

STAKEHOLDER WORKSHOPS SUMMARY REPORT

TARGETED OFFICIAL COMMUNITY PLAN REVIEW



DISCLAIMER: This report reflects public feedback gathered between February 2020 and March 2020, prior to the impacts of COVID-19.

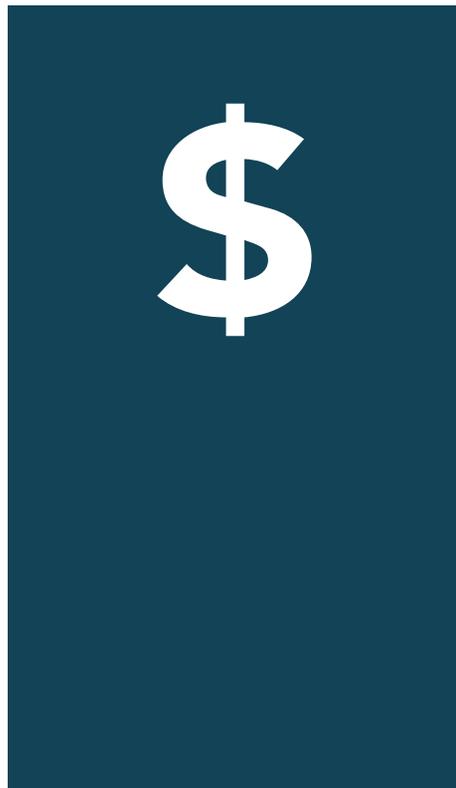


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1.0 ENGAGEMENT HIGHLIGHTS



KEY FINDINGS

Stakeholders identified the following as top options to address the most pressing issues in each of the four topics areas. **These options are described in more detail in the following pages.**

Climate Emergency	Economy and Employment Lands	Transportation	Housing	North Vancouver Community Association Network
<ul style="list-style-type: none"> Building Retrofit Program Climate Action Outreach Zero Carbon Mobility 	<ul style="list-style-type: none"> Support Increase of Diversity and Supply of Housing Advocate for Provincial Assessment Review and Tax Reform Incentivize Employment-Generating Development 	<ul style="list-style-type: none"> Encourage Walking and Cycling through Education Develop Local Travel Education Program Adopt a Vision Zero Approach 	<ul style="list-style-type: none"> Incentivize Non-Market Housing Projects Identify and Leverage Public Land for Housing to Address Homelessness Explore Alternate Housing Tenures 	<ul style="list-style-type: none"> Transportation: Explore First/ Last Mile Transportation Service Opportunities Climate Emergency: Building Retrofit Program Housing: Explore Alternate Housing Tenures Economy and Employment Lands: Advocate for Provincial Assessment Review and Tax Reform

1.1 INTRODUCTION

On May 27, 2019, Council endorsed a targeted review of the District of North Vancouver’s 2011 Official Community Plan, which included a tailored approach to engagement. The OCP supports the District’s long-term vision and path to 2030 by guiding planning and decision making about the future of our community. While the OCP’s visions and policies have remained relevant, conditions have changed.

Phase 1 of the Targeted OCP Review, which concluded in October 2019, included a phone survey, intercept surveys and an online survey. Public input from the surveys helped inform the development of a white paper for each of the four key areas of the review (Climate Emergency, Transportation, Economy and Employment Lands, and Housing). The white papers identify the current state, challenges, and opportunities within each key topic, and provide potential options to achieve key goals and policies. Council received an update on the review process to date on November 25, 2019, and directed staff to expand the engagement and outreach to ensure that residents’ and stakeholders’ ideas and perspectives are reflected in the process. Please see dnv.org/communityplan for more information.

In addition to the stakeholder workshops summarized in this report, **Phase 2** of the Targeted OCP Review was to involve additional engagement events, including: public information sessions, pop-ups, additional online surveys, and focus groups. Key issues and options identified at these events would help inform Council’s decisions in the drafting of the Action Plan, that could start to be implemented immediately.

Due to the COVID-19 pandemic, only the stakeholder workshops were able to proceed as planned. A range of stakeholders participated in the workshop series and shared their subject matter expertise. Participants included: advisory committees, community groups, social service providers, government agencies, local businesses, and not-for-profits.

The six stakeholder workshops were hosted between February 3 and March 4, 2020: one for each of the four Targeted OCP Review topic areas (Transportation, Economy and Employment Lands, Housing and Climate Emergency); and two with the North Vancouver Community Association Network covering all four topic areas. The workshops were facilitated by District staff with technical support provided by the project consultant, Urban Systems.

This report summarizes the findings from these six stakeholder workshops.



WORKSHOP SCHEDULE

	Date	Topic Area
1	February 3, 2020	Climate Emergency
2	February 5, 2020	Economy and Employment Lands
3	February 13, 2020	Transportation
4	February 14, 2020	Housing
5	February 19, 2020	North Vancouver Community Association Network (Part 1)
6	March 4, 2020	North Vancouver Community Association Network (Part 2)

1.2 WORKSHOP PROGRAMMING



PREPARATORY MATERIALS

Prior to each workshop, stakeholders received a brief topic area summary outlining key issues and possible options to address them (**Appendix 1: Workshop Background Documents**).

INTRODUCTION

Each workshop began with an overview of the Targeted OCP Review process, topic area, and topic area issues. Stakeholders were also asked to identify other issues not yet presented.

Participants were then presented with a list of options that could be employed to help address these issues (**Appendix 2: Workshop Options**).

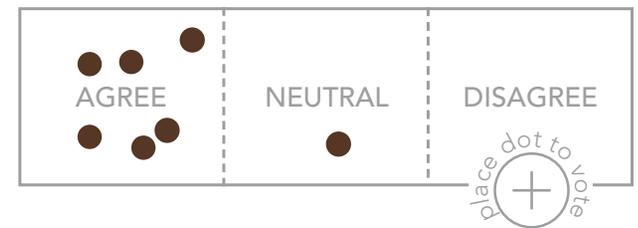


ACTIVITY 1: IDENTIFYING TOP OPTIONS

Participants worked in groups to collaboratively identify their 'Top 3 Options' from the list provided by staff (**Appendix 2: Workshop Options**), or to propose their own. For each of their 'Top 3 Options', groups completed one tabletop worksheet and answered four prompting questions:

- Why is this option important?
- How would this option be implemented?
- Who would benefit from this option?
- How does this option integrate with the other topic areas of the Targeted OCP Review?

The completed worksheets are attached to this report in **Appendix 3: Tabletop Worksheets - Topic Specific Workshops**. Groups were asked to present their 'Top 3 Options' and post their completed worksheets on the wall.



ACTIVITY 2: IDENTIFYING LEVEL OF SUPPORT ("DOTMOCRACY" EXERCISE)

Stakeholders also identified their level of support (agree, neutral, and disagree) on each worksheet using dot stickers. The workshop concluded with a review of the top options decided upon at the day's activities, and a discussion of level of support.

