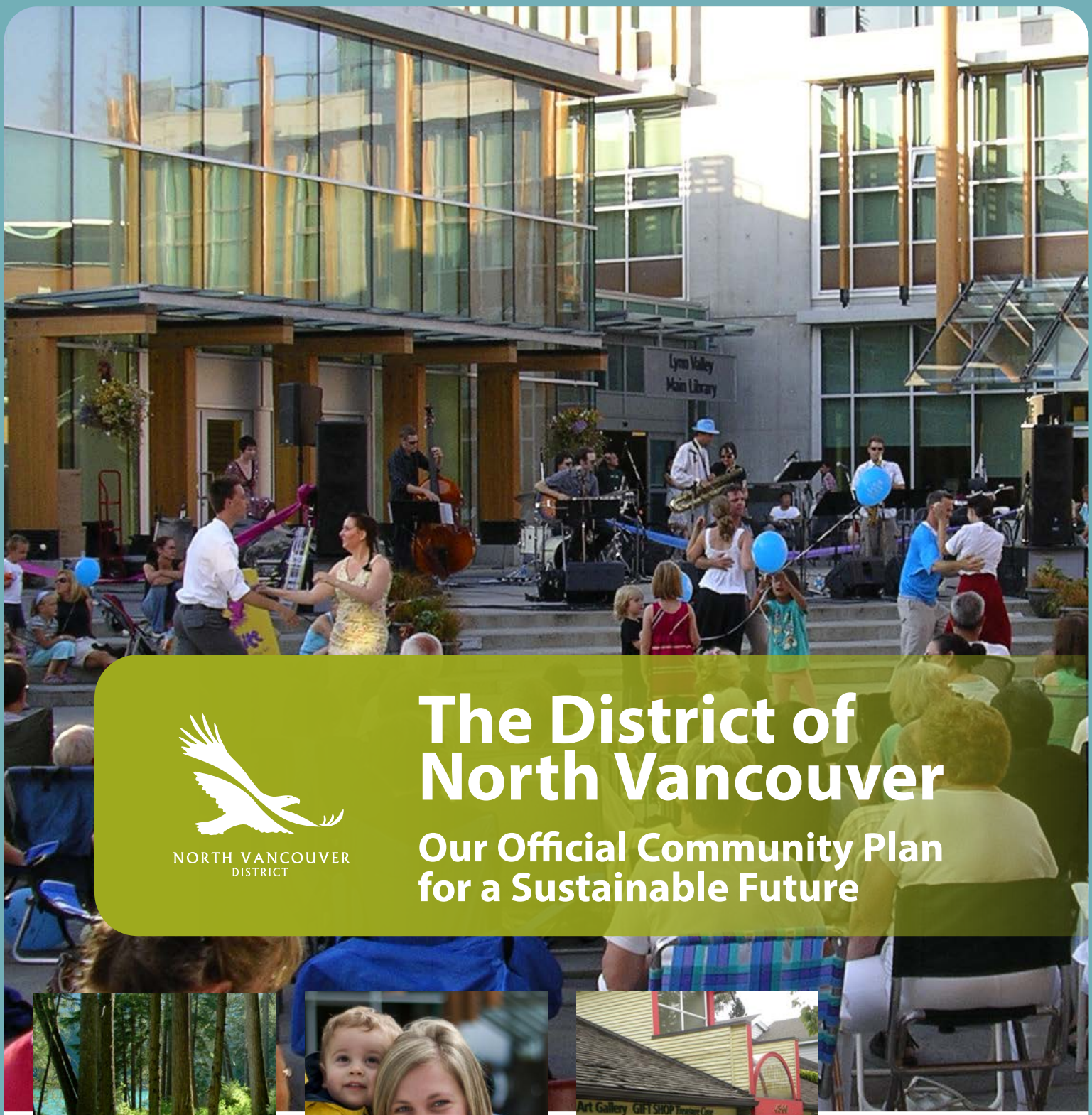
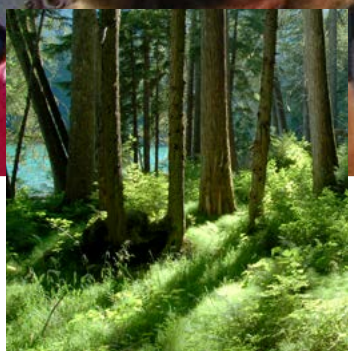
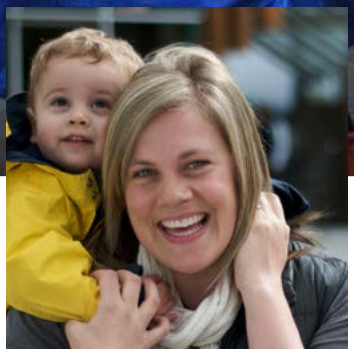


NORTH VANCOUVER
DISTRICT

The District of North Vancouver

Our Official Community Plan for a Sustainable Future







DNV
2030

identity

Inspired by nature, enriched by people

ADOPTED JUNE 27, 2011
REVISED OCTOBER 29, 2018

CONSOLIDATED FOR CONVENIENCE ONLY

This is a consolidation of the bylaws amending the District of North Vancouver Zoning Bylaw 7900. The amending bylaws have been combined with the original bylaw for convenience only. This consolidation is not a legal document. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaw on this subject.

Last revised: October 29 2018.

The Corporation of the District of North Vancouver

Bylaw 7900

A bylaw to adopt an Official Community Plan for the entire District of North Vancouver pursuant to Section 876 of the Local Government Act

---

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as the "**District of North Vancouver Official Community Plan Bylaw 7900, 2011**"

2. District of North Vancouver Official Community Plan

The document attached hereto and entitled "The District of North Vancouver Official Community Plan", is hereby adopted as the official community plan of the District of North Vancouver.

3. Severability

If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

4. Repeal

The District Official Community Plan (Bylaw 6300), with the exception of 'Schedule B', and any amendments thereto is repealed.

The Alpine Area Community Plan (Bylaw 5800) and any amendments thereto is repealed.

The Lower Lynn Official Community Plan (Bylaw 7689) and any amendments thereto is repealed.

The North Lonsdale – Delbrook Official Community Plan (Bylaw 6750) and any amendments thereto is repealed.

READ a first time the 18th day of April, 2011

READ a second time as amended the 2nd day of May, 2011

PUBLIC HEARING held the 16th and 17th days of May, 2011

READ a third time as amended the 30th day of May, 2011

RESCINDED third reading the 20th day of June, 2011

READ a third time as amended the 20th day of June, 2011

Certified a true copy of "District of North Vancouver Official Community Plan Bylaw 7900" as at Third Reading

Municipal Clerk

REGIONAL CONTEXT STATEMENT ACCEPTED BY THE GREATER VANCOUVER REGIONAL DISTRICT this the 24th day of June, 2011

ADOPTED the 27th day of June, 2011

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Document: 1590662

THE DISTRICT OF NORTH VANCOUVER

OFFICIAL COMMUNITY PLAN

BYLAW 7900

Adopted by Council on June 27, 2011

LIST OF OCP AMENDMENT BYLAWS

The following is a list of bylaw amendments to the Official Community Plan (OCP). Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaw on this subject.

Order of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
1	7902	May 7, 2012	1	Re-designates parcels on Berkley Ave from RES2 parcels to POSNA	OCP Land Use Map
2	7934	July 9, 2012	4	Addition of Schedule B, Development Permit Areas	Schedule B
3	7930	Jan 7, 2013	3	Re-designates portion of 1131 Frederick from Institutional to POSNA	OCP Land Use Map
4	7997	July 29, 2013	6	Re-designation of Alpine Lots from Rural Res to POSNA	OCP Land Use Map
5	7985	Sep 9, 2013	5	Re-designates lots on Canfield Cres from Detached RES to RES5	OCP Land Use Map, Form & Character DPA map, Energy and Water Conservation DPA Map
6	8024	May 26, 2014	8	Re-designating lots on Dollarton Hwy – from CRMU1 to RES4	OCP Land Use Map
7	8026	June 23, 2014	9	Add Regional Context Statement	OCP Schedule C and accompanying map
8	8013	July 21, 2014	7	Re-designates 3201 – 3205 Mountain Hwy from Instit.to RES5	OCP Land Use Map
9	8027	Sept 8, 2014	10	Inserts new Multi-Family Design Guidelines	OCP Introduction & Part 5 of Schedule B
10	8039	Sept 8, 2014	11	Re-designates lots on Oxford St	OCP Land Use map

Order of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
				from RES6 to CRMU3	
11	8072	Sept 8, 2014	13	Removes outdated Upper Capilano and Edgemont guidelines	OCP Schedule D
12	8110	June 1, 2015	14	Re-designates land parcel from Institutional to RES2 and POSNA	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
13	8159	June 27, 2016	16	Re-designates land parcels from RES2 to RES4	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
14	8178	May 1, 2017	21	Re-designates land parcels from RES2 to RES5	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
15	8219	Sept 11, 2017	23	Re-designates land parcels from RES2 to RES4	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
16	8240	Jan 15, 2018	25	Re-designates the land parcels from RES5 to Institutional	OCP Land Use Map
17	8279	Feb 5, 2018	32	Adds new land use designations "Light Industrial Artisan", "Light Industrial Commercial Mixed Use-Innovation District", and "Light Industrial Residential Mixed Use-Innovation District"	Part 1: Community Structure - Section 3: Employment Lands, Part 3: Plan Management – Section 12: Plan Implementation, OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
18	8230	Mar 12, 2018	24	Re-designates land parcels from RES2 to RES4 and POSNA	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
19	8244	May 28, 2018	27	Re-designates land parcels from RES2 to RES4	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA

Order of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
20	8250	July 23, 2018	28	Re-designates land parcels from RES2 to RES4	OCP Land Use Map Form & Character DPA Energy, Water Conservation and Green House Gas Emission Reduction DPA
21	8313	Sept 24, 2018	34	Re-designates land parcels from RES5 to CRMU3	
The above amendments have all been incorporated into the DNV OCP as of October 29, 2018					

It is the responsibility of the viewer to ensure that all OCP amendment bylaws, unless they have subsequently been repealed by Council, are considered in conjunction with the originally adopted Official Community Plan Bylaw 7900.

District of North Vancouver Official Community Plan (OCP) Table of Contents

INTRODUCTION 1
AN OFFICIAL COMMUNITY PLAN - LEGISLATIVE AUTHORITY 2
ACKNOWLEDGEMENTS 2
HISTORICAL CONTEXT 3
THIS OFFICIAL COMMUNITY PLAN 6
THE PLANNING PROCESS - "IDENTITY DNV 2030" 6
KEY ISSUES TO ADDRESS IN PLANNING FOR THE FUTURE 8
VISION, PRINCIPLES AND GOALS 10
STRATEGIC DIRECTIONS 13
PLAN ORGANIZATION AND STRUCTURE 14

PART 1 | COMMUNITY STRUCTURE 15
1 GROWTH MANAGEMENT 17
2 URBAN STRUCTURE 21
3 EMPLOYMENT LANDS 31
4 PARKS AND OPEN SPACE 37
5 TRANSPORTATION SYSTEMS 43

PART 2 | COMMUNITY DEVELOPMENT 53
6 SOCIAL WELL-BEING 55
7 HOUSING 61
8 ECONOMIC DEVELOPMENT 67
9 ENVIRONMENTAL MANAGEMENT 71
10 CLIMATE ACTION 77
11 INFRASTRUCTURE 81

PART 3 | PLAN MANAGEMENT 85
12 PLAN IMPLEMENTATION 87

SCHEDULE A | TOWN & VILLAGE CENTRE POLICIES 101

SCHEDULE B | DEVELOPMENT PERMIT AREAS 141

SCHEDULE C | REGIONAL CONTEXT STATEMENT 281

Maps and Figures

FIGURE 1: OCP POLICY FRAMEWORK 6
FIGURE 2: IDENTITY DNV 2030 - OCP PLANNING PROCESS 7

PART 1 | COMMUNITY STRUCTURE 15
MAP 1: NETWORK OF CENTRES CONCEPT MAP 19
MAP 2: LAND USE MAP 29
MAP 3: PARKS AND TRAILS CONCEPT MAP 39
MAP 4: BICYCLE PLAN CONCEPT MAP 45
MAP 5: ROADS AND GOODS MOVEMENT CONCEPT MAP 49

PART 3 | PLAN MANAGEMENT 83
FIGURE 3: TARGETS AND INDICATORS 87
FIGURE 4: PLANNING HIERARCHY 89

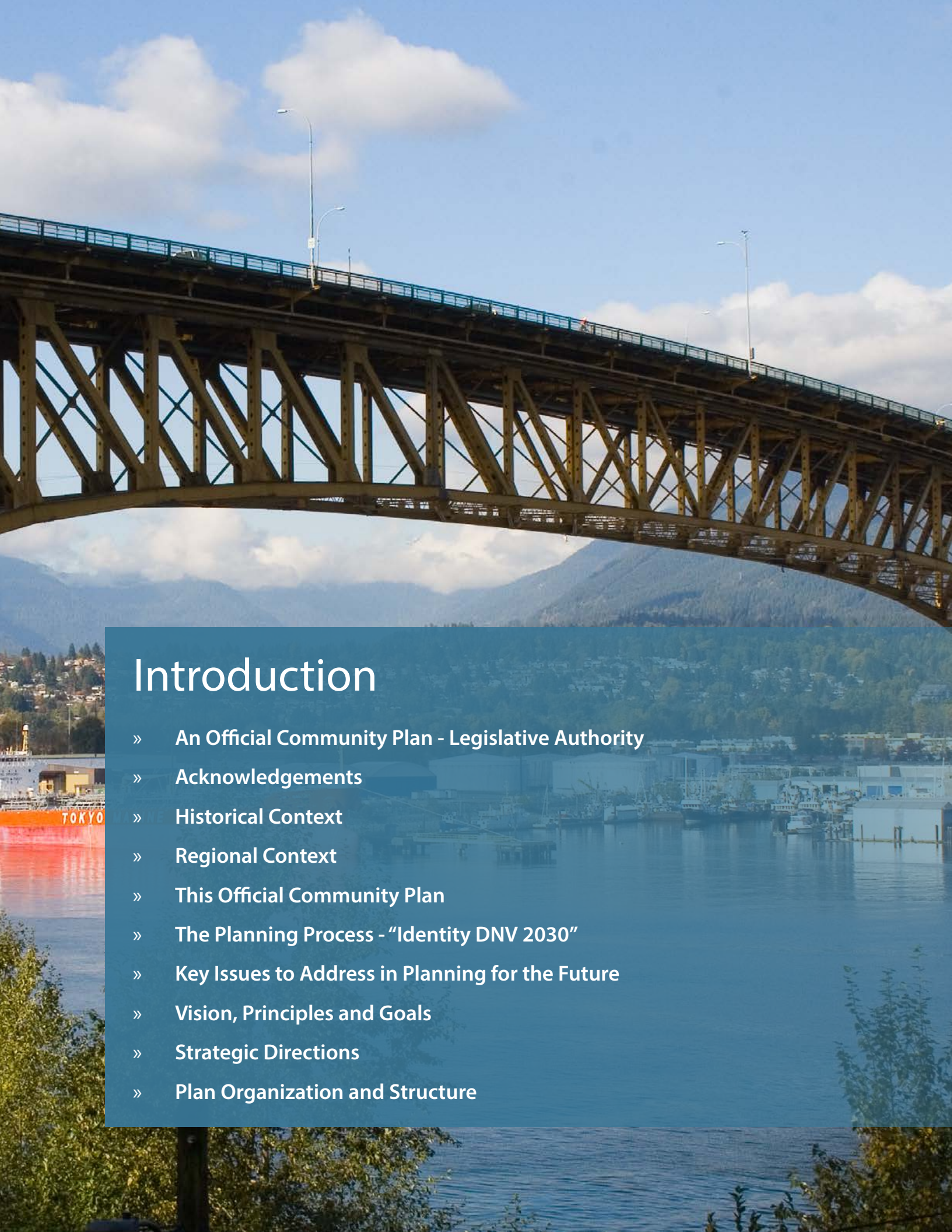
SCHEDULE A | TOWN & VILLAGE CENTRE POLICES 97
MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP 103
MAP 7: LYNN VALLEY TOWN CENTRE MOBILITY NETWORK MAP 109
MAP 8: LOWER LYNN LAND USE MAP 113
MAP 9: LOWER LYNN TOWN CENTRE MOBILITY NETWORK MAP 117
MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP 121
MAP 11: MAPLEWOOD VILLAGE CENTRE NETWORK MOBILITY MAP 125
MAP 12: LOWER CAPILANO - MARINE VILLAGE CENTRE LAND USE MAP 129
MAP 13: LOWER CAPILANO - MARINE VILLAGE CENTRE MOBILITY NETWORK MAP 134

SCHEDULE B | DEVELOPMENT PERMIT AREAS 137
MAP 1.1: PROTECTION OF THE NATURAL ENVIRONMENT DEVELOPMENT PERMIT AREA 167
MAP 1.2: STREAMSIDE PROTECTION DEVELOPMENT PERMIT AREA 175
MAP 2.1: WILDFIRE HAZARD DEVELOPMENT PERMIT AREA 185
MAP 2.2: CREEK HAZARD DEVELOPMENT PERMIT AREA 191
MAP 2.3 : SLOPE HAZARD DEVELOPMENT PERMIT AREA 197
MAP 3.1: FORM AND CHARACTER DEVELOPMENT PERMIT AREA 251
MAP 4.1: ENERGY AND WATER CONSERVATION AND GHG EMISSION REDUCTION DEVELOPMENT PERMIT AREA 275

SCHEDULE C | REGIONAL CONTEXT STATEMENT 277
MAP 14: REGIONAL FEATURES MAP 305

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The preparation of this sustainable community plan was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are those of the District of North Vancouver, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.



Introduction

» An Official Community Plan - Legislative Authority
» Acknowledgements
» Historical Context
» Regional Context
» This Official Community Plan
» The Planning Process - "Identity DNV 2030"
» Key Issues to Address in Planning for the Future
» Vision, Principles and Goals
» Strategic Directions
» Plan Organization and Structure

An Official Community Plan - Legislative Authority

An Official Community Plan (OCP) is a statement of objectives and policies that support a municipality's long-term vision. Authority to adopt an OCP is set out in the *Local Government Act*. The Act requires that an OCP include certain land use statements and designations such as where residential, commercial, industrial, institutional and parkland uses are located, as well as policies for the provision of affordable, rental and special needs housing and the reduction of greenhouse gas emissions. The legislation also enables municipalities to include policies that speak to a broad range of issues including transportation, the natural environment, parks and recreation, social services and financial resiliency.

Acknowledgements

This OCP was developed with the support of the Federation of Canadian Municipalities' *Green Municipal Fund*. As an Integrated Sustainable Community Plan, the Plan seeks to integrate all areas of municipal concern, from land use planning, to transportation, energy use, social services and infrastructure through a long-term sustainability vision, strategic policy actions and targets.

A Memorandum of Understanding with Vancouver Coastal Health to pilot a partnership to better integrate community health perspectives into planning for our built environment helped shape this plan. Representatives from Vancouver Coastal Health participated in OCP consultation events and provided valuable insights into how urban form, active transportation (walking and cycling) and social well-being benefit the mental and physical health of citizens.

In addition, representatives from the City of North Vancouver, District of West Vancouver, Metro Vancouver, TransLink, School District 44 and other governments and agencies provided valuable input.

Representatives of the Tsleil-Waututh Nation and Squamish First Nation governments participated in the development of the Plan. The Plan has been written without prejudice to First Nations' assertions of aboriginal rights and title to their traditional territories.

Historical Context

The first people to call the North Shore home were Coast Salish, the ancestors of today's Tsleil-Waututh, Squamish and Musqueam Nations. The Spanish were the first Europeans to arrive, giving their name to Vancouver's Spanish Banks, and in 1792, Captain George Vancouver explored the local shores.

In 1891, Letters Patent were issued in the name of Queen Victoria establishing the Municipality of the District of North Vancouver. The new municipality stretched 31 kilometres from the North Arm of Burrard Inlet ("Indian Arm") to Howe Sound and 13 kilometres north from the shoreline into the mountains. The District of North Vancouver originally included territory that would one day become the City of North Vancouver (incorporated 1907) and the District of West Vancouver (incorporated 1912).

Logging, timber milling, shipping and shipbuilding originally fuelled the District's growth. By the early 20th century, the communities of Deep Cove, Lynn Valley, and Capilano had begun to emerge. A streetcar system (1906-1947) connected Capilano, Upper Lonsdale and Lynn Valley to the foot of Lonsdale and a ferry link to Vancouver.



The Port and its industries continue to contribute to the local economy and, over time, the forests of North Vancouver have come to represent our environmental values, our identity, and our "sense of place". While the streetcar system has been replaced, this OCP builds upon our established historic land use and transportation patterns.

Regional Context

Today, the District of North Vancouver is one of four municipalities on the North Shore.1 There are also two First Nations with reserves2 in the District of North Vancouver. These areas function together as a sub-region of Metro Vancouver. They share key infrastructure (such as roads and utilities) and in some cases partner in the delivery of services (such as recreation and emergency services). These jurisdictions along with the Federal Government, the Province of BC and Metro Vancouver protect and manage the natural assets of the North Shore that contribute immensely to the values that identify this area. The shared waterfront along Burrard Inlet similarly shapes and defines the lifestyle and ecology of the North Shore. The District's industrial waterfront forms part of Canada's largest port3, is a strategic national asset and provides significant business opportunities and local jobs for residents.



With projected growth on the North Shore estimated at approximately 40,000 more people by 2030, the time frame of this OCP, it is essential that we continue to plan collaboratively with our neighbours. The urban structure contemplated by this OCP establishes a growth management framework to accommodate future growth in the District in a way that integrates with the structure of the broader North Shore sub-region. The designated growth centres of Maplewood, Lower Lynn, and Lower Capilano - Marine provide opportunities to align with Seymour Creek (Squamish First Nation), Lower Lonsdale (City of North Vancouver) and Park Royal/ Ambleside (Squamish First Nation and District of West Vancouver) creating opportunities for enhanced transit, active transportation, district energy and the creation of a livable, sustainable urban corridor. Opportunities for collaborative planning will occur in the implementation stage. While the District will continue to work with partner agencies and governments in the provision of recreation, water and utilities, transit and the movement of goods, numerous voices, throughout the Identity DNV 2030 community engagement process, supported the exploration of a fully integrated North Vancouver political and administrative structure.

Beyond the North Shore, the District is also a member municipality of the wider Metro Vancouver region. Our OCP works in concert with the broader regional vision and strategy for managing growth towards a sustainable future. The Livable Region Strategic Plan (1996) is the existing regional growth strategy that is currently under review. Metro Vancouver's proposed new Regional Growth Strategy has five broad goals that are consistent with the District's vision and policies for its future:

1 In the context of Metro Vancouver, the North Shore comprises the District of North Vancouver, the City of North Vancouver, the District of West Vancouver and Lions Bay.

2 Tsleil-Waututh Nation and Squamish First Nation.

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



Regional Goal 1: Create a Compact Urban Area



Regional Goal 2: Support a Sustainable Economy



Regional Goal 3: Protect the Region's Environment and Respond To Climate Change Impacts



Regional Goal 4: Develop Complete Communities



Regional Goal 5: Support Sustainable Transportation Choices

A more detailed description of how the District's OCP policies support and relate to the Regional Growth Strategy is provided in Schedule C - Regional Context Statement.

This Official Community Plan

This Official Community Plan is the culmination of a two-year community engagement initiative called **Identity DNV 2030** and would not have been possible without the extensive participation of the public and stakeholders. This OCP was developed as an **Integrated Sustainable Community Plan** to provide a comprehensive policy framework that aligns social, environmental and economic planning to ensure a bright and sustainable future for the District. All of the area within the boundaries of the District of North Vancouver is covered by this OCP other than lands that are not subject to municipal jurisdiction.

This OCP is a guide to help District Councils, stakeholders and citizens effect positive change over a twenty-year time horizon. It includes policies that impact a broad range of municipal affairs. Implementation of those policies will occur through a number of specific plans and bylaws. Bylaws enacted and works undertaken by the District after the adoption of the OCP must be consistent with the OCP. In this way the OCP can be thought of as a policy framework, or "umbrella document," that provides ongoing guidance to municipal decision-making and operations.

FIGURE 1: OCP POLICY FRAMEWORK

OCP Vision, Objectives and Policies

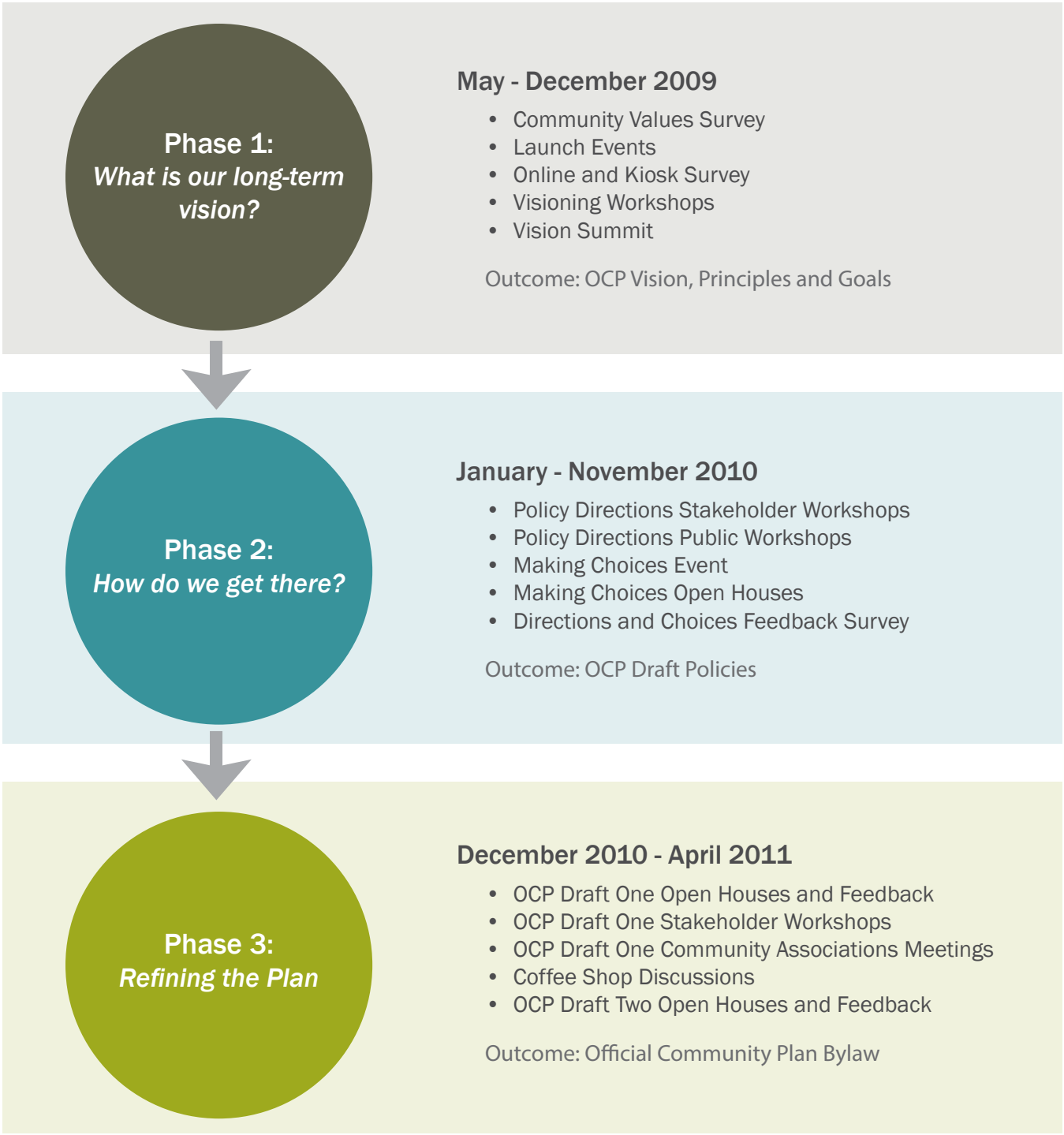
Land Use and Development	Municipal Sector Strategies	Corporate Management
• Centres Implementation Plans • Neighbourhood Infill Plans • Development Permit Areas and Design Guidelines • Bylaws (e.g. zoning)	• Climate Action Plan • Parks and Open Space Strategic Plan • Transportation Plan • Economic Strategy • Housing Action Plans • Social Strategy • Land Strategy • Recreation Strategy • Cultural Strategy • Ecological Strategy • Emergency Preparedness Plans	• Corporate Plan • Capital Asset Plan • Financial Plan

The Planning Process - "Identity DNV 2030"

Identity DNV 2030 was launched in June 2009 with the goal of preparing the first District-wide Official Community Plan in twenty years. District of North Vancouver Council envisioned a rigorous, inclusive, open and highly participatory citizen process. To that end, the citizen OCP Roundtable, and its predecessor, the Community Planning Working Group, were established to ensure an effective public engagement process, adherence to a Public Engagement Charter, the creation of a robust community vision and the meaningful adherence of policies to that vision.

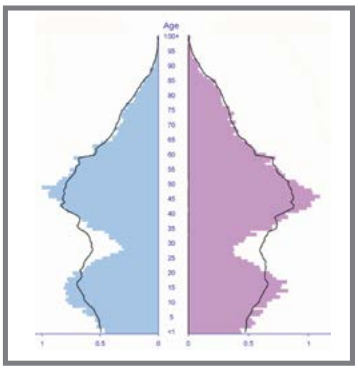
Through a combination of over seventy-five open houses, public and stakeholder workshops, coffee shop talks, town hall meetings, charrettes, telephone, online and event surveys, almost 5,000 voices shared their vision for the future of the community and contributed their ideas on how to get there. Citizens were not only given the opportunity to attend, but were provided meaningful opportunities to learn, to participate, to discuss and provide comment.

FIGURE 2: IDENTITY DNV 2030 - OCP PLANNING PROCESS



Key Issues to Address in Planning for the Future

Initial plan development began with an inventory of existing conditions in the District and an analysis of the challenges facing us. Over the course of the public engagement process, certain issues and trends emerged. Policy statements contained in this Plan are designed to address those issues and their implications by proactively managing change in a way that enables us to preserve and enhance what is loved most about the District. Some of the key issues that this plan seeks to address are outlined below.



CHALLENGING DEMOGRAPHIC PROFILE

Over the past 30 years the number of seniors (65+) residing in the District has increased fourfold. One in four residents are now over 55. At the same time, a "missing generation" or low number of young adults aged 20-40 means there are fewer residents to drive the economy and start families. The number of jobs in the District has been declining and school closures are ongoing.



LACK OF HOUSING DIVERSITY AND AFFORDABILITY

As much as 70% of housing in the District is in the form of detached homes. As the population ages and household sizes decrease, more than 10% of our detached homes now have only one person living in them. This form of housing is the most expensive and presents a barrier to first-time buyers and to seniors wishing to downsize. With an effective 0% vacancy rate and a dwindling and aging rental housing stock, there are few options for renters.



LOSS OF ECONOMIC VIBRANCY

The District lost about 1,000 jobs between 1996 and 2006 at a time when the Metro Vancouver region gained around 150,000 jobs. Fewer local jobs mean fewer options for District residents to work close to home and more transportation-related greenhouse gas emissions. With businesses contributing 30% of the District's property tax revenue, their success is vital for all of the community.



LARGE ENVIRONMENTAL FOOTPRINT

Our spread out land use pattern of predominantly detached homes is costly and inefficient to serve with transit and often means residents are unable to walk to the shops and services they need. Our high reliance on the automobile (85% of the commute, 79% of all trips) is a significant contributor to our substantial community greenhouse gas emissions (412,000 tonnes annually).



SOCIAL ISSUES

The District's changing demographic profile places different demands on our services and programs. Walkable neighbourhoods and active transportation are important determinants of mental and physical health. We have a range of social issues to address and vulnerable populations to support. Examples include an increasing gap between the rich and poor, with over 10,000 of our residents (about 12% of the population) living in low income households. Our homeless population has also seen a dramatic increase, tripling from 44 in 2002 to 127 in 2008.



AGING MUNICIPAL INFRASTRUCTURE AND FINANCIAL CHALLENGES

Most of the District's infrastructure was built in the 1950s, 1960s and 1970s, which means rising maintenance and replacement costs. Regional infrastructure is in a similar state and these costs are passed on to our residents and businesses through rising utility fees. Our low population growth limits the ability of the District to leverage funding through development cost charges and community amenity contributions, creating a reliance on property taxes and utility fees to fund infrastructure, facilities and improvements. If the District continues to lose businesses, this burden will increasingly be borne by the residential sector. Continuing on the current path of minimal growth and a predominately single family land use pattern may be costly.

Vision, Principles and Goals

Understanding and raising awareness of the key issues in planning for the future catalyzed intensive community visioning through the **Identity DNV 2030** initiative. In December 2009 Council endorsed a compelling 20-year vision, the principles to guide decision-making towards that vision and the specific goals to make it happen.

Our vibrant neighbourhoods and centres are framed by our mountain backdrop, forests, streams and shorelines. We live in an inclusive and supportive community that celebrates its rich heritage and lives in harmony with nature.

Our neighbourhoods include people of all ages, cultures and incomes. All are equally welcomed, valued and actively engaged in community life. Our young have safe and healthy environments in which to grow and succeed; our seniors can remain in the community with their needs met in a dignified way.

Our network of well designed, livable centres provides a wide range of housing options and opportunities to shop, work and gather. Our local businesses are resilient and diverse, providing the services we need and an array of employment opportunities. Education, art, culture and recreation enrich our daily lives; we are an active, healthy and creative community.

Our enviable pedestrian and cycling network connects us to our destinations and our unparalleled natural environment. Many people walk, cycle and take transit, leaving their cars at home as viable alternatives are available.

Our community is effectively addressing and adapting to the challenges of climate change. Our air is clean, our water is pure, our waste is minimal: our lifestyle is sustainable. We have ensured the District remains a great place to live, learn, work and play for generations to come.



VISION FOR 2030

The District of North Vancouver: Inspired by nature, enriched by people

PRINCIPLES

The District of North Vancouver Official Community Plan is guided by the following principles. Collectively these principles provide a decision-making framework to support the realization of the Plan's Vision and the implementation of the Plan's Goals.



ACTIVE LEADERSHIP

The District embraces opportunities and addresses challenges proactively, recognizing the key role of local government in defining its community.



ACCOUNTABILITY AND RESPONSIBLE GOVERNANCE

The District engages its residents continually, seeking open and transparent input into its decision-making, while demonstrating fiscal accountability through prudent management of our shared assets.



SUSTAINABILITY FOR FUTURE GENERATIONS

The District balances the environmental, social, cultural and economic needs of the community and is committed to its role in the stewardship of all that is valued for future generations.



COLLABORATION AND PARTNERSHIPS

The District recognizes the necessity and value of collaborating with Federal, Provincial, municipal and First Nation governments as well as agencies, educational institutions, social service organizations, and businesses.



GOALS

Together with the Vision and Principles, these Goals inform the policies, strategies and targets developed for the District of North Vancouver Official Community Plan.

1. Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas

2. Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

3. Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents

4. Support a diverse and resilient local economy that provides quality employment opportunities

5. Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning

6. Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities

7. Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

8. Provide infrastructure to support community health, safety and economic prosperity, and facilities that enhance recreational opportunities, cultural activity and artistic expression

Strategic Directions

With Council's endorsement of the Vision, Principles and Goals in December 2009, **Identity DNV 2030** transitioned from asking what we want for the future of the community to exploring policies for how to make it happen. After thirty public and stakeholder themed policy workshops, four strategic directions for the future of the community emerged:

1. PLAN FOR A MORE BALANCED AND DIVERSE POPULATION

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

2. CREATE MORE COMPLETE, COMPACT AND CONNECTED COMMUNITIES

» Establish a network of connected town and village centres that support effective transit, walking and cycling; and focus growth and renewal in four key centres: Lynn Valley and Lower Lynn Town Centres and Maplewood and Lower Capilano-Marine Village Centres

3. REDUCE OUR ENVIRONMENTAL FOOTPRINT

» Conserve energy and reduce greenhouse gas emissions through compact, connected and "green" communities; and encourage the protection and enhancement of our natural systems

4. BECOME MORE ECONOMICALLY DYNAMIC AND SUSTAINABLE

» Encourage the protection, intensification and diversification of our employment lands, and a customer-oriented and business-friendly environment

These strategic directions, the Making Choices community forums in June 2010, and the workshops, meetings and open houses held on iterative drafts of the OCP from fall 2010 to spring 2011, shaped the objectives and the policies of the Plan.

Identity DNV 2030 was two years of intense, creative dialogue and input that is strongly represented in this OCP. While this OCP creates a roadmap to a sustainable DNV in 2030, there is further work to be undertaken. From conceptual sketches to fully evolved plans and fully realized centres, the community will be engaged at all stages of implementing the OCP. Housing action plans, a social strategy, a climate action plan, economic development and other opportunities will be advanced through the implementation of the OCP. Plan monitoring for success and course correction are vital to keeping this OCP relevant and to achieving the community's vision.

Plan Organization and Structure

This OCP is structured in three main parts and three schedules:

Part One: Community Structure - contains the land use related policies that address growth management, land use regulation, the parks network and transportation systems.

Part Two: Community Development - contains the policies that address the ways we can improve the quality of life in the District through social, environmental and economic development.

Part Three: Plan Management - focuses on implementation and identifies targets, indicators and baseline conditions to monitor success. It establishes a framework for future planning and strategic action plans and includes a financial statement to achieve long-term financial resiliency.

Schedule A - includes policies for the Town and Village Centres where growth and renewal is focused based on the "network of centres concept" including:

1. **LYNN VALLEY TOWN CENTRE**
2. **LOWER LYNN TOWN CENTRE**
3. **MAPLEWOOD VILLAGE CENTRE**
4. **LOWER CAPILANO - MARINE VILLAGE CENTRE**

Schedule B - contains the Development Permit Areas (DPAs), which provide statements that apply to all new development that takes place within a delineated DPA. Schedule B includes four categories of DPA, which are: (1) protection of the natural environment; (2) hazardous conditions; (3) form and character of development and (4) energy and water conservation and reduction of greenhouse gases. Each individual development permit area poses unique challenges and issues and therefore has statements of context, objectives and specific development guidelines that apply within that DPA only.

Schedule C - is the Regional Context Statement, which identifies the relationship and consistency between the OCP and the Regional Growth Strategy.

BACK TO TABLE OF CONTENTS



PART 1 | Community Structure

1 Growth Management

2 Urban Structure

3 Employment Lands

4 Parks and Open Space

5 Transportation Systems

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1 Growth Management

2030 TARGET

75-90% of new residential units located in 4 key centres within the Network of Centres

The effective management of growth and change is one of the key functions of an OCP. Well planned growth and development can provide lasting benefits through the efficient use of land, resources, infrastructure, facilities and services. **The District's objective is to proactively manage growth and change in the District to achieve a compact, efficient, environmentally sustainable, prosperous and socially equitable community.**

Managing growth proactively requires a strong vision for land use in the District of North Vancouver. The concept that expresses this land use vision is a "network of centres": a hierarchy of different sized centres with a variety of housing, services and jobs that are accessible, connected, vibrant and unique places. This concept is illustrated on the Network of Centres Concept Map (Map 1). Directing growth into this urban structure supports a number of the OCP's goals. Sprawl is contained and impacts to natural areas are minimized. Improved transit becomes viable between centres and a more walkable environment is created within centres. Transportation-related greenhouse gases are reduced. Municipal infrastructure and services are provided more efficiently. Local businesses operate within vibrant hubs, while employment lands are preserved for their economic value. More diverse housing choices become available to meet the needs of residents at different stages of their lives. And importantly, the stability and character of residential neighbourhoods are sensitively preserved.

This OCP will strategically direct growth in a controlled manner to achieve the community's goals and vision. **Looking to 2030, the OCP identifies capacity for approximately 10,000 net new housing units, corresponding to a population increase of around 20,000 people and 10,000 new jobs. These figures are estimates only. They are provided to help guide planning and are not targets. This growth may or may not occur over the 20-year planning horizon to 2030 and will depend on market and other forces, including the capacity of infrastructure.** The policies and implementation strategies articulated in this Plan will ensure that future development will be guided in the public interest and work towards realizing the desired community benefits.

POLICIES

1. Accommodate growth and development within the existing built area and maintain the District's Urban Containment Boundary as shown on the Land Use Map (see Map 2)

2. Protect areas outside the Urban Containment Boundary by limiting to uses associated with outdoor recreation and tourism, watershed and resource management, conservation, rural residential living and research purposes

3. Establish a network of centres and corridors consistent with the Network of Centres Concept Map (see Map 1) and direct residential and commercial growth to these areas

4. Facilitate an appropriate mix and intensity of land uses in designated centres and corridors to support enhanced transit service provision

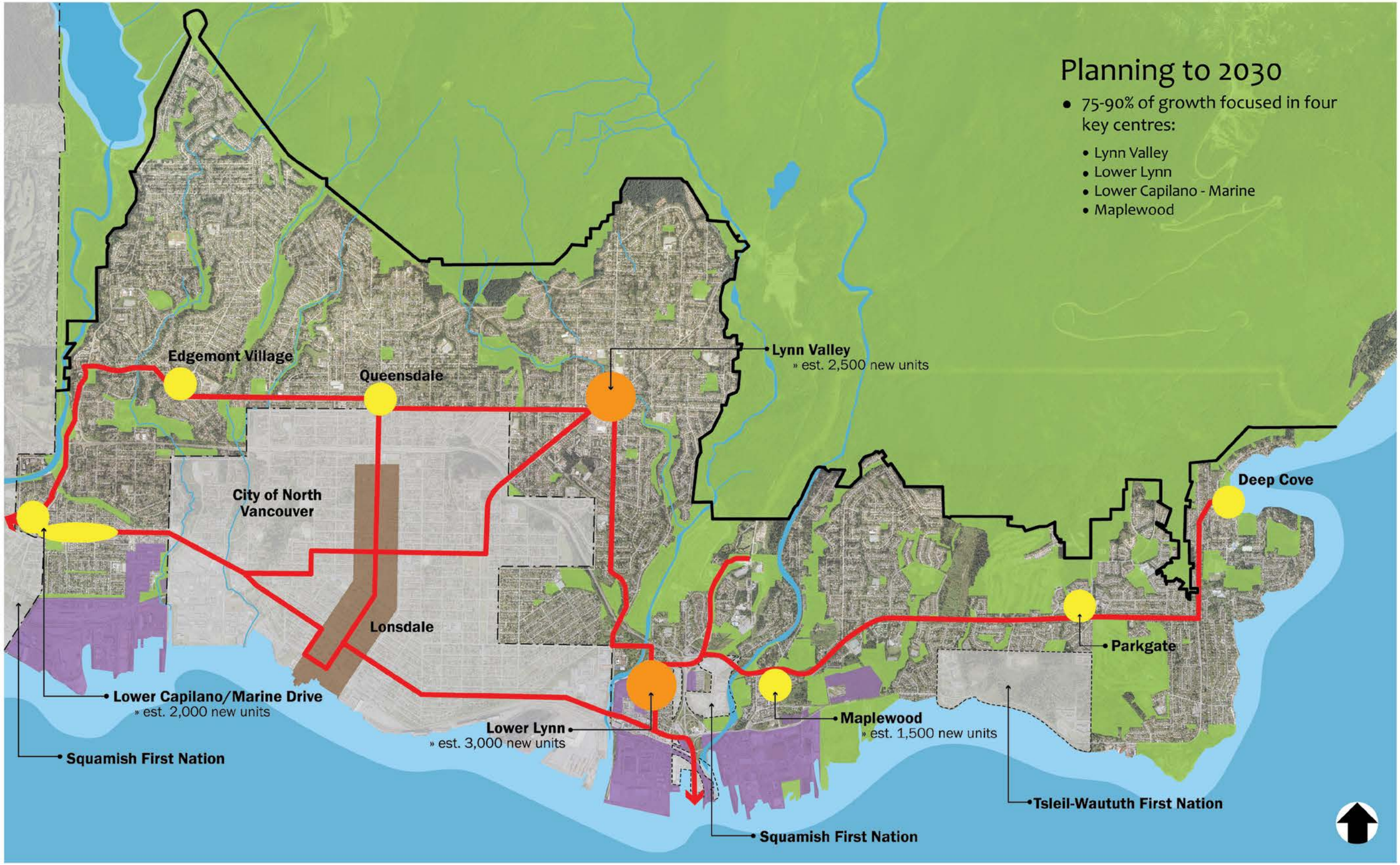
5. Respect residential neighbourhood character and limit growth in these areas

6. Integrate land use, transportation, and parks planning, infrastructure provision, urban design, and energy conservation to achieve efficiencies and vibrant places

7. Protect employment lands by limiting to uses predominantly associated with heavy industry, light industry, and general business and by limiting residential and retail uses

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





Map 1

Network of Centres Concept Map

Note: This map is conceptual in nature only

Legend

- Town Centre
- Village Centre
- Transit Corridor
- Urban Containment Boundary
- Industrial & Light Industrial
- Parks & Natural Areas

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2 Urban Structure

2030 TARGET

housing mix of 55% detached, 45% attached units

The urban structure of the District is shown conceptually on Map 1, Network of Centres Concept Map. It is comprised of two Town Centres (Lynn Valley and Lynn Creek) and six Village Centres (Lion's Gate, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove), along with Neighbourhoods and the Corridors that connect them. **In addition to the urban structure policies, which apply across the District, Schedule A of this OCP provides more detailed planning for the four primary growth centres in the District: Lynn Valley and Lynn Creek Town Centres and Lion's Gate and Maplewood Village Centres.** Further implementation of land use policies and OCP objectives is anticipated to occur through specific Centres Implementation Plans and Neighbourhood Infill Plans (Chapter 12.3.1).

2.1 Town Centres

2.2 Village Centres

2.3 Neighbourhoods

2.4 Transit Corridors

2.5 Land Use Designations for the Urban Structure

2.1 Town Centres

The Town Centres contain the broadest range of services and land uses in the District. As the highest category of centre, they are anticipated to receive significant growth over the time frame of this plan. The Town Centres are major nodes on the transit network and can be accessed by several bus routes. They function as municipal-wide destinations that contain major commercial uses like grocery and department stores and institutional uses like libraries and community centres. Office employment is encouraged. The Town Centres provide a variety of multifamily housing options within and around their commercial core and transition sensitively outwards to their surrounding neighbourhoods. High quality urban design enhances the public realm and pedestrian environment. **The District's objective for the Town Centres is to create vibrant and complete communities that provide diverse housing, employment and recreational opportunities.**

POLICIES

1. Designate Lynn Valley and Lower Lynn as the District's Town Centres and prepare detailed Town Centre Implementation Plans for these areas of growth

2. Direct residential growth to the Town Centres in the form of mixed-use and multifamily development to enable greater housing diversity and affordability

3. Concentrate new retail, service and major office development in the Town Centres to maximize transit and pedestrian access for employees and customers

4. Focus community infrastructure investment to the Town Centres to ensure that quality facilities and services meet the needs of their expanded populations, while recognizing District-wide needs

5. Transition sensitively outwards from the Town Centre with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighbourhoods

6. Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Town Centre



2.2 Village Centres

The Village Centres provide a focus for their surrounding neighbourhoods. They have a range of shops and services to meet most daily needs, but do not generally include major "destination" retail establishments such as department stores. Mixed-use development, such as apartments situated over shops, is a typical building form within the commercial core, with lower density multifamily housing (such as duplexes or townhouses) forming a peripheral area adjacent to the core. **The District's objective for the Village Centres is to build on their own unique characteristics to create distinct urban village environments.** More detailed planning for the Village Centres where growth is anticipated - Maplewood and Capilano - Marine - is provided for in this OCP in Schedule A. Significant changes to other Village Centres are not proposed in this plan and pre-existing Local Area Plan land uses have been integrated. The OCP provides for the opportunity for more detailed Village Centre Implementation Plans to be prepared or reviewed where appropriate in the future (Chapter 12).

POLICIES

1. Designate Lower Capilano-Marine, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove as the District's Village Centres

2. Prepare detailed Village Centre Implementation Plans for Maplewood and Lower Capilano-Marine as these are areas for revitalization and growth

3. Accommodate a range of multifamily, commercial and institutional uses in the Village Centres

4. Encourage the inclusion of upper floor residential units in new commercial development in core or high street areas

5. Concentrate development in the Village core and transition sensitively outwards with appropriate ground-oriented housing forms (such as duplex and townhouse) to adjacent residential neighbourhoods

6. Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Village Centre

7. Ensure Village Centre Implementation Plans and their peripheral areas are consistent with the objectives and policies of the OCP and prepare or review Plans as necessary

8. Work with Capilano University to integrate residential, institutional or economic development within the university precinct into the District's urban structure

2.3 Neighbourhoods

The existing residential neighbourhoods in the District are largely comprised of detached houses. With a few exceptions, multifamily residences within neighbourhoods are ground-oriented (duplexes, triplexes or townhouses). Schools, corner stores and parks provide valuable amenities to surrounding residential uses. Neighbourhoods should be walkable, family-friendly places. Significant change is not anticipated in existing neighbourhoods. Sensitive residential infill opportunities may be considered to provide greater housing diversity or transition to adjacent uses through Neighbourhood Infill Plans and/or Housing Action Plans (Chapter 12). **Neighbourhood character and local support must be considered in these Plans and planning processes. The District's objective for Neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages.**

POLICIES

1. Maintain ground-oriented detached and attached housing as the predominant residential forms

2. Accommodate the provision of schools, community facilities and other institutional uses and maintain public assembly uses where feasible

3. Integrate a network of parks and open spaces throughout neighbourhoods

4. Encourage the preservation of local commercial uses (corner stores) in neighbourhoods and encourage new local commercial uses where appropriate

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

6. Enable sensitive redevelopment in appropriate areas, such as locations adjacent to existing multifamily or commercial uses, through Neighbourhood Infill Plans



Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas

2.4 Transit Corridors

The transit corridor concept illustrated in the Network of Centres Concept Map (Map 1) supports the OCP's urban structure by connecting the Town and Village Centres along key corridors. These corridors receive, or may potentially receive, frequent transit service provision (defined as every 15 minutes or better, throughout the day, 7 days a week). To support the provision of this level of service, the regional transportation authority allows portions of transit corridors to be designated Frequent Transit Development Areas in collaboration with municipalities. **The District's objective is to achieve the regional designation of Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas. As the District's Municipal Town Centre[1] , Lynn Valley is also a priority for frequent transit.** Other opportunities for strategic densification in areas in immediate proximity to transit corridors may arise over the horizon of this plan. These should occur at different scales to ensure a sensitive and appropriate fit to their surrounding uses and would be addressed through Centres Implementation or Neighbourhood Infill Planning processes as outlined in 12.3.1.

POLICIES

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

2. Consider designating additional Frequent Transit Development Areas as appropriate over time where such designation is consistent with OCP land use and transportation objectives

3. Enable sensitive densification of appropriate scale at strategic locations along transit corridors within the Network of Centres through Centres Implementation or Neighbourhood Infill Planning processes

2.5 Land Use Designations for the Urban Structure

Map 2 is the Land Use Map for the District. It designates the preferred location of land uses. The residential, commercial and institutional land use designations on Map 2 are described in the following table. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term "Floor Space Ratio", as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does

1 Lynn Valley is identified as the District's Municipal Town Centre in the proposed Regional Growth Strategy and this designation is reflected in the District's Regional Context Statement (Schedule C). This designation recognizes Lynn Valley's existing role as a municipal-serving hub. As OCP implementation advances, Lower Lynn may also be considered for addition to the Regional Growth Strategy as a Municipal Town Centre.

not regulate actual densities on individual lots, that being the function of the District's Zoning Bylaw. Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL
Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL
Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL
Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex and attached row houses up to approximately 0.80 FSR.

RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY
Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT
Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT
Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 1
Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 2
Areas designated for commercial residential mixed-use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 3
Areas designated for commercial residential mixed-use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District's Centres. Development in this designation may include residential or commercial uses, which encompass retail, office and service uses, or a mix of these residential and commercial uses.

COMMERCIAL
Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

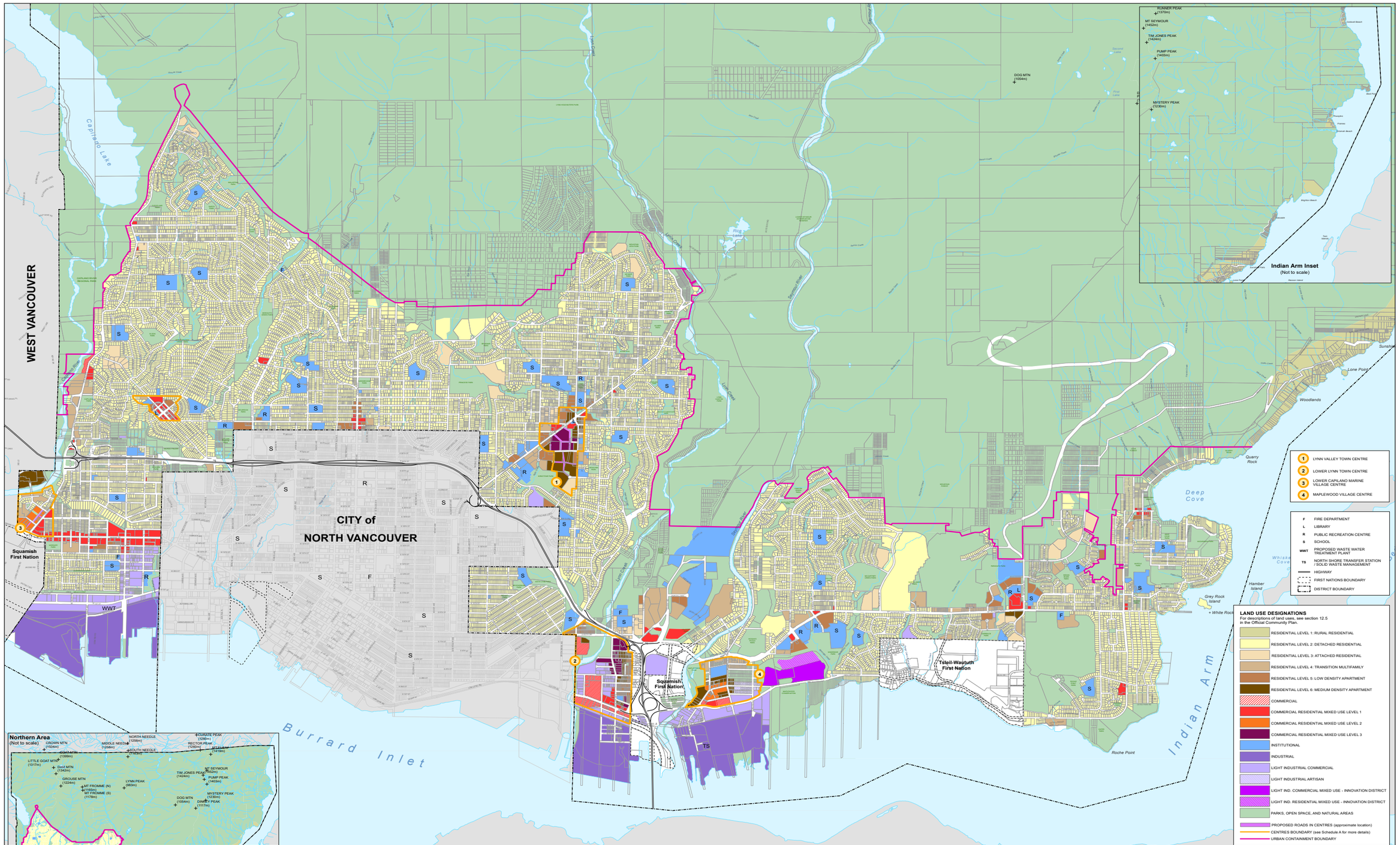
INSTITUTIONAL
Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.







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MAP 2

THE DISTRICT OF NORTH VANCOUVER
OFFICIAL COMMUNITY PLAN - LAND USE MAP

Published: October 29, 2018 Scale: 1:13,500

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Original Bylaw & Date of Adoption: Bylaw 7900 (June 27, 2011)
Amending Bylaw & Date of Adoption: Bylaw 7902 (April 7, 2012), Bylaw 7934 (July 9, 2012), Bylaw 7930 (January 7, 2013), Bylaw 7997 (July 29, 2013), Bylaw 7985 (September 9, 2013), Bylaw 8024 (May 26, 2014), Bylaw 8026 (June 23, 2014), Bylaw 8013 (July 21, 2014), Bylaw 8027 (September 8, 2014), Bylaw 8039 (September 8, 2014), Bylaw 8072 (September 8, 2014), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8240 (Jan 15, 2018), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018), Bylaw 8250 (July 23, 2018), Bylaw 8313 (September 24, 2018)

Above map published on 2018-04-17. For most up to date map, click here.

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3 Employment Lands

2030 TARGET

33% increase in built square feet in employment lands

3.1 Protecting the Employment Function of Employment Lands

3.2 Intensifying Uses on Employment Lands

3.3 Enabling a Diverse Range of Economic Uses within Employment Lands

3.4 Ensuring a High Quality Business Environment in Employment Lands

3.5 Land Use Designations for Employment Lands

The urban structure (Chapter 2) provides diverse opportunities for economic activity such as office and retail in centres, employment in schools and Capilano University and home-based businesses. In addition to these, our industrial and light industrial employment lands play a vital role in achieving our vision of becoming a more complete and balanced community. These areas are predominantly dedicated to employment uses. The development of employment lands should provide for a continued and expanded supply of quality local jobs, enable reduced commuting times and associated greenhouse gas emissions and enhance the municipality's prosperity. **The District's objective for employment lands is to encourage wealth-generating investment resulting in net new employment and increased tax revenue, which benefits the whole community.**

Located in Lower Capilano, Lower Lynn, and Maplewood, land use in these employment areas is comprised of two designations: **Industrial and Light Industrial Commercial**. Uses in the Industrial designation relate

to port-oriented and major industrial type uses such as transportation, warehousing, and manufacturing. Port lands are under federal jurisdiction and are managed by Port Metro Vancouver. Uses in the Light Industrial Commercial designation relate to light industrial and business or "tech" park type uses including research and development. Most retail uses are restricted in both designations, as the walkable and transit-friendly network of centres are better locations for these types of business. Residential uses are also controlled in employment lands, to prevent the erosion of lands available to business and industry. Additional Economic Development policies are found in Chapter 8.

3.1 Protecting the Employment Function of Employment Lands

The District's objective is to ensure an adequate supply of land for business exists to enable significant economic activity and jobs in the community. Protecting employment lands provides stability and reassurance to existing and potential business owners and industries, which increases the likelihood of long-term business investment in the community.

POLICIES

1. Monitor the availability of Industrial and Light Industrial Commercial land and developable floor space to facilitate an adequate supply for economic growth

2. Limit residential uses to accessory care-taker units, and to live-work units in Light Industrial Commercial areas within or proximate to the network of centres

3. Direct major retail uses to the network of centres and limit retail in Industrial and Light Industrial Commercial areas to compatible accessory uses and to appropriate conditional uses

4. Direct major office uses to sites within and proximate to the network of centres

3.2 Intensifying Uses on Employment Lands

With constraints on land supply, it is important to make efficient use of available areas on all employment lands. Intensifying economic uses in employment lands allows businesses to grow while keeping their overall footprint in the community small. **The District's objective is to make more intense use of our employment land base.** This means more jobs per acre, more opportunities for new business, and more revenue generating opportunities within the community.

POLICIES

1. Encourage a productive and efficient use of employment lands

2. Encourage infill development and the redevelopment of under utilized sites with Industrial and Light Industrial Commercial uses

3.3 Enabling a Diverse Range of Economic Uses within Employment Lands

Diversity provides stability across the ups and downs of particular industries and sectors, which helps ensure our ongoing vibrancy. The economy is continually changing, and over the long-term horizon of this plan it is important for businesses to be able to change to take advantage of new opportunities, introduce new products, and use new technologies. Some businesses need many uses on the same site. **The District's objective is to provide flexibility for businesses to grow and adapt, while avoiding land use conflicts.**

POLICIES

1. Encourage flexibility of compatible uses while preserving the primary function of employment lands

2. Preserve Industrial designated lands for industrial uses and uses that are accessory or supportive of industrial activities

3. Facilitate an appropriate mix of light industrial and non-retail commercial uses in Light Industrial Commercial designated lands



3.4 Ensuring a High Quality Business Environment in Employment Lands

As businesses can often choose to locate in a number of municipalities, it is important to ensure the District remains an attractive and competitive location for a wide range of business types with well-served, high quality employment spaces. **The District's objective is to attract new businesses and encourage existing businesses to reinvest or expand.**

POLICIES

1. Promote infrastructure, transportation and municipal service improvements in areas designated for Industrial and Light Industrial Commercial uses

2. Encourage high quality development standards to create desirable employment locations

3. Encourage effective buffering and transitioning between employment and non-employment lands

3.5 Land Use Designations for Employment Lands

The following land use designations on the OCP Land Use Map (Map 2) are described below:

INDUSTRIAL
Areas designated for industrial are intended predominantly for a range of manufacturing, warehousing, transportation, service, and port-related uses. Limited office, limited retail and residential caretaker uses may be permitted.

LIGHT INDUSTRIAL ARTISAN
Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limitedoffice, and limited retail uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL
Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL MIXED-USE - INNOVATION DISTRICT
Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses including limited institutional, and limited recreational uses may be permitted.

LIGHT INDUSTRIAL RESIDENTIAL MIXED-USE - INNOVATION DISTRICT
Area designated for light industrial residential mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted.

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4 Parks and Open Space

2030 TARGET

increase park, open space and/or trails in growth centres and continue to exceed minimum standard of 2 ha for community and neighbourhood park/1000 District-wide

Our quality of life is directly influenced by our parks and open space. Parks and open space provide opportunities for active and passive recreation, places for people to gather, space to relax and experience nature, and linkages between community facilities and other destinations. They form the core of the District's natural environment providing habitat and protecting ecological health (Chapter 9). Maintenance and reinvestment of parks and open space is as important as acquiring new lands. **The District's objective is to provide a variety of year-round recreational experiences, meet the needs of users, and protect the ecological integrity of our natural systems.**

4.1 Parks and Open Space System

4.2 Parkland Standards and Acquisition

4.3 Land Use Designation for Parks and Open Spaces

4.1 Parks and Open Space System

The District has an abundance of natural and urban parkland and trails that are highly valued by District residents. Provincial and Regional Parks and conservation areas within the District of North Vancouver are also important natural assets with significant ecological, recreational, community health, heritage and aesthetic values. **The District's objective is to maintain a diverse, high quality parks and open space system that serves a range of community needs and protects the natural environment, comprising:**



»**District Parkland** - serves all District residents by providing unique park, recreation and natural environment experiences



»**Community Parkland** - serves several neighbourhoods and includes parks for organized recreational opportunities, trails and natural features



»**Neighbourhood Parkland** - smaller localized parks providing limited active and passive recreational opportunities serving residents within a reasonable walking distance



»**Natural Parkland** - protects environmentally sensitive lands, habitats and wildlife, separating urban uses and providing trail linkages



»**Trails and Greenways** - contribute towards an integrated and connected system that links destinations and provides opportunities for walking, hiking, and cycling



»**Blueways and Waterfront** - rivers, creeks and waterfront that have highly valued environmental, recreational, cultural, heritage and economic significance

The District's parks, open space and major trails systems are generally as shown on the Parks and Trails Concept Map (Map 3).

