



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

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# 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

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The District Official Community Plan (Bylaw 6300), with the exception of ‘Schedule B’, and any amendments thereto is repealed.

The Alpine Area Community Plan (Bylaw 5800) and any amendments thereto is repealed.

The Lower Lynn Official Community Plan (Bylaw 7689) and any amendments thereto is repealed.

The North Lonsdale – Delbrook Official Community Plan (Bylaw 6750) and any amendments thereto is repealed.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

**PUBLIC HEARING** held this the

**READ** a second time this the

**READ** a third time this the

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

\_\_\_\_\_  
Municipal Clerk

**ADOPTED** this the

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Municipal Clerk

Certified a true copy

\_\_\_\_\_  
Municipal Clerk

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## 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.<sup>1</sup> There are also two First Nations with reserves<sup>2</sup> 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 port<sup>3</sup>, 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 timeframe 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 align with Seymour Creek (Squamish First Nation), Lower Lonsdale (City of North Vancouver) and Ambleside (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. 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.

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- 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.

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:



**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
<ul style="list-style-type: none"> <li>Centres Implementation Plans</li> <li>Neighbourhood Infill Plans</li> <li>Development Permit Areas and Design Guidelines</li> <li>Bylaws (e.g. zoning)</li> </ul>	<ul style="list-style-type: none"> <li>Climate Action Plan</li> <li>Parks and Open Space Strategic Plan</li> <li>Transportation Plan</li> <li>Economic Strategy</li> <li>Housing Action Plans</li> <li>Social Strategy</li> <li>Land Strategy</li> <li>Recreation Strategy</li> <li>Cultural Strategy</li> <li>Ecological Strategy</li> <li>Emergency Preparedness Plans</li> </ul>	<ul style="list-style-type: none"> <li>Corporate Plan</li> <li>Capital Asset Plan</li> <li>Financial Plan</li> </ul>

## 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.

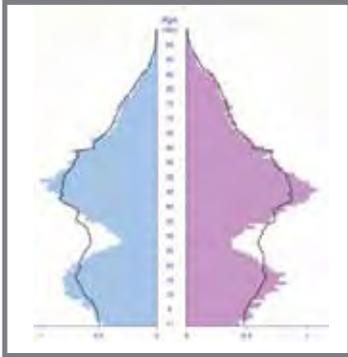
Through a combination of over seventy-five open houses, public and stakeholder workshops, coffee shop talks, town hall meetings, charrettes, telephone, online and event surveys, almost 5,000 voices shared their vision for the future of the community and contributed their ideas on how to get there. Citizens 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.

### VISION FOR 2030

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

*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.*



## 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) energy and water conservation and reduction of greenhouse gases; (3) hazardous conditions; and (4) form and character of development. 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.

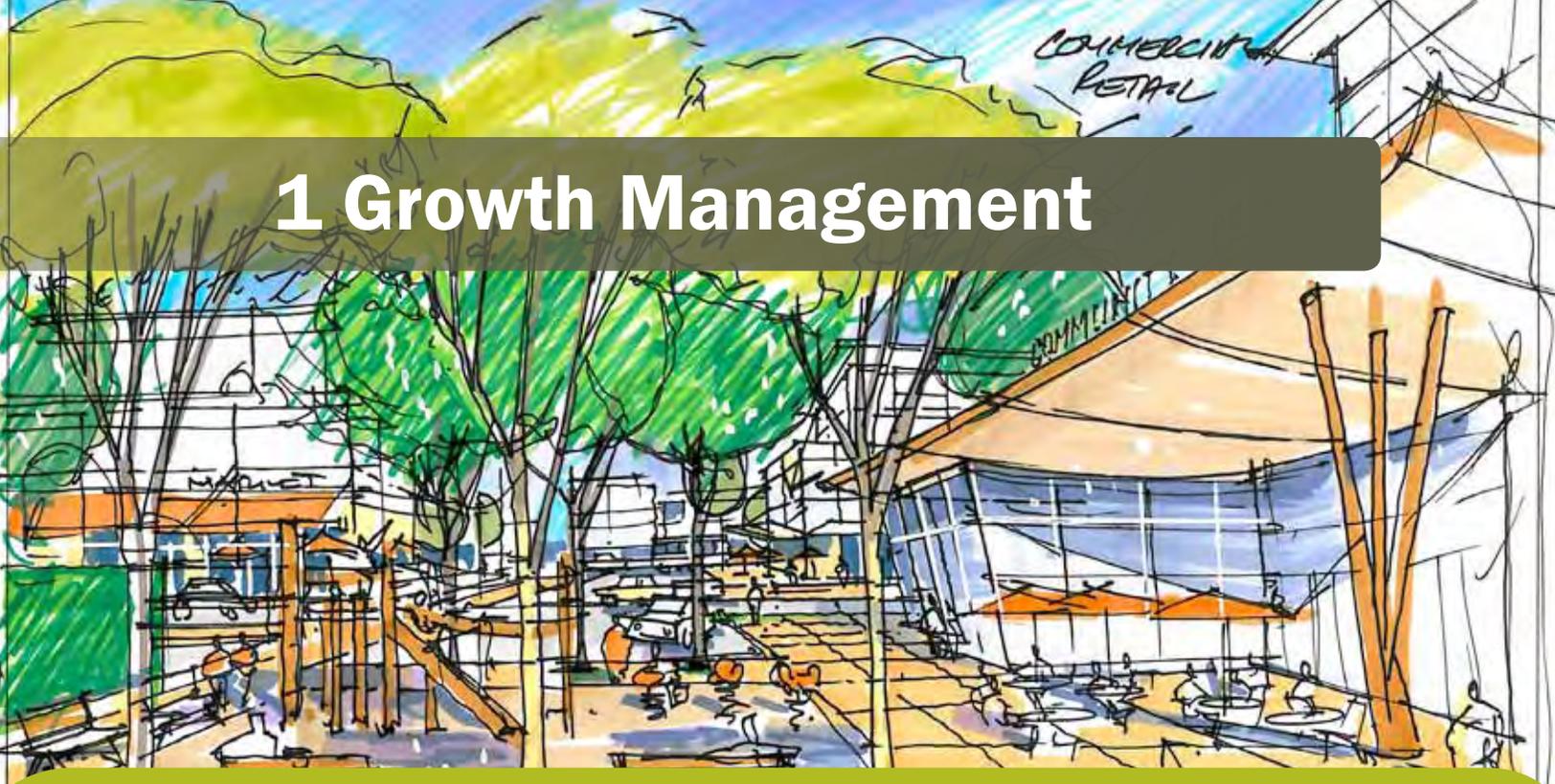
Schedule B is retained from the District’s 1990 OCP (Bylaw 6300, Schedule B). Expanded and revised development permit areas, reflecting more accurate mapping and detailed information, including those pertaining to natural hazards (associated with: flood and debris flow; landslide and interface wildfire) and form and character of development are currently being developed and will be integrated into this OCP as a future amendment.

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



# **PART 1** | Community Structure

- 1 Growth Management
- 2 Urban Structure
- 3 Employment Lands
- 4 Parks and Open Space
- 5 Transportation Systems



# 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

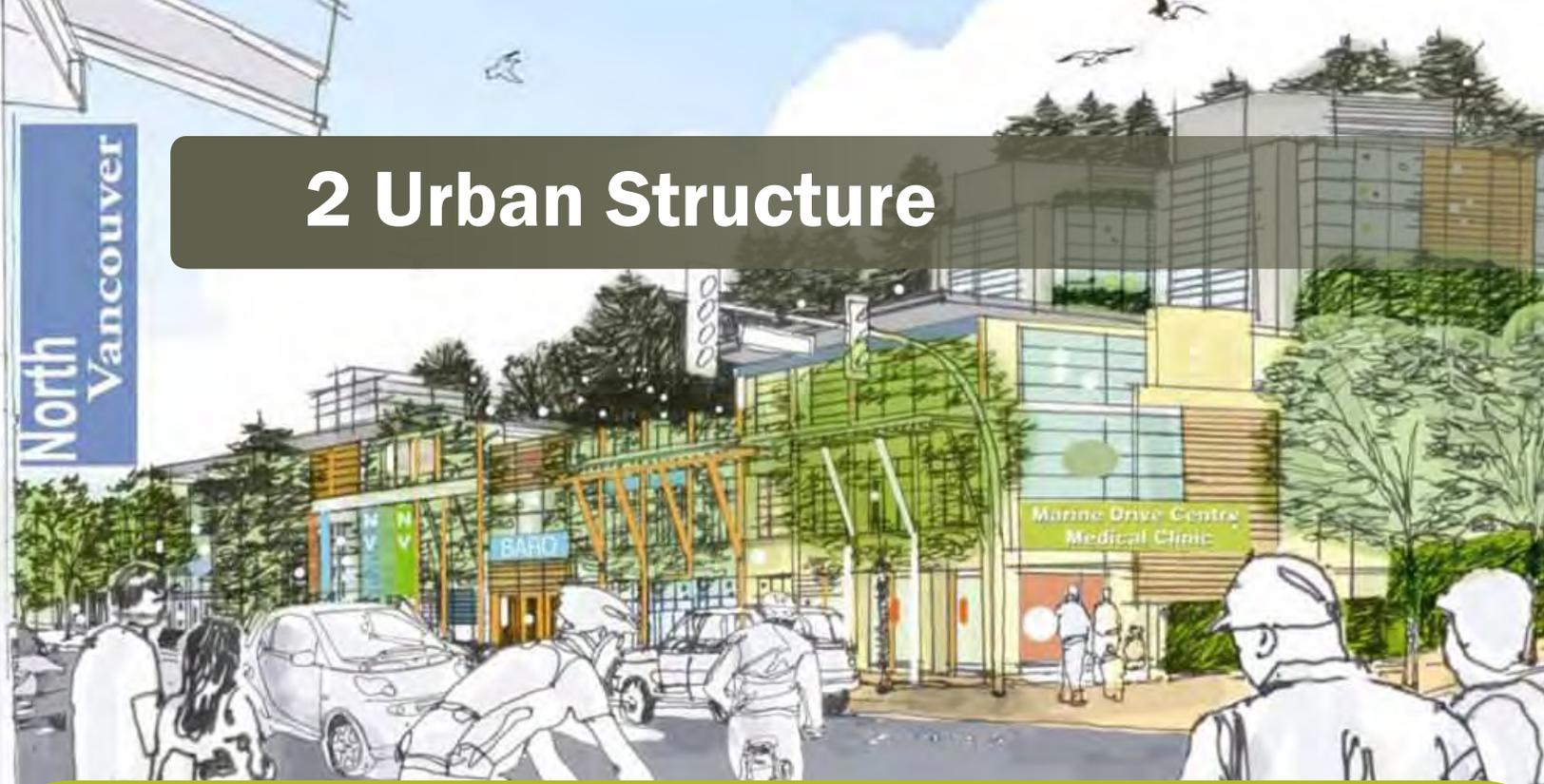


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## MAP 1: NETWORK OF CENTRES CONCEPT MAP

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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 Lower Lynn) and six Village Centres (Lower Capilano-Marine, 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 Lower Lynn Town Centres and Capilano-Marine 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

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 timeframe 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



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

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



## Transit Corridors

# 2.4

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<sup>1</sup>, 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

## Land Use Designations for the Urban Structure

# 2.5

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 built area of a proposed development over the area of the lot or lots upon which the development is to be located. It

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.