NORTH VANCOUVER COMMUNITY ASSOCIATION NETWORK (NVCAN) WORKSHOPS

A modified structure was employed at the North Vancouver Community Association Network workshops on February 19 and March 4, which overviewed all four topic areas. Participants from community associations across the District collaboratively identified their "Top 3 Options" as a group by placing dot stickers on large panel-sized printouts of possible options, and identify options not yet listed at the bottom of each poster. Completed posters are available in **Appendix 4: Poster Worksheets - North Vancouver Community Association Network Workshops**.

2.0 CLIMATE EMERGENCY

2.1 BACKGROUND + KEY ISSUES

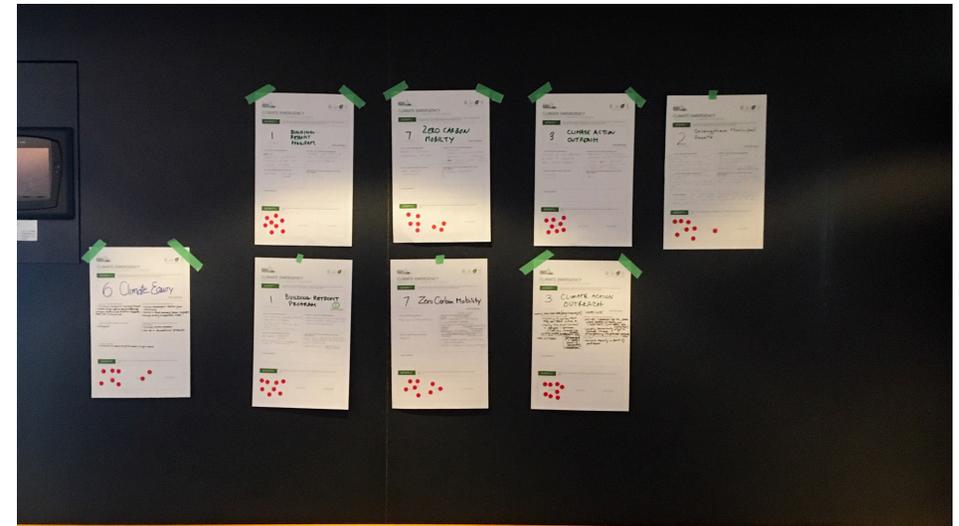
Date: February 5, 2020

Time: 2:30pm to 4:30pm

Location: District of North Vancouver Municipal Hall, Committee Room

In total, 6 representatives from stakeholder organizations (noted below) attended the workshops, along with staff from relevant departments:

- City of North Vancouver
- Cool North Shore
- Community Energy Association of British Columbia
- District of North Vancouver Fire and Rescue Services
- Passive House Canada
- Wild Bird Trust



SUMMARY OF KEY ISSUES

The following key issues related to Climate Emergency were presented to the stakeholders for discussion:

- There is a dependence on fossil gas for heating buildings and fueling vehicles.
- Incidents of extreme weather are more frequent, and sea levels are rising.
- There is a lack of resources and tools for community members to take action.
- A dependency on personal vehicles (e.g. due to spread out land use pattern).

Stakeholders identified these additional issues:

- The Building Code and Energy Step Code are not adaptable to new technologies.
- There is a need to preserve the natural environment in addition to upgrading building technology.
- Cost of implementing new building technologies can be an obstacle.

2.2 OPTIONS LIST - CLIMATE EMERGENCY

Table 1 identifies and describes the options that were discussed at the Climate Emergency workshop. The top three options (highlighted in light green) were the ones put forward by the breakout groups and supported by stakeholders through the “Dotmocracy” exercise. The subsequent two options on the list (Climate Equity and Strengthen Municipal Assets) were identified by one group of participants each. If an option was not selected during the workshop, it does not necessarily indicate that it was not considered important. It was just not identified as one of the breakout group’s top options during the workshop. No additional options were added by participants in this workshop.

Table 1: Climate Emergency options discussed at workshop, and ranked by participants.

Options	Times Cited by Breakout Groups
Building Retrofit Program <i>Provide information, resources, and / or financial support for building owners to lower energy use and emissions from heating buildings (e.g. installing high efficiency electric heat pumps and weather stripping doors/windows).</i>	2
Climate Action Outreach <i>Provide information, resources, and/or financial support for community members to take action in their homes or businesses (e.g. installing electric vehicle charging infrastructure, conserving energy, managing stormwater, enhancing health of private trees).</i>	2
Zero Carbon Mobility <i>Implement measures to reduce personal vehicle trips (e.g. parking permits or pricing), increase transit and active transportation (e.g. cycling, walking, rolling), and/or support electric mobility options (e.g. electric scooters, bikes, and vehicles).</i>	2
Climate Equity <i>Ensure District climate action supports a range of people in the community, from different backgrounds, ages, incomes, and abilities.</i>	1
Strengthen Municipal Assets <i>Develop a strategy to strengthen ‘built’ assets (e.g. buildings, roads, stormwater piping) as well as ‘natural’ assets (e.g. forests, coastline, wetlands), and/or ‘green’ infrastructure (green roofs, bio swales, urban parks).</i>	1
Carbon Conscious Governance <i>Ensure that corporate decisions consider carbon and ecological impacts and advance climate goals (e.g. Carbon budgeting, advocating for low carbon vehicle fuel standards, and/or mobility pricing).</i>	0
“Indirect” Greenhouse Gas Emissions <i>Explore examples of best practices that support residents and businesses to reduce their ‘indirect’ greenhouse gas emissions from the consumption of goods and services (e.g. low carbon options for food choice, shopping, travel, building materials). Explore technologies that capture and store carbon.</i>	0
Compact, Complete Communities <i>Advance low carbon, compact, and ‘complete’ town and village centres with a range of services within walking/cycling distance (e.g. amenities, transit, housing, employment, and recreation opportunities).</i>	0

2.3 TOP OPTIONS SELECTED BY STAKEHOLDERS - CLIMATE EMERGENCY

Below is a summary of the rationale provided by stakeholders on their top 3 options. See **Appendix 3: Tabletop Worksheets - Topic Specific Workshops** for more detail on these and other options selected by participants.

1. BUILDING RETROFIT PROGRAM

According to stakeholders...

Why is this option important?

- Lowering energy costs help make home ownership more affordable.
- Building emissions comprise a large portion of energy emissions that the District can control.
- Building retrofits are increasingly relevant due to the District's aging housing stock.

How could this option be implemented?

- Creation of municipal top up programs.
- Expediting approval processes and lowering building permit fees.
- Funding energy assessments for private residences.
- Incentives for retrofits.

2. CLIMATE ACTION OUTREACH

According to stakeholders...

Why is this option important?

- Education on the importance and need to take action is paramount to changing behaviours.
- Environmental stewardship facilitates community connection.

How could this option be implemented?

- Ongoing campaigns, pop-ups, and speaker series close to residences, and funding community organizations to raise awareness for Climate Action.
- Funding community organizations to deliver this programming and foster neighbourhood connections through a sustained campaign.
- Ensuring equity through improving ease of access to information: simple terms, multi-lingual materials, diverse messengers that represent the community, and relatable campaigns.

