



OFFICIAL COMMUNITY PLAN SYNOPSIS

STATUS

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The following is simply a synopsis of the OCP and its subsequent amendments, and should not in any way be relied upon in making any development or investment decisions affecting lands. For a complete understanding of the Bylaw you should review a complete copy, available from the Legislative Services Division at the District of North Vancouver Municipal Hall.

INTRODUCTION

The District OCP serves two purposes:

1. It provides overall goals and objectives for the future development of the municipality to the year 2011 and specifies policies and implementation strategies to achieve them. Only general types of land use and their approximate locations are considered. Precise boundaries of the various land uses are not established in the existing document, but basic guidelines to measure development proposals are established.
2. At the present time it co-ordinates the plans for local areas and implementation programs. For specific detail on the future of any neighbourhood you should also consult the relevant Local Area Plan.

GOALS

The goals identified are:

- **To develop an attractive community in harmony with nature.**
- **To provide housing opportunities, community facilities and services to meet the changing needs of District residents at all stages of their lives and income levels.**
- **To encourage a strong local economy with expanded opportunities for employment with emphasis on labour intensive, non-hazardous, non-polluting industries.**



COMMUNITY GOALS

In developing goals for the District of North Vancouver, consideration was given to residents' desires to respect the dramatic natural setting and to strengthen the District's image as a distinctive suburban community. Consideration was also given to the implications of the District's location on steep rugged terrain on Canada's busiest deep sea and coastal port and as the Pacific terminus of two major railways. The role of this municipality in the Vancouver metropolitan area was also considered.

OBJECTIVES AND POLICIES

The Natural Environment

A central theme of the OCP is to develop in harmony with the natural environment through good design and protective measures. The plan identifies environmentally critical areas for conservation and proposes special control measures for their protection. Where these areas fall under municipal ownership, they are to be included within the park system. Controls are provided where there is a need to protect development from environmental hazards such as landslides and flooding.

The Built Environment

As the District increases in population, the quality and setting of the urban environment becomes increasingly important to the overall quality of life in the community. Where densities are increased, additional public amenities such as parks, pathways, benches and street landscaping should be added to enhance the quality of the built environment.

New neighbourhoods in Seymour are being comprehensively planned. In existing neighbourhoods however, there are fewer opportunities to institute major change but there are opportunities to revitalize some of the older commercial and industrial areas. The plan recommends the conservation of buildings, sites and structures of heritage value and encourages their integration into future urban design plans wherever possible.

Of increasing concern to residents in existing neighbourhoods is the scale, density and "fit" of new housing. As housing ages and is replaced, or as infill occurs, the character of the neighbourhood starts to change. The plan recognizes that this change will occur and makes provision to minimize its negative impact.



Population and Housing

The Plan currently provides for a estimated population of 93,000 by 2011. Some of the increase will take place in Seymour where new neighbourhoods are planned and some redevelopment will take place. The western half of the District will

also experience population increase as a result of redevelopment in existing neighbourhoods as well as an increase in the number of younger families now moving into this area.

While the District will always remain a community predominantly made up of single-family homes, this Plan encourages the provision of a greater diversity in housing stock necessary to accommodate the changing needs of our residents. The Plan provides for setting out in advance the criteria against which future proposals to redevelop older residential areas may be measured.

Housing for Seniors

The OCP calls for addressing the needs of seniors so that they can remain in the community. The plan encourages provision of suitable and affordable housing opportunities for older residents. It also encourages locating seniors housing close to shopping, community services and transit.

Community Facilities and Services

The Plan identifies long term community needs resulting from changes in family structure and in the age structure of the community. These needs are not only in areas funded jointly or by other levels of government, such as cultural, educational and health services. Through on-going social planning, the District can analyze social issues and promote effective responses at both the local and senior levels of government. By this means the District can more effectively coordinate social service programs for people with special needs such as the disabled, those returning to the community from institutions, and those from ethnic communities.

Park and Recreation

Emphasis is placed upon expanding the parks system further to meet the demands of a growing population, increasing access to the waterfront and improved pathway and trail systems. Special efforts will be made through the park system to increase public awareness of both our natural and cultural heritage. The plan calls for a review of the present system of delivering recreation services and a better distribution of services to all age groups and those with special needs. Because of the changing popularity of different forms of recreation, the plan recommends that flexibility of use be incorporated into all recreation buildings.

Commercial Centres

The plan recognizes the need for commercial centres in the major residential communities of the District. Existing centres tend to provide mostly retail commercial facilities, but will be expected to also function as social, cultural and recreation centres in the future. Proposed centres are being planned on this mixed use basis. It is intended to limit the growth of each of these centres to a reasonable size in keeping with the actual needs of the area served. Seymour will be served by two principal centres, one in the east and one in the west, together with a number of smaller centres.



Employment

The plan's approach to employment generation is based on fully utilizing the municipality's existing strengths and assets, its well educated resident labour force, its natural assets and local marine and underwater technological expertise. Two areas of special emphasis will be to encourage the establishment of an international centre for the design and manufacture of marine and undersea resources technology as well as a long term commitment to the high technology community. The municipality will also work with other North Shore jurisdictions to promote economic development and employment.

Transportation and Utilities

The Plan identifies and reserves possible future links in the road networks, especially east-west links and links to Vancouver. Improvements to public transit and the pedestrian system are also identified. The OCP notes that the existing water supply and sanitary waste systems have the capacity to handle the anticipated growth in population.

The Port

The Plan calls for improved road and rail access to the port and also suggests that the municipality should undertake a long term program of working with the Port of Vancouver in the provision of safe pedestrian access to the harbour through a series of public view points, sea walks, and parks.

Special Areas

These include the Capilano River Corridor, the Lynn Creek Corridor and the Seymour River Corridor, Deep Cove, Indian Arm, the District's mountain region, and heritage and environmental conservation areas. These areas have been highlighted in this plan for future study because in many cases present uses have failed to take advantage of their full visual potential or competing demands threaten to destroy their beauty and integrity. The Plan includes a Development Permit Area (DPA) map showing those areas designated as DFA's for the purpose of protecting the natural environment, protecting development from hazardous conditions, and regulating the form and



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what's inside

- needs of an aging population
- today's seniors
- complete communities
- housing for seniors
- housing options
- transportation
- facilities, volunteers & family support

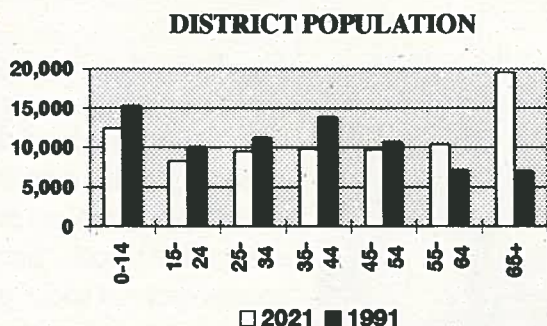


TODAY'S SENIORS

Seniors are on average healthier, happier, more active, and economically better off than their parents, and this trend is likely to continue. Today's seniors are an important resource to the community. Many provide volunteer services that are vital to the functioning of the community.

MEETING THE NEEDS OF AN AGING POPULATION

We hear a lot about the "aging population". What is this all about? Seniors will be more numerous and make up a greater percentage of the District of North Vancouver's population over the next 25 years. If our current residents remain in the District, then the percentage of our population over 65 will increase from 9% in 1991 to 25% in 2021.



Seniors will live longer and will be more active than any previous generation. There will also be more of them - 1996 marks the year when the first post-war babies turn fifty. Accommodating this large group of seniors who will be living in the District will create a major challenge for the Official Community Plan (OCP) - how to design the community to accommodate an aging population.

At the same time older residents do become frail, experience health problems, and ultimately require the assistance of others. Women live longer than men, so many older women will be living alone. Not all seniors have access to adequate private pensions. "Invisible poverty" is a reality (23% of District seniors have annual incomes under \$15,000.).

Should the Official Community Plan respond to our aging population by making those adjustments necessary to enable residents to remain in the community as they age?

COMPLETE COMMUNITIES

Communities can be planned to increase the quality of life for older residents. The municipality and its residents can work towards a stock of housing, community services and a transportation system that supports and sustains the initiatives of seniors themselves.

A community that responds to the needs of a large seniors' population will be a new kind of community. It may be focused on a neighbourhood environment with shopping, services, public facilities close at hand. It may be desirable to concentrate opportunities for seniors (housing, services) around shopping areas, but it may also be necessary to disperse housing throughout the community.

A complete community will also provide a framework and support for the activities of seniors, encouraging volunteerism, supporting participation, bringing together generations.

HOUSING FOR SENIORS

As we age, our housing needs change. When we are 20 and single, we move a lot and do not need much space. At 35 we need more bedrooms and play space for the children. As we grow older, the children move out, and we find yardwork increasingly burdensome. Many of us will look for smaller housing closer to shopping and community services.

As older residents become frail and experience health problems, they seek more help from others and a more supportive environment, perhaps in the form of specialized seniors' housing.

The provisions of the OCP and the implementation of the Plan will influence:

- what percentage of seniors will stay in their family home,
- what percentage of seniors will move to appropriate housing,
- what percentage will be forced to leave the community.

Research shows that a majority of current seniors wish to remain on the North Shore.

Should the municipality increase the supply of seniors housing (often smaller, higher density, in residential neighbourhoods near to services) to enable more seniors to remain in the community?

Many seniors would like to stay in their own homes as long as possible. Removing the physical barriers in the home (through "adaptable design") can facilitate this. Nevertheless, since stairs are a barrier for many seniors there will be a growing demand for one level suites.

If we cannot ensure enough housing for a growing population of seniors, should the municipality support agencies who help seniors make the traumatic choice to leave the North Shore?



The District will need several hundred new units per year just to meet the needs of those who already live here as they grow older. Some seniors may not be able to find places. Some church groups sponsor social gatherings to re-unite neighbours who have moved away.

