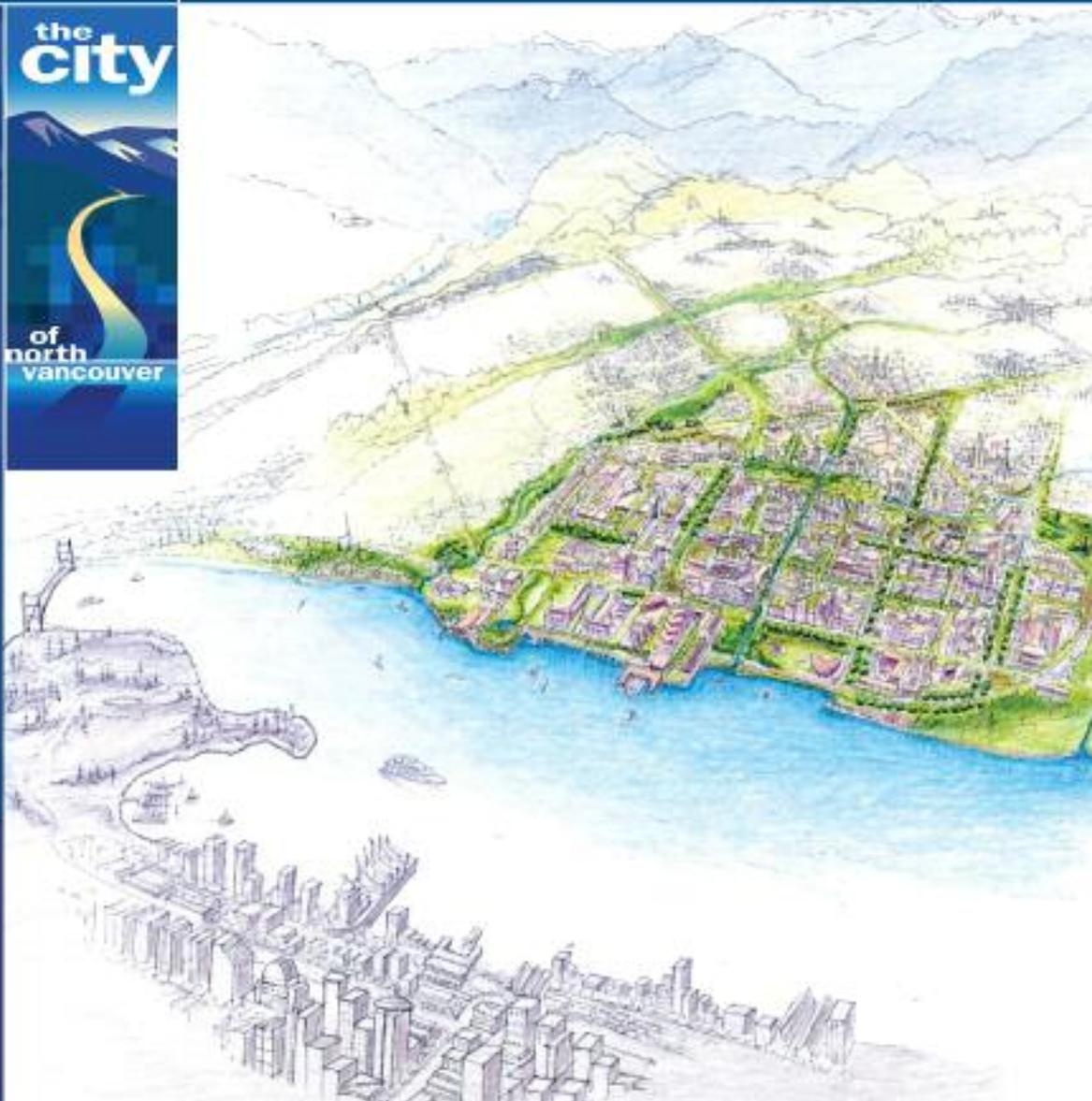


THE CORPORATION  
OF THE CITY OF  
NORTH VANCOUVER

# Official Community Plan





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# City Contacts

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Photographs: Section page

Title page: North Vancouver City Hall with City Library in the background.

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- SH.1 Versatile Shipyards employed up to 10,000 people a day at its peak production in WWII. Photo dated 1948 courtesy of the North Vancouver Museum and Archives.