3. ZERO CARBON MOBILITY

According to stakeholders...

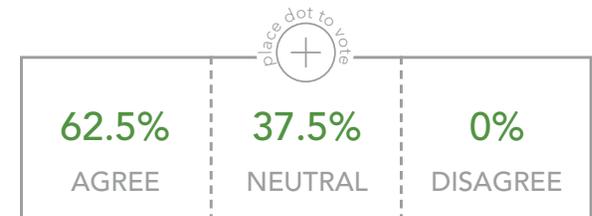
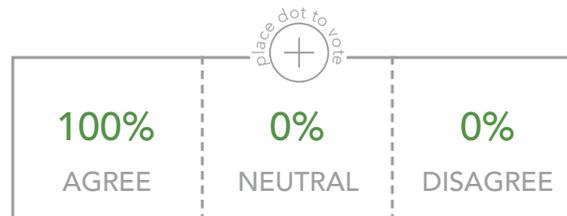
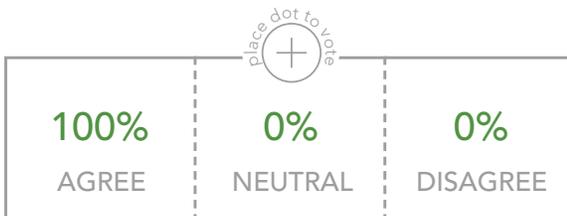
Why is this option important?

- Transportation comprises a large portion of greenhouse gas emissions.

How could this option be implemented?

- Requirements for EV charging in new residential and commercial constructions, and public charging infrastructure at municipal facilities.
- Outreach to stratas.
- Electric car share and scooters.
- Facilitate multi-modal transportation by working with TransLink providing shuttles, bike parking, and subsidized transit.

The graphic below summarizes the level of support the stakeholders had for each of the top 3 options above. This was determined through the "Dotmocracy" exercise. The results show widespread support amongst participants for these options.



3.0 ECONOMY AND EMPLOYMENT LANDS

3.1 BACKGROUND + KEY ISSUES

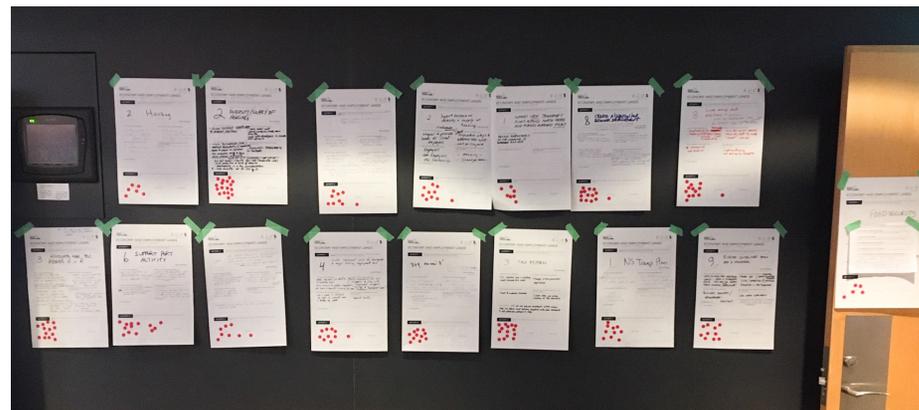
Date: February 7, 2020

Time: 2:30pm to 4:30pm

Location: District of North Vancouver Municipal Hall, Committee Room

In total, 15 representatives from stakeholder organizations (noted below) attended the workshops, along with staff from relevant departments:

- Blueshore Financial Group
- Bridge Brewing
- Britmar
- Capilano University
- Clark Geomatics
- Deep Cove Kayak
- Grouse Mountain
- North Shore Studios
- North Shore Table Matters
- North Vancouver Chamber of Commerce
- North Vancouver Community Association Network
- ReMax / Crest Realty
- Seaspam
- Urban Development Institute
- Western Stevedoring



SUMMARY OF KEY ISSUES

The following key issues related to Economy and Employment Lands were presented to the stakeholders for discussion:

- Employers are struggling to attract and retrain workers due to housing and transportation issues.
- There are limited opportunities for business growth within the existing employment land.
- There are potential conflicts between different employment uses when they are not locating in preferred locations (i.e. commercial uses on industrial land).

Stakeholders identified these additional issues:

- Industrial land supplies are shrinking due to redevelopment and encroachment by non-industrial uses.
- "Highest and best-use" approach to property taxation has resulted in major tax increases and is significantly affecting small businesses on the North Shore.
- A lack of jobs in the District is forcing many residents to commute out of the District.

3.2 OPTIONS LIST - ECONOMY AND EMPLOYMENT LANDS

Table 2 identifies and describes the options that were discussed at the Economy and Employment Lands workshop. The top three options (highlighted in light blue) were the ones put forward by the breakout groups and supported by stakeholders through the “Dotmocracy” exercise. Stakeholders added two additional options to the provided list: Food Security and Streamlining Permitting Processes. If an option was not selected during the workshop, it does not necessarily indicate that it was not considered important. It was just not identified as one of the breakout group’s top options during the workshop.

Table 2: Economy and Employment Lands options discussed at workshop, and ranked by participants.

Options	Times Cited by Breakout Groups
Increasing the diversity and supply of housing <i>A range of housing, including size, type, cost, and tenure, is needed in the District in order to provide housing for current workers who wish to live here, to accommodate a larger base of local, qualified workers for local employers.</i>	4
Advocate for Provincial assessment review and tax reform <i>Through the Union of BC Municipalities (UBCM), petition for revisions to highest-and-best-use assessment practices for non-residential properties, and investigate the financial implications of creating an undeveloped ‘potential density’ sub-class.</i>	3
Incentivize employment-generating development <i>Explore the feasibility of financial and development potential (e.g. density bonus) incentives designed to encourage preferred forms of employment-generating development in appropriate locations (e.g. industrial intensification, live/work units).</i>	3
Support implementation of North Shore transportation plans <i>Support moving forward with the recommendations in the Integrated North Shore Planning Project (INSTPP) report that support improving mobility for a local workforce.</i>	2
Create staff position for economic development <i>Establish a District staff position to be a liaison for the business community, and for reviewing land use policies and municipal undertakings through an economic development lens.</i>	2
Support Port-related activities <i>Work with the Port of Vancouver, Greater Vancouver Gateway Council, Urban Freight Council, and others to secure funding for port-related projects and ensure the safe and efficient goods movement (e.g. Philip Avenue Overpass).</i>	1
Consider buffering guidelines for residential development near employment lands <i>Add design guidelines under Schedule B of the District’s OCP for new residential developments adjacent to employment lands that address buffering and other methods of sensitively transitioning between these different land uses.</i>	1
Food Security ★ STAKEHOLDER ADDITION	1
Streamline permitting process (Development Permit and Building Permit) with attached timelines for review, and categories for quick review ★ STAKEHOLDER ADDITION	1
Use the Regional Economic Prosperity Service <i>Coordinate with Metro Vancouver’s new Regional Economic Prosperity Service, which works to establish a regional brand that attracts strategic investment to the Canada’s Pacific Gateway, and improve data tracking and sharing.</i>	0
Support Regional Industrial Lands Strategy <i>Work with Metro Vancouver to align industrial land supply policies with long-term regional goals (e.g. protection of port / “trade-enabling” lands) emerging through Metro Vancouver’s Regional Industrial Lands Strategy.</i>	0

3.3 TOP OPTIONS SELECTED BY STAKEHOLDERS - ECONOMY AND EMPLOYMENT LANDS

Below is a summary of the rationale provided by stakeholders on their top 3 options. See **Appendix 3: Tabletop Worksheets - Topic Specific Workshops** for these and other options selected by participants.