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.

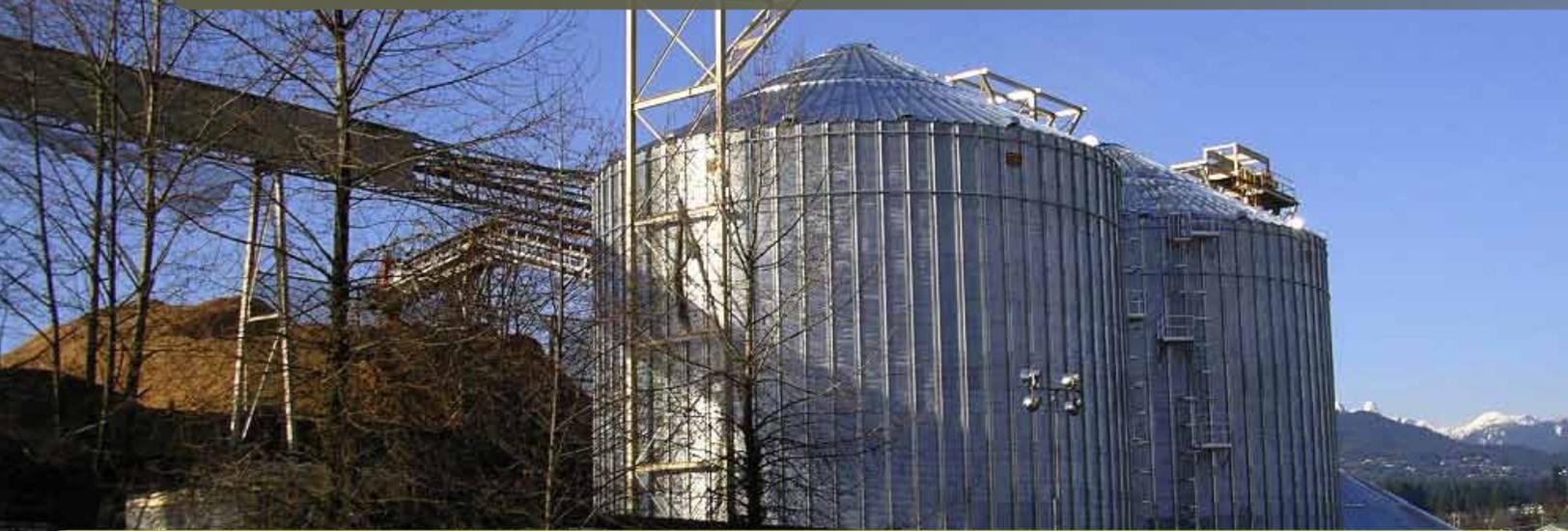


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## MAP 2: LAND USE MAP

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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.

## Protecting the Employment Function of Employment Lands

# 3.1

**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

## Intensifying Uses on Employment Lands

# 3.2

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 underutilized sites with Industrial and Light Industrial Commercial uses

## Enabling a Diverse Range of Economic Uses within Employment Lands

# 3.3

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

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



## Ensuring a High Quality Business Environment in Employment Lands

# 3.4

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

## Land Use Designations for Employment Lands

# 3.5

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 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.

# 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

## Parks and Open Space System

# 4.1

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 useable 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 potential partners

## Parkland Standards and Acquisition

# 4.2

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

## Land Use Designation for Parks and Open Spaces

# 4.3

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.

### MAP 3: PARKS AND TRAILS CONCEPT MAP

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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

**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 major 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



## The Pedestrian Network

# 5.2

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



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



## MAP 4: BICYCLE PLAN CONCEPT MAP



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



## The Road Network and Goods Movement

5.5

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 maintain traffic flow and provide for higher speeds 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

## MAP 5: ROADS AND GOODS MOVEMENT CONCEPT MAP

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A photograph of a modern building with large windows and prominent wooden columns. In the foreground, there is a glass-enclosed staircase or walkway. The scene is brightly lit, suggesting a sunny day. A semi-transparent dark green box is overlaid on the bottom half of the image, containing text.

## **PART 2** | Community Development

- 6** Social Well-Being
- 7** Housing
- 8** Economic Development
- 9** Environmental Management
- 10** Climate Action
- 11** Infrastructure



# 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

**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



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 underserved and developing neighbourhoods



## Community Services, Programs, and Facilities

# 6.3

**The District's objective is to provide, facilitate and support a range of community programs and social services that meet the needs 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

**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 manage development to avoid and mitigate potential 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**



## Heritage and Archaeological Resources

# 6.5

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

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

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



## Housing Affordability

# 7.3

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

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



## Non-Market Housing and Homelessness

# 7.4

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

# 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

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

## Providing Competitive Local Government Services

# 8.2

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



# 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

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

**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



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



## Natural Hazards

# 9.4

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

## Air Quality

# 9.5

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

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

## Energy-Efficient Buildings

# 10.1

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

## Alternative Energy Supply Options

# 10.2

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 geexchange, 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 afforestation



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

## 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

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



## Utility and Service Provision and Environmental Integrity

112

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

## Infrastructure Maintenance

113

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



## **PART 3** | Plan Management

**12** Plan Implementation

# 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

## Plan Amendment and Review

# 12.1

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.

## Plan Monitoring: Indicators and Targets

# 12.2

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
<b>Growth Management</b>	Estimate 5-10% of existing residential units are within the 4 key centres	<b>75-90% of new residential units located in 4 key centres within the Network of Centres</b>	<ul style="list-style-type: none"> <li>• # new units in 4 key centres: Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine</li> <li>• # of existing and new units located within all centres and corridors of the network of centres</li> <li>• # of new units outside the urban containment boundary</li> </ul>
<b>Urban Structure</b>	70% detached, 30% attached housing units	<b>Housing mix of 55% detached, 45% attached units</b>	<ul style="list-style-type: none"> <li>• % new multifamily units within and outside of commercial residential mixed-use buildings</li> <li>• Square footage of new office and retail in Centres</li> </ul>
<b>Employment Lands</b>	Estimate 5.9 million square feet in employment lands	<b>33% increase in built square feet in employment lands</b>	<ul style="list-style-type: none"> <li>• New square footage by tax class</li> <li>• Vacancy rates</li> <li>• New incorporations</li> </ul>
<b>Parks and Open Spaces</b>	Exceeding the existing parkland standard of 2 ha community and neighbourhood park/1000 residents as measured District-wide	<b>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</b>	<ul style="list-style-type: none"> <li>• % of District residents living within 400m of a Neighbourhood park or open space</li> <li>• % of District residents living within 800m of a Community or District park</li> <li>• Ha of District, Community and Neighbourhood levels of parkland; and all types of parkland per 1,000 residents</li> <li>• Km new trails and greenways</li> </ul>
<b>Transportation Systems</b>	15% of the commute and 21% of all trips are by walking, cycling or transit	<b>35% of District resident trips are by walking, cycling or transit</b>	<ul style="list-style-type: none"> <li>• Mode split % of journey to work by car, transit, walk, cycle (census)</li> <li>• Mode split % of all trips by car, transit, walk, cycle (trip diary data)</li> <li>• Average trip distance by car, transit, walk, cycle</li> <li>• Transit service and frequency</li> <li>• % of transit stops that are fully accessible</li> <li>• New kilometres added to bicycle and pedestrian networks</li> </ul>
<b>Social Well-Being</b>	Gaps in the continuum of community services and facilities across the District	<b>A community hub facility within easy access of every centre</b>	<ul style="list-style-type: none"> <li>• # of community facilities, visits, and range of services/programs</li> <li>• Homelessness count and # of supportive housing units</li> <li>• # of families living below the Low Income Cut Off and child poverty rate</li> <li>• # childcare spaces/#children</li> <li>• Population profile: % children, youth, young adults, families, seniors</li> <li>• surveyed sense of place, community identity and pride, social inclusion and cohesion</li> </ul>

OCP Policies	2010 Baseline	2030 Target	Additional Community Indicators
<b>Housing</b>	82% owned, 18% rented units	<b>A net increase in rental housing units (overall percentage)</b>	<ul style="list-style-type: none"> <li>• % of affordable and rental units</li> <li>• % of physically accessible units</li> <li>• % of multifamily units that are ground-oriented</li> <li>• Mix of unit sizes in apartments</li> </ul>
<b>Economic Development</b>	22,000 fixed workplace jobs (up to 27,000 total jobs including no fixed workplace)	<b>36,000 total jobs in the District by 2030</b>	<ul style="list-style-type: none"> <li>• % of District jobs that are full-time</li> <li>• Job-to-residents ratio or jobs-to-labour force ratio</li> <li>• Tax competitiveness in Metro Vancouver</li> <li>• % of District residents working in the District and/or North Shore</li> </ul>
<b>Environmental Management</b>	Stormwater management is site specific; integrated stormwater management plans not yet developed for our urban watersheds	<b>Integrated stormwater management plans and implementation on all urbanized watersheds</b>	<ul style="list-style-type: none"> <li>• # and length of healthy and fish accessible salmonid streams</li> <li>• % of tree canopy coverage in urbanized areas</li> <li>• Presence of invasive species in parks</li> <li>• Amount of protected natural parkland or conservation areas</li> <li>• Stream health as measured through methods such as IBI index (benthic invertebrates)</li> </ul>
<b>Climate Action</b>	410,000 tonnes of carbon dioxide emitted annually by the community	<b>33% reduction in community greenhouse gas emissions</b>	<ul style="list-style-type: none"> <li>• # new buildings complying with Green Building Strategy</li> <li>• # of town and village centres and developments with alternative energy systems</li> <li>• % fossil and renewable energy in the community</li> <li>• % reduction in corporate emissions</li> <li>• Waste diversion rate</li> <li>• # of solar applications</li> </ul>
<b>Infrastructure</b>	Municipal maintenance and replacement costs exceed available funding	<b>Available funding accommodates both aging infrastructure and the demands of growth</b>	<ul style="list-style-type: none"> <li>• Long range financial plans, asset plans, and annual budgets in place</li> <li>• Financial reserve levels adequate</li> <li>• Development contributions leveraged to meet community needs</li> </ul>

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



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.

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

## Consolidated List of Land Use Designations

# 125

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 built 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 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.