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## Official Community Plan

This plan begins its long-range direction for the City with a "Community Vision." The purpose of the vision is to establish an overall direction for the City that will serve as a guide and integration tool.

### *Community Vision:*

*To be a vibrant, diverse and highly livable community that strives to balance the social, economic and environmental needs of our community locally.*

*Cover: The cover consists of a photo of Lower Lonsdale from the water, and an illustration from the grand prize winning cities<sup>PLUS</sup> submission to the 2003 International Gas Union's Urban Sustainability Competition. The illustration depicts a vision of a 100-year plan for a major metropolitan area focused on the Lonsdale Regional Town Centre, and is provided courtesy of the Sheltair Group: [www.sheltair.com](http://www.sheltair.com)*

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 7425

**A BYLAW TO PROVIDE FOR THE ADOPTION OF AN OFFICIAL COMMUNITY PLAN**

WHEREAS, pursuant to Part 26 Division (2) of the Local Government Act, the Council may, by Bylaw, provide the adoption of a general statement of the broad objectives and policies of the local government respecting the form and character of existing and proposed land use of the community;

AND WHEREAS the Council in its consideration of this Bylaw had due regard to the requirements of Section 877 of the said Act;

NOW THEREFORE, the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as the "City of North Vancouver Official Community Plan Bylaw, 2002, No. 7425".
2. The document entitled "Official Community Plan", a copy of which is hereto annexed and schedules thereto, which form the total content of this Bylaw, is hereby ratified and enacted as the Official Community Plan of the City of North Vancouver.
3. "City of North Vancouver Official Community Plan Bylaw, 1992, No. 6288" and amendments thereto is repealed.

READ a first time by the Council on the 16th day of July, 2002.

READ a second time by the Council on the 7th day of October, 2002.

READ a third time and passed by the Council on the 7th day of October, 2002.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 21st day of October, 2002.

"Barbara A. Sharp"

MAYOR

"Bruce A. Hawkshaw"

CITY CLERK

Amendment Bylaw 2003, No. 7491, May 5, 2003

Amendment Bylaw 2003, No. 7521, July 28, 2003

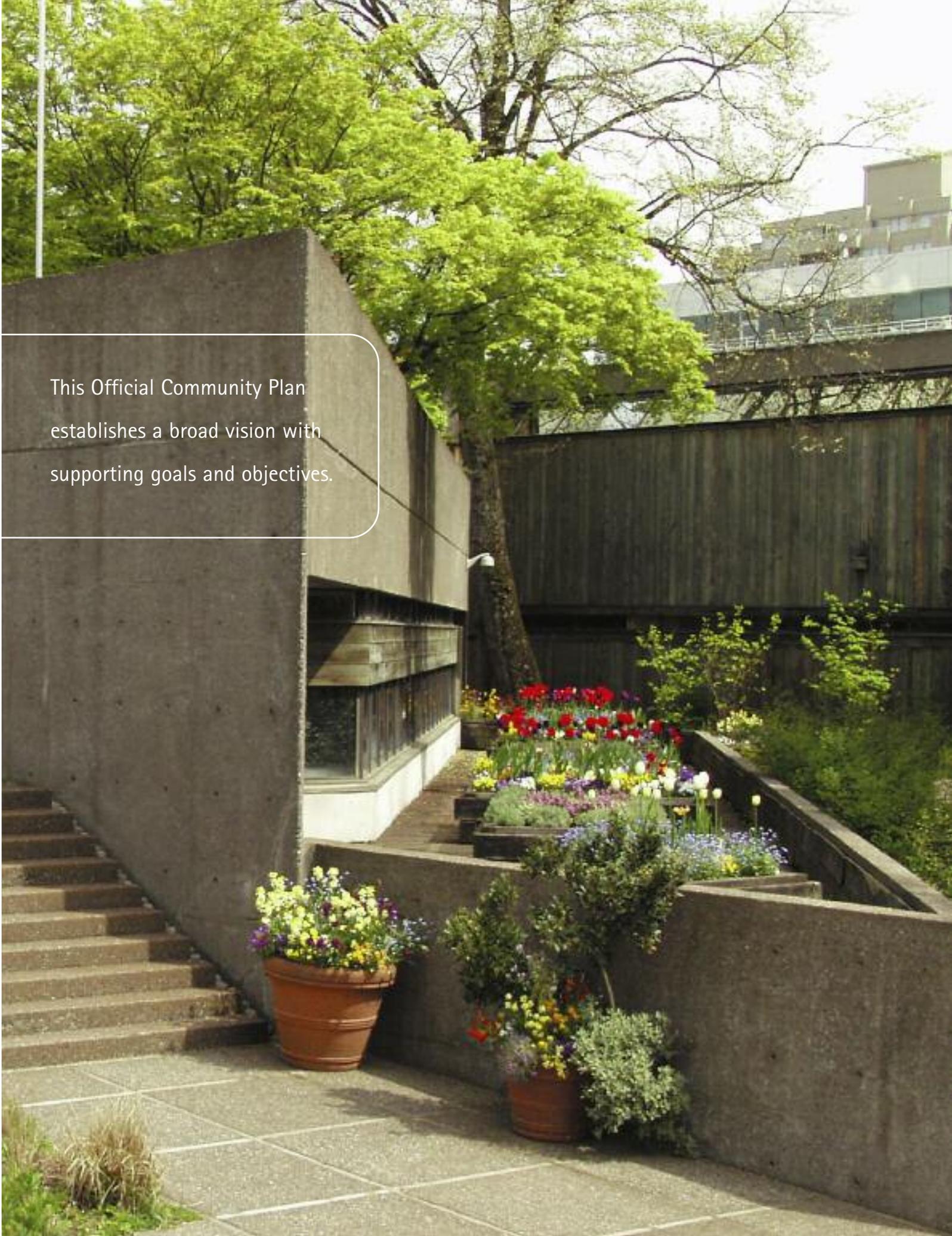
Consolidated for Convenience, July 28, 2003