1. SUPPORT INCREASE OF DIVERSITY AND SUPPLY OF HOUSING

According to stakeholders...

Why is this option important?

- Businesses pay a premium when workers struggle to get to the North Shore.
- This option enables District employers to attract and retain employees more effectively.

How could this option be implemented?

- Clarifying review process and timelines for Building and Development permits, and allowing for flexibility with streamlined processes.
- Innovative solutions such as developing District and partner lands, and worker housing.
- Working with developers to provide more options along the housing continuum, including more rental units.

2. ADVOCATE FOR PROVINCIAL ASSESSMENT REVIEW AND TAX REFORM

According to stakeholders...

Why is this option important?

- It supports the need to keep diversity of businesses (as commercial taxes increase, the District loses individual businesses over large businesses).

How could this option be implemented?

- Participate in lobby groups with other municipalities for Provincial Tax Reform.
- Consider revitalization tools (i.e. 10 year tax relief).

3. INCENTIVIZE EMPLOYMENT-GENERATING DEVELOPMENT

According to stakeholders...

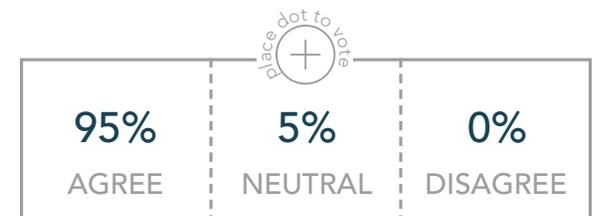
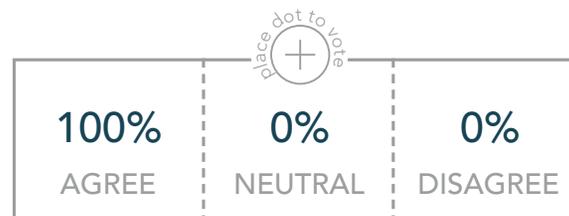
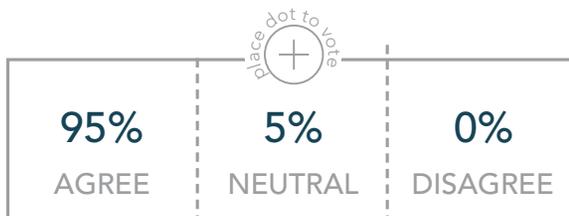
Why is this option important?

- It helps create local jobs that match the skills set of District residents.
- It helps maintain industrial lands, while addressing conflict between employment uses and residential uses.

How could this option be implemented?

- Change industrial land use designation to employment lands, and align subcategories (i.e. industrial) with employment categories.
- Improve communications with residents - make understanding needs of adjacent industrial uses a condition of purchase.

The graphic below summarizes the level of support the stakeholders had for each of the top 3 options above. This was determined through the "Dotmocracy" exercise. The results show widespread support amongst participants for these options.



4.0 TRANSPORTATION

4.1 BACKGROUND + KEY ISSUES

Date: February 13, 2020

Time: 2:30pm to 4:30pm

Location: District of North Vancouver Municipal Hall, Committee Room

In total, 16 representatives from stakeholder organizations (noted below) attended the workshops, along with staff from relevant departments:

- BC Sustainable Energy Association
- City of North Vancouver
- Cycling BC
- District of West Vancouver
- HUB Cycling
- Major Infrastructure Projects Advisory Committee
- Ministry of Transportation and Infrastructure
- North Shore Advisory Committee on Disability Issues
- North Shore Crisis Services Society
- North Shore Mountain Bike Association
- North Shore Safety Council
- North Vancouver District Public Library
- RCMP
- School District 44
- TransLink
- Transportation Canada



SUMMARY OF KEY ISSUES

The following key issues related to Transportation were presented to the stakeholders for discussion:

- There is difficulty moving around the District quickly and reliably.
- Transit service within the District is unreliable.
- Travel by walking/wheeling and cycling seems unsafe and undesirable.

Stakeholders identified these additional issues:

- The District has a variety of different land uses which all have very specific and different transportation needs.
- School-age children are being getting shuttled around the District by parents in place of taking public transportation.
- Major employment areas on the waterfront do not have proper access to transit.
- Some District facilities are not fully accessible for persons with disabilities.

4.2 OPTIONS LIST - TRANSPORTATION

Table 3 identifies and describes the options that were discussed at the Transportation workshop. The top three options (highlighted in light yellow) were the ones put forward by the breakout groups and supported by stakeholders through the “Dotmocracy” exercise. However, there was also interest in many other options, and stakeholders provided two additions to the list: Providing More Vehicle Charging Stations, and Connecting Neighbourhoods through Right of Ways (East-West). If an option was not selected during the workshop, it does not necessarily indicate that it was not considered important. It was just not identified as one of the breakout group’s top options during the workshop.

Table 3: Transportation options provided to stakeholders for discussion.

Options	Times Cited by Breakout Groups
Encourage Walking and Cycling through Education program <i>Work with schools to promote ongoing walking/cycling encouragement programming.</i>	3
Develop a Local Travel Education Program <i>Develop a local travel education program for residents who want to learn about non-auto transportation options.</i>	3
Adopt a Vision Zero Approach <i>Adopt a ‘Vision Zero’ approach, which works towards reducing cyclist fatalities, to District transportation planning projects, policies and programs (e.g. 30km/h speed limit on all roads).</i>	3
Support Expansion of Bike Skills Training <i>Provide cost share funding to ensure Learn to Ride bike skills training is provided to all grade 4 and 5 students.</i>	2
Provide Real-time Transit Information <i>Partner with TransLink to provide real-time transit information at key District-owned facilities, and participate in the TransLink Artificial Intelligence Bus Prediction Pilot.</i>	2
Provide Comprehensive Transit Marketing and Education Campaign <i>Partner with TransLink to provide a comprehensive transit marketing and education campaign that is specific to the North Shore and includes information about the benefits of transit, and new bus infrastructure improvements.</i>	2
Introduce Mobility Hubs <i>Establish mobility hubs, which could include last-mile goods movement (e.g. transloading from large trucks to smaller vehicles, bus and bike transfers, etc).</i>	2
Explore First/Last Mile Transportation Service Opportunities <i>Partner with TransLink to explore opportunities for Transit On-Demand service to improve last mile service in the District.</i>	1
Participate in Micro-mobility Pilot Project <i>Apply to participate in the Province’s micro-mobility pilot program to explore the potential of new transportation modes.</i>	1
Provide more vehicle charging stations	★ STAKEHOLDER ADDITION 1
Connect neighbourhoods through rights of ways (East-West) to reduce auto dependency and encourage alternative means of travel	★ STAKEHOLDER ADDITION 1
Develop Micro-mobility Licensing Framework <i>Introduce licensing framework to allow micro-mobility service providers to establish operations in the District.</i>	0
Study and Implement Curbside Management <i>Conduct a curbside pricing study and management strategy that treats road right-of-way as a valuable public asset.</i>	0