**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.

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identity

Inspired by nature, enriched by people



# **SCHEDULE A** | Town & Village Centre Policies

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## OBJECTIVES FOR TOWN AND VILLAGE CENTRES

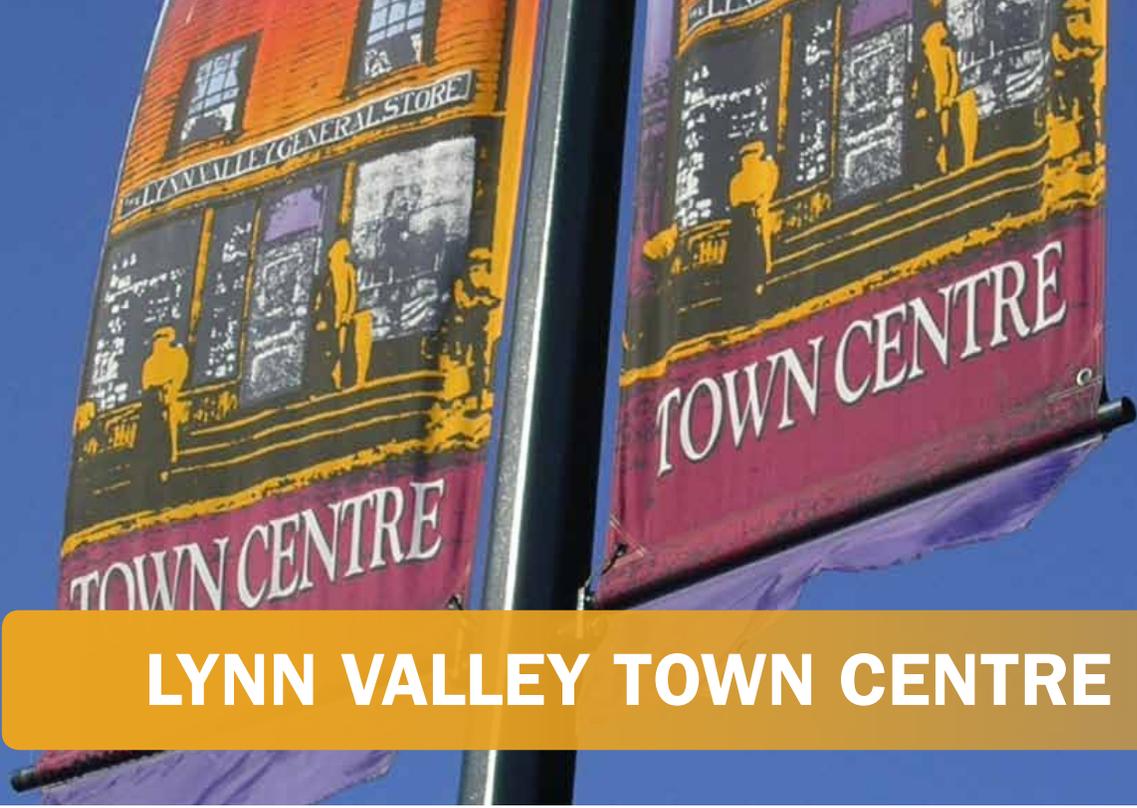
OCP Schedule A includes land use concepts, mobility network concepts, and more detailed policy directions to inform the development of the four key growth areas which are identified in the OCP Network of Centres Concept Map (Map 1). These include: Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood 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.*

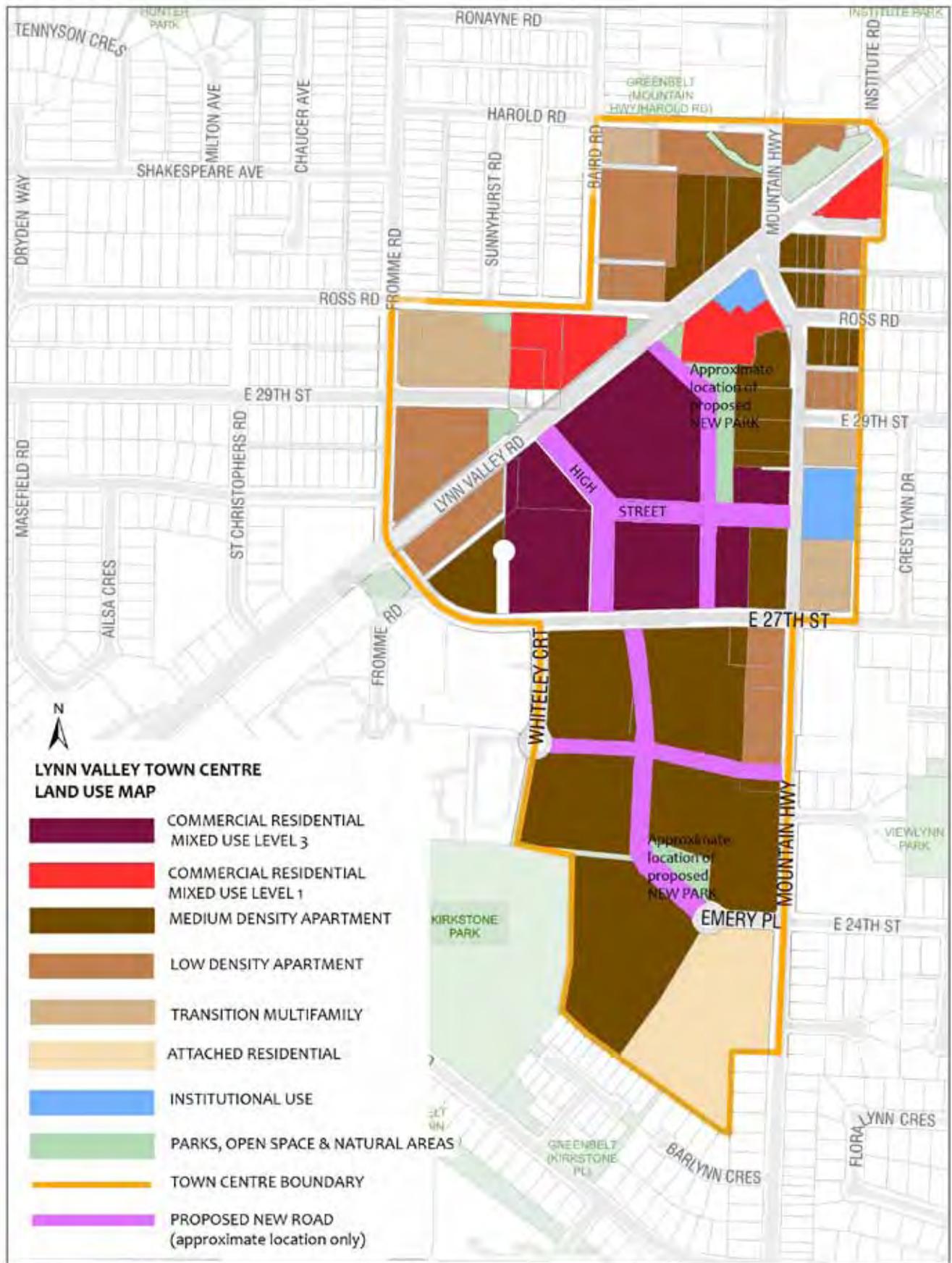
## 3 TOWN CENTRE POLICIES

### 3.1 Land Use

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

#### 3.1.1 General Land Use

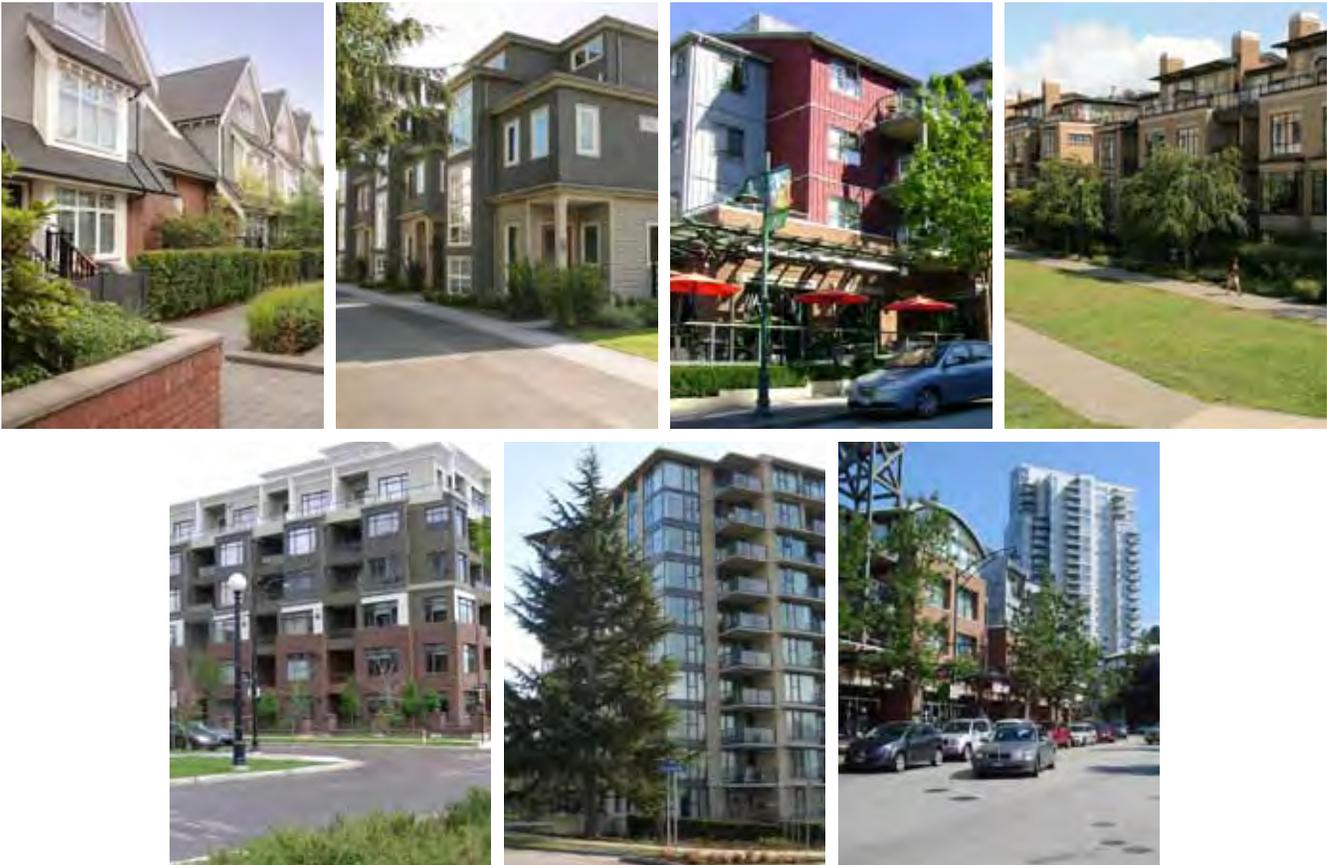
1. Locate higher density forms in the core of the Town Centre so that new residents may walk to and from shops, community and recreational services, cultural events and potential employment
2. Focus ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding 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