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This Official Community Plan  
establishes a broad vision with  
supporting goals and objectives.

A photograph of a modern building with a concrete facade and a courtyard. The building has a large, flat concrete wall on the left and a series of concrete steps leading up to it. In the foreground, there is a paved area with a grid pattern. To the right, there is a flower bed with various colorful flowers, including red, yellow, and purple. Several potted plants are placed around the flower bed. In the background, there are large trees with bright green leaves and a multi-story building with a glass facade.

This Official Community Plan  
establishes a broad vision with  
supporting goals and objectives.

# Chapter 1 What is an Official Community Plan?

## 1.1 PURPOSE AND LEGISLATIVE AUTHORITY

An Official Community Plan (OCP) is a municipality's statement of its long-term vision for the future. It describes the kind of community that the municipality wishes to evolve into. This Official Community Plan establishes a broad vision with supporting goals and objectives. Implementation occurs through actions by the City and many others, including bylaws, public programs, civic projects, private developments, citizen actions, etc.

Municipalities in British Columbia are given the authority to adopt an Official Community Plan through Part 26 of the Local Government Act. That legislation stipulates what must or may be included in an OCP. It also establishes adoption procedures. This Official Community Plan has been prepared in compliance with that legislation.

An Official Community Plan is adopted by Bylaw, following public consultation and a Public Hearing. Once adopted, all other municipal

bylaws and works undertaken by the City must be consistent with the plan. However, having an Official Community Plan does not commit, nor directly authorize, the municipality to complete the items listed in the plan.

An OCP is intended to provide a degree of certainty for the future of the community. As a result, it is expected that it will not be revised on a

frequent basis. Changes are warranted from time to time however, and it must be expected that revisions will occur. Like the community, it must be flexible in responding to changing conditions and values.

## 1.2 SCOPE AND ORGANIZATION

This version of the Official Community Plan applies to the entire City and is expected to guide us up to our Centennial in 2007. At that time, the plan may be reviewed and updated, as necessary.

As required in the Local Government Act, this plan addresses residential, commercial, industrial, institutional, recreational and utility uses and also includes a Regional Context Statement. It also addresses social and environment issues that the Local Government Act indicates municipalities can include in an OCP at their option. These are important additions to the Official Community Plan.

Significant effort has gone into integrating land use planning with other considerations. The integrating theme is "sustainability". This has resulted in significant changes to this version of the Official Community Plan from our previous versions adopted in 1980 and 1992. This Plan includes a new Vision Statement and chapter organization. Although the format and content of this OCP is markedly different from previous versions, the land use plan (Schedule "A") remains much the same.