POLICIES

1. Develop and implement a Parks and Open Space Strategic Plan consistent with the OCP to manage and improve the District's parks and trails system
2. Manage District parkland according the type of parkland and measures to be set out in the District's Parks and Open Space Strategic Plan
3. Support the long-term protection of regionally significant Recreation and Conservation lands identified on Map 14, Regional Features (Schedule C), from urbanization
4. Develop and maintain the District-wide network of trails and greenways shown conceptually on Map 3, Parks and Trails Concept Map, focussing on completing trails identified in the Parks and Open Space Strategic Plan and improving trail connections to the community
5. Explore opportunities to increase connectivity to Regional and Provincial Parks and participate in Regional Greenways initiatives
6. Consider and pursue appropriate opportunities to provide improved waterfront access as part of the current system of walkways, street-ends, viewpoints, public wharves and boat launches
7. Support appropriate non-motorized water recreation and facilities in District waterfront parks
8. Improve access and enhance signage/way-finding to parks, open spaces and trails for a diversity of people and abilities
9. Recognize the importance of school fields/play areas as community recreation assets and seek to maintain these uses where appropriate
10. Encourage the on-site inclusion of usable open space and play opportunities with new multifamily development as appropriate
11. Design and manage recreational facilities in natural parkland and waterfront areas to support the protection of ecological systems, cultural and archaeological resources
12. Consider allowing appropriate commercial activities and special events in parks that do not impact environmental systems or impede public access and enjoyment
13. Explore additional and coordinated opportunities for volunteer citizen engagement in simple parks maintenance, cleanup and enhancement
14. Work with adjacent municipalities, regional, provincial and federal governments, local First Nations governments and community groups to provide and maintain a coordinated system of parkland, trails, services and facilities while protecting ecological and cultural resources
15. Advance the Spirit Trail, which would provide a multi-use trail linking Deep Cove to Horseshoe Bay, in consultation and collaboration with the North Shore governments, the Province and other partners

4.2 Parkland Standards and Acquisition

The District has an abundance of natural and urban parkland and trails but there are a few areas that are inadequately served with neighbourhood and community level parks. Some of these inadequacies are satisfied through school site sports fields and play areas. Over time, there will also be an increasing demand for park space in the Town and Village Centres where growth occurs. **The District's objective is to ensure that all neighbourhoods are well served by the parks system.**

POLICIES

1. Support the provision of passive and active outdoor recreational opportunities within reasonable walking distance of every neighbourhood

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

3. Explore means to utilize parkland more efficiently including opportunities for joint use with schools

4. Update and adapt local park facilities to suit current needs and changing demographics

5. Develop a strategy for parkland acquisition to address needs and opportunities regarding parkland within the developed and natural areas of the District

6. Consider the purchase or dedication of additional natural parkland through the Parks Acquisition Strategy where such lands provide important trail linkages, ecological functions, waterfront access, protect natural hazardous lands or offer unique educational, cultural or recreational opportunities

7. Encourage strategic parkland acquisitions through donation of private lands, eco-gifting, legacy funding, the development process and other means

4.3 Land Use Designation for Parks and Open Spaces

The following land use designation on the OCP Land Use Map (Map 2) is described below:

PARKS, OPEN SPACE, AND NATURAL AREAS
Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

LYNN HEADWATERS
REGIONAL PARK

LOWER SEYMOUR
CONSERVATION RESERVE

DESIRED CONNECTIONS
EXISTING OR PROPOSED WATERFRONT ACCESS
PROPOSED TRAILS
KEY EXISTING TRAILS
ON ROAD BIKE ROUTE
MAJOR POWER LINES
FIRST NATIONS BOUNDARY
DISTRICT BOUNDARY
CONSERVATION AREA
FEDERAL LAND
DISTRICT PARK
COMMUNITY PARK
NATURAL ALPINE PARK
NATURAL URBAN PARK
NEIGHBOURHOOD PARK
PROVINCIAL PARK
REGIONAL PARK
INSTITUTIONAL USE

PUMP PEAK
(1403m)
MYSTERY PEAK
(1230m)

Indian Arm Inset
(Not to scale)

Squamish
First Nation

SPIRIT TRAIL

Northern Area
(Not to scale)

Note: This map is conceptual in nature only.

Squamish
First Nation

MAPLEWOOD

SEYMOUR GREENWAY TRAIL

Daly St Viewpoint
Elks St Viewpoint
MAPLEWOOD CONSERVATION AREA
Maplewood Conservation Area Viewpoint

NORTHLANDS
GOLF COURSE

Tsleil-Waututh
First Nation

SEYMOUR GOLF
& COUNTRY
CLUB

Panorama Dr Beach Access
Panorama Dr Beach Access
Panorama Dr Beach Access
Panorama Dr Beach Access
Gallant Wharf
Parkside Lane Beach Access
Strathcona Pl Beach Access
Strathcona Rd Beach Access
Epps Ave Beach Access
Mt Seymour Pkwy / Hamilton Pl Beach Accesses
Beachview Dr Beach Access
Beachview Dr Beach Access
Beachview Dr Beach Access
Beachview Dr Beach Access
Lowry Lane Beach Access
Dollar Rd Beach Access
Golf Dr Beach Access
Dollarton Hwy Beach Accesses
Cates Park Boat Launch & Wharf

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identity DNV 2050

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MAP 3

THE DISTRICT OF NORTH VANCOUVER
PARKS AND TRAILS CONCEPT MAP

0 250 500 1,000 1,500 2,000 2,500 Meters

N

May 30, 2018

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5 Transportation Systems

2030 TARGET

35% of District resident trips are by walking, cycling or transit

Our ability to move around quickly, safely, affordably, and comfortably affects every aspect of our lives. The ability of goods and freight to move efficiently and the ability of workers and clients to access our local businesses all influence the economic vitality of our municipality. The mode of transportation we use also has consequences for our environmental and personal health: walking to the bus stop or cycling to work, for example, can both reduce greenhouse gas emissions and provide good exercise. The transportation needs and patterns of the community are changing, with most of our trips now being made for non-work purposes, outside of rush hour, and within the North Shore. **The District's objective is to respond to our changing needs and meet our social, economic and environmental goals by providing greater transportation choice.**

5.1 Transportation and the Network of Centres

5.2 The Pedestrian Network

5.3 The Bicycle Network

5.4 The Transit Network

5.5 The Road Network and Goods Movement

5.1 Transportation and the Network of Centres

The District's objective is to strategically integrate transportation and land use planning. The more nodal, concentrated development pattern promoted by this plan will facilitate a move away from the high reliance on the car that our existing dispersed land use pattern imposes. Locating housing, jobs, shops and services in closer proximity makes walking and cycling more viable and transit more efficient. **This plan provides land use directions for four centres: Lynn Valley, Lower Lynn, Lower Capilano - Marine and Maplewood. Policies below apply principally to these locations.** While significant growth is not directed to other locations on the network of centres, it is recognized that any future development elsewhere on the network should be guided by the policies provided here.

POLICIES

1. Plan for an appropriate density and mix of uses to support the provision of frequent transit service
2. Work with the regional transportation authority to provide appropriate transit infrastructure and facilities
3. Encourage the integration of transit access in the design of new developments
4. Encourage and facilitate access for people of all abilities in the design of centres and transit corridors
5. Encourage new developments to provide high quality pedestrian facilities and improve the public realm
6. Support pedestrian connectivity within and to centres by providing a continuous pedestrian network
7. Provide a range of on-street and off-street cycling infrastructure within centres and routes into centres
8. Consider, where appropriate, reducing vehicle parking requirements for new developments in centres and corridors well served by transit to encourage alternate modes of transportation and increase housing affordability



5.2 The Pedestrian Network

Creating more walkable communities facilitates and promotes easy access to services and facilities, livability and community and environmental health. **The District's objective is to ensure safe and comfortable opportunities to walk are provided for pedestrians throughout the community for a variety of trip purposes.**

POLICIES

1. Assess the needs of pedestrians in all road improvement projects and design projects to address needs accordingly
2. Improve District-wide pedestrian connectivity through sidewalk network improvements
3. Improve pedestrian comfort and safety by employing traffic calming and crossing improvements where appropriate
4. Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments
5. Work with schools to provide safe walking and cycling routes to schools
6. Integrate the pedestrian network with the parks and urban trail system where feasible and appropriate
7. Improve pedestrian connections and accessibility to transit and enhance pedestrian comfort and safety where necessary

Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning



5.3 The Bicycle Network

Cycling is often the fastest mode of transportation for trips in urban areas and provides significant health and environmental benefits. Many cyclists use our existing road network, but some routes pose challenges such as gaps, barriers, and a lack of signage. **The District's objective is to provide a more complete cycling network that is safe and efficient for both recreational and commuter cyclists.** The conceptual layout of the cycling network in the District is generally shown on the Bicycle Plan Concept Map (Map 4).

POLICIES

1. Assess the needs of cyclists in all road improvement projects and accommodate bicycles in new and existing roadways when opportunities exist

2. Improve District-wide cycling connectivity and prioritize network expansion to areas with high cycling potential through implementation of the Bicycle Plan conceptually shown on Map 4

3. Provide a range of on-street and off-street cycling infrastructure

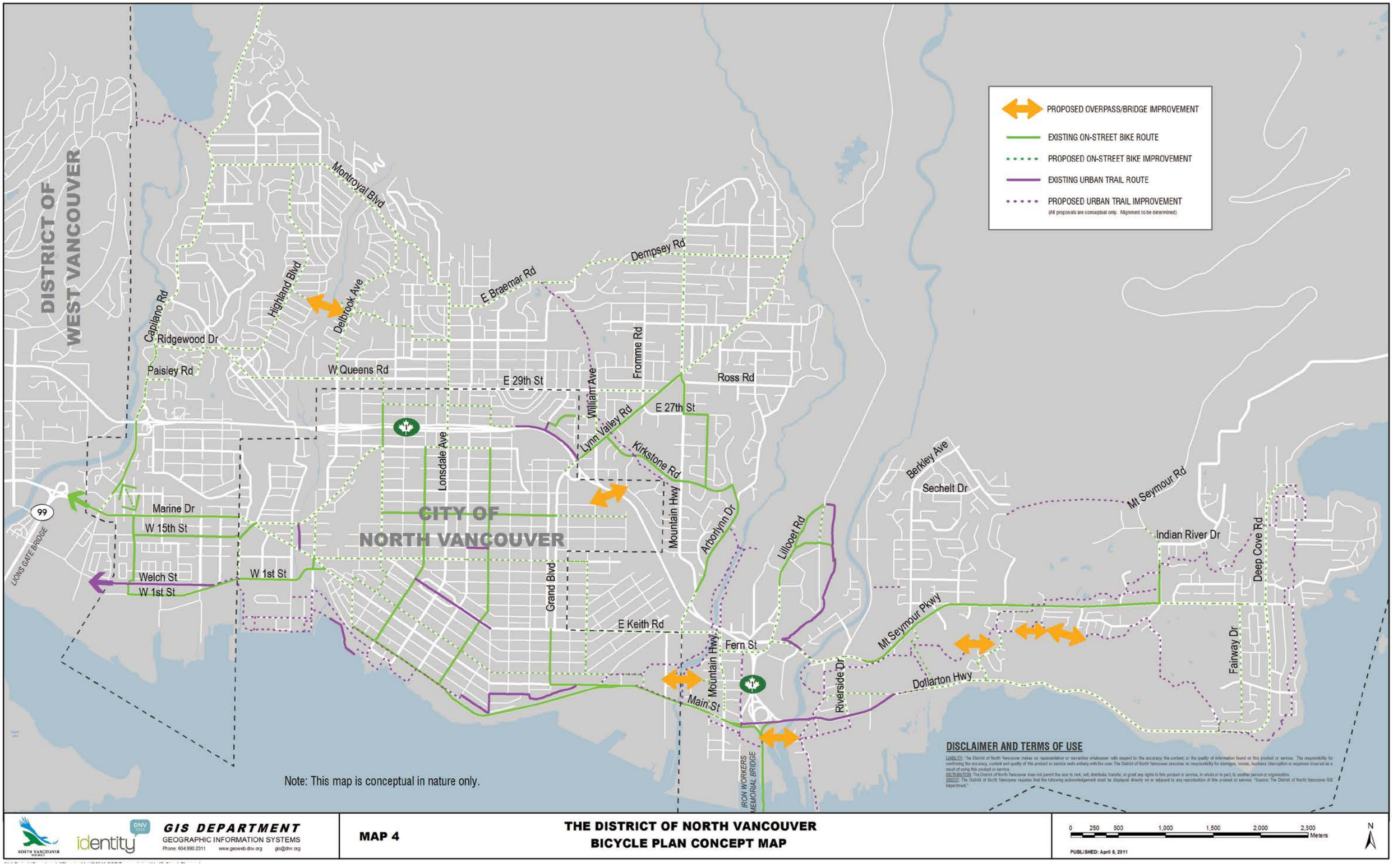
4. Coordinate efforts with public, private, and non-governmental partners to establish a cycling network on the North Shore that connects to the wider region

5. Integrate the bicycle network with the parks and urban trail system where feasible and appropriate

6. Require major new commercial, multifamily and municipal developments to include adequate end-of-trip bicycle facilities, such as bicycle parking and change rooms

7. Improve cycling connections to transit and work with the regional transportation authority to make bicycle-transit integration convenient and intuitive




PROPOSED OVERPASS/BRIDGE IMPROVEMENT
EXISTING ON-STREET BIKE ROUTE
PROPOSED ON-STREET BIKE IMPROVEMENT
EXISTING URBAN TRAIL ROUTE
PROPOSED URBAN TRAIL IMPROVEMENT
(All proposals are conceptual only. Alignment to be determined)
DISTRICT OF WEST VANCOUVER
CITY OF NORTH VANCOUVER
Montroyal Blvd
Highland Blvd
Delbrook Ave
Capilano Rd
Ridgewood Dr
Paisley Rd
W Queens Rd
E Braemar Rd
Dempsey Rd
E 29th St
William Ave
Fromme Rd
Ross Rd
E 27th St
Lynn Valley Rd
Kirkstone Rd
Lonsdale Ave
Mountain Hwy
Arbutus Dr
Lillooet Rd
Berkley Ave
Sechelt Dr
Mt Seymour Rd
Indian River Dr
Deep Cove Rd
Marine Dr
W 15th St
Welch St
W 1st St
W 1st St
LIONS GATE BRIDGE
99
Grand Blvd
E Keith Rd
Fern St
Main St
Mountain Hwy
IRON WORKERS MEMORIAL BRIDGE
Riverside Dr
Mt Seymour Pkwy
Dollarton Hwy
Fairway Dr
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identity
MAP 4
THE DISTRICT OF NORTH VANCOUVER
BICYCLE PLAN CONCEPT MAP
0 250 500 1,000 1,500 2,000 2,500 Meters
N
PUBLISHED: April 8, 2011

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5.4 The Transit Network

Transit is the most environmentally-efficient method of moving large numbers of people and helps reduce congestion by keeping more cars off the road. Transit is also intended to be universally accessible to people of all ages, incomes and abilities. **The District's objective is to support the delivery of an enhanced and more integrated transit system across the community.**

POLICIES

1. Assess transit needs in all road improvement projects and address design implications accordingly

2. Work with the regional transportation authority to determine the frequent transit network and integrate the District's network of centres concept into area transit planning and priorities

3. Work with the regional transportation authority to designate Frequent Transit Development Areas at Lower Capilano-Marine Village Centre and Lower Lynn Town Centre and to provide supporting transit facilities and services

4. Provide transit-supportive road treatments such as transit lanes, signal timing, bus bay bulges and queue jumpers in portions of transit corridors where appropriate

5. Facilitate convenient access to transit in the design of all development along the network of centres

6. Encourage a multi-modal network along transit routes through enhanced walking and cycling facilities

7. Identify opportunities for park and ride facilities near transit exchanges in consultation with the regional transportation authority

8. Work to provide universal access at all transit stops

9. Explore the potential for alternative transit models, routes or providers such as community shuttle services, taxis and water taxis

10. Work with the School District, the regional transportation authority and other potential partners to explore opportunities to enhance bus service to schools where needed

11. Advocate for the establishment of a third SeaBus



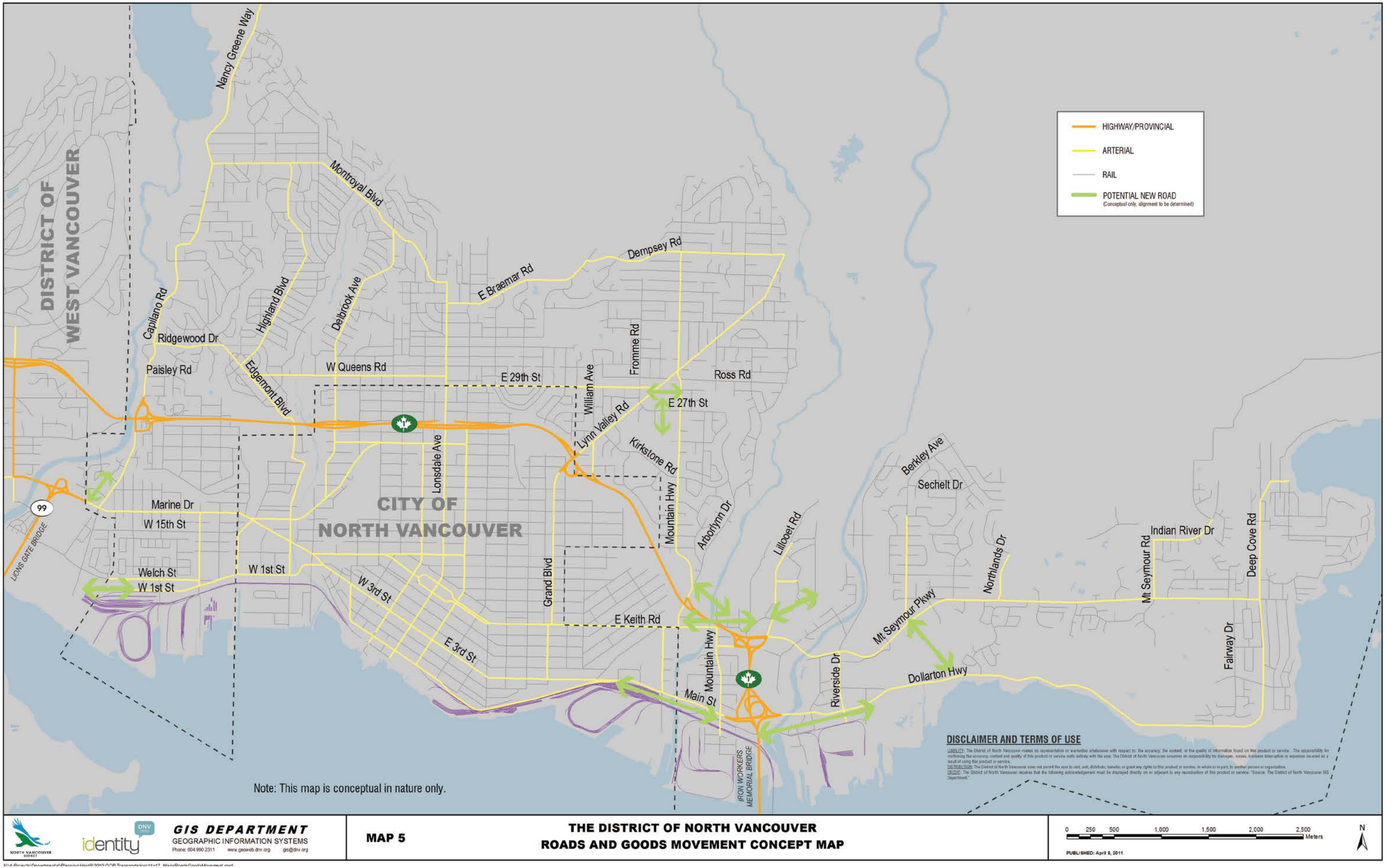
5.5 The Road Network and Goods Movement

The District's road network is an important community asset used for different purposes by different users and modes. **The District's objective is to manage road infrastructure in such a way that enables the efficient movement of goods and people, while improving road safety and minimizing impacts on local neighbourhoods.** More specific policy directions for transit and bicycle users of the road network, and adjacent pedestrian infrastructure, have been provided above. The conceptual layout of the roads and goods movement network in the District is generally shown on the Roads and Goods Movement Concept Map (Map 5).

POLICIES

1. Assess the needs of all road users and all modes of transportation in road improvement projects
2. Assess and identify portions of the road network within transit corridors for priority use by transit and/or high occupancy vehicles
3. Facilitate effective goods movement and work with government agencies and land owners to improve access to key port, industrial and commercial areas, while encouraging goods movement by rail or water
4. Facilitate emergency vehicle access across the road network
5. Design and manage main arterial roads to provide for improved vehicle flow and mobility
6. Design and manage streets serving primarily local traffic and residential access for slower speeds to reduce risk of crash and injury, and to discourage cut-through traffic
7. Explore possibilities for new strategic east-west linkages to the road network as a means to reduce trip length and ensure alternative access when a major route is blocked
8. Monitor the development of alternative energy and low emissions vehicles and devise supportive policies for establishing community charging stations and plug-in facilities as necessary
9. Improve road safety for all users and implement appropriate safety improvements
10. Continue to work with the Federal Government, Province, the regional transportation authority, other North Shore municipalities and First Nations governments to identify and advance opportunities to improve vehicle and transit access at the bridgeheads

BACK TO TABLE OF CONTENTS


HIGHWAY/PROVINCIAL
ARTERIAL
RAIL
POTENTIAL NEW ROAD
(Conceptual only, alignment to be determined)
DISTRICT OF WEST VANCOUVER
CITY OF NORTH VANCOUVER
Nancy Greene Way
Montroyal Blvd
Capilano Rd
Highland Blvd
Delbrook Ave
E Braemar Rd
Dempsey Rd
Ridgewood Dr
Paisley Rd
Edgemont Blvd
W Queens Rd
E 29th St
William Ave
Fromme Rd
Ross Rd
E 27th St
Lynn Valley Rd
Kirkstone Rd
Lonsdale Ave
Mountain Hwy
Arbutus Dr
Lillooet Rd
Berkley Ave
Sechelt Dr
Northlands Dr
Indian River Dr
Mt Seymour Rd
Deep Cove Rd
Fairway Dr
Mt Seymour Pkwy
Dollarton Hwy
Riverside Dr
Marine Dr
W 15th St
Welch St
W 1st St
W 3rd St
E 3rd St
Grand Blvd
E Keith Rd
Main St
IRON WORKERS MEMORIAL BRIDGE
LIONS GATE BRIDGE
99
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MAP 5
THE DISTRICT OF NORTH VANCOUVER
ROADS AND GOODS MOVEMENT CONCEPT MAP
0 250 500 1,000 1,500 2,000 2,500 Meters
PUBLISHED: April 8, 2011
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PART 2 | Community Development

6 Social Well-Being

7 Housing

8 Economic Development

9 Environmental Management

10 Climate Action

11 Infrastructure

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6 Social Well-Being

2030 TARGET

a community hub facility within easy access of every centre

Local governments have a critical role to play in making neighbourhoods healthy, vibrant, diverse and inclusive. Fulfilling this role requires a combination of direct municipal action as well as partnering with various organizations, government agencies and non-profit service providers. **The District's objective is to foster a safe, socially inclusive and supportive community that enhances the health and well-being of its residents.** OCP policies related to social well-being contribute to the health and vitality of the District and strive to address the needs of all citizens, including those that are most vulnerable and marginalized. These policies are also aimed at empowering the community to develop services and supports to meet its own needs. Increasing demands for existing services, changing demographics and other emerging issues, require that the District respond in a coordinated and comprehensive manner to ensure the continued livability and sustainability of the community. A Social Strategy will provide further direction on coordination and implementation of these OCP policies.

6.1 Citizen Engagement

6.2 Arts, Culture, Libraries, Leisure and Recreation

6.3 Community Services, Programs, and Facilities

6.4 Personal and Public Safety

6.5 Heritage and Archaeological Resources

6.1 Citizen Engagement

The District's objective is to involve citizens meaningfully in civic affairs and community life. Effective civic engagement builds strong communities, leads to greater public participation and interest in the things we share, and facilitates more responsive governance and better decision-making.

POLICIES

1. Provide opportunities for all citizens to meaningfully participate in civic affairs and community life
2. Utilize effective and leading edge communication tools and outreach efforts to enhance citizen engagement
3. Encourage and support community capacity building



6.2 Arts, Culture, Libraries, Leisure and Recreation

Arts, culture, recreation and library services play an enormous role in building a healthy and creative community. They are vital to the fabric of our community and strengthen our identity. **The District's objective is to support lifelong learning, active living and cultural and artistic expression.** Community spaces like libraries and recreation centres are heavily utilized and their effective provision along with delivery of associated services is key to community health. In addition to providing access to opportunities for learning, exercise and cultural expression, these various facilities also act as hubs for socializing and building community connectedness.

POLICIES

1. Foster an environment that promotes creativity and cultural expression and facilitates community access and engagement in arts and cultural experiences

2. Support the development and delivery of creative community events and activities that celebrate the full spectrum of diversity of the District, build on the District's unique identity and engage local residents, artists and businesses

3. Further develop working partnerships with local First Nations to foster the expression of their cultural identity

4. Promote healthy and active living and inclusive community participation in leisure and recreation activities throughout the District

5. Encourage and facilitate a broad range of leisure and recreation opportunities to match community needs and interests that are accessible through the development and coordination of public and non-profit services

6. Provide accessible library services and resources to facilitate lifelong learning for residents of all ages, backgrounds and abilities

7. Promote and provide technologies that improve access and efficiencies as part of the service continuum for libraries, arts, cultural and recreation services

8. Provide responsive and appropriate library, arts, cultural and recreation services to under-served and developing neighbourhoods



6.3 Community Services, Programs, and Facilities

The District's objective is to provide, facilitate and support a range of community programs and social services that meet the needs of the community. Most citizens need community support and social services at some point in their lives. A strong network of community programs and services for children, youth, adults, families, seniors, at risk populations, and those with a range of abilities and means, supports individuals and a healthy community.

POLICIES

1. Facilitate the delivery of accessible community services and social programs to meet the current and future needs of all District residents
2. Plan and support initiatives for an age and disability-friendly community
3. Facilitate the provision of accessible services, programs, and facilities that encourage seniors and people with disabilities to function independently
4. Promote the establishment and maintenance of affordable quality child care services
5. Support orientation and community services for welcoming new immigrants
6. Support the creation of a network of community hubs to provide services to residents in a coordinated and cost effective manner
7. Support the role of schools as neighbourhood centres of learning with comprehensive and integrated community facilities and services
8. Encourage the retention of sufficient space in surplus public facilities (schools, churches, recreation centres) to meet changing community needs (such as adult daycare, childcare)
9. Explore and pursue a variety of governance and partnership models regarding service delivery within municipal buildings
10. Enhance programming and service connections between outdoor and indoor community facilities
11. Support civic and community partners with resources, information sharing and collaboration in the achievement of District objectives
12. Encourage sustainable, local food systems through initiatives such as promotion of healthy, local foods and food production, and the facilitation of community gardens, farmers markets, urban agriculture initiatives in appropriate locations
13. Integrate opportunities for urban agriculture in planning Town and Village centres
14. Collaborate with Vancouver Coastal Health and other community partners in their efforts to provide increased access for all members of the community to safe, nutritious food
15. Develop a food policy that defines the District's vision and commitment to facilitating a food system that supports long-term community and environmental health

6.4 Personal and Public Safety

The District's objective is to create safe and caring communities. This means working proactively to prevent risks, and being able to respond to emergencies, crime and disorder in a collaborative and effective manner.

6.4 POLICIES

1. Ensure that effective and coordinated services supporting personal safety, including policing, emergency aid, fire safety, disaster response, and support services, are in place across the District
2. Support and advocate for coordinated programs and services to prevent and address crime, violence, and substance abuse
3. Work with community partners, stakeholders and service providers to address safety and security, crime prevention, education, victims' rights and to promote positive intercultural relationships
4. Review community policing models and provide community policing as appropriate
5. Prepare a fire service policy to define appropriate service levels
6. Locate fire halls strategically to deliver effective service and contribute to the fabric of the community
7. Facilitate the development of safe and accessible community and public spaces and consider crime prevention design principles and accessibility guidelines in their design and retrofit
8. Assess the potential risk of chemical industries in the District and prepare an appropriate development permit area with guidelines to assist in protecting development from such risks
9. Review community notification and emergency response measures related to industrial chemical hazards and facilitate effective community preparedness

Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents



6.5 Heritage and Archaeological Resources

Our rich cultural and natural history contributes greatly to the identity of the community and its sense of place. **The District's objective is to ensure that the community has a clear sense of identity and place and a legacy that links our past, present and future.** This means facilitating learning about our past, present and future while preserving our archaeological, heritage and cultural resources.

POLICIES

1. Support the preservation of our community's history and documentary of heritage in a publicly accessible repository of archival and cultural resources

2. Support the programs and services that enable people to understand and appreciate the community's rich and unique history

3. Support community-wide facilities which connect people from different areas, groups and generations and allow them to learn about each other and explore ideas together

4. Encourage the protection and enhancement of buildings and sites which have historic significance to the community by exploring opportunities to use the tools and incentives available under the Local Government Act

5. Encourage and facilitate the protection of archaeological and cultural sites in land development and management activities through coordinated efforts with First Nations governments, the Province and stakeholders

6. Support continued community involvement in identifying and advising on issues pertaining to District heritage resources and programming

7. Establish a Heritage Plan to implement the policies contained in the Official Community Plan





7 Housing

2030 TARGET

a net increase in rental housing units (overall percentage)

The profile of the District resident of today has changed significantly from that of 20 years ago. During this time there has been a noticeable demographic shift from a younger family-oriented community towards more seniors with fewer young adults and children. Our housing mix, comprised largely of detached single family homes, has not kept pace with the needs of this changing community profile. Providing more diverse and affordable housing choice is needed for seniors, young singles, couples, and families with children so that a wide mix of ages can thrive together and ensure a healthy, diverse and vibrant community. Emergency, transitional and social housing is also needed to support vulnerable populations. **The District's objective is to increase housing choices across the full continuum of housing needs.**

7.1 Housing Diversity

7.2 Rental Housing

7.3 Housing Affordability

7.4 Non-Market Housing and Homelessness

7.1 Housing Diversity

The network of centres concept provides important opportunities for increasing housing diversity and approximately 75 - 90% of future development will be directed to the four planned centres (Chapter 2). While growth will be restricted in detached residential areas, opportunities will exist to sensitively introduce appropriate housing choices such as coach houses, duplexes and small lot infill that respect and enhance neighbourhood character. Some flexibility is encouraged to enable residents to better age in place, live closer to schools, or have a mortgage helper. **The District's objective is to provide more options to suit different residents' ages, needs and incomes.**

POLICIES

1. Encourage and facilitate a broad range of market, non-market and supportive housing

2. Undertake Neighbourhood Infill plans and/or Housing Action Plans (described in Chapter 12) where appropriate to:

    a) identify potential townhouse, row house, triplex and duplex areas near designated Town and Village Centres, neighbourhood commercial uses and public schools

    b) designate additional Small Lot Infill Areas

    c) develop criteria and identify suitable areas to support detached accessory dwellings (such as coach houses, backyard cottages and laneway housing)

3. Develop design guidelines to assist in ensuring the form and character of new multifamily development contributes to the character of existing neighbourhoods and to ensure a high standard of design in the new Town and Village Centres

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

5. Require accessibility features in new multifamily developments where feasible and appropriate



7.2 Rental Housing

Entry into home ownership is increasingly challenging given the high housing prices in the District. Rental housing typically offers more affordable options for mid-to-low income groups, which may include single parents, students, young families and seniors. **The District's objective is to provide more alternatives to home ownership. Currently, only 18% of the dwellings in the District are rental.**

POLICIES

1. Explore increasing the maximum permitted size of secondary suites
2. Consider permitting secondary suites or lock-off units within townhouses, row houses and apartments
3. Encourage the retention of existing, and the development of new, rental units through development, zoning and other incentives
4. Facilitate rental replacement through redevelopment
5. Continue to limit the conversion of rental units to strata title ownership and require, where possible and appropriate, that new strata units be available for rental
6. Establish a minimum acceptable standard of maintenance for rental properties
7. Develop a rental and affordable housing strategy through Housing Action Plan(s) and/or Centres Implementation Plans
8. Support, where appropriate, parking reductions for purpose built market and affordable rental units
9. Encourage the provision of student housing at or near the campus of Capilano University
10. Support the addition of ancillary rental housing on church sites where additional development can be accommodated



Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

7.3 Housing Affordability

Lack of affordable housing in the District is often cited as a factor contributing to the loss of our "missing generation" of 20-40-year-olds and the inability of many local employers to find and retain staff. With approximately 2,645 households in core need of appropriate housing and 1,460 households spending at least half of their income on housing, our lack of affordability is widely felt. **The District's objective is to formulate development strategies and work with community partners and senior levels of government to provide housing for modest to moderate income residents.**

POLICIES

1. Reflect District housing priorities through an appropriate mix, type and size of affordable housing

2. Focus a higher proportion of affordable housing in designated growth areas

3. Apply incentives (including, but not limited to density bonussing, pre-zoning and reduced parking requirements) as appropriate, to encourage the development of affordable housing

4. Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to:

    a) including a portion of affordable rental or ownership units as part of the project

    b) providing land dedicated for affordable housing

    c) providing a payment-in-lieu to address affordable housing

5. Expand the District's Affordable Housing Fund to receive funds from non-municipal sources

6. Work with community partners and the Province to facilitate options for affordable housing and advocate the Federal government to develop a national housing strategy for affordable housing

7. Consider incentives such as reduced Development Cost Charges to facilitate affordable rental housing

7.4 Non-Market Housing and Homelessness

Emergency, transitional and supportive housing is needed to provide access to the full continuum of housing in the District. This section addresses the housing needs of our growing homeless population, those most at risk of homelessness, those with substance abuse and mental health issues, seniors who need support to remain living independently and others. Provision of such housing requires funding that the District cannot address on its own. **The District's objective is to work with senior levels of government and social service providers to support our most disadvantaged residents.**

POLICIES

1. Encourage non-profits, supportive housing groups, developers, senior levels of government and others to develop or facilitate the development of:

    a) transitional housing for homeless adults, families and youth

    b) supportive housing for those with mental health and/or addiction issues

    c) independent living units for people with disabilities

    d) assisted living facilities for people with cognitive and/or developmental disabilities

2. Work with community partners to explore opportunities for social housing, co-operative and innovative housing solutions

3. Continue to facilitate community facility lease policies to provide municipal land or infrastructure for services to vulnerable populations

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

5. Encourage other levels of government to contribute financial support and/or a portion of surplus lands towards appropriate and affordable housing for those with special needs

6. Continue to support regional efforts to eliminate and prevent homelessness on the North Shore

7. Continue to support non-profit agencies that provide short-term emergency and transitional shelter, food and access to social services for those in need

8. Support community partners in providing a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment, and food security; and to provide assistance for homeless people to facilitate their transition to independent living

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8 Economic Development

2030 TARGET

36,000 total jobs in the District by 2030

Ensuring a diverse and resilient local economy is one element of the community's vision. The OCP is a mechanism for creating and enhancing economic opportunity through land use policies that encourage new investment, quality jobs, and increasing tax revenue from the business sector (Chapters 2 and 3). The long-term economic vibrancy of the community also requires that the District is a "competitive" community from a business perspective and a place that continues to attract people and investment capital. **The District's objective for economic development is to become an increasingly successful, economically viable and dynamic community where existing and potential employers and employees want to be.** This may be achieved through OCP policies that support the attributes of a desirable community which in turn serve to attract and maintain business. It also means the District supports a full array of competitive local government services to meet the needs of business.

8.1 Maintaining the Attributes of a Competitive Community

8.2 Providing Competitive Local Government Services

8.1 Maintaining the Attributes of a Competitive Community

District policies influence the attributes that make the broader community attractive and competitive for new business start-ups and relocations, business expansions, new land and building development projects, new entrepreneurs, and well-educated highly-skilled people. The competitiveness of the community includes many non-economic factors such as the diversity of housing, the quality of community amenities and services, and the "sense of place" and vibrancy of the community. **The District's objective is to attract investment by maintaining the attributes of a successful and competitive community.** The policies below reinforce the economic benefits of directions provided elsewhere in this plan.

POLICIES

1. Establish housing mix policies that support a balanced and diverse supply of housing
2. Create and maintain safe, beautiful, and inclusive neighbourhoods and centres
3. Encourage appropriate and compatible economic activity in all areas, including but not limited to:
    a) Home-based businesses in residential areas
    b) Office, retail and live-work in and adjacent to centres
    c) Industrial and light industrial in employment lands
    d) Education, research and other in school and university sites
    e) Tourism and leisure in commercial, mixed-use and recreation areas
4. Advocate for improvements that enable goods and people to move easily through the District
5. Support initiatives to provide good access via roads and transit to the international airports
6. Advocate for expansion of post-secondary educational institutions and encourage integration opportunities between education, research and business innovation
7. Support and maintain the availability of outstanding recreation, parks, and cultural facilities and events
8. Maintain high quality infrastructure to support the business community
9. Encourage community services that support and welcome entrepreneurial migrants whose new ideas, knowledge and connections help drive new economic activity
10. Promote major job growth or intensification in locations and at densities that support travel by walking, cycling and transit

8.2 Providing Competitive Local Government Services

Local governments can influence public and private investment decisions and economic vibrancy through their policies and practices. Burdensome regulations, uncompetitive taxes and charges, and lengthy or unpredictable decision-making can all undermine the climate for investment, and hence, economic activity. **The District's objective is to create a supportive position that helps generate economic activity and benefits for the whole community.**

POLICIES

1. Support the creation of a business-friendly environment
2. Work to reduce permit approval times and to simplify and streamline regulations
3. Periodically review fees and charges and taxes for competitiveness
4. Periodically review and assess regulations for relevance and ease of use
5. Direct all municipal departments to be customer-oriented in providing services
6. Promote the District as an excellent place to do business
7. Devise and implement specific economic development programs as and where necessary
8. Seek partnerships with North Shore municipalities, First Nations governments, regional, provincial and federal authorities, businesses, academic institutions, non-profit organizations and others to achieve mutual economic development objectives



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9 Environmental Management

2030 TARGET

integrated stormwater management plans and implementation on all urbanized watersheds

Natural areas including our shorelines, rivers, streams, wetlands, and forested mountain slopes make up 70% of the District's overall land base. These areas provide a spectacular setting and strong identity for our community and also contain ecosystems that provide many functions necessary for our health and the well-being of a wide variety of plants and animals. They provide clean air and water, healthy soils, and a host of ecological services including rainwater interception, soil stability and temperature regulation, as well as outstanding recreational opportunities. **The District's objective is to protect and improve the ecological health of our natural systems.** This means preserving our rich natural heritage for future generations while enjoying it responsibly today.

9.1 Biodiversity

9.2 Urban Forest and Soil Systems

9.3 Aquatic Ecosystems

9.4 Natural Hazards

9.5 Air Quality

9.6 Community Stewardship

9.1 Biodiversity

The diverse forms of life and the habitats and natural processes that support them form the ecosystems that sustain life on this planet. Biodiversity is the foundation of the ecological services we depend on, such as photosynthesis, oxygen, the purification of air and water, and pollination of our crops as well as providing the natural resources that support our economies. Loss of habitat, habitat fragmentation and invasive species are some of the key threats to our local biodiversity. **The District's objective is to protect the ecological integrity of our diverse ecosystems.**

POLICIES

1. Identify and map ecologically important features and develop an Ecological Management Strategy to protect these features

2. Manage land uses to protect the ecological values of parkland while providing recreational opportunities (see Map 3, Parks and Trails Concept Map)

3. Consider the acquisition of environmentally sensitive areas for addition to the parkland system

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

5. Encourage and facilitate the protection of rare, endangered and vulnerable species and ecosystems through habitat management, enhancement and restoration

6. Use conservation tools including covenants, eco-gifting, land trusts and tax incentives to conserve lands supporting biodiversity on private property where appropriate

7. Facilitate the connection and restoration of ecologically important areas, natural features, and urban habitat areas to create a comprehensive network of diverse habitats and wildlife corridors within the District

8. Promote environmentally-friendly landscaping practices through the development review process and through stewardship initiatives

9. Develop and implement an integrated invasive species management strategy, with partners, to reduce the spread of invasive species

10. Support measures to prevent conflict between people and wildlife through community education initiatives and enhancements to wildlife corridors

11. Collaborate with other levels of government, First Nations governments, and community organizations to identify, manage and conserve ecologically important areas

9.2 Urban Forest and Soil Systems

The District's objective is to protect our forested character and enhance the health of our trees and soils. Trees in parks, riparian areas, streets, and trees on private property are all part of the urban forest and help improve community livability and ecological health. Trees improve air quality, sequester carbon, moderate local climate, provide habitat for wildlife, enhance walking and cycling routes, and control rainwater runoff. An equally important part of the urban forest is the soil system. Soil provides the foundation and nutrients for plant growth, absorbs and stores water, and filters water pollutants.

POLICIES

1. Promote the protection of the forested character of the District and remaining old growth trees both in urban and upland areas

2. Recognise the value of the ecological services provided by urban trees and encourage tree retention, replacement or compensation as guided by the District's development permit requirements and tree protection bylaws

3. Support the appropriate maintenance of trees and hazard tree removal

4. Manage the urban-forest interface to improve the species mix and mitigate risk of disease or hazards such as wildfire and windfall

5. Manage upland forested areas with a view to sustaining the forest for future generations

6. Seek to retain soils, prevent soil compaction, erosion and instability during development and ensure adequate soil depth for rainwater infiltration and vegetation growth

7. Facilitate Provincial Government regulation of contaminated sites through the development approvals process

Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities



9.3 Aquatic Ecosystems

Urban land uses can have a significant impact on water quality, base flows and the overall health of aquatic ecosystems. Increasing impervious surfaces, decreasing tree canopy, and reducing topsoil within urban watersheds alters natural hydrological systems and can result in contamination of rainwater, increased volumes of urban runoff discharging into local waterways, and less groundwater recharge which is critical in maintaining base flows in our streams. Coastal development can reduce shoreline and intertidal habitat and increase the risks of property damage from storms and sea level rise. **The District's objective is to encourage proactive management of our watersheds and foreshore areas to best maintain hydrological functions.**

POLICIES

1. Prepare and implement integrated watershed/storm water management plans for all District watersheds prioritizing watersheds containing key growth areas

2. Facilitate the protection and enhancement of streams, riparian areas and wetlands

3. Facilitate the maintenance of fish passage in all streams and restore habitat and connectivity in riparian areas of the District

4. Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to reduce runoff volumes, improve water quality, and recharge groundwater

5. Design new and replacement drainage infrastructure, including biological treatments, to enhance water quality and to reduce the volume of runoff entering watercourses

6. Facilitate the protection and maintenance of groundwater levels where appropriate, and manage the amount of groundwater pumped into drainage infrastructure

7. Minimize pesticide use through implementation of the Pesticide Use Control Bylaw, education initiatives promoting alternatives to pesticide use, and working with local businesses to eliminate the sale of cosmetic pesticides

8. Work with business and senior agencies to develop integrated spill and pollution event response plans

9. Establish a new Marine Foreshore Development Permit Area to protect and improve the health of the marine foreshore

10. Enhance access to publicly owned marine shorelines where appropriate while protecting coastal habitat

9.4 Natural Hazards

The presence of steep slopes, creeks, ravines, floodplains and forested lands combined with occasional extreme weather activity make some areas of the District susceptible to natural hazards including landslide, debris flow, flood and wildfire. **The District's objective is to reduce and mitigate the risk associated with natural hazards.** Development in areas prone to natural hazards requires special consideration due to concerns for personal safety and risk of property damage as well as potential impacts to natural environments.

POLICIES

1. Develop and implement natural hazards development permit areas in relation to landslide, flood, debris flow and forest interface wildfire risks

2. Facilitate mitigation measures to reduce risks of landslide, flood, debris flow and forest interface wildfire

3. Continue to develop information and communication systems to advance the natural hazard management program

9.5 Air Quality

Good air quality is important to the health and well-being of District residents and ecological systems. While management of air quality is a Regional and Provincial responsibility, land use, transportation, environmental and energy planning can have implications for local air quality. **The District's objective is to help facilitate good air quality locally and regionally.**

POLICIES

1. Support regional directives to monitor and manage air quality

2. Consider public health implications, including air quality and noise, in the evaluation of new developments and other planning activities

3. Encourage new and innovative clean fuel alternatives for vehicles and supportive infrastructure such as electric charging stations, hydrogen highway and others

4. Promote anti-idling education initiatives

9.6 Community Stewardship

The health of our natural environment affects all of us and we have a shared responsibility in conserving, protecting and restoring ecological systems. Environmental education and partnerships build an awareness of our natural systems, an understanding of how our actions can alter these systems, and enable the celebration of our shared natural heritage. **The District's objective is to create a stewardship ethic where citizens and businesses engage in environmental efforts.**

POLICIES

1. Continue to coordinate and partner with senior governments, neighbouring municipalities, local First Nations governments, the School District, local businesses, and community organizations in the delivery of environmental stewardship initiatives

2. Facilitate the delivery of programs in District parks to advance environmental sustainability objectives

3. Work with land owners to conserve and enhance habitat on private lands

4. Promote community education initiatives aimed at building environmental awareness

5. Recognize and support the efforts of local volunteer groups in promoting environmental stewardship





10 Climate Action

2030 TARGET

33% reduction in community greenhouse gas emissions

Climate change is a global reality that affects us at a local level. The OCP's network of centres concept establishes an urban structure that will allow people to live closer to jobs, shops, and services which will result in reduced per capita transportation-related greenhouse gas emissions. Taking other actions to reduce our reliance on fossil fuels, improve our energy efficiency, and adapt our infrastructure for changing environmental conditions is good long-term policy. Such actions can also help reduce common air contaminants that may impact human health. It is a legislative requirement for municipalities to establish greenhouse gas reduction targets, take steps to become more complete and compact communities and implement measures to achieve emission reduction targets. **The District's objective is to become a more energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change.**

10.1 Energy-Efficient Buildings

10.2 Alternative Energy Supply Options

10.3 Waste Management

10.4 Climate Change Adaptation

10.1 Energy-Efficient Buildings

Buildings in the District contribute around 50% of our community's greenhouse gas emissions. **The District's objective is to improve the energy efficiency of new and existing buildings.** As well as supporting other climate change initiatives, efficient buildings are resilient to higher energy prices and reduce the load on infrastructure. The District has developed a green building strategy and development permit guidelines for the conservation of energy and water for new multifamily residential, commercial and industrial buildings (See Schedule B).

POLICIES

1. Promote the development of green/energy-efficient buildings for new multifamily, residential, commercial, industrial and institutional buildings
2. Encourage residential energy conservation and building retrofits and promote access to senior government grants and incentives to achieve this
3. Advocate for energy efficiency ratings to be established in all homes for sale/resale
4. Work with other levels of government, energy providers and the business community to facilitate emissions assessments and to develop energy and greenhouse gas reduction strategies

10.2 Alternative Energy Supply Options

In addition to reducing energy consumption, it is important that we explore renewable energy sources and systems to reduce greenhouse gas emissions and that we reduce our dependency on fossil fuels. **The District's objective is to encourage alternative energy sources and systems that lower greenhouse gas emissions.**

POLICIES

1. Undertake feasibility assessments of district energy systems and advance these, where appropriate, through partnerships and the planning and redevelopment process
2. Encourage and facilitate new development to be district energy ready with hydronic systems where appropriate
3. Explore opportunities for a heat recovery system from the proposed sewage treatment plant
4. For large developments undergoing rezoning require developers to conduct energy efficiency and alternative energy assessments
5. Investigate potential renewable energy resources and applications including geoexchange, solar and biomass-based technologies, and consider use of incentives for homeowners undertaking green energy improvements
6. Work with North Shore municipalities, Metro Vancouver, First Nations governments and other partners to advance opportunities for integrated, alternative energy systems such as Integrated Resource Recovery and carbon offset opportunities such as aforestation

10.3 Waste Management

After buildings and transportation, waste is the third most significant source of greenhouse gases and currently contributes around 4% of carbon dioxide emissions in our community. Waste diverted to landfill sites has long-term environmental impacts and precludes opportunities to use these resources more effectively. **The District's objective is to reduce the waste we generate and use the waste we do generate as a resource.**

POLICIES

1. Support a "zero waste" philosophy and advance efforts to reduce, reuse, recycle and compost, building on the successes of existing programs such as North Shore Recycling Program
2. Work with Metro Vancouver and other partners to initiate an organic waste pick-up and composting program in the District
3. Pursue further limits on residential waste once curbside composting is established
4. Facilitate extension of recycling service to multifamily and commercial developments
5. Explore opportunities with partners to use waste as a resource
6. Promote product stewardship from retailers and manufacturers to provide recyclable, returnable and/or biodegradable product packaging



Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

10.4 Climate Change Adaptation

Effective means of climate change mitigation include lowering our greenhouse gas emissions through more efficient land uses and transportation systems, reducing our need and reliance on conventional energy supplies and improving our waste management. At the same time as we seek to limit our contribution to climate change, it is also important to prepare for its impacts. **The District's objective is to adapt proactively to climate change.** This means integrating a climate change perspective into our infrastructure design and maintenance, ecosystem management and emergency preparedness.

POLICIES

1. Work with the North Shore Emergency Management Office and service organizations to prepare for and respond to emergencies created by extreme weather events

2. Work with federal, provincial, North Shore municipal and First Nations governments, Metro Vancouver, and other partners to assess potential climate change risks to our community to inform asset management decisions and to guide community and infrastructure planning and design

3. Encourage the management of shoreline areas to adapt to potential climate change impacts as well as to protect ecologically sensitive areas

4. Consider climate change implications in environmental management efforts to conserve biodiversity and enhance forest health





11 Infrastructure

2030 TARGET

available funding accommodates both aging infrastructure and the demands of growth

The District owns and operates a wide array of physical infrastructure assets, ranging from civic buildings and facilities (libraries, recreation centres, fire halls, municipal hall) to roads, utilities (water, sewer), and parks and public space improvements. A significant portion of our infrastructure is reaching the end of its useful life and planning for replacements needed in the next 20 years is underway. To provide a sustainable level of service for future generations, asset management planning needs to factor in appropriate service levels, the life-cycle of infrastructure, and long-term replacement and maintenance costs. **The District's objective is to maintain our municipal infrastructure in good working order to sustain the public health, safety and economic well-being of our residents.**

11.1 Infrastructure Planning and the Network of Centres

11.2 Utility and Service Provision and Environmental Integrity

11.3 Infrastructure Maintenance

11.1 Infrastructure Planning and the Network of Centres

The District's objective is to maximize infrastructure efficiencies. Infrastructure, roads, and land use strongly define the urban structure of the District. Most of our future growth will be directed to centres and corridors. Efficiencies can be achieved and use of municipal assets maximized by focussing these in centres where they are most easily accessed by the greatest number of people.

POLICIES

1. Focus infrastructure investment within Town and Village Centres and strategic corridors connecting them
2. Limit infrastructure extension beyond the urban containment boundary
3. Reinforce community pride and sense of place through sensitive design of public facilities and infrastructure
4. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies
5. Design facilities and infrastructure to respond to the various and changing needs of District residents and to changing technologies



11.2 Utility and Service Provision and Environmental Integrity

Reducing the energy consumption and enhancing efficiencies of municipal infrastructure and services makes good financial sense and is beneficial for the environment. **The District's objective is to lead by example by providing infrastructure that is energy-efficient and promotes environmental stewardship.**

POLICIES

1. Design new District facilities and infrastructure to be energy-efficient with low greenhouse gas emissions

2. Encourage low impact development and stormwater management best practices to protect local watersheds and stream hydrology

3. Utilize the ecological services provided by natural systems (such as rainwater interception, water quality treatment) and restore or "day-light" culverted sections of creeks wherever practical

4. Integrate and co-locate infrastructure and facilities to take advantage of energy and resource system opportunities such as capturing waste heat, heat exchange, energy generation and stormwater reuse

11.3 Infrastructure Maintenance

Our municipal infrastructure must support the social, environmental, and economic well-being of our community in a fiscally responsible manner. **The District's objective is to maintain infrastructure in good working order within the District's ability to pay.** Providing the right level of service, undertaking regular maintenance and replacement programs, anticipating future needs, and planning long-term are essential for sustainable infrastructure management.

POLICIES

1. Develop an asset management plan that coordinates long-term capital planning and management of municipal infrastructure using a systems-based approach
2. Adopt a long term life-cycle asset management perspective for the design, maintenance and renewal of infrastructure and facilities
3. Build community awareness of infrastructure/asset management risks and choices and balance service levels with financial, social and environmental impact
4. Prioritize maintenance, renewal and replacement programs and projects to reduce environmental, social and financial risks
5. Continue to recover utility operation and maintenance costs through user fees and charges
6. Regularly review development cost charges to ensure new developments pays for the additional services they require

BACK TO TABLE OF CONTENTS



PART 3 | Plan Management

12 Plan Implementation

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12 Plan Implementation

12.1 Plan Amendment and Review

12.2 Plan Monitoring: Indicators and Targets

12.3 Plan Implementation Strategies

12.4 Financial Statement

12.5 Consolidated List of Land Use Designations

12.1 Plan Amendment and Review

This Official Community Plan provides a long-term vision for the District and policy guidance to achieve this vision. For it to be effective, it is important that municipal decision-making and policy implementation are consistent with the objectives and commitments laid out in this plan. This approach provides direction and assurance to our stakeholders, partners and residents alike. At the same time, due to the long-term horizon of a plan that looks out 20 years to 2030, it is also important for the OCP to be considered a "living document". As such, it is recognized that the OCP will be amended from time to time as the community evolves, our needs change, and new opportunities to achieve a bright and sustainable future emerge. The key will be for plan amendments to reflect genuine worth and value to the community.

To ensure the ongoing validity of this plan, an OCP review will occur every 5 years. At the time of this review, and through the various implementation strategies detailed in section 12.3, public involvement will be essential in keeping this OCP relevant and alive. Monitoring of progress towards the OCP's vision and goals will also be provided through the Plan's Indicators and Targets.

12.2 Plan Monitoring: Indicators and Targets

As a living document that sets a path to the future, it is useful to establish targets to help identify what it is we are striving to achieve in the OCP. For this reason, Chapters 1 through 11 of this plan each refer to a **headline target** to reflect one significant element of the chapter. In some cases these targets reflect official regional or provincial figures, and in many cases they represent "stretch" targets that may require further development with the community. In addition to the headline targets, a series of **community indicators** have also been established. These indicators are intended to capture the broader scope of our community's objectives and represent some of the indicators we need to monitor to assess our progress towards realizing our vision for the future. Together, these targets and indicators measure a number of the OCP's social, economic, and environmental goals and can be thought of as constituting a sustainability or "triple bottom line" approach to evaluation. **The targets and indicators proposed here may be modified and/or supplemented as needs change and progress towards the OCP's vision is made. These targets and indicators are provided for reference within the OCP.**

Progress towards these targets and assessment of these indicators will inform periodic monitoring of the OCP. In addition to the 5-year OCP reviews, a report to Council outlining OCP status and progress is anticipated to be prepared every 1-to-2 years according to need and the availability of data. It is also anticipated that members of the public and/or community stakeholders be involved in the ongoing monitoring and implementation of the plan, through citizen advisory-type working group(s).

FIGURE 3: TARGETS AND INDICATORS

OCP Policies	2010 Baseline	2030 Target	Additional Community Indicators
Growth Management	Estimate 5-10% of existing residential units are within the 4 key centres	**75-90% of new residential units located in 4 key centres within the Network of Centres**	• # of new units in 4 key centres: Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine • # of existing and new units located within all centres and corridors of the network of centres • # of new units outside the urban containment boundary
Urban Structure	70% detached, 30% attached housing units	**Housing mix of 55% detached, 45% attached units**	• % of new multifamily units within and outside of commercial residential mixed-use buildings • Square footage of new office and retail in Centres
Employment Lands	Estimate 5.9 million square feet in employment lands	**33% increase in built square feet in employment lands**	• New square footage by tax class • Vacancy rates • New incorporations
Parks and Open Spaces	Exceeding the existing parkland standard of 2 ha community and neighbourhood park/1000 residents as measured District-wide	**Increase park, open space and/or trails in growth centres and continue to exceed minimum standard of 2 ha for community and neighbourhood park/1000 District-wide**	• % of District residents living within 400m of a Neighbourhood park or open space • % of District residents living within 800m of a Community or District park • Ha of District, Community and Neighbourhood levels of parkland; and all types of parkland per 1,000 residents • km of new trails and greenways
Transportation Systems	15% of the commute and 21% of all trips are by walking, cycling or transit	**35% of District resident trips are by walking, cycling or transit**	• Mode split % of journey to work by car, transit, walk, cycle (census) • Mode split % of all trips by car, transit, walk, cycle (trip diary data) • Average trip distance by car, transit, walk, cycle • Transit service and frequency • % of transit stops that are fully accessible • New kilometres added to bicycle and pedestrian networks
Social Well-Being	Gaps in the continuum of community services and facilities across the District	**A community hub facility within easy access of every centre**	• # of community facilities, visits, and range of services/programs • Homelessness count and # of supportive housing units • # of families living below the Low Income Cut Off and child poverty rate • # of childcare spaces/#children • Population profile: % children, youth, young adults, families, seniors • surveyed sense of place, community identity and pride, social inclusion and cohesion

OCP Policies	2010 Baseline	2030 Target	Additional Community Indicators
Housing	82% owned, 18% rented units	**A net increase in rental housing units (overall percentage)**	• % of affordable and rental units • % of physically accessible units • % of multifamily units that are ground-oriented • Mix of unit sizes in apartments
Economic Development	22,000 fixed workplace jobs (up to 27,000 total jobs including no fixed workplace)	**36,000 total jobs in the District by 2030**	• % of District jobs that are full-time • Job-to-residents ratio or jobs-to-labour force ratio • Tax competitiveness in Metro Vancouver • % of District residents working in the District and/or North Shore
Environmental Management	Stormwater management is site specific; integrated stormwater management plans not yet developed for our urban watersheds	**Integrated stormwater management plans and implementation on all urbanized watersheds**	• # and length of healthy and fish accessible salmonid streams • % of tree canopy coverage in urbanized areas • Presence of invasive species in parks • Amount of protected natural parkland or conservation areas • Stream health as measured through methods such as IBI index (benthic invertebrates)
Climate Action	410,000 tonnes of carbon dioxide emitted annually by the community	**33% reduction in community greenhouse gas emissions**	• # of new buildings complying with Green Building Strategy • # of town and village centres and developments with alternative energy systems • % of fossil and renewable energy in the community • % of reduction in corporate emissions • Waste diversion rate • # of solar applications
Infrastructure	Municipal maintenance and replacement costs exceed available funding	**Available funding accommodates both aging infrastructure and the demands of growth**	• Long range financial plans, asset plans, and annual budgets in place • Financial reserve levels adequate • Development contributions leveraged to meet community needs

12.3 Plan Implementation Strategies

This OCP addresses a broad range of issues affecting community life in the District. Achieving the different elements of its vision will require a broad range of implementation strategies. Developed as an Integrated Sustainable Community Plan, the OCP is intended to work synergistically with a number of other municipal policy documents to ensure an integrated and holistic approach to realizing our social, economic and environmental goals.

12.3.1 PLANNING HIERARCHY

This plan establishes four levels of planning in the District: the Official Community Plan, Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans. The District OCP provides community-wide goals and an overarching policy framework to guide progress towards these goals. More detailed Centres Implementation Plans apply to identified centres or other significant geographical sub-areas of the District. Neighbourhood Infill Plans are undertaken for smaller geographical areas within neighbourhoods to assess their suitability for sensitive intensification. Strategic Action Plans define detailed priority actions and strategies to achieve the goals and objectives of the OCP on a theme or sector basis. **The preparation of plans at all levels of the planning hierarchy will involve meaningful public and stakeholder consultation.**

FIGURE 4: PLANNING HIERARCHY



The **OCP** provides an overall growth management strategy and urban structure for the District. Its vision, goals, and policies provide a framework for more detailed implementation strategies.

Centres Implementation Plans are guided by the OCP and provide more detailed planning for significant geographical areas such as Town and Village Centres.

Neighbourhood Infill Plans are guided by the OCP and provide more detailed planning for small geographical areas or portions of neighbourhoods.

Strategic Action Plans are guided by the OCP and provide detailed implementation strategies in thematic areas such as housing or transportation.

For the **Official Community Plan** to be effective and comprehensive, an overall municipal perspective is required to formulate a growth management strategy, organize the preferred urban structure and transportation network, coordinate a system of parks and open space, promote social health and well-being, and guide municipal infrastructure, facilities and other capital programs. Importantly, the OCP contains land use and transportation maps, design guidelines and development permit areas that specify policies in these areas. Schedule A containing policies in relation to the 4 priority growth centres (Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood Village Centre and Lower Capilano - Marine Village Centre) also forms part of the OCP. Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans implement the District OCP and must therefore be consistent with OCP policy directions. These secondary plans should be thought of as strategic tools for achieving OCP goals at a more localized or sector-specific level.

Centres Implementation Plans are anticipated to be undertaken or updated, as a first priority, in areas where change is most likely to occur and where OCP goals can best be achieved. In accordance with the growth management and urban structure principles laid out in this plan, Centres Implementation Plans are primarily expected to address components of the network of centres concept: Town Centres and Village Centres. However, this plan also provides for other sub-areas, or special study areas such as Capilano University or employment districts, to emerge as the subjects of Centres Implementation Plans where necessary or appropriate.

Secondary planning will perform a number of functions such as addressing planning issues affecting specific areas of the District in more detail, facilitating the application of the general principles expressed in this District OCP, guiding the orderly redevelopment of specific areas of the District, establishing design guidelines that reflect the unique characteristics of a location, and providing effective transitions between adjacent land uses. The policy framework for Centres Implementation Plans is to be guided by the District OCP. The social, economic and environmental goals and policies laid out in this plan can be thought of as providing "terms of reference" for eventual sub-area planning. Centres Implementation Plans are expected to use the portfolio of land use designations provided by the OCP and may lead to amendment of the OCP land use map.