HOUSING OPTIONS FOR SENIORS:

There are many ways to increase the supply of housing for seniors:

1. Adaptable housing to adjust for changing needs.
2. Empty nester housing for 55-65 age group.
3. Garden suites/granny flats on residential lots.
4. Secondary suites (tax helpers for fixed incomes)
5. Equity co-operatives
6. Seniors non-profit rentals
7. "Abbeyfield homes" and other forms of supportive housing
8. "Life leases"
9. Congregate care facilities
10. Home sharing
11. Multi-level care facilities.

The most desirable location for seniors housing is near shopping, transportation, services (e.g. Edgemont Village, Lynn Valley mall).

Should new neighbourhood centres that address the needs of an aging population be developed e.g. Windridge?

TRANSPORTATION

As people age their demands on the transportation system change. There are fewer daily commuters and more pedestrians and local trips. As people grow older they use their automobiles less and become more dependent on:

- walking
- public transit
- friends/relatives.

Should we encourage a development pattern that encourages walking?

Should the OCP include recommendations on improvements to sidewalks, signs, street lighting and public transit that improve the safety and mobility of seniors?

As people age they drive cars less and less. Over 80% of women over age 75 do not drive at all. They depend on walking, public transportation or friends and relatives. The lack of suitable transportation is a major factor in causing seniors to withdraw from health and social programs. More activities closer to home, and some form of door-to-door transportation may be required in the future.

How can the unique transportation needs of seniors be met?

FACILITIES, VOLUNTEERS AND FAMILY SUPPORT

Seniors are, of course, primary providers of volunteer services, and increasingly they will be consumers of those services.

An effective volunteer system needs both places for the delivery of services and volunteers to provide them. As the population ages we will need more of both.

Should the District be developing Seniors' Centres to provide older residents with access to social, health and recreational activities?

What can the District do to encourage more volunteerism, and how can we support the agencies providing vital services for seniors in our communities?

A system of seniors centres staffed by volunteers can only be a partial solution. Loneliness and isolation are severe problems for some seniors (27% of older Canadians do not know who they would turn to if they needed personal support; 24% of older men have no one to talk to about personal matters.)

Children and grandchildren provide an important source of emotional support—if they live relatively close. Neighbourhoods benefit when different generations live in the same area.

What can be done in the OCP to enable both young families and their parents to find appropriate affordable housing in the same neighbourhood?

Important elements of the quality of life, like health care, are being decentralized and will be focused on the home, local clinics, and a support network of neighbours.

How can these needs be accommodated within each neighbourhood?

Today's seniors (and tomorrow's) are active seniors. Recreational, intellectual and cultural needs change, but do not diminish as people grow older.

*How can our community ensure that cultural, educational and recreational opportunities are available to all, including seniors?
How can we strengthen inter-generational support*

THE OFFICIAL COMMUNITY PLAN PROCESS

The Official Community Plan Review provides the whole community with an opportunity to examine these issues and make recommendations for the future. These recommendations will have an important influence on the quality of life for seniors, and those who will be seniors soon.



The review of the plan. . . .

The District Official Community Plan Review Programme is designed to get people who live in this municipality involved in setting directions for the future of our community. This is a chance to learn about important trends and issues and to examine options as to how we can plan to meet changing needs and values.

GET INVOLVED in upcoming community open houses and workshops, read the discussion papers, write a letter to us, phone us with your views.

Upcoming Events:

- | | | |
|--------|---|--------------------------------------|
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- Housing
- Economic Development
- Community Services
- Transportation Options
- Community Design
- Parks & Natural Areas
- Aging

or write to:
District of North Vancouver
Planning Dept.
P.O. Box 86218, North
Vancouver, B.C. V7L 4K1



OFFICIAL COMMUNITY PLAN REVIEW

Community Design

One of a series of discussion papers designed to stimulate interest and debate on issues of major community interest . . . as part of the current review of the municipal Official Community Plan.

what's inside . . .

- why community design?
- older communities
- new communities
- redevelopment
- sustainable development
- the liveable region
- complete communities
- urban design
- design for safety
- unity of design
- what now?

WHY COMMUNITY DESIGN?

Why is the District Official Community Plan (OCP) review concerned with community design issues?

In any community, one of the most important factors in making day to day living an enjoyable experience is the quality of its overall community design. In the case of the District of North Vancouver we are using the term community design to encompass a number of design issues that face this municipality during times of social, economic, and environmental change. Community design here includes: environmentally sensitive site design; building design guidelines; the movement towards more compact, efficient, complete communities; the introduction into the community of elements of environmental sustainability; improvements to the livability and beauty of the community through distinctive urban design; designing for public safety; and co-ordination of all of this through a careful program of monitoring and design review.

OLDER COMMUNITIES

Why are the District's older communities included in the OCP community design proposals?

Many of our neighbourhoods had their beginnings before or shortly after the turn of the last century, before there was any great concern about town planning and design. For example, central Lynn Valley saw its start as a logging community in the 1870s. Edgemont Village was laid out more than 50 years ago, long before there was any great concern about land economics and transportation efficiencies. Today, if we are to contain urban sprawl within the region, we must look to managing redevelopment pressures in our older residential neighbourhoods, to ensure that they become more efficient and varied, and are capable of meeting the housing and social needs of a changing population yet at the same time preserving their character and sense of neighbourhood. Most of the District's older communities are within easy commuting distance of both downtown Vancouver and downtown North Vancouver making them ideally suitable for improved levels of public transit service.



NEW COMMUNITIES

Why not focus the community design proposals on entirely new neighbourhoods and centres?

The District of North Vancouver began its environmental reconnaissance program of undeveloped lands in the late 1960s and its comprehensive environmental design program in the mid 1970s. Several of our newer neighbourhoods in Seymour reflect the District's commitment to conservation and low impact environmental design. Council's decision to not proceed with development within the Cove Forest and Mountain Forest areas means there will be very limited opportunities for the creation of new residential areas under District planning and design control. The Windridge Village Centre, identified in the 1990 District OCP, will likely be the last centre designed and built on District owned land.

REDEVELOPMENT

Where will the demand for redevelopment come from?

The District of North Vancouver will experience changes in housing demand as the huge "Baby Boom" generation ages and their children in turn start to have families of their own. New types of housing should be considered to provide for changing demand from our population.

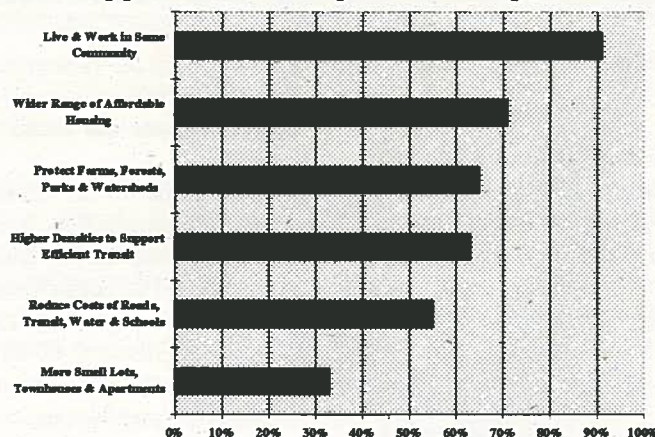
The move from low density housing (small houses on large lots) to medium density housing (multi-suite houses or town houses) will be driven by our changing housing needs and by the redevelopment requirements of existing property owners. This change can be properly managed by the development of enlightened local plans and community design guidelines, the preferable option to uncoordinated spot rezoning or piecemeal reconstruction of our neighbourhoods.

SUSTAINABLE DEVELOPMENT

Is there a role for "sustainable development" concepts in our OCP?

As a community that has supported environmental values in its planning since the mid 1960's, leading to national awards for environmental planning and environmental protection, we are committed to support environmentally sustainable development. This means exploring ways in which we can make the best use of existing resources and limit demands on the environment. It also means encouraging alternatives to the automobile, preservation of green spaces and a commitment to the efficient use of land.

Residents Support More Complete & Compact Communities



Source: GVRD Survey 1994

THE LIVABLE REGION

How does the GVRD Livable Region Strategic Plan and the Transport 2021 Plan affect our community design program?

The starting point of both of these adopted regional plans is the protection of the environment through the conservation of green space and a major reduction in air pollution in the future. Key to this strategy is the development of compact, complete communities which can provide their residents with most of the essentials of life with little waste of land and with minimal reliance on private automobile travel, (the major source of air pollution).

COMPLETE COMMUNITIES

Will we be able to meet regional goals?

The District of North Vancouver was initially developed as a low density residential suburb with a few centralized services. This pattern is changing and will continue to do so as neighbourhood centres become the focal points of redevelopment. These neighbourhood centres containing commercial facilities and, surrounded by a balanced mix of housing and easily accessible by public transit, could be the nuclei of "complete communities".

Such "complete communities" could feature:

- a mix of housing types and densities
- local shopping and commercial services
- some local employment
- dispersed public services e.g. library or recreation
- an environment where walking is encouraged.

The small "complete community" which is advocated in the GVRD Livable Region Strategic Plan, could be a well designed livable environment for North Vancouver residents, retaining of course its own sense of community.

Community design guidelines are needed in advance of any redevelopment and development permit area would be established for each "complete community" so that local distinctiveness can be preserved, applying as they would to both multi-family and commercial development.



URBAN DESIGN

What gives one city or town more beauty and character than another city or town of the same size and same resources?

Aside from a city or town's natural setting, it is usually the quality of its urban design that makes one urban area more attractive than another and gives it its own special character. Urban design includes the relationship and scale of buildings to the street and the provision of public and private open space. It determines the landscaping and signage of a community and the design and quality of its street furniture such as the benches and the street lighting. Good design determines how well one can walk or drive about the community and whether that experience is a pleasure or not. All in all, urban design determines the ambiance of a community and helps determine how its residents function in their daily lives. The OCP Review will look at the need for new urban design schemes in the various neighbourhoods and business centres of North Vancouver.