## 1.3 INTERACTIVE USE OF THIS PLAN

An interactive version of the City's Official Community Plan is available on the City's web site ([www.cnv.org](http://www.cnv.org)). For bylaw purposes, the official version of the Official Community Plan is the hard copy version, as amended, which is available through the City Clerk. The internet versions are provided for the convenience of users only. If in doubt about the status of the Official Community Plan or amendments thereto, contact the Planning Division at 990-4220 or email us at [planning@cnv.org](mailto:planning@cnv.org).

The web-based version of the OCP includes an interactive feature called "Policy Paths" in Section 14.5. There, an interactive table summarizes goals and objectives for each chapter. The web based version will be updated on a regular basis to include links to the many initiatives that are underway to implement the OCP's Goals and Objectives.

Province of British Columbia



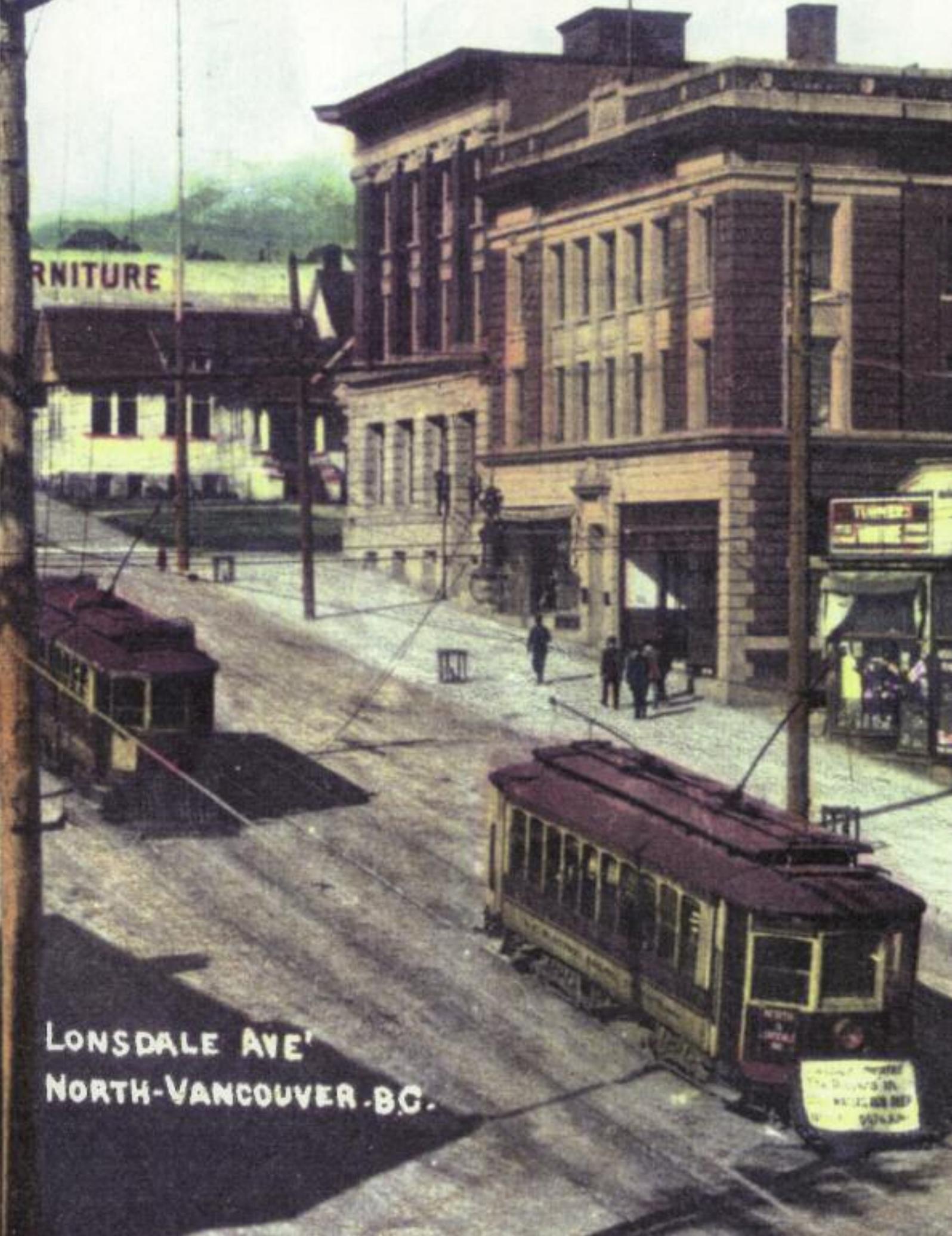
Local Government Act



Municipalities



Official Community Plan



FURNITURE

TIMBER

LONSDALE AVE'  
NORTH-VANCOUVER . B.C.