Neighbourhood Infill Plans may be undertaken for smaller areas where a change of land use or density may be appropriate. This may include portions of residential neighbourhoods in transition or under redevelopment pressure because of adjacency to a centre, corridor or existing commercial, institutional or higher density uses. Alternatively, neighbourhood infill planning may be undertaken to determine the potential for small-lot infill areas or pilot projects. The intent of infill level planning is to enable a more geographically focussed approach to meeting the housing and land use needs of neighbourhoods outside of the network of centres. Significant consideration will be given to ensure any land use changes fit sensitively with neighbourhood character. Neighbourhood Infill Plans are expected to use the portfolio of land use designations provided by this plan and may lead to amendment of the OCP land use map.

Strategic Action Plans apply to specific themed or subject-based components of the OCP. It is anticipated that they will generally have a shorter time frame than the 20-year horizon of the OCP. As implementation strategies, these plans are expected to focus on identifying feasible, cost effective programs or actions that implement OCP goals and objectives, which may include identifying capital projects. As with sub-area plans, Strategic Action Plans are expected to be consistent with the community vision and goals expressed in the OCP. Strategic Action Plans to be undertaken to support the OCP are anticipated to include (but are not limited to):

- Economic Strategy
- Parks and Open Space Strategic Plan
- Transportation Plan
- Social Strategy
- Recreation Facilities Plan
- Cultural Strategy
- Housing Action Plans
- Climate Action Plan
- Land Strategy
- Ecological Management Strategy

Importantly, the District OCP is adopted by bylaw while sub-area Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans are approved as policy documents by Council resolution. Where further policy work identifies a need or benefit to change OCP directions expressed in this plan, including changes to the land use map, the OCP may be amended to ensure it remains a relevant and effective legislative tool to achieve the community's sustainability goals.

12.3.2 TRANSITIONING FROM LOCAL AREA PLANS (LAPS)

After the last District-wide OCP was adopted in 1990, nine Local Area Plans (LAPs) were prepared as geographically based, sub-area plans to provide more detailed information regarding land use and density, transportation, servicing and parkland requirements, housing and amenity provisions. Some LAPs were also accompanied by specific design and environmental guidelines. These LAPs were completed incrementally over a 16-year period:

- Alpine Area OCP (1990)
- Lower Lynn OCP (1993)
- North Lonsdale Delbrook OCP (1995)
- Lower Capilano (1996)
- Upper Capilano (1999)
- Lynn Valley Plan (1998)
- Maplewood Local Plan (2002)
- Seymour Local Plan (2004)
- Lynnmour/Interriver Local Plan (2006)

LAPs played an important role in setting the direction of various neighbourhoods and their development was accompanied by extensive public engagement. Members of our community contributed their expertise and shared their local knowledge to enrich the local area planning processes. **These local plans have served this community well and the general land use directions from LAPs have been respected and incorporated into the Land Use Map (Map 2) of this OCP.** Existing local area level design guidelines, in addition to design guidelines being prepared for the four centres of growth and change designated in this plan, are or will also be integrated into the OCP.

Prepared and adopted mostly in the 1990s, many LAPs are now outdated and do not consider a number of the issues facing the community today (such as our demographic challenges and economic conditions) or meet the current legislative requirements of OCPs (such as affordable housing and greenhouse gas reductions). In the absence of established and consistent guidelines for their development, the nine plans also exhibit different levels of detail and the lack of integration between plans has meant land use and growth management in the District has lacked a coordinated direction. **The policies and objectives provided in this District-wide OCP consolidate the general directions from existing LAPs to provide an integrated basis to ensure community planning addresses today's needs and challenges in a coordinated manner.**

Section 12.3.1 describes a "planning hierarchy" to guide future community planning in the District consisting of the OCP, Centres Implementation Plans, Neighbourhood Infill Plans, and sector-specific Strategic Action Plans. Land use concepts and guiding policies for the four primary growth centres (Lynn Valley, Lower Lynn, Maplewood and Lower Capilano - Marine) are included as Schedule A of this OCP. It is anticipated that implementation of these four growth centres will occur through the preparation of more detailed Centres Implementation Plans as a priority. This OCP also provides for implementation to occur through additional Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans. Preparation of these plans will involve extensive consultation with associated neighbourhoods and community stakeholders. **Until such time as more detailed sub-area planning occurs at the centres or neighbourhood level, existing Local Area Plans will be used as reference policy documents to inform land use decisions in their respective areas.** Ongoing liaison with communities implementing centres plans and existing LAP policies (where relevant) will occur.

12.3.3 COMMUNITY AMENITY CONTRIBUTIONS

This OCP provides a growth management strategy and urban structure that support and integrate our social, environmental, and economic goals. The controlled redevelopment this growth management strategy directs will provide an opportunity to improve livability and to address existing or future needs in the community. **New development in the District will typically be expected to provide benefits to the community beyond the development itself.** If development requires a rezoning or plan amendment that involves an increase in density or a change from one land use to a higher land use, then that new development will, wherever possible, be required to provide a community amenity contribution (CAC) in the form of either a payment or a physical community amenity.

CACs will be implemented through the District's Community Amenity Contribution Policy which establishes the framework for the provision and value of community amenity contributions. The Policy allows the development industry, the community, staff and Council to share clear expectations regarding CACs as early as possible in the development process. It facilitates the development industry to be responsive to community expectations associated with new development.

The District's CAC policy includes the following key components:

- Direction regarding when community amenities are to be provided
- Considerations which will be factored into decisions relating to CAC contributions
- Items eligible to be considered CACs
- Dollar value of CACs
- Legal security for CACs

In addition to the District's Community Amenity Contribution policy, area specific CAC strategies will be prepared for Town and Village centres where growth is occurring to reflect specific amenities required to meet the planning objectives of the centres.

12.4 Financial Statement

Achieving our vision for the future of the community requires that financial sustainability, including taxpayers' ability to pay, be considered in all municipal decision-making. An analysis of the financial implications of the key strategic directions accompanied the development of this plan. **In addition to its environmental and social benefits, the urban structure or "network of centres" concept proposed by this plan brings long-term financial efficiencies to the operations of the municipality.** Concentrating population growth in specific centres allows for greater efficiency in service and infrastructure provision, resulting in reduced per capita costs. Enabling strategic residential and commercial growth in these centres and the more productive use of industrial and light industrial employment lands will provide greater net tax revenue for the District. Under this growth management model, increases in revenue are anticipated to exceed increases in service costs. At the same time, this model of growth management also provides opportunities for increased municipal revenue in the form of community amenity contributions and development cost charges that the municipality can use for improved amenities on behalf of the community. Implementation of the OCP's network of centres concept is anticipated to result in an overall enhanced financial, social and environmental setting for District residents. **Long-term financial planning and the allocation of District revenues and resources must be coordinated with the OCP towards the achievement of the community's diverse goals and objectives expressed in this plan.**

LONG TERM FINANCIAL PLAN

The District's objective is to achieve long term financial resilience in pursuit of the vision, goals and associated services included in the OCP. It recognizes these five elements as essential to developing its long-term financial plan and achieving this objective:

1. **Long-term service vision** - defined at the level of municipal programs, includes expected levels of service and intended outcomes for the community

2. **Supporting financial policy** - including clear statements on governance and efficiency, program costing and funding, growth related revenue, long-term funding for major capital requirements, and long-term fund balances required to achieve the goal of financial resilience

3. **Analysis and forecasting** - including the development of the necessary tools to model long-term policy impacts and changes in the fiscal environment

4. **Collaborative and participatory process** - including public and stakeholder engagement and a system for priority based budgeting guided by the long-term services vision

5. **Connection to other plans** - ensuring the long-term financial plan is inclusive of all approved plans, policies and interdependencies

12.5 Consolidated List of Land Use Designations

A consolidated list of all of the land use designations used in the OCP Land Use Map (Map 2) is provided in the table below. Policies and objectives relating to these designations are provided in Parts One and Two and Schedule A of the OCP. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term "Floor Space Ratio", as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does not regulate actual densities on individual lots, that being the function of the District's Zoning Bylaw. Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL. Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL. Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL. Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex, and attached row houses up to approximately 0.80 FSR.

RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY. Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT. Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT. Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 1. Areas designated for commercial residential mixed use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 2. Areas designated for commercial residential mixed use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 3. Areas designated for commercial residential mixed use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District's Centres. Development in this designation may include residential or commercial uses which encompass retail, office and service uses, or a mix of these residential and commercial uses.

COMMERCIAL. Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

INSTITUTIONAL. Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.

INDUSTRIAL. Areas designated for industrial are intended predominantly for a range of manufacturing, warehousing, transportation, service, and port-related uses. Limited office, limited retail and residential caretaker uses may be permitted.

LIGHT INDUSTRIAL ARTISAN. Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limitedoffice, and limited retail uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL. Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL MIXED USE - INNOVATION DISTRICT. Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses including limited institutional, and limited recreational uses may be permitted.

LIGHT INDUSTRIAL RESIDENTIAL MIXED USE - INNOVATION DISTRICT. Area designated for light industrial residential mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted.

PARKS, OPEN SPACE, AND NATURAL AREAS. Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

BACK TO TABLE OF CONTENTS



SCHEDULE A | Town & Village Centre Policies

Schedule A Table of Contents

LYNN VALLEY TOWN CENTRE 101
MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP 103
MAP 7: LYNN VALLEY TOWN CENTRE MOBILITY NETWORK MAP 109

LOWER LYNN TOWN CENTRE 111
MAP 8: LOWER LYNN LAND USE MAP 113
MAP 9: LOWER LYNN TOWN CENTRE MOBILITY NETWORK MAP 117

MAPLEWOOD VILLAGE CENTRE 119
MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP 121
MAP 11: MAPLEWOOD VILLAGE CENTRE NETWORK MOBILITY MAP 125

LOWER CAPILANO - MARINE VILLAGE CENTRE 127
MAP 12: LOWER CAPILANO - MARINE VILLAGE CENTRE LAND USE MAP 129
MAP 13: LOWER CAPILANO - MARINE VILLAGE CENTRE MOBILITY NETWORK MAP 134

Objectives for Town and Village Centres

OCP Schedule A includes land use concepts, mobility network concepts, and more detailed policy directions to inform the development of the four key growth areas which are identified in the OCP Network of Centres Concept Map (Map 1). These include: Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood Village Centre, and Lower Capilano Marine Village Centre. To achieve high quality town and village centre environments, and address the needs and opportunities of these respective communities, planning for each centre incorporates the following objectives:

1. Create a vibrant mixed use centre that serves as a focal point for the community
2. Accommodate a range of households through a diverse mix of housing types and tenures
3. Provide an engaging and interconnected open space network and public realm
4. Reduce the need for vehicle trips and improve pedestrian, bicycle and transit conditions
5. Become a more sustainable, energy and resource efficient neighbourhood
6. Support local employment opportunities and economic activities
7. Provide enhanced amenities to meet the community's needs
8. Facilitate and promote public safety
9. Integrate planning with surrounding neighbourhoods and adjacent jurisdictions
10. Reinforce the centre's identity and respond to local climate, context, history, landscapes and landmarks

Implementation of Town and Village Centre Policies

The land use concepts, mobility network concepts, and policy directions for each centre contained in Schedule A will be implemented through the preparation of more detailed Centres Implementation Plans (as outlined in Sections 12.3.1 and 12.3.2 of the OCP). Centres Implementation Plans are expected to be consistent with OCP policies and objectives, and will be prepared in consultation with respective local communities and stakeholders. Centres Implementation Plans may, where necessary, include (but are not limited to):

- Development permit area designations and guidelines
- Phasing recommendations
- Community amenity contribution strategy
- Traffic analyses
- Transitions to peripheral areas
- Utilities and servicing needs assessments
- Integrated stormwater management plans



Lynn Valley Town Centre

1 INTRODUCTION

Lynn Valley Town Centre is one of the District's two Town Centres in the OCP. Regionally, Lynn Valley is also identified as the District's Municipal Town Centre, which is a municipal-wide centre or hub with medium and higher density uses including residential, commercial, employment, recreational and civic. It is also a focus for potential frequent transit service. The land use policies for Lynn Valley Town Centre serve to accommodate approximately 2,500 new units within the timeframe of this OCP. Policies support the creation of a vibrant, compact and more complete community and direct and coordinate growth and redevelopment towards that vision.

Located in the heart of Lynn Valley, the Town Centre core is currently characterized by retail malls, and the new Lynn Valley library and civic plaza. Heritage buildings and features, parks and views to local mountains reflect the rich cultural and natural history of Lynn Valley. Building on the quality design, liveliness and sense of place initiated by the new Lynn Valley library and civic plaza, there is an opportunity to revitalize the Town Centre into a more vibrant, pedestrian oriented, mixed use centre with housing choices and inviting street level shopping along a High Street with sidewalk cafes and community spaces. Redevelopment of the Town Centre also provides an opportunity to increase the diversity of housing choices in an area close to services, shops, jobs and transit.

2 VISION

Lynn Valley Town Centre is envisioned as a well-designed pedestrian, biking and transit-oriented mixed use centre in the heart of Lynn Valley that celebrates its natural and cultural setting and strong sense of community. Building on the existing strong commercial core with recreation and civic uses, a mix of new residential, commercial and employment uses, park and community space, and green building design and infrastructure will create a more vibrant and complete community.

3 TOWN CENTRE POLICIES

3.1 LAND USE

Map 6 indicates the predominant land uses for Lynn Valley Town Centre.

3.1.1 GENERAL LAND USE

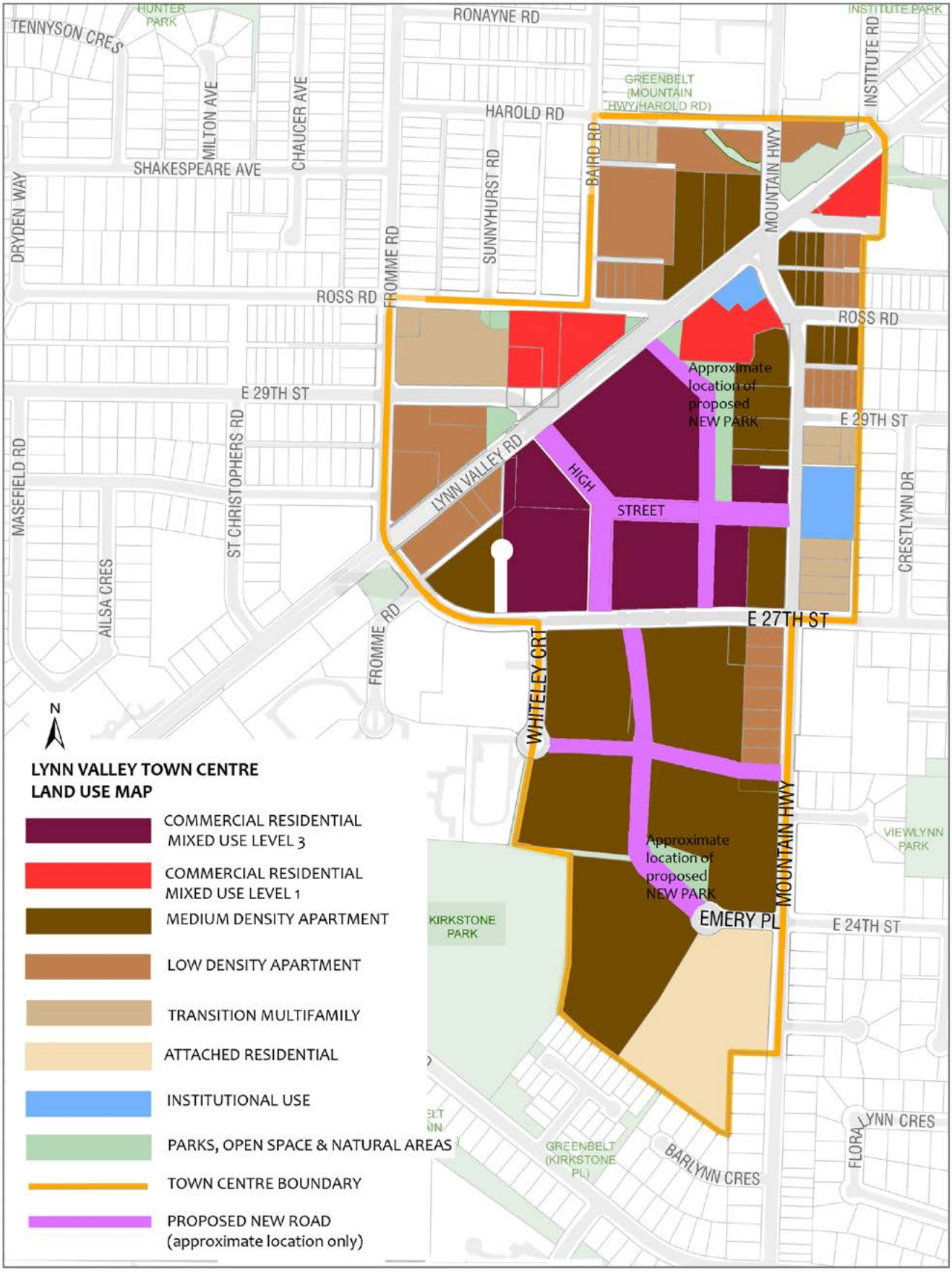
1. Locate higher density forms in the core of the Town Centre so that new residents may walk to and from shops, community and recreational services, cultural events and potential employment

2. Focus ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding low density residential areas

3. Provide for private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing

4. Establish a gateway to the Town Centre at the historic intersection of Mountain Highway and Lynn Valley Road

5. Establish East 27th Street as a predominantly residential street with similar character on both sides and potential for limited retail on the north side



MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP

3.1.2 HOUSING

1. Facilitate the provision of a diverse mix of multifamily housing forms and choices in the Town Centre to accommodate the needs of people at different lifecycle stages

2. Facilitate the provision of family housing in the residential area south of East 27th Street in the form of townhouses as well as apartments

3. Encourage redevelopment that includes units with more than 3-bedrooms that are suitable for families with children, and that may include flexible lock-off units

4. Facilitate the provision of new affordable and rental housing through the redevelopment of the Town Centre

5. Ensure that a portion of residential units in the Town Centre include adaptable design elements

6. Explore opportunities for the co-location of some ancillary housing for seniors on church sites

7. Consider the use of the District's old library site for a combination of market and non-market housing



Examples of potential housing forms for the Lynn Valley Town Centre area

3.1.3 COMMERCIAL AND EMPLOYMENT USES

1. Promote the retention of existing office uses and provide additional flexible office/retail space for local job opportunities according to the Lynn Valley Town Centre Land Use Map (Map 6)

2. Plan for sufficient additional retail and office space in the Town Centre in the next 20 years

3. Encourage redevelopment in which smaller commercial units are wrapped around large format retail units to create active and engaging store fronts, and to facilitate regular breaks in the street wall to promote pedestrian access and connectivity

4. Promote flexible retail or office use on strategic sites in the Town Centre and within mixed use buildings to accommodate changing community needs

5. Incorporate a portion of covered space for indoor shopping and gathering

3.1.4 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Prepare a community amenity strategy for the Lynn Valley Town Centre to deliver community amenities and public benefits generally to include, but not limited to:

    - Affordable and non-market rental housing
    - Network of interconnected public gathering places including open space and plazas
    - Parks, greenways, trails, playgrounds and community gardens
    - Multi-purpose community space and daycare space
    - Community art and cultural facilities
    - Restoration of heritage features
    - Enhanced public recreation facilities and services

3.1.5 PARKS AND OPEN SPACES

1. Improve connections to existing parks and open space within and adjacent to the Town Centre through an integrated network of pedestrian walkways, sidewalks and trails according to the Mobility Network Map (Map 7)

2. Establish a strong pedestrian corridor to connect the library square to the Town Centre core and High Street

3. Create a Town Centre Green/Park south of the library square to connect with the High Street and consider opportunities for innovative stormwater management, community gardens and other recreational uses in this space

4. Protect natural parkland and local ecosystems including forest and riparian habitat, and seek to rehabilitate Hastings Creek at Lynn Valley Road

5. Create new park and greenway connections south of East 27th Street to provide additional park space for residents and to improve linkages between neighbourhoods, within the Town Centre and Kirkstone Park

6. Provide additional gathering spaces in the Town Centre and an urban plaza at a central location along the High Street

7. Design new urban spaces to promote public safety, provide attractive design elements (seating, lighting, public art, view corridors and landscaping) and encourage activity and vibrancy

8. Use public art, signage and other creative "way-finding" strategies in the Town Centre to enhance sense of place and to mark major trail connections and points of historical, recreational or other significance

Character sketches of the Lynn Valley Town Centre



Lynn Valley Road looking north-east



Mountain Highway at East 27th Street looking north

3.2 MOBILITY NETWORK

Map 7 provides a conceptual representation of the mobility network for Lynn Valley Town Centre.

1. Support a safe and integrated transportation network that includes all modes of transportation with an emphasis on walkability and strong pedestrian connections and plan road, transit, bike and pedestrian routes in accordance with the Lynn Valley Town Centre Mobility Network Map (Map 7)

2. Connect the Town Centre to outside destinations and explore opportunities to establish a north-south pedestrian/cycle route east of Mountain Highway

3. Maintain Lynn Valley Road and Mountain Highway as primary vehicular routes for Lynn Valley

4. Establish a pedestrian and vehicle oriented High Street in the core of the Town Centre to include generous sidewalks, weather protection, bike facilities and on-street parking

5. Encourage the majority of parking to be located underground, and explore opportunities for reduced parking standards and shared residential/commercial parking in concert with enhanced pedestrian, cycling and transit facilities

6. Work with the regional transportation authority to support the provision of frequent transit service to and from the Town Centre and support transit service with appropriately located lay-by areas and accessible, safe and attractive transit stops

7. Provide accessible and comfortable sidewalks in the Town Centre and provide safe and attractive pedestrian crossings of Lynn Valley Road, Mountain Highway and East 27th Street at strategic locations

8. Continue to explore innovative transit choices in the long-term

3.3 SUSTAINABILITY

1. Assess the feasibility of a district energy system for Lynn Valley Town Centre, and subject to the results of this analysis, encourage new development to be district energy ready

2. Promote the implementation of green building and water conservation practices

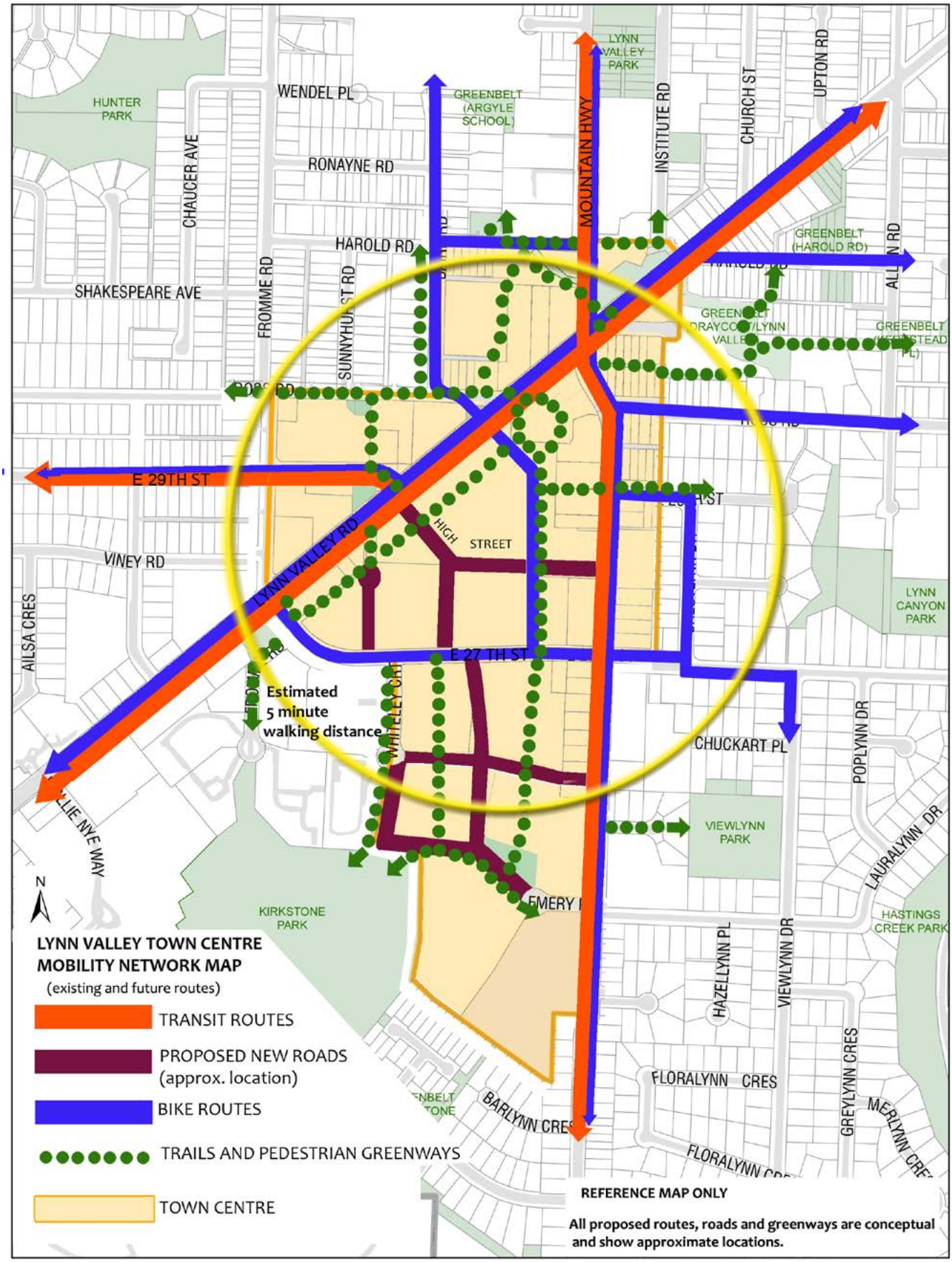
3. Integrate the natural environment into the Town Centre by planting native landscaping, protecting pocket parks and heritage stumps, and encourage innovative rain gardens/ rainfall capture features, green walls and roofs to utilize ecological services and reflect the natural context

4. Complete an integrated stormwater management plan for the Hastings Creek watershed and implement measures to maintain and enhance the health of the watershed

5. Require integrated stormwater management strategies for new development in the Town Centre and seek to manage and re-use stormwater on site to the greatest extent possible

6. Encourage community gardens and urban agriculture in open spaces and roof top gardens

7. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



MAP 7: LYNN VALLEY TOWN CENTRE MOBILITY NETWORK MAP

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Lower Lynn Town Centre

1 INTRODUCTION

Lower Lynn is one of two designated Town Centres in the OCP. Centrally located within the District at the Second Narrows bridgehead and connected to Lower Lonsdale via Main Street/Low Level Road, Lower Lynn has good access to transit, nearby parks and amenities, adjacent employment lands and numerous commercial uses. Lower Lynn is well situated for the creation of a complete community. In the regional context, Lower Lynn will be proposed, in consultation with the regional transportation authority, as a Frequent Transit Development Area with a greater mix and density of housing, commercial, employment and other uses to support frequent transit services. Over the next 20 years (and potentially longer) it is anticipated that approximately 3,000 units will be created in Lower Lynn Town Centre.

Existing land uses in Lower Lynn include light industrial, regionally oriented retail uses along Main Street, port industrial activity south of Main Street and single family homes east of Mountain Highway. The highway, railway lines serving the port and Lynn Creek are physical barriers that impact the connectivity of the Lower Lynn Town Centre with the surrounding area. The community has expressed a strong desire to rejuvenate and redevelop this area. Seylynn Village, a high-density mixed use development, has been approved at the north-eastern edge of Lower Lynn Town Centre and may catalyze redevelopment. With redevelopment, there is an opportunity to realize greater housing choices including rental and more affordable types. As well, the pedestrian and cycling network connections can be improved to Park and Tilford, Lynn Creek Park, and the trail network from the waterfront north to Inter-River Park. Pedestrian and cycling connections may also be facilitated to Seymour Creek and Maplewood in the future.

2 VISION

Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people of all stages of life, all incomes, with accessible places of work and convenient shopping, amenities and civic uses and services. Over time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore's natural environment.

3 TOWN CENTRE POLICIES

3.1 LAND USE

Map 8 indicates the predominant land uses for Lower Lynn Town Centre.

3.1.1 HOUSING

1. Accommodate a range of household types including seniors, young families and singles, and a range of income levels through a mix of residential unit types and tenures

2. Establish minimum requirements for the provision of affordable and rental units to be achieved through the Lower Lynn public benefit and community amenity provision strategy

3. Encourage redevelopment that includes an appropriate proportion of units suitable for families in terms of adequate unit size, number of bedrooms, access to private outdoor space and potential for "lock off" units

4. Require multi-family developments to include on-site play space for children where appropriate

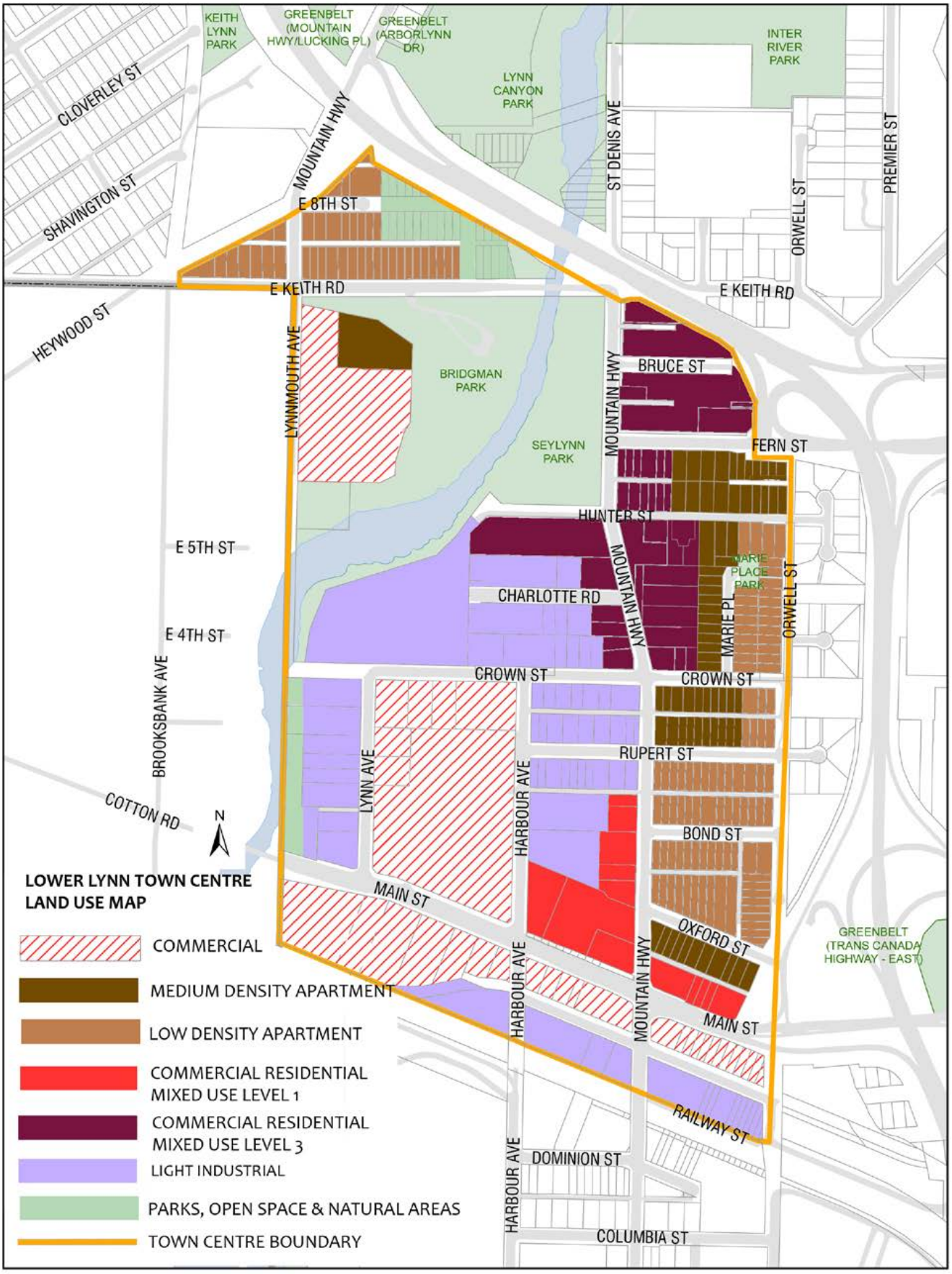
5. Consider, where appropriate, facilitating live/work units along Mountain Highway to provide a transition between residential and light industrial uses







Potential forms of development: tower/podium, mid-rise and ground-oriented



MAP 8: LOWER LYNN TOWN CENTRE LAND USE MAP

3.1.2 COMMERCIAL AND EMPLOYMENT USES

1. Focus new commercial floorspace and services in the "heart" and within Seylynn Village; and explore transitional commercial uses at the southwest corner of Mountain Highway and Crown Street

2. Support and encourage major office development

3. Support light industrial commercial uses and encourage intensification and diversification of such uses

4. Maintain Main Street as a regional destination commercial area

5. Facilitate effective buffering of commercial and mixed uses along Main Street from nearby industrial areas, and transition development sensitively to adjacent residential uses

6. Maintain the District's Works Yard in the medium term and consider alternative uses of this site that may support the Town Centre in the long term

3.1.3 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Provide a central plaza on the east side of Mountain Highway in the heart of the Town Centre and program it to support community activities and serve as a community focal point

2. Create a gateway to the heart at Mountain Highway and Crown through public realm improvements on the four corners

3. Prepare a community amenity strategy for Lower Lynn Town Centre to deliver community amenities and public benefits generally to include, but not limited to:

    a) Affordable and rental housing units

    b) Redevelopment of Seylynn Hall as a community centre

    c) Community space adjacent to Seylynn Park

    d) Neighbourhood park improvements including playgrounds at Seylynn and Bridgman Parks, and new neighbourhood park space to serve the area south of Crown Street and east of Mountain Highway

    e) Urban plaza including landscaping, street furniture and public art

    f) Enhancement of trails and greenways

    g) Other community amenities as identified to meet goals and objectives for Lower Lynn



Sketch of Lower Lynn Town Centre looking north up Mountain Highway

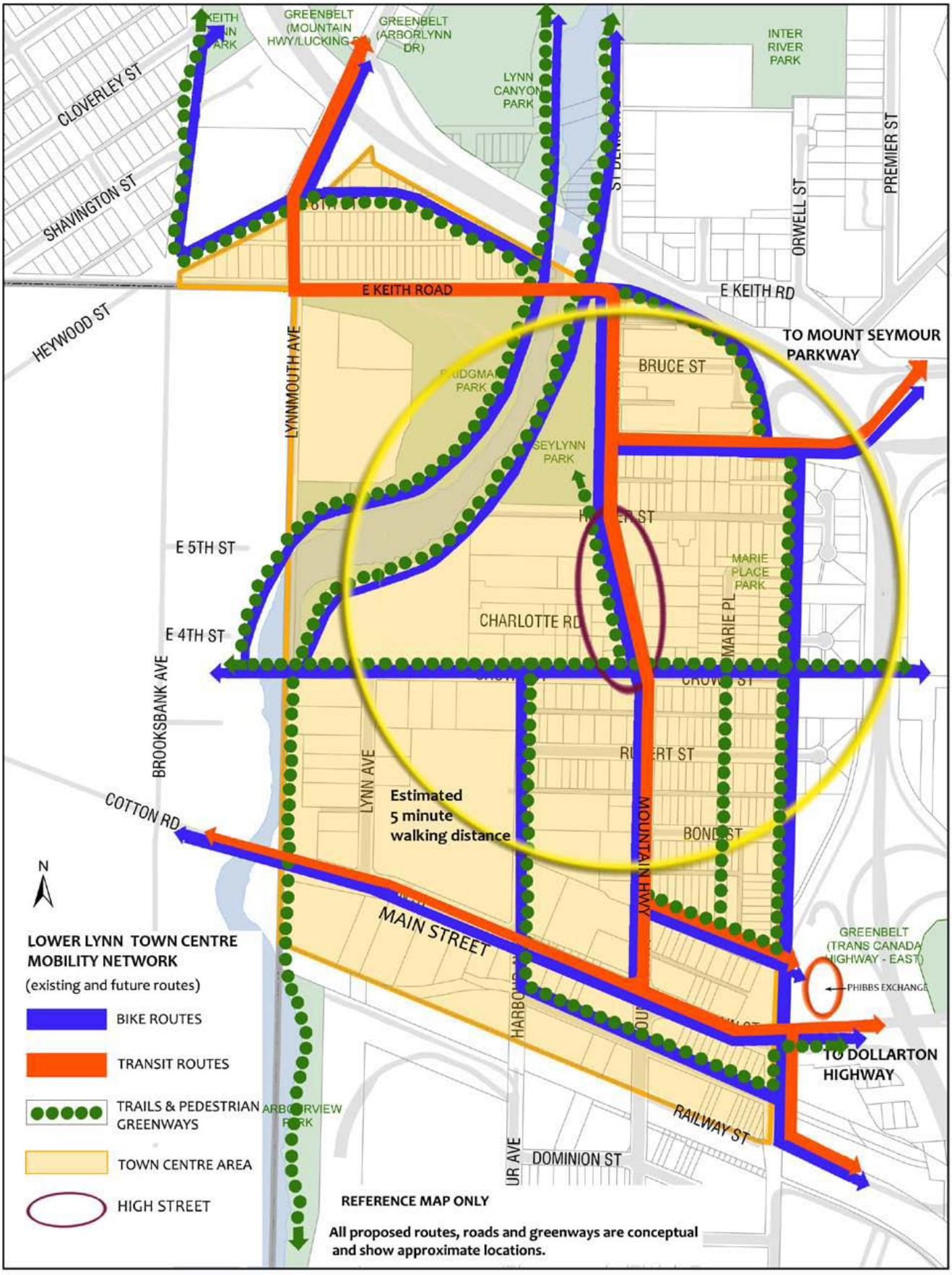
3.1.4 PARKS AND OPEN SPACES

1. Undertake trail improvements to enhance connections to the Lynn Creek trail system and Lynnmour School and neighbourhood
2. Establish Crown and Orwell Streets as greenways that prioritize walking and cycling
3. Upgrade Seylynn Park to address local recreational needs
4. Expand and upgrade Marie Place Park as a locally serving neighbourhood park
5. Facilitate creation of a new neighbourhood park south of Crown Street and east of Mountain Highway
6. Design open spaces with consideration of solar orientation, weather protection and typical use during different times of day
7. Design open spaces with consideration of crime prevention principles and maximization of passive surveillance

3.2 MOBILITY NETWORK

Map 9 provides a conceptual representation of the mobility network for Lower Lynn Town Centre.

1. Pursue transportation demand management strategies to encourage active travel modes and public transit
2. Work with the regional transportation authority to coordinate the provision of effective transit service and upgrades to Phibbs Exchange to support increased population and employment in Lower Lynn Town Centre
3. Work with the regional transportation authority to improve the integration of Phibbs Exchange into the community
4. Investigate the potential for new pedestrian/cycle bridges over Lynn Creek and over the Trans-Canada Highway along the Crown Street alignment
5. Improve the existing Lynn Creek trail to Lynnmour School under the Keith Road and highway bridges
6. Work with the Provincial transportation ministry and other governments to address highway interchange improvements including east-west connections to the Seymour area
7. Designate Crown and Orwell Streets as greenways and implement streetscape improvements that prioritize walking and cycling movements
8. Secure mid-block connections east of Mountain Highway at redevelopment
9. Provide a consistent and high quality sidewalk treatment on both sides of Mountain Highway
10. Develop way-finding measures and signage to direct pedestrians and cyclist to the community heart, Seylynn Park, Lynn Creek trail system, community facilities and Phibbs Exchange



MAP 9: LOWER LYNN TOWN CENTRE MOBILITY NETWORK MAP

3.3 SUSTAINABILITY

1. Undertake a feasibility analysis of district energy to consider alternative/sustainable energy systems for Lower Lynn; and subject to this analysis, anticipate and accommodate the development of a hydronic based district energy system

2. Promote the implementation of green building and water conservation practices

3. Manage and re-use storm water on site to the greatest extent possible

4. Encourage urban agriculture through provision of garden spaces and green roofs

5. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



Maplewood Village Centre

1 INTRODUCTION

Maplewood Village is a unique place in the District given its proximity to the waterfront, its industrial neighbours and character and its diverse housing. The area is endowed with an outstanding natural environment and open space network including the Seymour River and various creeks, the Burrard Inlet foreshore, Maplewood Farm, Cutter Island Park and the Windridge Escarpment.

Development in Maplewood dates back to the 1920s, originally with waterfront sawmills that evolved to other port related industries including ship building, chemical plants and lumber export taking advantage of access to rail, water transport and the highway. More recently, business parks have developed along the new Dollarton Highway contributing significantly to the District's job base and economy.

A residential community of approximately 1,000 people exists in a mix of older, more affordable rental townhouse and low rise apartments, and a blend of old and new single family homes. Modest commercial development is located along Old Dollarton Road to serve the local community and a recreation centre is located nearby in the Seymour Area.

Retention and enhancement of the character and features of Maplewood is critical in planning for the next 20 years. The OCP identifies that Maplewood will accommodate approximately 1,500 more units towards creating a vibrant village centre.

2 VISION

The vision for Maplewood Village is *"a complete and balanced community with local jobs equalling the local labour force. In particular, jobs for local people and especially jobs for local young people should be encouraged and this will also have the merit of increasing the municipal tax base. New employment areas will reflect a high environmental standard and will also have high aesthetic standards, reflecting the community's outstanding natural environment. There will be a variety of housing for all ages and incomes and family circumstances centred on a newly invigorated, walkable Maplewood village centre. Old Dollarton Road will become a key focus of pedestrian activity, a street lined with new retail businesses with apartments and live/work units above. The Maplewood village centre will be convenient for transit and pedestrians and will be the nerve centre of an extensive system of trails, which wend through the community stretching from the Seymour River to Windridge and from Hogan's Pool to Burrard Inlet"* (Maplewood Local Plan, 2002).

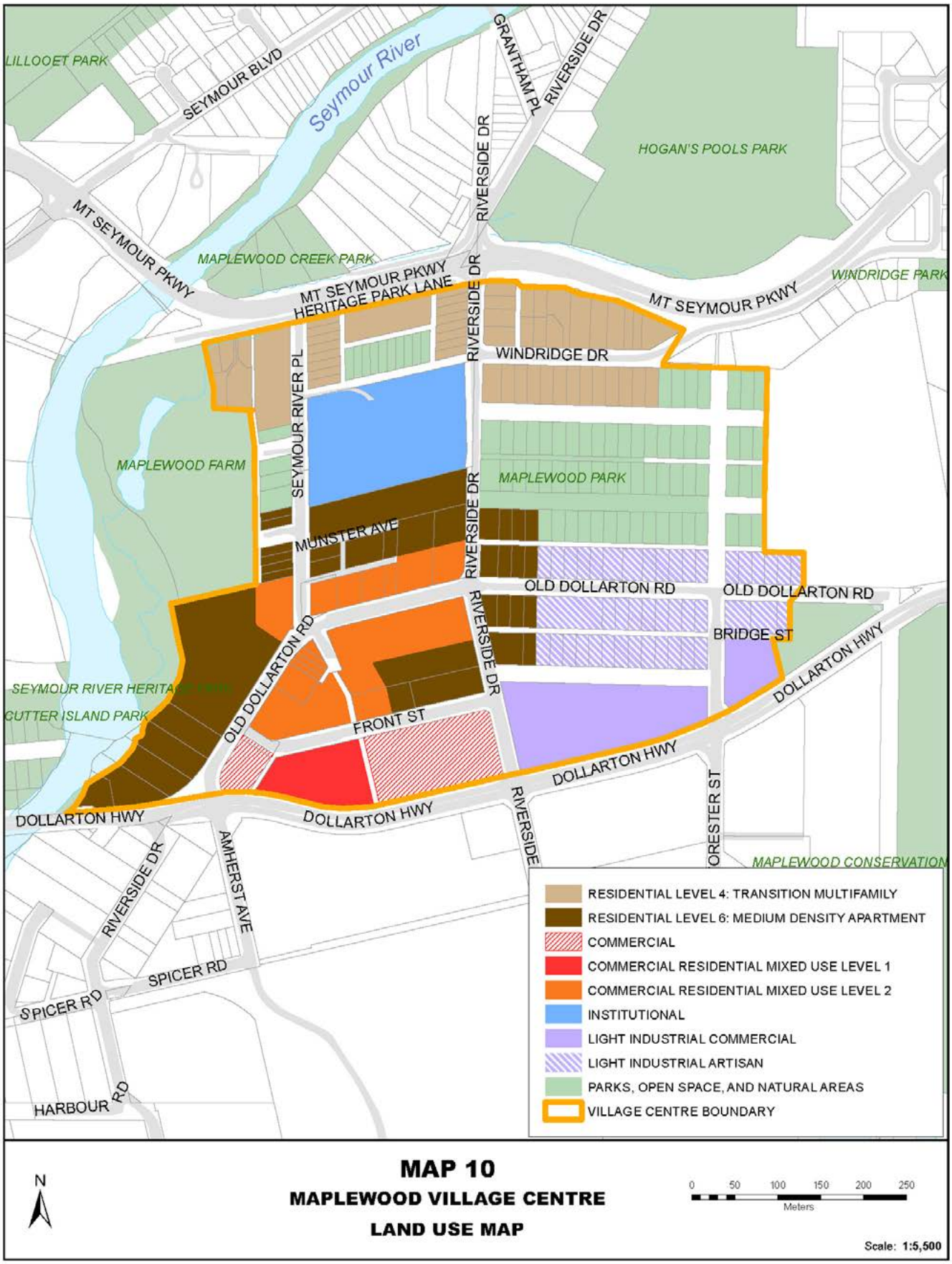
3 VILLAGE CENTRE POLICIES

3.1 LAND USE

Map 10 indicates the predominant land uses for Maplewood Village Centre.

3.1.1 HOUSING

1. Encourage the retention of rental stock and the provision of affordable housing through redevelopment
2. Accommodate approximately 1,500 new residential units within a mix of building types (midrise, lowrise, mixed use buildings) and unit sizes
3. Support the provision of housing for seniors and families in terms of unit sizes, number of bedrooms and provision of private outdoor space
4. Encourage the replacement of the approximately 250 existing purpose-built, market rental units in Maplewood as development occurs
5. Target up to 300 net new non-market housing units within the Centre



MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP

3.1.2 COMMERCIAL AND EMPLOYMENT USES

1. Maintain and enhance light industrial uses
2. Limit retail and service uses within the business parks on the south side of Dollarton Highway and on the north side east of Riverside Drive
3. Permit intensive office and employment uses north of Dollarton Highway
4. Focus local serving commercial uses in mixed use, street oriented developments in the village heart
5. Permit live/work and small scale manufacturing units with residential above within the village centre



Village Centre Sketch



Typical Office Park Development

3.1.3 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Develop a Maplewood Village community amenity contribution strategy to achieve community amenities and public benefits

2. Liven the "heart" of the Village Centre with streetscape design guidelines addressing civic improvements such as public plazas and art, coordinated street furniture, street trees and landscaping

3. Secure community space where feasible and appropriate when redevelopment occurs within the Village Centre

3.1.4 PARKS AND OPEN SPACES

1. Investigate the feasibility of establishing a children's playground within the community park north of the Maplewood School site or within the village heart

2. Create east-west pedestrian and bicycle linkages to connect Maplewood Village with surrounding neighbourhoods, key destinations and facilities at Maplewood Conservation Area, Canadian International College, Maplewood Farm, Seymour Creek and Lower Lynn Town Centre

3. Explore the potential for an urban agricultural pilot project at Maplewood Farm

3.2 MOBILITY NETWORK

Map 11 provides a conceptual representation of the mobility network for Maplewood Village Centre.

1. Enhance pedestrian and cyclist connections within the village centre and to the wider Maplewood area

2. Design mid-block, north-south greenways connecting Seymour River Place to Dollarton Highway, and connecting the Windridge escarpment to Dollarton Highway between Forester and Riverside

3. Provide way-finding signage directing pedestrians and cyclists to the Village Centre

4. Design the Village Centre to support effective and frequent transit

3.3 SUSTAINABILITY

1. Explore and advance alternative on-site or neighbourhood renewable energy generation systems and connections, particularly the potential for eco-industrial networking whereby local industries utilize each other's by-products as energy sources

2. Undertake an environmental reconnaissance to guide detailed planning for Maplewood Village Centre

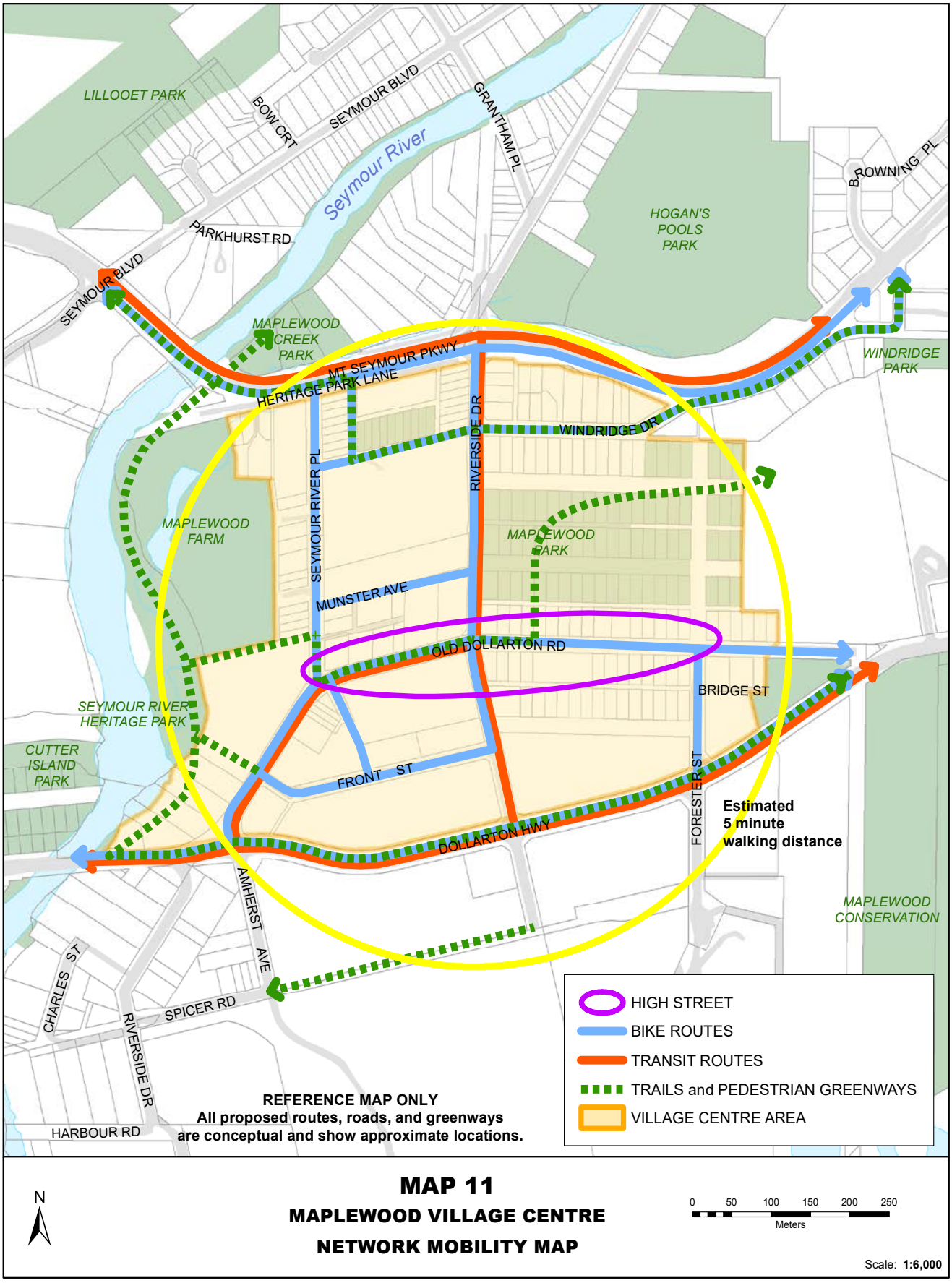
3. Maintain stands of significant trees and strive to connect habitat and greenspace through greenways

4. Promote the implementation of green building and water conservation practices

5. Manage storm water on site to the greatest extent possible

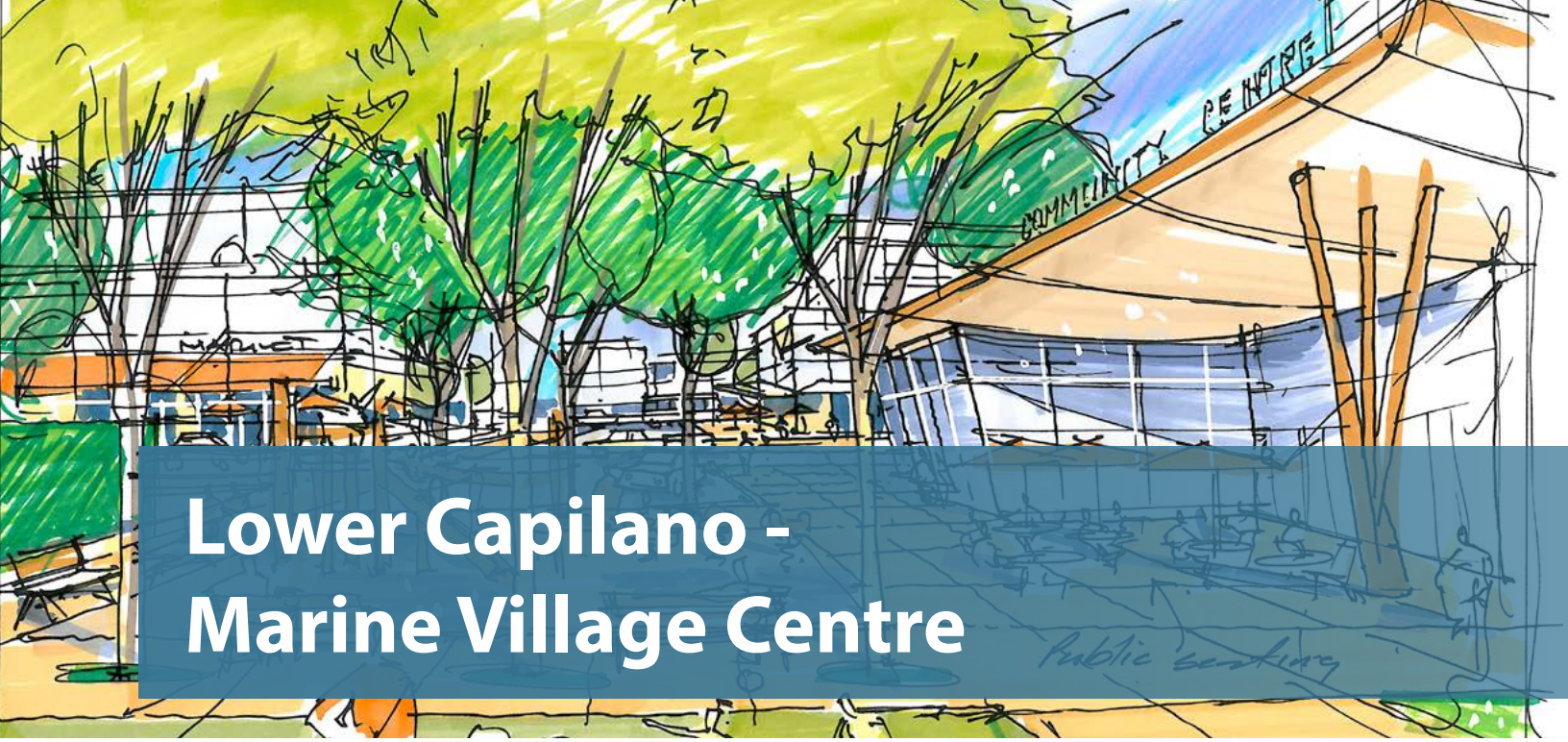
6. Integrate opportunities for urban agriculture

7. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



MAP 11: MAPLEWOOD VILLAGE CENTRE NETWORK MOBILITY MAP

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Lower Capilano - Marine Village Centre

1 INTRODUCTION

Situated at the end of the Marine Drive Corridor near the Lions Gate Bridge, Lower Capilano Village Centre has a unique geographical position in the District and will serve as a gateway to welcome people to North Vancouver while providing a heart for the local community, as well as amenities and housing options to meet the community's needs over the next 20 years.

The area is close to significant natural features of the Capilano River and Regional Park trail system as well as the Pemberton escarpment and Bowser Trail. These features offer spectacular and unique views. In addition, Marine Drive is redeveloping into a vibrant mixed use corridor oriented to pedestrians and transit. There are aging and vacant commercial properties in the area which create an opportunity for renewal. There is also an opportunity for enhanced community and park facilities and transportation network improvements.

Conceptual planning for the Lower Capilano - Marine Drive focuses on the commercial properties at Capilano and Marine in order to identify a more effective land use and transportation configuration, promote the viability of continued tourist services, and provide for significant community benefits for local residents. Given the strategic location of this area and its potential to serve as a hub at the entrance to the Marine Drive Corridor, Capilano Road and the Lions Gate Bridge, Lower Capilano - Marine is expected to emerge as a key village centre within the OCP's Network of Centres.

2 VISION

The Lower Capilano - Marine Drive Village Centre serves as a gateway to the District and will function as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options.

3 VILLAGE CENTRE POLICIES

The following policies guide decision-making for land uses, community amenities, the mobility network, parks and open space and sustainability for the Lower Capilano - Marine Drive Village Centre.

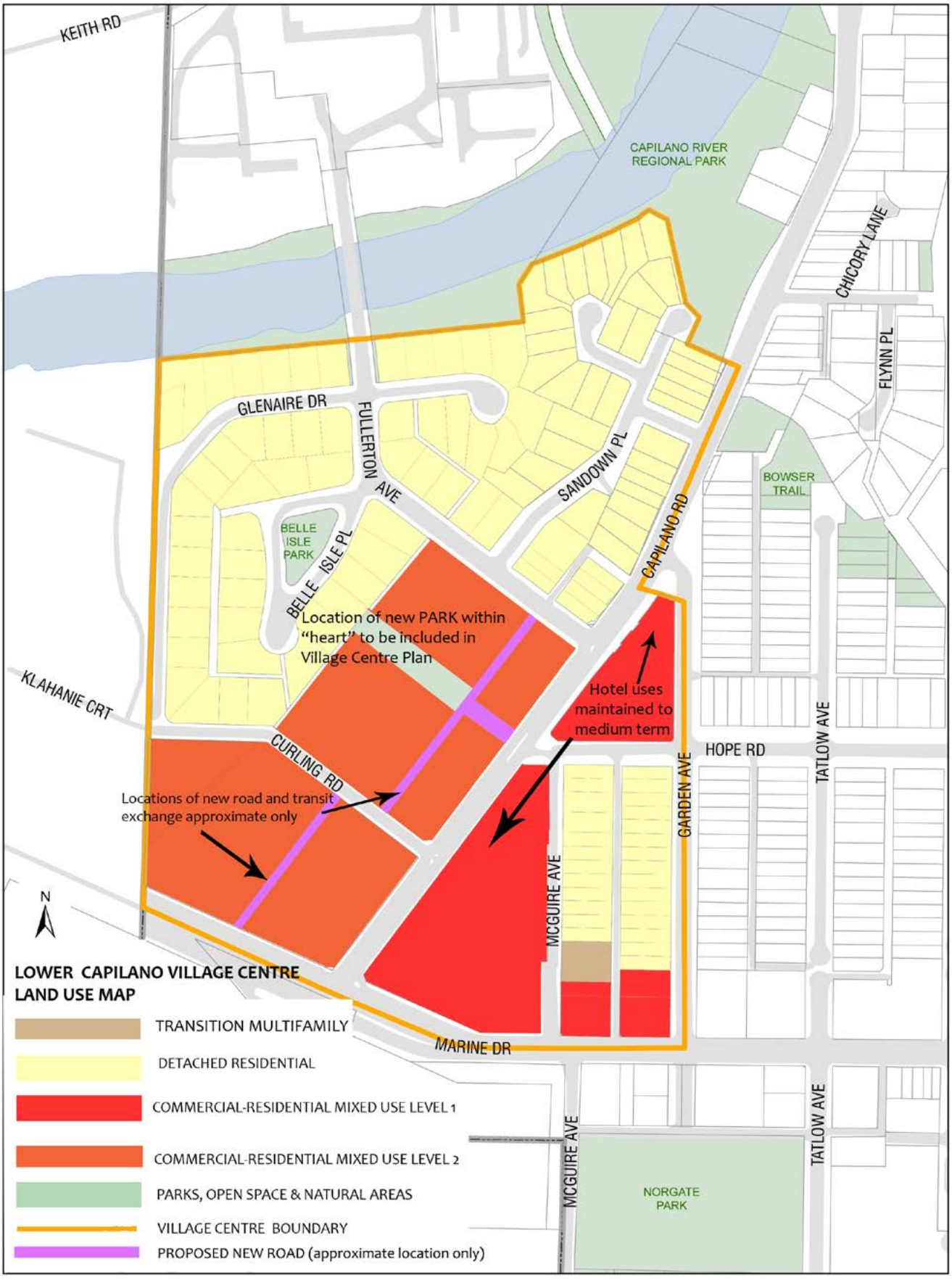
3.1 LAND USE

3.1.1 GENERAL

1. Locate higher density land uses in the core area of the Village Centre to support the commercial uses and community facilities located in the "heart"

2. Focus ground-oriented multifamily housing along the edges of the core of the Village Centre and transition sensitively to surrounding low density residential areas

3. Promote high quality urban design that reflects the local context and integrates significant viewscapes



MAP 12: LOWER CAPILANO - MARINE VILLAGE CENTRE LAND USE MAP

3.1.2 HOUSING

1. Provide for a range of housing options to meet the anticipated needs of existing and future District residents over the next 20 years including: seniors, young adults and families

2. Encourage the inclusion of three bedroom units in multi-family buildings for families

3. Encourage the inclusion of on-site play spaces in multi-family building developments where appropriate

4. Encourage purpose-built rental housing

5. Facilitate the provision of affordable housing through redevelopment including: market and non-market rental units, potential lock-off units, and price controlled ownership housing

3.1.3 COMMERCIAL AND EMPLOYMENT USES

1. Retain a portion of the existing hotel/motel units in the medium term and develop a phasing strategy to address renewal of these sites in the future

2. Support the redevelopment of a modest amount of local serving office in mixed-use buildings

3. Accommodate approximately 100,000 ft^2 of commercial space in the Village Centre

4. Explore the potential of developing a small business "incubator" with office space and facilities to support small enterprises

3.1.4 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Create a community heart that includes, but is not limited to:

a) A community centre of approximately 17,000 - 24,000 ft^2 with local-serving programming, space for community groups and some recreational capacity

b) Small-scale retail that serves local residents' needs

c) Community open / plaza space

d) Playground space

e) Community green space and connection to parks through enhanced trails

f) Pedestrian and cycling linkages to nearby destinations and networks

g) Programming of spaces that provide opportunities for diverse activities

2. Facilitate the provision of adequate daycare spaces through redevelopment

3. Explore the provision of adult daycare facilities in the new community centre

4. Ensure adequate cycling facilities, such as sheltered bike racks, are provided in the redevelopment of the village centre

5. Explore the potential for including bike storage lockers adjacent to the new bus lay-by

3.1.5 PARKS, TRAILS & OPEN SPACES

1. Increase the total land area dedicated to parks, trails and public open spaces such as plazas throughout the village centre

2. Design new open spaces, playgrounds and plazas with a focus on amenities and with consideration of crime prevention principles including maximization of passive surveillance

3. Establish new park spaces and enhance access to and connectively between parks and trails in the area by:

    a) creating new trails/ greenways in strategic locations

    b) exploring opportunities in partnership with the District of West Vancouver and Metro Vancouver to enhance access and parks facilities (e.g. benches) at Capilano River and Klahanee parks

    c) exploring the potential of a pedestrian/cycle access across the Capilano River to connect to Capilano River Regional Park trails

    d) enhancing way-finding, safety and accessibility on trails

    e) providing pedestrian amenities on existing streets where needed to complete trails loops

3.2 MOBILITY NETWORK

Map 13 provides a conceptual representation of the mobility network for Lower Capilano - Marine Village Centre.