4.3 TOP OPTIONS SELECTED BY STAKEHOLDERS - TRANSPORTATION

Below is a summary of the rationale provided by stakeholders on their top 3 options. See **Appendix 3: Tabletop Worksheets - Topic Specific Workshops** for these and other options selected by participants.

1. ENCOURAGE WALKING AND CYCLING THROUGH EDUCATION

According to stakeholders...

Why is this option important?

- Proper bike training and safety education is crucial to improving safety for cyclists, and changing negative perceptions of cycling.

How could this option be implemented?

- Policy and regulations.
- School visits and training programs for children.
- Partnering with District facilities and community groups to provide courses, demonstrations, and webinars.

2. DEVELOP A LOCAL TRAVEL EDUCATION PROGRAM

According to stakeholders...

Why is this option important?

- Education is crucial to improving safety.
- Increasing ridership on available services improves value of investment in transportation services.
- To promote more favourable mode choices, all road users must understand their full range of options for getting to their destination.

How could this option be implemented?

- Online resources and public presentations at District facilities (i.e. library's new video and audio labs that could record public awareness videos).
- The District could partner with transit providers, other municipalities, RCMP, ICBC, and other agencies to review best practices.

3. ADOPT A VISION ZERO APPROACH

According to stakeholders...

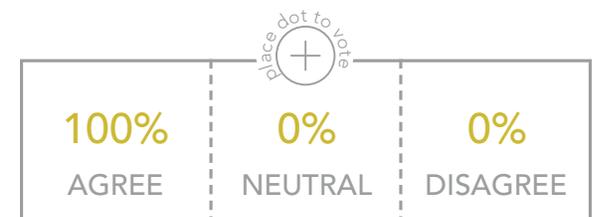
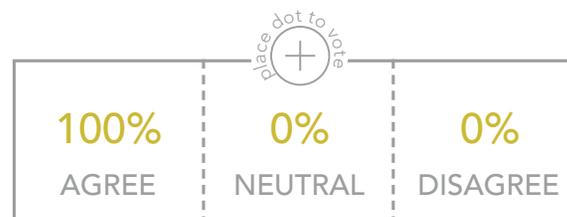
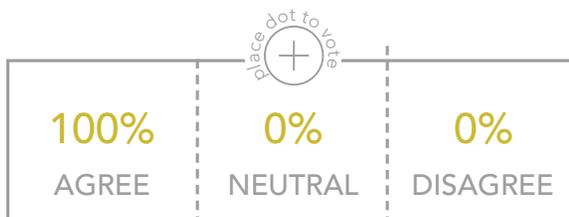
Why is this option important?

- Reduction in injuries and fatalities is fundamental to encouraging and promoting alternative transportation modes.

How could this option be implemented?

- Education programs for safe cycling.
- Enforcement and Regulation (i.e. speed limits).
- Policy changes that lead to infrastructure investments, new design standards and guidelines.

The graphic below summarizes the level of support the stakeholders had for each of the top 3 options above. This was determined through the "Dotmocracy" exercise. The results show widespread support amongst participants for these options.



5.0 HOUSING

5.1 BACKGROUND + KEY ISSUES

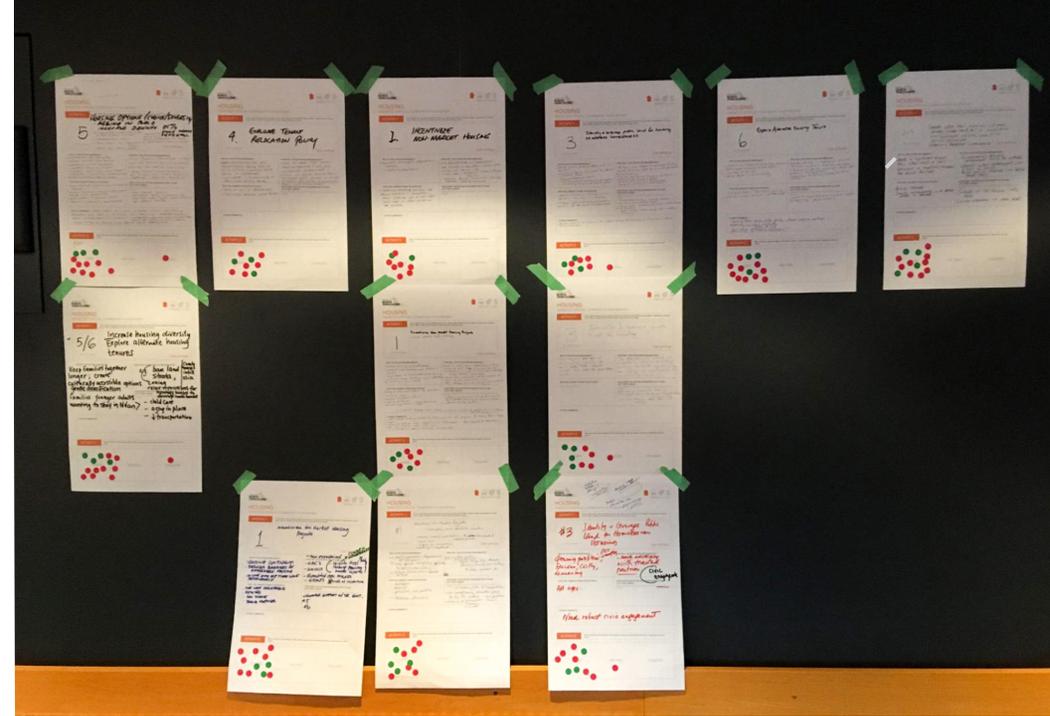
Date: February 14, 2020

Time: 2:30pm to 4:30pm

Location: District of North Vancouver Municipal Hall, Committee Room

In total, 13 representatives from stakeholder organizations (noted below) attended the workshops, along with staff from relevant departments:

- District of North Vancouver Advisory Design Panel
- BC Non-Profit Housing Association
- Canadian Mental Health Association
- Community Housing Action Committee (North Shore Community Resource Centre)
- District of North Vancouver Community Services Advisory Committee
- District of North Vancouver Heritage Advisory Council
- Homebuilders Association of Vancouver
- Lookout Housing Society
- Metro Vancouver
- North Shore Disability Resource Centre
- Parkgate Community Services Society
- District of North Vancouver Rental, Social and Affordable Housing Task Force
- Sanford Affordable Housing Society



SUMMARY OF KEY ISSUES

The following key issues related to Housing were presented to the stakeholders for discussion:

- Housing unaffordability is increasing.
- The range of appropriate housing options is insufficient.
- The need for non-market and market rental housing outpaces the rate of construction.
- The lack of affordable housing increases the need for commuting.