WILLIAM HENRIE  
The British Columbia  
WATER AND POWER  
DEPARTMENT

## Chapter 2 Introduction to the OCP

### 2.1 HISTORIC OVERVIEW

First Nations people have inhabited the Vancouver region for many centuries. The Squamish Nation and Burrard Nation had settlements at a variety of locations on the north shore of Burrard Inlet. These communities regularly moved to take advantage of seasonal conditions. This allowed them to hunt, fish or winter at locations that provided them the best opportunities.

European explorers first arrived in the region in 1792. Trappers, explorers and others then followed. It was not until the Gold Rush of 1858 that major new settlement in the Colony of British Columbia occurred. This resulted in dramatic changes for the region. A number of reserves were created for the "Indian" communities. The Mission No. 1 Indian Reserve was created at that time, which is surrounded by the City, and remains part of the Squamish Nation. In the 1860's, logging became the major industry on the North Shore, centred at the Moodyville mill (located near what is now the Foot of Moody Avenue).

In 1891, the District of North Vancouver was created, stretching from Deep Cove to Horseshoe Bay, excluding Indian Reserves and Moodyville. Out of that, the City of North Vancouver was incorporated in 1907. The North Vancouver Land and Improvement Company had acquired most of the lands that would become the City. They had expectations of the City becoming an urban municipality.

That company's extensive ownership allowed them to shape the development of the new City before municipal planning tools existed. In a 1908 brochure they stated, "Efforts have been made to plan the original townsite so as to secure permanently the greatest physical good to the community at large". The efforts of that firm and others resulted in the City being dubbed "The Ambitious City" during its early "boom years" (1906-1913).

The original concept for the City was based on the belief that Burrard Inlet would evolve into a world-class port serving North America, Asia and beyond. The plan envisioned a working waterfront with Central Lonsdale becoming a major urban centre. An approximate quadrangle of open space (Grand Boulevard, Mahon Park, Keith Road/Victoria Park) was to surround it, creating a "great artificial lung". All City residents were expected to be within a quarter mile of open space.

From the outset, public transportation played a prominent role in the City. A public ferry service provided access to Vancouver from the Foot of Lonsdale Avenue. Streetcars then ran up Lonsdale, as well as to Lynn Valley and Capilano. The City embarked upon an extensive system of sidewalks which reinforced the urban pedestrian and transit lifestyle of its residents. They boasted of 20 miles of sidewalk in 1907.