1. Provide an integrated transportation network that supports all modes of transportation with an emphasis on walkability and strong pedestrian/cycling connections

2. Work with the regional transportation authority and the Province to plan and implement effective and frequent transit service, routing and facilities

3. Continue to work with the Province to enhance access to the Lions Gate bridge

4. Coordinate the establishment of a transit right of way connection between Curling Road and Marine Drive with a potential bus lay-by off of Marine to facilitate bus priority (conceptual location shown on Map 13)

5. Create a welcoming and inviting pedestrian experience by:

    a) using appropriate traffic control and traffic calming measures on roadways

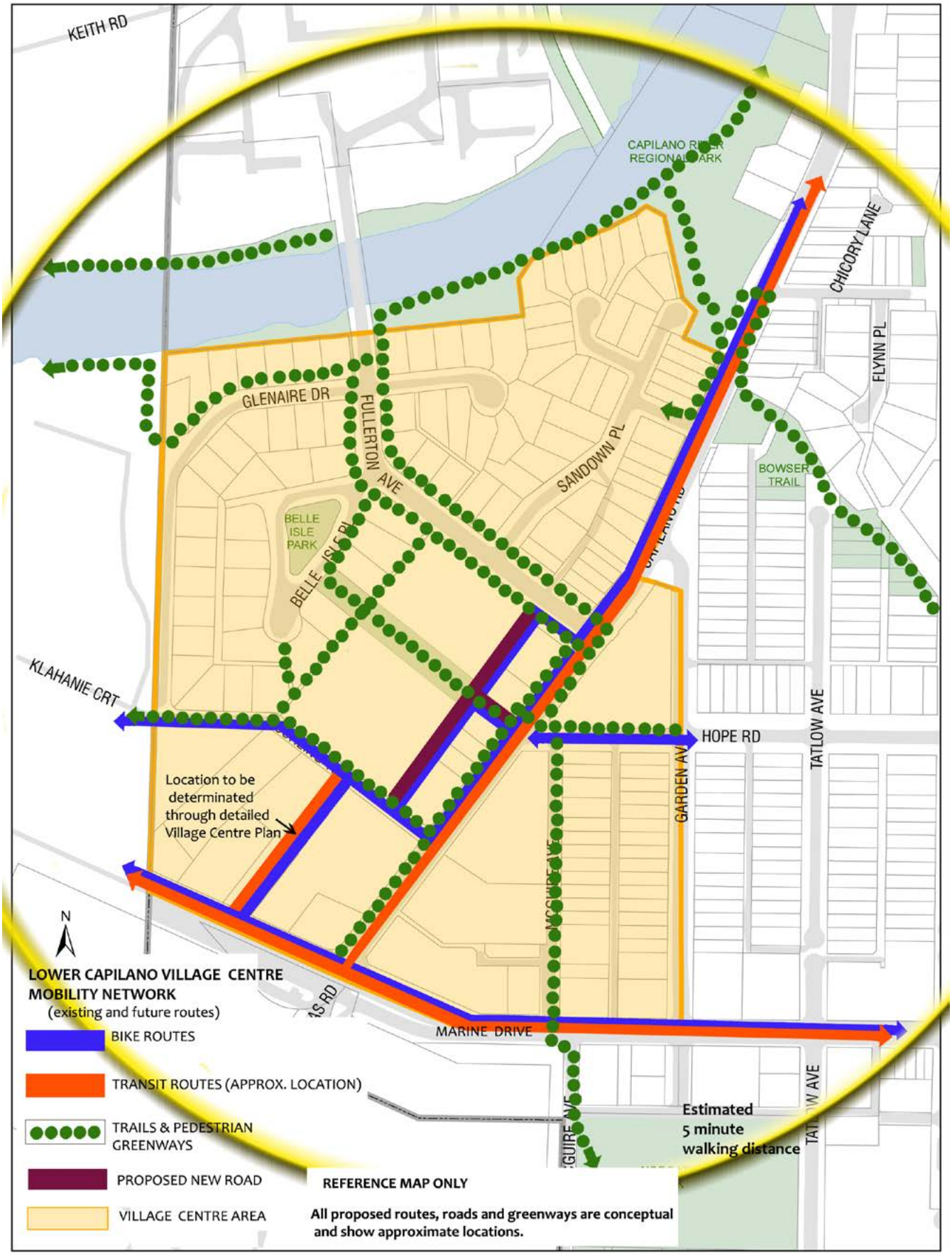
    b) providing pedestrian infrastructure along Fullerton Avenue, Curling Road and Capilano Road

    c) providing sidewalk amenities to encourage pedestrian connections between Woodcroft, the Village Heart and transit stops

6. Connect the Lower Capilano and Lions Gate neighbourhoods by creating a "crossroads" connection at Hope Road into the heart of the new Village Centre (Map 12)

7. Facilitate below-grade vehicular parking for all new commercial, mixed-use and institutional development

8. Provide new bike route facilities, including signage for way finding/route-marking and road safety infrastructure, as appropriate



MAP 13: LOWER CAPILANO - MARINE VILLAGE CENTRE MOBILITY NETWORK MAP

3.3 SUSTAINABILITY

1. Assess the viability of a district energy system for the Village Centre including Marine Drive and if viable, require new development be 'District Energy Ready' for hook-up to hydronic systems

2. Promote the implementation of green building and water conservation practices

3. Incorporate infiltration and water features to manage stormwater and facilitate opportunities to integrate public art in this type of green infrastructure

4. Encourage drought tolerant, native species in all landscaping on District lands, such as boulevards and open spaces

5. Encourage community gardens, green roofs/roof top gardens and living walls where appropriate

6. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services

BACK TO TABLE OF CONTENTS

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SCHEDULE B | Development Permit Areas

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The Corporation of the District of North Vancouver

Bylaw 7934

A bylaw to amend the District of North Vancouver Official Community Plan Bylaw 7900, 2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 7934, 2012 (Amendment 4)".

2. Amendments

District of North Vancouver Official Community Plan Bylaw 7900, 2011, is amended as follows:

a) by the addition of Schedule B, "Development Permit Areas", as attached to this Bylaw as schedule 1.

3. Repeal

'Schedule B' of The District Official Community Plan (Bylaw 6300) and any amendments thereto is repealed.

READ a first time this the 5th day of June, 2012

READ a second time as amended this the 11th day of June, 2012

PUBLIC HEARING held on this the 19th day of June, 2012

READ a third time as amended this the 9th day of July, 2012

ADOPTED this the 9th day of July, 2012

Mayor

Municipal Clerk

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Schedule B Table of Contents

PART 1 | DESIGNATION, REQUIREMENT FOR A DEVELOPMENT PERMIT AND DELEGATION 143

PART 2 | DEFINITIONS 149

PART 3 | PROTECTION OF THE NATURAL ENVIRONMENT, ITS ECOSYSTEMS AND BIOLOGICAL DIVERSITY 159

1 PROTECTION OF THE NATURAL ENVIRONMENT 161

2 STREAMSIDE PROTECTION 169

PART 4 | PROTECTION OF DEVELOPMENT FROM HAZARDOUS CONDITIONS 179

1 WILDFIRE HAZARD 181

2 CREEK HAZARD 187

3 SLOPE HAZARD 193

PART 5 | FORM AND CHARACTER OF COMMERCIAL, INDUSTRIAL AND MULTI-FAMILY DEVELOPMENT 205

A GUIDELINES FOR COMMERCIAL AND MIXED-USE BUILDINGS 211

B GUIDELINES FOR MULTI-FAMILY HOUSING 223

C GUIDELINES FOR GROUND-ORIENTED HOUSING 239

D GUIDELINES FOR INDUSTRIAL AND BUSINESS PARK DEVELOPMENT 245

E GUIDELINES FOR TOWN AND VILLAGE CENTRES 253

PART 6 | ENERGY AND WATER CONSERVATION AND GREENHOUSE GAS EMISSION REDUCTION DEVELOPMENT PERMIT AREA 269

Maps

MAP 1.1: PROTECTION OF THE NATURAL ENVIRONMENT DEVELOPMENT PERMIT AREA 167

MAP 1.2: STREAMSIDE PROTECTION DEVELOPMENT PERMIT AREA 175

MAP 2.1: WILDFIRE HAZARD DEVELOPMENT PERMIT AREA 185

MAP 2.2: CREEK HAZARD DEVELOPMENT PERMIT AREA 191

MAP 2.3 : SLOPE HAZARD DEVELOPMENT PERMIT AREA 197

MAP 3.1: FORM AND CHARACTER DEVELOPMENT PERMIT AREA 251

MAP 4.1: ENERGY AND WATER CONSERVATION AND GHG EMISSION REDUCTION DEVELOPMENT PERMIT AREA 275

Introduction

This Schedule B establishes seven Development Permit Areas (DPAs):

1. Protection of the Natural Environment DPA;
2. Streamside Protection DPA;
3. Wildfire Hazard DPA;
4. Creek Hazard DPA;
5. Slope Hazard DPA;
6. Form and Character DPA; and
7. Energy and Water Conservation and GHG Emission Reduction DPA.

Part One of this Schedule B designates the areas that are subject to the above DPAs, and delegates the issuance of some development permits to the *District's* General Manager, Planning, Properties and Permits.

Part Two of this Schedule B contains definitions.

Part Three deals with the *Protection of the Natural Environment DPA* and the *Streamside Protection DPA*. It provides the context and objectives for these DPAs and provides exemptions and guidelines applicable to each. Corresponding Development Approval Information Areas are designated at the end of Part Three.

Part Four deals with the *Wildfire Hazard DPA*, the *Creek Hazard DPA* and the *Slope Hazard DPA*. It provides the context and objectives for these DPAs and provides exemptions and guidelines applicable to each. Requirements in relation to hazard assessment reports to be prepared by *qualified professionals* are then provided. A Development Approval Information Area is designated at the end of Part Four.

Part Five deals with the *Form and Character DPA*. It provides the context and objectives for this DPA and provides exemptions and guidelines in relation to different types of built form. A Development Approval Information Area is designated at the end of Part Five.

Finally, **Part Six** deals with the *Energy and Water Conservation and GHG Emission Reduction DPA*. It provides the context and objectives for this DPA and provides applicable exemptions and guidelines. A Development Approval Information Area is designated at the end of Part Six.

Because development guidelines are more flexible than zoning and other regulations, Council is able to exercise discretion on a case by case basis and specify conditions and requirements to meet the intent and objectives of the applicable DPA. A development permit may vary requirements of other *District* bylaws. As an example, in an environmentally sensitive area *Zoning Bylaw* setbacks from a property line might be reduced to locate *development* farther away from a *wetland*. But in no instance may a development permit vary the permitted use or density of land from that which is specified in the *Zoning Bylaw*.

Development permits are registered on title, therefore the specified conditions and requirements that *development* must adhere to "run with the land" remaining in force until rescinded by the issuance of a new development permit.



PART 1 | Designation, Requirement for a Development Permit and Delegation

A. Designation of Development Permit Areas

1. Protection of the Natural Environment

Pursuant to section 919.1(a) of the *Local Government Act*, all parcels coloured green on Map 1.1 are collectively designated as the protection of the natural environment development permit area (the "*Protection of the Natural Environment DPA")*.

2. Streamside Protection

Pursuant to section 919.1(a) of the *Local Government Act*, all parcels coloured green on Map 1.2 and any other parcel in the *District* that contains a *stream*, or is partly or entirely located:

a) within 15 metres of the *top of bank* of a *stream*; or

b) within 10 metres of the *top of ravine bank* for *ravine*s that are greater than 60 metres in width; or

c) within 30 metres of the *top of bank* of a *stream* for parcels that are 0.5 hectares or larger in area and are located on or adjacent to the Capilano River, Lynn Creek, Seymour River, or on or adjacent to Mackay Creek at any point south of Marine Drive

are collectively designated as the streamside protection development permit area (the "*Streamside Protection DPA")*. For greater certainty, the *Streamside Protection DPA* applies to all parcels that meet the above criteria, whether or not coloured green on Map 1.2.

3. Wildfire Hazard

Pursuant to section 919.1(a) and (b) of the *Local Government Act*, all parcels coloured light and dark orange on Map 2.1 are collectively designated as the wildfire hazard development permit area (the "*Wildfire Hazard DPA*").

4. Protection of Development from Creek Hazards

Pursuant to section 919.1(b) of the *Local Government Act*, all:

a) *potential flood hazard areas;*

b) *potential debris flow and debris flood hazard areas;*

c) parcels that are located wholly or partially within any *potential debris flow and debris flood hazard areas* or *potential flood hazard areas*; and

d) parcels that intersect or touch any red line (the 10 metre reference line) shown adjacent to a *potential flood hazard area* on Map 2.2

are collectively designated as the creek hazard development permit area (the "*Creek Hazard DPA*").

5. Protection of Development from Slope Hazards

Pursuant to section 919.1 (b) of the *Local Government Act*, all:

a) *potential slope hazard areas;*

b) parcels that are located wholly or partially within any *potential slope hazard areas*;

c) parcels upon which there is located a *steep slope* are collectively designated as the slope hazards development permit area (the "*Slope Hazard DPA*"); and

d) parcels that intersect or touch any red line (the 20 metre reference line) adjacent to a *potential slope hazard area* shown on Map 2.3

are collectively designated as the slope hazard development permit area (the "Slope *Hazard DPA*").

6. Form and Character of Commercial, Industrial and Multi-Family Development

Pursuant to subsections 919.1(d), 919.1(e) and 919.1(f) of the *Local Government Act*, all lands coloured red on Map 3.1 and all lands zoned for commercial, industrial or multi-family residential uses in the *Zoning Bylaw*, are collectively designated as the development permit area for form and character of commercial, industrial and multi-family *development* (the "*Form and Character DPA*").

7. Energy and Water Conservation and Reduction of Greenhouse Gas Emissions

Pursuant to subsections 919.1(h), (i) and (j) of the *Local Government Act*, all lands coloured purple on Map 4.1 and all lands zoned in the *Zoning Bylaw*:

a) for commercial, industrial/employment, multi-family and institutional purposes; and

b) zoned Comprehensive Development and containing commercial, employment, multi-family or institutional land uses

are collectively designated as the development permit area for energy and water conservation and greenhouse gas emission reduction development permit area (the "*Energy and Water Conservation and GHG Emission Reduction DPA*").







Photo (left) courtesy of the Lynn Canyon Ecology Centre

B. Requirement for a Development Permit

All *development* and all subdivisions (other than a subdivision of a new building under the British Columbia *Strata Property Act*) within a designated development permit area shall require a development permit unless exempted in accordance with the provisions of this *document*. Development permits issued may include any *development* conditions permitted by the *Local Government Act*, as appropriate to the development permit area and *development* in question.

The requirements and guidelines in this *document* supplement regulations in other *District* development control bylaws - they do not replace them. Issuance of a development permit does not absolve an applicant from compliance with any other *District* bylaw and the requirements and guidelines in this *document* should be read in conjunction with the balance of this *Official Community Plan*, the *Zoning Bylaw*, *Building Regulation Bylaw* and the *Development Servicing Bylaw* in particular.

A development variance may either relax or increase a bylaw requirement if doing so results in an improved form of *development* on a particular parcel of land. It must be noted however, that development permits may not alter the permitted land use or density as specified in the *Zoning Bylaw*, as this is not permitted under the *Local Government Act*.

Under certain conditions, as set out in Parts 3, 4, 5 and 6 of this *document*, *development* may be exempted from the requirement to obtain a development permit. If unsure, property owners may submit a description of a proposed *development* activity with appropriate supporting information, and *District* staff will advise in writing whether the *development* is exempt from the requirement for a development permit.

An *exemption* from the requirement to obtain a development permit in connection with one development permit area shall not act as an *exemption* in connection with another development permit area. Also, an *exemption* from the requirement to obtain a development permit under the *Protection of the Natural Environment DPA* or under the *Streamside Protection DPA* shall not act as an *exemption* in connection with a requirement to obtain an environmental permit in accordance with the provisions of *Environmental Protection and Preservation Bylaw No. 6515*, as amended.

The *District* may impose in a development permit, any condition permitted by law in order to ensure compliance with the guidelines set out in this *document*.

When assessing a development permit application and determining what conditions, if any, should be imposed in a development permit, the applicable guidelines in this *document* should be followed. Alternative methods or materials may be considered where they provide equivalent or better performance and fulfill the objectives of the applicable guidelines. Staff should require that sufficient evidence or proof be submitted to substantiate any claims that may be used regarding use of the alternative method or material.

Where a parcel is designated as more than one type of development permit area, a single development permit may be issued, provided that the guidelines for all applicable development permit areas are addressed in the development permit.

C. Delegation of Authority to Issue Development Permits

In accordance with Section 920 of the *Local Government Act*, the *Council* hereby delegates to the *director* the powers of the *Council* to:

1. issue development permits with or without conditions in connection with the *Protection of the Natural Environment DPA*; *Streamside Protection DPA*; *Wildfire Hazard DPA*; *Creek Hazard DPA*; *Slope Hazard DPA*; and *Energy and Water Conservation and GHG Emission Reduction DPA;*

2. issue *minor development permits* with or without conditions in connection with the *Form and Character DPA; and*

3. provide any approval, acceptance or consent, form any opinion or determination, or require, provide or accept any reports, information or other items in connection with the foregoing as required or permitted in this *document*,

all in accordance with the applicable guidelines set out in this *document*, provided that:

1. the development permit does not involve any variances of the *Zoning Bylaw*;

2. in the case of a streamside protection development permit, the development permit does not involve parcels that are greater than 0.5 hectares in size located on or adjacent to the Capilano River, Lynn Creek or Seymour River, or located on or adjacent to Mackay Creek at any point south of Marine Drive;

3. the *director* may refer any DPA application to Council for decision, and in that event the provisions of this section related to reconsideration do not apply to the application.

4. the *director* may, in accordance with the applicable guidelines herein, require the applicant to provide security to be applied by the *District* to the cost of:

    a) providing landscaping, including vegetation and trees provided to preserve, protect, restore or enhance riparian areas, that the permit requires to be provided;

    b) correcting an unsafe condition that has resulted as a consequence of the contravention of a condition in the permit; and

    c) correcting damage to the environment that has resulted as a consequence of the contravention of a condition in the permit;

5. in imposing the security requirements set out in section 7, the *director* may require security to be maintained for so long as there is a reasonable possibility of contravention of a landscaping condition, the creation of an unsafe condition, and the causing of harm to the environment in connection with the *development* authorized by the permit;

6. within 10 business days of being notified in writing of the *director's* decision regarding a development permit application, the applicant may, upon paying the application fee set out in Schedule "W" of the *District* Fees and Charges Bylaw 6481 (7806), as amended from time to time, request Council to reconsider the *director's* decision by giving notice in writing to the *District's* corporate officer setting out:

    a) the grounds on which the applicant considers the decision is inappropriate; and

    b) the decision that the applicant considers would be appropriate for Council to make having regard to the applicable guidelines herein, including development permit conditions and security conditions that the applicant considers would be appropriate;

7. the *District's* municipal clerk must place each request for reconsideration on the agenda of a meeting of the *Council* to be held not earlier than 2 weeks from the date on which the request for reconsideration and payment of the applicable application fee was received;

8. the *District's* municipal clerk must notify the *director* of each request for reconsideration and the *director* must:

    a) prior to the date of the meeting at which the reconsideration will occur, provide a written report to the *Council* setting out, at the level of detail the *director* considers appropriate, the rationale for the *director's* decision; or

    b) at the meeting at which the reconsideration occurs, provide an oral report on the rationale for the *director's* decision;

9. the *District's* municipal clerk must notify the applicant of the date of the meeting at which the reconsideration will occur; and

10. the *Council* may either confirm the decision of the *director* or substitute its own decision, including with respect to development permit conditions and amounts of security.



PART 2 | Definitions

In this *document*, the following terms have the meanings assigned to them below:

"accessory" means accessory as defined in the *Zoning Bylaw*;

"active floodplain" means an area of land that supports floodplain plant species and is:

1. adjacent to a *stream* that may be subject to temporary, frequent or seasonal inundation, or
2. within a boundary that is indicated by the *high water mark;*

"APEGBC" means the Association of Professional Engineers and Geoscientists of British Columbia or any replacement or successor professional association;

"buffer" or **"buffer area"** means an area that remains undeveloped in order to protect slope stability or to provide a setback from a natural hazard;

"Council" means the Council of the *District*;

"Creek Hazard DPA" means the development permit area designated in Part One section A.4 of this *document*;

"debris flood" means a flood of water that carries an unusually large amount of sediment and/or wood debris, and that is often triggered by a *landslide* dam outbreak;

"debris flow" means a fast moving, liquefied and channelized *landslide* of mixed and unconsolidated water and debris that may occur during unusually wet weather on a steep mountain creek with abundant debris sources;

"defensible space" means the area around a structure where *fuel* and vegetation should be managed to reduce the *risk* of structure fires spreading to the forest or vice versa and to provide safe working space for fire fighters;

"designated flood" generally means an event that has a 1 in 200 chance of occurring in any given year, based on a frequency analysis of unregulated historic flood records or by regional analysis in cases of inadequate stream flow data available. In some cases, a designated flood can be the *flood of record* (for example, when an event greater than the 1 in 200 year event has occurred in recent history);

"designated flood level" means the observed or calculated water surface elevation for a *designated flood*, and is used to determine the *flood construction level*;

"detailed assessment" means a detailed, site-specific study and field review to delineate hazard areas and provide quantitative estimates of hazard or *risk*, the minimum requirements of which detailed assessment are set out in this *document*;





Photos courtesy of the Lynn Canyon Ecology Centre

"development" means any of the following:

1. construction of, addition to or alteration of a building or other structure, including, without limitation:

    a) new building construction;

    b) building additions and alterations, including alterations to exterior materials;

    c) construction of, addition to or alteration of accessory buildings and structures, including pools, hot tubs, sheds and other structures; or

    d) construction of, addition to or alteration of retaining walls; and

2. alteration of land, including, without limitation:

    a) site clearing or removal of vegetation;

    b) landscaping, including planting and clearing;

    c) site grading;

    d) tree cutting;

    e) placement of fill, or disturbance of soils, rocks or other native materials;

    f) creation of impervious and semi-impervious surfaces (such as patios and driveways);

    g) installation, construction or alteration of flood protection or erosion protection works;

    h) installation, construction or alteration of roads, trails, docks, wharves or bridges; or

    i) installation, construction or maintenance of drainage, hydro, water, sewer or other utilities or utility corridors, including underground sprinkler or irrigation systems;

"development approval information" means information about the anticipated impact of the proposed activity or *development* on the community, which information is more particularly described in this *document*;

"director" means the *District's* General Manager, Planning, Properties and Permits and his or her successor in function and his or her designate;

"District" means, depending on the context, The Corporation of the District of North Vancouver or all of the land falling within the jurisdictional boundaries of The Corporation of the District of North Vancouver;

"document" means this Schedule B attached to and forming part of the *District's Official Community Plan Bylaw 7900, 2011*;

"elements at risk" means anything of social, environmental or economic value, including human lives and well-being that may be affected by a natural hazard;

"Energy and Water Conservation and GHG Emission Reduction DPA" means the development permit area designated in Part One section A.7 of this *document*;

"environmental impact study" means a detailed environmental assessment prepared by a *qualified environmental professional* that includes delineation and assessment of the *natural environment protected area* or the *streamside protected area* in relation to a proposed change or *development*;

"exemption" means an exemption from the requirement for a development permit in connection with a given *development*;

"Form and Character DPA" means the development permit area designated in Part One section A.6 of this *document*;

"fire resistive materials" means materials resistant to fire, such as stucco, metal, brick, rock, stone, lumber treated for fire resistance and cementitious products (including hardiplank), but excludes, without limitation, untreated wood, aluminum and vinyl products;

"fire resistive rating" means the time for which a material or construction will withstand the standard fire exposure as determined by a fire test made in conformity with the standard methods of fire testing;

"fire retardant roofing" means Class A and Class B roofing as specified in the Homeowners *FireSmart Manual*, BC Edition, 2004, Province of B.C., as the same may be amended or replaced from time to time, or such other roofing as may be specified by the *District* from time to time;

"flood" means an overflowing or pooling of water on land that is normally dry;

"flood construction level" or **"FCL"** means the *designated flood* level plus a specified allowance for *freeboard*, as determined by a *qualified professional*;

"flood of record" means the largest recorded *flood* event on any given stream or river, and when this exceeds the 1 in 200 year instantaneous event it becomes the *designated flood;*

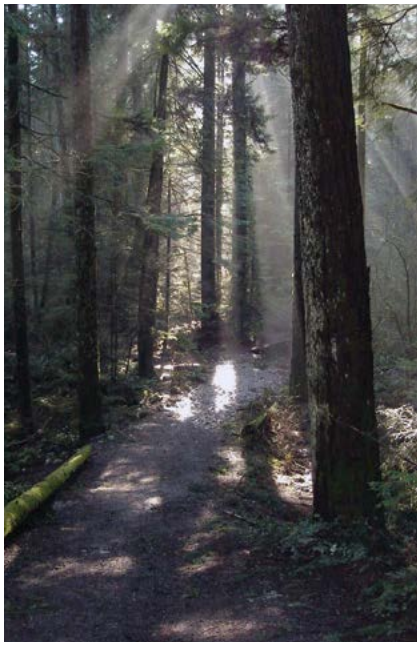
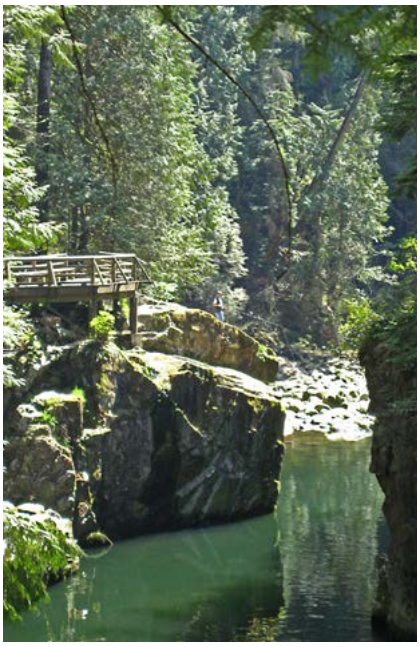
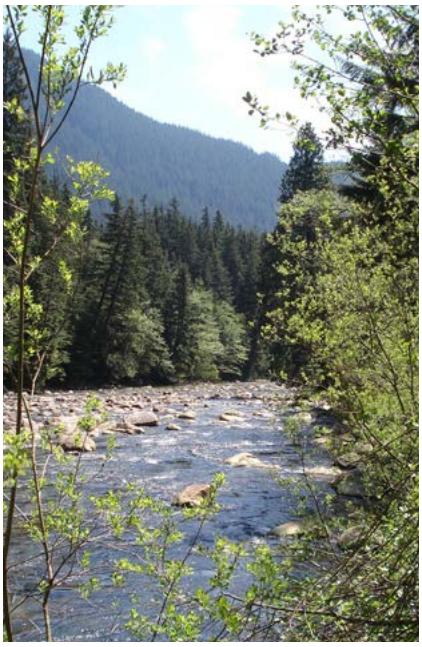
"flood-proofing" means the alteration of land or buildings to reduce or eliminate the potential for *flood* damage and may include the use of increased elevation and/or construction methods that allow for occasional wetting and drying;

"floodway" means the channel of a *watercourse* and those portions of a floodplain that are reasonably required to actively convey the flow of a *designated flood*;





Seymour River (left); Lynn Creek during a 100 year rain storm event (right).

Sun filtering through trees (left); Capilano Canyon (centre); Seymour River (right).

"freeboard" means a vertical distance typically added to the *designated flood level* to account for variation in local hydraulic conditions (such as river bend or large boulders in a stream), to allow for waves rising from winds, and to address uncertainties inherent in engineering assumptions and calculations and introduce a factor of safety to such calculations;

"fuel" means a combustible material;

"gross floor area" means gross floor area as defined in the *Zoning Bylaw*;

"habitable space" means any room or space within a building or structure, which room or space is or can be used for human occupancy, commercial sales, or storage of goods, personal property or mechanical or electrical equipment (including furnaces), and which room or space would be subject to damage if flooded;

"habitat" means the natural home of an organism, including without limitation:

1. in respect of aquatic species, spawning grounds and nursery, rearing, food supply, migration and any other areas on which aquatic species depend directly or indirectly in order to carry out their life processes, or areas where aquatic species formerly occurred and have the potential to be reintroduced; and

2. in respect of other wildlife species, the area or type of site where an individual or wildlife species naturally occurs or depends on directly or indirectly in order to carry out its life processes or formerly occurred and has the potential to be reintroduced;

"habitat compensation" means the enhancement or increase in the productivity of existing *streamside protection areas* or *natural environment protection areas*, or, where appropriate, the replacement, of habitat and vegetation, where measures to avoid, repair or mitigate impacts caused by *development* may not be adequate to protect the *streamside protection areas* or *natural environment protection areas* as the case may be;

"high water mark" means the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain;

"landslide" means a movement of rock, debris or earth down a slope, and can be the result of a natural sequence of events and/or human activities; landslides include rock falls, rock slumps, rockslides, rock avalanches, rock creep, debris falls, debris slides, *debris flow, debris floods,* earth falls, earth slumps, earth slides, earth flows, earth creep and flow slides;

"master requirements list" or **"MRL"** means the information guides published by the *District* and containing requirements for development permits and/or building permits on properties with a range of natural hazards or special circumstances;

"mature stand of trees" means a group of trees in which the contiguous canopy area is greater than 100 square metres and where at least 3 trees are at least 50 years old;

"minor development permit" means a form and character development permit in connection with the following minor *development* activity in the *Form and Character DPA*:

1. minor façade and design changes in respect of a *development* for which a form and character development permit has already been issued by the *District*;

2. installations of up to 100 square metres of new *gross floor area* on a parcel provided that the new gross floor area is an addition to or is accessory to a permanent structure on the parcel; or

3. installation of new antennas on existing telecommunications facilities or changes to existing telecommunications facilities;

"natural boundary" means the natural boundary as defined in the *Land Act* (B.C.) In addition, the natural boundary includes the best estimate of the edge of dormant or old side channels and marsh areas;





Lynn Creek (left); Skunk Cabbage (right).

"natural environment protected area" means the area, in which protection, conservation or enhancement is required in order to protect *mature stands of trees*, *habitat* for *species at risk*, *wetlands*, *raptors'* nesting sites or *wildlife corridors*, as the case may be;

"new building or structure" means a building or structure, excluding an *accessory* building or structure, that contains *habitable space* and that is newly constructed or being constructed or intended to be constructed or that is or is being or is intended to be substantially reconstructed;

"new ICI building or structure" means a building or structure, excluding an *accessory* building or structure and excluding a single family residential building, that contains *habitable space* and that is newly constructed or being constructed or intended to be constructed or that is or is being or is intended to be substantially reconstructed;

"permanent structure" means any lawfully constructed or legally non-conforming building or structure that is a fixture on land and is placed or erected on a permanent foundation;

"potential debris flow and debris flood hazard areas" means those areas identified as such on the Map 2.2;

"potential flood hazard areas" means those areas identified as such on Map 2.2;

"potential slope hazard areas" means those areas identified as such on Map 2.3;

"preliminary assessment" means a preliminary or overview assessment by a *qualified professional* to determine the extent, location or presence of a hazard, the probability of a hazardous event affecting an element at risk, and whether a detailed assessment is required;

"Protection of the Natural Environment DPA" means the development permit area designated in Part One section A.1 of this document;

"qualified environmental professional" means an applied scientist or technologist or registered professional, acting alone or together with another applied scientist or technologist or registered professional, if:

1. the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association, and

2. the individual's area of expertise is recognized by the *director* as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that *development* proposal, and

3. the individual is acting within that individual's area of expertise;

"qualified professional" means a professional with appropriate education, training and experience, fully insured and in good standing with the relevant professional association, and means:

1. for the purpose of the *flood* and slope hazard assessments (*Creek Hazard DPA* and *Slope Hazard DPA*), a specialist Professional Engineer or Professional Geoscientist, as appropriate, with experience or training in geotechnical and geohazard assessments, river hydraulics and hydrology and, where appropriate, *debris flow* processes experience or training and/or structural engineering expertise in connection with mitigation works; and

2. for the purpose of the wildfire hazard assessments (*Wildfire Hazard DPA*), a Registered Forest Professional qualified by training or with at least two years experience in the assessment, fuel management prescription *development* and mitigation of wildfire hazards in British Columbia;

"raptor" means a bird or its eggs of the order Falconiformes known as vultures, eagles, falcons and hawks or the order Strigiformes known as owls;

"ravine" means a narrow, steep-sided valley that is commonly eroded by running water and has a slope grade greater than 3:1;

"risk" is a measure of the probability and consequence of an adverse affect in relation to health, property, environment or other things;

"risk tolerance criteria" means generally the *risk*-based approach to the management of natural hazards established by the *District*, and more specifically means the risk tolerance criteria established by the *District*, as may be amended from time to time, which said criteria set out the maximum levels of tolerable *risk*s to life for both existing and new *development* within the *District*, and which said criteria should be applied to any *development* in the *Creek Hazard DPA* and in the *Slope Hazard DPA*.

"Slope Hazard DPA" means the development permit area designated in Part One section A.5 of this *document;*

"species at risk" means an extirpated, endangered or threatened species or a species of special concern;

"steep slope" means any land with a slope angle greater than 20 degrees (36%) measured over a vertical distance of at least 10 metres;

"stream" means any of the following:

1. a pond, lake, river, creek or brook whether it usually contains water or not; and

2. a ditch, spring or *wetland* that is connected by surface flow to something referred to in paragraph (1);

"streamside area or habitat" means the area along a *stream* that influences natural features, functions and conditions of a *stream*;

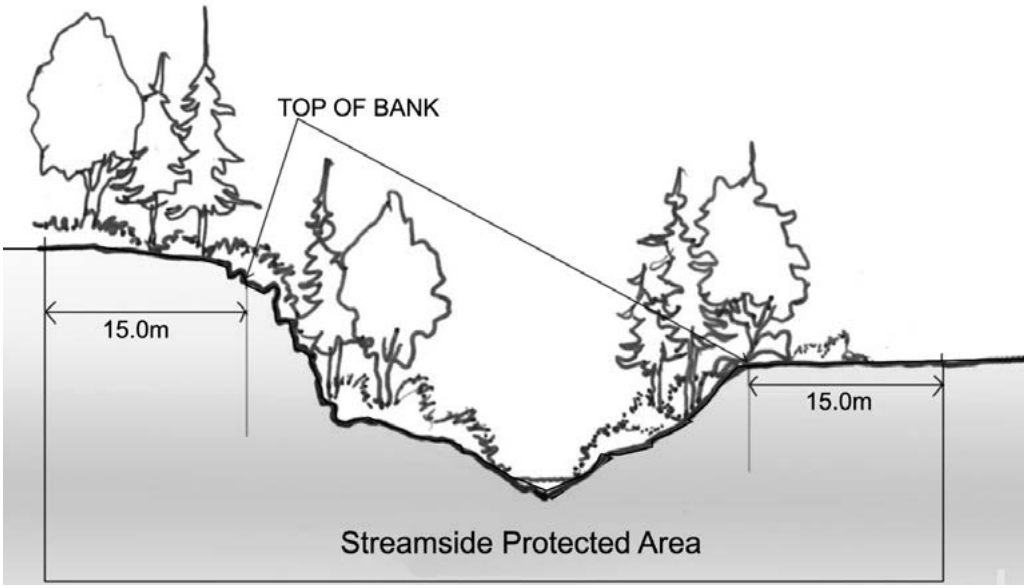
"streamside protected area" means an area adjacent to a *stream* that links aquatic to terrestrial ecosystems and includes both existing and potential streamside vegetation and existing and potential upland vegetation that exerts an influence on the *stream*, the width of which includes the area:

1. from the centreline of the *stream* to a distance of 15 metres measured perpendicularly from the *top of bank* of a *stream* (as illustrated in the following diagram); or:

2. from the centreline of the *stream* to a distance of 10 metres measured perpendicularly from the *top of bank* of a *ravine* for *ravine*s that are greater than 60 metres in width;

3. for parcels greater than 0.5 hectares in size located on or adjacent to the Capilano River, Lynn Creek or Seymour River, or located on or adjacent to Mackay Creek at any point south of Marine Drive, the area from the centreline of the *stream* to a distance of 30 metres measured perpendicularly from the *top of bank* of a *stream*.

For the purpose of this definition, potential streamside vegetation is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally;



"Streamside Protection DPA" means the development permit area designated in Part One section A.2 of this *document*;

"top of bank" means:

1. for a floodplain area contained in a *ravine*, the point closest to the boundary of the *active floodplain* of a *stream* where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured horizontally from the break; and

2. for a floodplain area not contained in a *ravine*, the edge of the *active floodplain* of a *stream* where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured horizontally from the edge;

"top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured horizontally from the break, and the break does not include a bench within the ravine that could be *developed*;

"watercourse" means any natural or man-made depression with well-defined banks and a bed 0.6 metre or more below the surrounding land that serves to give direction to a current of water at least six months of the year, or having a drainage area of two square kilometres or more upstream of the point of consideration;

"wetlands" means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the *active floodplain* of a *stream*;

"wildlife corridor" means a series of connected or linked habitats that may include a streamside area or habitat or a series of mature stands or trees, that facilitates or aids in the movement of species;

"Wildfire Hazard DPA" means the development permit area designated in Part One section A.3 of this *document;*

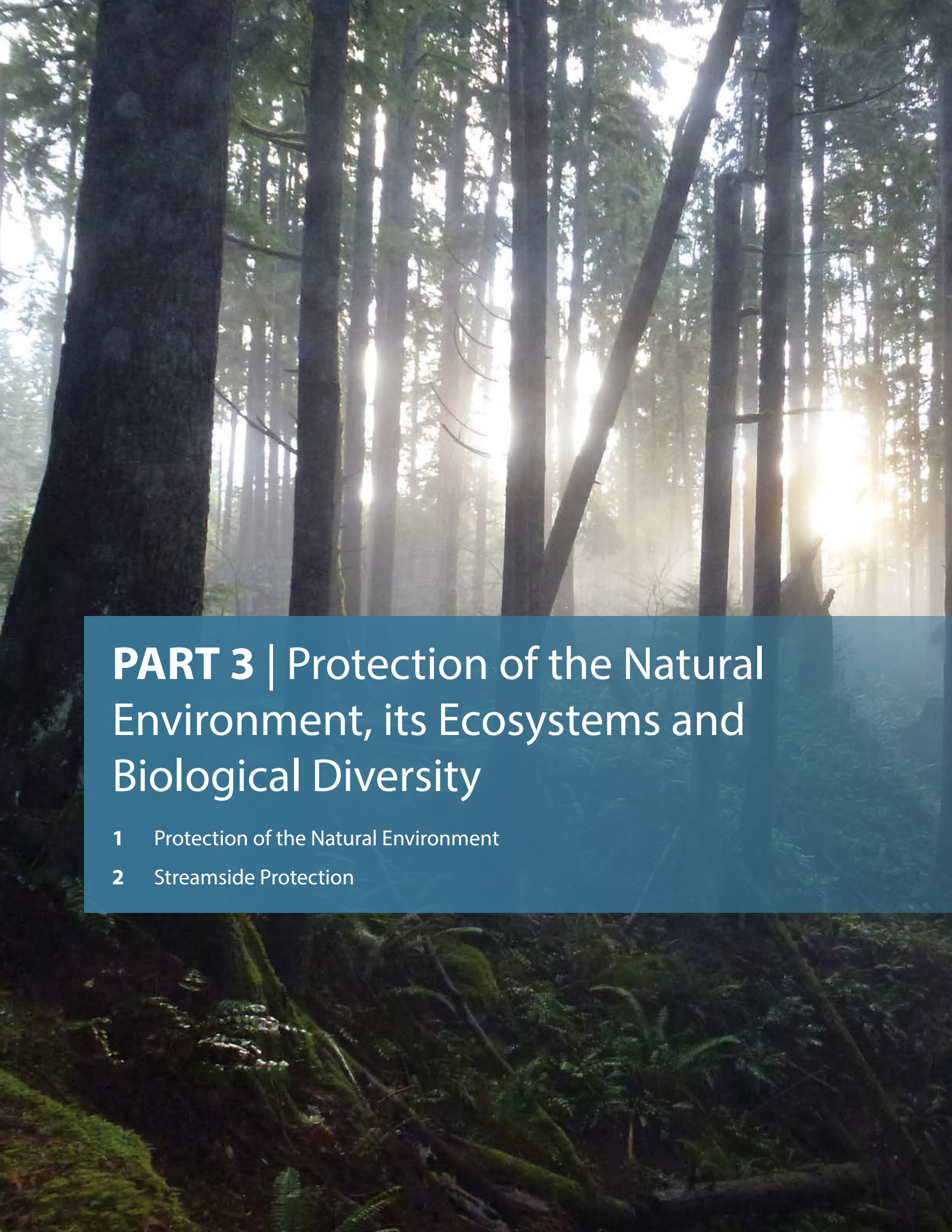
"wildfire mitigation" means any action taken to eliminate or reduce the long-term risk of wildfire; and

"wildfire risk area" means that part of the *Wildfire Hazard DPA* that is coloured light orange on map 2.1;

"Zoning Bylaw" means the *District* Zoning Bylaw 3210, 1965. as amended, consolidated or re-enacted from time to time.



The BC Hydro rights of way that cross the District provide corridors that wildlife use to move from one area to another



PART 3 | Protection of the Natural Environment, its Ecosystems and Biological Diversity

1 Protection of the Natural Environment

2 Streamside Protection

Context

The natural features of the *District*, including our rivers, wetlands and forests, provide a spectacular setting and strong identity for our community. They also contain ecosystems that provide many functions necessary for our health and well being and the health and well being of a wide variety of plants and animals. The local ecology is crucial to the health of the air we breathe, the water we drink and the soil beneath our feet, and provides a host of ecological services including rainwater interception, soil stability, and temperature regulation. The *District's* intention is to protect and improve the integrity, ecological health and biodiversity of our natural features and systems. This means preserving our rich natural heritage for future generations while enjoying it responsibly today.

There are two development permit areas for the protection of the natural environment, its ecosystems and biological diversity: the *Protection of the Natural Environment DPA* and the *Streamside Protection DPA*.



1 Protection of the Natural Environment

The local ecology is crucial to the health of the air we breathe, the water we drink and the soil beneath our feet...

A. Objectives

The *Protection of the Natural Environment DPA* and corresponding Development Approval Information Area are established to:

1. protect the *District's* natural setting, ecological systems and visual assets as a part of a rich natural heritage for the benefit of present and future generations;
2. protect *wildlife corridor*s and the connectivity of our ecosystems;
3. protect our forested character and enhance the health of our forests, trees and soils;
4. conserve environmentally sensitive areas in order to protect biodiversity;
5. protect forested areas inside our watersheds in order to maintain or enhance hydrological functions; and
6. regulate *development* on parcels in the *Protection of the Natural Environment DPA* in furtherance of the above objectives.

B. Exemptions

The following activities are exempt from the requirement to obtain a protection of the natural environment development permit:

1. *development* that does not encroach or impact in any way on a *natural environment protected area;*

2. renovation or repair of a *permanent structure* on its existing foundation, provided that there is no expansion of the building footprint, including no cantilevered or projecting portions of the permanent structure, and provided that there is no clearing, grading or disturbance of soils, vegetation or trees within the *natural environment protected area*;

3. interior renovations within the existing foundation of a *permanent structure*;

4. public works and services and maintenance activities carried out by, or on behalf of, the *District* generally in accordance with these guidelines and approved by the *director*;

5. *habitat compensation* projects and other *habitat* creation, restoration and enhancement works carried out in accordance with *District* bylaws and a plan approved in writing by the *director;*

6. routine maintenance of existing landscaping and lawn areas;

7. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;

8. paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs, and require no removal of native vegetation;

9. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation; or





Brownies doing restoration planting in the Lower Seymour Conservation Area (left).

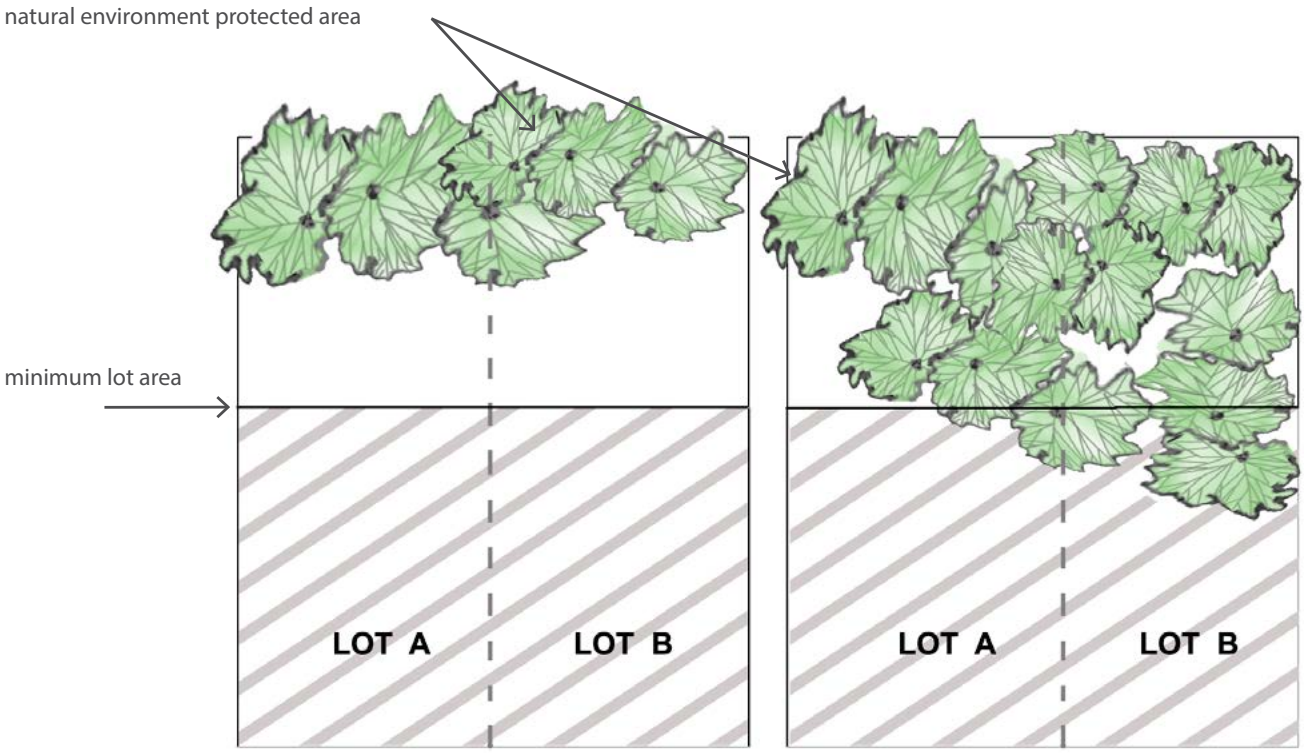
10. subdivision of land where:

a) minimum parcel area requirements are met exclusive of any land within any *natural environment protected area(s)*;

b) *natural environment protected areas* are intact, undisturbed and free of *development* activities and are kept intact, undisturbed and free of *development* activities; and

c) no restoration or enhancement of any *natural environment protected areas* is required.

In order to determine whether a proposed subdivision qualifies for an *exemption*, applicants may be required to provide additional information on the condition of the *natural environment protected area.*



Exempt - minimum lot area for each lot is met outside the protected area

DP Required - minimum lot area includes land in the protected area

C. Guidelines

The following guidelines apply within the *Protection of the Natural Environment DPA*:

1. Efforts should be made to locate *development* away from:

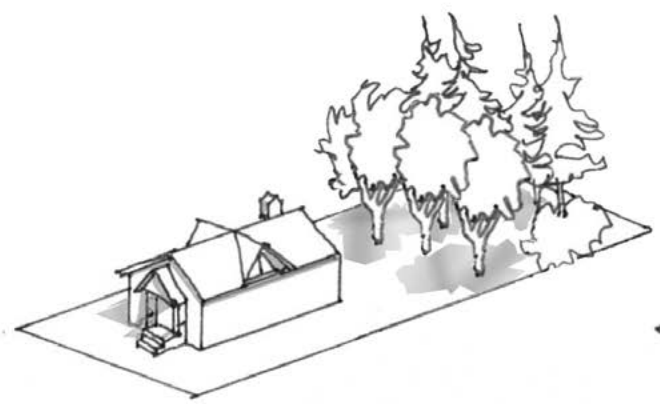
    a) habitat for species at risk;

    b) mature stands of trees;

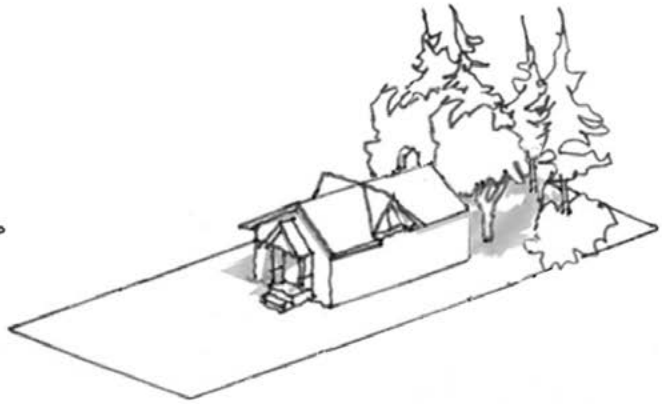
    c) raptor's nesting sites;

    d) wetlands; and

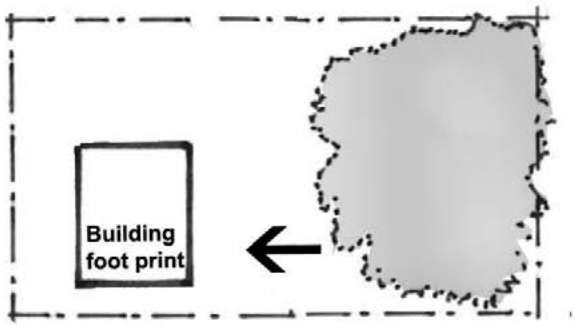
    e) wildlife corridors.



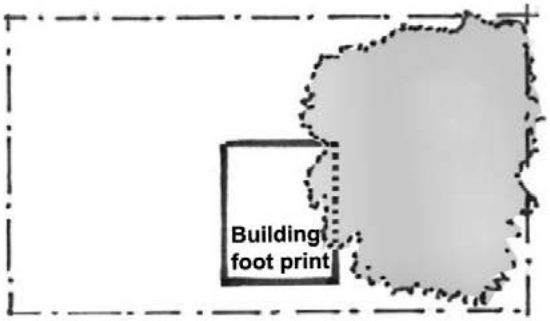
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Not This



This



Not This

2. Without limiting subsection (1) above, proposed *development* should be located and designed so as to minimize any damage to *natural environment protected areas* and efforts should be made to protect and enhance natural tree cover and vegetation, drainage patterns and landforms.

3. New structures on a parcel should be located as far away from *natural environment protected areas* as is feasible and in any event as far away from *natural environment protected areas* as existing *permanent structures*, if any, on the parcel.

4. Applicants may be required to submit a detailed environmental impact study prepared by a *qualified environmental professional*, to identify any potential issues and impacts relating to the proposed *development* and relating to protection, conservation and enhancement of *natural environment protected areas*. The environmental impact study may be required to include:

    a) delineation of the *natural environment protected area* including details on the features and extent of the said area. This may need to be done in conjunction with a certified B.C. Land Surveyor;

    b) description and relevant details of the proposed *development* and an assessment of the impacts of said *development* including impacts associated with the construction, operation and/or maintenance of the *development* on vegetation, wildlife, *habitat*, hydrology and soils;

    c) delineation and identification of any sensitive ecosystems for inclusion on the *District's* sensitive ecosystem inventory; and

    d) where necessary and appropriate, description of any *habitat compensation* projects.

5. Where land and/or natural vegetation in the *natural environment protected area* is disturbed or damaged due to *development*, the applicant may be required to provide *habitat compensation* for the portion of the *natural environment protected area* that will be affected, as approved by the *director*. A *habitat compensation project*, may need to be coordinated with or prepared by the *qualified environmental professional* and based on a legal survey prepared by a certified B.C. Land Surveyor, but in all cases should include:

    a) a site plan drawn to scale showing:

        i. the site of the *development*,

        ii. that portion of the *natural environment protected area* that is impacted, in both size (square metres) and location, and

        iii. the site of the proposed *habitat compensation* project, in both size (square metres) and location;

    b) the details of the *habitat compensation* project based on a principal of no net loss to the *natural environment protected areas*, which may include but is not limited to:

        i. a planting plan, listing each species to be planted and each plant's size (based on a principal of no net loss),

        ii. a tree planting plan based on a 3:1 ratio of replacement trees to trees removed,

        iii. details on soil work, grading and drainage, and

        iv. details on other proposed mitigation measures such as nesting boxes, wildlife snags or habitat piles.

6. Staff may require a legal survey and environmental impact study or letter from a *qualified environmental professional* in order to determine the boundaries of the *natural environment protected area* and confirm that the *development* is not impacting the area.

7. Development Permits issued may require that:

   a) the *natural environment protected area* be protected or enhanced in accordance with the permit;

   b) the timing and sequence of *development* occur within specific dates or construction window to minimize environmental impact;

   c) specific *development* works or construction techniques (e.g., erosion and sediment control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the *natural environment protected area*;

   d) mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore habitat within the *natural environment protected area*;

   e) security may be required to secure satisfactory completion of habitat protection works, restoration measures, *habitat compensation* or other works for the protection of the natural environment (the "required works"). The security shall be in the amount of 125% of the estimated value of the required works as determined by the *director* and shall either be:

      i. in the form of a separate cash deposit or letter of credit; or

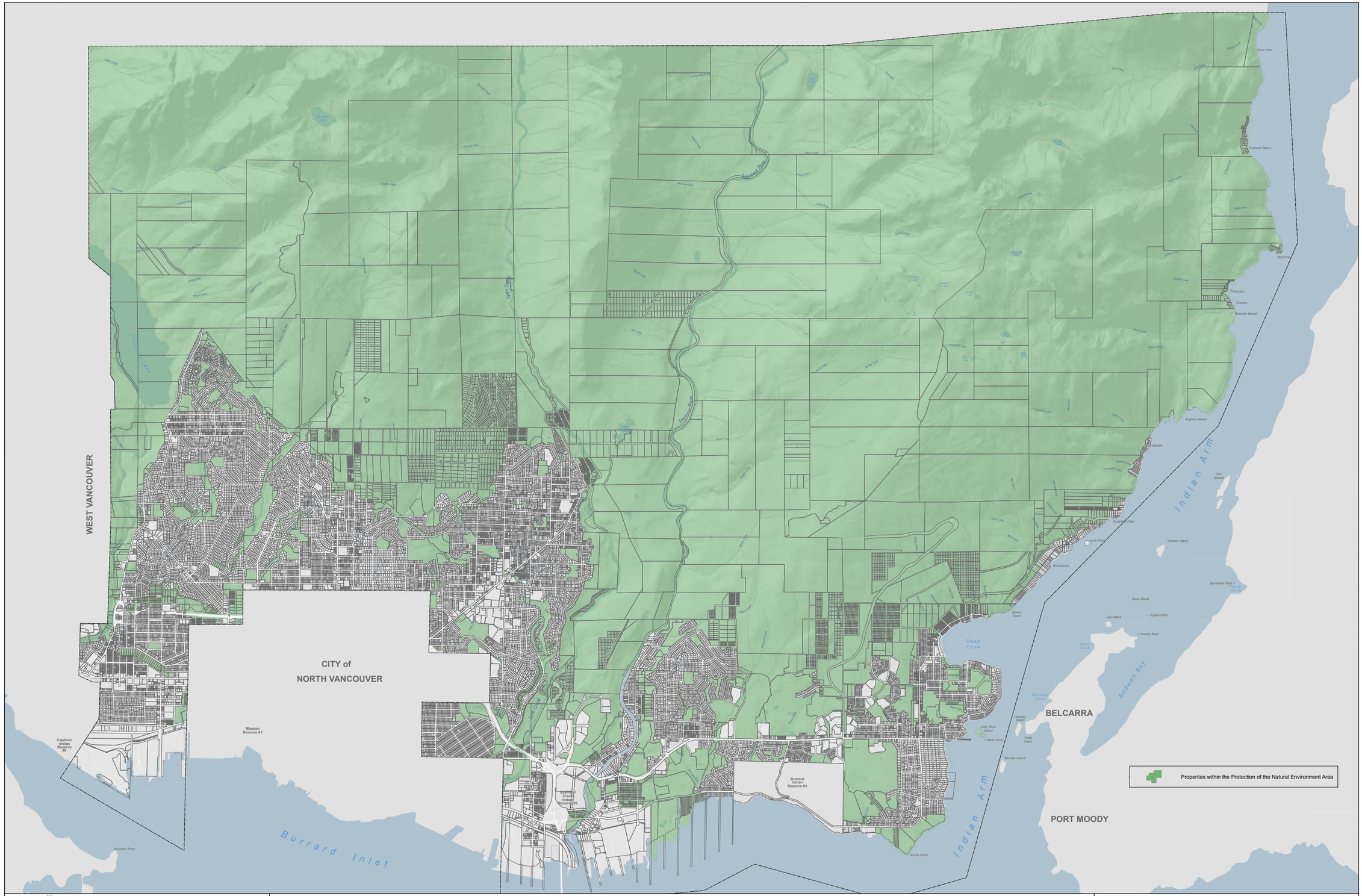
      ii. if acceptable to the *director* in his or her sole discretion, in the form of the cash deposit or letter of credit provided pursuant to the building permit in relation to the proposed *development* for which the development permit is issued; and

   f) security in the form of a cash deposit or letter of credit may also be required to secure recovery of the cost of any works, construction or other activities with respect to the correction of any damage to the environment that results as a consequence of a contravention of any condition or requirement in the protection of the *natural environment development permit*. The security taken pursuant to the building permit in relation to the proposed *development* for which the development permit is issued shall constitute the security for the purpose of this subsection, and shall not be released until damage, if any, has been remediated to the satisfaction of the *director*.









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NORTH VANCOUVER DISTRICT

PROTECTION OF THE NATURAL ENVIRONMENT DEVELOPMENT PERMIT AREA - MAP 1.1

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Published: December 4, 2015 Scale: **1:17,500**

Above map published on 2015-12-08. For most up to date map, click here.

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2 Streamside Protection

The *District's* intention is to protect and improve the integrity, ecological health and biodiversity of our natural systems.

A. Objectives

The *Streamside Protection DPA* and corresponding Development Approval Information Area are established to:

1. protect the *District's* natural setting, ecological systems and visual assets as a part of a rich natural heritage for the benefit of present and future generations;
2. protect the *District's* network of *streams*, *wetlands* and riparian *wildlife corridors*;
3. regulate *development* activities in and near *streams* in order to protect the aquatic environment;
4. conserve, enhance and restore *streamside areas* and ensure *development* does not result in net loss of *habitat*; and
5. identify when and how *development* may occur near *streams* in the *District* and the criteria for such *development*.

B. Exemptions

The following activities are exempt from the requirement to obtain a streamside protection development permit:

1. *development* outside the *streamside protected area*;

2. renovation or repair of a *permanent structure* on its existing foundation, provided no further extension or encroachment into the *streamside protected area* occurs, including cantilevered or projecting portions of the *permanent structure*, and provided that there is no clearing, grading or disturbance to soils, vegetation or trees within the *streamside protected area* and no drainage alteration;

3. interior renovations within the existing foundation of a *permanent structure*;

4. public works and services and maintenance activities carried out by or on behalf of the *District* generally in accordance with these guidelines and approved by the *director*;

5. streamside vegetation management such as removal of invasive species and revegetation with native streamside species, according to a plan approved in writing by the *director*;

6. routine maintenance of existing landscaping and lawn areas;

7. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;

8. habitat creation, restoration and enhancement works within *streams* that are authorized by all applicable provincial and federal authorities having jurisdiction;

9. *habitat compensation* projects and other habitat creation, restoration and enhancement works that are not within *streams* and are carried out in accordance with *District* bylaws and a plan prepared by a *qualified environmental professional* and approved in writing by the *director*;

10. paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs and require no removal of vegetation in a *streamside protection area*;

11. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation.