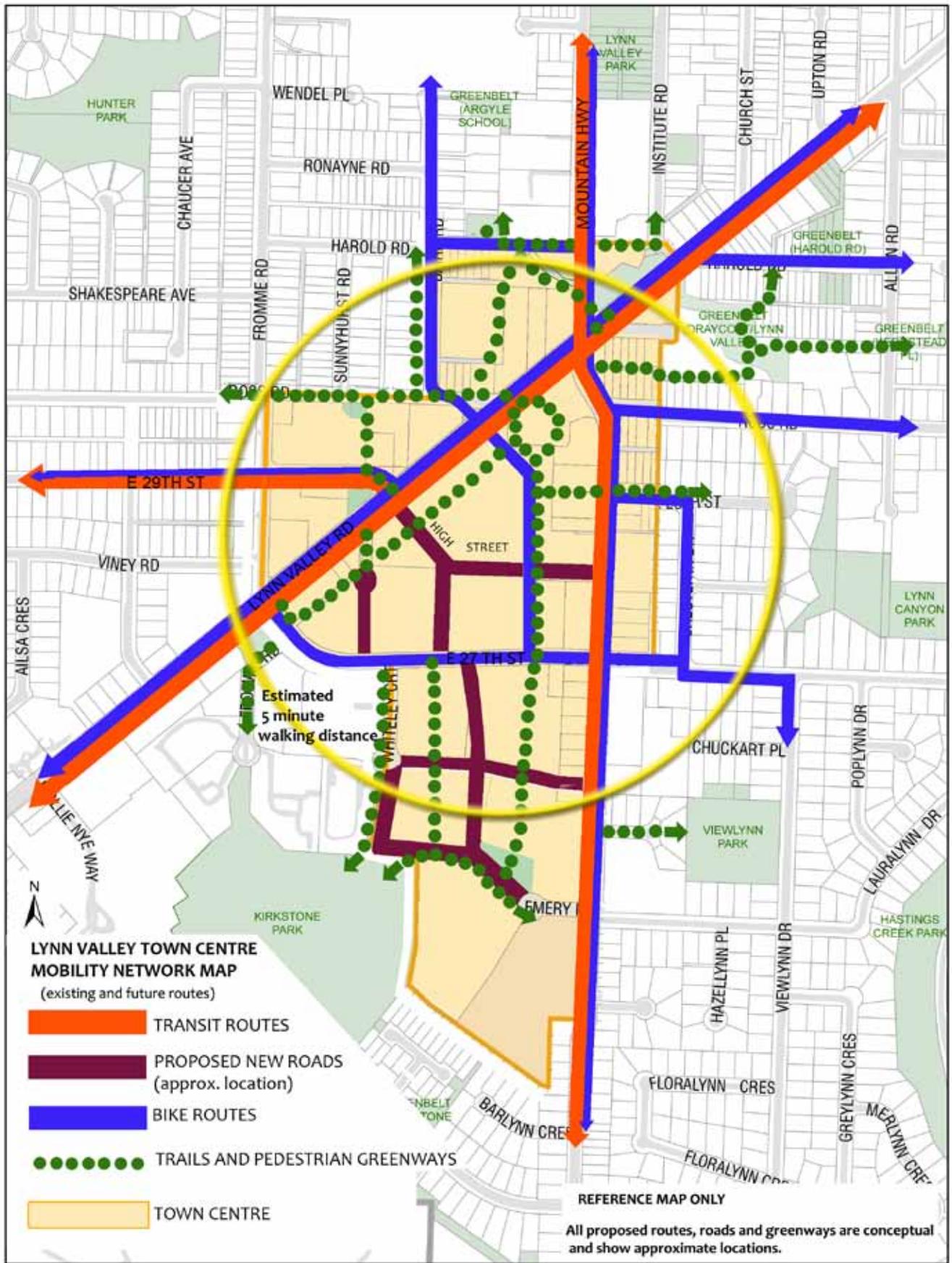
## 3.2 Mobility Network

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



# 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 Lower Lynn 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 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

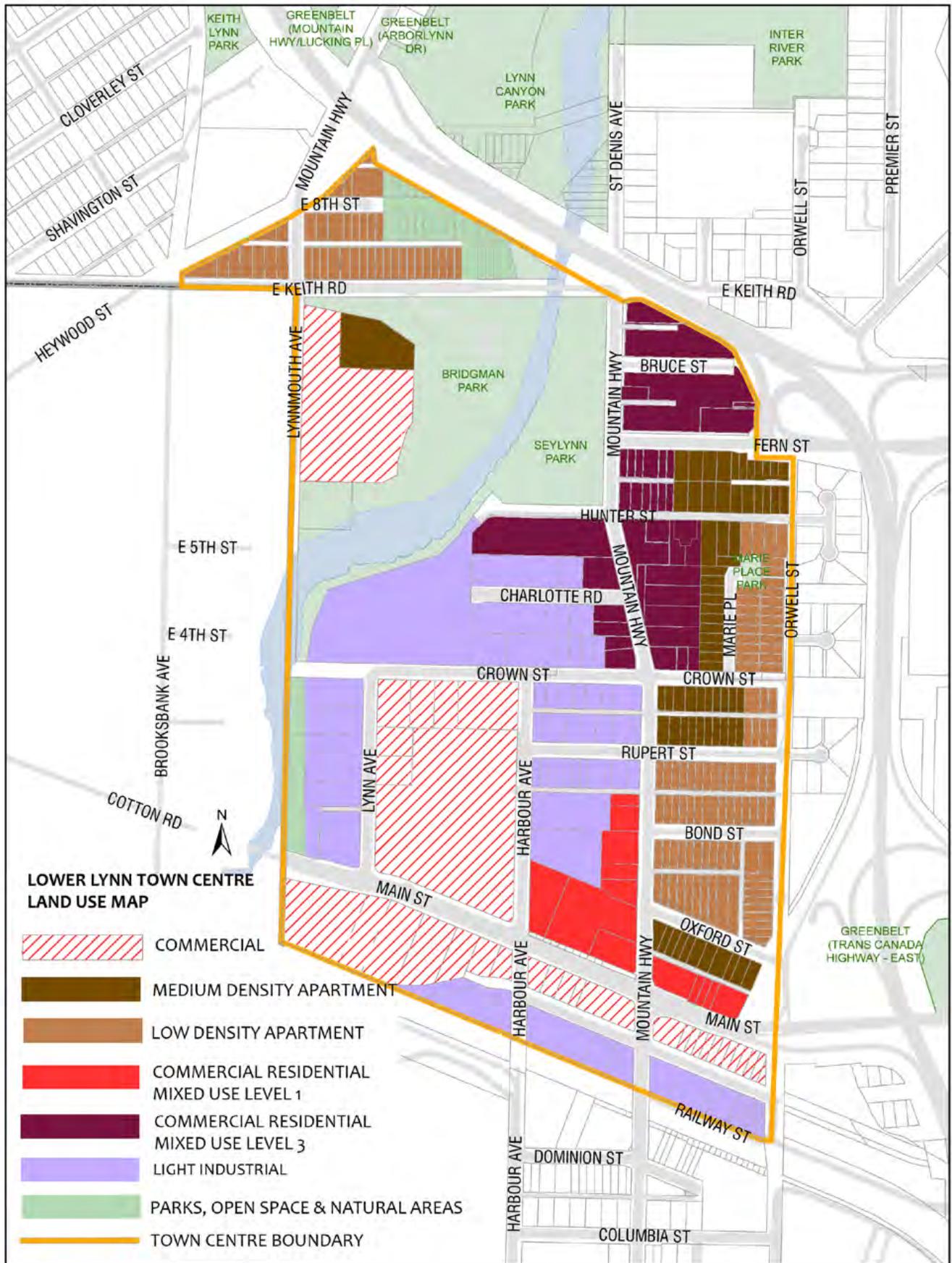
Map 8 indicates the predominant land uses for Lower Lynn Town Centre.

### 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 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

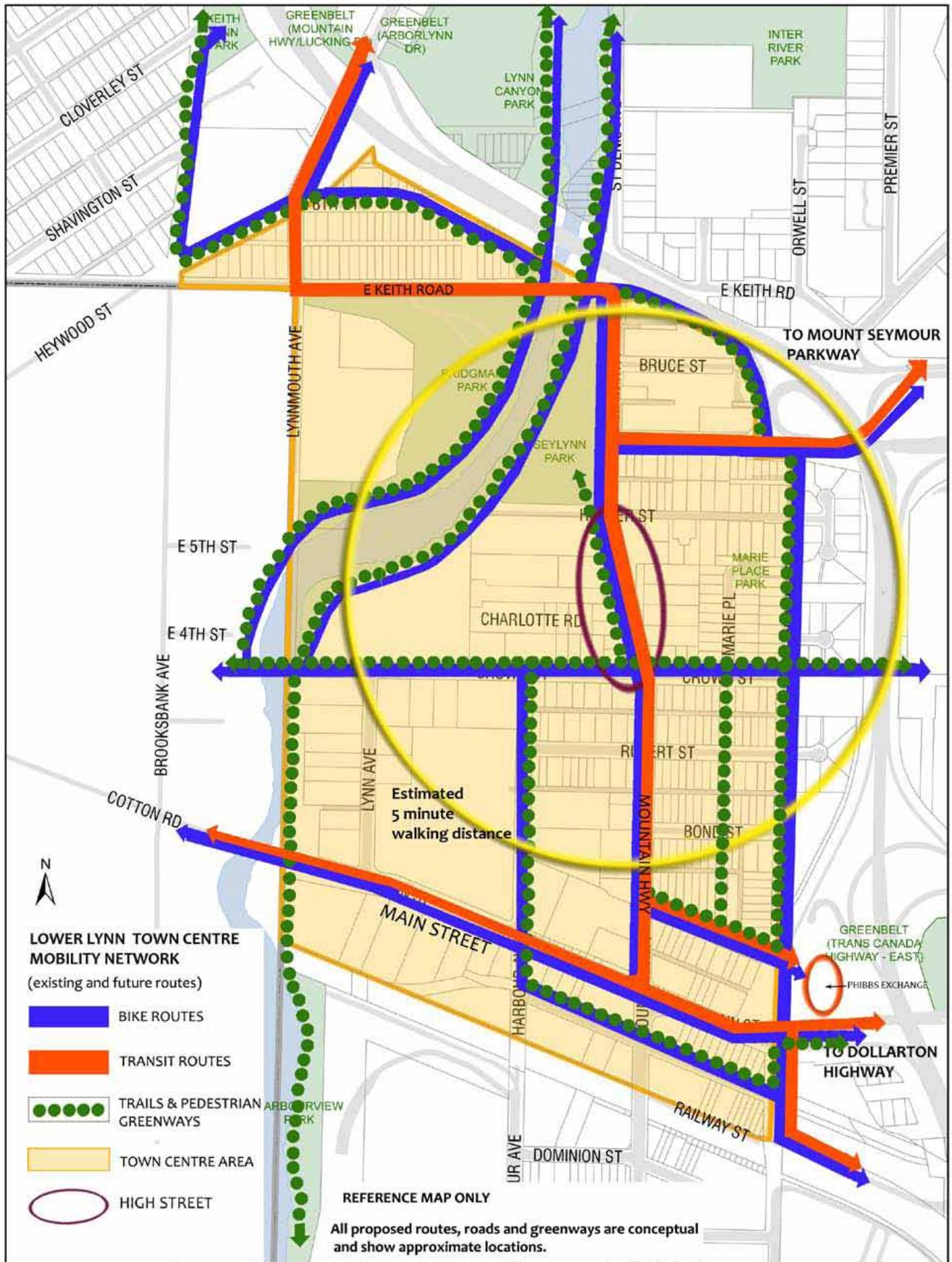
### 3.1.4 Parks and Open Spaces

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
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 Ministry of Transportation 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. Consider the need for traffic calming measures east of Mountain Highway
9. Secure mid-block connections east of Mountain Highway at redevelopment
10. Provide a consistent and high quality sidewalk treatment on both sides of Mountain Highway
11. 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 1920's, 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).