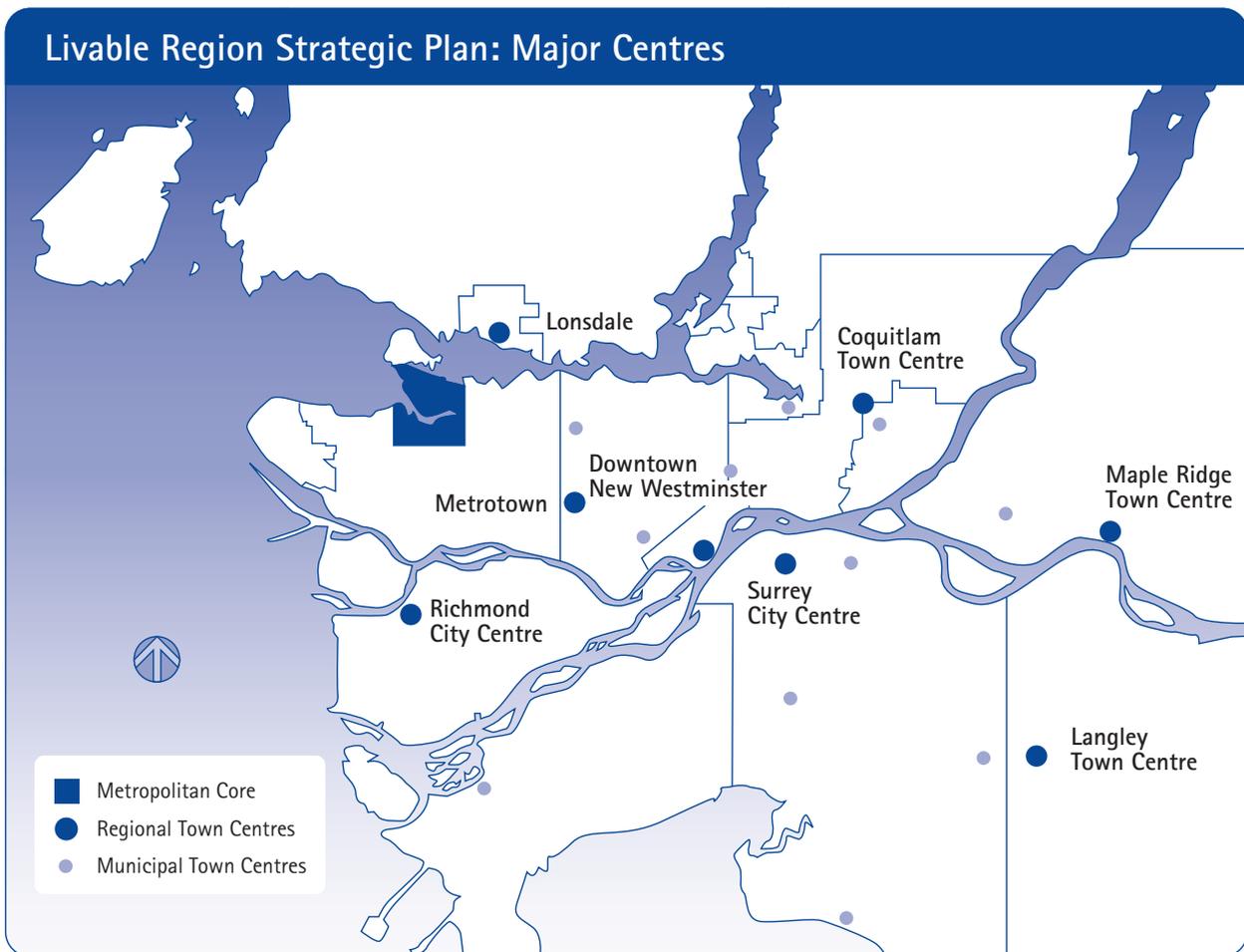
North Vancouver City grew with waterfront industry acting as the economic engine. The City's development emphasized walking, public transit, concentrated urban development and parks. While not the grandest example of this type of development, the results were generally quite successful. The legacies from that period continue to serve the City well. Urban planning in North America is returning to many of the principles used in the City's original townsite plan.

The City's first Zoning Bylaw was adopted in 1927. In the same year, a Town Planning Commission was created (now known as the Advisory Planning Commission). By then, the waterfront had indeed developed as an industrial port and the industrial Zoning reflected this. The influence of the North Vancouver Land and Improvement Company had diminished by the time of the depression in 1929. The City's original development concept was generally maintained until World War II. The City experienced significant growth during World War II as shipbuilding boomed. The federal government built whole new neighbourhoods to house shipyard workers during that time. The opening of the 2nd Narrows Bridge (1925) and Lions Gate Bridge (1938) eventually led to the termination of both the streetcar service (1947) and ferry service (1958). These events partially undermined the

The City of North Vancouver was incorporated on May 13th, 1907

City's original development concept. The role of Lonsdale Avenue and the significance of its two urban centres, particularly Lower Lonsdale, diminished as a result of these changes. In the 1950's and 60's, the City and the North Shore as a whole grew significantly, but with an emphasis on the automobile. During this time many civic buildings, apartments and businesses were built in the Lonsdale corridor. The City adopted three new Zoning Bylaws in 1950, 1958 and 1967. Shopping Centres would soon emerge as the prominent shopping destinations.

In the 1970's, the SeaBus reintroduced passenger ferry service to Lower Lonsdale with an adjoining bus terminal. These transit links revived Lower Lonsdale as a transportation hub and reinvigorated the City's original development concept. The Lonsdale Quay development of the 1980's was evidence of a renewed interest in the area. This included a hotel, public market, the Pacific Marine Training Institute, office buildings and the provincial headquarters for ICBC and BC Rail. The Greater Vancouver Regional District recognized the renewed strength and vitality of the Lonsdale corridor by designating it as a Regional Town Centre.