12. subdivision of land where:

    a) minimum parcel area requirements are met exclusive of the *streamside protected area(s);*

    b) the *streamside protected areas* are intact, undisturbed and free of *development* activities and are kept undisturbed, intact and free of *development* activities;

    c) no *development* activities related to the creation and servicing of parcels will occur in the *streamside protected areas*; and,

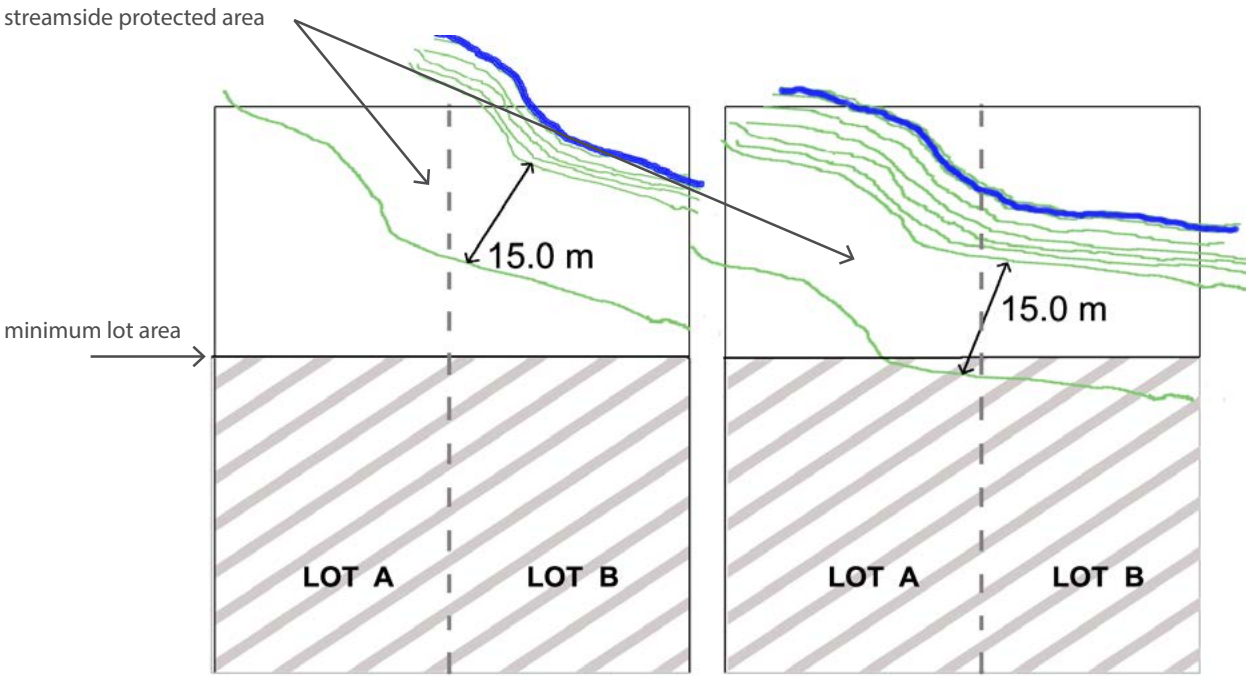
d) no restoration or enhancement of the *streamside protected areas* is required.

e) In order to determine whether a proposed subdivision qualifies for an exemption, applicants may be required to provide additional information on the condition of the existing *streamside protection area*.

C. Guidelines

The following guidelines apply within the *Streamside Protection DPA*:

1. All *development* should be located outside the *streamside protected area.*



Exempt - minimum lot area for each lot is met outside the protected area

DP Required - minimum lot area includes land in the protected area

2. Without limiting subsection (1) above, any proposed *development* in the s*treamside protected area* should be located so as to avoid any damaging impact to the *streamside protected area* and so as to minimize intrusion into the s*treamside protected area,* and efforts should be made to protect and enhance the natural features of the s*treamside protected area*, including the natural tree cover and vegetation, drainage patterns and landforms.

3. New structures on a parcel should be located as far away from the *stream* or *wetland* as is possible or feasible and in any event as far away from the stream or wetland as existing *permanent structures*, if any, on the parcel.

4. As noted above, *development* should be located outside the *streamside protected area*, however, where that is not possible, the area within 5 metres of the *top of bank*, edge of *wetlands* or *top of ravine bank* should remain free of *development* including new impervious or semi-impervious surfaces and new structures or extensions of existing *permanent structures*, including decks and patios.

5. Applicants may be required to submit an environmental impact study, prepared by a *qualified environmental professional*, to identify any potential issues relating to the proposed *development* and its impacts on the *streamside protected area* and relating to protection, preservation and enhancement of the *streamside protected area*, including issues and impacts associated with the *District's* broader objectives of streamside protection and *wildlife corridor* enhancement, as set out herein, and to identify any mitigative measures that should be undertaken. Applicants may also be required to obtain approval from Fisheries and Oceans Canada (DFO) under the *Fisheries Act*. Any DFO approvals required by the *District* will be considered as part of the development permit review, but, for greater certainty, the development permit process will also consider impacts to other streamside or environmental values in addition to fish habitat. The environmental impact study may be required to include:

   a) delineation of the *streamside protected area* including details on the features and extent of the said area, this should be done in conjunction with a certified B.C. Land Surveyor;

   b) description and relevant details of the proposed *development* and an assessment of the impacts of said *development* including impacts associated with the construction, operation and/or maintenance of the *development* on vegetation, wildlife, habitat, hydrology and soils;

   c) delineation and identification of any sensitive ecosystems for inclusion on the *District's* sensitive ecosystem inventory; and

   d) where necessary and appropriate, description of any *habitat compensation* projects.

6. Where land and/or natural vegetation in the *streamside protected area* is or may be disturbed or damaged due to proposed *development*, the applicant may be required to provide *habitat compensation* for the portion of the *streamside protected area* that will be affected, as approved by the *director*. A *habitat compensation* plan, may need to be coordinated with or prepared by the *qualified environmental professional* and based on a legal survey prepared by a certified B.C. Land Surveyor, but in all cases should include:

   a) a site plan drawn to scale showing:

      i. the site of the *development*,

      ii. that portion of the *streamside protected area* that is impacted, in both size (square metres) and location, and

      iii. the site of the proposed *habitat compensation* project, in both size (square metres) and location;







Many existing homes predate modern regulations, these guidelines allow existing homes to remain, but ask that new development follow current practices. Photo (Left) courtesy of the Museum and Archives.

b) the details of the *habitat compensation* project based on a principal of no net loss to the *streamside protected areas*, which may include but is not limited to:

   i. a planting plan, listing each species to be planted and each plant's size (based on a principal of no net loss),

   ii. a tree planting plan based on a 3:1 ratio of replacement trees to trees removed,

   iii. details on soil work, grading and drainage, and

   iv. details on other proposed mitigation measures such as nesting boxes, wildlife snags or habitat piles; and

c) a cost estimate for the *habitat compensation* works.

7. To determine the location of the *streamside protected area* on a parcel, applicants may be required to confirm, with the assistance of a *qualified environmental professional* and illustrated by certified legal survey, the *top of bank*, *top of ravine bank* and/or edge of *wetlands* in relation to property lines and existing and proposed *development*.

8. Development permits issued may require that:

a) streamside area or habitat and trees or other vegetation within the *streamside protected area* be preserved or enhanced in accordance with the permit;

b) the timing and sequence of *development* occur within specific dates or construction window to minimize impact to streams, fish or wildlife species;

c) specific *development* works or construction techniques (e.g., erosion and sediment control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the *streamside protected area*;

d) mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore *habitat* within the *streamside protected area*;

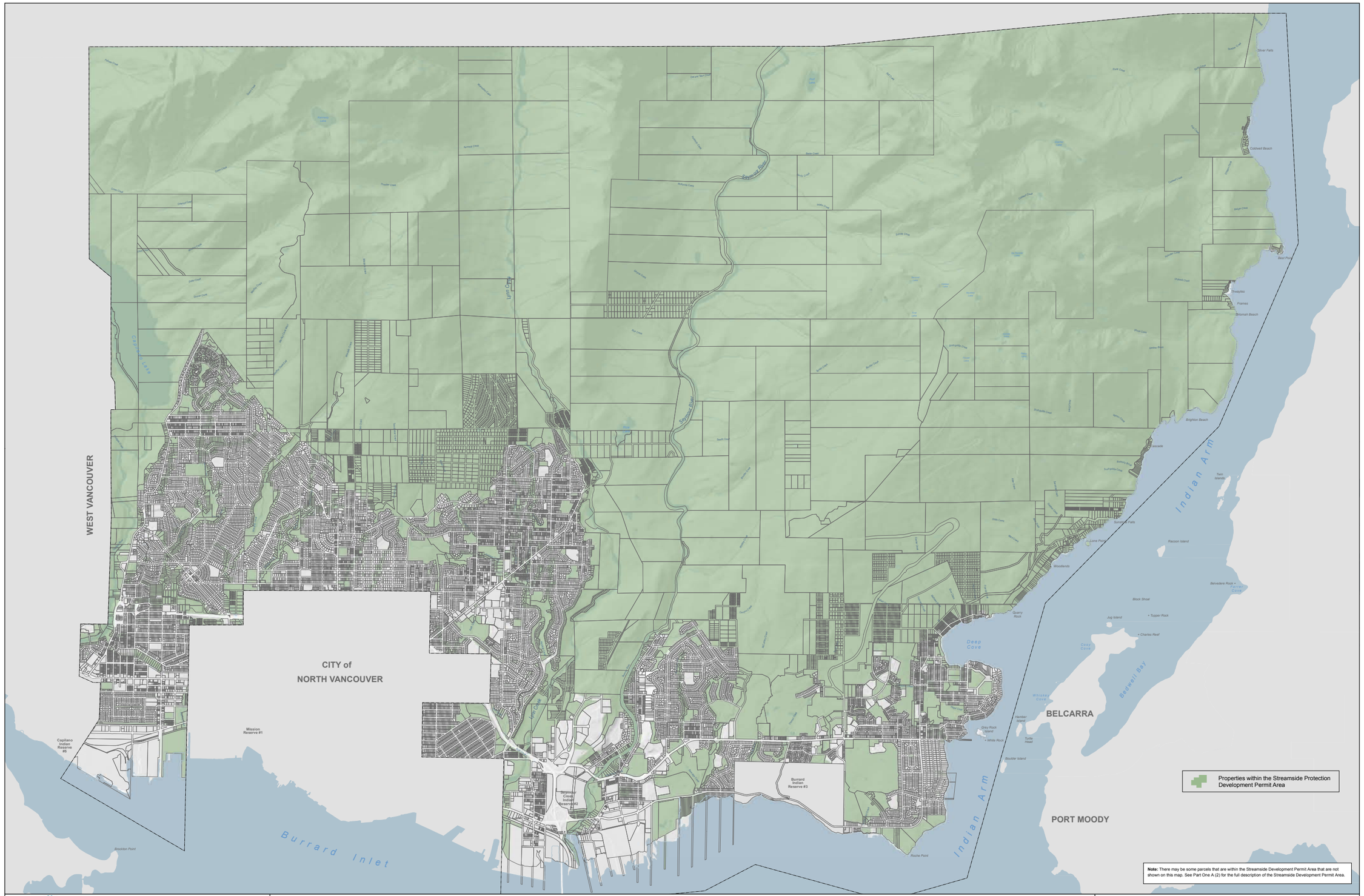
e) security in the form of a cash deposit or letter of credit be provided to secure satisfactory completion of habitat protection works, restoration measures, *habitat compensation* or other works for the protection of the streams and streamside *habitat* (the "required works"). This security shall be in the amount of 125% of the estimated value of the required works as determined by the *director* and shall either be:

   i. in the form of a separate cash deposit or letter of credit; or

   ii. if acceptable to the *director* in his or her sole discretion, in the form of the cash deposit or letter of credit provided pursuant to the building permit in relation to the proposed *development* for which the development permit is issued; and

f) security in the form of a cash deposit or letter of credit be provided to secure recovery of the cost of any works, construction or other activities with respect to the correction of any damage to the environment that results as a consequence of a contravention of any condition or requirement in the streamside protection development permit. The security taken pursuant to the building permit in relation to the proposed *development* for which the development permit is issued shall constitute the security for the purpose of this subsection, and shall not be released until damage, if any, has been remediated to the satisfaction of the *director*.





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Development Approval Information Areas

Land within the *Protection of the Natural Environment DPA* and *Streamside Protection DPA* are also designated collectively as a Development Approval Information Area in accordance with Section 920.01 of the *Local Government Act*. Applicants for protection of the natural environment or streamside protection development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the applicable guidelines.

Requirements

If required by the *District*, applicants for a protection of the natural environment development permit or a streamside protection development permit must submit the information set out in this section.

1. Where any *development* is proposed within a *natural environment protected area* or a *streamside protected area*, the *District* may require that a report prepared by a *qualified environmental professional* be provided at the applicant's expense to assess existing conditions and impacts of the proposed *development* on:

    a) *streams* and *streamside areas,* in the case of proposed *development* in a *streamside protected area*; or

    b) *mature stands of trees*, *habitat* for *species at risk*, *wetlands*, *raptors'* nesting sites or *wildlife corridors*, in the case of proposed *development* in a *natural environment protected area*.

2. Information on existing conditions (baseline information) on the site should be provided in a survey plan prepared by a certified B.C. Land Surveyor, that includes, at a minimum, the following:

    a) plans at 1:100 minimum scale with north arrow and minimum 1 metre contour interval;

    b) parcel boundaries and adjacent streets and rights-of-way;

    c) natural features including *streams*, *wetlands*, *top of bank*, *mature stands of trees*, *habitat for species at risk*, *raptors'* nesting sites and *wildlife corridors*;

    d) boundaries of the *streamside protected area* or the *natural environment protected area*, as the case may be, determined in accordance with this *document* and the guidelines herein;

    e) any existing improvements on the parcel including locations and dimensions of existing buildings, driveways, parking areas, utilities, retaining walls and landscaping; and

    f) all trees and vegetation within the natural environment protected area or streamside protected area, as the case may be, highlighting vegetation and trees that will be affected or removed by the proposed *development*. The *District* may require that a tree assessment and retention/restoration plan be completed by a professional arborist in accordance with Master Requirement List (MRL) Form #ENV106 and #ENV108A, which are available for viewing at the *District's* website at www.dnv.org, as amended from time to time.

3. Information on the proposed *development* should, at a minimum, include:

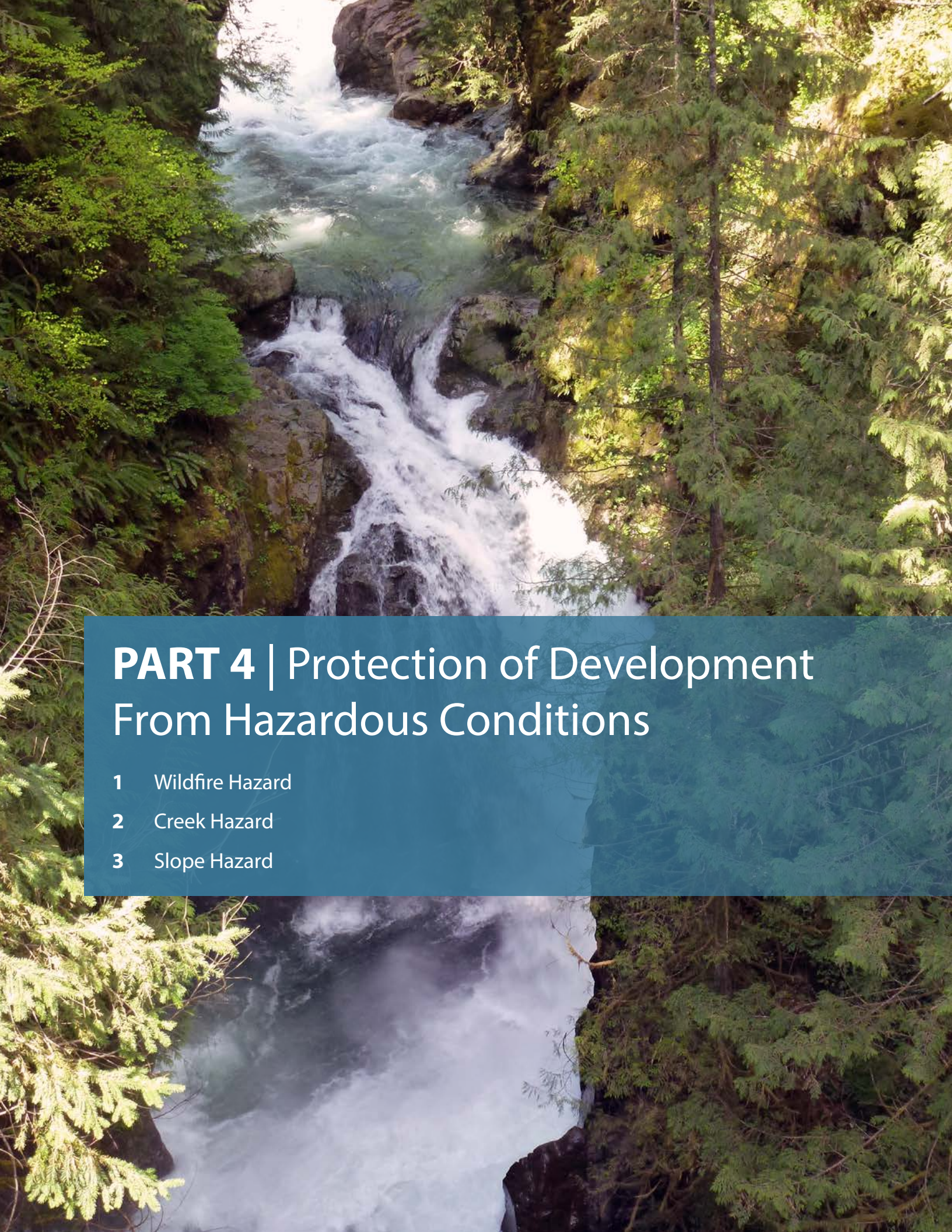
   a) locations and dimensions of proposed buildings, driveways, parking areas and utility services relative to the *natural environment protected area* or *streamside protected area*, as the case may be; and

   b) any temporary encroachment(s) by clearing, grading and other construction-related activities into the *natural environment protected area* or *streamside protected area*, as the case may be, and measures to mitigate and/or compensate such encroachment(s).

4. A written analysis should be provided demonstrating that the proposed *development* is consistent with the applicable development permit guidelines, and identifying any mitigation or compensation measures that are consistent with the guidelines, including measures that may be specified as development permit conditions.

5. The report must describe by plan and text the erosion control measures that are to be put in place during the site preparation and construction stages of the project.

6. If the *director* is not satisfied that the information is sufficient to comply with this section in scope, level of detail or accuracy or in any other respect, the *director* may, within 30 business days of receipt of the information submitted by the applicant, require the applicant to provide, at the applicants expense, further information to reasonably comply with this section.



PART 4 | Protection of Development From Hazardous Conditions

1 Wildfire Hazard

2 Creek Hazard

3 Slope Hazard

Context

The presence of *steep slopes*, *ravines*, creeks, rivers, floodplains and forested lands combined with occasional extreme weather activity make some areas of the *District* susceptible to conditions that may be hazardous. Such conditions include *debris flow*, *debris flood*, *flood*, slope instability, landslides, erosion, or wildfire. It is the *District's* objective to reduce and mitigate the *risks* associated with *development* in these areas by applying the *District's* ongoing Risk Management Program and taking appropriate precautionary measures through professional studies and assessments in order to guide safe *development*, building design, construction and long-term maintenance and monitoring.

Within this category, there are three development permit areas: the *Wildfire Hazard DPA*, the *Creek Hazard DPA* and the *Slope Hazard DPA*.



1 Wildfire Hazard

The *District's* intention is to ensure new *development* is resilient to natural hazards and climate change.

A. Objectives

The *Wildfire Hazard DPA* and corresponding Development Approval Information Area are established to:

1. ensure that *development* within the *Wildfire Hazard DPA* is managed in a way that:

   a) minimizes the *risk* to property and people from wildfire hazards;

   b) promotes activities to reduce wildfire hazards while still addressing environmental issues; and

   c) minimizes the *risk* of fire to the *District's* forests;

2. proactively manage conditions affecting potential fire behaviour, thereby increasing the probability of successful fire suppression and containment, and thereby minimizing adverse impacts;

3. conserve the visual and ecological assets of the forest for the benefit of present and future generations; and

4. reduce the *risk* of post-fire landslides, *debris flows* and erosion.

B. Exemptions

All *development* is exempt from the requirement to obtain a wildfire hazard development permit other than the construction and installation of a *new building or structure* for which a building permit is required pursuant to the *District's Building Regulation Bylaw*.

C. Guidelines

The following guidelines apply within the *Wildfire Hazard DPA*:

1. Applicants may be required to provide a *preliminary assessment* report and *detailed assessment* report prepared by a *qualified professional*.

2. *New buildings or structures* and associated *accessory* buildings and structures should be located as far away from any *wildfire risk areas* as is reasonably possible or feasible and in any event, as far away from any *wildfire risk areas* as existing *permanent structures*, if any, on the parcel.

3. For parcels that are located entirely within a wildfire risk area, guideline number 2 does not apply, but new buildings or structures and associated *accessory* buildings and structures should be located as far away from any contiguous undeveloped forested areas or areas containing hazardous forest fuel types or accumulations as is reasonably possible or feasible.

4. The following fire resistive materials and construction practices should be required for all subject *development* in the Wildfire Hazard DPA:

    a) *fire retardant roofing* materials should be used, and asphalt or metal roofing should be given preference;

    b) decks, porches and balconies should be sheathed with *fire resistive materials*;

    c) all eaves, attics, roof vents and openings under floors should be screened to prevent the accumulation of combustible material, using 3mm, non combustible wire mesh, and vent assemblies should use fire shutters or baffles;

    d) exterior walls should be sheathed with *fire resistive materials*;

    e) fire-resistive decking materials, such as solid composite decking materials or *fire-resistive* treated wood, should be used;

    f) all windows should be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the *new building or structure*;

    g) all chimneys and wood-burning appliances should have approved spark arrestors; and

    h) building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.

5. All new hydro servicing that is in, or within 10 metres of, a *wildfire risk area* should be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

6. The following landscape and service conditions should be required in respect of subject *development* in, or within 10 metres of, a *wildfire risk area*:

   a) firebreaks should be designed and installed, which may be in the form of cleared parkland, roads, or utility right-of-ways;

   b) *wildfire risk mitigation* and landscaping should be designed and installed to protect, conserve and enhance natural features of the site and adjacent ecosystems in accordance with *District* bylaws;

   c) if removal of trees or vegetation is deemed necessary by the *qualified professional* for the purpose of reducing wildfire *risk*, *District* approval is required and replacement trees or vegetation may be required by the *District;* and

   d) if deemed necessary by the *qualified professional* for the purpose of reducing wildfire *risk*, a *defensible space* of at least 10 metres should be managed around buildings and structures with the goal of eliminating *fuel* and combustible debris, reducing *risk*s from approaching wildfire and reducing the potential for building fires to spread to the forest, and the required *defensible space* may be larger in areas of sloping ground where fire behaviour creates greater *risk*.

7. Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.

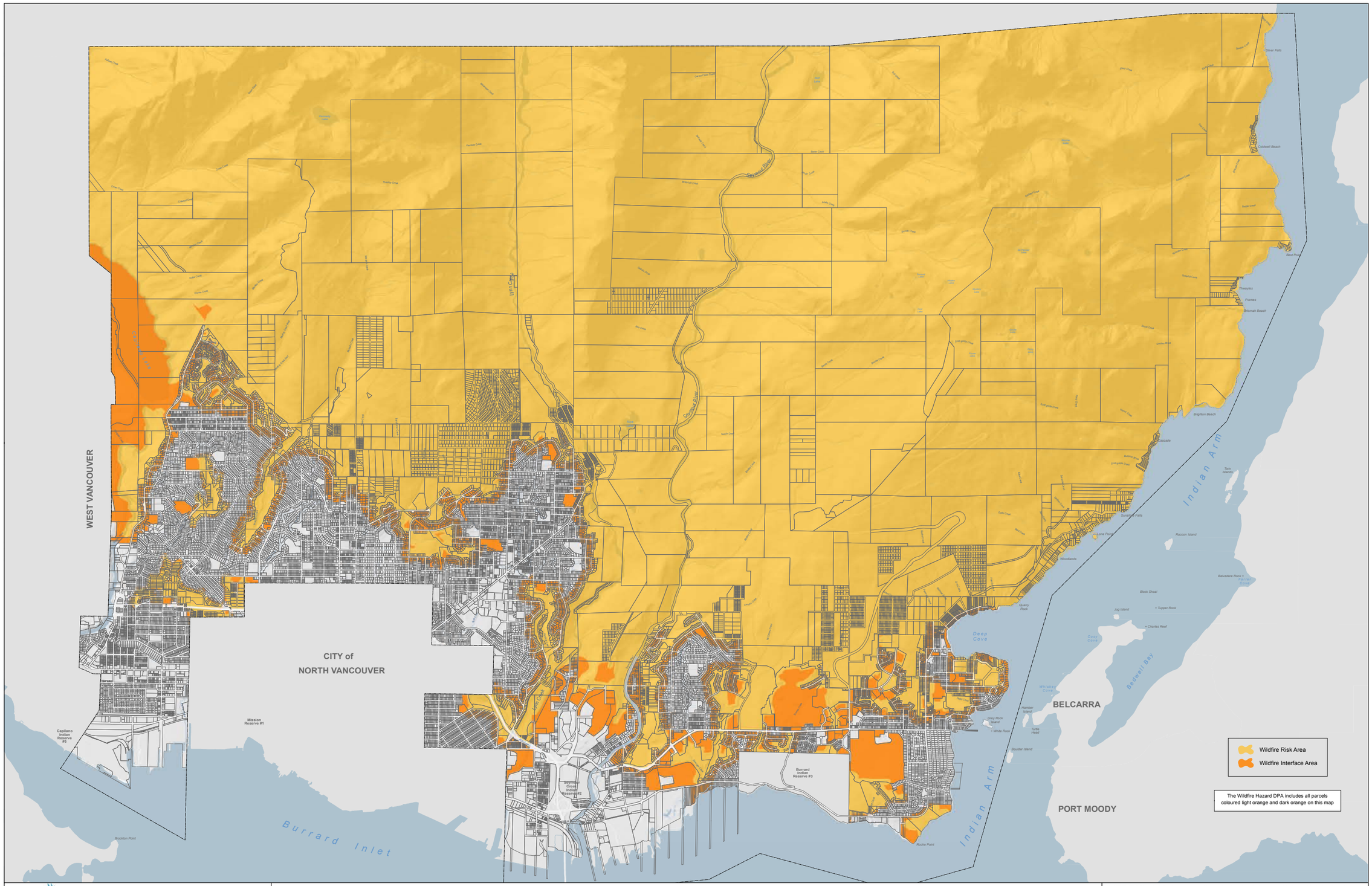
8. All wood, vegetation and construction debris identified in the *qualified professional's* report should be removed within three months of permit issuance, or immediately during high fire risk seasons, and the *District* may require security in connection with such removal.

9. Applicants may be required to submit a tree assessment and retention/restoration plan completed by a *qualified professional* in accordance with current standards and *District* report requirements.



Fire Interface Area: homes in Grousewoods (left) and Braemar/Demsey (right) back on to the forest.

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NORTH VANCOUVER DISTRICT

WILDFIRE HAZARD DEVELOPMENT PERMIT AREA - MAP 2.1

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2 Creek Hazard

Minimize the risk to people and property from creek hazards and mitigate the impacts of flooding within areas already developed.

A. Objectives

The *Creek Hazard DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. minimize the *risk* to people and property from creek hazards;
2. encourage safety in the construction, location and manner of *development*;
3. minimize *development* in high hazard areas due to *debris flow*, *debris flood* areas;
4. mitigate the impacts of flooding within areas already developed;
5. avoid increasing the hazard to or vulnerability of others on the floodplain; and
6. maintain a natural riverine and floodplain regime.

B. Exemptions

The following activities are exempt from the requirement to obtain a creek hazard development permit:

1. public works and services and maintenance activities carried out by, or on behalf of, the *District* and approved by the *director*;

2. *development* involving buildings or structures in which the top of all proposed concrete slabs or underside of all wooden floor systems for all *habitable space* is more than 2 metres above the lowest elevation in the part of the *creek* channel that is adjacent to or closest to the proposed building or structure. This *exemption* does not apply where the *flood* hazard arises from Capilano River, Mackay Creek (below Highway #1), Mosquito Creek, Lynn Creek, or Seymour River; or to *debris flow* or *debris flood* hazards;

3. repairs or renovations (including roof repairs or replacement) to a *permanent structure,* provided that there is no expansion of the building footprint, including no cantilevered or projecting portions of the *permanent structure*;

4. construction of additional storeys above an existing building;

5. additions of less than 25 square metres in area, provided that no other additions have been commenced or constructed within the immediately preceding 24-month period and provided that the proposed addition is not located in a *potential debris flow* or *debris flood area* or a *potential flood hazard area*;

6. replacement or repair of an existing deck, provided that, if the deck is located in a *potential debris flow* or *debris flood area* or a *potential flood hazard area*, the location and dimensions of the deck do not change;

7. *construction* of an *accessory* building permitted by the *Zoning Bylaw*, provided that provided that the *accessory* building is located outside any *potential debris flow* or *debris flood area* and any *potential flood hazard area*;

8. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation;

9. *habitat* creation, restoration or enhancement works carried out in accordance with *District* bylaws and a plan approved by the *director*;

10. routine maintenance of existing landscaping and lawn areas;

11. planting of trees or vegetation in accordance with *District* bylaws; or

12. removal of trees or vegetation in accordance with *District* bylaws.

C. Guidelines

The following guidelines apply in the *Creek Hazard DPA*:

1. Applicants may be required to provide a *preliminary assessment* report and *detailed assessment* report prepared by a *qualified professional*.

2. *Development* should:

   a) be constructed in a location and manner that will maximize the safety of residents and property;

   b) be located in the least hazardous part of the site;

   c) be minimized in floodplain areas, or where *development* may impede a natural *floodway;*

   d) comply with *flood* construction requirements identified by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report;

   e) not increase the *risk* or hazard to, or vulnerability of, other properties or structures;

   f) not include *habitable space* below the *flood construction level* specified by the *qualified professional* except in accordance with recommendations made by a *qualified professional* and in compliance with these guidelines;

   g) in connection with renovations to any existing *permanent structure*, where reasonable, reduce *flood* hazard to the existing *permanent structure* by raising the *habitable space* to *flood construction levels*; and

   h) not include the installation of any mechanical equipment or electrical wiring below the *flood construction level* except in accordance with recommendations made by a *qualified professional* and in compliance with these guidelines.

3. Background information on potential *flood*, *debris flood* and *debris flow* hazards may be available through the *District's* Natural Hazard Management Program, and, if so, information in these reports should be referenced as part of any development permit application.

4. Structural and/or non-structural *flood* protection measures should be implemented to mitigate the impacts of *flooding* within areas already developed.

5. Vegetation should be maintained and/or restored along all *creek* banks, valley floors and floodplains and within the required setback from *top of bank* to minimize erosion in accordance with the guidelines applicable to the streamside development permit.

6. *Potential debris flow and debris flood hazard areas* and *potential flood hazard areas* should remain free of *development*, or, if that is not possible, then:

    i. mitigation should be undertaken to reduce *risk* to an acceptable level (*risk* for both the subject property and any adjacent or nearby lands should be addressed); and

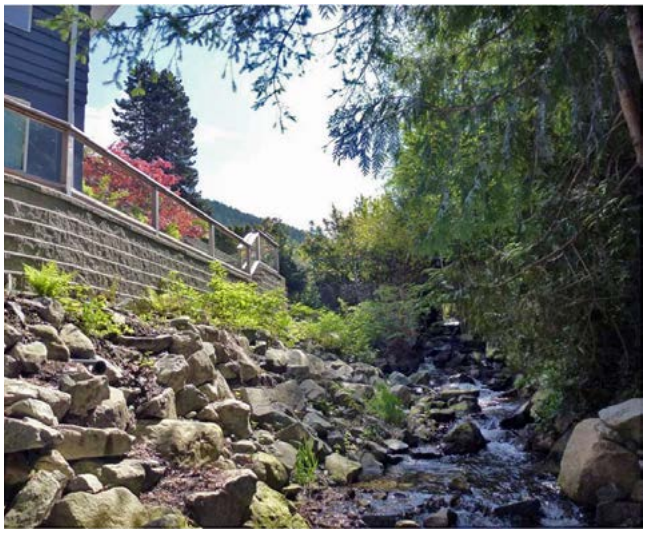
    ii. conditions (for example conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels,

    both as determined by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report.

7. Storm sewer connections should be installed and maintained in accordance with the *District's* Sewer Bylaw to reduce possible erosion of creek banks.

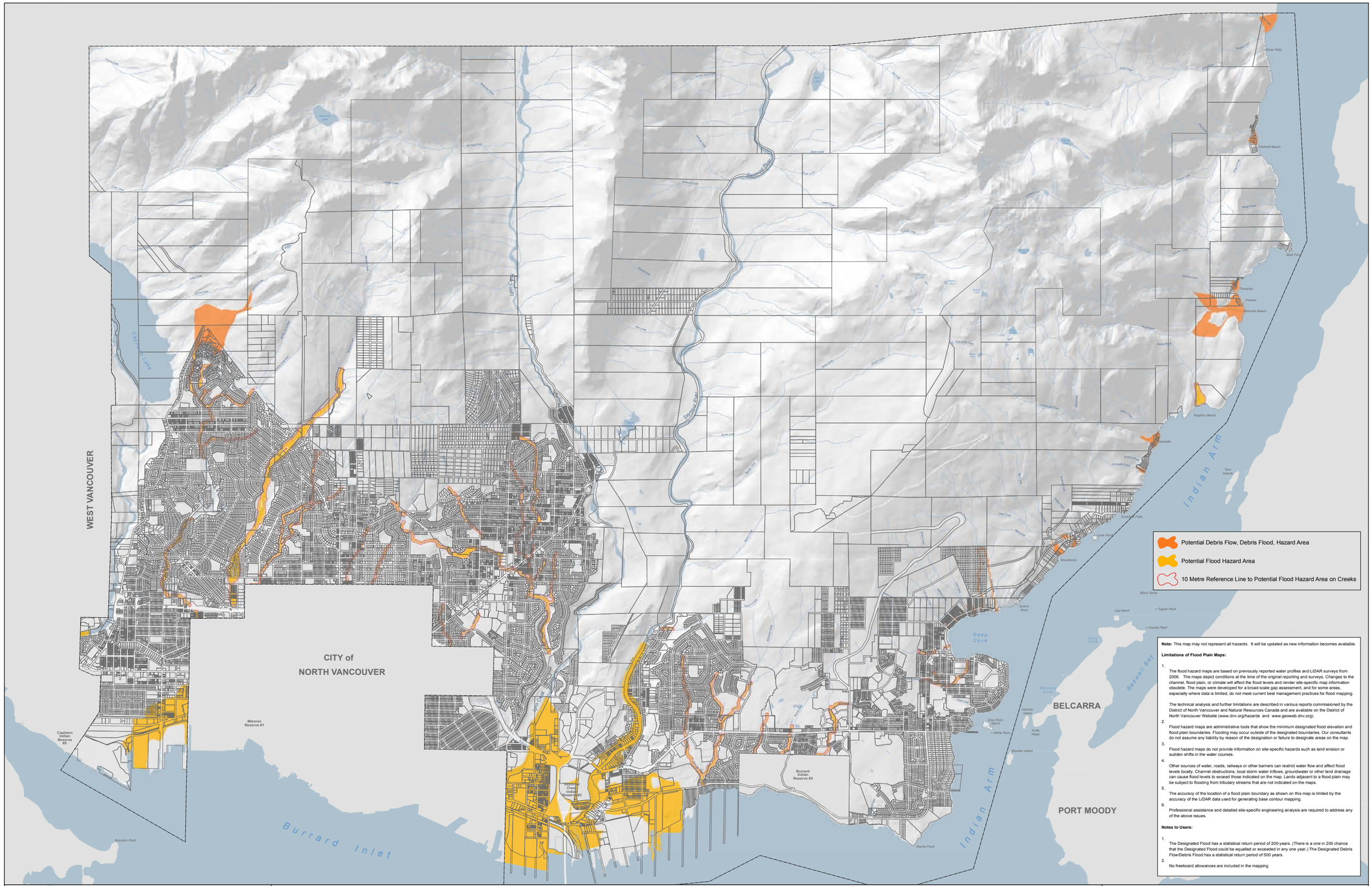
8. Proposed *flood construction levels* should be clearly defined by a *qualified professional*, preferably in Geodetic Survey of Canada datum.

9. Natural riverine and floodplain regimes should be preserved. *Development* should be sited so as to allow normal *creek* processes (erosion and channel migration) and anticipated *flooding* to occur. Where appropriate, this should include actions, such as grading of the site, to deflect *flood* water and to allow for *floodways* or pooling of floodwater.





A new foundation and creek bank stabilization project, after the creek eroded the foundations of the existing house (left).
Debris Flow risk reduction: Debris catch basin on one branch of MacKay Creek (right).



Note: This map may not represent all hazards. It will be updated as new information becomes available.

Limitations of Flood Plain Maps:

1. The flood hazard maps are based on previously reported water profiles and LiDAR surveys from 2006. The maps depict conditions at the time of the original reporting and surveys. Changes to the channel, flood plain, or climate will affect the flood levels and render site-specific map information obsolete. The maps were developed for a broad-scale gap assessment, and for some areas, especially where data is limited, do not meet current best management practices for flood mapping.

   The technical analysis and further limitations are described in various reports commissioned by the District of North Vancouver and Natural Resources Canada and are available on the District of North Vancouver Website (www.dnv.org/hazards and www.geoweb.dnv.org).
2. Flood hazard maps are administrative tools that show the minimum designated flood elevation and flood plain boundaries. Flooding may occur outside of the designated boundaries. Our consultants do not assume any liability by reason of the designation or failure to designate areas on the map.
3. Flood hazard maps do not provide information on site-specific hazards such as land erosion or sudden shifts in the water courses.
4. Other sources of water, roads, railways or other barriers can restrict water flow and affect flood levels locally. Channel obstructions, local storm water inflows, groundwater or other land drainage can cause flood levels to exceed those indicated on the map. Lands adjacent to a flood plain may be subject to flooding from tributary streams that are not indicated on the maps.
5. The accuracy of the location of a flood plain boundary as shown on this map is limited by the accuracy of the LiDAR data used for generating base contour mapping.
6. Professional assistance and detailed site-specific engineering analysis are required to address any of the above issues.

Notes to Users:

1. The Designated Flood has a statistical return period of 200-years. (There is a one in 200 chance that the Designated Flood could be equalled or exceeded in any one year.) The Designated Debris Flow/Debris Flood has a statistical return period of 500 years.
2. No freeboard allowances are included in the mapping

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CREEK HAZARD DEVELOPMENT PERMIT AREA - MAP 2.2

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3 Slope Hazard

The *District's* intention is to reduce slope hazards and landslide *risk* to people and property by carefully managing *development* and construction practices on or near steeply sloped lands.

A. Objectives

The *Slope Hazard DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. minimize the *risk* to people and property from slope hazard;
2. develop safely and minimize the impacts on or near steeply sloped lands, including the potential run out area below *steep slopes;*
3. reduce slope hazards and landslide *risk* to people and property by carefully managing *development* and construction practices on or near steeply sloped lands;
4. avoid alteration of steeply sloped lands that may cause increased instability of the land or adjacent areas;
5. encourage professional design of structures and mitigative works and to ensure field review during construction and post-construction certification; and
6. encourage ongoing maintenance and monitoring of steeply sloped lands.

B. Exemptions

The following activities are exempt from the requirement to obtain a development permit:

1. public works and services and maintenance activities carried out by, or on behalf of, the *District*, and approved by the *director*;

2. non-structural repairs or renovations (including roof repairs or replacement) to a *permanent structure* provided that there is no expansion of the building footprint, including no cantilevered or projecting portions of the *permanent structure*, and provided that such repairs or renovations do not increase the *gross floor area* of the *permanent structure*;

3. replacement or repair of an existing deck, provided that the location and dimensions do not change;

4. construction of an *accessory* building of less than 25 square metres permitted by the *Zoning Bylaw* provided that the *accessory* building is located outside any *potential slope hazard area* and at least 10 metres away from the crest of any *steep slope*, and provided that no removal of trees or placement of fill will be required;

5. routine maintenance of existing landscaping and lawn areas;

6. habitat creation, *streamside* restoration or similar habitat enhancement works in accordance with *District* bylaws and a plan approved by the *director*; or

7. planting of vegetation, except for the planting of trees within 10 metres of the top of a *steep slope*.

C. Guidelines

The following guidelines apply in the *Slope Hazard DPA*:

1. Applicants may be required to provide a preliminary assessment report and detailed assessment report prepared by a *qualified professional*.

2. Background information on potential slope hazards in some areas is available through the *District's* Natural Hazard Management Program, and the information in these reports should be referenced as part of any development permit application. Such information is available for Berkley, Lynn Valley/Westlynn, Pemberton Heights, Capilano River East, Mosquito Creek, Mount Fromme East, Riverside West and Deep Cove/Cove Cliff, among others.

3. *Development* should minimize any alterations to *steep slope*s, and the *development* should be designed to reflect the site rather than altering the site to reflect the *development*.

4. Terracing of land should be avoided or minimized and landscaping should follow the natural contours of the land.

5. Buildings and structures and landscaping should be located as far as reasonably possible from *steep slope*s or channel discharge/runoff points at the base of slopes.

6. *Potential slope hazard areas* should remain free of *development*, or, if that is not possible, then:

   a) mitigation should be undertaken to reduce *risk* to an acceptable level (*risk* for both the subject property and any adjacent or nearby lands should be addressed); and

   b) conditions (for example conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels,

   both as determined by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report.

7. Stepped and articulated building forms that integrate and reflect the natural site contours and slope conditions should be used, and large unbroken building masses that are unsuitable for sloped conditions should be avoided.

8. The construction of structures, pathways/trails, driveways, utilities, drainage facilities, septic fields, swimming pools, hot tubs, ponds, landscaping or other uses at or near the top or base of *steep slope*s should be avoided. A minimum ten metre *buffer area* from the top or base of any *steep slope* should be maintained free of *development* except as otherwise recommended by a *qualified professional*. On very *steep slope*s, this *buffer area* should be increased.

9. Vegetation should be maintained and/or reinstated on the slopes and within any *buffer* zone above the slopes in order to filter and absorb water and minimize erosion.

10. No fill, including yard clippings, excavated material, sand or soil, should be placed within ten metres of the top of slopes or along pre-existing drainage channels.

11. The base of slopes should not be undercut for building, landscaping or other purposes except in accordance with the recommendations of a *qualified professional* and a permit issued under this section.

12. For homes at the base of slopes, it is preferable for bedrooms to be constructed on the downslope side of the home.





Berkley Landslide (right and left)

13. Designs should avoid the need for retaining walls, particularly to minimize cutting of the uphill slope. Large single plane retaining walls should be avoided. Where retaining walls are necessary, smaller sections of retaining wall should be used. Any retaining structures in steeply sloped areas must be designed by a *qualified professional.*

14. Disturbed slopes should be reinforced and revegetated, especially where gullied or where bare soil is exposed. Planting should be done in accordance with the recommendations of a Landscape Architect or Registered Professional Forester, and a permit issued by the *District.*

15. Native species, including trees, shrubs and other plants, should be used for any new planting.

16. Any structural mitigation measures must be designed by a *qualified professional.*

17. Water should be diverted away from slopes, yards and structures in a controlled manner and ponding should be avoided near slopes.

18. Flow should be contained by capturing roof and pavement drainage.

19. Property, roof drainage and landscaping should be designed and maintained to shed water away from slopes (especially *steep slopes*).

20. Buildings should be connected to the storm drainage system or alternative methods approved by the *District.*

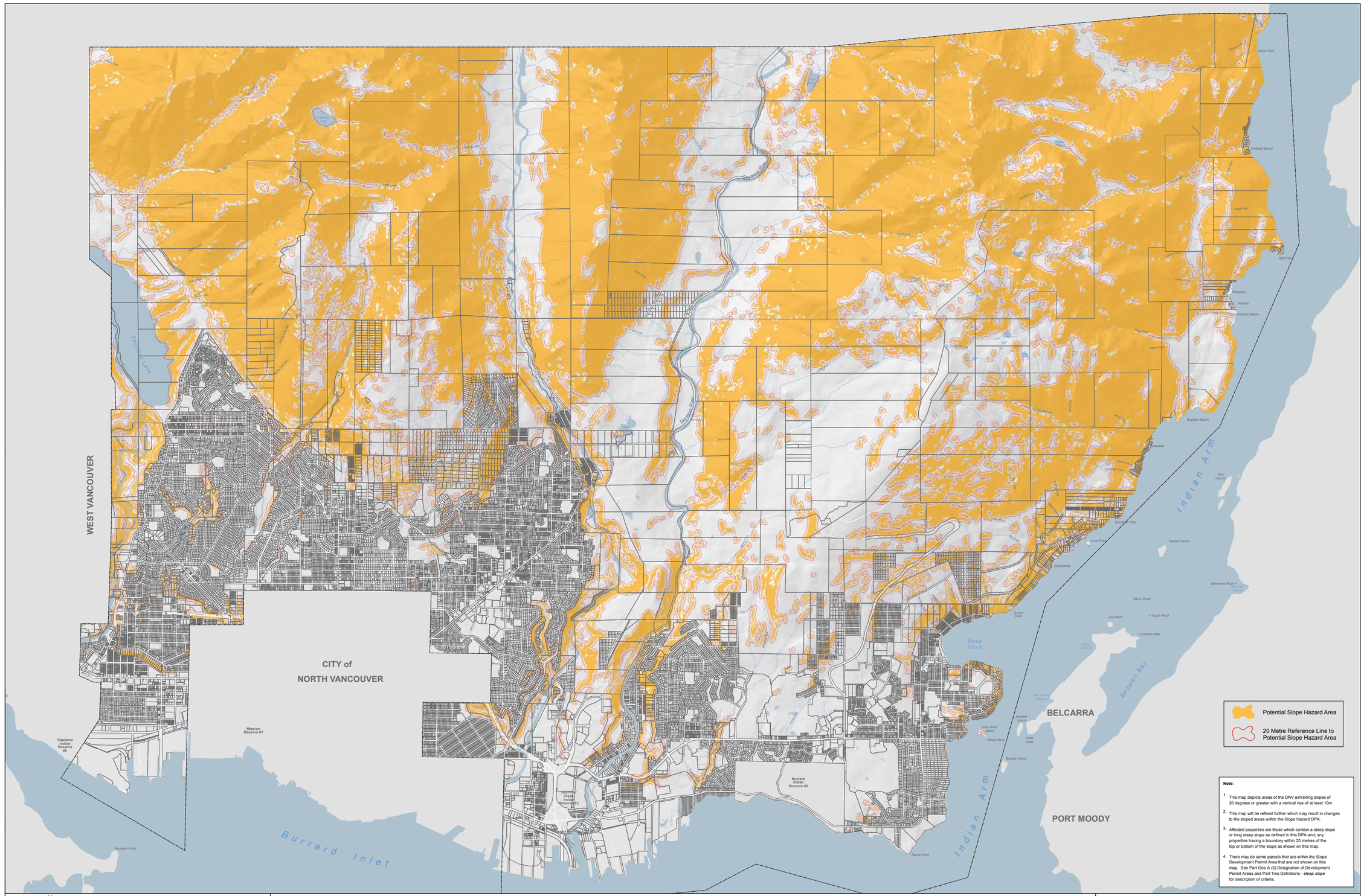
21. Concentrated water (such as roof drainage) should be discharged toward storm drains or street gutters and not over sloped lands.

22. The extent of paved or hard-surfaced areas should be limited, and absorbent or permeable surfaces should be used instead to encourage infiltration where appropriate and reduce runoff.

23. Lots should be graded so water is directed toward the street and away from slopes.



Lynn Valley Headwaters, park road (left); Slope failure on slope next to Mosquito Creek (centre); Landslide (right).



Note:

1. This map depicts areas of the DNV exhibiting slopes of 20 degrees or greater with a vertical rise of at least 10m.
2. This map will be refined further which may result in changes to the sloped areas within the Slope Hazard DPA.
3. Affected properties are those which contain a steep slope or long steep slope as defined in this DPA and; any properties having a boundary within 20 metres of the top or bottom of the slope as shown on this map.
4. There may be some parcels that are within the Slope Development Permit Area that are not shown on this map. See Part One A (5) Designation of Development Permit Areas and Part Two Definitions - *steep slope* for description of criteria.

NORTH VANCOUVER DISTRICT

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GEOGRAPHIC INFORMATION SYSTEMS
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SLOPE HAZARD DEVELOPMENT PERMIT AREA - MAP 2.3

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0 250 500 1,000 1,500 2,000 Meters

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Published: December 4, 2015 Scale: **1:17,500**

Above map published on 2015-12-08. For most up to date map, click here.

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Assessment Reports

1. *Preliminary assessment* reports and *detailed assessment* reports should address the potential for fire, landslip, rockfall, slope failure, *debris flow, debris flood* or flooding, or other hazard (as relevant to the site and the particular development permit designation), and the impact of the proposed *development* on or by such natural hazard conditions should be analyzed and assessed.

2. The appropriate method of assessment and level of effort should be determined by the applicant's *qualified professional* based on all the relevant circumstances, including, without limitation, the type of hazard, the nature and extent of proposed *development*, the particular development permit designation(s), and local site conditions. In some cases it may be appropriate to carry out screening studies based on assessment of the level of hazard or partial *risk* to determine if the proposed *development* may lead to the potential for loss of life caused by natural hazards. Where a potential for loss of life exists, the applicant's *qualified professional* may be required to provide a detailed quantitative *risk* assessment using the *risk tolerance criteria* or factor of safety (FOS) calculations in respect of the proposed *development*.

3. *Preliminary assessment* reports and *detailed assessment* reports should meet all report guidelines published by the *APEGBC* or any replacement or successor body from time to time, and must specify that the land and the proposed *development* may be safely used for the purpose intended.

4. The design flow for *floods* should be the 200-year return period peak instantaneous flow or the *flood of record*, except as otherwise recommended by the applicant's *qualified professional*, provincial standards or guidelines. New culverts and other *watercourse* crossings should be capable of passing this flow with no surcharging. New bridges should be capable of passing this flow with an acceptable *freeboard* allowance.

5. In connection with *development* in the *Creek Hazard DPA*, a *preliminary assessment* may be completed by a *qualified professional* as an initial step to determine whether *risk*s are broadly acceptable. For creeks prone to *debris flow*s or *debris floods*, if the *preliminary assessment* suggests that *risk*s are broadly acceptable, then further *risk* assessment may not be required. For *flood* hazards, a *preliminary assessment* may also suffice, if the proposed *development* is at a greater elevation than the *flood construction level* identified by a *qualified professional* and no erosion *risk* is identified. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

6. In connection with *development* in the *Slope Hazard DPA*, a *preliminary assessment* including a partial *risk* assessment or qualitative hazard assessment should be completed by a *qualified professional* as an initial step in estimating whether a slope hazard may be present. If the *preliminary assessment* demonstrate that *risk*s are broadly acceptable, further *risk* assessment may not be required. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

7. In connection with *development* in the *Fire Hazard DPA*, a *preliminary assessment* should be completed by a *qualified professional* as an initial step to assess existing conditions and impacts on wildfire hazard of any proposed *new building or structure* and of all other associated *development* including all landscaping, utilities and other services for the purpose of determining whether *risk*s are broadly acceptable. If the *preliminary assessment* demonstrate that *risk*s are broadly acceptable, further *risk* assessment may not be required. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

8. Any *detailed assessment* report by a *qualified professional* should, at a minimum:

   a) include plan(s) at 1:100 minimum scale and 1m contour interval:

      i. delineating any *wildfire risk area(s)*, *potential debris flow and debris flood hazard areas*, *potential flood hazard areas* or *potential slope hazard areas*, as the case may be, on or adjacent to the parcel, including details on the features and extent of said areas;

      ii. delineating parcel boundaries and adjacent streets and rights of way;

      iii. identifying any existing *development* including locations and dimensions of existing buildings, *permanent structures*, driveways, parking areas, utilities, retaining walls; and

      iv. indicating the proposed location of all proposed *development*, including, without limitation, site clearing, excavations, roads and driveways, foundations and buildings, utility services, stormwater detention works, drainage works, parking areas or impervious surfaces, retaining walls or other works;

   b) provide all other relevant site information including topography, natural features, infrastructure and surface drainage;

   c) include any relevant climatic, topographical, hydrometric, geological, terrain/slope data, hydrogeological, ecological or other site information;

   d) identify and assess the potential for *landslide, debris flow, debris flood, flood, erosion,* unstable slopes or other hazard on the subject property and applicable surrounding lands and identify how the proposed *development* will be designed and constructed to promote safety of the *development* and of adjacent/down*stream* properties;

   e) determine whether any proposed alterations to the site will affect slope stability or be at risk from *debris flows* or *debris floods,* or flood hazards;

   f) clearly identify suitable building envelopes, setbacks and *flood construction level*s and identify any areas that should remain free of *development;*

   g) provide a clear description of the assumptions and methodology used to undertake the assessment, and the potential magnitude and intensity of any potential hazard events;

   h) provide a review of the historic nature, extent, magnitude, frequency and potential effect of hazards or constraints that may affect the property;

i) identify required or recommended mitigation measures and establish criteria for the design, construction, and long-term maintenance of any *development* or mitigative works proposed on the site (including, without limitation, erosion control during and after construction);

j) review all applicable historical hazard event information and relevant previous reports affecting the site and surrounding area;

k) assess the nature, extent, magnitude, frequency and potential effect of all applicable creek hazards that may affect the property, including the effects on perimeter drainage, storm water management;

l) use current climate data and modeling in connection with the assessment;

m) where the proposed *development* is located in *debris flow*/*debris flood* hazard areas, demonstrate that the proposed *development* complies with the *District's* current risk tolerance requirements;

n) identify the location and amount of any proposed removal or placement of soil or other fill, and confirm that the change will not adversely affect other properties;

o) identify proposed mitigation measures to reduce *debris flow, debris flood* or flood risks (up to the *flood construction level*) and to reduce slope instability, as the case may be, including but not limited to works to stabilize the watercourse edge or elevate the building site;

p) state that proposed mitigative works will not transfer risk to other properties;

q) establish criteria for the design, construction, and long-term maintenance of any *development* or mitigative works proposed on the site;

r) provide detailed measures to safeguard neighbouring properties and structures from any hazard related to *development* on the subject property;

s) clearly outline the short-term and long-term maintenance requirements, including regular maintenance and any special maintenance requirements after an extreme event;

t) identify any hazard on the subject site that may be related to municipal infrastructure (for example, culverts or storm drainage works);

u) provide a demonstrated review of all relevant background reports;

v) provide detailed recommendations to address bank erosion protection and *flood-proofing* up to *flood construction level*s, in accordance with all provincial and other guidelines that may be in place from time to time;

w) provide a professional opinion, subject to conditions and qualifications contained in the report, that the land may be safely used for the purpose intended and meets provincial guidelines (where applicable);

x) address any other information that the *director* deems relevant or necessary;

y) in respect of fire hazards, include:

i. the extent and nature of existing landscaping including details of trees and ground cover

ii. the exterior materials of existing and proposed buildings (siding and roofs);

iii. the locations and dimensions of proposed buildings, driveways, parking areas and utility services relative to any *wildfire risk area(s)* on or adjacent to the parcel;

iv. a description of all trees and vegetation within the *wildfire risk area(s)* on the parcel highlighting those recommended for removal or mitigation in order to create a defensible space around existing and proposed *development;*

v. a plan for the expedient removal of all wood, vegetation and construction debris resulting from the proposed *development*;

vi. a hazard assessment of the site and adjacent forest *fuel* conditions;

vii. identification of the fire-resistive construction materials and practices, in accordance with these guidelines;

viii. identification of the *defensible space,* in accordance with these guidelines, including details of proposed landscaping; and

ix. any temporary encroachment caused by clearing, grading and other construction-related activities, and measures to mitigate and/or compensate for such encroachment.

9. The applicant may be required to submit written terms of reference indicating the scope of work and professional expertise to be used for the preparation of a *preliminary assessment* or a *detailed assessment*. The terms of reference must be approved by the *director* prior to the information being prepared.

10. All reports and information shall be prepared and provided at the applicant's cost. All reports, opinions and plans shall be signed and sealed by the appropriate *qualified professional.*

11. The *District* may require the submission of plans and reports in electronic format for inclusion in the *District's* hazard database.







Development Approval Information Area

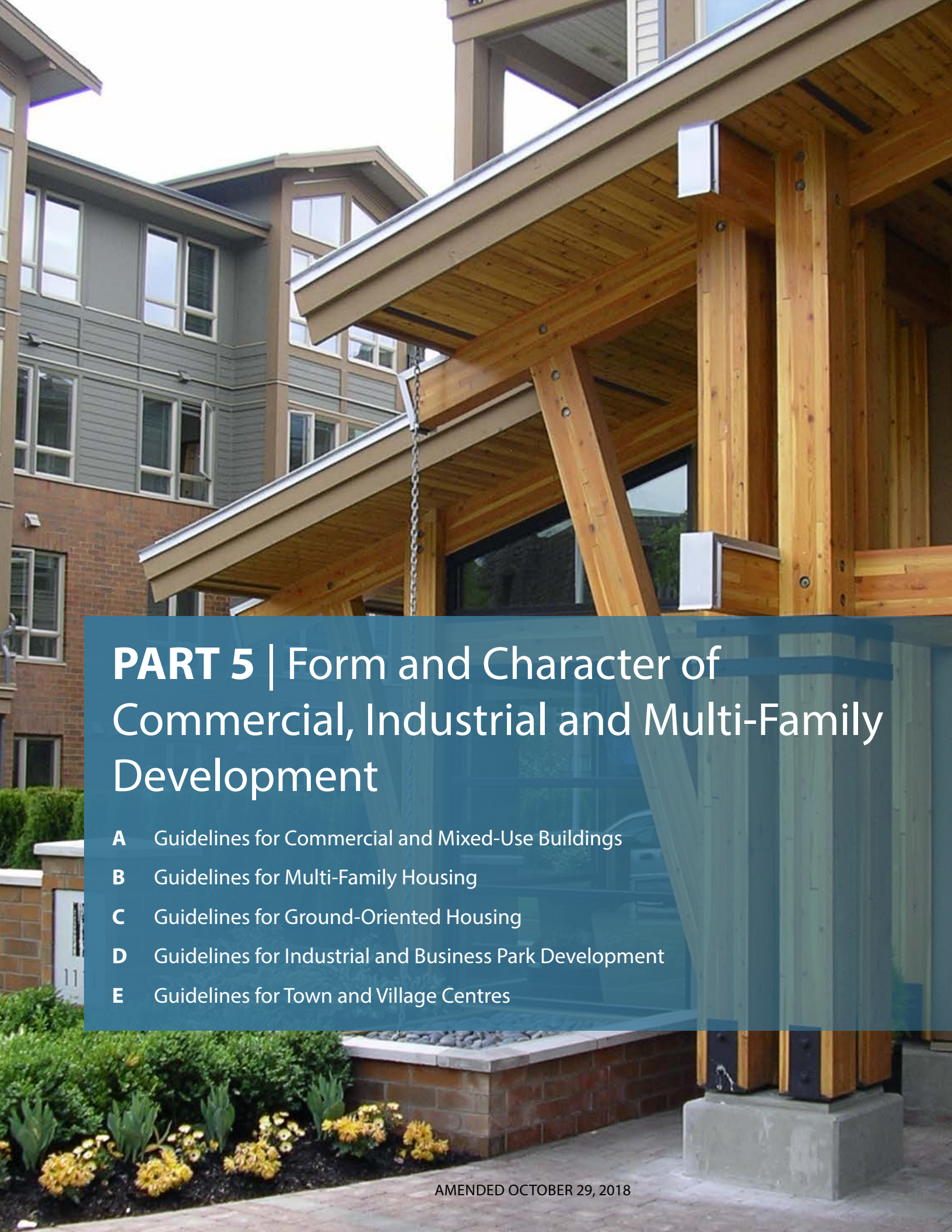
Land within the *Wildfire Hazard DPA*, *Creek Hazard DPA* and *Slope Hazard DPA* are also designated collectively as a Development Approval Information Area in accordance with Section 920.01 of the *Local Government Act*. Applicants for wildfire hazard, creek hazard and slope hazard development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the applicable guidelines.

Requirements

The types of plans, studies and other information that may be required in support of *development* applications, in addition to (or as part of) a *preliminary assessment* report or a *detailed assessment* report, include:

1. environmental assessment and mitigation plan by a *qualified environmental professional*;
2. geotechnical stability assessment by a *qualified professional* Engineer or Geoscientist;
3. hydrological assessment of drainage patterns and potential flood and hydraulic hazard by a *qualified professional* Engineer or Geoscientist;
4. assessment of fire hazards and mitigation measures by a registered forest professional, qualified by training or experience with at least two years experience in the assessment, *fuel* management prescription *development* and mitigation of wildfire hazards in British Columbia;
5. structural design and assessment by a *qualified professional* engineer for structural works;
6. site information based on a survey plan prepared by a certified B.C. Land Surveyor;
7. current state of title certificate and copies of all restrictive covenants registered on title, including relevant schedules and attachments;
8. a peer review of a *qualified professional's* report; and
9. reports or other information from additional *qualified professional*s such as designers (as defined in the *District* Building Regulation Bylaw) or B.C. Registered Professional Landscape Architects, as appropriate to the development permit application.

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PART 5 | Form and Character of Commercial, Industrial and Multi-Family Development

A Guidelines for Commercial and Mixed-Use Buildings

B Guidelines for Multi-Family Housing

C Guidelines for Ground-Oriented Housing

D Guidelines for Industrial and Business Park Development

E Guidelines for Town and Village Centres

AMENDED OCTOBER 29, 2018

Context

The intent of this development permit area is to guide the form and character of commercial, industrial and multi-family *development* (including intensive residential *development*), and their relationship to the public realm and surrounding neighbourhood in the best way possible to achieve the vision, goals and strategic directions as articulated in the Official Community Plan. The *District* aspires to be a community with a high quality of built environment that reflects the outstanding natural endowment of the North Shore.

Organization

Certain broad design principles and objectives are applicable to all urban *development* throughout the *District,* but there may also be significant differences from neighbourhood to neighbourhood that need to be recognized. Accordingly, the *Form and Character DPA* is organized by *development* typology (form of *development*) as well as by specific geographic areas. General or *District*-wide guidelines apply to all *development* regardless of location and these are supplemented with specific guidelines that apply in the designated Town and Village Centres or other areas for which unique urban design guidelines have been prepared.