**Attend a special workshop on Sustainable Development
at**

7:30 p.m. on Wednesday, May 15, 1996

at the

Municipal Hall, 355 W. Queens Road.

DESIGN FOR SAFETY

*Can good community design
improve public health and safety?*

Modern community planning in Canada had its beginning early in this century in an effort to improve public health and fire safety, and to separate incompatible land uses. Today these basics are taken for granted but new techniques in community planning include street and building design making them easier to police and increasing public safety on the street and in the home. Public safety design also extends into the realm of road design and the development of a road network with safe sight-lines, separate bicycle lanes, and sidewalks.



UNITY OF DESIGN

Different neighbourhoods seem to want different things - can they all be accommodated?

Each part of the District of North Vancouver is distinct, each with its own character. The purpose of this community design review is not to bring uniformity to all communities but to ensure that redevelopment carries through the first goal of the District OCP:

"TO DEVELOP AN ATTRACTIVE COMMUNITY IN HARMONY WITH NATURE".

In creating our new compact neighbourhoods it is to be hoped that we can move more strongly towards the principles of "Sustainable Development" while still working towards a strong "Sense of Community" with access to a full range of commercial and community services. All of this must come together with a "Unity of Design" that encourages livability, efficiency, and, a special sense of character and place.

How do I take part in the OCP COMMUNITY DESIGN review?

Open Houses and Workshops are scheduled at many locations in the District during early 1996 to discuss improvements to the OCP.

**A special workshop on
COMMUNITY DESIGN and HOUSING**
is scheduled on

Wednesday, April 17, 1996

at the

District Municipal Hall, 355 West Queens.

Phone 990-3700 for more information.

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what's inside . . .

- supporting a healthy community
- services for a changing population
- trends in service delivery
- supporting people through the life cycle
- providing access to services
- sense of community

Supporting a Healthy Community

A community is more than just a place to reside or work. Communities are places that provide a network of services and facilities that respond to people's needs and enhance their quality of life.

In North Vancouver District, the livability of our community and its neighbourhoods is highly valued. People enjoy quality recreational and leisure services, accessible health services, and a range of educational opportunities. In addition, the North Shore is considered one of the safest places to live in the Greater Vancouver region.

It is one of the objectives of our District Official Community Plan (OCP) to provide adequate community facilities and services to meet the health, safety, educational, recreational and cultural needs of the community, in partnership with many public organizations, boards and agencies.

How can the high standards and levels of service be maintained to support the health of our community?

The District's Corporate Business Plan identifies the integration of social policy into the decision making processes as a high priority. In planning for facility and service needs over the long term, the challenge will be to balance community livability goals with the need to make the best use of public resources at all levels of government.

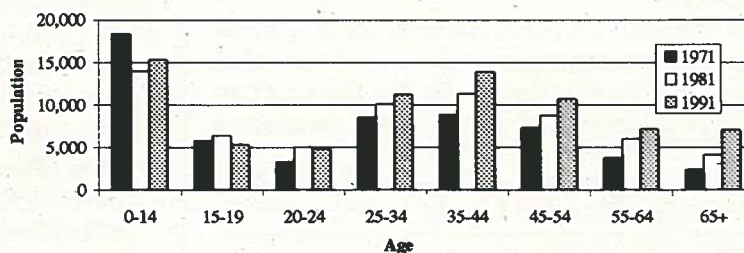
Services for a Changing Population

District residents and their needs are becoming more diverse in keeping with a number of current population trends. One of these significant trends is population aging, (the subject of another Discussion Paper in this series).

It is significant because of the increased demand put on health, safety and other services. In addition to more older people, we have more people living alone and an increase in the number of single parent families.

Another significant trend is that there are more families with both parents working outside home than in past, and as a result, older children may be spending more time on their own in unsupervised settings.

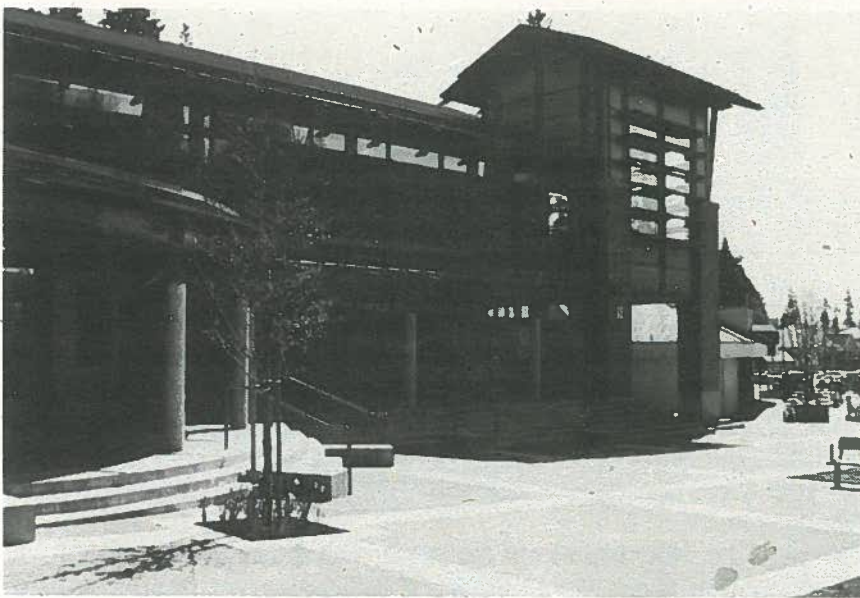
District Population by Age
1971, 1981, 1991



Our population is gradually growing not only in total number but also in ethnic diversity. Since the 1970's, there has been a shift in immigration patterns on the North Shore away from Eu-

rope to Asia. These changes in our population affect the types and numbers of community facilities and services that should be planned for and provided.

What services will be important to maintain community livability for the future? What changes do we need to plan for?



Trends in Service Delivery

The municipality works with many partners in their delivery of community services. Partners include provincial agencies, the Recreation Commission, health, hospital, school and library boards, RCMP and other agencies responsible for providing health, education, social and emergency services. Through community planning, the District can affect how the services and facilities are located and delivered.

Trends currently impacting service providers include:

- **Fewer public resources:** As all levels of government seek to decrease spending, community service providers face a changing environment and must seek alternative funding sources.
- **Decentralized service delivery:** Increasingly, there is a movement toward provision of services at the community level located *within* the community. At the same time, efforts are being made to consolidate administrative structures, such as school boards and health boards so that services can be provided more efficiently at less cost.
- **Changes in providers and funders:** As public resources shrink, partnerships among the public, private and non-profit sectors are being used to provide everything from daycare to services for seniors. The District's Corporate Business Plan identifies expanding and strengthening partnerships as a Council priority.

Supporting People through the Life Cycle

Provision of educational, social, health and recreational services is recognized as necessary to maintaining a healthy community; one that supports people through all stages of life. People's needs for different types and levels of services change as they move through the life cycle.

Healthy Children

Child Care - The North Shore has some of the highest priced child care in the province. With 75% of women with children working outside the home, acces-

sible, affordable and quality child care has become an important factor in supporting healthy children and families. District Council has adopted the Framework for Child Care and Family Support, and through current OCP policy, supports the provision of daycare facilities in all neighbourhoods.

Should the District make it a priority to encourage equity of access for all families to daycare and after school care?

Education and Recreation - In School District 44 (North Vancouver), there are 33 elementary and 8 secondary schools. Schools and school sites will be used in different ways as enrollments rise and fall in response to changing neighbourhood demographics. Previously closed schools are now being used for alternate uses such as a parent participation school but because of the cost of security, rental of schools by community groups is limited to evenings when custodial staff are on duty.

Should the District provide funding to assist the School Board in increasing community access to schools, during after-school hours, over school holidays and on weekends?

Through a proposed Joint-Use Agreement, the District is currently working with the City of North Vancouver, Recreation Commission and School Board to create innovative ways to plan, use and maintain the operation of public buildings and facilities which will maximize community use.

Should the District contribute funds to ensure that existing schools are renovated and new schools are built in a manner that allows for increased community use?

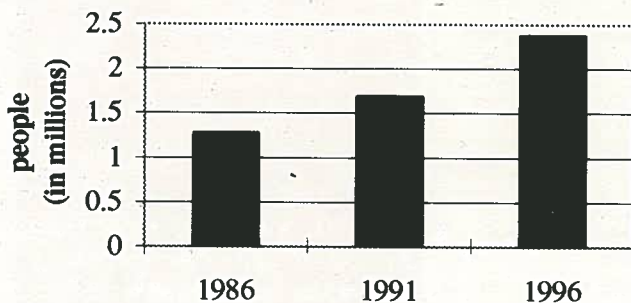
Healthy Youth

Adequate facilities and services for youth have long been a concern in the District. With more parents working and a lack of transportation being a common barrier for youth, the focus is shifting to local centres for recreational, leisure and social programming to meet the needs of youth. District Council has adopted a Municipal Youth and Core Funding Policy and has identified improving services to youth as a key priority in the Corporate Business Plan. In a recent survey, youth themselves identified the need for programs and services close to home. Young people in the District want places in the community where they feel safe and welcome.

How can the District support the creation of places in the community where youth feel safe, welcome and have a sense of ownership?

Other priorities for youth include access to youth-oriented health, social and leisure services and opportunities to participate in decision making that affects them.

Recreation Commission Participation



Providing quality recreation, health, library and other leisure services in the face of rising capital and operating costs requires careful staging of new facilities in response to changing preferences, needs and gradual population growth.

Should local tax dollars continue to be used to pay for the high quality of community services we want to maintain?

The future needs of adults to prepare for changes in the workplace continues to guide development of new programs and the need to increase the number of English as a Second Language classes, especially during the day, is evident in the size of current waiting lists.