No additional issues were brought forward by stakeholders for comment.

5.2 OPTIONS LIST - HOUSING

Table 4 identifies and describes the options that were discussed at the Housing workshop. The top three options (highlighted in light orange) were the ones put forward by the breakout groups and supported by stakeholders through the “Dotmocracy” exercise. The subsequent option on the list (Explore Opportunities to Increase Housing Diversity Outside of Town Centres) was also identified by two groups of participants. Though high, this option received slightly lower levels of individual support. If an option was not selected during the workshop, it does not necessarily indicate that it was not considered important. It was just not identified as one of the breakout group’s top options during the workshop. No additional options were added by participants in this workshop.

Table 4: Housing options provided to stakeholders for discussion.

Options	Times Cited by Breakout Groups
Incentivize Non-market Housing Projects <i>Incentivize the development of non-market housing through a variety of strategies which could include an expedited development review process, property tax exemptions, DCC waivers or exemptions, or other mechanisms.</i>	4
Identify and Leverage Public Land for Housing to Address Homelessness <i>Identify District-owned land and other underutilized public lands for the development of temporary or permanent supportive housing for people who are homeless or at-risk of homelessness.</i>	3
Explore Alternate Housing Tenures <i>Explore opportunities for alternate housing tenures such as affordable home ownership, co-operative housing, and co-housing.</i>	2
Explore Opportunities to Increase Housing Diversity Outside of Town Centres <i>Review the OCP and Zoning Bylaw to identify opportunities to increase housing diversity in areas outside of Town and Village Centres, which could include housing forms such as rowhouses, townhouses, duplexes, multiplexes, and additional options for coach houses and secondary suites.</i>	2
Continue to Leverage Support from Senior Governments <i>Support non-profit housing development by pursuing partnerships with BC Housing and CMHC, building relationships with senior levels of government, and advocating for local needs and resources for non-market housing.</i>	1
Evaluate the Tenant Assistance Relocation Assistance Policy <i>Review the District’s Residential Tenant Relocation Assistance Policy to ensure impacts on tenants who may be displaced through redevelopment are minimized.</i>	1
Strengthen Municipal Capacity <i>Identify opportunities to strengthen the District’s capacity to deliver affordable housing (e.g. staffing position and resourcing).</i>	1

5.2 TOP OPTIONS SELECTED BY STAKEHOLDERS - HOUSING

Below is a summary of the rationale provided by stakeholders on their top 3 options. See **Appendix 3: Tabletop Worksheets - Topic Specific Workshops** for these and other options selected by participants.

1. INCENTIVIZE NON-MARKET HOUSING PROJECTS

According to stakeholders...

Why is this option important?

- Vulnerable populations such as seniors and disabled persons are growing and present an increased need for non-market housing
- It offers safe and anticipatory options to address homelessness before it starts.
- It addresses the housing affordability problem, and responds to building out the housing continuum.
- It presents clarity and efficiency in the development process.

How could this option be implemented?

- Clarify policy and incentives (i.e. density bonusing, community amenity contributions, and percentage of below-marked housing).
- Partner with developers and land owners.

2. IDENTIFY AND LEVERAGE PUBLIC LAND FOR HOUSING TO ADDRESS HOMELESSNESS

According to stakeholders...

Why is this option important?

- Land costs are the largest barrier to developing community housing.
- Partnerships between District and non-profit housing providers are integral to funding development.
- Addressing transitional housing needs helps to open spots in emergency housing.
- Vulnerable populations such as seniors and disabled persons are growing and present an increased need for non-market housing

How could this option be implemented?

- Create partnerships to leverage funding from BC Housing.
- Creating land trusts, and short-term and long-term leasing solutions.
- Promote civic partnerships and advocacy.

3. EXPLORE ALTERNATE HOUSING TENURES

According to stakeholders...

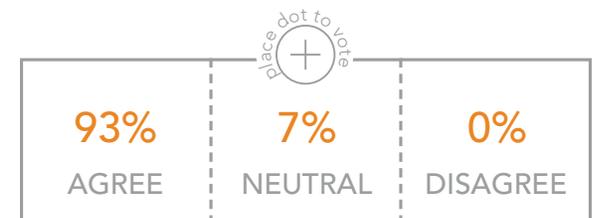
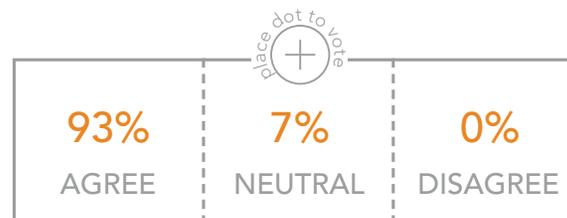
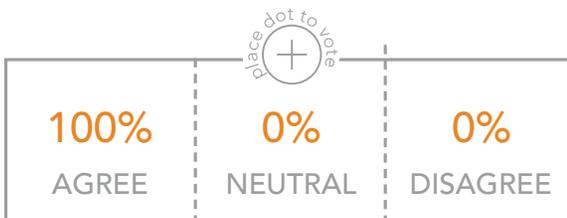
Why is this option important?

- It helps increase population retention, tenure security, and diversity of choices from the housing continuum.
- It creates culturally accessible options and opportunities for gentle densification.

How could this option be implemented?

- Provide more gentle densification options (secondary suites, duplexes, townhomes).
- Create partnerships and co-ops on municipal lands.
- Explore opportunities for stratas and infill.

The graphic below summarizes the level of support the stakeholders had for each of the top 3 options above. This was determined through the "Dotmocracy" exercise. The results show widespread support amongst participants for these options.



