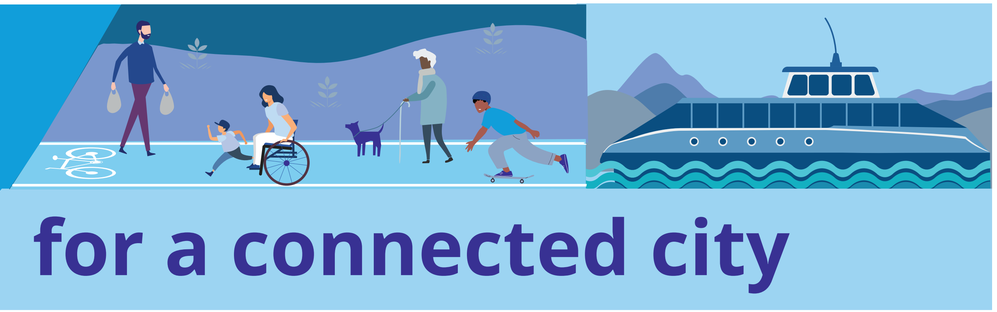
ZONING for a connected city



city of north vancouver

Zoning and Transportation

As the urban core of the North Shore, the City of North Vancouver's streets play an integral role in getting people to school and work, goods and customers to businesses, and connecting us with the rest of the region.

Through the Zoning Bylaw update we have an opportunity to support a greater mixing of uses on our streets and building designs that cater to all the ways to move around our city.

By increasing the mix of uses allowed in certain areas - we can locate housing, services and amenities closer together, reducing the distance people need to travel to meet their daily needs.

Transportation & Equity

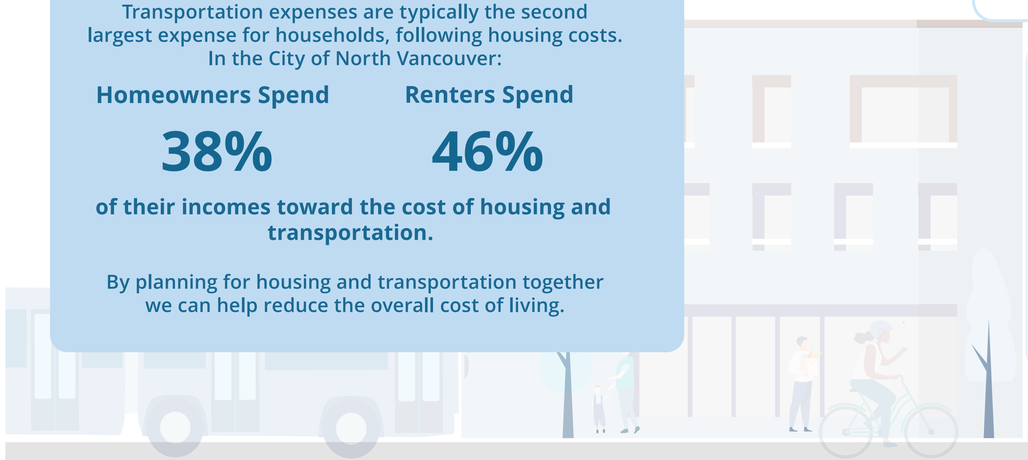
Transportation expenses are typically the second largest expense for households, following housing costs. In the City of North Vancouver:

Homeowners Spend **38%**

Renters Spend **46%**

of their incomes toward the cost of housing and transportation.

By planning for housing and transportation together we can help reduce the overall cost of living.



Key Things To Know

The City's transportation network takes up 20% of the land in the City. This includes streets, sidewalks, mobility lanes, public trails and bus lanes.

How we get around:

70%

of our trips are local - and stay on the North Shore.

70%

of our trips are made using a private vehicle

30%

of our trips are made by including walking, rolling, or transit.

Residents of walkable communities

Walk 2 - 4 Times More — **Drive 5 - 15% Less**

than residents in more automobile-dependent areas



Did you know?

It costs between $50,000 - $80,000 to construct an underground parking stall.

This cost gets passed on to home buyers and renters leading to increased housing costs.