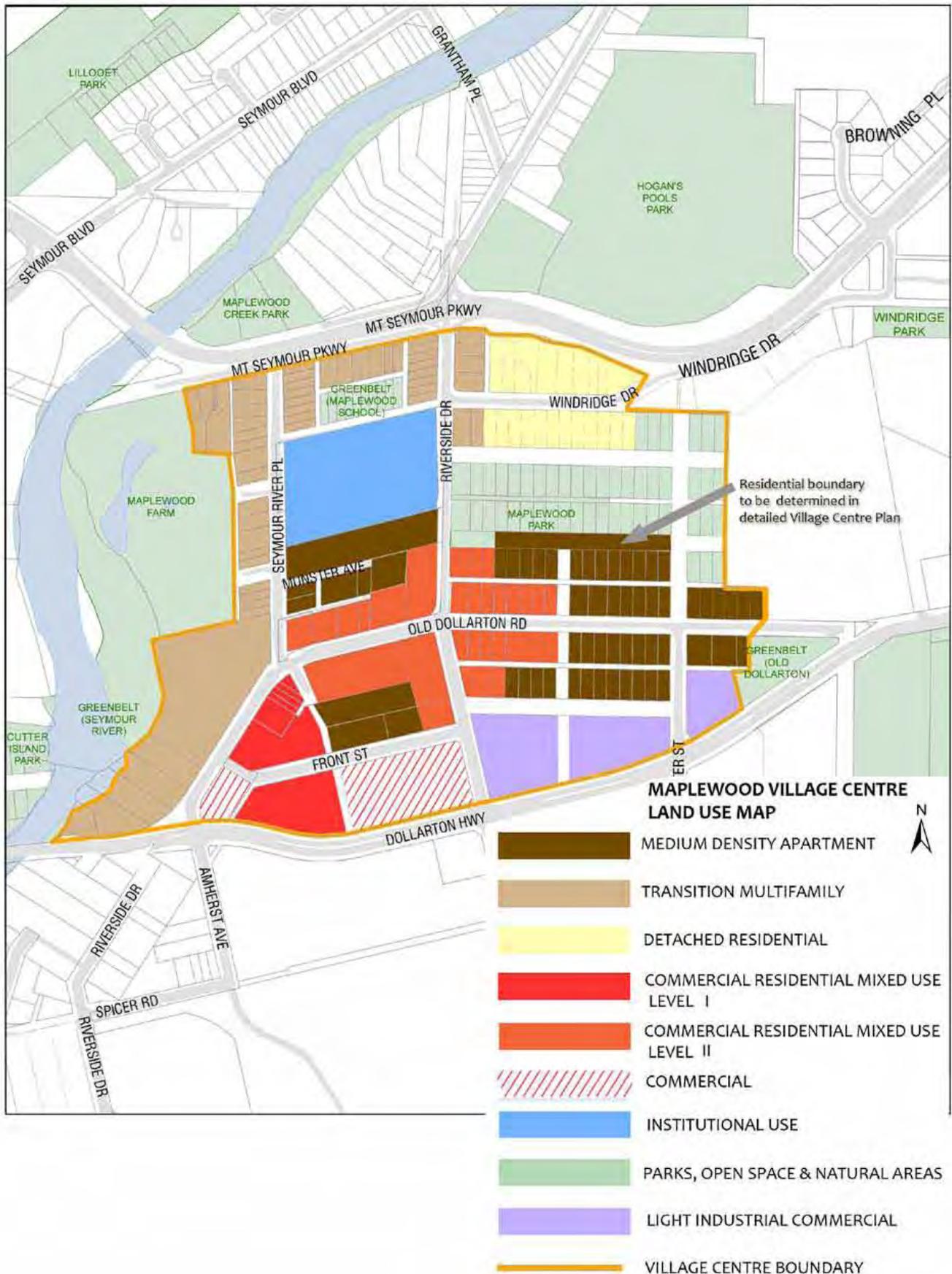
## 3 VILLAGE CENTRE POLICIES

### 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



**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 artist loft units 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 on 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

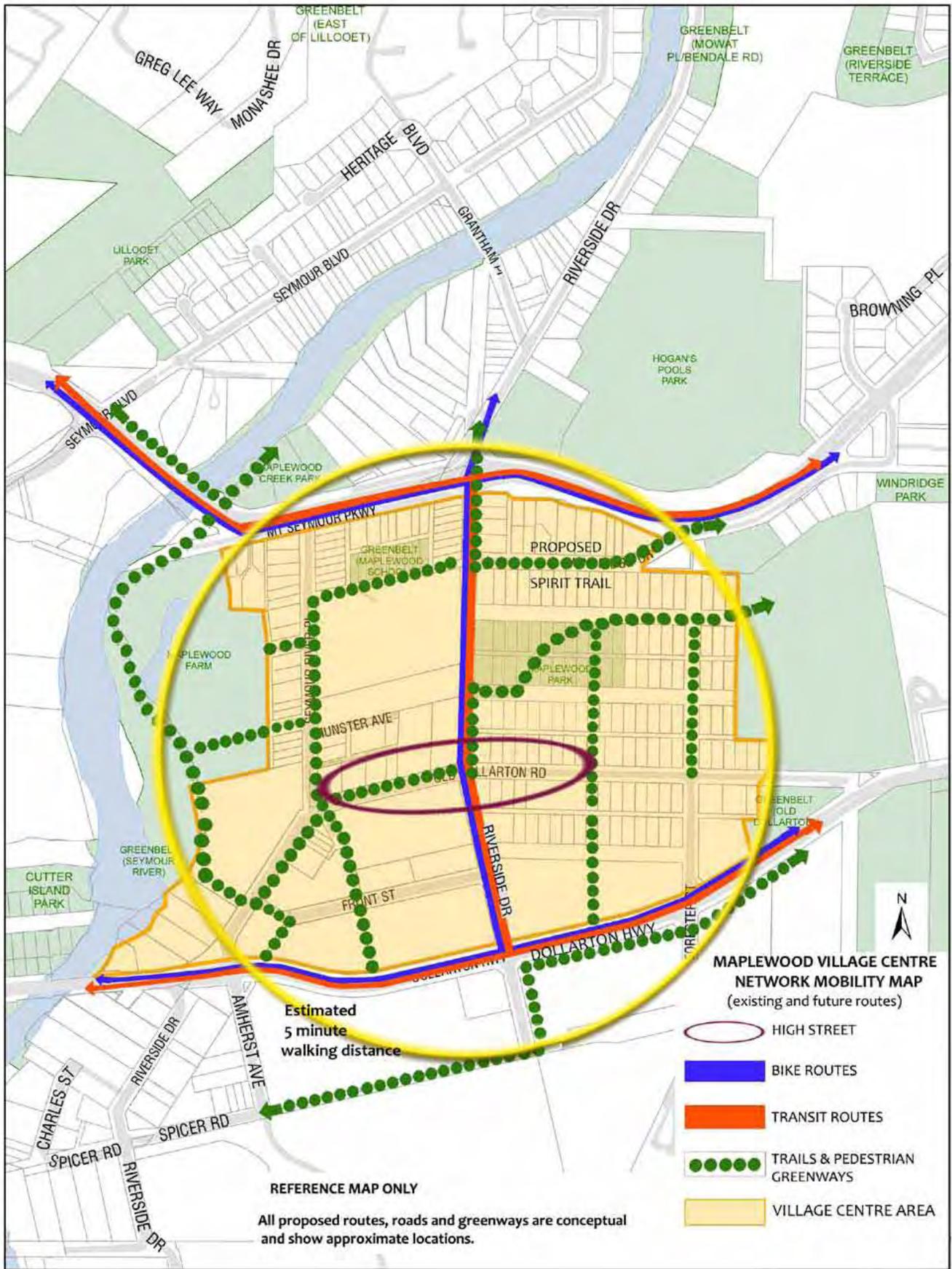
## 3.2 Mobility Network

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

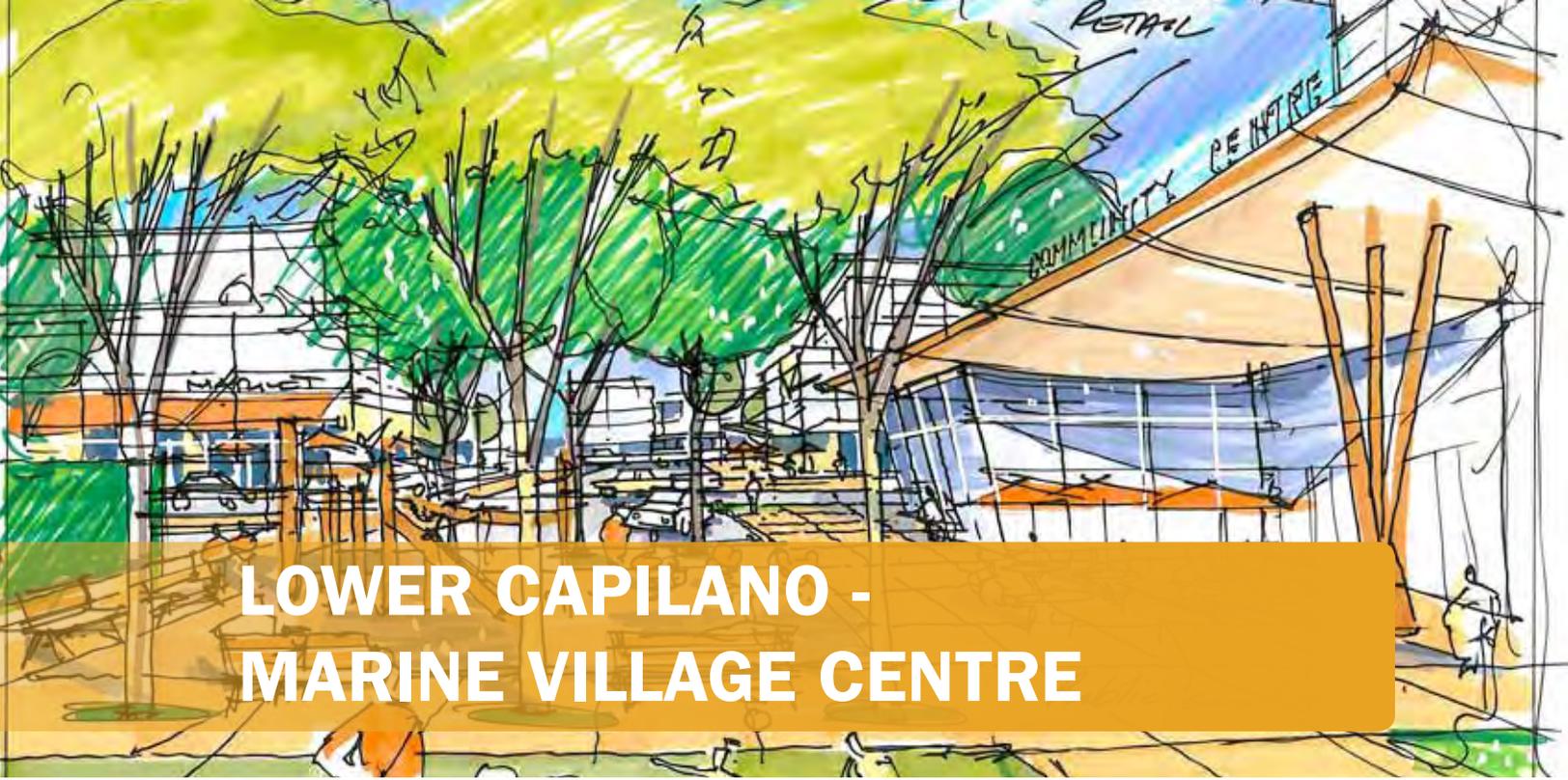
1. Enhance pedestrian and cyclist connections within the village centre and to the wider Maplewood area
2. Design mid-block, north-south greenways connecting Seymour River Place to Dollarton Highway, and connecting the Windridge escarpment to Dollarton Highway between Forester and Riverside
3. Provide 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. Incorporate risk analysis and mitigation considerations associated with proximate industrial uses when making planning decisions
2. Explore and advance alternative and district energy opportunities, particularly the potential for eco-industrial networking whereby local industries utilize each other's by-products as energy sources
3. Undertake an environmental reconnaissance to guide detailed planning for Maplewood Village Centre
4. Maintain stands of significant trees and strive to connect habitat and greenspace through greenways
5. Promote the implementation of green building and water conservation practices
6. Manage storm water on site to the greatest extent possible
7. Integrate opportunities for urban agriculture
8. Encourage new multi-family housing developments to provide composting facilities and/ or coordinate composting services