6.0 NORTH VANCOUVER COMMUNITY ASSOCIATION NETWORK



6.1 BACKGROUND - NVCAN

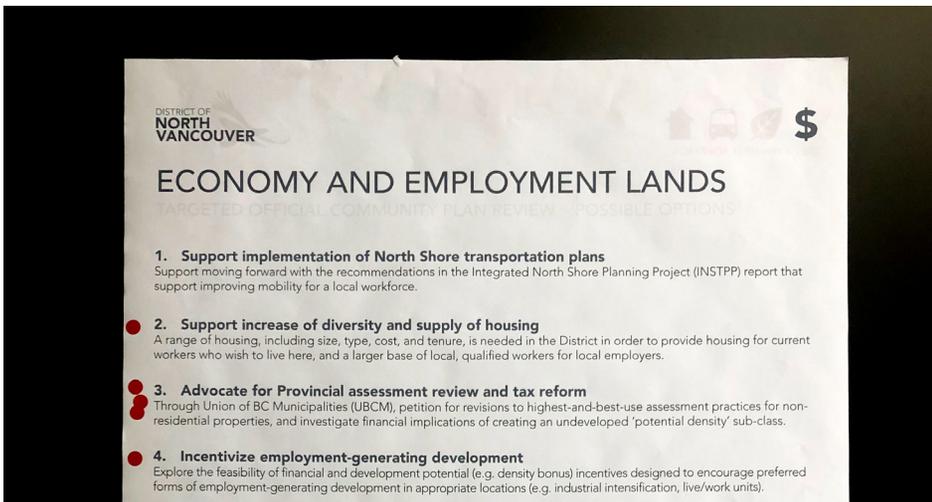
WORKSHOP 1

Date: February 19, 2020
Time: 5:00pm to 7:00pm
Topics: Transportation / Climate Emergency
Location: District of North Vancouver
 Municipal Hall, Committee Room

WORKSHOP 2

Date: March 4, 2020
Time: 7:00pm to 9:00pm
Topics: Housing / Economy and Employment Lands
Location: District of North Vancouver
 Municipal Hall, Committee Room

In total, 30 participants from community associations (noted below), the general public, and Council attended these workshops over the course of both days, along with staff from relevant departments.



February 19, 2020:

- Lower Capilano Community Association
- Norgate Park Community Association
- Blueridge Community Association
- Deep Cove Community Association
- Edgemont Upper Capilano Community Association
- Lynn Valley Community Association
- Maplewood Community Association
- Seymour Community Association
- Pemberton Heights Community Association
- Strathcona Community Association
- Woodcroft Community Association

March 4, 2020:

- Lower Capilano Community Association
- Norgate Park Community Association
- Deep Cove Community Association
- Blueridge Community Association
- Edgemont Upper Capilano Community Association
- Seymour Community Association
- Pemberton Heights Community Association
- Woodcroft Community Association

6.2 SUMMARY OF KEY ISSUES - NVCAN

The following key issues were presented to the stakeholders for discussion:

CLIMATE EMERGENCY

- There is a dependence on fossil gas for heating buildings and fueling vehicles.
- Incidents of extreme weather are more frequent, and sea levels are rising.
- There is a lack of resources and tools for community members to take action.
- A dependency on personal vehicles (e.g. due to a spread out land use pattern).

ECONOMY AND EMPLOYMENT LANDS

- Employers are struggling to attract and retrain workers due to housing and transportation issues.
- There are limited opportunities for business growth within the existing employment land.
- There are potential conflicts between different employment uses when they are not locating in preferred locations (i.e. commercial uses on industrial land).

TRANSPORTATION

- There is difficulty moving around the District quickly and reliably.
- Transit service within the District is unreliable.
- Travel by walking/wheeling and cycling seems unsafe and undesirable.

HOUSING

- Housing unaffordability is increasing.
- The range of appropriate housing options is insufficient.
- The need for non-market and market rental housing outpaces the rate of construction.
- The lack of affordable housing increases the need for commuting.



Stakeholders suggested the following additional issues:

CLIMATE EMERGENCY

- There is untapped potential to further partnerships with federal and provincial government to provide more resources, and BC Hydro for further rebates.
- The cost of maintaining and purchasing infrastructure is significant.

TRANSPORTATION

- There is a lack of facilities at transit stops (i.e. washrooms).
- Construction delays are a significant disruption.
- There may be a need to re-examine the structural life of bridges.

ECONOMY AND EMPLOYMENT LANDS

- Actions for light industrial and port lands protection prevent mixed-use and residential development on industrial land.
- Wages from new jobs need to match the price of local housing.
- Businesses feel unsupported by lack of complete communities.

HOUSING

- Uncertainty in approval process affects housing affordability.
- There is a lack of alternative tenures for housing options.
- There is potential to explore innovative housing solutions (i.e. live-work units, community land trusts),
- Density bonusing may have negative impacts on neighbourhood fit.

6.3 TOP OPTIONS SELECTED BY STAKEHOLDERS - NVCAN

WORKSHOP 1: FEBRUARY 19, 2020

Community Association members were asked to discuss and identify their “Top 3 Options” from the list provided by staff in breakout groups. The chart below ranks the provided options (**Appendix 2: Workshop Options**) by the number of breakout groups that identified them in their top 3 at the February 19 workshop, focusing on Transportation, and Climate Emergency. NVCAN members did not complete worksheets for each topic area, as participants did in other workshops. Instead, they were invited to vote for top options by placing a dot sticker on poster-sized printouts. Completed posters can be found in **Appendix 4: Poster Worksheets - North Vancouver Community Association Network Workshops**. Stakeholders also had the opportunity to propose new options, indicated below with a star.

TRANSPORTATION

Table 5: Top Transportation Options Selected at NVCAN Workshop (February 19, 2020)

Options	Times Cited by Breakout Groups
Explore First/Last Mile Transportation Service Opportunities	3
Adopt a Vision Zero Approach	1
Participate in Micro-Mobility Pilot Project	1
Develop Micro-Mobility Licensing Framework	1
Study and Implement Curbside Management	1
Mini Community Buses ★ STAKEHOLDER ADDITION	1
Improve Coordination of Road Closures ★ STAKEHOLDER ADDITION	1
Safer Bike Routes ★ STAKEHOLDER ADDITION	1
Encourage Walking and Cycling through Education Program	0
Develop Local Travel Education Program	0
Support Expansion of Bike Skills Training	0
Provide Real-Time Transit Information	0
Provide Comprehensive Transit Marketing and Education Campaign	0
Introduce Mobility Hubs	0

CLIMATE EMERGENCY

Table 6: Top Climate Emergency Options Selected at NVCAN Workshop (February 19, 2020)

Options	Times Cited by Breakout Groups
Building Retrofit Program	3
Zero Carbon Mobility	2
Climate Action Outreach	1
Strengthen Municipal Assets	1
Carbon Conscious Governance	1
“Indirect” Greenhouse Gas Emissions	1
Passive House for all new construction ★ STAKEHOLDER ADDITION	1
Climate Equity	0
Create incentive program to evaluate home efficiency, potentially including rebates ★ STAKEHOLDER ADDITION	0
Compact, Complete Communities	0

6.3 TOP OPTIONS SELECTED BY STAKEHOLDERS - NVCAN

WORKSHOP 2: MARCH 4, 2020

Community Association members were asked to discuss and identify their “Top 3 Options” from the list provided by staff in breakout groups. The chart below ranks the provided options (**Appendix 2: Workshop Options**) by the number of breakout groups that identified them in their top 3 at the March 4 workshop, focusing on Housing, and Economy and Employment Lands. NVCAN members did not complete worksheets for each topic area, as participants did in other workshops. Instead, they were invited to vote for top options by placing a dot sticker on poster-sized printouts. Completed posters can be found in **Appendix 4: Poster Worksheets - North Vancouver Community Association Network Workshops**. Stakeholders also had the opportunity to propose new options, indicated below with a star.