Objectives for Form and Character of Development

The *Form and Character DPA* and corresponding Development Approval Information Area are established to address the following objectives:

ACCESSIBILITY - Striving to achieve barrier-free *development* and accessibility for all

Many people in our community experience some degree of difficulty in moving about whether due to age, injury, visual or other physical challenges and may have to rely on the use of mobility devices such as wheelchairs, strollers or scooters. The design of buildings and the state of pedestrian conditions in the public realm should serve the broadest possible cross section of society allowing people to function in their day-to-day activities with dignity and independence.

Accessibility means:

- Age friendly *development*
- Ease of approaching, entering and exiting buildings
- Encroachment and barrier-free pedestrian routes
- Barrier-free access to public spaces
- Integration of trees, plants and natural elements for shade, sensory and health benefits

CONNECTIVITY - Enhancing the block and the street

Pedestrian connectivity has to be provided at a much finer grain than for automobiles, i.e. the basic street network. In the context of a *development* and its relationship to the street and the neighbourhood the importance of direct pedestrian routes cannot be overstated. Where blocks are long, there should be at least one clearly marked pedestrian connection mid-block providing convenient access through the property.

A pedestrian friendly *development*:

- Puts the pedestrian first
- Facilitates transit and non-vehicular modes of transportation
- Has a walkable, interconnected block pattern
- Has enhanced way-finding
- Orients buildings and their entries to the street
- Connects or is enhanced by natural amenities and features

DESIGN EXCELLENCE - Creating outstanding and sustainable built form and character

Buildings that are functional for their intended use, appropriately fit into their surroundings and aesthetically attractive demonstrate design excellence. It takes tremendous amounts of energy and other resources to construct a building. Buildings are also major consumers of energy for heating, cooling and lighting. Building design influences the quality of life of residents or workers and the community at large when in a prominent location. Given that their lifetime can exceed 100 years, buildings represent a legacy for future generations.

Outstanding and sustainable *development:*

- Is appropriately scaled and massed within the context of its location
- Has well articulated, timeless architecture
- Has variation and unique features from one building to the next
- Incorporates green roofs, where appropriate, to maximize environmental benefits
- Is solarly-oriented and designed to maximize passive heating and cooling
- Incorporates opportunities for innovative rainwater management
- Integrates the aesthetic, environmental and health benefits of trees and other natural elements
- Incorporates and celebrates important natural features in design
- Uses durable, locally sourced or recycled building materials
- Provides discrete vehicle access to buildings and parking areas

GOOD NEIGHBOUR - Harmonizing with the scale and character of surrounding *development*

Development should be designed in a manner that is neighbourly and is in harmony with the scale and character of its surroundings and minimizes impacts on adjacent properties. *Development* often occurs incrementally; therefore, the design must carefully consider both existing and future relationships with surrounding properties and with the public realm. Potential impacts such as overviewing, noise, odour, glare and unsightly building designs or outdoor uses should be minimized through careful design.

Neighbourly *development:*

- Respects the tranquility, privacy and access to sunlight of nearby properties
- Provides transitions to neighbouring massing and scale
- Identifies and minimizes impacts on view corridors
- Provides a street presence with visual interest

PLACEMAKING - Achieving a distinctive look and feel in the District's Town and Village Centres

The Town and Village Centres will each have a unique sense of place and identity based on their physical setting, landmarks, cultural history and other community assets, and be reflective of the shared values of its residents. A centre cannot be said to have a sense of place unless people care deeply about it and think of it as "theirs". Sense of place is created by mental associations of positive experiences. There must be things to do and opportunities to meet people and socialize; in other words, reasons to want to go and spend time there. From an urban design perspective, the key is a well defined public realm.

A place worth caring about has:

- Lasting architectural character
- Places to gather, play, relax, enjoy nature or garden
- Building heights and siting in proportion to street width
- Coordinated and attractive landscaping, street furniture and amenities

SAFETY AND SECURITY - Improving safety and reducing opportunities for crime

Quality building design and site planning can play a role in reducing opportunities for crime and, nearly as importantly, the perception or fear of crime. There are trade-offs, however. Crime reduction strategies, if taken to the extreme, can result in stark or harsh conditions such as minimal landscaping, excessive lighting or unattractive fencing.

Safe and secure *development* has:

- Natural surveillance: putting "eyes on the street"
- Access control: clearly guiding people and vehicles to and from proper entrances
- Territorial control: distinguishing public areas from private areas
- Maintenance: regular maintenance discourages neighbourhood decline

Exemptions

A Form and Character development permit is not required in the following circumstances:

1. If the intended use is limited to single-family residential or institutional uses
2. Interior alterations or renovations to buildings
3. Site improvements such as landscaping, paving and pathways, when the total cost is less than $25,000
4. Accessory buildings less than 50 square metres in size provided they are consistent with the architectural form and character of the principle buildings
5. Temporary buildings or structures intended for construction offices or marketing displays for a period of time that does not exceed the duration of construction
6. Minor exterior renovations that do not significantly alter the building form and character

If unsure, property owners may submit a written description of a proposed *development* activity and District staff will advise in writing whether the *development* is exempt from the requirement for a *development* permit.

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A Guidelines for Commercial and Mixed-Use Buildings

Shopping streets tend to be the focal point of the community... (and) new *development* should seek to enhance and animate the public realm.

1. Public Realm and Streetscape Elements

Discussion:

Most medium and higher density residential, commercial or mixed-use buildings are located in highly visible and active locations such as shopping streets within the Town or Village Centres or along major thoroughfares. Shopping streets tend to be the focal point of the community, places where neighbours meet, and as such there needs to be a variety of places available to sit and chat. Opportunities to meet and socialize exist in both the public realm, for example seating areas or benches, and on private property with courts and plazas. These public and quasi-public spaces provide opportunities for merchandise display, cafe seating areas, landscaping, informal gathering, public art, and access to premises, and should be designed to be accessible and comfortable to all users.

New *development* should seek to enhance and animate the public realm. Buildings should be oriented to and relate to the street grid. Where a *development* includes multiple buildings, they should be grouped in such a way as to form usable open spaces for the enjoyment of residents and visitors.

Streets that are well defined or "enclosed" by street trees and building façades are more interesting and comfortable for pedestrians than those that are not. Heights of buildings and their setbacks from the property line should be considered in relation to the width of the street and the distance to the building face directly across the street.

Traditional shopping streets are characterized by closely-spaced small shops whereas contemporary retail practice often includes larger formats with only one entrance and blank walls. This has a deadening effect on the public realm. Building façades should be designed in ways that express individual storefront identity. Street trees and planting also improve the character, aesthetics and enjoyment of the pedestrian, bicycle and vehicular realms of the streetscape.

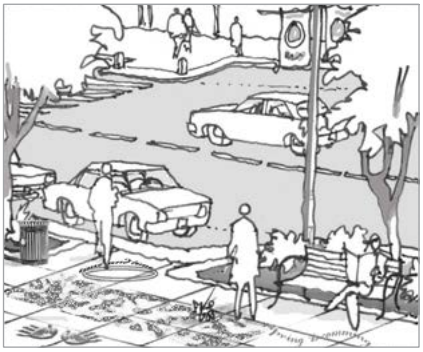


Figure 1

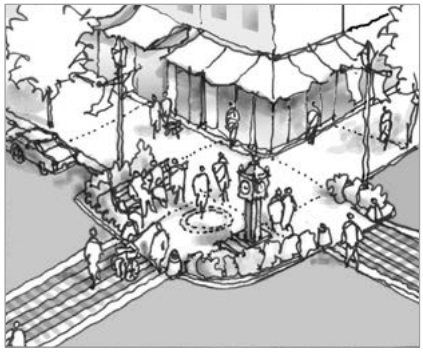


Figure 2

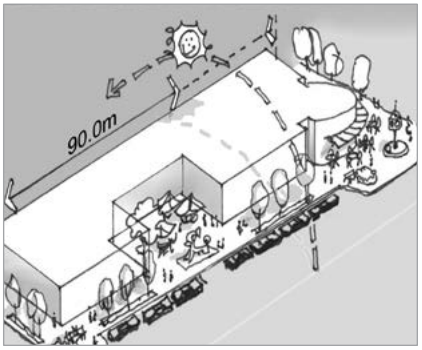


Figure 3

A1.1 Unified Streetscape: Within a given area, a unified streetscape concept for building sites, public open spaces, landscaping elements and universally accessible street furniture (benches, bike racks etc.) should be achieved (see Figure 1).

A1.2: Accessible Pedestrian Routes: Ensure pedestrian routes are smooth, level and clear of encumbrances to ensure direct passage for those with visual impairments or who require mobility aids.

A1.3: Corner Treatment: On shopping streets corner bulges or plazas should be considered at the crossroads of important streets depending on location of adjacent bus stops and type of pedestrian crossing (see Figure 2).

A1.4: Designing for Transit Ridership: Where a bus stop is located adjacent to a building that has a lobby, the lobby should be designed to provide direct sight lines to enhance the safety and comfort of transit riders. When appropriate, developers should consider designing the bus shelter so that it is coordinated with the building design or by providing awnings or canopies that are of sufficient height and width to directly shelter transit riders.

A1.5: Midblock Plazas: Where a *development* frontage exceeds 90 metres and there is sun exposure, provision of plazas or courts preferably in a central location is encouraged (see Figures 3 and 4 and A1.10).

A1.6: Corner Storefronts: On corner sites, commercial storefront entries should "turn the corner" to address the adjacent street in a pedestrian-friendly way. Both frontages should be designed as building "fronts" and the buildings should address the corner with strong massing (see Figures 5 and 6).



Figure 4

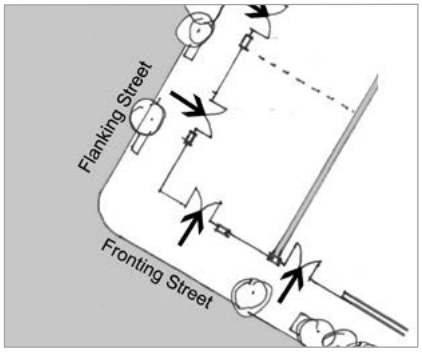


Figure 5



Figure 6

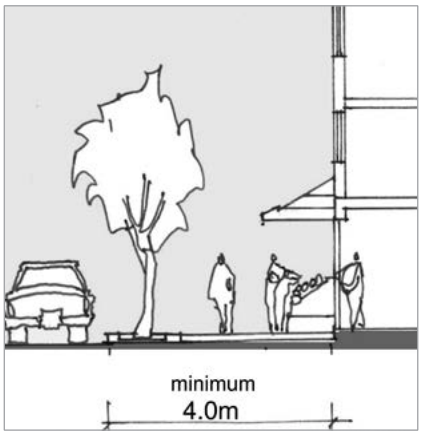


Figure 7



Figure 8

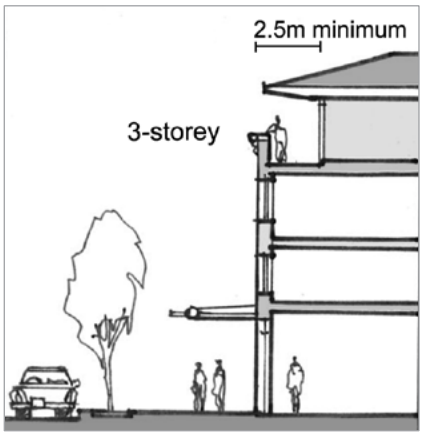


Figure 9

A1.7: Commercial Setback: On both front and flanking streets a 4 metre minimum distance from the curb face to the building façade, which may be a combination of public and private property, is encouraged for commercial and commercial/mixed-use *developments* to accommodate sidewalks, street furniture and utilities (see Figure 7).

A1.8: Enclosure: In order to define and enclose the road space, a strong streetwall is encouraged with a 2 or 3 storey massing at the street side(s) of the building, depending on the desired character of the area, and a step back at the third or fourth floor (see Figures 8 and 9).

A1.9: Unique Building Identity: On shopping streets, the building format should reflect a 10 metre storefront pattern. Building façades should be designed with variations in materials, colour, fenestration and roof forms to express individual storefront or dwelling unit identity (see Figure 10).

A1.10: Breaks in Streetwall: Buildings exceeding 45 metres in length should provide a significant break in the street façade to diminish the visual impact of excessive length (see Figure 11 and A1.5).

A1.11: Storefronts: In order to enliven shopping street environments, larger outlets should be lined at the sidewalk by smaller outlets with their own entries and identity. A rhythm of storefronts from 5 to 10 metres is most appropriate (see Figure 12).

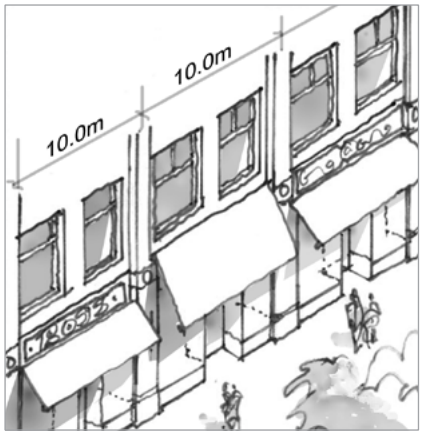


Figure 10

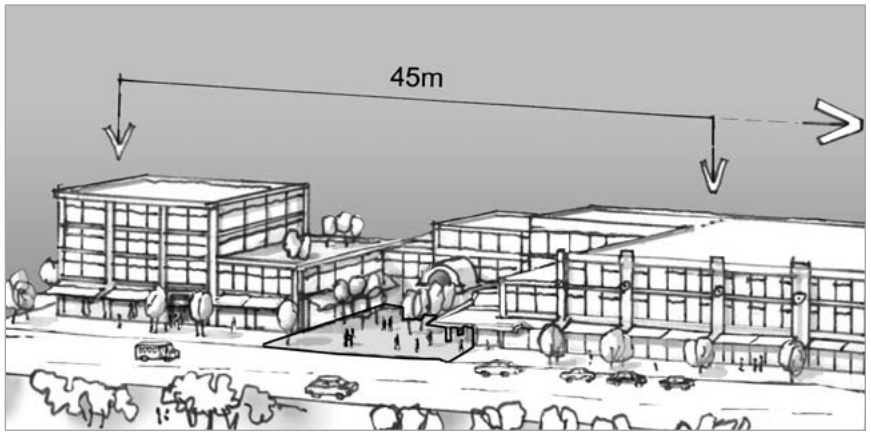


Figure 11

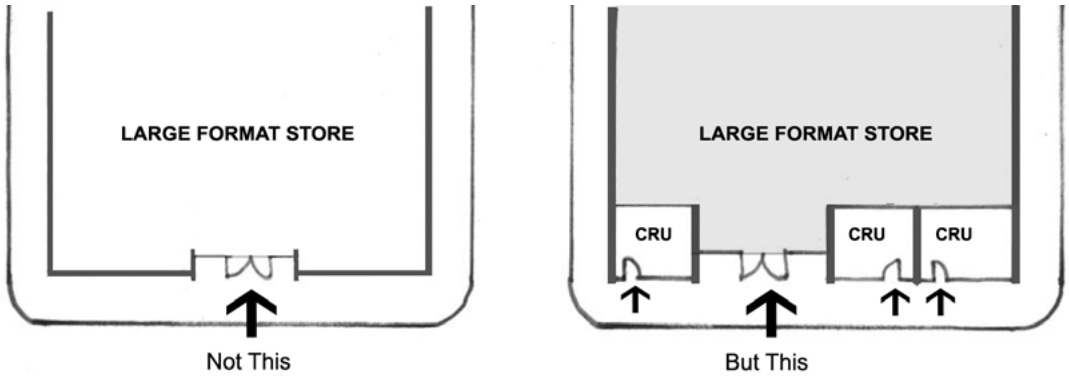


Figure 12

2. Site Planning Elements

Discussion:

Site planning includes pedestrian and vehicle access; landscaping and open space provision; services and utilities; and parking and loading. Good site planning is essential to the optimal functioning of a *development* and needs to coordinate with public realm objectives and building design. Good site planning also takes advantage of unique natural features, topography and adjacencies to provide opportunities for useable open space, play and urban agriculture.

Outdoor spaces which are defined by trees and landscaping of private and common open space are essential for residential livability and should be provided in all residential and mixed-use *developments*. Landscaping also provides a means of transitioning from private property to the public realm and to neighbouring properties and, if coordinated, provides design continuity within a given local area. Finally, trees and landscaping provide aesthetic, environmental and health benefits, frame outdoor spaces, soften the appearance of paved areas and help to integrate buildings with their setting.

Vehicle parking and loading areas should look and feel subordinate to the intended use of a property and should be designed to have limited impact on neighbouring *development* and the local streetscape. Primary vehicular access to property should be from the rear lane or, where no lane exists, from flanking streets. Vehicle access from the front street is strongly discouraged. Generally, parking should be underground but where surface parking is unavoidable it should be designed as a court at the rear of the property, with suitable paving, tree planting and landscape treatment. Pedestrian access from parking areas to building entrances or lobbies should be safe, accessible, convenient and as direct as possible.



Figure 13

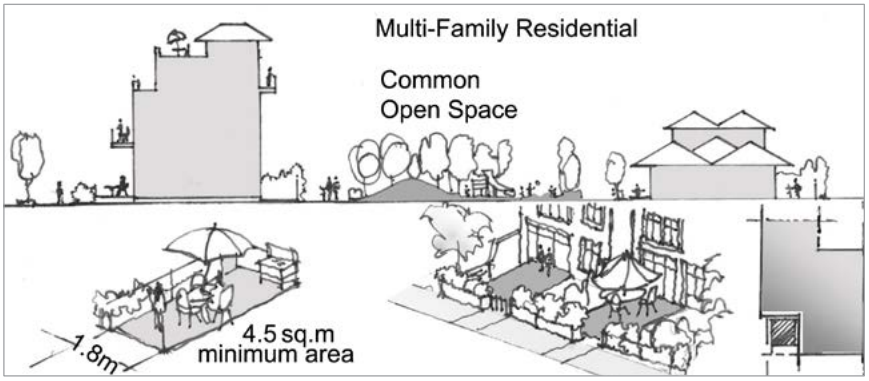


Figure 14

A2.1: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, pedestrian way-finding and lighting, accessibility and feature native and drought tolerant species to provide environmental, health benefits and visual and sensory interest through the seasons. Sustainable landscape design should be coordinated with building design, site servicing, utility placement and neighbourhood objectives such as streetscape improvements (see Figure 13).

A2.2: Semi-Private Space: A minimum of 4.5 square metres of useable, accessible private or semi-private outdoor space accessed directly from the dwelling unit should be provided for each dwelling unit. This may take the form of patios, balconies or rooftop decks (see Figure 14).

A2.3: Common Open Space: Common open space should be conveniently accessible to residents; have sun exposure; wind protection; landscaping; play opportunities; and be visible from dwelling units (see Figures 14, 15 and 16).

A2.4: Pedestrian Pathways and Wheelchair Access: Pedestrian pathways should be direct, accessible, barrier-free and safely routed from parking areas to storefronts and building lobbies. These routes should have a minimum clear width of 2 metres and be at or near the centre of the building (see Figures 17, 18, 19 and 20).

A2.5: Parking Structure Entrances: Driveway access across sidewalks on shopping streets is not permitted where access from a lane or flanking street is possible. Vehicular entrances to parking structures and loading areas should be unobtrusive, architecturally integrated and screened from view from nearby properties and sidewalks with landscaping, trellises or through other means (see Figure 21).

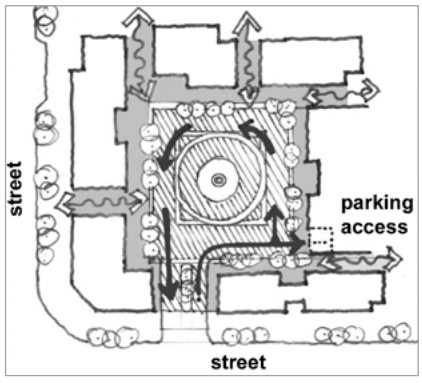


Figure 15

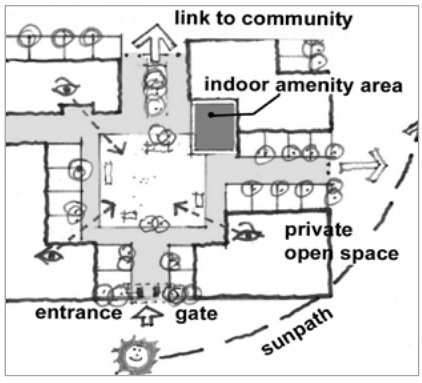


Figure 16

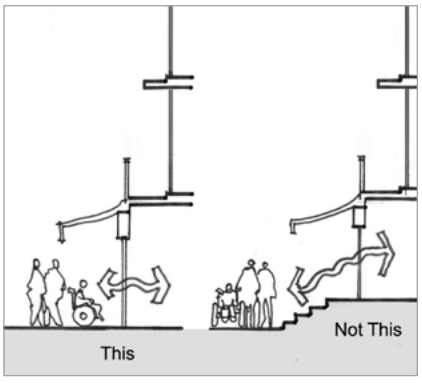


Figure 17

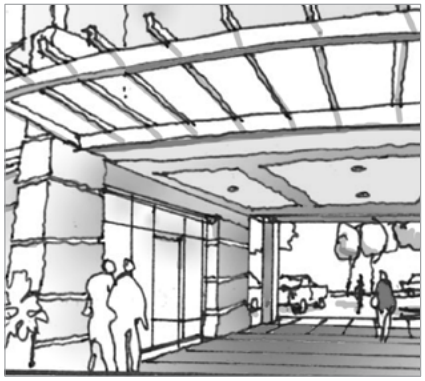


Figure 18

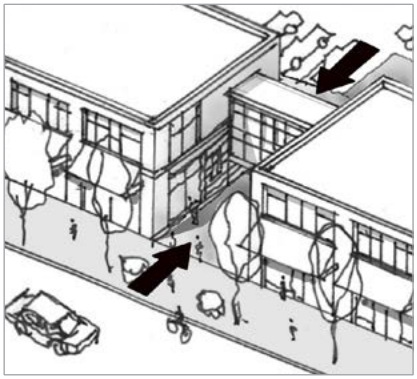


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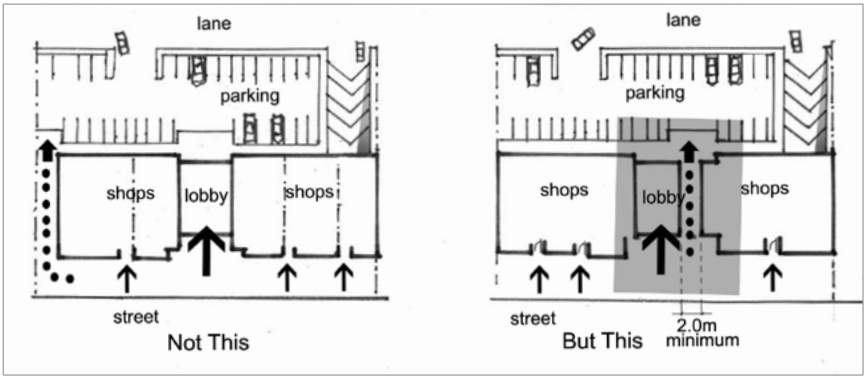


Figure 20

A2.6: Partially Above Grade Parking Structures: If parking structures must be partially above grade, exposed walls should be faced with attractive and durable materials and/or screened with planting, but in no case should more than 1 metre of a parking structure wall be exposed (see Figure 22).

A2.7: Surface Parking: Surface parking, where permitted, should be screened from view from adjacent properties, public areas and streets with trees, landscaping and architectural elements designed as integral parts of buildings such as overhangs, trellises and planters (see Figure 23).



Figure 21

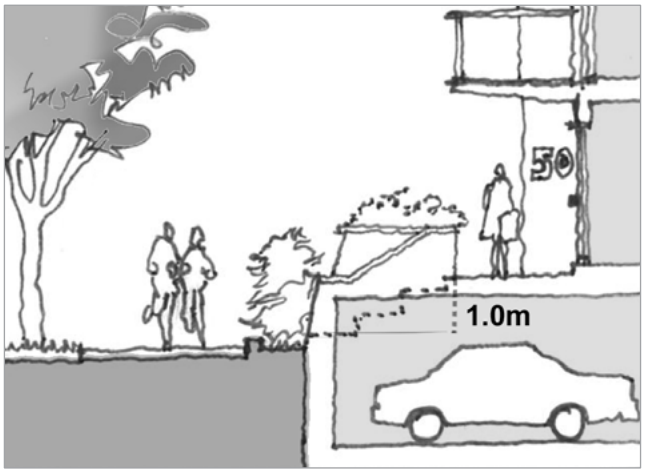


Figure 22

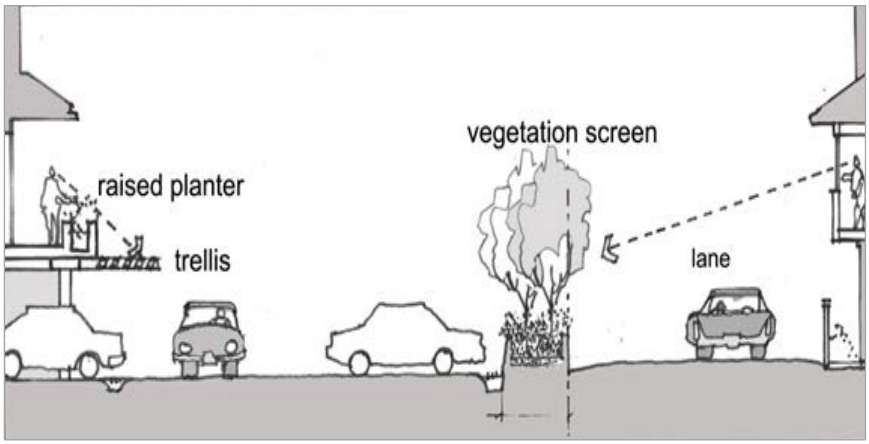


Figure 23



Figure 24

A2.8: Oil and Grit Separators: Oil and grit separators are required in all parking and loading areas and should be located so as not to interfere with pedestrian pathways and wheelchair access.

A2.9: Utility and Service installations: Utility installations, communication equipment, and garbage and recycling facilities should be sited so as to be accessible to service vehicles but not interfere with pedestrian access and screened from view to be as unobtrusive as possible (see Figure 24). Garbage and recycling facilities should be sited to permit use by all residents.

3. Building Form and Architectural Elements

Discussion:

New *development* in the *District* will typically be infill *development*, where acknowledgement of local scale and context is important. New *development* is likely to be more dense than earlier *development* because of changing economic conditions. Where this is the case, new *development* should acknowledge the existing fabric of the area, especially adjacent buildings and buildings across the street, and reflect long-term objectives for the area. At the same time, some variety between buildings in terms of their architectural styling and the palette of materials, textures and colours is encouraged to contribute interest and avoid monotony or repetitive building design, especially for redevelopment along major corridors.

Fenestration (windows and other openings) is a primary element of architectural expression and character. Fenestration also allows natural daylight to penetrate and is a critical consideration in heat loss and gain. Transparency provided by building fenestration is essential to animate shopping streets and to provide surveillance (eyes on the street). Blank walls are strongly discouraged on both fronting and flanking street elevations.

Weather protection provides pedestrian comfort on shopping streets. Structural canopies, fabric awnings and building extensions that are either too shallow or too high off the ground should be avoided. In addition, means of weather protection are important elements in the exterior "face" and streetscape character of buildings, and so should be fully integrated into the overall architectural expression of the building, rather than appearing simply "tacked on".

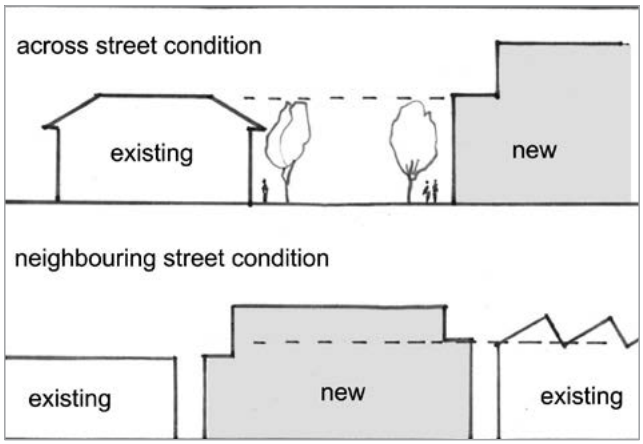


Figure 25

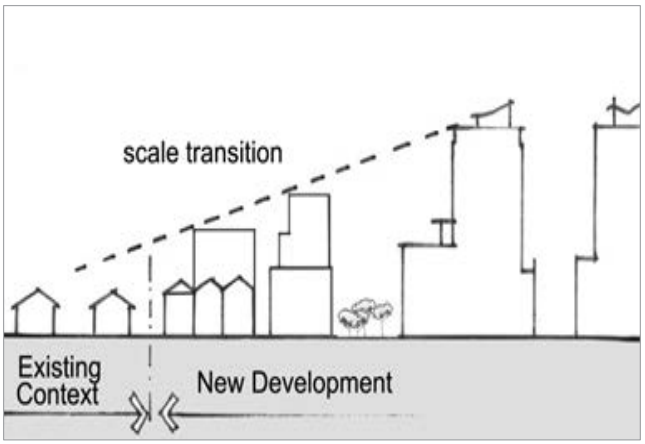


Figure 26

Outdoor and building lighting is essential for wayfinding and for safety and security at night. But lighting can also be a source of irritation if it is intrusive or stark. Hence it is imperative that all sources of outdoor lighting be considered and planned in advance, at the time of development permit application.

In order to avoid appearing as an afterthought, balconies should be designed as integral parts of buildings. The most successful way to achieve integration is when balconies are partly recessed into the building façades. Enclosed balconies should be avoided, as these limit views and daylight access and increase the visual bulk of buildings.

Roofs are character-defining elements of buildings. Whether roofs are steeply or gently pitched or flat makes a difference to the sense of "fit" in the immediate context and to their impact on views. Elevator penthouses and mechanical equipment on roofs can be highly visible from nearby residences and should be designed carefully.

Visual and acoustical privacy and access to natural light and air are essential elements of livability. This is particularly true in multi-family and mixed-use *developments* where window exposure may be limited. The design of ground-oriented multi-family *development* should include consideration of privacy both within the *development*, and for adjacent dwelling units.

A3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid a repetitive appearance.

A3.2: Scale: New and taller *development* should relate and harmonize with the height and scale of neighbouring buildings by incorporating transitional setbacks, building forms and heights (see Figures 25 and 26).

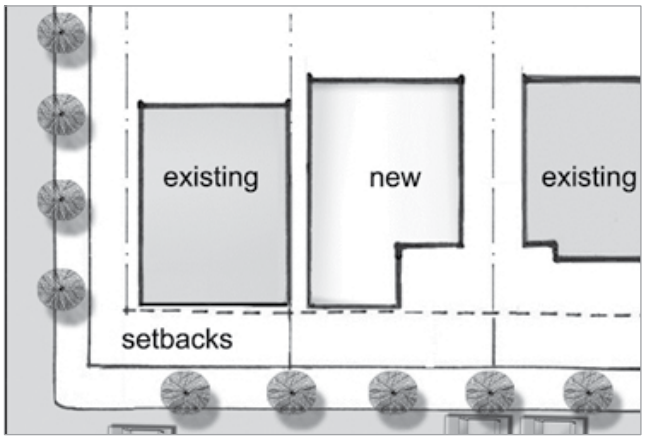


Figure 27

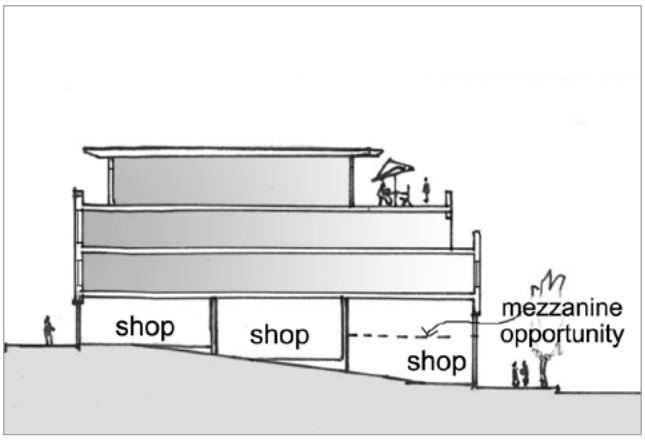


Figure 28

A3.3: Setbacks: Front setbacks should relate to, and harmonize with (but not necessarily equal), setbacks of existing adjacent *development* (see Figure 27).

A3.4: Level Transition from Sidewalk: On sloping sites, ground floor slabs should be stepped so that there is a level transition between the sidewalk and the building lobby or storefront entry. Similarly, rooflines should follow the slope of the site (see Figure 28).

A3.5: Minimize Blank Façades: The width of blank walls should generally be limited to a maximum of 10% of the linear dimension of a building façade facing a street (see Figure 29).

A3.6: Endwalls: Exposed endwalls of buildings should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose (see Figure 30).

A3.7: Building Materials and Transitions: Building and structures should be faced with substantial and durable materials such as masonry, stone, ceramic tile, fibre-cement siding, metal and wood. Changes of exterior materials, colours and textures should occur at interior corners and offsets, not in the same horizontal or vertical plane. Detailing should be ample to avoid a "wallpaper" look (see Figures 31 and 32).

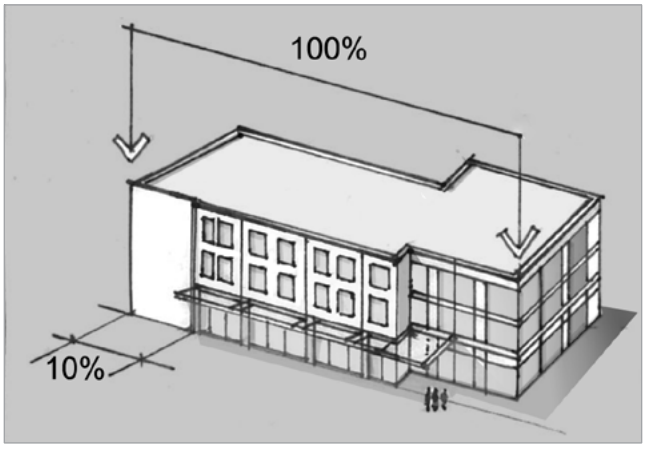


Figure 29

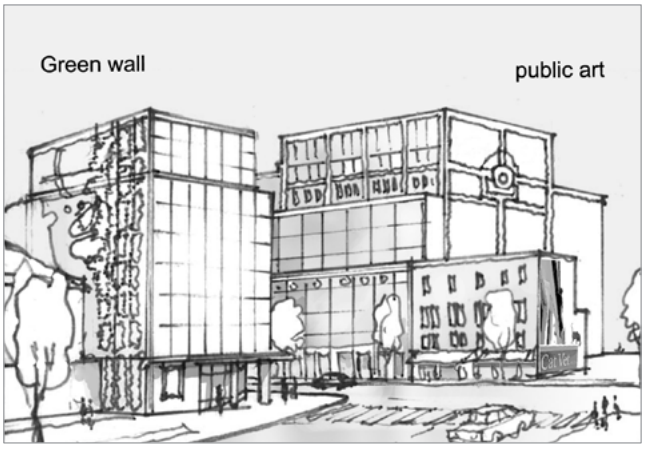


Figure 30

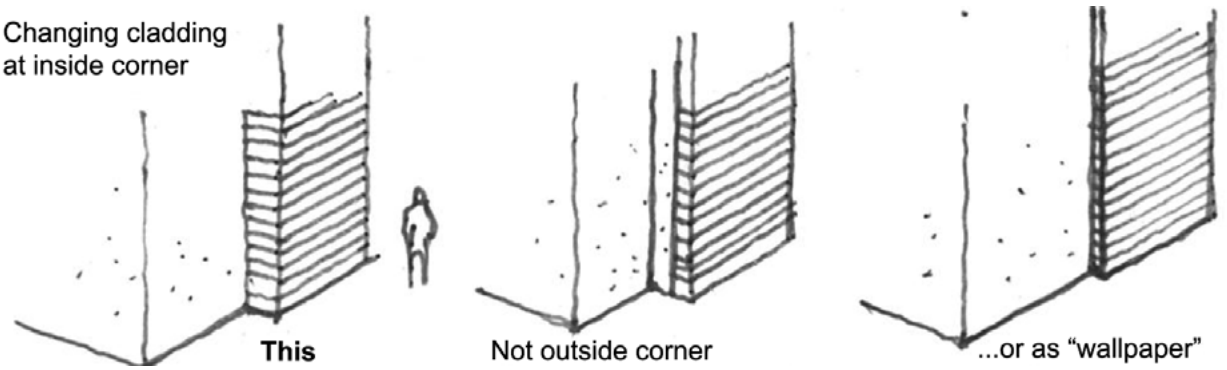


Figure 31

A3.8: Colours and Finishes: Bright and jarring colours and heavy swirling texture stucco patterns are discouraged.

A3.9: Transparent Fronts: Viewing into storefronts and lobbies is encouraged, and should not be obscured by reflective glazing, or window signs (see Figure 33).

A3.10: Solar Orientation: Building massing, windows and openings should capitalize on the solar orientation of the building (see Figure 34).

A3.11: Balconies: Balconies facing streets should be recessed into the main building façade. Guardrails should be transparent to maximize exposure to sunlight for each unit (see Figure 34).



Figure 32



Figure 33

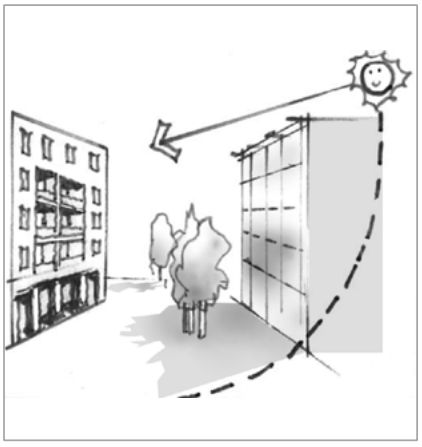


Figure 34

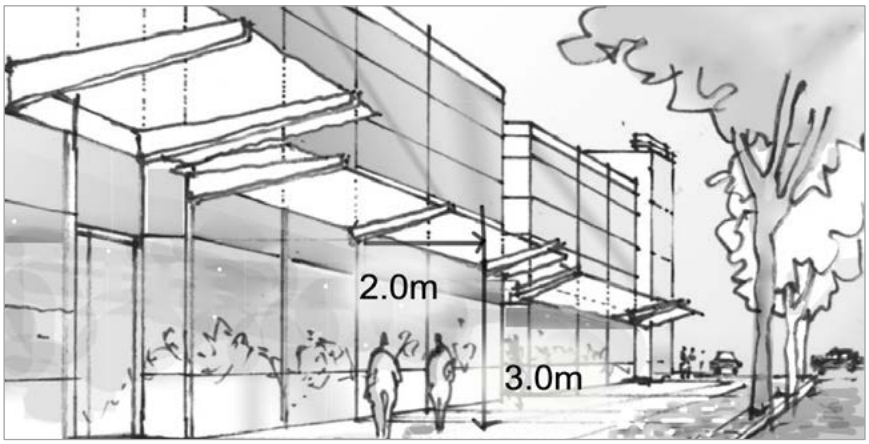


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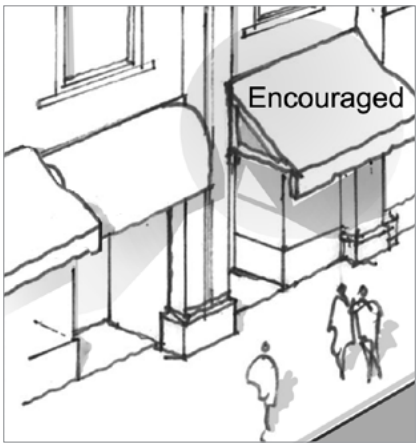


Figure 36

A3.12: Weather Protection: Commercial and mixed-use buildings should provide weather protection along the entire street frontage and particularly in the vicinity of a transit stop (see Figure 35).

A3.13: Canopies and Awnings: Use of transparent, structural canopies or three or four-point fabric awnings is recommended. Canopies and awnings should have a minimum horizontal projection of 2 metres and vertical clearance over the sidewalk should not exceed 3 metres (see Figures 35 and 36).

A3.14: Integration of Awning and Canopy Design: Canopies and awnings should be architecturally integrated with the structure and fenestration of buildings and structures (see Figure 36).

A3.15: Minimum Awning Clearance: On sloping sidewalks, canopies or awnings should not be continuously horizontal. Instead, they should follow the contours of the land while maintaining a minimum clearance (see Figure 37).

A3.16: Signage and Lighting: Signage and lighting should be fully considered and integrated with the building design (see Figure 38).

A3.17: Rooftop Equipment: The size, placement and treatment of rooftop mechanical equipment and the installation of telecommunication facilities should be fully considered and integrated design elements of a building. They should be located and screened to minimize their visual impact and reduce impacts on views from surrounding properties (see Figure 39).

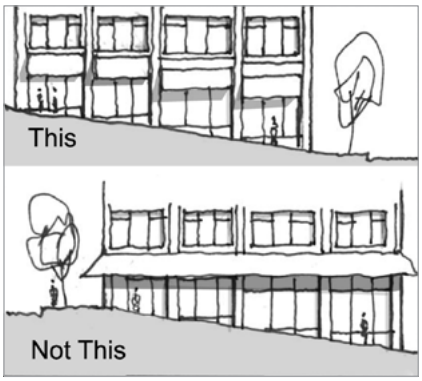


Figure 37

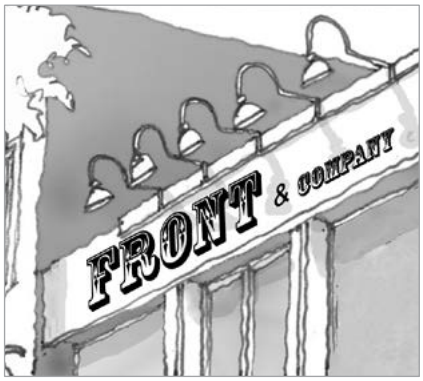


Figure 38



Figure 39

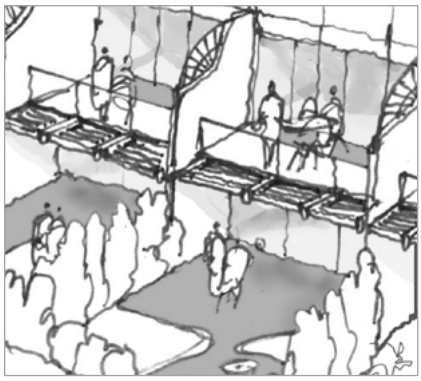


Figure 40

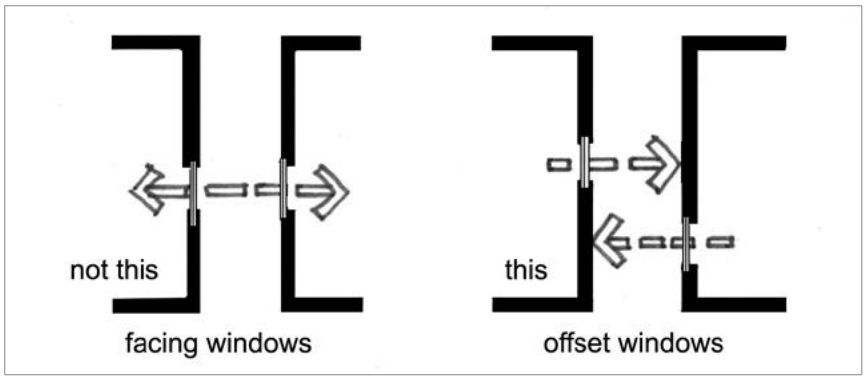


Figure 41

A3.18: Height of Elevator Penthouses and Roof Access Stairs: Elevator penthouses, roof decks and roof access stairs should be kept as low as possible in height and be sited to minimize overlook and view impacts.

A3.19: Noise Levels: Building designs should demonstrate that the A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Example techniques include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

A3.20: Window Placement: Windows should be offset to protect privacy. Spatial arrangements and other techniques, such as screening between adjoining balconies or private outdoor spaces, is encouraged. In courtyard *developments,* the distance between facing windows should be no less than 9 metres (see Figures 40 and 41).

A3.21: Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability. However, changes in elevation should not exceed 1.5 metres (see Figure 42).



Figure 42



B Guidelines for Multi-Family Housing

Multi-Family development must fit the neighbourhood context, enhance the public realm and provide on-site amenities.

Discussion:

This section provides design guidelines for low-rise, mid-rise and high-rise multi-family residential buildings. The intent is to ensure that all new development enhances the community through design that is neighbourly, is in context with the surrounding area, enhances the public realm and provides appropriate on-site amenities for residents.

For the purposes of these guidelines low-rise is defined as six or fewer storeys; "mid-rise" as under twelve storeys and "high-rise" as twelve or more storeys. The first three sections of the guidelines apply to all forms of multi-family development while the last section is pertinent to mid-rise and high-rise buildings only.

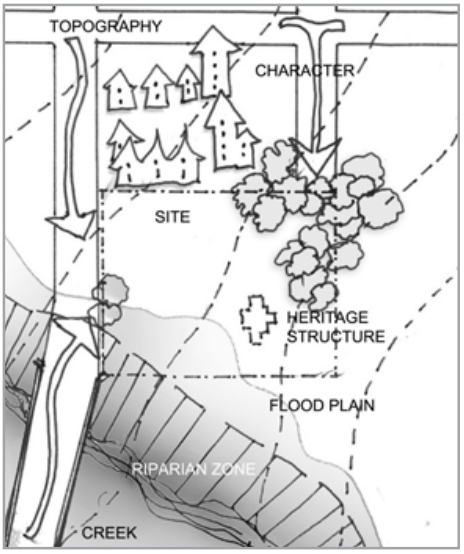


Figure 43

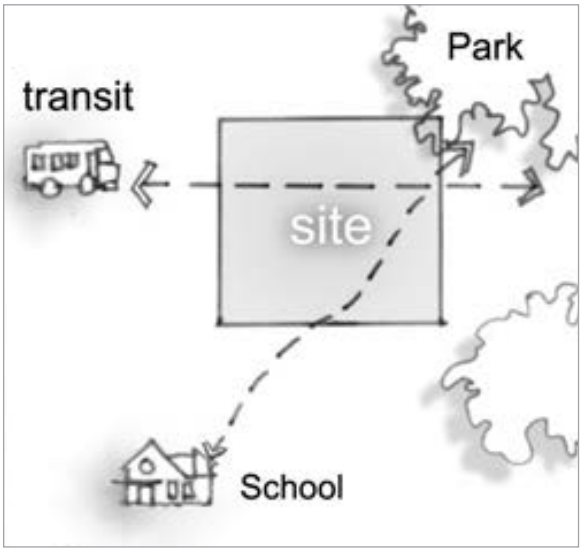


Figure 44

1. Site Planning

B1.1: Context: New development should fit the neighbourhood context. Consideration should be given to the local topography, vegetation and environmental features and to the established character of the built form including heritage buildings and local choices of colours, architectural styling and building materials (see Figure 43).

B1.2: Connectivity: The siting of new development should take into consideration how to enhance the pedestrian, bicycle and vehicle connections in the area, particularly those that lead to key destinations (see Figure 44).

B1.3: Solar Orientation: When siting development, careful consideration should be given to maximizing the benefits of sunshine exposure to public open spaces, and to minimizing the impacts of shading on adjacent properties (see Figure 45). To this end, applications should be accompanied by a shadow analysis that illustrates the impacts on March 21st, June 21st, and September 21st (spring and fall equinox and summer solstice) at 10 am, 12 noon, 2pm and 6pm (see Figure 45). (For high rises, also see related guideline B 4.4 Solar Orientation.)

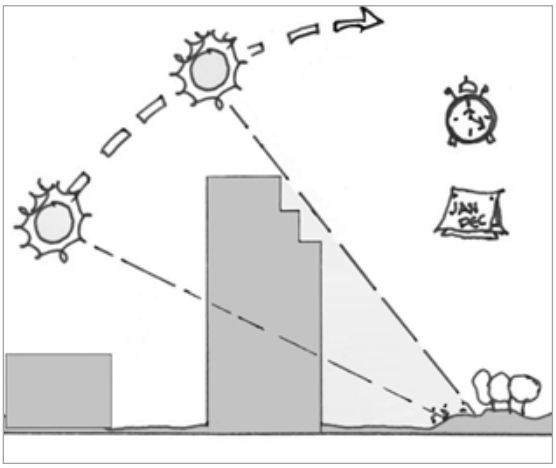


Figure 45

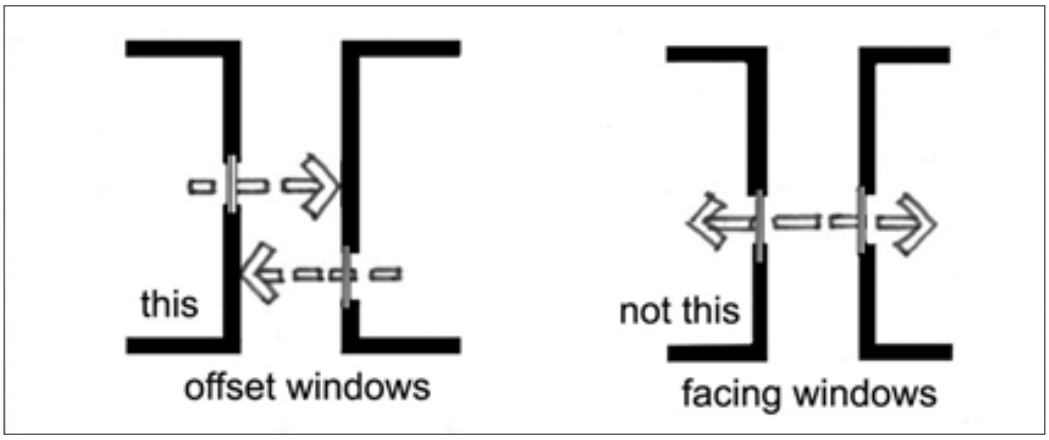


Figure 46

B1.4: Building Separation and Overlook: In order to maintain privacy between residential units, window placement in buildings within 9 metres (30 feet) of each other, or in courtyards, should be offset, not directly facing (see Figure 46).

B1.5: Hierarchy of Public and Private Space: In considering the connections through a development site, the adjacencies to public spaces and public streets, the project must define those spaces that are entirely public, and those which are semi-private and private, and design them accordingly.

B1.6: Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection (see figure 47).

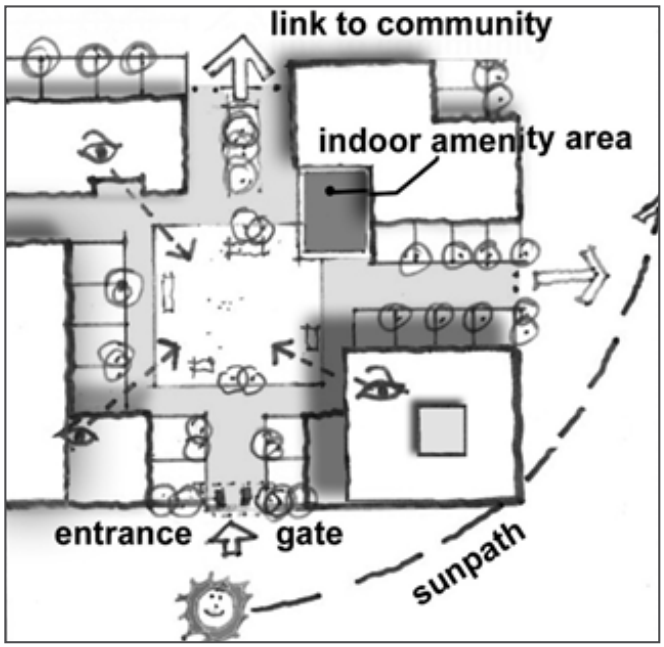


Figure 47

Larger residential projects should also consider providing:

- play structures;
- garden plots;
- dog walk areas; and
- social gathering areas.

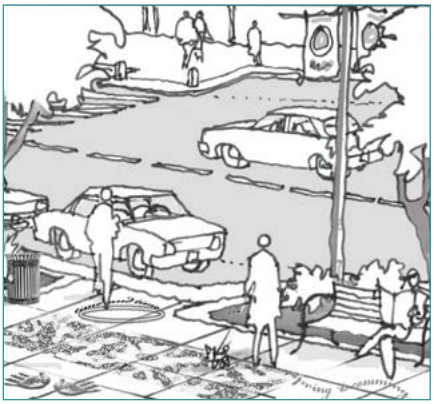


Figure 48



Figure 49

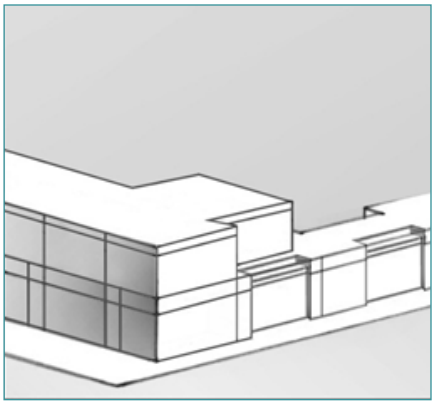


Figure 50

2. Public Realm and Streetscape Elements

B2.1 Unified Streetscape: Within a neighbourhood, a unified streetscape concept for public open spaces, landscaping elements and street furniture (benches, bike racks etc.) should be achieved in order to complement and enhance the neighbourhood's character (see Figure 48).

B2.2: Corner Sites: On corner sites, both frontages should be designed to face the street and the building should address the corner with strong massing (see Figure 49).

Where two intersecting streets have different architectural character (building heights, setbacks and key architectural elements) the building on the corner should make an effort to address both situations as it turns the corner (see Figure 50).

B2.3: Maximum Building Width: In order to create an interesting streetscape, large sites should be broken into multiple buildings. Low or mid-rise buildings should not exceed 45 m in length or width and high-rise buildings should not exceed 30 m in length or width (see Figure 51).

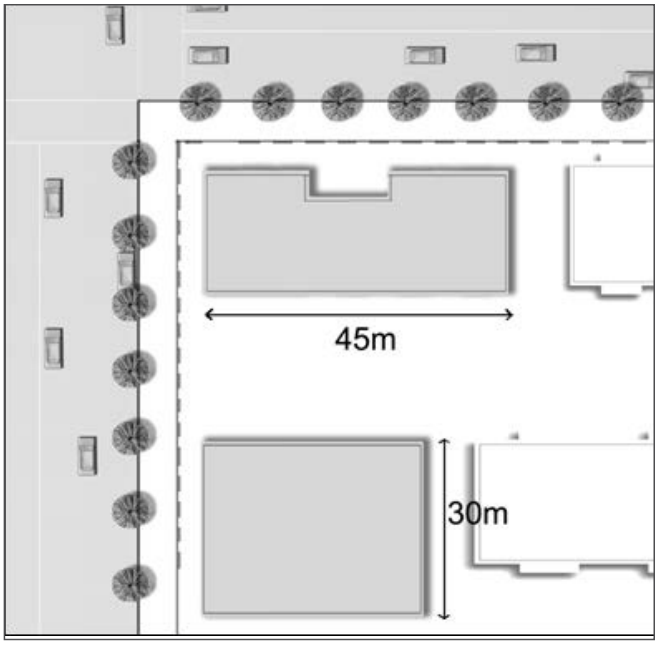


Figure 51

B2.4: Accessible Pedestrian Routes: Pedestrian routes should be smooth, level and clear of encumbrances to ensure direct passage for those with visual impairments or who require mobility aids.

B2.5: Sustainable Landscape Design: Landscape design should be coordinated with building design, site servicing, utility placement and neighbourhood streetscape objectives and should incorporate:

- rainwater management;
- pedestrian way-finding and lighting;
- accessibility design features;
- the right space for the right tree;
- the use of appropriate native species;
- the consideration of species that do not require irrigation after they are established;
- species that provide visual and sensory interest throughout the seasons; and
- consideration of long term maintenance.

B2.6: Building Setback to the Street: To ensure there is sufficient room for a pleasant streetscape building facades should be setback a minimum distance of 4 metres (13 feet) from the ultimate curb face. The setback may be a combination of public and private property, and should be deep enough to accommodate a sidewalk, street trees, street furniture, utilities and semi-private outdoor space. To ensure buildings relate to the street and help "frame" the street buildings should be set back no more than 10 metres (33 feet) from the curb, with the expectation that there is approximately 4 metres from curb edge to property line and up to 6 metres to accommodate front patios and stoops in front of the main building face (see Figure 52).

B2.7: Integrated Streetscape and Parkade: Where an underground parkade will be close to street trees, it should be either stepped back or stepped down, to ensure the street trees and boulevard landscaping have sufficient growing medium to thrive (see figure 53).

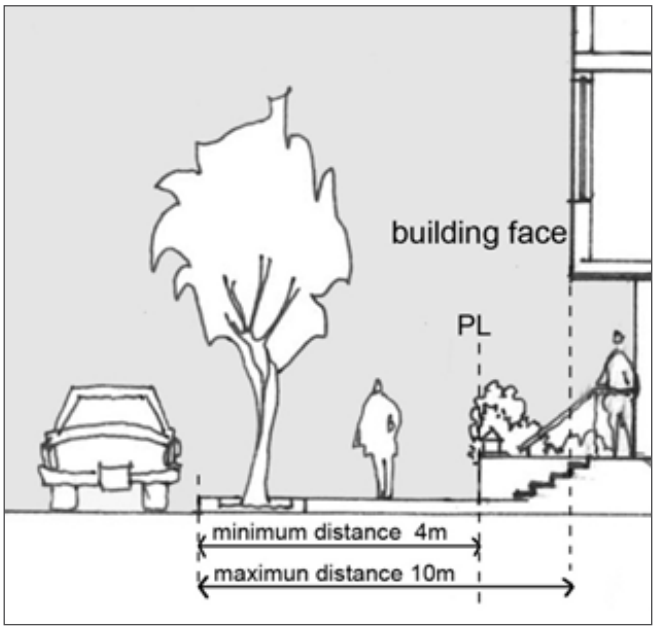


Figure 52

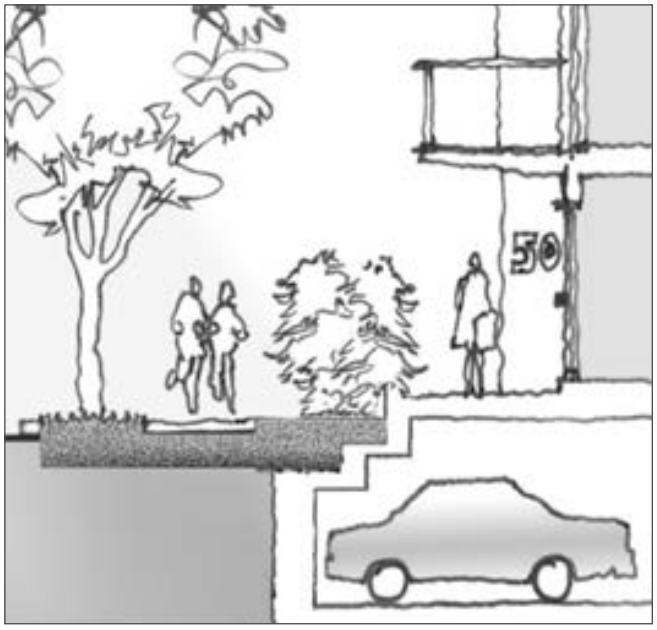


Figure 53

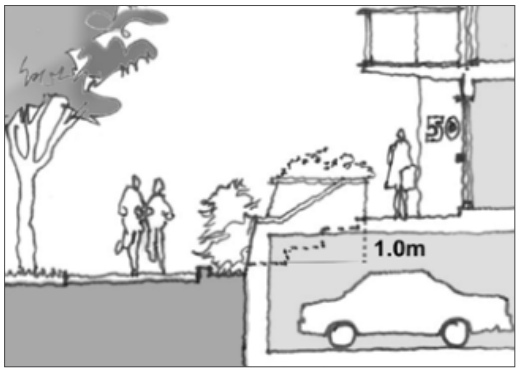


Figure 54

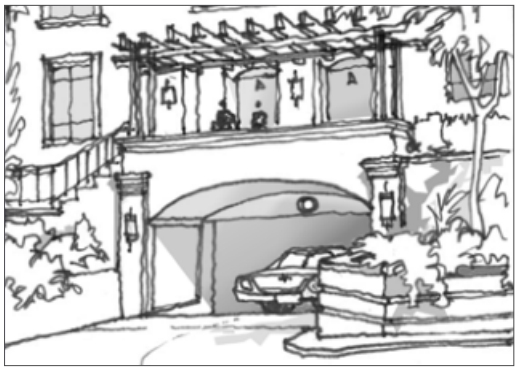


Figure 55

B2.8: Partially Above Grade Parking Structures: If parking structures must be partially above grade, exposed walls should be faced with attractive and durable materials and/or screened with planting. Parkades should not be more than 1 metre (3 feet) above grade (see Figure 54).

B2.9: Parking Structure Entrances: Vehicular entrances to parking structures should be unobtrusive, architecturally integrated and screened from view with landscaping, trellises or through other means (see Figure 55).

B2.10: Designing for Transit Ridership: Where there is an adjacent bus stop, lobbies should be designed to provide direct access and clear sight lines to enhance the safety and comfort of transit riders. Where appropriate, developers should consider designing the bus shelter so that it is coordinated with the building design.

3. Building Form And Architectural Elements

B3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid repetition while maintaining a harmony to the streetscape.

B3.2: Scale: New development should relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights (see Figures 56 & 57).