**Map 11.** Maplewood Village Centre Network Mobility Map



# 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.*

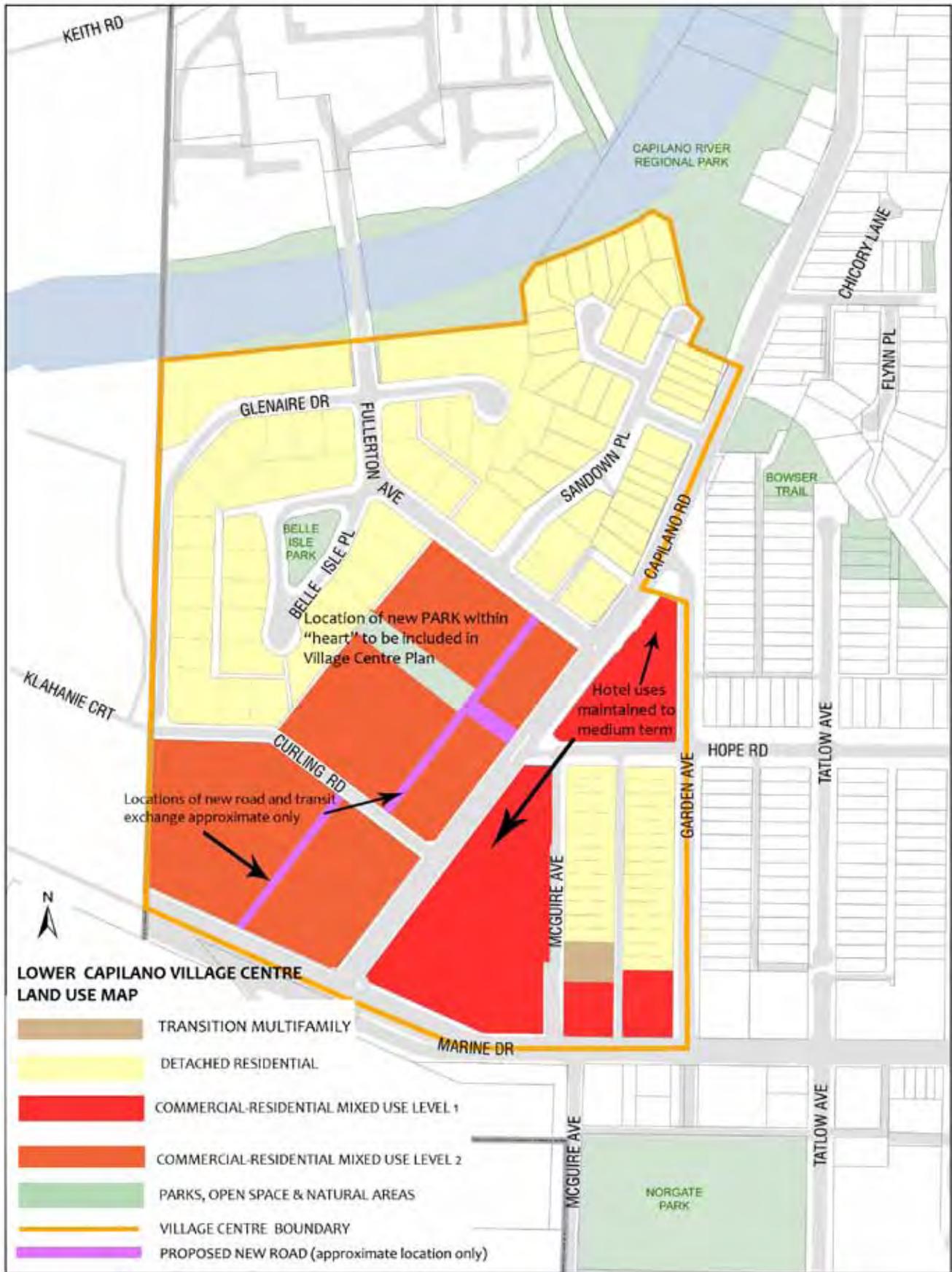
## 3 VILLAGE CENTRE POLICIES

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 viewsapes



**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<sup>2</sup> 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<sup>2</sup> 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

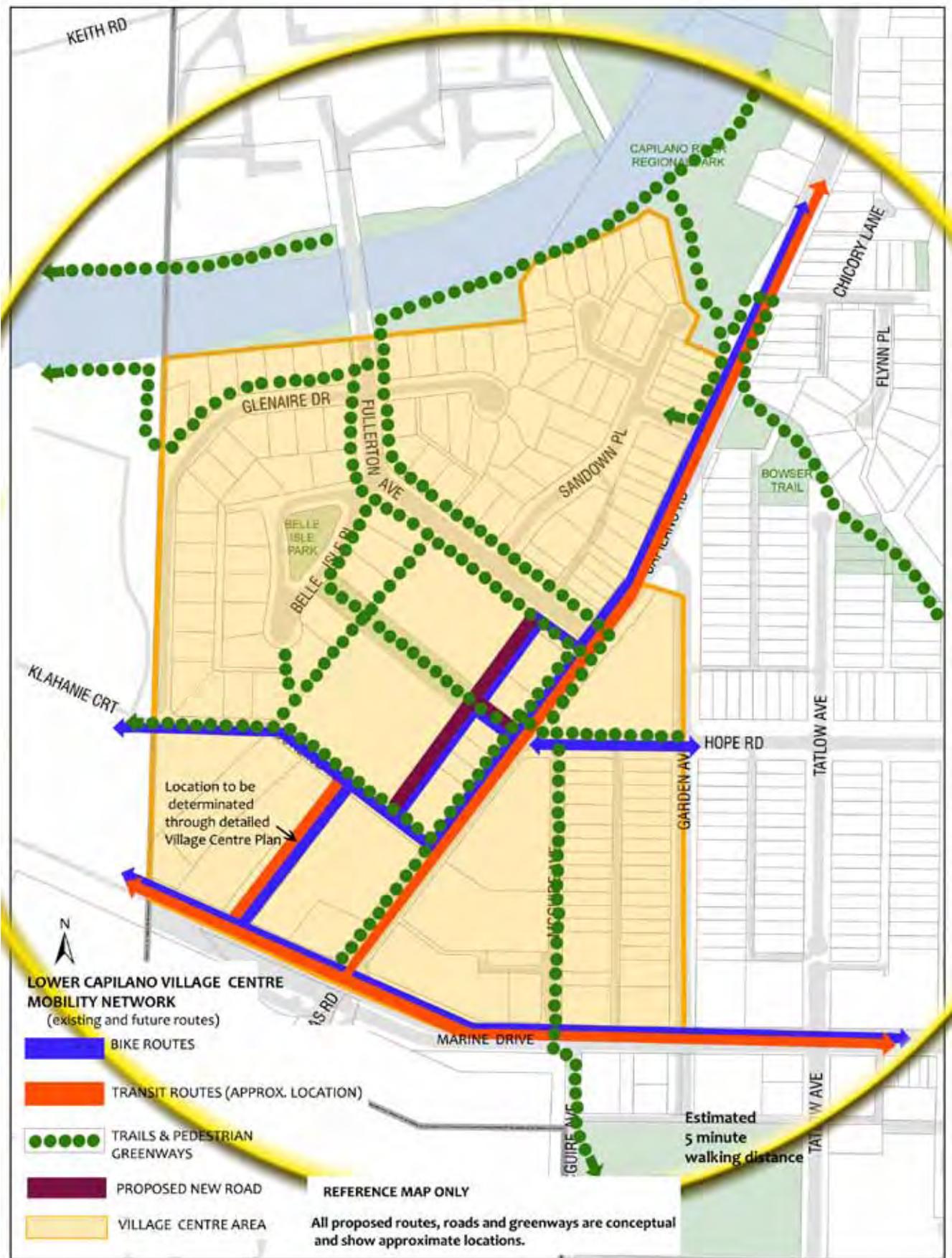
### 3.1.5 Parks, Trails & Open Spaces

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 connectivity 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



**SCHEDULE B** | Development Permit  
Areas

**Schedule B** - contains the Development Permit Areas (DPAs), which provide statements of context, objectives and specific development guidelines 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) energy and water conservation and reduction of greenhouse gases; (3) hazardous conditions; and (4) form and character of development. 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 B is retained from the District's 1990 OCP (Bylaw 6300, Schedule B).** Expanded and revised development permit areas reflecting more accurate mapping and detailed information, including those pertaining to natural hazards (associated with: flood and debris flow; landslide and interface wildfire) and form and character of development are currently being developed and will be integrated into this OCP as a future amendment.



**SCHEDULE C** | Regional Context  
Statement

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## 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.

At the time of OCP introduction, the *Livable Region Strategic Plan* (1996) is in legal effect. However, adoption procedures for the proposed Regional Growth Strategy (*Metro Vancouver 2040: Shaping our Future*, Bylaw 1136, 2011) have been initiated. Given the near simultaneous timing of both the District's and the proposed Regional plans, this Regional Context Statement has been structured according to the directions of the proposed *Metro Vancouver 2040: Shaping our Future* growth strategy (Bylaw 1136, 2011). This has been done on the understanding that the municipal requirements laid out in Bylaw 1136 (2011) are more comprehensive and detailed than those of the *Livable Region Strategic Plan* (1996), and that municipal consistency with the 2011 proposed Regional Growth Strategy will also mean the District meets the requirements expected under the *Livable Regional Strategic Plan* (1996) in the event that the 1996 plan remain in effect.

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 *Livable Regional Strategic Plan (1996)* and expanded upon in the proposed *Metro Vancouver 2040: Shaping our Future (2011) Regional Growth Strategy*.

### The Natural Environment and Climate Change

- » *Livable Region Strategic Plan Strategy 1: Protect the Green Zone*
- » *Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts*

The District OCP reinforces the Green Zone 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

- » *Livable Region Strategic Plan Strategy 2: Build 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.

## Compact Growth Management

- » *Livable Region Strategic Plan* Strategy 3: Achieve a compact metropolitan region
- » *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.

## Transportation Choice

- » *Livable Region Strategic Plan* Strategy 4: Increase 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.

## Sustainable Economy

- » *Livable Region Strategic Plan*: N/A
- » *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 intensified and diversified.