Frequent Transit Network

TransLink's Frequent Transit Network (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

In the City of North Vancouver, the **SeaBus**, regular **bus service along Lonsdale Avenue** and the **R2 Rapid Bus along Marine Drive** are all part of the FTN.

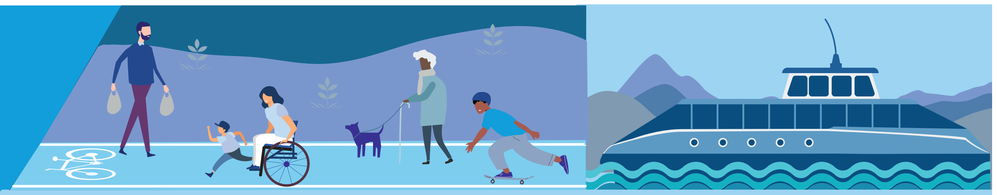








ZONING for a connected city



Policy Snapshot



The Metro 2050 Regional Growth Strategy and Regional Transportation Strategy (2022) encourage municipalities to develop land use and transportation policies and actions that:

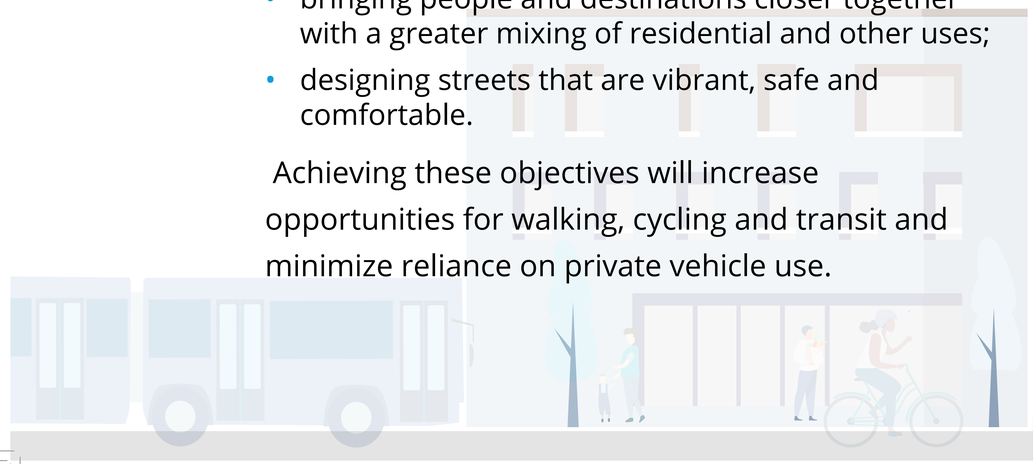
- encourage more trips made by transit and more shared mobility options;
- offer more safe ways to use active transportation;
- ensure everyone feels welcome, comfortable, and secure while getting around; and
- make living close to frequent transit more affordable.



The City's Official Community Plan (2014) and Mobility Strategy (2022) aim to create a compact, highly-livable City by:

- bringing people and destinations closer together with a greater mixing of residential and other uses;
- designing streets that are vibrant, safe and comfortable.

Achieving these objectives will increase opportunities for walking, cycling and transit and minimize reliance on private vehicle use.



Unlocking Opportunities

A well-connected and accessible city is also a prosperous and healthy city – where streets and sidewalks are brimming with economic and social activity, something that makes the City a great place to live and invest.

The Zoning Bylaw update will explore opportunities to approach land use and transportation in a more holistic way. Recognizing the important connections between transportation, housing, health, prosperity, and the environment.

To achieve these objectives, we might consider:

- directing defining high-quality design requirements near and along frequent transit corridors;
- re-thinking minimum parking requirements and end-of-trip facilities;
- prioritizing walking, rolling and cycling by improving the design and experience of public streets, paths, parks, and open spaces; and
- supporting street-oriented uses like retail and community amenities that lead to a more vibrant streetscape.

What transportation objectives should the Zoning Bylaw Update focus on?

What would get you to walk, bike, roll or take transit more often?