Healthy Seniors

The changing needs of an aging population is affecting most service providers. Police, fire and other emergency services may experience increasing calls from seniors who are in need of assistance. More emphasis is put on prevention and more services are being provided locally, in a non-institutional setting. The needs of seniors for continuing care and home care are an increasing concern as costs and demand soar.

The need for increased non-emergency assistance for seniors will be faced by our community. A range of housing suitable for young families, parents and grandparents in the same neighbourhood is one way of ensuring that communities have their own support networks.

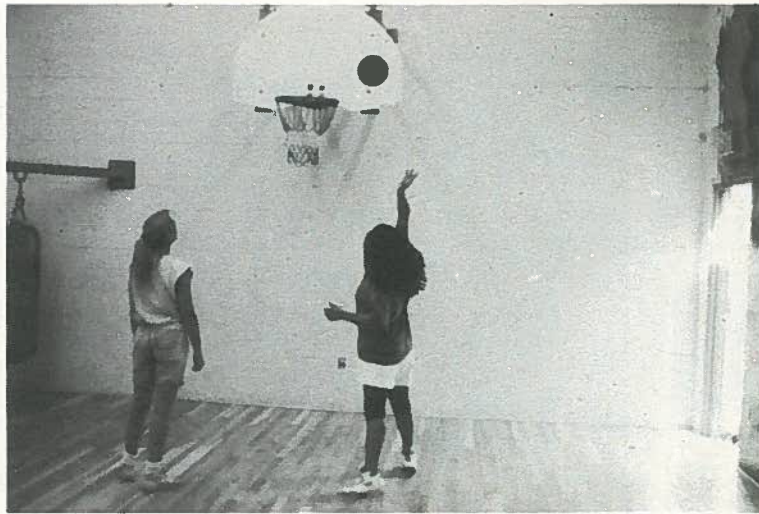
What are ways neighbourhoods can help people remain healthy and independent longer? How can complete and healthy communities support people as they age?

People are living longer, remaining active longer and learning longer. With a growing number of our population over the age of 55, demand for recreational programs, library services and continuing education opportunities will increase and seniors will be looking for ways to pursue these activities close to home. Currently, there are no activity centres for seniors located in the District, although the District does contribute funding to the Silver Harbour centre in North Vancouver city.

How can we ensure a high level of access to activities for seniors within the communities and neighborhoods where they live? Should the District be funding Seniors' Centres?

**A special workshop on
COMMUNITY FACILITIES**
scheduled on Wednesday, April 24th, 1996
at the District Municipal Hall,
355 West Queens Road, North Vancouver, B.C.

Phone 990-3700 for more information



Providing Access to Services

The District supports and encourages services and facilities that are accessible to all, regardless of income, age and ethnicity. A District OCP policy calls for location of health care and social support facilities on sites that permit easy access by their prime user groups.

There are groups in our community who are at more vulnerable stages of the life cycle or have special needs. They include:

- families with young children
- seniors
- low income households
- youth
- people with disabilities
- new immigrants

What are the characteristics of a community that supports the social, economic and physical well-being of its all residents?

Sense of Community

Residents of the District identify strongly with their neighborhoods. Many residents have identified a "sense of community" as one of the most important aspects of their neighbourhoods.

Involvement in the local area where people live provides this sense of community. Council has adopted the Framework for Neighbourhood Livability and Involvement which supports this principle. Programs like Block Watch, Block Parents, the RCMP's Community Policing Program and community volunteer services are strongly supported by District residents. As well, the number of community volunteer associations in the District has grown considerably over the last 10 years.

How can community groups help maintain neighbourhoods that support people at all stages of the life cycle?

By finding ways to strengthen community involvement and supportive community environments, the health of individuals and neighbourhoods can be enhanced.

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or write to:

District of North Vancouver
Planning Dept.
P.O. Box 86218, North Vancouver,
B.C. V7L 4K1



OFFICIAL COMMUNITY PLAN

REVIEW

Transportation Options

One of a series of discussion papers designed to stimulate interest and debate on issues of major community interest . . . as part of the current review of the municipal Official Community Plan.

what's inside . . .

- why the OCP?
- look to the future
- why transportation options?
- the unlivable region
- the livable region
- the choices
- complete communities
- bridge issues
- inter-changes
- cycle routes
- walking

Why The OCP?

Why is the District Official Community Plan (OCP) review concerned with transportation issues?

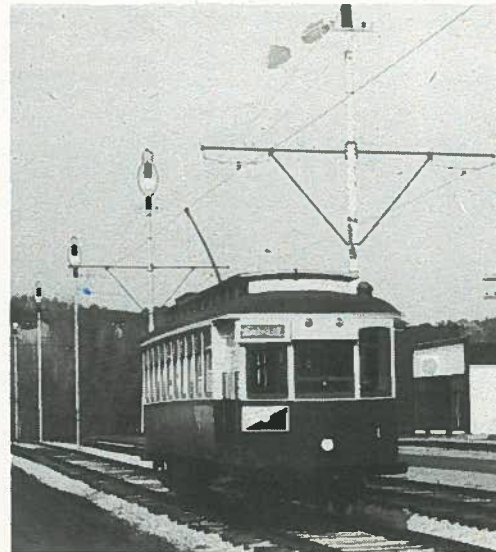
The OCP does not focus on local issues, such as, neighbourhood traffic patterns, the location of stop signs, and bus schedules. It is however concerned about broader transportation issues, such as, getting from one part of the municipality to another and to and from work easily. It is also concerned with creating a safe network of purpose- designed arterial roads directly connecting local roads to the various centres of the community and to the provincial highway network and the two cross-inlet bridges.

Look To The Future

Why must we make plans for the future now?

The future will come to pass, we can either plan and prepare for it now or have unplanned transportation chaos in the future.

The District Official Community Plan (OCP) is the key planning document in municipal operations. This OCP was adopted by the residents of the District of



North Vancouver through their elected representatives in 1990 as a guide for all who live here, or, wish to live here in the future. It serves as the official reference for future land use and development decisions. The District's Corporate Business Plan and long-term budgeting process are based upon this OCP. The OCP addresses the need to keep open long-term options such as reserving rights of way for possible transportation links that might be needed by future generations. Inclusion in the OCP does not authorize the construction of any of these projects until the usual require-

ments of public process have been met prior to the time of construction.

Why Transportation Options?

I love my car - why should I use other transportation options?

Greater Vancouver is a popular place to live. People who were born here don't want to leave and many Canadians from other parts of the country and new Canadians want to move here. Greater Vancouver is expected to double its present population by the year 2021. Strong action must be taken to reduce our dependence on the automobile and reduce automobile emissions. North Vancouver is fortunate in that it is not expected to accommodate as much growth as other areas in the region, however, air flow has no boundaries and we must do our share to reduce air pollution.

The Unlivable Region

What is the present situation in Greater Vancouver?

Greater Vancouver's present 1.6 million citizens operate 1 million motor vehicles over the region's 10 thousand kilometers of roads, truckage, and ferry lanes. Of all the journeys in the region some 83% are taken by private automobile, but only 9% by public transit and only 8% by foot and bicycle. If the present trend continues, the air pollution issue will become critical.

The Livable Region

New provincial legislation requires that a municipal official community plan and a regional plan (in our case, the Greater Vancouver Regional District's [GVRD] Livable Region Strategic Plan) be compatible. The District OCP will require only minor amendments to bring it into line with both the Livable Region Strategic Plan and the GVRD's Transport 2021 Plan because it is based upon similar concepts of: integrated land use and transportation planning, protection of the environment, and the provision of equitable, cost-effective service.

Because we can expect the population of Greater Vancouver to nearly double in 25 years, a major overloading of our transportation system could happen unless we put into effect some of our options. The new regional plans jointly sponsored by the Greater Vancouver Regional District (GVRD) and the Province of British Columbia, hold out considerable hope if all levels of government take action and residents do their part. Transportation options which reduce dependence on the automobile and are less polluting are needed.

GVRD TRANSPORTATION TARGETS	1991-1992	Target for 2006
People travelling (morning rush)	390,000	560,000
Kilometres driven (total all vehicles)	11.1 billion	13.4 billion
Roads badly congested at rush hour (%)	9%	8%
Motor vehicle emissions (tonnes per year)	380,000	107,000
Occupants per car (morning rush)	1.28	1.35
People living closer than one km to rapid transit	8%	25%
People living closer than 400 metres to bus route	87%	90%
Transit's share of travellers (morning rush)	13%	17%
People bicycling to work (per day)	4,000	12,000

Source: Transport 2021 (GVRD)

The Choices

What is included in the transportation options?

The OCP review will look at almost all forms of transportation including pedestrian footpaths and sidewalks, cycling routes, automobile routes, exclusive high occupancy vehicle lanes, the bus system, mini bus systems, sea buses, rail, air, and port facilities with the view towards making them all more efficient and less polluting.

Complete Communities

Will there be changes in the local communities?