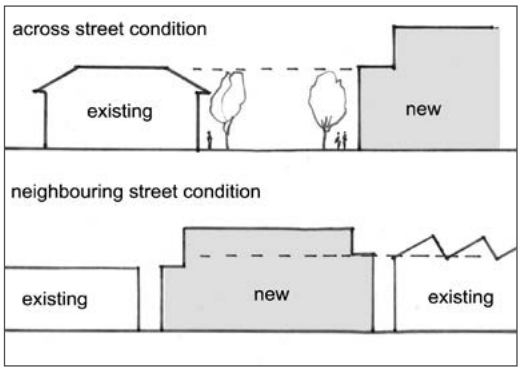


Figure 56

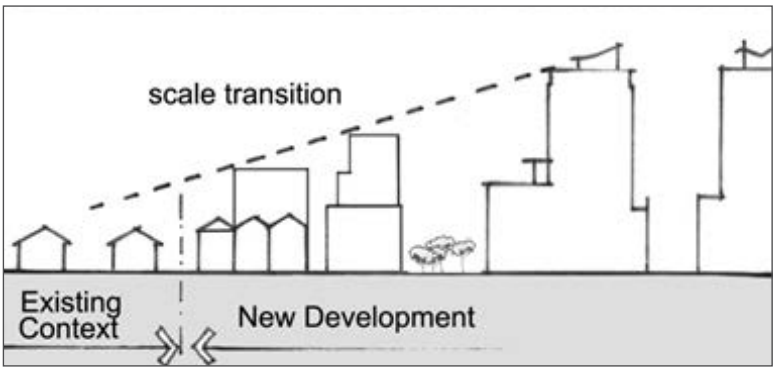


Figure 57

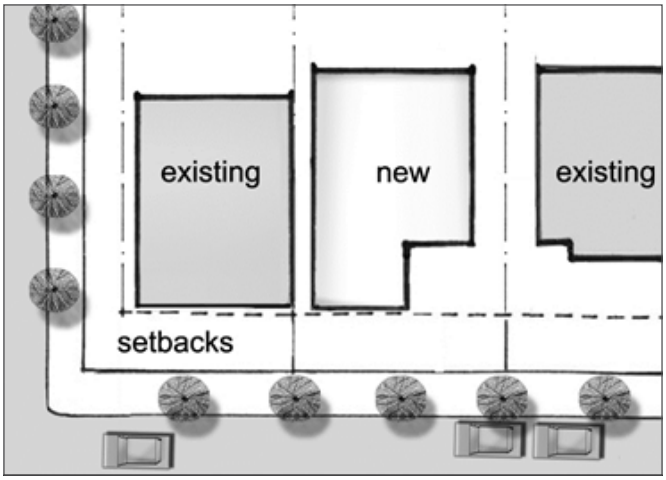


Figure 58

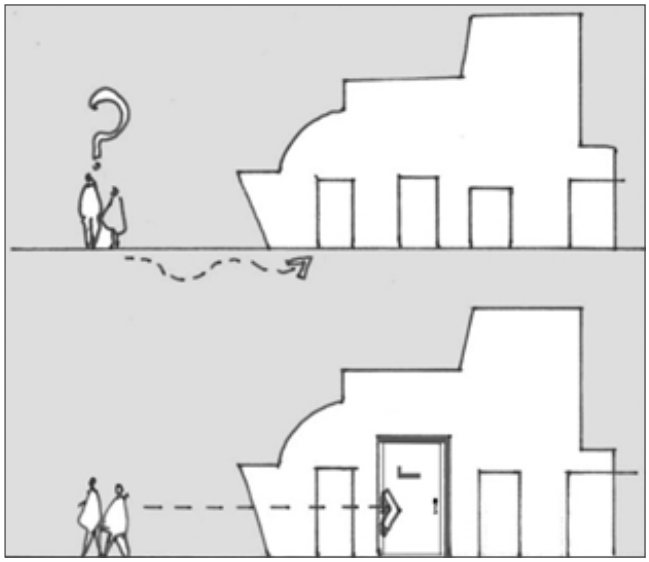


Figure 59

B3.5: Setbacks: Street-front setbacks should relate to, and harmonize with (but not necessarily equal), setbacks of existing adjacent development (see Figure 58).

B3.3: Legibility: Design of new development should ensure the identity, function and access to the building is easily understood (see Figure 59).

B3.4: Unit Identity and Relationship to the Street: Buildings should be designed to provide a rhythm to the street frontage. Ground level units are encouraged to have front doors on the street, and designs that celebrate the unit identity. To add to the "eyes on the street" unit layouts that provide living space that overlooks the street are encouraged (see Figure 60).

B3.6: Stepping down a slope: On sloping sites, building roof lines should step down the slope in keeping with the topography (see Figure 61).



Figure 60

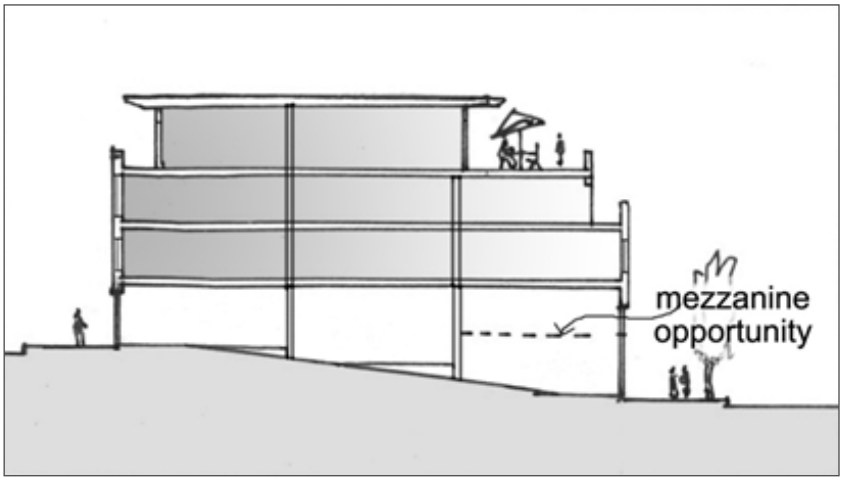


Figure 61

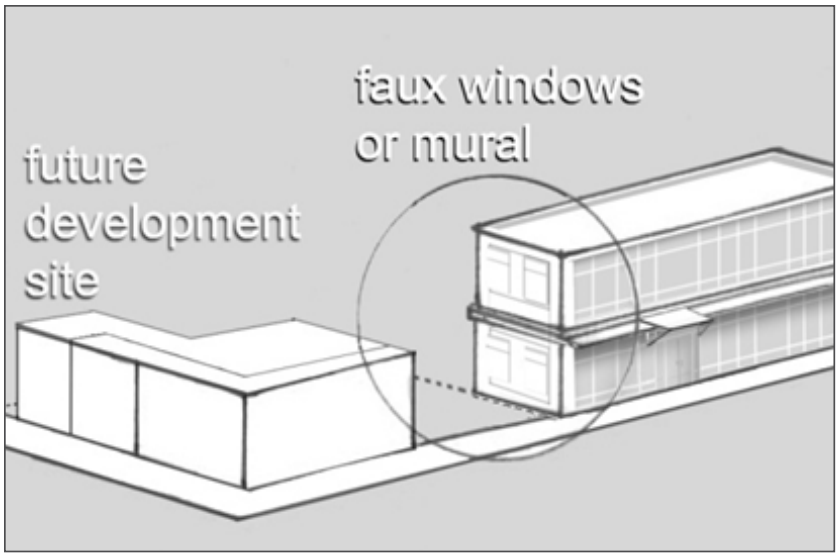


Figure 62

B3.7: Endwalls: Where there is an exposed end-wall, it should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose and key architectural elements like cornices, or colour bands should extend around the corner of the building onto the blank face of the wall (see Figure 62).

B3.8: Building Materials and Transitions: Building and structures should be faced with substantial and durable materials such as masonry, stone, ceramic tile, fibre-cement siding, metal and wood. Changes of exterior materials, colours and textures should occur at interior corners and offsets, not in the same horizontal or vertical plane. Detailing should be ample to avoid a "wallpaper" look (see Figure 63).

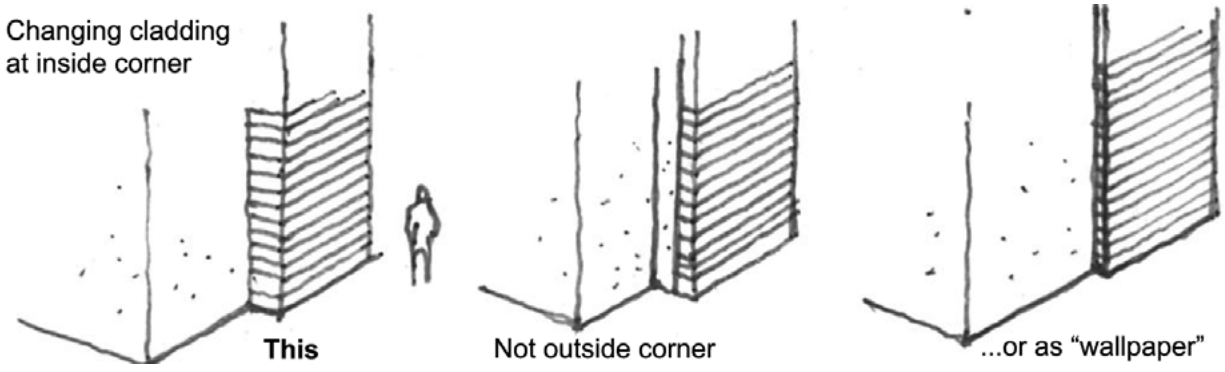


Figure 63



Figure 64



Figure 65

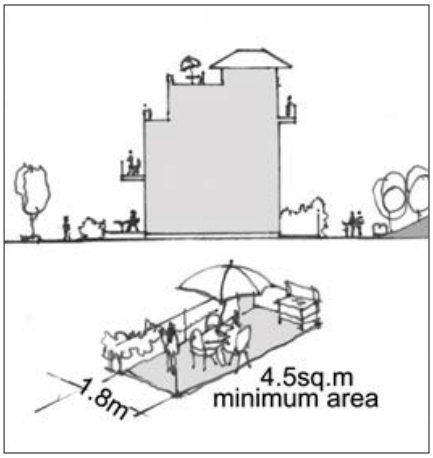


Figure 66

B3.9: Transparent Fronts: Viewing into and out of lobbies is encouraged, especially where lobbies overlook passenger drop off areas or bus stops (see Figure 64).

B3.10: Weather Protection: Weather protection that is architecturally integrated with the building design should be provided at the front doors and lobby entrances (See also B2.10, Designing for Transit Ridership).

B3.11: Lighting: Lighting should be fully considered and integrated with the building design.

B3.12: Signage on a Residential Building: Where live/work units or home based businesses are anticipated, the potential for signage should be considered and integrated with the building design in a manner that does not diminish the residential character of the building (see Figure 65).

B3.13: Adaptable Design: All new development should follow the District's adaptable design standards for designing buildings and units to ensure a supply of adaptable and accessible units is developed.

B3.14: Private Outdoor Space: Private or semi-private outdoor space should be provided for each dwelling unit in the form of patios, balconies or rooftop decks that allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m2 (48 sq. ft) (see Figure 66).

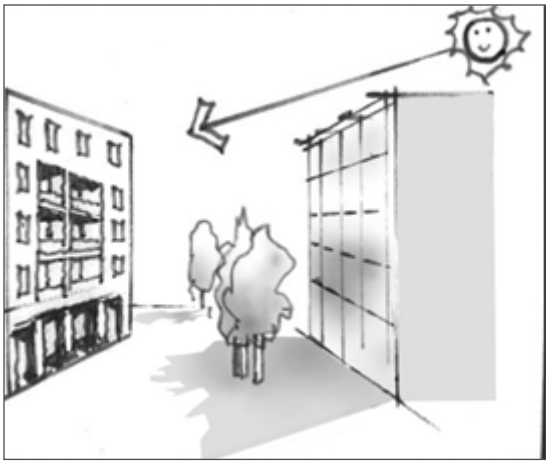


Figure 67

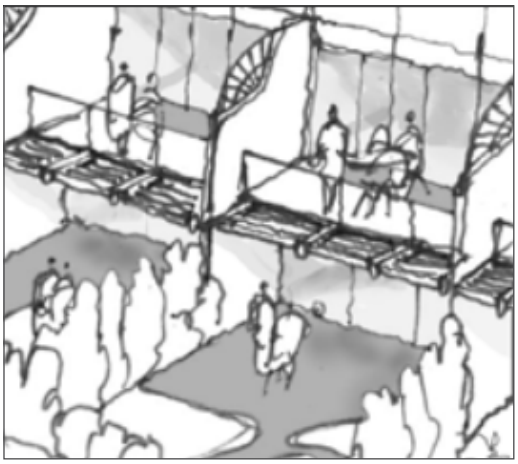


Figure 68

B3.15: Balconies: Balconies facing streets should be recessed into the main building façade. Guardrails should be transparent to maximize exposure to sunlight for each unit (see Figure 67).

B3.16: Privacy of New Units: New development should recognize the contribution to livability that privacy provides, and design windows, patios and balconies accordingly (see Figure 68).

B3.17: Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability. However, changes in elevation should not exceed 1.5 metres (see Figure 69).

B3.18: Surface Parking: Surface parking, where permitted, should be screened from view with trees, landscaping and architectural elements such as overhangs, trellises and planters (see Figure 70).



Figure 69

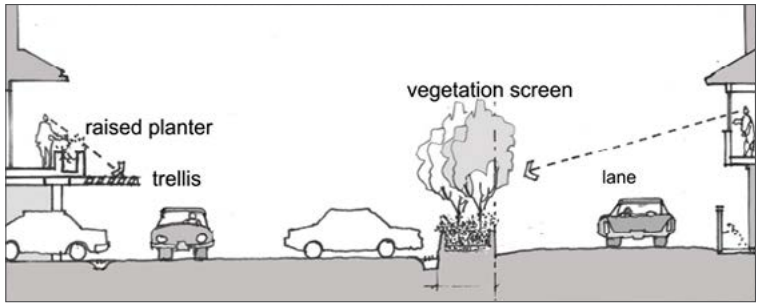


Figure 70

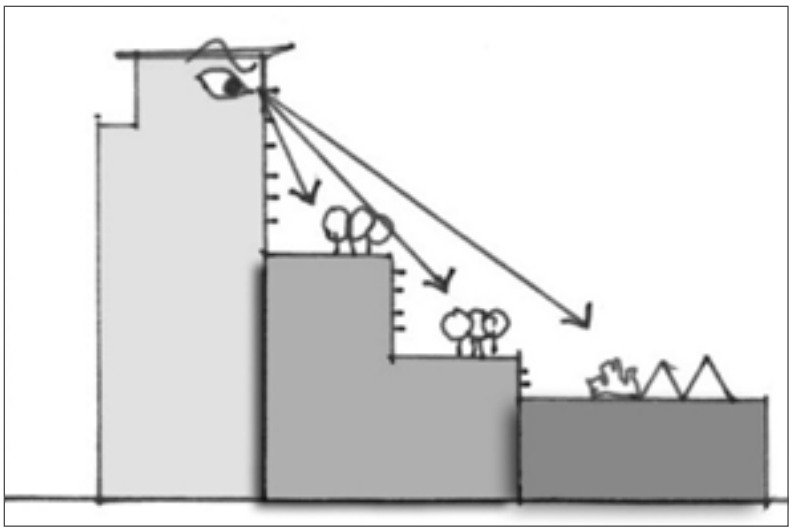


Figure 71

B3.19: Rooftops: Recognizing that rooftops are often visible, mechanical and utility equipment should be screened and integrated into the design and opportunities for roof top gardens should be explored (see Figure 71).

B3.20: Height of Elevator Penthouses and Roof Access Stairs: Elevator penthouses, roof decks and roof access stairs should be kept as low as possible in height and be sited to minimize overlook and view impacts.

B3.21: Noise Levels: Building designs should demonstrate that the A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Example techniques include the use of triple glazing, or improved insulation.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

B3.22: Rainwater Run-off: In accordance with the Development Services Bylaw and environmental requirements, oil and grit separators are required in all parking and loading areas and should be located so as not to interfere with pedestrian pathways and wheelchair access.

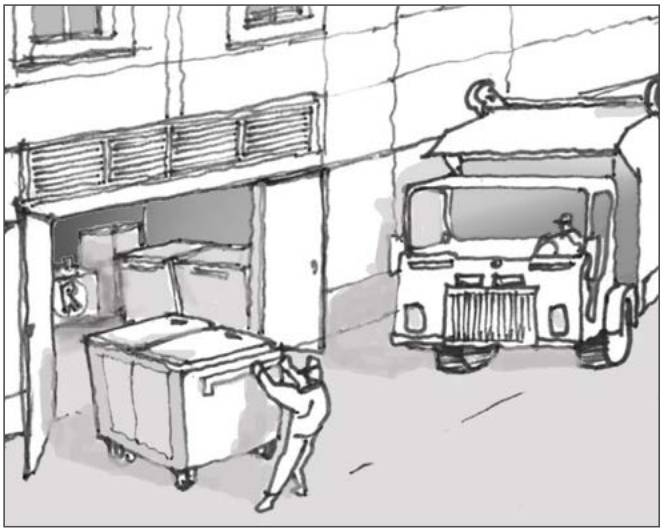


Figure 72

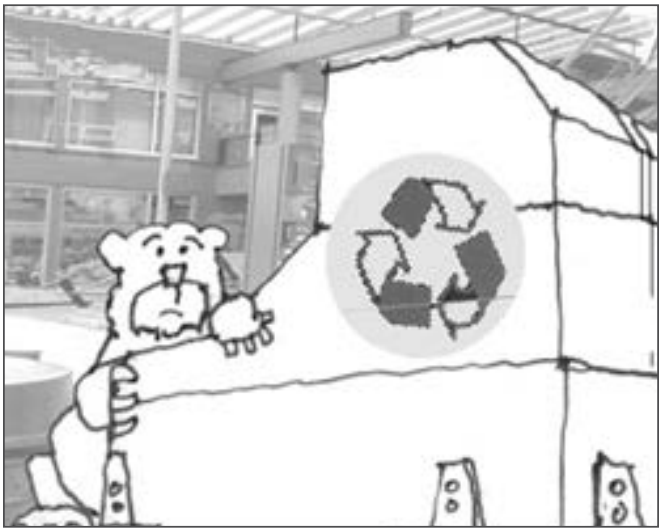


Figure 73

B3.23: Utility and Service installations: New development should be designed to carefully integrate utility installations, communication equipment and garbage, compost and recycling areas into the overall design of the project. These services should:

- be as unobtrusive as possible;
- be easy and safe for residents to use;
- be easy to service;
- be easy to keep clean;
- be animal proof; and
- be situated to minimize their impacts on neighbours. (see Figure 72 & 73).

4. Mid and High Rise Residential Tower Guidelines

In addition to the preceding general residential guidelines that apply to all residential development, tower elements including mid rise towers (6-12 storeys in height) and high rise towers (12 storeys and taller) should also comply with the following guidelines:

B4.1 Minimum Lot Frontage: It is recommended that development sites for towers have a minimum frontage of 60 metres (200 feet).

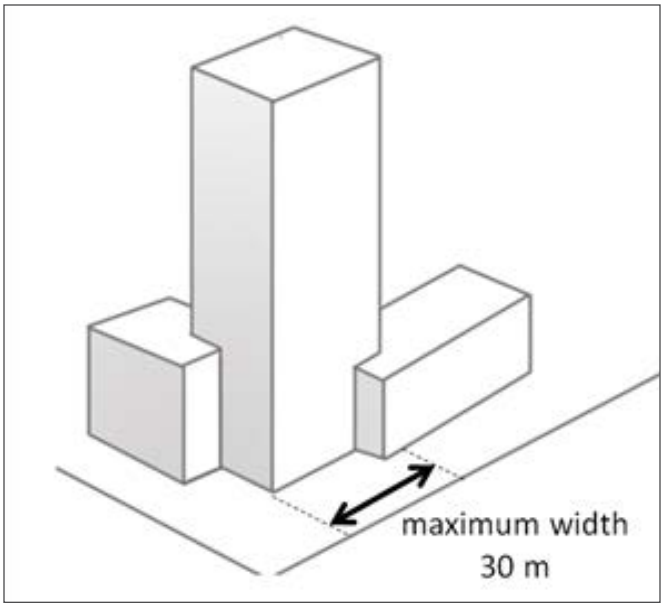


Figure 74

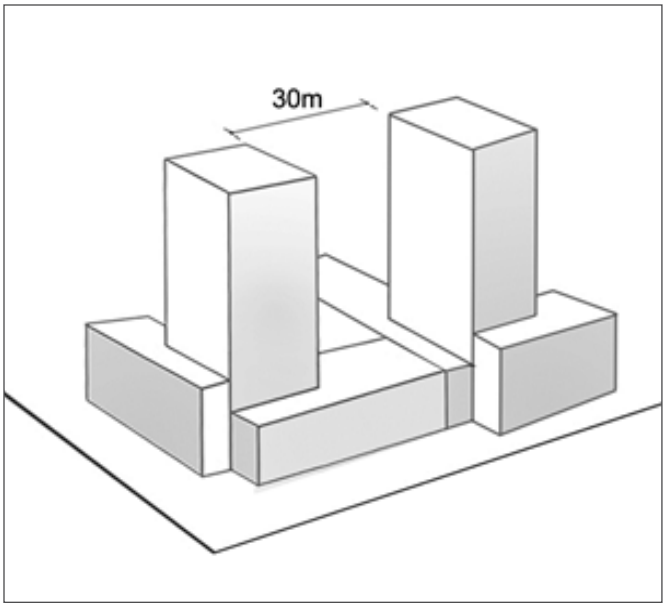


Figure 75

B4.2 Maximum Building Frontage: Further to section B2.3 Maximum Building Width, mid and high rise buildings should not have tower frontages in excess of 30 metres (98.5 feet) (see Figure 74).

B4.3 Building Separation: In order to minimize overlook between residential units, there should be a minimum separation between high rise buildings of at least 30 metres (98.5 feet) (see Figure 75).

B4.4: Solar Orientation: Further to section B1.3 Solar Orientation, which also highlights the need to maximize the benefits of sunshine and minimize the impacts of overshadowing, where towers are proposed that have a long side, that long side is encouraged to have a north-south orientation to reduce the impacts of shading on adjacent areas (See Figure 76).

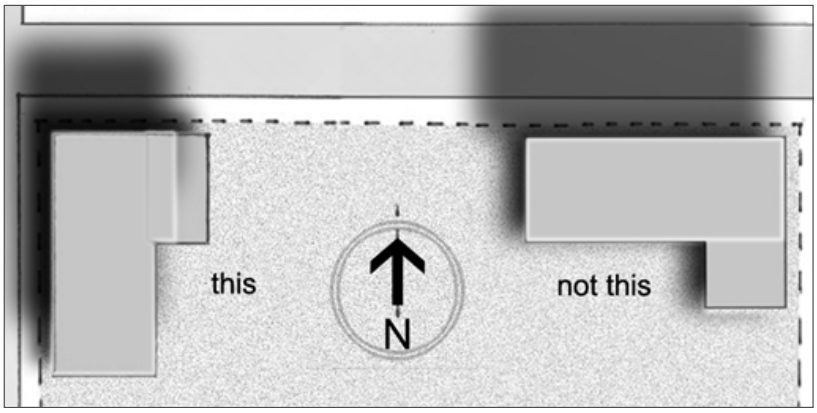


Figure 76

It is also important for towers to reduce the potential for heat gain on southern and western exposures to both ensure units are liveable and reduce energy consumption. This may result in southern and western elevations having different but complementary treatments that may include: reduced glazing, larger balconies, louvers, and cross ventilation.

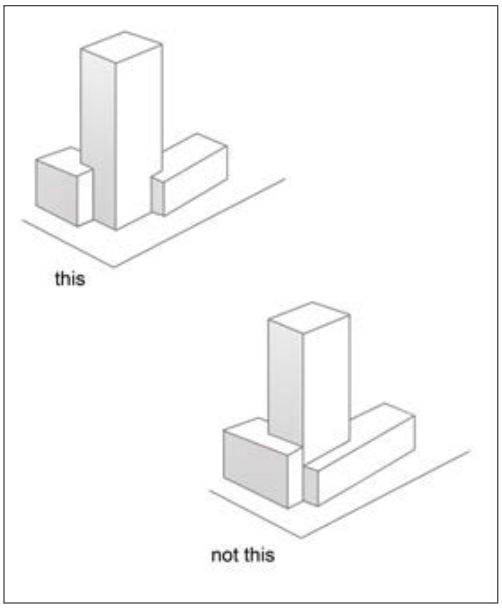


Figure 77

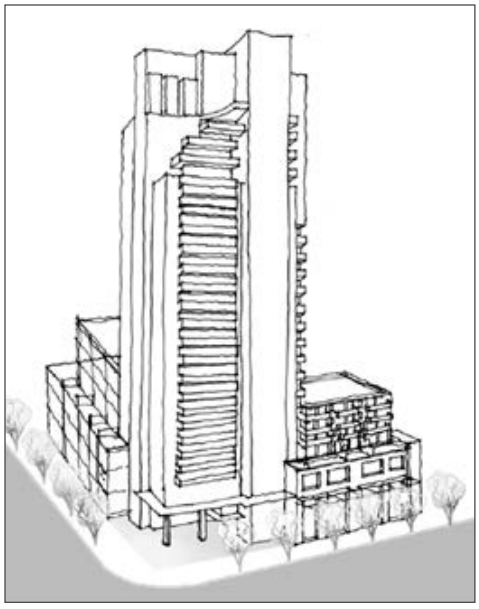


Figure 78

B4.5: Maximum Building Footprint: In order to ensure towers have a slim appearance, the total building footprint for a tower should not exceed 800 square metres (8,600 square feet).

B4.6: Articulation of the Floor-plate/Building Footprint: In addition to B4.5 above, where any portion of a tower footprint exceeds 25 metres x 25 metres (80 x 80 feet), the overall footprint should be articulated, or stepped.

B4.7: Vertical Elements: Architectural elements should connect across the vertical length of the building from top to bottom and towers should connect to the ground plane, and not be completely hidden behind low rise, or town house units (see Figure 77).

B4.8: High Rise – Corner Treatment: Where high rise towers are located at the corner, deeper setbacks from the sidewalk should be considered (see Figure 78).

B4.9: Articulation of the Building: Sculptural elements, banding, building articulation, use of materials and stepping back of portions of the building should be considered to lessen the appearance of bulk and add visual interest. (See Figure 79)

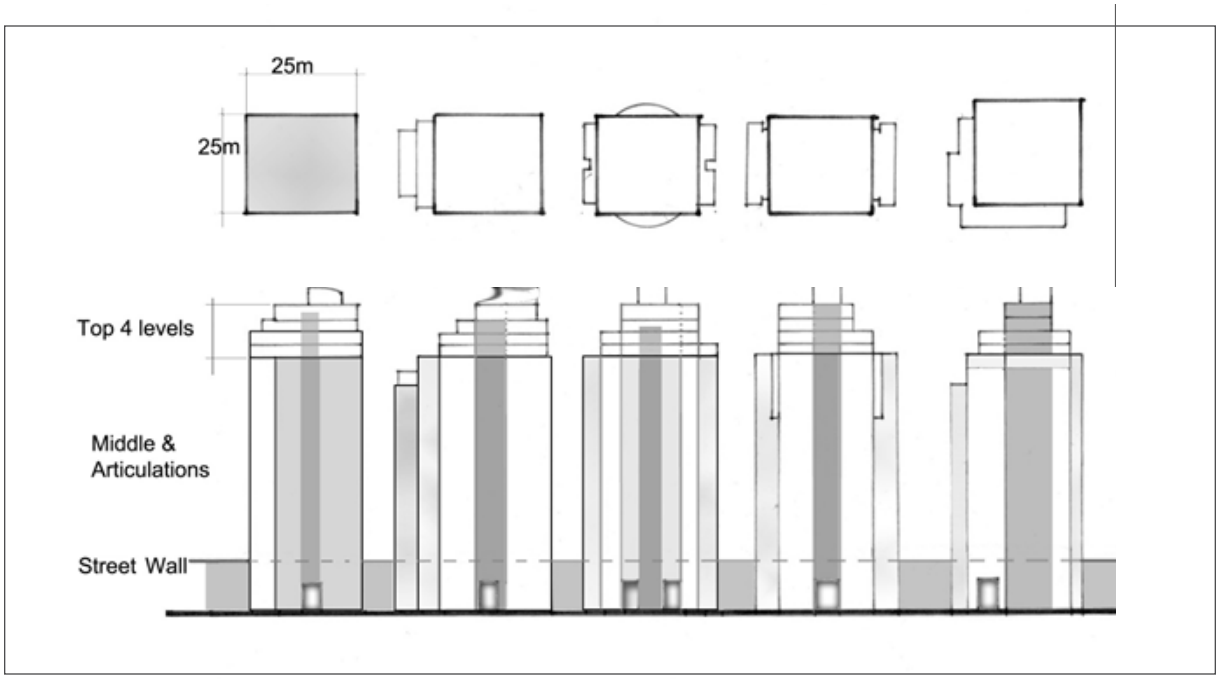


Figure 79

B4.10: Sculpting the Top of the Tower: To ensure buildings have a slim appearance at the skyline, consideration should be given to stepping back the size of the floor-plate of the top 4 stories, so that the upper most storey has a maximum size of 600 square metres (6,460 square feet) (see Figure 79).

B4.11: Balconies: While the inclusion of balconies in high rise development is both desirable and required, it is important that balconies are not so large that they significantly add bulk to the look of the building, and therefore it is recommended that in total balconies do not exceed 10% of the building's footprint.

Consideration of insetting the balconies to offset their bulk and ensure they are well integrated into the building is encouraged (see Figure 80).

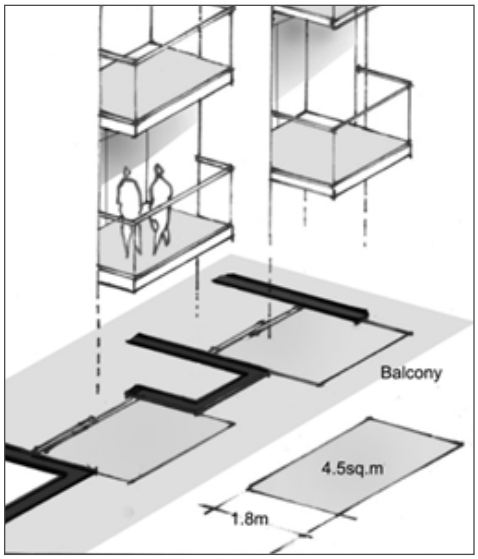


Figure 80

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C Guidelines for Ground-Oriented Housing

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods.

1. Public Realm, Streetscape Elements and Neighbourhood Fit

Discussion:

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods, while enhancing architectural variety. *Development* should reflect the streetscape character of the neighbourhood in which it is located, or in the case of larger *developments,* it should create its own successful streetscape character.

Ground-oriented housing should be designed so that it complements the neighbourhood character, with minimum impact on adjacent properties. *Development* will often occur incrementally as pre-existing lots on record are assembled and consolidated. Accordingly, the design must carefully consider both the existing and future relationships to surrounding properties.



Figure 81

C1.1: Height and Massing: The height and massing of buildings should be in keeping with a single family dwelling or townhouse height, which is typically less than 12 metres. Architectural treatments that reduce apparent building height such as the use of trim, colour accents, secondary roof elements, building recesses and stepped building forms are encouraged (see Figure 81).

C1.2: Roof Treatment: The gable orientation and roof pitch should be sympathetic to the design of neighbouring buildings and help to maximize the space and light between buildings (see Figure 81).

C1.3: Street Orientation: Units are encouraged to be oriented towards, and have a visual connection to the street (see Figure 82).

C1.4: Corner Lots: Buildings on corner lots should "wrap the corner" providing an opportunity to have units facing both streets (see Figures 83).

C1.5: Minimum Frontage: Generally, *development* parcels should have a minimum frontage of 20 metres.

C1.6: Setbacks: The front yard setback should relate to, or appropriately transition from, the established pattern in the area.



Figure 82

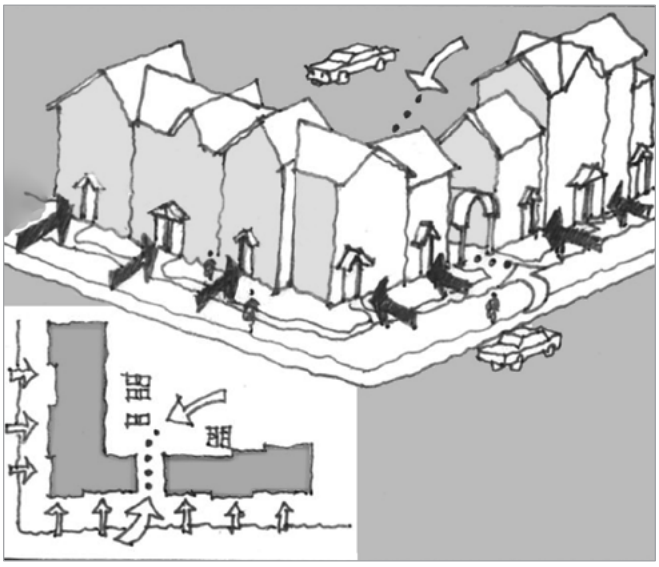


Figure 83

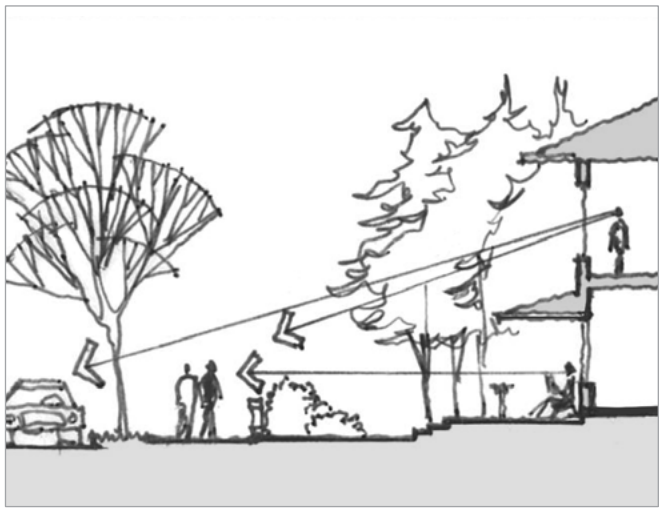


Figure 84

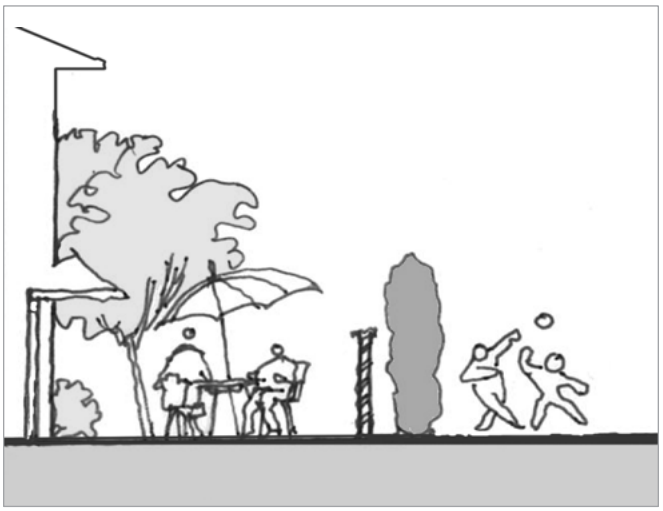


Figure 85

2. Site Planning and Landscaping

Discussion:

Good site planning and landscaping contribute to neighbourhood character and aesthetics, resident livability and environmental sustainability. In principle, site planning should strive to minimize building coverage, preserve natural features and minimize rainwater run-off. Mature trees shade and cool homes in the summer and absorb carbon dioxide and trap dust particles. Trees and other landscaping provide habitat, aid with energy conservation and absorb rain water, reducing stormwater run-off into creeks. Landscape plans should complement the building design and harmonize with the local setting and be prepared by a BC Registered Landscape Architect.

C2.1: Tree Retention: Healthy mature trees and natural features should be retained where possible.

C2.2: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, accessibility and feature native and drought tolerant species. Sustainable landscape design should also be coordinated with building design, site servicing and utility placement.

C2.3: Street Interface: Landscaping and fencing should be kept low and open in the front yard to foster a strong relationship to the street and maintain visibility through to the front of the building (see Figure 84).

C2.4: Privacy: Incorporate planting and fencing to maximize privacy between dwelling units and neighbouring sites (see Figure 85).

C2.5: Shared Outdoor Space: Units should be clustered to create interesting shared outdoor spaces as well as usable and accessible private outdoor spaces. Encourage/integrate informal gathering, play and urban gardening opportunities (see Figure 86).

C2.6: Private Outdoor Space: At least 9 square metres of usable private outdoor space should be provided for all units (see Figure 87).

C2.7: Outward Facing Aspect: Units should be oriented such that windows from the principle living space of each unit are separated by a minimum of 9 metres from those of any other unit (see Figure 88)

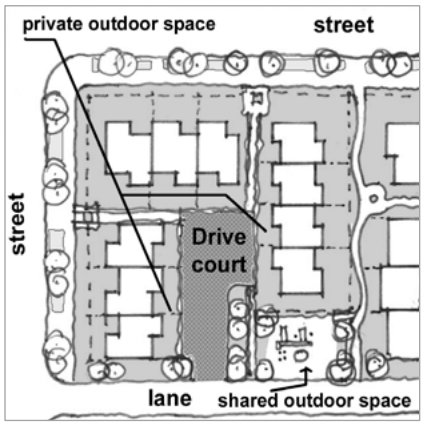


Figure 86

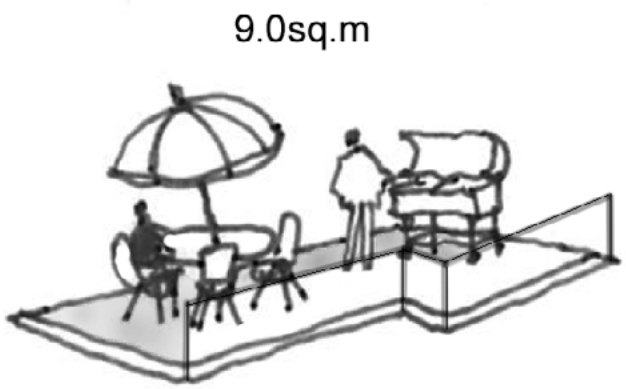


Figure 87

C2.8: Rear Yard Setbacks: Rear yard setbacks should be at least 6 metres, with some variation so that a visual wall is not created along the rear property line.

C2.9: Side Yard Setbacks: Side yard setbacks should be a minimum of 1.2 metres, and up to 3 metres when facing a side street or a single family home.

C2.10: Pedestrian Access: The main pedestrian access route should be from the street rather than the lane or parking area.

C2.11: Parking: Parking spaces should be located off a private driveway, and should not be visible from the street (see Figure 89) .

C2.12: Parking access: When parking is accessed from the front street the number of driveways should be kept to a minimum (see Figure 89).

C2.13: Shared Driveways: Where adjacent to another potential redevelopment site, the driveway should be designed so that it could in future be shared with the adjacent property (see Figure 89).

C2.14: Oil and Grit Separators: Oil and grit separators are required in all parking areas.

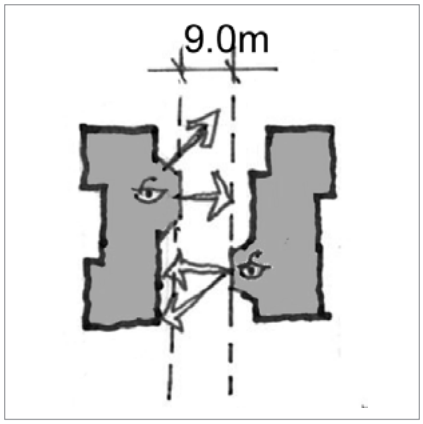


Figure 88

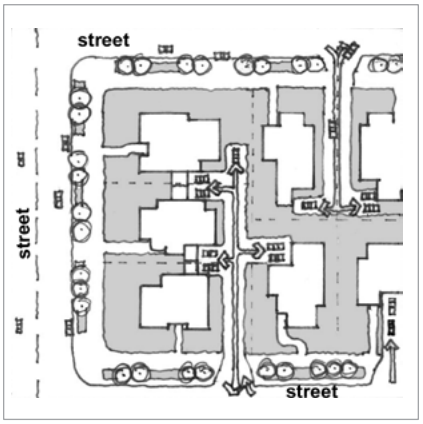


Figure 89

3. Architectural Character

Discussion:

The built form and character of new ground-oriented multi-family *development* should be consistent with and in harmony with the general rhythm, scale and height of the existing buildings in the neighbourhood. Ground-oriented housing is usually located in or adjacent to single family neighbourhoods. Building design therefore should generally have a single family character and incorporate west coast references while responding to local conditions such as topography, vegetation and heritage resources.

Consideration should be given to unit identity, roofscape, and other architectural elements, including fenestration, materials, and colour. Dormers and similar roof projections should read as subordinate or secondary architectural elements.

Ground-oriented housing should be designed in consideration of the needs of all residents regardless of their state of health, mobility or disabilities. Units should incorporate basic features that allow the units to be adapted to accommodate special needs without expensive retrofitting.

C3.1: Massing: The front façade of buildings should be broken up and portions stepped back to reduce the impression of bulk (see Figure 90).

C3.2: Variations in Design: Subtle design variations should be incorporated between neighbouring buildings to avoid a repetitive appearance.

C3.3: Cladding: Buildings should be clad primarily in natural materials although stucco accents may be used as a subordinate finish.

C3.4: Varied Rooflines: Varied roof lines with overhangs are encouraged.

C3.5: Roofing Materials: Laminated asphalt shingles or fire retardant treated cedar shakes are recommended as roofing materials. Tile roofing is discouraged.



Figure 90

C3.6: Noise Levels: Designs should demonstrate that the noise levels (A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below should not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Examples include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

C3.7: Heating and Ventilation Systems: Ventilation, heating and cooling systems should be designed and insulated to minimize noise and located to be visually unobtrusive to neighbouring *developments*.

C3.8: Accessible Entrance: A level, no step entrance should be provided to each dwelling. If not possible, then platform areas should be provided at the top and bottom of ramps to facilitate the turning of wheelchairs, strollers and other mobility devices (see Figure 91).

C3.9: Weather Protection: A canopy should be provided over the front entrance.

C3.10: Front Door Width: The front door opening should be no less than 0.9 metre in width.

C3.11: Accessible Doorbell: The front doorbell should be no higher than 1 metre above the entry way

C3.12: Legible Address: The address should be indicated in easy-to-read, 10 centimetre or taller numbers, shown in a clearly contrasting colour.



Figure 91



D Guidelines for Industrial and Business Park Development

The intent of these guidelines is to encourage employment opportunities through provision of well-designed, attractive, high-quality *development*.

Discussion:

The intent of these guidelines for industrial and business park *development* is to encourage employment opportunities through provision of well-designed, attractive, high-quality *development* that is visually integrated with surrounding land uses and minimizes negative environmental impacts.

These guidelines apply to *development* on properties zoned for business park, mixed commercial/industrial, light industrial, and heavy or port industrial related uses. These design guidelines apply in addition to the general or *District*-wide design principles and guidelines.

1. Building Siting and Relationship to Street:

D1.1: Corner Sites: Higher-visibility corner sites should be accentuated with building elevations that relate to both street frontages (see Figure 92).

D1.2: Building Entrances: Primary building entrances, offices, reception, sales and showroom space should face the street, be easily identifiable and be directly accessible to pedestrians, not separated by parking.

D1.3: Individualization: Individual tenancies should be differentiated by varying colours, materials and finishes and by projecting or recessing entrances from the main building façade (see Figure 93).



Figure 92



Figure 93

2. Architectural Character:

D2.1: Differentiate Building facades: Landscaping, including tree planting and/or living walls should be used to break up or soften building façades (see Figure 93).

D2.2: Weather Protection: Weather protection should be provided at all pedestrian entrances to buildings (see Figure 94).

D2.3: Blank Walls: Blank walls should be avoided and long building walls differentiated by using a variety of materials, textures, colours, window treatments and roof forms.

D2.4: Relationship: The scale, height and massing of new buildings should consider relationships to adjacent buildings (see Figure 95).

D2.5: Decorative Lighting: Up-lighting of trees or backlighting of walls to highlight tree silhouettes is encouraged to enhance the appearance of solid walls.

D2.6: Signage: Signage, landscaping and lighting should be fully considered and integrated with the building design (see Figure 96).



Figure 94

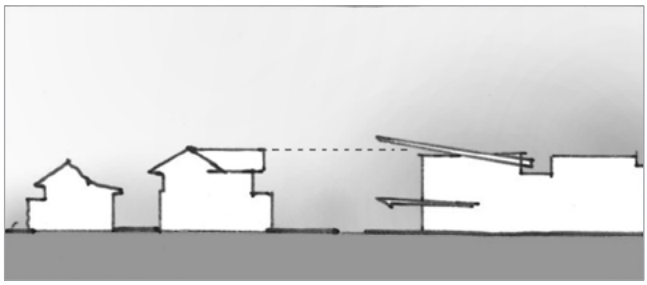


Figure 95

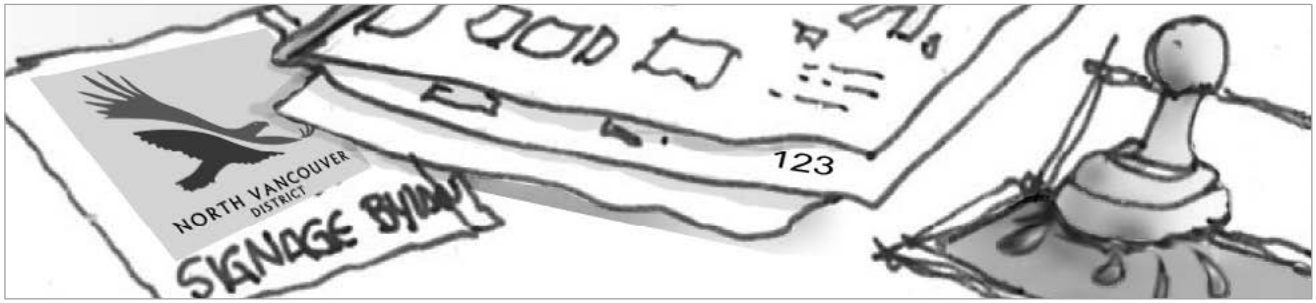


Figure 96

3. Pedestrian and Vehicle Circulation:

D3.1: Vehicular Access: Primary vehicle access points to business parks or large multi-tenancy sites should be clearly identifiable and delineated with way-finding signage, decorative or textured paving treatment and landscaping (see Figure 97).

D3.2: Connections: Well defined, accessible, barrier-free and safe pedestrian connections should be provided from the street and parking areas to the main building entrances and to nearby trail systems where appropriate (see Figure 98).

D3.3: Way-finding Signage: On large multi-tenant sites way-finding signage should be provided.

D3.4: Pedestrian Pathways in Parking Areas: Within parking areas, pedestrian routes should be clearly identified, barrier-free and differentiated through techniques such as the use of decorative paving materials, paving patterns and landscaping (see Figure 98).

D3.5: Pathway Lighting: Pedestrian paths should be lit with low landscape lighting or bollard type fixtures.

D3.6: Loading and Delivery: Loading and delivery areas, and access to them, should be separated as much as possible from parking areas, especially visitor parking.



Figure 97



Figure 98

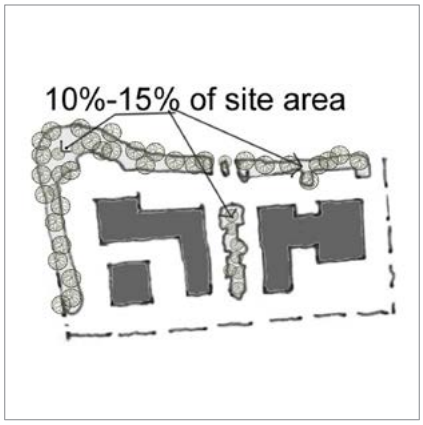


Figure 99

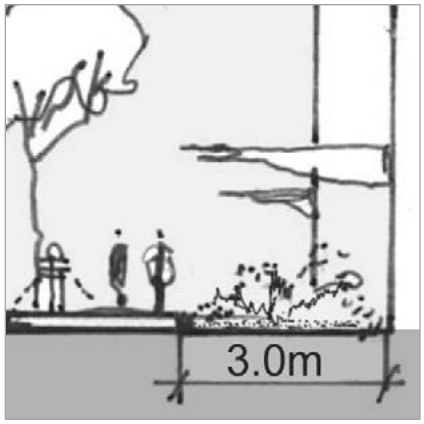


Figure 100

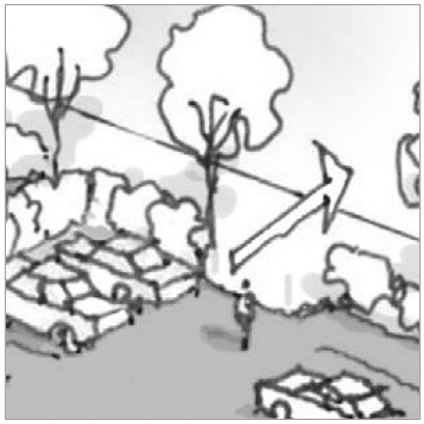


Figure 101

4. Landscaping:

D4.1: Requirements: For large multi-tenant sites, 10 - 15% of the site area should be landscaped (see Figure 99).

D4.2: Integrated Plan: The landscaping plan for a site should follow an overall concept that links site components together and compensates for run-off associated with extensive paved areas through provision of rain gardens or other techniques.

D4.3: Outdoor Seating: Wherever possible, site planning should include accessible outdoor seating areas for use by employees.

D4.4: Native Species: Native and drought-tolerant species should be a focus of the landscape plan.

D4.5: Landscaping Strip: Where possible, there should be a landscaping strip of a minimum 3 metres in width along all property lines abutting streets (see Figure 100).

D4.6: Site Definition: Landscaping should be used to accent site entry points, define pedestrian corridors, frame circulation aisles and break up long rows of parking into small pockets of ten or fewer spaces (see Figure 101).

D4.7: Unused Areas: All boulevards and areas not built upon or used for parking, loading, storage or maneuvering aisles should be landscaped including trees where feasible (Figure 102).

D4.8: Screen Parking: Landscaping should be used to screen parking lots; outdoor storage (where permitted); garbage and recycling areas; and utility boxes (see Figure 103).



Figure 102



Figure 103

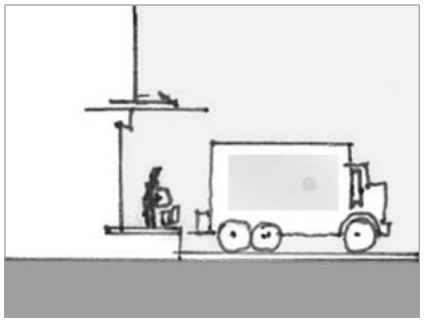


Figure 104

5. Parking and Loading Areas:

D5.1: Location: The majority of parking spaces should be located at the rear or side of buildings.

D5.2: Loading Areas: Loading areas should be located at the rear or interior of a site (see Figures 104 and 105).

D5.3: Lighting: Free-standing lighting within parking areas should avoid glare to minimize impacts on neighbouring properties.

D5.4: Oil and Grit Separators: Oil and grit separators are required in all parking and loading areas.

6. Fencing and Screening:

D6.1: Storage: Outdoor storage, where permitted must be screened with fencing and landscaping (see Figure 106).

D6.2: Utility and Service Installations: Utilities and service installations such as electrical transformers, gas metres, electrical and communication services should be located so as to be accessible to service vehicles but not interfere with pedestrian access and screened to minimize visibility (see Figure 103).

D6.3: Rooftop Mechanical Equipment: Rooftop mechanical equipment and telecommunication facilities should be hidden from public view with screening designed as an integral component of a building's architecture using materials compatible in quality and colour with building façades.

D6.4: Solid Waste and Recycling Dontainers: Solid waste and recycling containers, when located outside of buildings, should be sited in completely enclosed bear-proof structures (see Figure 107).

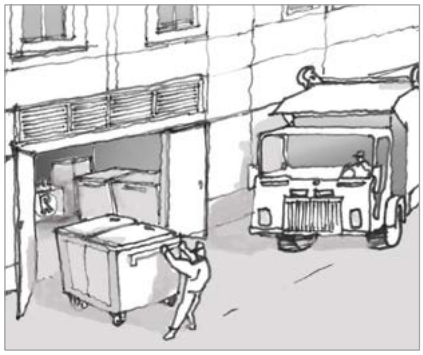


Figure 105



Figure 106

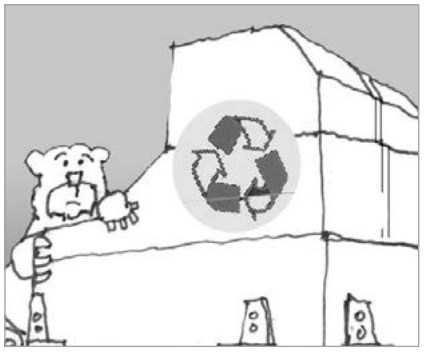
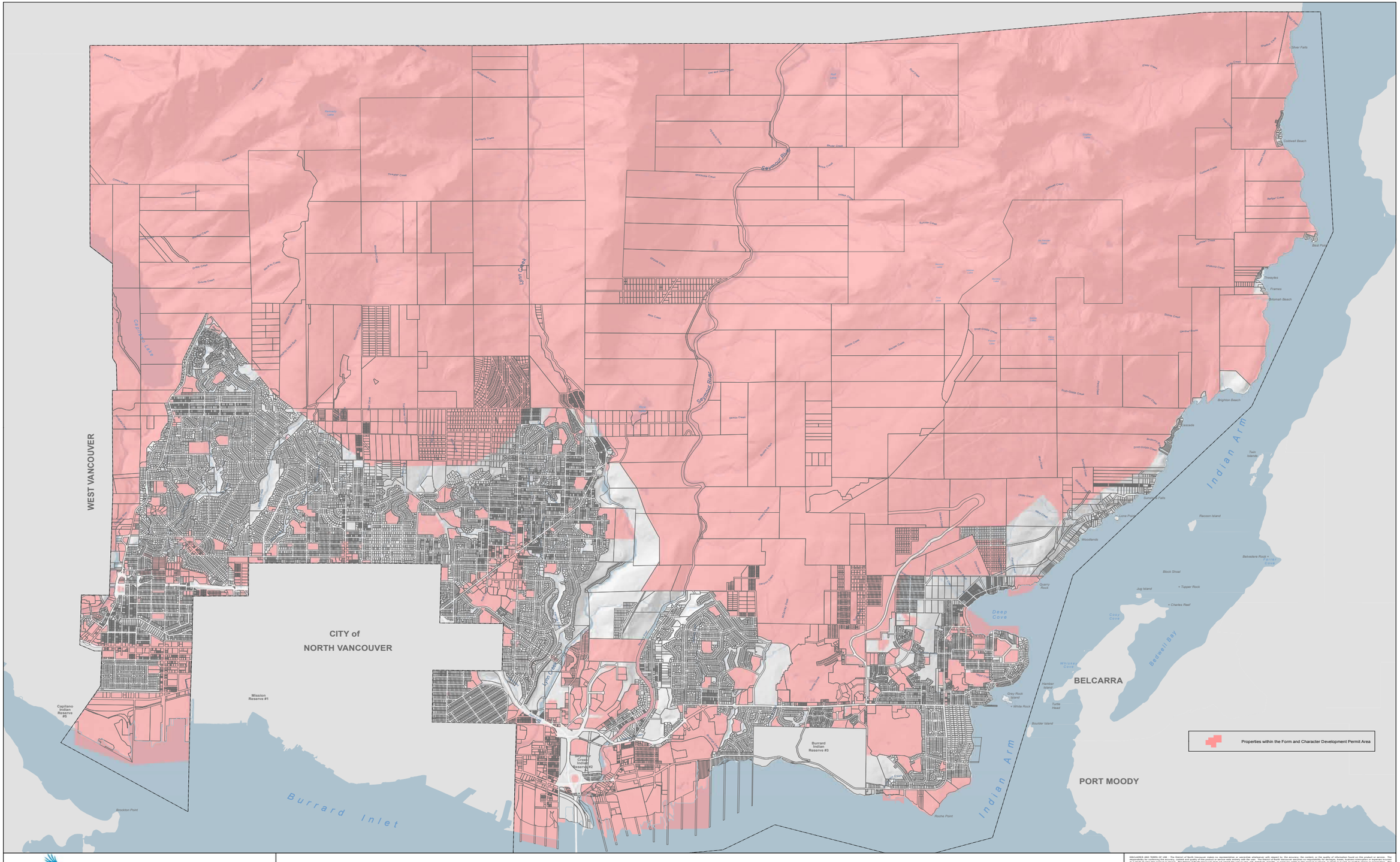


Figure 106

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NORTH VANCOUVER DISTRICT

FORM AND CHARACTER DEVELOPMENT PERMIT AREA - MAP 3.1

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Published: August 19, 2018 Scale: **1:17,500**

Original Bylaw & Date of Adoption: Bylaw 7900 (June 27, 2011)
Amending Bylaw & Date of Adoption: Bylaw 7985 (September 9, 2013), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018)

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E Guidelines for Town and Village Centres

The Town and Village Centres will each have a unique sense of place and identity based on their physical setting, landmarks, cultural history and other community assets

These guidelines have been retained from 'Schedule B' of the District Official Community Plan (Bylaw 6300) and are intended to be updated as part of the more detailed Town and Village Centre Implementation planning processes.

Guidelines for Town and Village Centres has been amended by Bylaw 8072.



4.3.1.1 Marine Drive Corridor

New development within the Marine Drive Corridor Development Permit Area must conform to development guidelines that are intended to visually create the impression of a lively and diverse shopping district, minimize vehicle/pedestrian conflicts and improve pedestrian conditions within the Marine Drive Corridor. The intent is to encourage a higher quality of development along Marine Drive and Capilano Road, more in keeping with a lively and diverse retail-shopping street than a highway strip commercial district. The guidelines are intended to promote the expression of a unique Marine Drive Corridor identity through consistently applied streetscape elements.

4.3.1.1.1. Vision For Marine Drive

The following computer generated images are artist's conceptions intended to illustrate what Marine Drive might look like if redevelopment of the strip malls and auto dealerships to mixed-use buildings with apartments located over top of retail shops and small cafes takes place. The simulations permit the comparison of existing conditions with how the character of the street would change if more street trees are added, streetlights are replaced with decorative ones and buildings are sited at the front with parking lots at the rear. Four locations were chosen to demonstrate the types of changes that could take place over time on Marine Drive.



Marine Drive at MacKay looking west as it exists today.

MacKay Avenue is Marine Drive's eastern entry but the existing development there does not recognize this. The buildings are sited at the curb along most of the block but no consistent image is presented for the block as a whole. The existing one-storey buildings are too low in relation to the width of the street to provide streetwall definition.

The addition of a prominent building situated at the corner provides definition at the intersection and complements the existing Avalon/ Indigo building across the street. Planting the median and adding mature street trees contribute to the character of the street.

More street oriented infill buildings provide continuity on the north side of Marine Drive. The addition of banners and decorative street lighting combine to create a visually appealing streetscape.

Adding more street-oriented infill buildings, people on the street and more street trees complete the transformation to a lively and vibrant gateway to the District of North Vancouver.



Marine Drive at Mackay looking west artist's concept.



This **Philip Avenue** location is representative of typical development conditions on Marine Drive. On the south side of the street the buildings are situated at the rear of the property, behind expansive parking lots. The street is uninviting to pedestrians due to the narrow sidewalks and lack of interesting attractions.

A slight widening of the sidewalk, adding street trees and a conversion of the non-descript storefronts to ones with merchandise displays makes the street more visually appealing.

Some street-oriented infill development, adding more trees and changing the lighting to decorative poles that are lower in height yields more of a pedestrian scale to the street character. Placing a building on the southwest corner provides definition to the intersection, which imparts a sense of place.



Marine Drive at Phillips looking west as it exists today.

An infill building with a prominent feature sited at the intersection completes the transformation. With these changes Marine at Philip takes on the character of an urban village instead of a highway commercial strip.



Marine Drive at Philip looking west artist's concept.



Marine Drive Design Guidelines

Today **Capilano Road** between Marine Drive and Fullerton Avenue is devoid of character. Pedestrian conditions are austere and the streetscape is nearly featureless.
The traffic island is unattractive and there is no pedestrian crossing.



Capilano Road at Curling looking north as it exists today.

Removing the traffic island and adding a pedestrian crossing reorganize the intersection. Elimi-nating the overhead wiring on Curling Road removes an eyesore.

Infill development and lower scale street lighting provide more appropriate character and definition to Curling Road. The street oriented infill building on Capilano Road is an aesthetic improvement and eliminates several driveway accesses onto Capilano Road.

A corner building replaces the gas station. This addition enhances the streetscape by completing the streetwall on Curling and Capilano Roads providing much needed continuity and recognizing the intersection.



Capilano Road at Curling looking north artist's concept.



Pemberton Avenue has potential to become an interesting shopping street with its wide street width that would allow for a centre median as well as accommodating on-street parking without sacrificing travel lane capacity. Most of the existing buildings are one storey and there are hardly any street trees or other landscaping.

Placing mixed use buildings and street trees on the east side of the street presents a more coherent image than the existing mixture of low profile buildings that generally do not relate to one another. The addition of street trees and banners add colour and interest to the street.



Pemberton north of 16th as it exists today.

Establishing parking bays and a planted median in the centre of the street breaks up the expansive roadway and de-emphasizes the importance of motor vehicles. A well marked pedestrian crossing at mid-block further signifies a pedestrian priority.

The addition of street-oriented shop fronts on the west side of the street generates activity on the street completing the transformation of Pemberton Avenue from a transitional commercial/light industrial street to a people friendly and lively neighbourhood retail district.



Pemberton Avenue at 15th looking north to Marine artist's concept.

4.3.1.1.2 Design Objectives:

a) To promote a unique Marine Drive Corridor identity through a consistently applied streetscape theme.
b) To acknowledge gateway and key intersections through the use of unique design features.
c) To create a more attractive and comfortable environment for shoppers and pedestrians.
d) To improve safety conditions for pedestrians, cyclists and motorists.
e) To co-ordinate siting, character and scale of buildings including signage and landscaping.
f) To preserve and enhance the liveability of adjacent residential neighbourhoods.
g) To achieve an attractive, environmentally sustainable built environment.
h) To achieve linkages between open space components and other public amenities.



4.3.1.1.3 Streetscape

The streetscape is defined as the visual character of a street. The main elements are landscaping, especially street trees, building facades and amenities or utilities in the public roadway such as sidewalks, bus shelters, street furniture and lighting. A transportation and resources streetscape theme, which reflects the early development history of Lower Capilano, is the starting point for the Marine Drive design guidelines. The theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.



Cars define the visual identity - existing situation.



Railway heritage recognized in landscaping. Railway artifact in front of Pemberton Pub, south end of Pemberton Avenue.

The appearance and character of Marine Drive should bear a relation to Lower Capilano's heritage and/or natural landmarks to most effectively express a Lower Capilano community identity. Standardized sidewalk and pavement treatment, street lighting, tree planting and street furniture provides continuity, linking one block to the next and setting Marine Drive apart in comparison to other commercial centres like Edgemont Village or Deep Cove for example.

Selecting a transportation streetscape "theme" that reflects the history and positive characteristics of Lower Capilano is an important starting point of the design guidelines for future redevelopment along Marine Drive. A transportation theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.



Standardized sidewalk paving lends continuity from block to block.



Trees frame the street. Sidewalk improvements in front of new Avalon development.