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)

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**MAP 14: REGIONAL FEATURES MAP**

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## 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
<p><b>Strategy 1.1.3 a</b> Depict the Urban Containment Boundary</p>	<ul style="list-style-type: none"> <li>Urban Containment Boundary illustrated on Regional Features Map</li> </ul>
<p><b>Strategy 1.1.3 b</b> Provide population, dwelling unit and employment projections</p>	<ul style="list-style-type: none"> <li>Urban Containment Boundary established and growth restricted outside it (Policy 1.1 and 1.2)</li> <li>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)</li> <li>Capacity identified for additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). This meets RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the current scope of this plan. Consistency with projections for this later date will be achieved through formal reviews of the OCP to occur every five years.</li> </ul>

**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). This nodal growth pattern exceeds 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) functions as the Municipal Town Centre, and two (Lower Lynn and Lower Capilano/Marine) are proposed as FTDAs.
- 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).
- 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 77% of employment growth region-wide might occur within Urban Centres (50%) and Frequent Transit Development Areas (27%). The figures for Urban Centres include the downtown Metro Core of Vancouver, Surrey Metro Centre and Regional Town Centres (such as Lonsdale in the City of North Vancouver). Given the propensity for employment to locate in such major regional centres, it may be unrealistic to anticipate 77% of employment growth in the District will occur within our Network of Centres. The RGS anticipates a lower percentage, 16%, of employment growth will occur in Municipal Town Centres. This may be a more realistic proportion for the District’s Municipal Town Centre of Lynn Valley. The OCP also designates Lower Lynn as a Town Centre (Policy 2.1.1), and it is anticipated Lower Lynn will also achieve Municipal Town Centre as it develops over time. Lower Lynn is currently proposed as a FTDA (Policy 2.4.1) and is expected to receive significant employment growth. 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, 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.
- Employment growth is also anticipated in the two designated growth Village Centres (Policy 2.2.2) which also have relatively high density office/retail development opportunities (Commercial Residential Mixed Use Level 2, 2.5 FSR). Lower Capilano/Marine Village centre is proposed as a FTDA (Policy 2.4.1) and anchors the Marine Drive frequent transit corridor. This corridor, and the Light Industrial Commercial designated lands on Pemberton Avenue, are also anticipated to receive significant employment growth. 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.
- Land use designations and policies are consistent with the direction of guidelines provided in the RGS. Detailed percentage distributions by location have not been prepared as part of the OCP and will be addressed through subsequent planning work (OCP implementation through detailed Centres Plans, and/or OCP formal review, and/or Economic Strategy).
- The OCP provides for an estimated 2500 new units (5000 people) in Lynn Valley Town Centre; and approximately 3000 units in Lower Lynn and 2000 in Lower Capilano-Marine, the latter both proposed FTDAs

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 1.2.6 b i</b></p> <p>Identify location and boundaries of Centres</p>	<ul style="list-style-type: none"> <li>• Urban Centres illustrated on Regional Features Map</li> <li>• Lynn Valley is identified at the Municipal Town Centre</li> <li>• Lower Lynn is a proposed FTDA (with the potential of a future Municipal Town Centre)</li> <li>• Lower Capilano-Marine is a proposed FTDA</li> </ul>
<p><b>Strategy 1.2.6 b ii</b></p> <p>Focus growth and development in Centres</p>	<ul style="list-style-type: none"> <li>• Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1)</li> <li>• 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.</li> <li>• Mix and intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1)</li> <li>• Residential growth directed to Centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7)</li> <li>• Infrastructure investment directed to Centres (Policy 2.1.4) and infrastructure planning coordinated with Centres planning (Section 11.1)</li> <li>• Office and retail development directed to Centres (Policies 2.1.3, 3.1.3, 3.1.4)</li> <li>• New park and open space planned for Town Centres (Policy 4.2.2)</li> <li>• Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1)</li> </ul>
<p><b>Strategy 1.2.6 b iii</b></p> <p>Encourage office development in Centres</p>	<ul style="list-style-type: none"> <li>• Office development directed to centres (Policies 2.1.3, 3.1.4)</li> <li>• 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).</li> </ul>
<p><b>Strategy 1.2.6 b iv</b></p> <p>Reduce parking in Centres where appropriate</p>	<ul style="list-style-type: none"> <li>• Parking reductions in centres and corridors considered (Policy 5.1.8)</li> </ul>
<p><b>Strategy 1.2.6 c i</b></p> <p>Identify Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> <li>• Proposed Frequent Transit Development Areas illustrated on Regional Features Map</li> </ul>

## RGS Roles for Municipalities

## District OCP Actions

<p><b>Strategy 1.2.6 c ii</b></p> <p>Focus growth and development in Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Lower Capilano/Marine is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Capilano/Marine a Village Centre (Policy 2.2.1)</li> <li>• Lower Lynn and Lower Capilano/Marine are situated at both bridgeheads and positioned to be major nodes on the lower level frequent transit corridor.</li> <li>• 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</li> <li>• 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</li> <li>• 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)</li> </ul>
<p><b>Strategy 1.2.6 c iii</b></p> <p>Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate</p>	<ul style="list-style-type: none"> <li>• Parking reductions in centres considered (Policy 5.1.8)</li> </ul>
<p><b>Strategy 1.2.6 d i</b></p> <p>Identify the General Urban Area</p>	<ul style="list-style-type: none"> <li>• Urban Area illustrated on Regional Features Map</li> </ul>
<p><b>Strategy 1.2.6 d ii</b></p> <p>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p>	<ul style="list-style-type: none"> <li>• 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).</li> </ul>
<p><b>Strategy 1.2.6 d iii</b></p> <p>Identify small scale Local Centres where appropriate</p>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 1.2.6 d iv</b> Exclude non-residential major trip-generating uses outside Centres and Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> <li>Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) is 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 outside of centres are not encouraged by any policy in the OCP</li> </ul>
<p><b>Strategy 1.2.6 d v</b> Encourage infill development</p>	<ul style="list-style-type: none"> <li>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)</li> </ul>
<p><b>Strategy 1.2.6 e</b> Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>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</p>
<p><b>Strategy 1.2.6 f i</b> Minimize the impacts of urban uses on industrial activities</p>	<ul style="list-style-type: none"> <li>Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)</li> </ul>
<p><b>Strategy 1.2.6 f ii</b> Encourage safe and efficient transit, cycling and walking</p>	<ul style="list-style-type: none"> <li>Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5)</li> <li>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)</li> </ul>
<p><b>Strategy 1.2.6 f iii</b> Implement transit priority measures where appropriate</p>	<ul style="list-style-type: none"> <li>Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2)</li> <li>Centres policies in Schedule A (Mobility Maps)</li> </ul>

**RGS Roles for Municipalities**

**District OCP Actions**

<p><b>Strategy 1.2.6 f iv</b> Support district and renewable energy where appropriate</p>	<ul style="list-style-type: none"> <li>• District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)</li> </ul>
<p><b>Strategy 1.3.3 a</b> Identify Rural areas</p>	<ul style="list-style-type: none"> <li>• Rural areas illustrated on Regional Features Map</li> </ul>
<p><b>Strategy 1.3.3 b</b> Limit development in Rural areas</p>	<ul style="list-style-type: none"> <li>• Growth restricted outside Urban Containment Boundary (Policy 1.2)</li> <li>• Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2)</li> <li>• Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A)</li> </ul>
<p><b>Strategy 1.3.3 c i</b> Specify allowable density and form of land uses in Rural areas</p>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
<p><b>Strategy 1.3.3 c ii</b> Support agricultural uses in agricultural areas</p>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>

## 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

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 2.1.4 a</b> Support appropriate economic activity in Urban Centres, FTDAs, Industrial and Mixed Employment Areas</p>	<ul style="list-style-type: none"> <li>• New retail, service and major office development concentrated in two Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn proposed FTDA (Policy 2.1.3)</li> <li>• 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.</li> <li>• Economic development is promoted by maintaining community competitiveness and providing competitive government services (17 policies in Chapter 8), including office, retail and live-work in and adjacent to centres and industrial and light industrial in employment lands (Policy 8.1.3 b and c)</li> </ul>
<p><b>Strategy 2.1.4 b</b> Support the development of office space in Urban Centres</p>	<ul style="list-style-type: none"> <li>• New retail, service and major office development concentrated in two Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn proposed FTDA (Policy 2.1.3)</li> <li>• 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.</li> <li>• Policy 3.1.4 directs major office uses to the Network of Centres</li> </ul>
<p><b>Strategy 2.1.4 c</b> Discourage major commercial and institutional development outside of Urban Centres and FTDAs</p>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District’s centres (Section 11.1)</li> <li>• A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6)</li> <li>• 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)</li> <li>• 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 major transit corridors to the Network of Centres and is deemed suitable for development where this is integrated with the District’s urban structure. Capilano University is identified on Map 11, Local Centres, Hospitals and Post Secondary Institutions.</li> </ul>

**RGS Roles for Municipalities**

**District OCP Actions**

<p><b>Strategy 2.1.4 d</b> Support the economic development of Special Employment Areas, post secondary institutions and hospitals through land use and transportation</p>	<ul style="list-style-type: none"> <li>• 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 Map 11, Local Centres, Hospitals and Post Secondary Institutions.</li> <li>• Expansion of post secondary institutions (Capilano University) is encouraged (Policy 8.1.6)</li> <li>• Goods movement and improved access to key port areas and airports are supported (Policies 5.5.3, 8.1.4, 8.1.5)</li> <li>• Infrastructure and transportation improvements in employment lands (including the port) are promoted (Policy 3.4.1)</li> <li>• General land use policies (including housing, parks) are directed to promote economic development by attracting investment to the community (Section 8.1)</li> </ul>
<p><b>Strategy 2.2.4 a</b> Identify Industrial areas</p>	<ul style="list-style-type: none"> <li>• Industrial areas illustrated on Regional Features Map</li> </ul>
<p><b>Strategy 2.2.4 b i</b> Support and protect industrial uses</p>	<ul style="list-style-type: none"> <li>• Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)</li> </ul>
<p><b>Strategy 2.2.4 b ii</b> Support appropriate accessory uses to Industrial</p>	<ul style="list-style-type: none"> <li>• Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)</li> </ul>
<p><b>Strategy 2.2.4 b iii</b> Exclude inappropriate uses from Industrial</p>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
<p><b>Strategy 2.2.4 b iv</b> Encourage better utilization and intensification of Industrial</p>	<ul style="list-style-type: none"> <li>• Intensification and better utilization of Industrial areas encouraged (Section 3.2)</li> </ul>
<p><b>Strategy 2.2.4 c</b> Identify Mixed Employment areas</p>	<p>N/A – The District does not have Mixed Employment areas</p> <p>Light Industrial Commercial land use designation and policies in OCP Chapter 3, Employment Lands generally support intent of Mixed Employment</p>

RGS Roles for Municipalities	District OCP Actions
<b>Strategy 2.2.4 d</b> Policies for Mixed Industrial areas	N/A – The District does not have Mixed Employment areas  Light Industrial Commercial land use designation and policies in OCP Chapter 3, Employment Lands generally support intent of Mixed Employment
<b>Strategy 2.2.4 e</b> Help reduce environmental impacts and promote energy efficiency	<ul style="list-style-type: none"> <li>• Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6)</li> <li>• High quality development standards are encouraged in employment lands (Policy 3.4.2)</li> <li>• 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)</li> <li>• Green building and water conservation practices promoted (Policy 10.1.1)</li> </ul>
<b>Strategy 2.3.6 a</b> Identify Agricultural areas	N/A – The District does not have Agricultural areas
<b>Strategy 2.3.6 b i</b> Assign regional land use designations for agriculture	N/A – The District does not have Agricultural areas
<b>Strategy 2.3.6 b ii</b> Discourage subdivision of agricultural land	N/A – The District does not have Agricultural areas
<b>Strategy 2.3.6 b iii</b> Improve infrastructure services to agricultural areas	N/A – The District does not have Agricultural areas
<b>Strategy 2.3.6 b iv</b> Manage the agricultural-urban interface	N/A – The District does not have Agricultural areas
<b>Strategy 2.3.6 b v</b> Support agricultural economic development opportunities	<ul style="list-style-type: none"> <li>• Community gardens, urban agriculture and farmers markets are promoted (Policies 6.3.12, 6.3.13)</li> </ul>