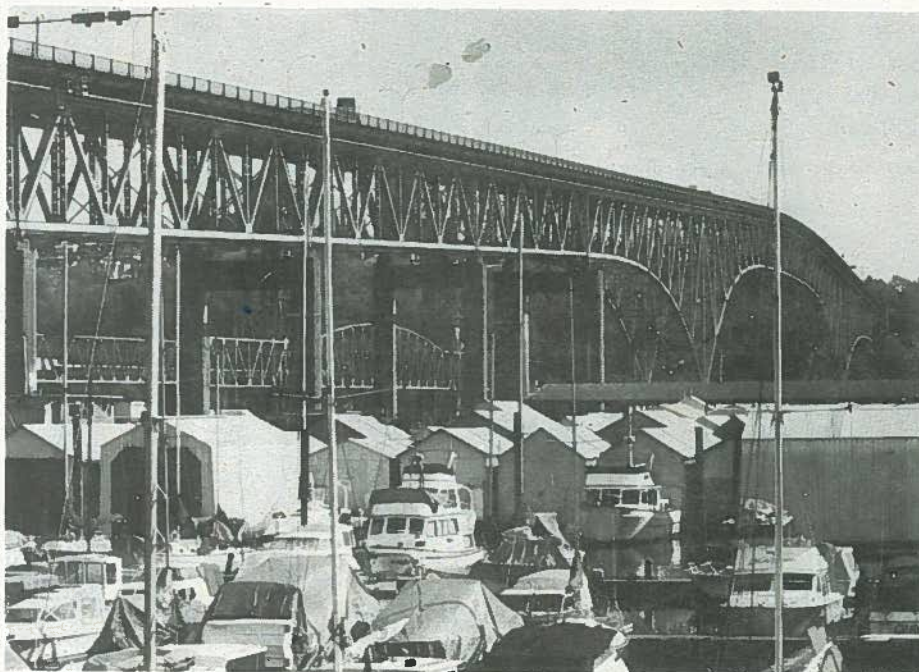
Parallel with the discussions on TRANSPORTATION OPTIONS there will be discussions taking place on HOUSING and on COMMUNITY DESIGN that will be looking at how our existing communities, particularly the areas around existing and new centres can be redeveloped into more complete communities which are less dependent on automobile transportation for daily activities and offer more opportunities for walking and easy public transit use.

Bridge Issues

Why not build a new bridge to the North Shore with lots of extra capacity?

When Lions Gate Bridge was built it brought development to West Vancouver and the western half of the District of North Vancouver. When the present 6 lane Second Narrows Bridge replaced an old 2 lane bridge on that site it brought a development boom to the rest of North Vancouver. Both bridges brought more and more cars. We are now faced with replacing the aging Lions Gate Bridge. What will we have for a replacement? Will limiting the number of new lanes discourage further development on the North Shore?

New regional policy emphasizes that any additional bridge or highway capacity should be in the form of either public transit lanes or at least high occupancy vehicle (car pool) lanes. That is, the policy is to discourage any increase in single occupant automobile use in favour of transit or car pool use.



Inter-changes

How can we ease the traffic delays at both Burrard Inlet bridgeheads during the rush hour?

Because of a lack of entirely separate east-west arterial routes to serve the three municipalities, much of the rush hour North Shore traffic must mix with the cross-inlet traffic at the highway interchanges near Lions Gate Bridge and Second Narrows Bridge. The OCP presently makes several strong recommendations for improvements to these provincial highway interchanges. The District is presently constructing its own improvements to the Dollarton Highway in Maplewood and the Low Level Road in Norgate to improve the flow of east-west traffic.

Morning Peak Period Trips to/from each Subregion, 1992

FROM:	TO: N Shore	Van B.C.	Bby/West	Richmond	NE Sector	Surrey/Delta	Langleys	Pitt M/Maple R.	Total
North Shore	64,410	26,360	5,605	1,770	735	1,460	290	85	100,715
Vancouver	8,465	226,360	22,385	12,865	2,315	5,885	830	455	279,560
Bby/									
New West	3,345	29,950	62,945	5,760	4,325	6,020	700	320	113,365
Richmond	725	19,460	3,840	52,135	455	3,245	275	35	80,170
Northeast									
Sector	1,815	11,560	17,035	2,365	51,200	4,380	825	1,225	90,405
Surrey/Delta	1,985	22,455	17,160	14,505	2,795	133,980	6,220	410	199,510
Langleys	540	2,385	2,825	1,670	510	8,310	38,925	480	55,645
Pitt M/									
Maple R.	455	2,595	2,305	135	4,030	815	345	25,860	36,540
Total	81,740	341,125	134,100	91,205	66,365	164,095	48,410	28,870	955,910

Cycle Routes

Why don't more people cycle to work?

Cycling is very popular in some European and Asian cities (50% of the commuters in one Dutch city) however very few other cities have our steep road grades and heavy rain. There is a role for cycle commuting but it is likely to see most favour for relatively short trips within the bounds of complete communities. The District and City Bikeway System will gradually be phased in as redevelopment takes place. This includes 2 bicycle bridges across Lynn Creek at Rice Lake Road and near Capilano College.



Walking

Why can't I walk to the nearest centre along a separate, safe, pedestrian route?

You can in the District's newer, environmentally planned, neighbourhoods like Indian River and Parkgate - their local footpaths even have special lighting for evening use. However, many of our older neighbourhoods were built during the "escape to the suburbs" era when the car was king. Often residents voted against having sidewalks included in their local improvement programs. Retrofitting older neighbourhoods with walkways connecting residential areas to community centres and inter-city bus routes is just one of the innovations that will be considered in the OCP review, but this also involves additional cost.

What Now?

A special workshop on TRANSPORTATION OPTIONS is scheduled on Wednesday, May 1, 1996 at the District Municipal Hall, 355 West Queens. Phone 990-3700 for more information.

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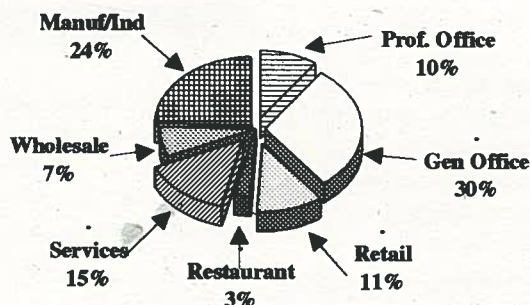
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what's inside

- a strong local economy
- economic profile
- working close to home
- retail trends
- office and service firms
- the port
- our industrial lands
- tourism
- home-based businesses
- OCP objectives
- growing sectors
- areas of opportunity

Types and number of businesses in the District of North Vancouver

1995 Business Types



Working Close to Home

Achieving a closer match between place of residence and place of work has enormous benefits for the entire community and region, such as:

- reduced commuting time
- reduced pollution
- lower costs of travel
- more quality time spent at home

For a large percentage of our residents, going to work means traveling to another municipality in the region, with a majority working in Vancouver. Only 24% of employed residents who live in the District also work in the District.

Supporting a Strong Local Economy

Quality of life begins with opportunity - for a home, for a job, or to start a business.

Commerce on the North Shore is greatly influenced by our proximity to Vancouver's Central Business District and its unfolding international focus. Setting goals for economic development and employment in the District allows the municipality to take steps, in concert with other governments, agencies and the private sector, towards maintaining a strong economy.

What are ways to support a strong local economy with expanded opportunities for employment?

Should the District become a more complete community, which is less dependent on jobs located outside the municipality and off the North Shore?

How we respond to these questions will set future direction for how jobs and housing goals translate into future land uses.

Meanwhile, about 60% of the jobs on the North Shore are filled by non-residents. While we are not likely to change this pattern completely, it may be possible to create more opportunities for those who live on the North Shore to also work on the North Shore. The increase in the number of home-based businesses in the District suggests that people are already doing just that.

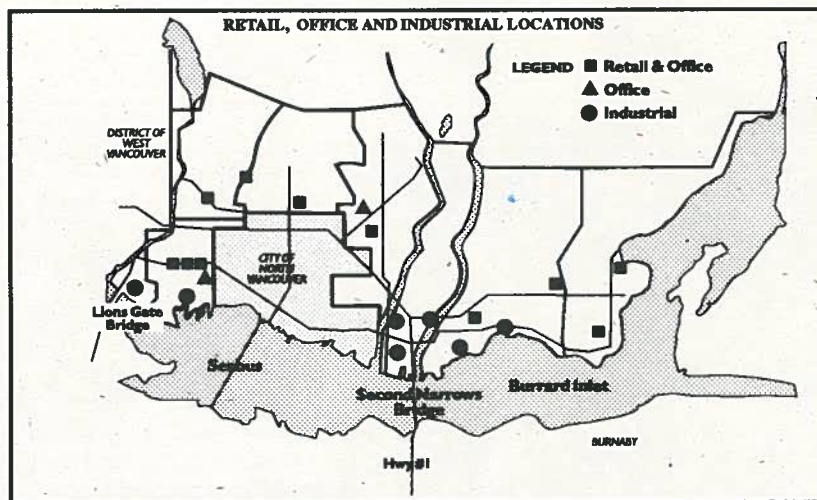
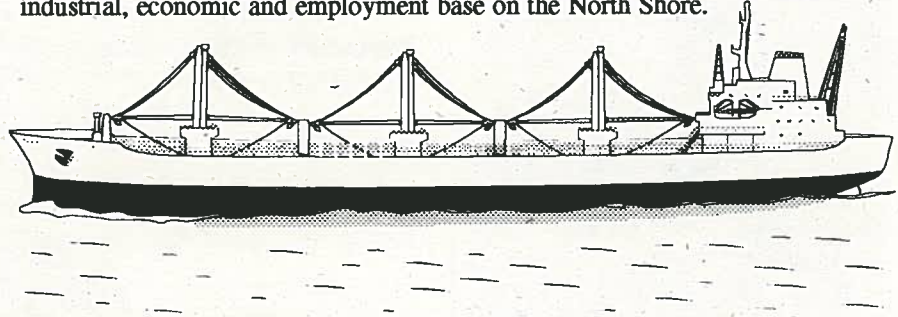
How can we encourage a better match of jobs to residents which will in turn increase our quality of life?

The District's employed labour force in 1991 was about 44,000 people, with 6% unemployed. We have a highly educated work force. The most common occupations for men are in management, administration and sales, and for women, the most common occupations are clerical, service and sales related.

Because of the high number of professionals living in the community, average household incomes are substantially higher than the regional and provincial averages (\$66,000 per year in the District, \$50,000 in the region and \$47,000 in BC). In 1991, less than 9 % of our households were considered low income, as compared with almost 16% in the Greater Vancouver region.