Public Art

Public art is more meaningful when it reflects the history or reinforces the positive character of the area in which it is placed. Public art objectives for Marine Drive support the program for streetscape improvements that is based on a transportation theme. Possible applications for public streetscape infrastructure include specially designed bus shelters, benches, tree grates, pavement tiles, interpretive or heritage plaques and street signs.







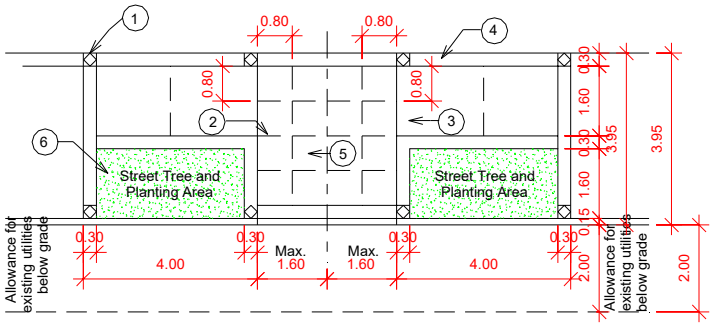


Gateway and other special intersections have the best potential to combine public art with other urban design objectives. They offer prominent and highly visible locations with the available space to accommodate public amenities such as benches and freestanding art pieces.

Sidewalks and Special Paving Areas

Wide sidewalks are a requirement for the pedestrian safety, comfort and ease of circulation that every successful shopping street must have. A consistent sidewalk appearance throughout the length of Marine Drive also contributes an important unifying design element. Decorative bands of exposed aggregate or brick at regular intervals lend continuity and rhythm to the streetscape. Extending the same standards into courtyards, entries and hard landscaping areas on private property is recommended to complement and reinforce the streetscape identity that is being established.

STREET TREES AND SIDEWALK CONCEPT



LEGEND:

1 Decorative keystone (Possible public art project)
2 Scoring patten within broom finish concrete
3 Broom finished concrete
4 Exposed aggregate banding
5 Area for street lights, benches, bike racks, etc.
6 Low maintenance native shrubs, groundcover and street trees (As per overall tree plan)



Street Furniture and Lighting

Street furniture and lighting are important public amenities that are visually prominent, regularly repeated features of the streetscape. Co-ordination of the style and colour scheme of the street furniture is a cost effective means of providing continuity and reinforcing the transportation streetscape theme on Marine Drive. Their style and appearance therefore should be traditional looking, practical and durable.

New light poles will be installed as redevelopment occurs. In the interim the existing poles will be repainted black and pedestrian scale lighting attached to selected poles to increase pedestrian safety at night. Banners hung from selected poles would add visual interest and colour to the streetscape and reinforce the streetscape theme.



Bike Rack



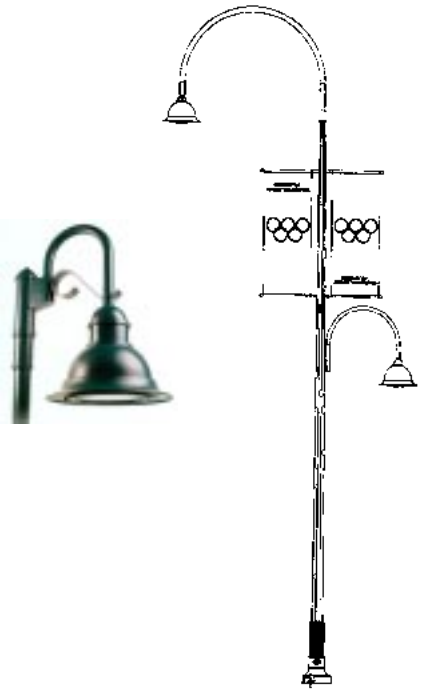


Bench



Bollards







Street Trees and Landscaping

Street trees and other landscaping soften the visual impact and help integrate the buildings and pavement into the overall streetscape. Landscaping can also serve as a buffer between various land uses or to screen unattractive sights such as service areas and utility kiosks.

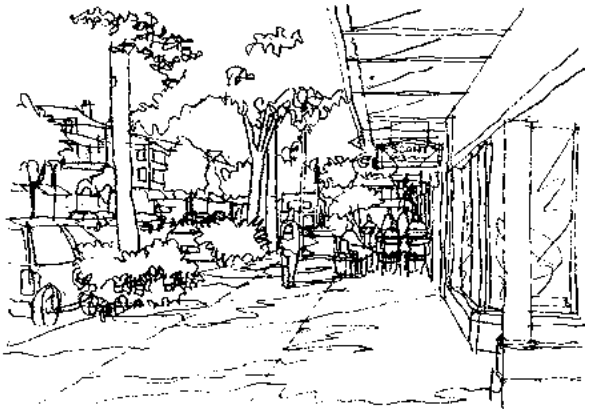


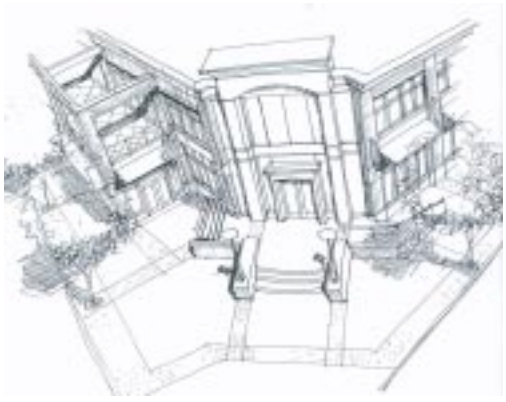
Street trees are one of the more visually prominent features of the streetscape as well as a valuable amenity that adds to property values. Regularly spaced trees located at curbside on both sides of the street create a continuous street tree canopy, buffer pedestrians from moving traffic, and provide shade, colour and texture to the streetscape.





Landscaping on private property should be complementary to the public streetscape through the use of similar colours, plant materials and other details. Rooftop gardens and other usable amenity spaces in mixed-use buildings provide a useful resident amenity and present a more attractive sight when viewed from higher buildings.







Signage

Business signage can and should be an asset to the general appearance and character of the streetscape. Fascia signs contribute rhythm, scale and proportion to otherwise monolithic or bland building facades.

The use of pedestrian oriented signage is encouraged. Pedestrian oriented signage is designed to be readable by pedestrians standing adjacent to the business and by slow moving traffic. Canopy and awning signage is oriented to pedestrians on the opposite side of the street.

The material, colour and detailing of signs should reinforce the building's architectural style and character. Signage should complement the features of a building and not cover or obscure its architectural detailing.



Architectural feature used as a signage

4.3.1.1.3.1 Streetscape Guidelines

a) Public art should reflect the history and reinforce the positive character of Lower Capilano.
b) Gateway and other prominent intersections are the preferred locations for combining public art with other urban design objectives.
c) Wide sidewalks having decorative accents and banding at regular intervals as illustrated in the Development Servicing Bylaw are required along Marine Drive and Pemberton Avenue and Capilano Road frontages.
d) A complimentary paving scheme should be extended into courtyards, entries and hard landscaping areas on private property to complement and reinforce the streetscape identity that is being estab-lished.
e) Contrasting paving materials should be utilized wherever foot traffic is not physically separated from vehicle traffic including pedestrian crossings, driveway crossings and pedestrian routes through parking lots.
f) Street trees should normally be spaced 8 to 10 metres apart.
g) Benches should be provided in groupings of two or more and located in or near to building entrances, bus stops or other logical pedestrian areas. At least two benches should be located on each block.
h) There should be a minimum of 2 trash containers on each block installed near to any grouping of benches and/or next to bus shelters.
i) There should be a minimum of two bike racks on each block and they should be located near building entrances.
j) Private landscaping must be complimentary and integrated with the street trees and other landscaping elements in the public realm.
k) Business signage should be pedestrian oriented, meaning it should be designed to be readable from a pedestrian perspective rather than from a traveling automobile.
l) Freestanding signs are not allowed.
m) The material, colour and detailing of signs must reinforce the building's architectural style and character.
n) Signage must complement the features of a building and not cover or obscure its architectural detailing.
o) Window signage must not obscure or clutter the window nor block the passage of light.
p) Signs must be made of high quality, durable materials such as metal, stone or hardwood is recommended and the colours and finishes must be complementary to those of the building.
q) Signs on multiple tenant buildings must have a common style. Signs on each storefront must be similar in height, proportion, material composition, lighting and colour scheme to reinforce the cohesiveness of the building facade.
r) Where wall signs are externally lit, light must be directed toward the sign and away from passers by and motorists. Sign illumination levels must be kept to a minimum to avoid excessive ambient light on the street.



Building Siting and Relationship to the Street

The relationship that buildings form with the street through their ground level design and siting characteristics affects the pedestrian experience (ambiance) and establishes the visual character of Marine Drive. Siting buildings at, or close to, the front property line creates a streetwall, visually framing the street in proportion to its width and providing spatial enclosure.



Buildings to create streetwall

Urban streetscapes have a two or three storey streetwall punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages. Variety in the streetwall is achieved through building articulation such as roofline treatment, bay windows, canopies and recessed entries.

A lively street has appropriate lighting (safety and security), display windows (pedestrian interest), sidewalk cafes and public seating (socialization opportunities), numerous building entrances (connection to the street) and ample sidewalks (pedestrian priority). Glass storefronts and display windows help establish a pedestrian orientation to a street by providing interest through visual openness.



Having many storefronts adds interest.

4.3.1.1.4.1 Building Siting Guidelines

a) Buildings must be sited at, or close to, the front property line to create a streetwall of two or three storeys punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages.
b) Variety in the streetwall must be achieved through building articulation such as recessed entries, bay windows, canopies and roofline treatment.
c) If insufficient width is available in the public right-of-way to accommodate street tree planting, utilities and sidewalk installation, buildings may have to be set back from the property line accordingly.
d) Site planning for large parcel developments should incorporate mid-block pedestrian passages through properties to the rear.
e) Site planning for large properties must incorporate useable open space components like outdoor restaurant seating, plazas, courtyards, wide pathways and arcaded storefronts.
f) Main commercial building entrances must be directly onto Marine Drive or at the corner intersection. Residential entrances may be appropriately sited on the adjacent side street.
g) Recessed storefront entries are encouraged.
h) At least 2/3 of the commercial building frontage at ground level must consist of doorways or display windows.
i) Display windows should be well lit so as to provide ambient lighting onto the street for pedestrians.



Mid block courtyard



Proportion and Scale of Buildings

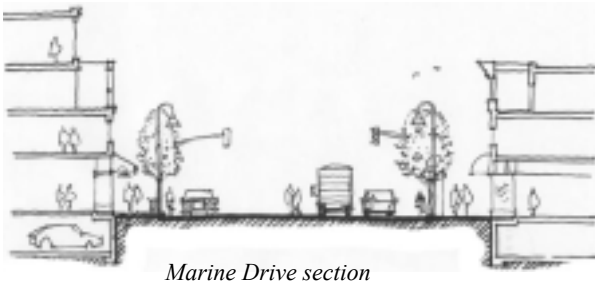
The rhythm of building articulations and spaces between them provides a human scale and creates an interesting visual environment for pedestrians. The logical basis for establishing rhythm is the lot pattern or typical property frontage. Windows, doorways or building recesses should occur with regular frequency. A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the regular repetition of "vertical" elements like entrances, regularly spaced windows, alternating wall patterns or materials and other design features.

On the south side of Marine Drive buildings with upper floor setbacks allow more sunlight to penetrate onto sidewalks and courtyards. On the north side of Marine Drive orienting the building height and mass more toward the front property line will maximize privacy and sunlight penetration to the adjacent residential neighbourhood.

At feature intersections like gateways and designated nodes, building prominence is enhanced by the use of height and vertical design elements while at the same time this emphasizes the intersection as a focal point. Diagonal building setbacks accompanied by prominent building entrances at these intersections can provide public open space such as small plazas.



Building recesses in facade



Marine Drive section



South side Marine stepped back to reduce shadowing

4.3.1.1.5.1 Proportion and Scale Guidelines

a) A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the repetition of vertical elements like entrances, regularly spaced windows, alternating wall patterns and materials and other design features.
b) Infill buildings must take into account the scale, façade composition, doorway and window rhythms, building materials and colours of nearby buildings.
c) Setbacks to third storey or higher floors on buildings on the south side of Marine drive are required to allow more sunlight to penetrate onto the street.
d) On the north side of Marine Drive orienting more of the building height and mass toward the front of commercial properties is encouraged.
e) The prominence of designated node and gateway intersections must be recognized through an emphasis on height and vertical design elements of buildings.
f) Diagonal building setbacks and prominent building entrances are encouraged at major intersections to provide public open spaces such as small plazas and, when complemented on opposite corners of the intersection, to recognize the intersection as a focal point.



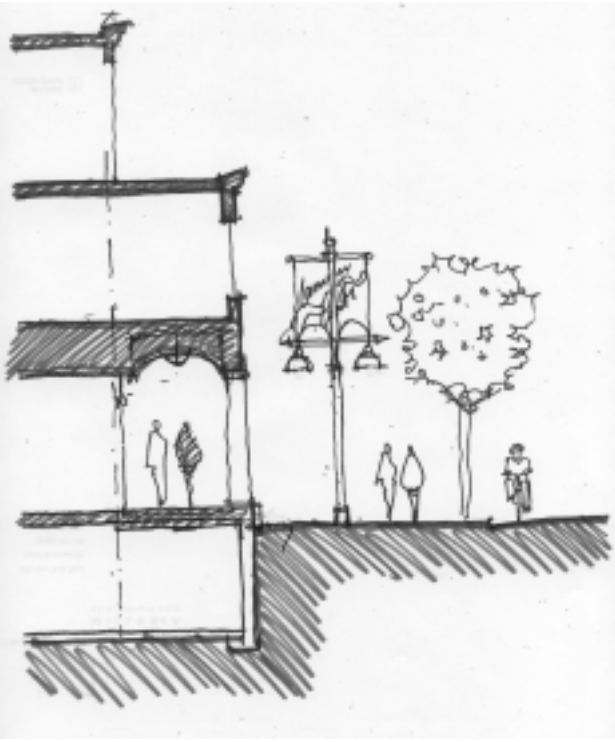
Architectural Character

Creative building architecture set within a unifying framework of design guidelines inspired by an early twentieth century warehouse style to complement the transportation and resource industry heritage of Lower Capilano's early development are intended to reinforce a Lower Capilano identity.
Building styles are to be functional and simple, with strong massing and flat roofs. Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.

Effective weather protection such as canopies and awnings should be provided along the entire building frontage to add colour and interest. On south facing properties, gallerias or colonnaded shopping arcades can provide protection from the natural elements but still receive natural illumination. Use of colonnades or other grade level setbacks is also one way to free up space for wider sidewalks when the road allowance is insufficient for this purpose without incurring the loss of development potential that would result if the buildings were sited behind the property line.

4.3.1.1.6.1 Architectural Guidelines

a) Building design must be inspired by the transportation and resource industry heritage of Lower Capilano's early development. This translates to functional and simple architecture with strong massing and flat roofs.
b) Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.
c) Weather protection must be provided along the entire commercial building frontage. Fabric awnings and canopies or supports for glass structures must utilize strong dark colours like black, dark green or burgundy.
d) Incorporation of green building measures, which conserve energy and resources such as passive heating and lighting systems, energy efficient and low water fixtures and appliances, on-site storm water infiltration and recycled building products is encouranged.



Colonnaded weather protector as part of the building



Example of colonnade



Parking Areas

Surface parking areas that are visible or accessible from Marine Drive break the streetwall and create empty zones that detract from street definition and interrupt pedestrian flow. Parking areas should be sited behind buildings and wherever possible should not be accessible or visible from Marine Drive. Parking lots that are visible from adjacent streets or back onto residential properties should be well screened by walls, fences or landscaping. Parking areas must be well lit to ensure safety, security and maximize use.

Interspersing landscaping in large surface parking lots can soften their impact by breaking the parking down into smaller clusters of ten or fewer spaces. Parking aisles should be separated with planted medians.

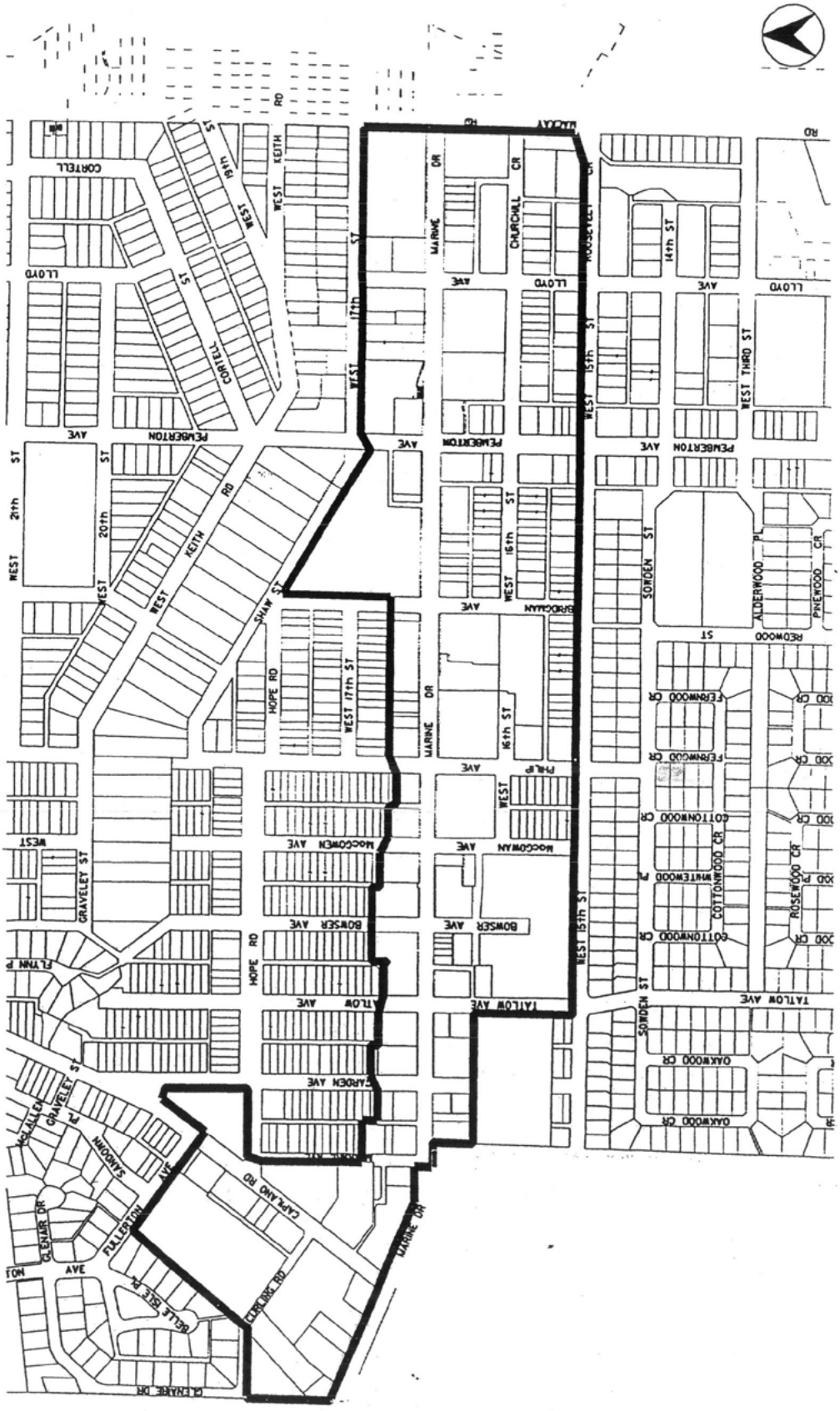


Parking entry incorporated in street facade

4.3.1.1.7.1 Parking Area Guidelines

a) Surface parking areas must be sited behind buildings and may not be vehicle accessible or visible from Marine Drive.
b) Parking aisles must be separated by planted medians that are at least 1,5 metres. Hearty,drought-tolerant landscaping that provides habitat for birds and insects should be utilised
c) Parking areas that would be visible from adjacent streets or back onto residential properties must be well screened by walls, fences or landscaping.
d) Parking areas must be well lit to ensure safety and security but care must be taken to avoid glare or spill-over to neighbouring properties.
e) Well marked pedestrian routes must be provided in large parking lots.
f) Parking structures must be designed so that all parked vehicles are hidden from view.
g) Permeable pavings and surfaces should be used to enhance on-site storm water management.

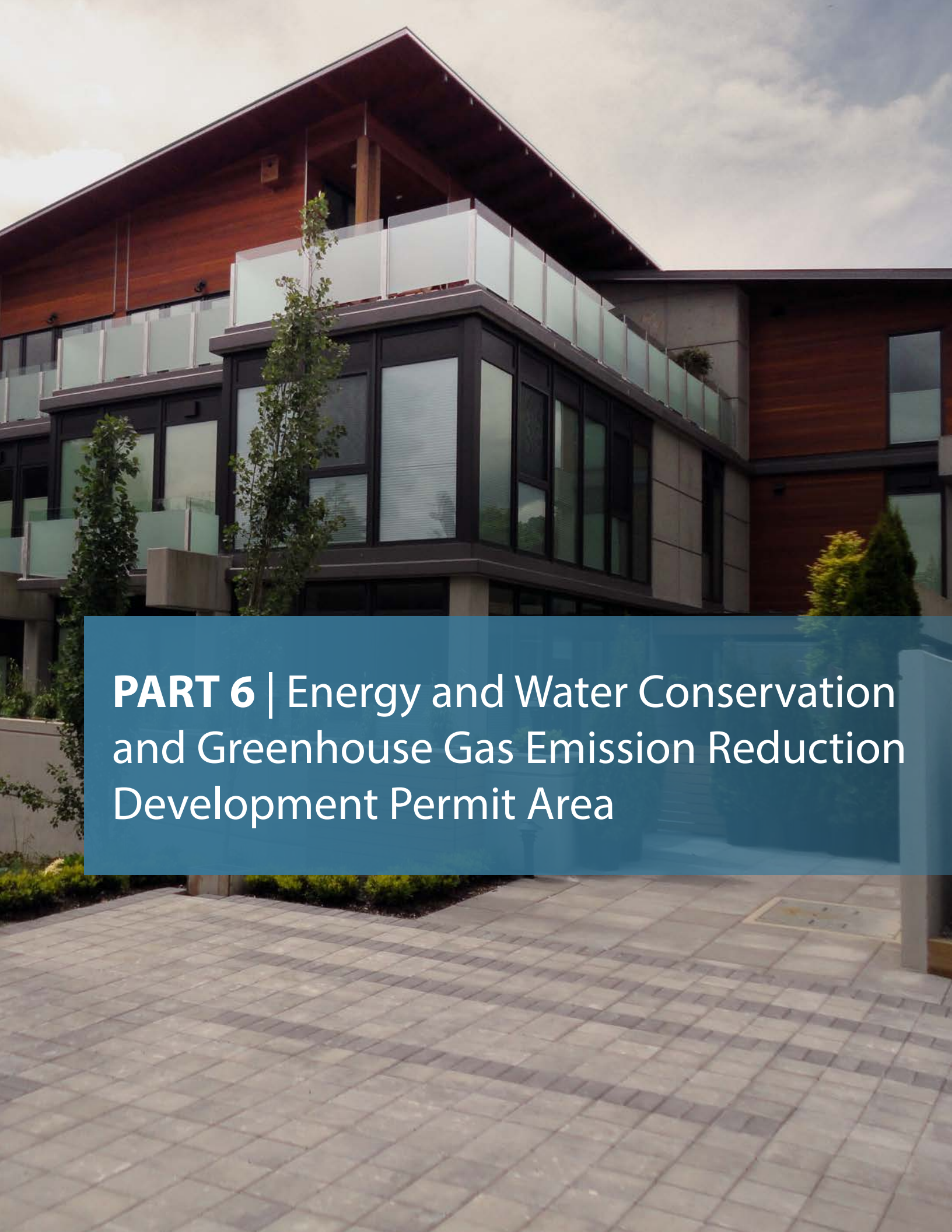
Marine Drive Corridor Development Permit Area



Development Approval Information Areas

Land within the Form and Character DPA is also designated as a Development Approval Information Area in accordance with Section 920.01 of the Local Government Act. Applicants for zoning amendments, form and character *development* permits or temporary use permits may be required by the District to provide, at the applicant's expense, information respecting the impact of the proposed development activity on the community on matters such as, but not limited to, transportation patterns and traffic flow; local infrastructure; utilities capacity; community services, and public facilities including schools and parks.

Any such information deemed by the *District* to be necessary for the purposes of determining requirements to be addressed in a development permit shall be identified and conveyed to the applicant during the preliminary development application process.



PART 6 | Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

Context

The purpose of this development permit area is to complement Council's Green Building Strategy as it applies to new buildings, including private sector and Municipal building projects and, to foster the conservation and efficient use of energy and water to reduce building-generated greenhouse gas emissions.

The construction, operation and maintenance of buildings takes a toll on the natural environment and represent a significant contributor to the creation of greenhouse gas emissions. In 2007, buildings in the *District* were estimated to contribute approximately 50% of the community's greenhouse gas emissions.

The *District* is seeking to reduce community GHG emissions by 8% from the 2007 levels by 2020, 13% by 2030 and 21% by 2050, through initiatives under its own influence, including: land use and transportation planning, *development*/building guidelines and waste reduction strategies. The *District* also supports community wide efforts to reduce GHG emissions by 33% by 2030.

Encouraging developers and builders to incorporate a wide range of measures, designed to work together to reduce a building's impact on the environment, is critical to reducing that portion of the *District's* greenhouse gas emissions attributable to the construction, operation and maintenance of buildings.

Objectives For Energy And Water Conservation And Greenhouse Gas Emission Reduction

The *Energy and Water Conservation and GHG Emissions Reduction DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. reduce consumption in new buildings;
2. create a positive impact on the natural environment and natural earth systems;
3. make the best possible use of existing infrastructure systems and minimize the need for system capacity expansion and extensions;
4. reduce the costs associated with the on-going operation and maintenance of buildings;
5. encourage occupant comfort and health and the efficient use of materials and resources in new buildings; and
6. encourage and support innovation in building design and *development*.

Exemptions

All *development* is exempt other than:

1. any *development* for which an amendment of the *Zoning Bylaw* or the *District's* Official Community Plan is required; and

2. the construction and installation of a *new ICI building or structure* for which a building permit is required pursuant to the *District's Building Regulation Bylaw*.

Despite the foregoing, owners, developers and designers are encouraged to consider these guidelines in site *development*, building, landscaping and engineering decisions relating to all *developments* within the *Energy and Water Conservation and GHG Emission Reduction DPA*, whether or not an energy and water conservation development permit is required.

Guidelines

The following guidelines apply within the *Energy and Water Conservation and GHG Emission Reduction DPA*. These guidelines are not intended to be a definitive listing. Rather, they suggest issues to be considered and designers may respond to these guidelines in a variety of different ways. Creativity is encouraged.

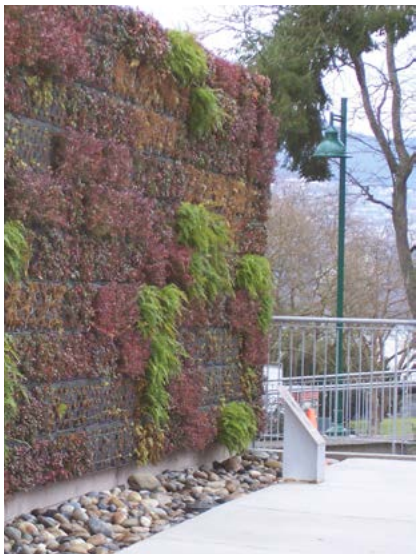
Except where specific standards are referenced, these guidelines are not prescriptive. Designers are directed to consider a variety of synergistic approaches, particularly, passive design strategies, rather than active mechanical systems, to reduce a building's energy and water consumption and greenhouse gas emissions and improve occupant thermal comfort.

While these guidelines relate specifically to energy and water conservation and ghg emission reductions, it is important to consider other measures which reduce a building's overall carbon footprint by incorporating a variety of strategies to make the best use of the site, improve indoor air quality and utilize materials which can be sourced locally or regionally and reused/recycled at the time of construction and upon demolition.

A *qualified professional* retained by the applicant is required to provide a written report summarizing the proposed measures to be incorporated in the proposed *development*.

Development should be designed and constructed so that the energy budget for proposed buildings and structures, once complete, will be at least 33% better than the applicable standard in the Model National Energy Code for Buildings or at least 24% better than the applicable standard in ASHRAE 90.1 - 2007.









For Energy Conservation the following guidelines apply:

1. an integrated design process should be utilized to identify opportunities to reduce a building's energy consumption;

2. the effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized;

3. overall building energy performance and interior thermal comfort should be maximized through a combination of passive design strategies, including, but not limited to:

    - » the sizing and placement of windows and the incorporation of operable windows to increase opportunities for natural ventilation, reducing the reliance on mechanical HVAC systems;
    - » the orientation of buildings to take maximum advantage of site specific climatic conditions especially in terms of solar access and wind flow, when possible;
    - » the use of thermally broken window frames and high performance glazing;
    - » the incorporation of roof overhangs, fixed fins or other solar shading devices to ensure that south facing windows are shaded from peak summer sun but enable sunlight penetration during winter months;
    - » design building massing and solar orientation to improve the passive performance of the structure

4. various measures should be utilized to reduce the heat island effect of a building's roof and heat transfer into the building, including: green roofs; Energy Star-rated or high albedo roofing material; or, other appropriate measures;

5. opportunities for the distribution of natural daylight into a building's interior spaces to reduce the energy consumption of electric lighting should be maximized. Avoid the use of heavily tinted or reflective glazing that reduces solar heat gain but also reduces the penetration of daylight and increases glare;

6. solar thermal or solar electric technologies should be incorporated, but, where it is not possible to incorporate solar technologies during initial construction of a building, the building should be designed to be solar ready;

7. on-site renewable energy systems should be pursued where feasible;

8. mechanical systems should be designed to enable interconnection to future district energy systems in those areas identified by the *District* as having potential for such systems;

9. on-site landscaping should be designed to promote opportunities for passive heating/cooling without negatively affecting the potential for solar thermal or solar electric systems on the site and on surrounding properties;

10. the planting of appropriate trees within parking lots should be maximized to provide shade, store carbon and reduce heat build-up; and

11. daylight-responsive controls should be incorporated in all regularly occupied spaces sited adjacent to windows/skylights.

For Water Conservation the following guidelines apply:

1. an integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes;

2. the stormwater and building water discharge should be managed on site to the extent possible. Measures could include:

    - maximizing pervious surfaces to enhance stormwater infiltration opportunities
    - incorporating bioswales and rain gardens for infiltration
    - using drought-tolerant and native plants and other xeriscaping techniques to minimize the need for landscape irrigation;
    - maximizing the use of topsoil or composted waste for finish grading to assist in infiltration and increase the water holding capacity of landscaped areas;

3. where a site is adjacent to open space or a watercourse, infiltrated stormwater should be directed to that receiving environment if appropriate; and

4. automated control systems should be utilized where temporary or permanent mechanical irrigation systems are required.

For Greenhouse Gas Emission Reductions the following guidelines apply:

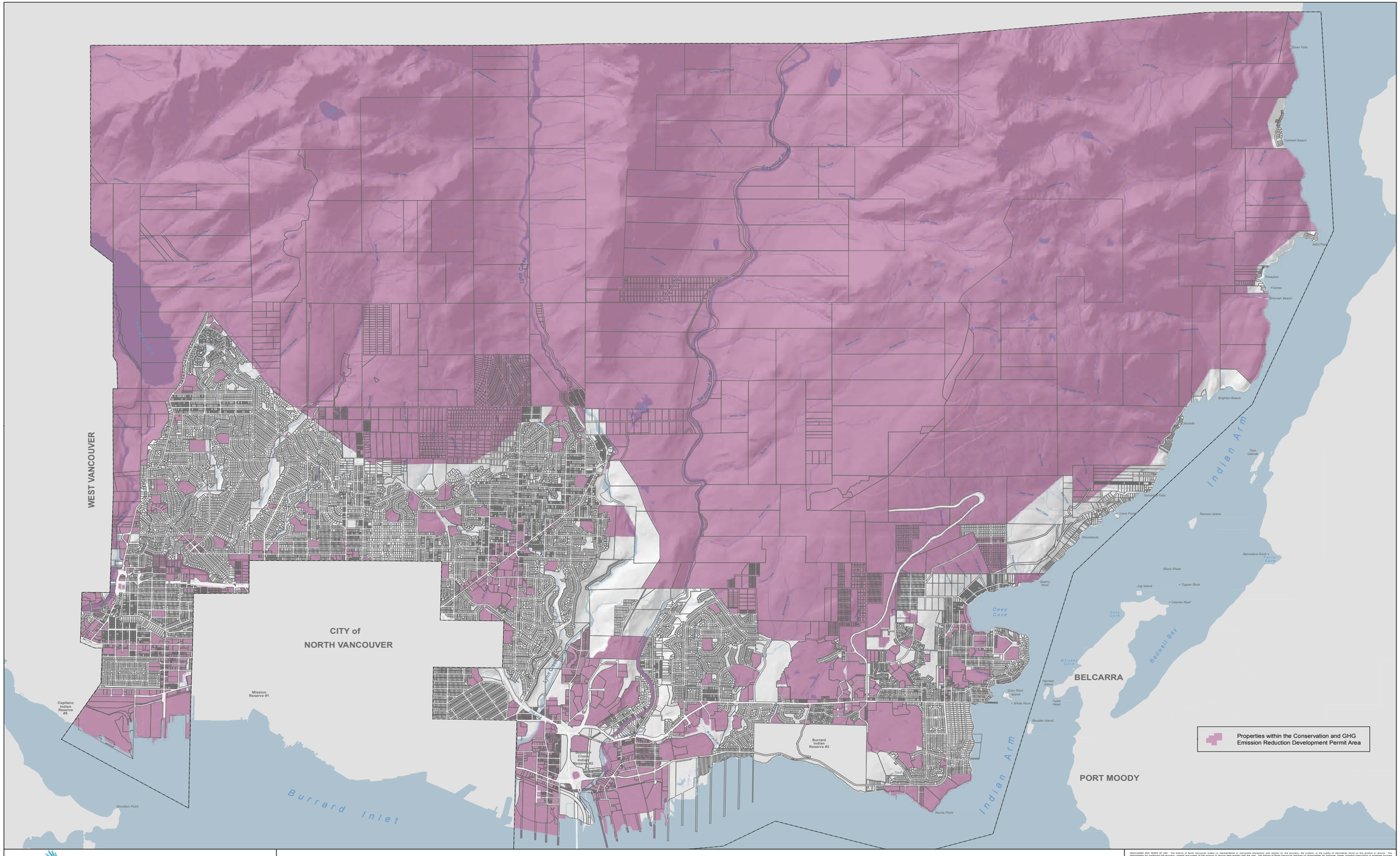
1. building materials which are durable for the use intended should be selected;
2. locally or regionally sourced building materials should be used to reduce transportation energy costs;
3. existing building materials should be reused where practical;
4. building materials which may be reused or recycled upon building demolition should be selected;
5. a construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site; and
6. building products which have low, or no-VOC off-gassing potential should be selected.

Development Approval Information Area

Land within the *Energy and Water Conservation and GHG Emission Reduction DPA* is also designated as a Development Approval Information Area in accordance with Section 920.01 of the Local Government Act. Applicants for energy and water conservation development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the energy and water conservation guidelines.

Any such information deemed by the *District* to be necessary for the purposes of determining requirements to be addressed in a development permit shall be identified and conveyed to the applicant during the preliminary development application process.

BACK TO TABLE OF CONTENTS



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ENERGY AND WATER CONSERVATION AND GHG EMISSION REDUCTION DEVELOPMENT PERMIT AREA - MAP 4.1

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Published: August 19, 2018 Scale: **1:17,500**

Original Bylaw & Date of Adoption: Bylaw 7900 (June 27, 2011)
Amending Bylaw & Date of Adoption: Bylaw 7985 (September 9, 2013), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018)

Above map published on 2018-04-17. For most up to date map, click here.

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SCHEDULE C | Regional Context Statement

Schedule C: Regional Context has been amended by Bylaw 8026.

Schedule C Table of Contents

AUTHORITY AND PURPOSE OF SCHEDULE C 279

INTRODUCTION 280

REGIONAL GOAL 1: CREATE A COMPACT URBAN AREA 282

REGIONAL GOAL 2: SUPPORT A SUSTAINABLE ECONOMY 290

REGIONAL GOAL 3: PROTECT THE REGION'S ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS 294

REGIONAL GOAL 4: DEVELOP COMPLETE COMMUNITIES 297

REGIONAL GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES 301

AUTHORITY AND PURPOSE OF SCHEDULE C

The District of North Vancouver is required under Section 866 of the Local Government Act to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro Vancouver 2040: Shaping our Future Regional Growth Strategy (Bylaw 1136, 2011).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

INTRODUCTION

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the 2011 Regional Growth Strategy.

COMPACT GROWTH MANAGEMENT

Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area

- The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

SUSTAINABLE ECONOMY

Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy

- The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.

THE NATURAL ENVIRONMENT AND CLIMATE CHANGE

Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

- The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

COMPLETE COMMUNITIES

Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities

- The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.

TRANSPORTATION CHOICE

Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices

- *The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.*

The remaining sections 1 to 5 of this Schedule, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in the proposed Regional Growth Strategy Metro Vancouver 2040: Shaping our Future (Bylaw 1136).

Regional Goal 1: Create a Compact Urban Area

The growth management and land use policies contained in the District's OCP (chapters 1 and 2) direct future development and redevelopment in the District in a way to create a compact urban area. This OCP affirms an Urban Containment Boundary, restricts uses and development outside this boundary, and directs residential, office and retail growth to a transit efficient Network of Centres.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
Strategy 1.1.3 a Depict the Urban Containment Boundary	Urban Containment Boundary illustrated on Regional Features Map
Strategy 1.1.3 b Provide population, dwelling unit and employment projections	Urban Containment Boundary established and growth restricted outside it (Policy 1.1 and 1.2) Parks, Open Space and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (District wide Land Use Map, Parks and Trails Map) The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2006 census counted 82,500; 2011 census has since confirmed 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and between 4,000 and 5,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 by 2030. These figures meet or are generally consistent with RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP anticipates formal reviews of the OCP to occur every five years. The District will work towards consistency with the RGS projections to 2041 in subsequent OCP reviews. Current 2041 RGS figures (114,000 population 45,000 dwelling units, 40,000 jobs) are recognized as being consistent with the trajectory described in the OCP.

Strategy 1.2.6 a
Provide dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas (FTDAs)

75-90% of residential growth is directed to four centres on a 'Network of Centres' (Target 1, Map 1 – Network of Centres Concept). The three DNV growth centres with regional designations (i.e. Lynn Valley Municipal Town Centre, and Lower Lynn and Lower Capilano/Marine Drive FTDAs) are anticipated to account for up to 75% of new residential development (up to approximately 25% in Lynn Valley, 30% in Lower Lynn, and 20% in Lower Capilano/Marine Drive). This nodal growth pattern generally supports the RGS region-wide guideline (Table 2) of 68% of residential growth to occur within Urban Centres and Frequent Transit Development Areas. One of the District's four growth centres (Lynn Valley) is designated as a Municipal Town Centre in the RGS, and two (Lower Lynn and Lower Capilano/Marine) are FTDAs. Implementation planning that has occurred since OCP adoption had refined the vision for Lynn Valley as a predominantly low to medium rise centre. As the OCP designates Lower Lynn as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District's intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre.

Medium and higher density residential and mixed use land use designations are applied to these centres, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), as shown in OCP Map 2.

Policies direct residential growth to these centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5).

RGS guidelines (Table 2) indicate employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). RGS Table 2 also anticipates 16% of the region's overall job growth may occur within the 17 Municipal Town Centres, of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lower Lynn Town Centre and Lower-Capilano Village Centre. The District's intent, as it develops over time, is for Lower Lynn in addition to Lynn Valley to achieve regional status as a Municipal Town Centre. The OCP provides significant policy support for job growth in our Municipal Town Centre and FTDAs. Office and retail development are directed to these centres (Policies 2.1.3, 3.1.3, 3.1.4). Higher density Commercial Residential Mixed Use land use designations are applied to these centres, including Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) to facilitate office and retail development, as shown in OCP Map 2.

OCP policies and land use designations are anticipated to direct employment growth to Lynn Valley Municipal Town Centre and Lower Lynn and Lower Capilano - Marine Drive FTDAs in a manner consistent with the job distribution described in the RGS Table 2, and the District will work towards detailed job allocation between these centres in subsequent OCP reviews.

Employment growth is also anticipated in locations immediately adjacent to OCP growth centres. The Marine Drive frequent transit corridor, anchored by the Lower-Capilano FTDA provides frequent transit access to Light Industrial Commercial designated lands on Pemberton Avenue. Light Industrial Commercial lands on Pemberton Avenue are all situated between 100m and 800m of frequent transit on Marine Drive. Maplewood Village Centre also has significant employment growth potential through relatively high density Commercial Residential Mixed Use designations (Commercial Residential Mixed Use Level 2, up to 2.5 FSR) and Light Industrial Commercial areas both within and adjacent to the centre boundary. Light Industrial Commercial areas outside the centre boundary are immediately adjacent (across the street) and will benefit from the same transit improvements facilitated by residential and commercial growth within the centre.

In addition to policies and land use designations encouraging employment growth in centres and corridors, a strong emphasis in the OCP is placed on preserving and intensifying economic activity in the District's Industrial and Light Industrial Commercial employment lands (Chapter 3), policies that are consistent with RGS Strategy 2.2.

The OCP provides for approximately 3000 units in Lower Lynn Town Centre, up to approximately 2500 new units in Lynn Valley Town Centre; and 2000 in Lower Capilano-Marine Drive Village Centre and corridor, the latter both FTDAs. It also accommodates an estimated 1500 units in Maplewood Village Centre. The target of concentrating 75-90% of growth to these centres provides flexibility and units may be adjusted within the proposed range as needed. Implementation plans further guide development form, density, transportation improvements and amenities. The OCP targets an increase from a baseline of 22,000 fixed workplace jobs, and 26,000 to 27,000 total jobs (including jobs with no fixed workplace) to 36,000 total jobs in 2030 which is consistent with RGS Table A.1. The OCP directs these jobs to the Municipal Town Centre and FTDAs as described above. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP commits to formal reviews of the OCP to occur every five years. Consistency with the RGS projections to 2041 will be achieved through these reviews and 2041 RGS figures are recognized as being consistent with the trajectory described in the OCP.

Strategy 1.2.6 b i Identify location and boundaries of Centres	Urban Centres illustrated on Regional Features Map Lynn Valley is identified at the Municipal Town Centre Lower Lynn is as a FTDA (Policy 2.4.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municpal Town Centre Lower Capilano-Marine is a FTDA
Strategy 1.2.6 b ii Focus growth and development in Centres	Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). The District's intent is to request Lower Lynn, which is also designated as a Town Centre in the District's OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced. Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2). Mix and intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1) Residential growth directed to Centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7) Infrastructure investment directed to Centres (Policy 2.1.4) and infrastructure planning coordinated with Centres planning (Section 11.1) Major office and retail development directed to Centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4) New park and open space planned for Town Centres (Policy 4.2.2) Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1) District Council has approved implementation plans for Lower Lynn Town Centre (2013), Lower Capilano Marine Village Centre (2013) and Lynn Valley Town Centre (2013) to provide specific guidance on development of these centres including transportation strategies, form and character of development, infrastructure improvements, community amenities and parks and open spaces. An implementation plan for Maplewood Village Centre will also be prepared.

Strategy 1.2.6 b iii Encourage office development in Centres	Major office development directed to centres specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.4) Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) as shown on Land Use Map (OCP Map 2).
Strategy 1.2.6 b iv Reduce parking in Centres where appropriate	Parking reductions in centres and corridors considered (Policy 5.1.8) Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service
Strategy 1.2.6 c i Identify Frequent Transit Development Areas (FTDAs)	Proposed Frequent Transit Development Areas illustrated on Regional Features Map
Strategy 1.2.6 c ii Focus growth and development in Frequent Transit Development Areas (FTDAs)	Lower Lynn is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Lynn a Town Centre (Policy 2.1.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre. Lower Capilano/Marine is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Capilano/Marine a Village Centre (Policy 2.2.1) Lower Lynn and Lower Capilano/Marine are situated at both bridgeheads and positioned to be major nodes on the lower level frequent transit corridor. Higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2). Land use policies, including residential growth and affordable and rental housing (Policies 2.1.2, 7.2.7), office and retail development (Policies 2.1.3, 3.1.3, 3.1.4),and infrastructure investment (Policy 2.1.4) provide transit support Transit policies established to facilitate frequent service (Policy 1.4, Section 5.1, 5.4.2, 5.4.3, 5.4.4, 5.5.2)

Strategy 1.2.6 c iii Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate	Parking reductions in centres (including regionally designated FTDAs) considered (Policy 5.1.8) Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service
Strategy 1.2.6 d i Identify the General Urban Area	Urban Area illustrated on Regional Features Map
Strategy 1.2.6 d ii Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density	Land Use designations are generally of lower density outside the Municipal Town Centre and proposed Frequent Transit Development Areas. Commercial Residential Mixed Use designations are lower density at 1.75 FSR (compared to 2.5 FSR and 3.5 FSR within centres/FTDAs), and residential densities are lower at 0.55 FSR to 1.75 FSR, with some existing 2.5 FSR (compared to 1.2 FSR to 3.5 FSR within centres/FTDAs) as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).
Strategy 1.2.6 d iii Identify small scale Local Centres where appropriate	The Network of Centres (Chapter 2) contains existing Village Centres that provide and are encouraged to continue to provide a mix of housing, local serving commercial uses, and remain significant nodes on the transit network. These are largely reflected in RGS Map 11.
Strategy 1.2.6 d iv Exclude non-residential major trip-generating uses outside Centres and Frequent Transit Development Areas (FTDAs)	Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism, recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in subsequent OCP reviews.
Strategy 1.2.6 d v Encourage infill development	Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policy 2.3.5, 2.3.6, and 7.1.2) and transit corridors (Policies 2.4.2 and 2.4.3)

Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)	N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas
Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities	Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)
Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5) Policy sections to support transit (Section 5.4), cycling (Section 5.3) and walking (Section 5.2), with particular focus on integrating these modes with the Network of Centres land use concept (Section 5.1)
Strategy 1.2.6 f iii Implement transit priority measures where appropriate	Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2) Centres policies in Schedule A (as shown in Mobility Maps in Schedule A of the OCP)
Strategy 1.2.6 f iv Support district and renewable energy where appropriate	District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)
Strategy 1.3.3 a Identify Rural areas	Rural areas illustrated on Regional Features Map

Strategy 1.3.3 b Limit development in Rural areas	Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision. Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential land use designation does not envision intensification of use through the extension of services. Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).
Strategy 1.3.3 c i Specify allowable density and form of land uses in Rural areas	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A), providing for low density detached housing on large lots (up to 0.35 FSR)
Strategy 1.3.3 c ii Support agricultural uses in agricultural areas	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)

Regional Goal 2: Support a Sustainable Economy

The urban structure, employment lands and economic development policies contained in the District's OCP (chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate.

SPECIFIC ACTIONS

Strategy 2.1.4 a Support appropriate economic activity in Urban Centres, FTDAs, Industrial and Mixed Employment Areas	New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3) . Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through 12 policies in Chapter 3. Note: the District does not have lands within Metro Vancouver's 'Mixed Employment' designation. Economic development is promoted by: maintaining community competitiveness and providing competitive government services (17 policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c)
Strategy 2.1.4 b Support the development of office space in Urban Centres	New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3).. Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Schedule A (Town and Village Centre Policies) includes policies promoting office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lower Lynn and Lower Capilano FTDAs. Policy 3.1.4 directs major office uses to the Network of Centres

Strategy 2.1.4 c Discourage major commercial and institutional development outside of Urban Centres and FTDAs	Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4) Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1) A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6) Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR) Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (OCP Map 1) and is deemed suitable for development where this is integrated with the District's urban structure. Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions and OCP Map 14 (Regional Features Map).
Strategy 2.1.4 d Support the economic development of Special Employment Areas, post-secondary institutions and hospitals through land use and transportation	The economic development of Capilano University is to be integrated with the District's urban structure, i.e. the Network of Centres concept that coordinates land use and transportation planning (Policy 2.2.8). Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions. Expansion of post- secondary institutions (Capilano University) is encouraged (Policy 8.1.6) Goods movement and improved access to key port areas and airports are supported (Policies 5.5.3, 8.1.4, 8.1.5) Infrastructure and transportation improvements in employment lands (District and RGS industrial land, including the port) are promoted (Policy 3.4.1) General land use policies (including housing, parks) are directed to promote economic development by attracting investment to the community (Section 8.1)
Strategy 2.2.4 a Identify Industrial areas	Industrial areas illustrated on Regional Features Map

Strategy 2.2.4 b i Support and protect industrial uses	Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)
Strategy 2.2.4 b ii Support appropriate accessory uses to Industrial	Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)
Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) and residential uses are limited to accessory caretaker units (Policy 3.1.2)
Strategy 2.2.4 b iv Encourage better utilization and intensification of Industrial	Intensification and better utilization of Industrial areas encouraged (Section 3.2)
Strategy 2.2.4 c Identify Mixed Employment areas	N/A - The District does not have Mixed Employment areas
Strategy 2.2.4 d Policies for Mixed Employment areas	N/A - The District does not have Mixed Employment areas
Strategy 2.2.4 e Help reduce environmental impacts and promote energy efficiency	Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6) High quality development standards are encouraged in employment lands (Policy 3.4.2) Goods movement and transportation improvements, including access to key port areas help reduce environmental impacts (Policies 3.4.1, 5.5.3, 8.1.4, 8.1.5) Green building and water conservation practices promoted (Policy 10.1.1)
Strategy 2.3.6 a Identify Agricultural areas	N/A - The District does not have Agricultural areas

Strategy 2.3.6 b i Assign regional land use designations for agriculture	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b ii Discourage subdivision of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b iii Improve infrastructure services to agricultural areas	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b iv Manage the agricultural-urban interface	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b v Support agricultural economic development opportunities	Community gardens, urban agriculture and farmers markets are promoted (Policies 6.3.12, 6.3.13)
Strategy 2.3.6 b vi Encourage use of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b vii Support information programs on food and local agriculture	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12) Collaboration with agencies and partners to provide food access (Policy 6.3.14) A food policy to support community and environmental health to be developed (Policy 6.3.15)

Regional Goal 3: Protect the Region's Environment and Respond To Climate Change Impacts

The Environmental Management and Climate Action policies contained in the District's OCP (chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and to manage risks from natural hazards. The Conservation and Recreation areas illustrated on the Regional Features Map (Map 14) include regionally significant natural assets, major parks, watersheds and ecologically important areas. Since the adoption of the OCP, District Council approved the Parks and Open Space Strategic Plan (POSSP) in 2012 which is a strategic action plan to implement OCP policies. Centres implementation plans being developed following the OCP include consideration of integrated stormwater management and green infrastructure measures.

SPECIFIC ACTIONS

Strategy 3.1.4 a Identify Conservation and Recreation areas	Conservation and Recreation areas illustrated on Regional Features Map
Strategy 3.1.4 b i to vi Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses, and limited agriculture	Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, and outdoor recreation (Map 2, DNV OCP Map). Map 3, DNV Parks and Trails Concept Map identifies different types of park and conservation areas and trail linkages. A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2)
Strategy 3.1.4 c Where appropriate, buffer Conservation and Recreation areas from adjacent activities	Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.

Strategy 3.2.4 Manage ecologically important areas	Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1) Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7) Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4)
Strategy 3.2.5 Develop and manage municipal components of regional greenways and trails	Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15) New trails planned for in growth areas (Policy 4.2.2) Region-wide cycling network coordinated (Policy 5.3.4) Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)
Strategy 3.2.6 Identify measures to protect, enhance and restore ecologically important systems	Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3) Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)
Strategy 3.2.7 Consider watershed, ecosystem and/or integrated stormwater management	Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1) Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)
Strategy 3.3.4 a Identify land development and transportation strategies to reduce greenhouse gases	Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4). Centres include the Municipal Town Centre and two proposed FTDAs. High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1) Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)

Strategy 3.3.4 b Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality	Network support for alternative energy vehicles provided as necessary (Policy 5.5.8) Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A) Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3) Section established to support alternative energy systems, including district systems (Section 10.2) High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6) Pedestrian and bicycle access to transit enhanced (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6) Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3)
Strategy 3.3.4 c Focus infrastructure and amenity investments in centres and corridors	Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6) Infrastructure investment directed to centres (Policy 2.1.4) Infrastructure planning, management and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1) Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3)
Strategy 3.3.4 d Support integrated stormwater management and water conservation	Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1) Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation
Strategy 3.4.4 Encourage settlement patterns that minimize climate change and natural hazard risks	Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B) Climate change risks to be assessed to inform community planning and design (Policy 10.4.2)

Strategy 3.4.5 Consider climate change and natural hazard risk assessments in planning municipal assets	Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)

Regional Goal 4: Develop Complete Communities

The establishment of a Network of Centres through growth management and urban structure policies, and the housing, social well-being and community infrastructure directions to support those centres, contained in the District's OCP (chapters 1, 2, 6 and 7) work together to establish complete communities. This OCP leverages residential growth to provide more diverse and affordable housing options, and promotes social well-being and community health through accessible services and amenities.

SPECIFIC ACTIONS

Strategy 4.1.7 a Work towards meeting future housing demand estimates	OCP identifies capacity for an additional 10,000 units over a 20-year planning horizon, which fully accommodates the 10-year housing demand estimate of 4,000 units over the next 10 years. The District will work towards addressing the sub-components of this demand (Strategy 4.1.7 a i to iv) as described below. Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).
Strategy 4.1.7 a i Articulate the need for housing diversity	The District's urban structure directs Commercial Residential Mixed Use and multifamily developments to centres (Policies 2.1.2, 2.2.4, 2.2.5) A broad range of housing types are provided for (Policies in Section 7.1) Balanced and diverse housing supply promoted as an economic benefit (Policy 8.1.1) Schedule A, Town and Village Centre Policies includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles. More detailed housing policies are being developed in Centres Implementation plans. Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)

Strategy 4.1.7 a ii Increase diverse supply through infill and increased density	Commercial Residential Mixed Use and multifamily developments in centres (Policies 2.1.2, 2.2.4, 2.2.5, Target 2) increase supply and diversity of housing by allowing increased density and more compact housing than existing predominantly single family stock Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify sensitive infill options (such as coach houses, duplexes) in appropriate locations including sites adjacent to centres, corridors, commercial, institutional uses (Policies 2.3.5, 2.3.6, 2.4.3, 7.1.2, Section 12.3.1)
Strategy 4.1.7 a iii Assist senior governments in providing affordable rental	Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5) Rental housing supported through Section 7.2, with specific direction to include rental and affordable housing policies in plans for transit-oriented centres (Policies 7.2.7, 7.3.2). Housing policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres promote provision of affordable and rental housing Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)
Strategy 4.1.7 a iv Facilitate affordable housing through diverse municipal measures	District land and facilities to facilitate and help leverage affordable housing (Policies 7.4.3, 7.4.4) Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3) Financial incentives such as reduced development cost charges considered (Policy 7.3.7)
Strategy 4.1.8 a to f Prepare and implement Housing Action Plans	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Consistency with regional expectations of the Housing Action Plans described in 4.1.8 sub-bullets a to f will be achieved through the District's Housing Action Plans.

Strategy 4.2.4 a Support compact Commercial Residential Mixed Use communities	Residential and commercial growth is directed to a network of transit oriented centres (Policies 1.3, 1.4) Land use and urban design considerations are made to ensure centres have high quality transit, pedestrian and bicycle infrastructure and service opportunities (Section 5.1 and Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)
Strategy 4.2.4 b Locate community hubs and affordable housing in transit accessible areas	Community infrastructure investment is directed to centres (Policy 2.1.4) and infrastructure planning is coordinated with the Network of Centres (Section 11.1) Target for a community hub facility within easy access of each centre established (Target 6) Provision of rental and affordable housing focussed in centres (Policies 7.2.7, 7.3.2 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)
Strategy 4.2.4 c Provide public spaces	New park and open space provided in centres (Policy 4.2.2) Public realm and pedestrian environment improved (Policies 5.1.5, 5.1.6) Target for a community hub facility within easy access of each centre established (Target 6) Public space in public facilities retained (Policy 6.3.8) Outdoor and indoor facilities integrated to contribute to public realm (Policy 6.3.10) Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres support community facility, open space and public realm enhancements
Strategy 4.2.4 d Support active living	Healthy and active living promoted (Policy 6.2.4) Extensive and high quality parks and outdoor recreation opportunities provided (Sections 4.1 and 4.2) Enhanced pedestrian and bicycle environments provided (Sections 5.1, 5.2, 5.3 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)

Strategy 4.2.4 e Support food production and distribution	Local food production and distribution supported through community gardens, urban agriculture, farmers markets and other initiatives (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)
Strategy 4.2.4 f Assess health implications in planning	Memorandum of understanding signed between District and local health authority to integrate health perspectives into OCP planning process and content development (Introduction, Acknowledgements section). OCP urban structure of a network of pedestrian and cycle friendly centres has positive health implications (Chapters 2 and 5) Air quality improvements promoted through regional directives, land use and transportation planning, promotion of clean fuel, and anti-idling initiatives (Section 9.5)
Strategy 4.2.4 g Support universally accessible community design	Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3) Adaptive Design provided for in residential development (Policy 7.1.5) Centres and corridors encouraged to be universally accessible (Policy 5.1.4) Universal accessibility at transit stops worked towards (Policy 5.4.8)
Strategy 4.2.4 h Identify small scale local centres	A Network of Centres established (Policy 1.3) comprising two Town Centres (Lynn Valley and Lower Lynn - Policy 2.1.1) and six Village Centres (Maplewood, Lower Capilano/Marine drive, Queensdale, Deep Cove, Parkgate, Edgemont - Policy 2.2.1) In addition to the Municipal Town Centre (Lynn Valley Town Centre), Lower Lynn Town Centre and Lower Capilano/Marine Village Centre are proposed as FTDAs A transit supportive mix of uses is provided in each centre according to their scale (Policies 1.4, 2.1.2, 2.1.3, 2.2.3, 2.2.4, 2.2.5)
Strategy 4.2.4 i Recognize Special Employment Areas	There are no Special Employment Areas of regional significance in the District Local Centres (as per regional Map 11) that are not FTDAs are recognized as Village Centres (Section 2.2) Capilano University is recognized as being integrated with the District's transit friendly Network of Centres (Policy 2.2.8)

Regional Goal 5: Support Sustainable Transportation Choices

This OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement. The Plan Implementation Strategies in 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Transportation. Following adoption of the OCP, the Transportation Plan was prepared and approved by Council in 2012. It contains detailed strategies to implement OCP transportation policies and encompasses areas pertaining to: Walking, Cycling, Transit, Road Safety, Road Designation, Road Network, Transportation Demand Management and Funding, Implementation and Monitoring.

SPECIFIC ACTIONS

Strategy 5.1.6 a Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5) An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6) Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2) High quality transit, pedestrian and bicycle facilities and infrastructure promoted within the Network of Centres (Section 5.1) Mobility maps and associated policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking
Strategy 5.1.6 b Support transportation system demand management and supply measures	Parking reductions in centres and FTDAs considered (Policy 5.1.8, Regional Features Map) Centres Implementation Plans include parking strategies and considering parking reductions where appropriate and frequent transit available. Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2) Policies supporting pedestrian facilities in Section 5.2 Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3 Policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking

Strategy 5.1.6 c Manage and enhance municipal infrastructure to support of transit, cycling and walking	Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6) Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4) Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1) Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2) Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7, 5.2.2, 5.2.3, 5.3.2, 5.3.3) Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5)
Strategy 5.2.3 a Map goods and service vehicle movement routes	Roads and Goods Movement Concept Map is included in the OCP as Map 5, which indicates rotes for goods and service vehicles Detailed network maps are included in the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)
Strategy 5.2.3 b Support efficient movement of goods, services and passengers	Land use and integrated transportation policies creating a Network of Centres optimize passenger and goods movement on the road network by facilitating transit, pedestrian and bicycle transportation, thereby taking pressure off road network (Sections 2.1, 2.2, 5.1, 5.2, 5.3, 5.4) Goods movement facilitated (Policy 5.5.3) Arterials managed to maintain flow and mobility (Policy 5.5.5) Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10) Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1) Employment Lands Policy 3.4.1 to promote infrastructure, transportation and municipal service improvements in employment lands

Strategy 5.2.3 c Support development of transportation system, management strategies	Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2) Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)
Strategy 5.2.3 d Support protection of rail rights-of-way and waterway access	Policy 5.5.3 to facilitate effective goods movement and work with federal and provincial agencies to improve access to key port, industrial and commercial areas, while encouraging goods movement by rail or water Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses. Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors. Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4) Detailed network management policies prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1). Council approved the Transportation Plan in 2012.

BACK TO TABLE OF CONTENTS

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Capilano University
Village Centre
Municipal Town Centre
Proposed Frequent Transit Development Area
Additional Designated Growth Area
Urban Containment Boundary
District Boundary
First Nations Boundary
Conservation and Recreation/Green Zone
Residual Green Zone
Conservation and Recreation lands in addition to the Green Zone
Industrial
Rural
General Urban

Indian Arm Inset
(Not to scale)

The District of North Vancouver's 2011 Regional Context Statement (RCS) has been prepared at a time when adoption procedures for a new Regional Growth Strategy (RGS) have been initiated. However, the Livable Region Strategic Plan (LRSP, 1996) is still in legal effect. This Regional Features Map shows the LRSP Green Zone as defined in the District's 1998 Regional Context Statement as two areas: the "Conservation and Recreation/Green Zone" and the "Residual Green Zone." The "Conservation and Recreation/Green Zone" areas are existing Green Zone in the LRSP and Conservation and Recreation in the proposed RGS. The "Residual Green Zone" areas are existing Green Zone in the LRSP and General Urban in the proposed RGS. The map also shows "Conservation and Recreation lands in addition to the Green Zone" which are Conservation and Recreation areas that are additional to the Green Zone in the proposed RGS. **Lands in all three categories are designated "Parks, Open Space, and Natural Areas" in the District OCP Land Use Map (Map 2).**

WEST VANCOUVER
Capilano Lake
LYNN VALLEY MUNICIPAL TOWN CENTRE
LOWER CAPILANO-MARINE FTDA
CITY of NORTH VANCOUVER
Squamish First Nation
Deep Cove
Whiskey Cove
LOWER LYNN FTDA
Squamish First Nation
MAPLEWOOD VILLAGE CENTRE
Tsleil-Waututh First Nation
Burrard Inlet

Northern Area
(Not to scale)

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MAP 14

Regional Features Map
Prepared to support the Regional Context Statement

June 14, 2011

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Inspired by nature, enriched by people