**RGS Roles for Municipalities**

**District OCP Actions**

<p><b>Strategy 2.3.6 b vi</b> Encourage use of agricultural land</p>	<p>N/A – The District does not have Agricultural areas</p>
<p><b>Strategy 2.3.6 b vii</b> Support information programs on food and local agriculture</p>	<ul style="list-style-type: none"> <li>• Initiatives promoting healthy local foods and food production supported (Policy 6.3.12)</li> <li>• Collaboration with agencies and partners to provide food access (Policy 6.3.14)</li> <li>• A food policy to support community and environmental health to be developed (Policy 6.3.15)</li> </ul>

## 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.

### Specific Actions

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 3.1.4 a</b> Identify Conservation and Recreation areas</p>	<ul style="list-style-type: none"> <li>• Conservation and Recreation areas illustrated on Regional Features Map</li> </ul>
<p><b>Strategy 3.1.4 b i to vi</b> 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</p>	<ul style="list-style-type: none"> <li>• Conservation and Recreation areas given Parks, Open Space, and Natural Areas land use designation (Land Use Map within Schedule A) which provides for a range of uses including the protections of ecologically important habitats, the regional drinking water supply, and outdoor recreation.</li> <li>• 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)</li> </ul>
<p><b>Strategy 3.1.4 c</b> Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p>	<p>N/A – Conservation and Recreation areas are integrated with existing adjacent, typically low intensity, uses.</p>
<p><b>Strategy 3.2.4</b> Manage ecologically important areas</p>	<ul style="list-style-type: none"> <li>• Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1)</li> <li>• Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7)</li> <li>• 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)</li> </ul>

## RGS Roles for Municipalities

## District OCP Actions

<p><b>Strategy 3.2.5</b> Develop and manage municipal components of regional greenways and trails</p>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• New trails planned for in growth areas (Policy 4.2.2)</li> <li>• Region-wide cycling network coordinated (Policy 5.3.4)</li> <li>• Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</li> </ul>
<p><b>Strategy 3.2.6</b> Identify measures to protect, enhance and restore ecologically important systems</p>	<ul style="list-style-type: none"> <li>• Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3)</li> <li>• Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</li> </ul>
<p><b>Strategy 3.2.7</b> Consider watershed, ecosystem and/or integrated stormwater management</p>	<ul style="list-style-type: none"> <li>• Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</li> <li>• Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</li> </ul>
<p><b>Strategy 3.3.4 a</b> Identify land development and transportation strategies to reduce greenhouse gases</p>	<ul style="list-style-type: none"> <li>• Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target</li> <li>• 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 FTDA's.</li> <li>• High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1)</li> <li>• Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</li> </ul>
<p><b>Strategy 3.3.4 b</b> Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<ul style="list-style-type: none"> <li>• Network support for alternative energy vehicles provided as necessary (Policy 5.5.8)</li> <li>• Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A)</li> <li>• Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3)</li> <li>• Section established to support alternative energy systems, including district systems (Section 10.2)</li> <li>• 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)</li> <li>• Pedestrian and bicycle access to transit enhanced (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6)</li> <li>• Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3)</li> </ul>

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 3.3.4 c</b> Focus infrastructure and amenity investments in centres and corridors</p>	<ul style="list-style-type: none"> <li>• Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6)</li> <li>• Infrastructure investment directed to centres (Policy 2.1.4)</li> <li>• Infrastructure planning, management and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1)</li> <li>• Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3)</li> </ul>
<p><b>Strategy 3.3.4 d</b> Support integrated stormwater management and water conservation</p>	<ul style="list-style-type: none"> <li>• Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</li> <li>• Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation</li> </ul>
<p><b>Strategy 3.4.4</b> Encourage settlement patterns that minimize climate change and natural hazard risks</p>	<ul style="list-style-type: none"> <li>• Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B)</li> <li>• Climate change risks to be assessed to inform community planning and design (Policy 10.4.2)</li> </ul>
<p><b>Strategy 3.4.5</b> Consider climate change and natural hazard risk assessments in planning municipal assets</p>	<ul style="list-style-type: none"> <li>• Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</li> </ul>

## 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

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 4.1.7 a</b> Work towards meeting future housing demand estimates</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> </ul>
<p><b>Strategy 4.1.7 a i</b> Articulate the need for housing diversity</p>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• A broad range of housing types are provided for (Policies in Section 7.1)</li> <li>• Balanced and diverse housing supply promoted as an economic benefit (Policy 8.1.1)</li> <li>• Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)</li> </ul>
<p><b>Strategy 4.1.7 a ii</b> Increase diverse supply through infill and increased density</p>	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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)</li> </ul>
<p><b>Strategy 4.1.7 a iii</b> Assist senior governments in providing affordable rental</p>	<ul style="list-style-type: none"> <li>• Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5)</li> <li>• 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).</li> <li>• 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</li> <li>• Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)</li> </ul>

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 4.1.7 a iv</b> Facilitate affordable housing through diverse municipal measures</p>	<ul style="list-style-type: none"> <li>• District land and facilities to facilitate and help leverage affordable housing (Policies 7.4.3, 7.4.4)</li> <li>• Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3)</li> <li>• Financial incentives such as reduced development cost charges considered (Policy 7.3.7)</li> </ul>
<p><b>Strategy 4.1.8 a to f</b> Prepare and implement Housing Action Plans</p>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> </ul>
<p><b>Strategy 4.2.4 a</b> Support compact Commercial Residential Mixed Use communities</p>	<ul style="list-style-type: none"> <li>• Residential and commercial growth is directed to a network of transit oriented centres (Policies 1.3, 1.4)</li> <li>• 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 )</li> </ul>
<p><b>Strategy 4.2.4 b</b> Locate community hubs and affordable housing in transit accessible areas</p>	<ul style="list-style-type: none"> <li>• Community infrastructure investment is directed to centres (Policy 2.1.4) and infrastructure planning is coordinated with the Network of Centres (Section 11.1)</li> <li>• Target for a community hub facility within easy access of each centre established (Target 6)</li> <li>• 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)</li> </ul>
<p><b>Strategy 4.2.4 c</b> Provide public spaces</p>	<ul style="list-style-type: none"> <li>• New park and open space provided in centres (Policy 4.2.2)</li> <li>• Public realm and pedestrian environment improved (Policies 5.1.5, 5.1.6)</li> <li>• Target for a community hub facility within easy access of each centre established (Target 6)</li> <li>• Public space in public facilities retained (Policy 6.3.8)</li> <li>• Outdoor and indoor facilities integrated to contribute to public realm (Policy 6.3.10)</li> <li>• 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</li> </ul>
<p><b>Strategy 4.2.4 d</b> Support active living</p>	<ul style="list-style-type: none"> <li>• Healthy and active living promoted (Policy 6.2.4)</li> <li>• Extensive and high quality parks and outdoor recreation opportunities provided (Sections 4.1 and 4.2)</li> <li>• 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)</li> </ul>

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 4.2.4 e</b> Support food production and distribution</p>	<ul style="list-style-type: none"> <li>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)</li> </ul>
<p><b>Strategy 4.2.4 f</b> Assess health implications in planning</p>	<ul style="list-style-type: none"> <li>Memorandum of understanding signed between District and local health authority to integrate health perspectives into OCP planning process and content development (Introduction, Partnerships section). OCP urban structure of a network of pedestrian and cycle friendly centres has positive health implications (Chapters 2 and 5)</li> <li>Air quality improvements promoted through regional directives, land use and transportation planning, promotion of clean fuel, and anti-idling initiatives (Section 9.5)</li> </ul>
<p><b>Strategy 4.2.4 g</b> Support universally accessible community design</p>	<ul style="list-style-type: none"> <li>Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3)</li> <li>Adaptive Design provided for in residential development (Policy 7.1.5)</li> <li>Centres and corridors encouraged to be universally accessible (Policy 5.1.4)</li> <li>Universal accessibility at transit stops worked towards (Policy 5.4.8)</li> </ul>
<p><b>Strategy 4.2.4 h</b> Identify small scale local centres</p>	<ul style="list-style-type: none"> <li>A Network of Centres established (Policy 1.3) comprising two Town Centres (Policy 2.1.1) and six Village Centres (Policy 2.2.1)</li> <li>In addition to the Municipal Town Centre (Lynn Valley Town Centre), Lower Lynn Town Centre and Lower Capilano/Marine Village Centre are proposed as FTDA's</li> <li>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)</li> </ul>
<p><b>Strategy 4.2.4 i</b> Recognize Special Employment Areas</p>	<ul style="list-style-type: none"> <li>There are no Special Employment Areas of regional significance in the District</li> <li>Local Centres (as per regional Map 11) that are not FTDA's are recognized as Village Centres (Section 2.2)</li> <li>Capilano University is recognized as being integrated with the District's transit friendly Network of Centres (Policy 2.2.8)</li> </ul>

## 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.

### Specific Actions

RGS Roles for Municipalities	District OCP Actions
<p><b>Strategy 5.1.6 a</b> Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network</p>	<ul style="list-style-type: none"> <li>• Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5)</li> <li>• 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)</li> <li>• Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2)</li> <li>• High quality transit, pedestrian and bicycle facilities and infrastructure promoted within the Network of Centres (Section 5.1)</li> <li>• Mobility maps and associated policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</li> </ul>
<p><b>Strategy 5.1.6 b</b> Support transportation system demand management and supply measures</p>	<ul style="list-style-type: none"> <li>• Parking reductions in centres considered (Policy 5.1.8)</li> <li>• Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2)</li> <li>• Policies supporting pedestrian facilities in Section 5.2</li> <li>• Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3</li> <li>• Policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</li> </ul>
<p><b>Strategy 5.1.6 c</b> Manage and enhance municipal infrastructure to support of transit, cycling and walking</p>	<ul style="list-style-type: none"> <li>• Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6)</li> <li>• Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4)</li> <li>• Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1)</li> <li>• Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2)</li> <li>• Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7, 5.2.2, 5.2.3, 5.3.2, 5.3.3)</li> <li>• Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5)</li> </ul>

## RGS Roles for Municipalities

## District OCP Actions

<p><b>Strategy 5.2.3 a</b> Map goods and service vehicle movement routes</p>	<ul style="list-style-type: none"> <li>• Major Roads and Goods Movement map included in Regional Features Map</li> <li>• Detailed network maps will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</li> </ul>
<p><b>Strategy 5.2.3 b</b> Support efficient movement of goods, services and passengers</p>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Goods movement facilitated (Policy 5.5.3)</li> <li>• Arterials managed to maintain flow and mobility (Policy 5.5.5)</li> <li>• Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10)</li> <li>• Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</li> <li>• Employment Lands Policy 3.4.1 to promote infrastructure, transportation and municipal service improvements in employment lands <b>This page intentionally left blank.</b></li> </ul>
<p><b>Strategy 5.2.3 c</b> Support development of transportation system, management strategies</p>	<ul style="list-style-type: none"> <li>• Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2)</li> <li>• Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</li> </ul>
<p><b>Strategy 5.2.3 d</b> Support protection of rail rights-of-way and waterway access</p>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4)</li> <li>• Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</li> </ul>

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identity

Inspired by nature, enriched by people