The Port

Over the last 20 years, the types of industries located in the District, and even what is defined as industry, have been changing. The Port of Vancouver has expanded its North Shore operations. The Port provides about 4,100 jobs on the North Shore. Indicators suggest that the Port will continue to stimulate the industrial, economic and employment base on the North Shore.



Retail Trends and Neighbourhood Centres

The District of North Vancouver is a community of communities each with its own centre. Businesses are attracted to these centres because of close ties with local residents. The Lonsdale corridor is our 'downtown North Shore' and functions as a designated "Regional Town Centre" in the Greater Vancouver Regional District's (GVRD) Livable Region Strategic Plan.

Local businesses, however, are faced with relatively high space costs and older buildings not designed for new market realities. Our future challenge may be to encourage a broader, denser mix of businesses within our centres that enhance the ambiance that made the centres special in the first place.

There are a variety of other factors affecting the viability of neighbourhood commercial centres and local business centres. These include the trend toward "big box" retailers or warehouse outlets, decisions regarding housing density in adjacent areas, the growth of the office and service sector, and the future role of tourism.

What types of new businesses would enhance neighbourhood centres?

What are the existing and potential benefits of neighbourhood commercial centres, as part of a complete community?

Office, Service and Professional Firms

The fastest growing part of the economy nationally has been the office and services sector. The growth rate has been even faster in the District because of the new businesses started by our residents, most are professional, office, consulting, or service related. This trend is expected to continue.

The District's office sector, concentrated in Lynn Valley, along Main Street and Marine Drive, is becoming increasingly diverse. Many small, internationally recognized firms prefer to locate here since their owners or principal management live on the North Shore.

Issues facing office based businesses include access to customers, high costs of local space, and locating in more industrial areas in order to find appropriate space. In 1991, the District had 13% of the office space available on the North Shore.

What types of businesses are generating demand for office space?

How do they provide employment for local residents?

How can opportunities be provided for entrepreneurs that live in the District to locate their businesses here?

Our Industrial Lands

Because of our location and the relatively higher cost of land and buildings, local industries tend to be small. A North Shore location works well when a business is small, but due to our very low vacancy rates and relatively limited industrial space and expensive land costs, expanding firms have a hard time finding a place to stay on the North Shore. This means the employment opportunity also moves elsewhere.

Having a strong industrial sector gives us a broader choice of jobs and business opportunities, and makes a substantial contribution to the tax base.

Should the District encourage intensified use of existing industrial land so that more businesses can be encouraged to remain on the North Shore?

The North Shore is well represented by technology, environmental, marine, and small specialized manufacturing, and related business services industry. There has been an increase in the number of businesses that combine several elements including import/export, wholesale, assembly or manufacture, warehousing, and even showrooms and retailing at a single site. Such changes have required a more flexible view of what is considered to be an "industrial" user of land.

How can we maintain our existing industrial jobs and still allow for the new types of industry to locate here?

Industrial land is under pressure for use as residential, retail, and other uses which are frequently not compatible with remaining industrial sites adjacent.

Should the District consider a Industrial Strategy to determine desirable uses and conversions of industrial lands?

CURRENT DISTRICT OCP OBJECTIVES & POLICIES ON ECONOMIC DEVELOPMENT

- To create expanded opportunities for employment on the North Shore.
- To support expansion of the tourist industry within specified development areas on the North Shore.
- To ensure that the Port's activities are compatible with the well-being, public health and safety, and livability of the community.
- Work with the Port of Vancouver in the provision of public viewpoints, seawalks, and parks.
- Provide a municipal environment that is supportive of the establishment of safe, non-polluting, labour intensive industry and commerce.
- Encourage the establishment of business, research and industrial parks.

Tourism

The North Shore tourism base is mainly comprised of restaurant and retail activities and a variety of internationally recognized visitor attractions such as Capilano Suspension Bridge and Grouse Mountain.

However expansion of the tourism sector may be inhibited by limited visitor accommodation. The impacts of tourism need to be weighed in deciding on how and where tourism opportunities can be encouraged by the municipality.

What future role should tourism play on the North Shore and how can it be supported by the District?

Home-Based Businesses

In our municipality, 1,152 of 2,668 or 43% of licensed businesses resident in the District, are home-based. Information, training, and assistance for home-based businesses is the fastest area of demand among all new businesses.

The implications for what types of home-based businesses we have in the District, how they should be encouraged, and the impact on our community, are areas that still need to be addressed.

Should zoning regulations be amended to encourage home-based businesses or should there be limits set on the growth of home-based businesses?

Should there be provision for office space within neighborhood centres to accommodate the needs of home-based businesses for meeting space, shared equipment and services, etc.?

Attend a special issues workshop on
Economic Development,
May 1 at 7:30 pm, Municipal Hall

Growing Sectors

The local film industry has its main base in the City of North Vancouver at North Shore Studios, but it also has a broad regional impact. The impacts of local filming, demands for local talent, and the relocation of both individuals and small businesses supporting this industry have had positive economic benefits for the North Shore. Activity in the film industry is predicted to continue growing. Capilano College has supported this industry through designing programs to provide high demand skills in fields such as animation.

Technology, environmental, and recycling and related firms are also expected to expand operations and employment. These firms, (usually small businesses with less than 20 employees) will likely lead our industrial growth into the future, as they expand into global markets and begin to provide a more extensive range of products and services.

Are current regulations conducive to the establishment of new types of businesses?



Creating Opportunity for Business

While many economic issues are beyond the scope of control of our community, there are many ways we can positively impact economic and employment growth on the North Shore. We can:

- ✓ Assist expanding local businesses through ensuring both a sufficient supply of zoned land and a supportive planning and regulatory environment.
- ✓ Recruit new appropriate businesses to infill around our existing business base.
- ✓ Work to retain our local firms through joint group marketing activities, customer service to local businesses, and assisting in their ability to expand, whenever possible.

Whatever choices we make will affect our opportunities for employment and self-employment on the North Shore now and in the future.

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OFFICIAL COMMUNITY PLAN

REVIEW

Housing

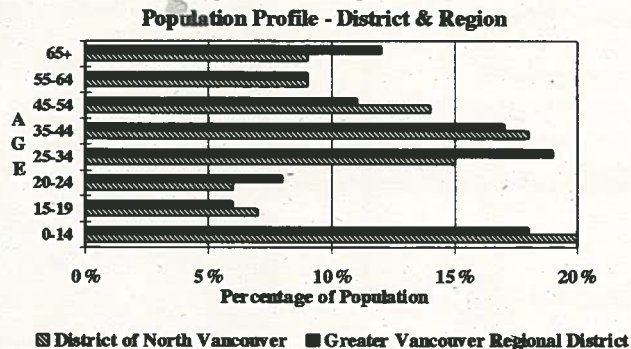
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what's inside . . .

- population profile
- aging
- a regional perspective
- housing choices
- locations of housing
- if we do nothing?
- affordability
- complete communities

Population Profile

The population profile of the District of North Vancouver differs distinctly from that of the region. While we have more than the regional average in the 35 to 54 age group, we have less than the regional average in the 20 to 34 and over 65 age groups. This fact has a lot to do with the types of housing that exist and are being built. The types of households in the District have been changing over the last 20 years; average household size has declined, 11% of all families are lone parent families and about one third of couples have no children living at home. Changes in people's households as they age and as family structures change, often mean that their housing needs change too.



Housing Our Population

Is there a good fit between the housing types that exist in our community now, and the needs of our current and future residents?

What types of housing should be built to respond to existing and future needs?

We need to think about what makes our communities and neighbourhoods complete. Are there places to live that meet the needs of grandparents, young families, empty-nesters, single people and young adults leaving home? Making choices about where, what type and the amount of housing that is built in the future requires understanding of our community's population make-up, present housing picture and future trends. It also requires that effective strategies are found for meeting our housing goals, which are to:

"Include housing policies (in our OCP) . . . respecting affordable, rental and special needs housing" B.C. Municipal Act

"Build Complete Communities with a diversity of housing types, tenures and costs" Greater Vancouver Regional District (GVRD)

"Encourage provision of a balanced housing stock capable of meeting the needs of residents of various age groups, lifestyles and income levels"
Current District OCP objective

Aging

According to Statistics Canada, the concentration of our population into older age groups is a significant Canada-wide trend.

A recent study conducted for the District shows that those 65 and over could increase from 9% of the population in 1991 to 25% in 25 years time. The implications of the aging trend are far reaching and will affect housing demands in our communities.

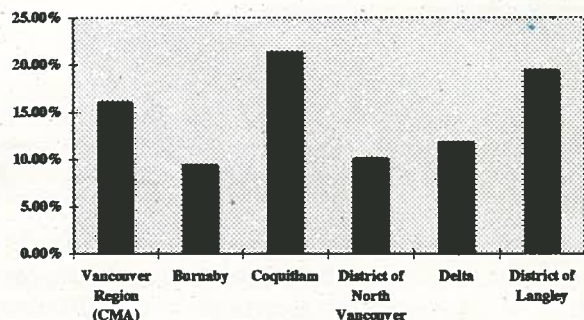
How can we plan for the future so our communities remain complete: where seniors can continue to live in their community and where all residents have easy access to services without undue dependence on the automobile?

A Regional Perspective

The District of North Vancouver is part of the fastest growing urban region in Canada. The population of the Greater Vancouver region is now about 1.75 million and is expected to almost double by 2021 due to a combination of birth-rate, in-migration from other provinces and immigration. Rapid population growth has contributed substantially to Greater Vancouver's cultural diversity and to its economic well-being. However, issues like a shrinking land base, increasing housing demand, traffic congestion and pollution have become areas of concern.

The population of the District in 1995 was about 78,000 or 4.7% of the region's population, down from 5.2% in 1981. Compared with other municipalities in the region, the District's population growth has been gradual and is predicted to remain so since it lies outside the GVRD's "growth concentration" area.

