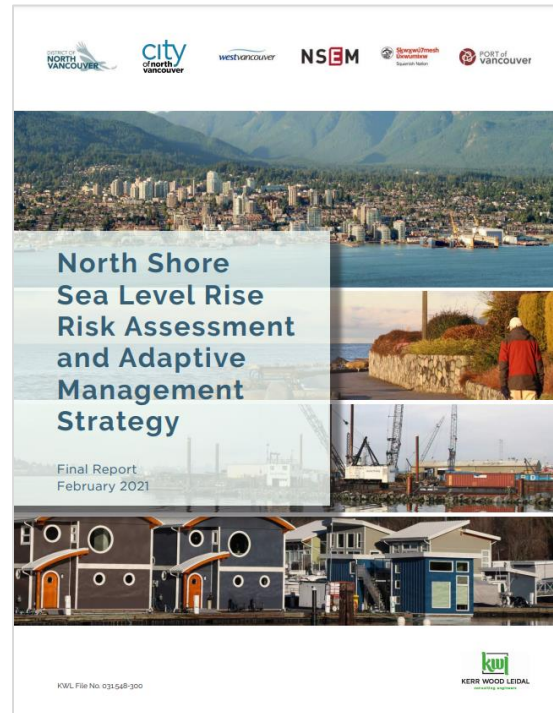


CLIMATE

“The way we plan, design, and build our communities is effectively addressing and adapting to the Climate Emergency.”



PROGRESS SINCE 2011



Increased target to
45% GHG reductions
by 2030



PROGRESS SINCE 2011



- 2012-2018: DNV corporate emissions decreased by approximately 10%
- 2019: Approved IMPACT2050 (CEEP)



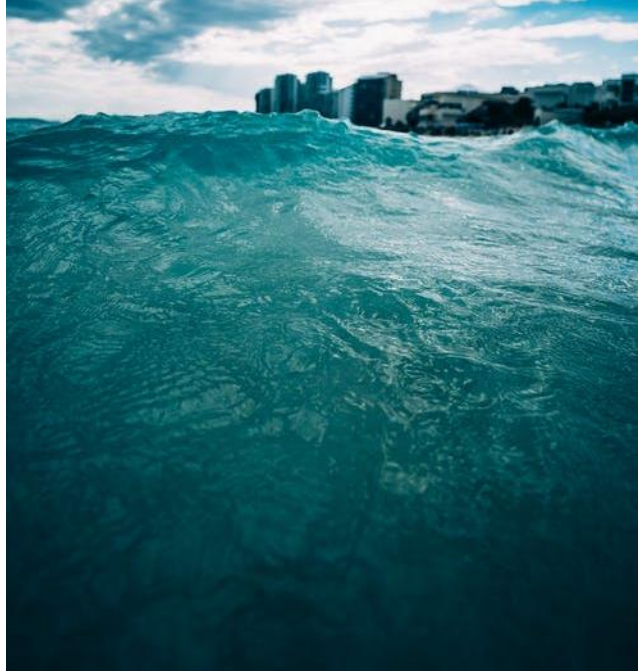
Source: (Integral Group LLC, 2019)



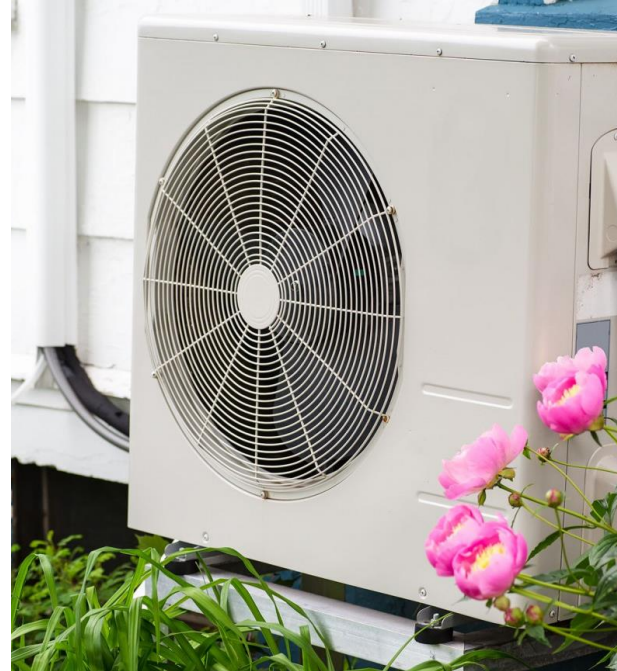
KEY ISSUES



Extreme weather



Sea-level rise



Belief that local change is insignificant



Dependent on fossil fuels



ACTIONS

- ✓ Achieve low-carbon, compact, and diverse Town and Village Centres
- ✓ Reduce greenhouse gas emissions from buildings, transportation and waste
- ✓ Strengthen resiliency of assets for climate change





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WHAT THIS COULD INVOLVE

- Focusing on completing the Town and Village Centres, and considering approval of applications that contribute to the “network of centres” vision
- Establishing a building retrofit program
- Incentivize deconstruction practices
- Prioritizing low-emission developments
- Expanding green infrastructure
- Emergency planning for climate and natural disasters to protect vulnerable populations



ACTIONS (cont.)

- ✓ Support education and promotion of climate action in homes and businesses to increase community involvement
(providing resources and support for community members for initiatives such as EV charging infrastructure, managing rainwater, etc.)
- ✓ Advocate for greater inter-governmental coordination and action to address the Climate Emergency
(advocating for coordinated efforts, e.g., decarbonization, environmental protection, regional and local food production and security)



DISCUSSION

15 MINUTES

WRAP UP

- Online survey by May 16 ([DNV.org/OCP-review](https://dnv.org/OCP-review))
- Feedback will be used to inform the draft Action Plan
- Final Action Plan to be presented to Council for consideration (anticipated for fall 2021)

More questions? Contact us at communityplanning@dnv.org