HOUSING

Table 7: Top Housing Options Selected at NVCAN Workshop (March 4, 2020)

Options	Times Cited by Breakout Groups
Explore Alternate Housing Tenures	3
Continue to Leverage Support from Senior Governments	2
Evaluate the Tenant Relocation Policy	2
Incentive Non-market Housing Projects	1
Identify and Leverage Public Land for Housing to Address Homelessness	1
Strengthen Municipal Capacity	1
Longer Term Planning Around School Capacity ★ STAKEHOLDER ADDITION	1
Implement Community Housing Benefit Index (Score Card for Development Review) ★ STAKEHOLDER ADDITION	1
Utilize Land Holding Time during Development and Building Permit Approvals Process for Temporary Modular Housing ★ STAKEHOLDER ADDITION	1
Explore Opportunities to Increase Housing Diversity Outside of Town Centres	0

ECONOMY AND EMPLOYMENT LANDS

Table 8: Top Economy and Employment Lands Options Selected at NVCAN Workshop (March 4, 2020)

Options	Times Cited by Breakout Groups
Advocate for Provincial assessment review and tax reform	3
Stop Industrial Erosion from Residential and Mixed-Use Encroachment (Net Zero) ★ STAKEHOLDER ADDITION	2
Support increase of diversity and supply of housing	1
Incentive employment-generating development	1
Share Transportation Infrastructure that Facilitates Goods Movement at Non-Peak Transit Times ★ STAKEHOLDER ADDITION	1
No Net Loss of Industrial Land and Employment-Generating Properties - consider appropriate replacement ★ STAKEHOLDER ADDITION	1
Support implementation of North Shore transportation plans	0
Create staff position for economic development	0
Support Port-related activities	0
Consider buffering guidelines for residential development near employment lands	0
Use the Regional Economic Prosperity Service	0
Support Regional Industrial Lands Strategy	0

7.0 WORKSHOP SUMMARY

7.1 SUMMARY OF KEY ISSUES

The Targeted OCP Review explores 4 topic areas: Climate Emergency, Economy and Employment Lands, Transportation and Housing. Key issues in each of the topic areas are noted below. The following list of issues were discussed and expanded upon at the 6 Targeted OCP Review Stakeholder Workshops held between February 3rd and March 4th, 2020.

Climate Emergency:

- There is a dependence on fossil gas for heating buildings and fueling vehicles.
- Incidents of extreme weather are more frequent, and sea levels are rising.
- There is a lack of resources and tools for community members to take action.
- A dependency on personal vehicles (e.g. due to a spread out land use pattern).
- The Building Code and Energy Step Code are not adaptable to various projects.
- In addition to the focus on buildings, we need to preserve natural environment.
- Cost of implementing new technologies can be an obstacle.
- There is untapped potential to further partnerships with federal and provincial government to provide more resources, and BC Hydro for further rebates.
- The cost of maintaining and purchasing infrastructure is significant.

Economy and Employment Lands:

- Employers are struggling to attract and retain workers due to housing and transportation issues.
- There are limited opportunities for business growth within the existing employment land base.
- There are potential conflicts between different employment uses when they are not locating in preferred locations (i.e. commercial uses on industrial land).
- Industrial land supplies are shrinking due to redevelopment and encroachment by non-industrial uses.
- "Highest and best-use" approach to property taxation has resulted in major tax increases and is significantly affecting small businesses on the North Shore.
- A lack of jobs in the District for residents forces many to commute out of the District.
- Actions for light industrial and port lands protection prevent mixed-use and residential development on industrial land.
- Wages from new jobs need to match the price of local housing.
- Businesses feel unsupported by lack of complete communities.

Transportation:

- There is difficulty moving around the District quickly and reliably.
- Transit service within the District is unreliable.
- Travel by walking/wheeling and cycling seems unsafe and undesirable.
- The District has a variety of different land uses which all have very specific and different transportation needs.
- School-age children are being getting shuttled around the District by parents in place of taking public transportation.
- Major employment areas on the waterfront do not have proper access to transit.
- Some District facilities are not fully accessible for person with disabilities.
- There is a lack of facilities at transit stops (i.e. washrooms).
- Construction delays are a significant disruption.
- There may be a need to re-examine the structural life of bridges.

Housing:

- Housing unaffordability is increasing.
- The range of appropriate housing options is insufficient.
- The need for non-market and market rental housing outpaces the rate of construction.
- The lack of affordable housing increases the need for commuting.
- Uncertainty in approval process affects housing affordability.
- There is a lack of alternative tenures for housing options.
- There is potential to explore innovative housing solutions (i.e. live-work units, community land trusts),
- Density bonusing may have negative impacts on neighbourhood fit.

7.2 TOP OPTIONS

To address the key issues identified in the white papers, workshop participants identified the following as top options to consider:

Climate Emergency:

- Building Retrofit Programs
- Climate Action Outreach
- Zero Carbon Mobility

Economy and Employment Lands:

- Support Increase of Diversity and Supply of Housing
- Advocate for Provincial Tax Assessment Review and Tax Reform
- Incentivize Employment-Generating Development

Transportation:

- Encourage Walking and Cycling Through Education
- Develop a Local Travel Education Program
- Adopt a Vision Zero Approach
- Explore First/Last Mile Transportation Service Opportunities

Housing:

- Incentivize Non-Market Housing Projects
- Identify and Leverage Public Land for Housing to Address Homelessness
- Explore Alternate Options for Housing Tenure

Additional options were also noted as important, regardless of whether they were ranked among the top three by breakout groups at the workshops.

7.3 PROCESS AND NEXT STEPS

The Targeted OCP Review involves three key phases, as summarized below:

1

Identifying Key Issues & Public Input

Fall 2019 & Winter 2020

Public input was gathered from telephone surveys, intercept surveys and online surveys. This feedback helped inform the targeted OCP Review's four topic areas: Climate Emergency, Transportation, Economy and Employment Lands, and Housing. White papers on these topics would identify current conditions, challenges, and opportunities.

2

Public Information Sessions & White Papers

Spring 2020

The District hosted stakeholder workshops to discuss and get input on the four areas of focus, the white papers, and help inform the development of the Action Plan. The white papers were presented to Council for discussion and made available on the District website for the public.

Prior to COVID-19, further engagement events including focus groups, public info sessions and pop-up events were planned to consult a wider audience. Due to the global pandemic, these engagement events have been suspended while the District considers the best method to resume engagement on this project.

3

Action Plan

Timing To Be Confirmed

Informed by engagement results, the District intends to develop an action plan that will guide the work we do related to housing, transportation, climate emergency, and the economy and employment, and continue to set the direction for future growth and change. Due to the pause on broader public engagement in Phase 2 as a result of the COVID-19 pandemic, the District will consider how best to include the public for the remainder of the project given the circumstances.

For further updates regarding the Targeted OCP Review, please visit:

dnv.org/communityplan

DISCLAIMER: This report reflects public feedback gathered between February 2020 and March 2020, prior to the impacts of COVID-19.



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