Average Population Growth in the Lower Mainland 1986-1991



Rapid growth is over in the District of North Vancouver. The GVRD estimates that the District population will increase to 103,000 persons by 2021, or an average, no more than 1% annually. This represents a decline from past growth rates (2.2% on average from 1961 to 1991) and much less than the rate predicted from the region as a whole (2.5% annually).

The GVRD also forecasts an increase in dwelling units of 1.5% per year until 2021, (down from 4.5% average per year from 1961 to 1991).

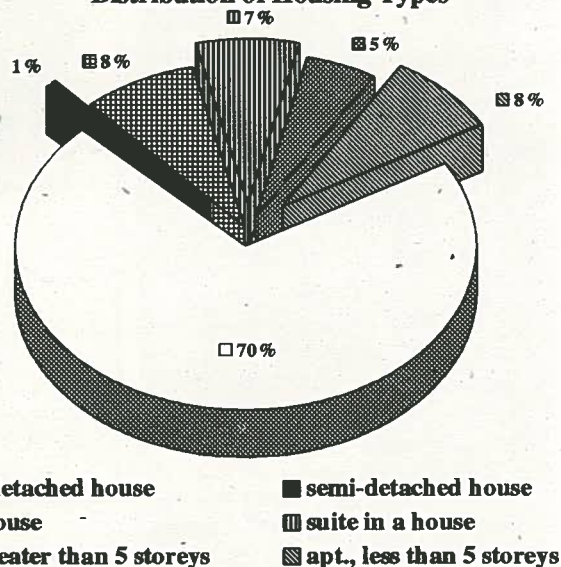
How will the change in our population and housing needs affect neighbourhoods?

Our Housing Picture

Most housing in the District is single-family detached housing (70%), although the range of housing types varies considerably from one area to another.

The most significant building boom in the District took place from the late 1940s through to the early 1960s. About 56% of the total number of single family dwellings were built in this period. Demand for multi-family housing began slowly in the 1970's and with a rush in the 1990's when 20% of the total condominium housing stock was constructed in the 1990 - 94 period.

Distribution of Housing Types



Families in the District tend to be accommodated in detached single family homes. In general, singles, couples (especially 25 to 34 year olds) and some of our over 65 population tend to favour apartment style housing.

Housing Choices?

The demand for additional housing of varying types comes from a complex set of factors including:

- growing number of households
- smaller household sizes
- more lone-parent households
- more people living alone
- growing number of older residents
- gradually increasing population

Many seniors (and those residents who will reach 65 in the next 20 years) will often choose to move out of the family home for a variety of reasons related to costs, up-keep and mobility problems. A Lionsview Seniors Planning Society survey reveals that 53% of seniors expected to move within five years and 75% of seniors wish to remain living on the North Shore.

The range of choices sought by our increasingly diverse population includes: smaller homes, attached homes requiring less maintenance, alternative tenures including co-ops, and for seniors, "supportive" housing that includes provision of some services.

Will we be able to meet the demand? How will our neighbourhoods change? What range of housing choices will we have?

In the District, the size of many residents' households will decline as their children leave home. Much of the new housing and many of the new lots for sale in the District, however, are still relatively large.

Should District housing policies change to encourage smaller units and smaller lots?



New Housing Locations

The District of North Vancouver is a desirable place to live for many reasons including its impressive natural setting and commuting access to downtown Vancouver. Since the District has a dwindling supply of developable land for housing mainly in the Seymour area, there is a need to examine options for redevelopment in some of the developed parts of the community. Other goals such as maintaining the livability of neighbourhoods and encouraging cycling and walking over auto use, will influence the options to consider for locating future housing.

How do we make the best use of our land?

There are many options available for locating new housing of various types. A few of these include:

- Building mainly on undeveloped land.
- Concentrate housing around existing commercial centres.
- Encouraging a range of housing types and densities uniformly in developed areas.

Location and affordability will be critical considerations for housing in the future.

Are we encouraging the right type of housing to be built in the right location, that will support people in their communities as their housing needs change?

If We Do Nothing?

What will happen if we do nothing and the housing needs in our community are not addressed?

Possible answers to this question include:

- Seniors with deep roots in the community are forced to leave.
- The young leave because there is no housing to suit their needs.
- Mutual support between generations is reduced.
- We risk losing the social and economic benefits of a varied community.

Special workshop on
Housing Issues:
April 17th, 1996 at 7:30 p.m.
in the **Municipal Hall.**
Please attend if this topic is of
interest to you.

Housing Affordability

The Provincial *Municipal Act* requires that Official Community Plans make provision for affordable housing. The 1991 census reveals that many households are spending more than 30% of their gross income on shelter - the traditional definition of affordability.

Affordability is an issue as indicated by:

- very low apartment vacancy rates (0.5% in October, 1995)
- high rents
- a low percentage of rental housing stock
- a big gap between average rents and average mortgage payment inhibiting moving from rental to ownership.
- high house prices



Complete Communities

The good news is that the municipality can, in partnership with others, encourage provision of more affordable housing and create more complete neighbourhoods for a diverse and changing population. A variety of tools are available:

- ✓ Making better use of the existing housing stock: retro-fitting homes so seniors can stay in them longer; considering "granny" flats and secondary suites; home sharing.
- ✓ Encouraging mixed use developments: more suites above local stores and shops.
- ✓ Using land wisely: use smaller lots, smaller houses, more duplexes and permit additional units and more affordable units or units targeted to special needs groups. This ensures that areas that benefit from higher densities contribute to the affordable housing stock.
- ✓ Reducing the cost of housing through municipal and non-profit acquisition of land in advance of development, i.e. land banking and land leasing.
- ✓ Development of locally based problem-solving community groups who take a determined "can-do" approach to increasing housing choices.

The review of the plan . . .

The District Official Community Plan Review Programme is designed to get people who live in this municipality involved in setting directions for the future of our community. This is a chance to learn about important trends and issues and to examine options as to how we can plan to meet changing needs and values.

GET INVOLVED in upcoming community open houses and workshops, read the discussion papers, write a letter to us, phone us with your views.

Upcoming Events:

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PHONE 990-3700 with your views, for more information on upcoming meetings or copies of discussion papers.

Discussion papers:

Housing
Economic Development
Community Services
Transportation Options
Community Design
Parks & Natural Areas
Aging

or write to:

District of North Vancouver Planning Dept.
P.O. Box 86218, North
Vancouver, B.C. V7L 4K1



OFFICIAL COMMUNITY PLAN

REVIEW

Parks & Natural Areas

One of a series of discussion papers designed to stimulate interest and debate on issues of major community interest as part of the current review of the municipal Official Community Plan.

what's inside. . . .

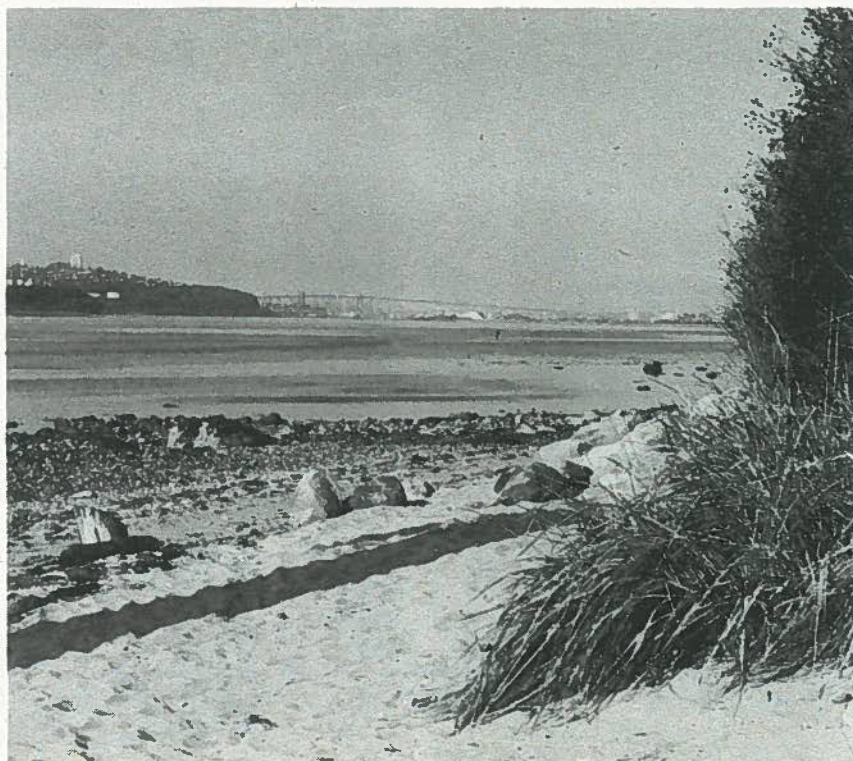
- looking back
- regional concerns
- how protected?
- regional lands
- provincial lands
- federal lands
- parks planning
- what now?

Looking Back

One hundred and nine years ago Canada created its first and most famous park, Banff National Park in the Rocky Mountains of Alberta. Originally established as a small park to protect the hot springs as a tourist resource, it was later expanded into a huge nature park to protect the mountain areas from further development. This in a way illustrated the two sometimes competing movements in the creation of parks, large and small: outdoor recreation vs. conservation of the natural environment. The District of North Vancouver is faced with competing demands on its land base for various types of green space. These demands include: conservation reserves, natural parks, active recreation areas, sports fields, civic parks and gardens, and waterfront access, as well as, the continuing need for new and diverse forms of housing and associated social and economic land uses. Some 31,000 acres or 78% of the municipality is presently used for green space of one kind or another.

Regional Concerns

Serious concerns about the loss of farmland in the Fraser River Valley to urban development in the 1960s resulted in the first official regional plan for the Lower Mainland, directing future growth away from the Fraser Valley to the Burrard Peninsula and the non-arable uplands and lower slopes of the surrounding mountains. Recently an increase in air pollution, a decrease in domestic water quality, and a growing concern about the loss of ecologically sensitive green space has resulted in the new Livable Region Plan. The plan adds the regional water supply areas and a considerable portion of the remaining forested areas to the list of non-developable areas, along with the remaining farmland of the region. The first step in drafting the new regional plan was to identify this new "green zone" in which only limited, environmentally compatible, activities could take place. 1,267,743 acres or 78% of the region's land is now in the "green zone". Future growth is for the most part to be accommodated through the densification of existing urban areas, particularly the core areas. The District of North Vancouver was a major contributor to the regional "green zone" having introduced the concept of environmental protection to its planning process many years earlier. Extensive landscape reconnaissance studies were done in the 1970s and 1980s prior to any land use decisions being made in the District Official Community Plan (OCP) and later in the Livable Region Strategic Plan.



Local Concerns

The former urban reserve areas of Mountain Forest and Cove Forest have now been designated by Council for parks, recreation and wilderness purposes. The earlier landscape reconnaissance studies done by the District had revealed that certain parts of these areas contain critical wildlife habitat, environmentally sensitive areas, many mountain streams and steep unstable slopes. Environmental impact studies will be needed to determine what level of recreational demand can be met. For example, high intensity recreational uses such as mountain biking have more environmental impact, through trail erosion, than simple trail walking.

A detailed environmental inventory of Cove Forest and Mountain Forest to determine carrying capacities will be needed prior to any decision on what type of recreation use is appropriate.

Another major local concern centres on access to our waterfront. A community survey completed a few years ago revealed that the current limited access to the waterfront was an issue and that improved access should be a high priority. This was also the conclusion of the Waterfront Task Force in its Phase 1 Report of 1995. Increased access to the waterfront will not be easy to achieve given the developed nature of much of our waterfront for single family housing and heavy port-related industry.

Other concerns centre on the increased demands for sportsfields and tennis courts to meet local demands and the need for a comprehensive urban/natural trail system to link neighbourhoods with parks and the waterfront so to promote biking and walking as recreational pursuits.

How do we respond to the need for wilderness protection yet cater to active recreational demands in wilderness areas?

How many playing fields and tennis courts do we really need?

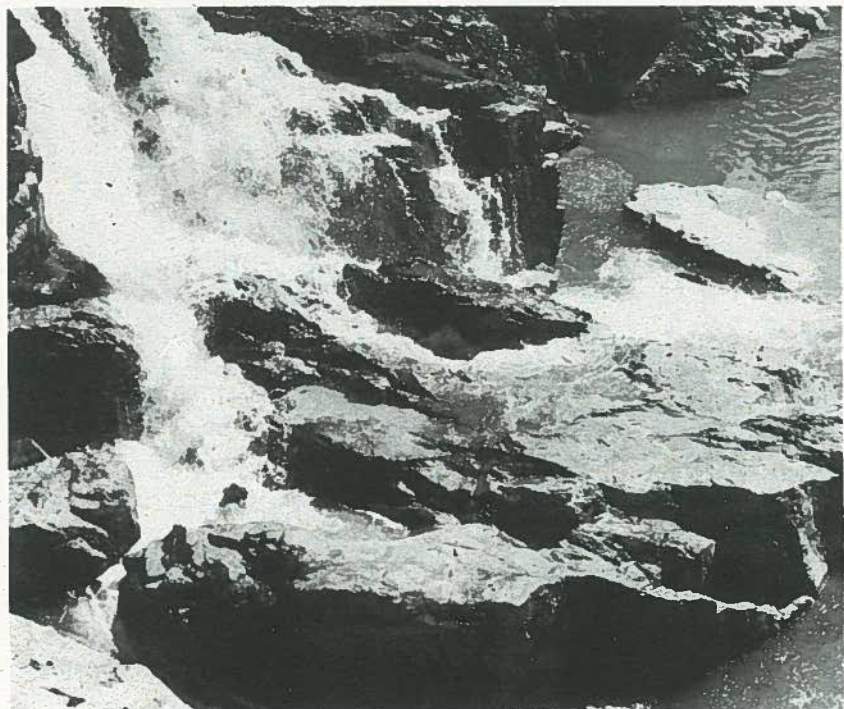
*Is improved access to the waterfront an important priority for the future?
How do we do this and how do we pay for it?*

Do we need more trails linking our neighbourhoods with our parks?

How Protected?

There are several layers of protection for the natural areas within the District. If a natural area is identified in the OCP as one of the categories of Park, Recreation, or Wilderness land use, the area is to be zoned for that purpose and no other use may be made of that property. The OCP Review will be looking at creating sub-categories to better define the different types of park use or recreation use. The OCP also sets out development permit areas (DPAs) identifying lands requiring special protection or known to be hazardous. Any form of development within a development permit area must conform to the DPA guidelines set out and must be preceded by environmental impact studies when necessary. The terms of the District's Environmental Protection Bylaw must be respected during construction as well as in day to day operations. Where natural lands are designated and zoned as park they fall under the supervision and management of the Parks Department of our Parks and Engineering Services Division. Natural areas, not designated as parks, are not supervised or maintained by the municipality and are not formally open to the public.

Could Natural Areas be better protected?



Regional Lands

The Greater Vancouver Regional District (GVRD) and the Greater Vancouver Water District (GVWD) both have significant holdings of natural lands within the municipality. The GVRD's Capilano River Regional Park and Lynn Headwaters Regional Park were both made possible by major land transfers from the municipality. Both of these parks are fully protected and supervised by the GVRD Parks Department.

The GVWD's land holdings are of a different status however. Only a minor portion of the Capilano Water Supply Area immediately south of the Cleveland Dam is open to the public. The main portion of the Capilano watershed is closed to the public and has been the subject of considerable public debate recently regarding the need to log selected areas of the watershed for forest maintenance purposes. The main Seymour Water Supply Area is north of the municipal boundary however a lower reserve watershed area partially within the District of North Vancouver has been opened to the public as a model forestry display area known as the Seymour Demonstration Forest. This popular recreation area above the Seymour Canyon could be closed to the public in the future if and when a lower reservoir is needed. There are certain areas of the Seymour Demonstration Forest that should be considered for conservation purposes despite their inclusion in the GVWD's Demonstration Forest.

Can we successfully reconcile improved access to the watershed with protection of the domestic water supply?

Provincial Lands

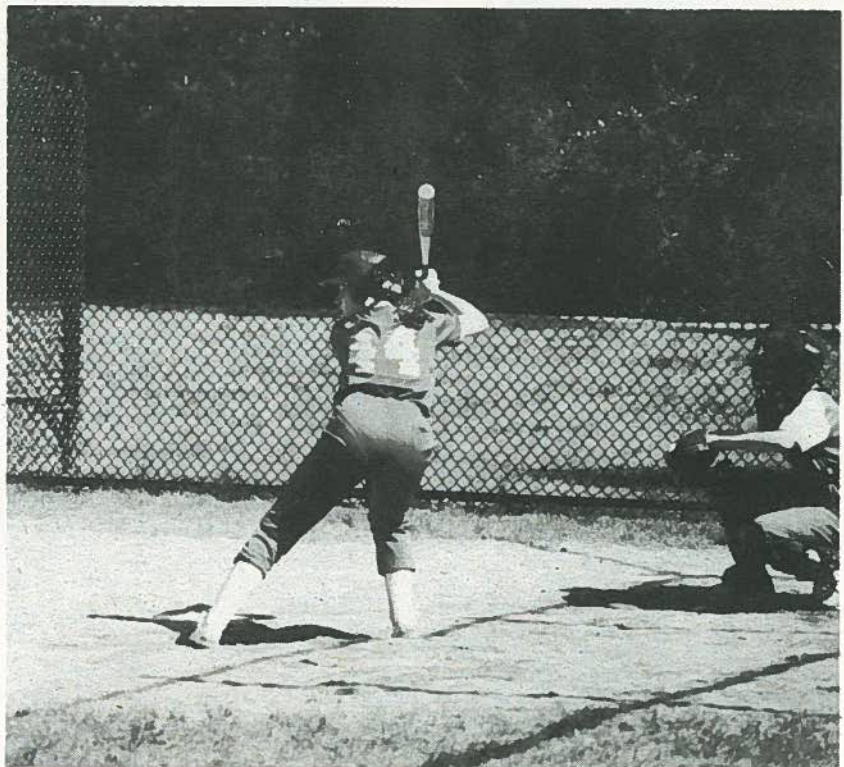
Mt. Seymour Provincial Park is major Class "A" provincial park that extends into the District of North Vancouver. As such, its natural areas are well protected and supervised. The new Indian Arm Provincial Park to be created as part of a land exchange with the District will fall into a similar category. On a broader scale, the B.C. Ministry of the Environment has a conservation role with respect to all wildlife and watercourses within the District.

What facilities will be needed to make the new Indian Arm Provincial Park accessible?

Federal Lands

The Federal Government owns 75% of the former Blair Rifle Range in the Northlands area and through the Vancouver Port Corporation, controls all the lands and waters of Burrard Inlet below the high water mark. This includes partnership with the municipality in the Maplewood Wildlife Sanctuary. Both Environment Canada and the Department of Fisheries and Oceans have regulatory roles to play in the District as well.

How will the Vancouver Port Corporation balance port safety and environmental conservation with public demands for access to the foreshore?



Parks Planning

Running parallel to the OCP Review the District Parks Department is undertaking a planning program to evaluate our present parks system, to analyze our present and future needs, and to prepare a plan covering proposed new land acquisition, park development, and protection operations. The OCP process will provide a broad community perspective that will lay the ground work for a future detailed Parks Master Plan.

Could green space be better used? Is the provision of parks and green space in your area adequate?



A special workshop on:

Parks and Natural Areas
is scheduled on
Wednesday April 24, 1996
at the
District Municipal Hall,
355 West Queens.

Phone 990-3700
for more information.

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