In 1980, the City's first Official Community Plan (OCP) was adopted. It acknowledged the City's original development intent and expanded upon it. High-density land uses were concentrated in the Lonsdale Regional Town Centre with mixed-use (commercial and residential) centres in Lower and Central Lonsdale. The 1980 OCP placed an emphasis on quality of life considerations above others and sought to create a diverse, healthy and livable community.

The 1992 Official Community Plan continued these policies, while adding new sections on transportation, green zones and heritage. With the adoption of a formal GVRD regional plan in 1995, a regional context statement was added. Two significant land use amendments were made for the Harbourside Business Park (1999) and the Versatile Shipyards (2000). The City adopted a new Zoning Bylaw in 1995.

Since the adoption of the 1980 and 1992 OCP's, many City objectives have been either advanced or achieved. This includes the construction of 5,000 new dwelling units, the majority of which are townhouse or apartment units located in the Town Centre. There has also been significant institutional and commercial development that has reinforced the roles of Central and Lower Lonsdale. More recently, the Harbourside Business Park has begun construction, and will create new employment opportunities and will enhance public access to the waterfront.

The City has continued to evolve into an urban municipality. It is serviced with a state of the art telecommunications infrastructure, which is unsurpassed in the region. It has a high percentage of multi-family dwelling units (80%), a high percentage of transit commuters (20%), walking commuters (9%) and a reasonable balance between jobs (24,095) and resident labour force (25,160). More statistical information is available in our Community Profile that is available on our website ([www.cnv.org](http://www.cnv.org)), or at City Hall. To a large extent, the City is evolving as originally foreseen. The Town Centre offers a wide range of goods and services within easy walking distance for many, and accessible by public transit for others. Of note, the extent of lands dedicated to waterfront industrial use has diminished,

The City has a limited size at 10.77 sq. km. (4.15 sq. mi.) of land area. Most has already been developed. As a result, future growth in the City will occur through redevelopment and densification. This will allow the City to focus on maintaining a balance of residential and employment growth, concentrated in appropriate areas and emphasizing quality of life considerations

As we begin a new century, the City is once again embarking on a period of significant growth. This includes a combination of private and public sector development. Neighbourhoods will be enhanced and revitalized through these changes. This Official Community Plan will serve as a guide for that change, building on the original City concept and our achievements since then.

This plan also more explicitly addresses broader social, environmental and economic issues that had only been briefly or indirectly referenced in earlier OCP documents. These diverse concerns are brought together through a Community Vision based upon "sustainability" and "livability".



## 2.2 REGIONAL CONTEXT

The Greater Vancouver Regional District (GVRD) is comprised of 21 municipalities and one electoral area, stretching from West Vancouver to Langley. It is the cumulative effect of development in these communities that will determine the livability and sustainability of the region. It is therefore essential that individual municipal growth be co-ordinated and mutually supportive.

As a member of the GVRD, the City of North Vancouver will both contribute to, and enjoy the benefits of a livable region. The City provides an urban core with employment and housing opportunities that other municipalities on the North Shore do not. On the other hand, some of the most distinctive features of the region, which our residents enjoy and identify with, are located outside of our municipality. For example, the local mountains help create a setting and provide recreational opportunities that are important to City residents. Similarly, City residents are regular users of the regional transportation system and regional utilities such as water and sewer.

To promote a co-ordinated approach to growth in the region, the GVRD adopted the "Livable Region Strategic Plan" (LRSP) in 1996. That Plan serves as a 'regional growth strategy' under the powers of the Local Government Act. All municipal Official Community Plans must support the Livable Region Strategic Plan.

The Livable Region Strategic Plan contains a broad vision statement and four fundamental strategies. These include:

1. Protect the Green Zone
2. Build Complete Communities
3. Achieve a Compact Metropolitan Region
4. Increase Transportation Choice

Policies are provided in support of each of the strategies. Copies of the LRSP can be obtained from the GVRD or viewed on their web site at Greater Vancouver Regional District - Regional Development. Statistics on the Greater Vancouver Regional District are also available on that web site under GVRD Key Facts

The City of North Vancouver supports this regional plan and its enabling legislation. This City's OCP has been prepared after giving consideration to the LRSP, which designates the City's Lonsdale Corridor as a Regional Town Centre. Given that the concentration of our growth is in the Town Centre near jobs, services and transit, our growth strategy, land use plan and population targets are consistent with the region's plans for the future. This plan's attention to sustainability and livability issues are also supportive of the LRSP.

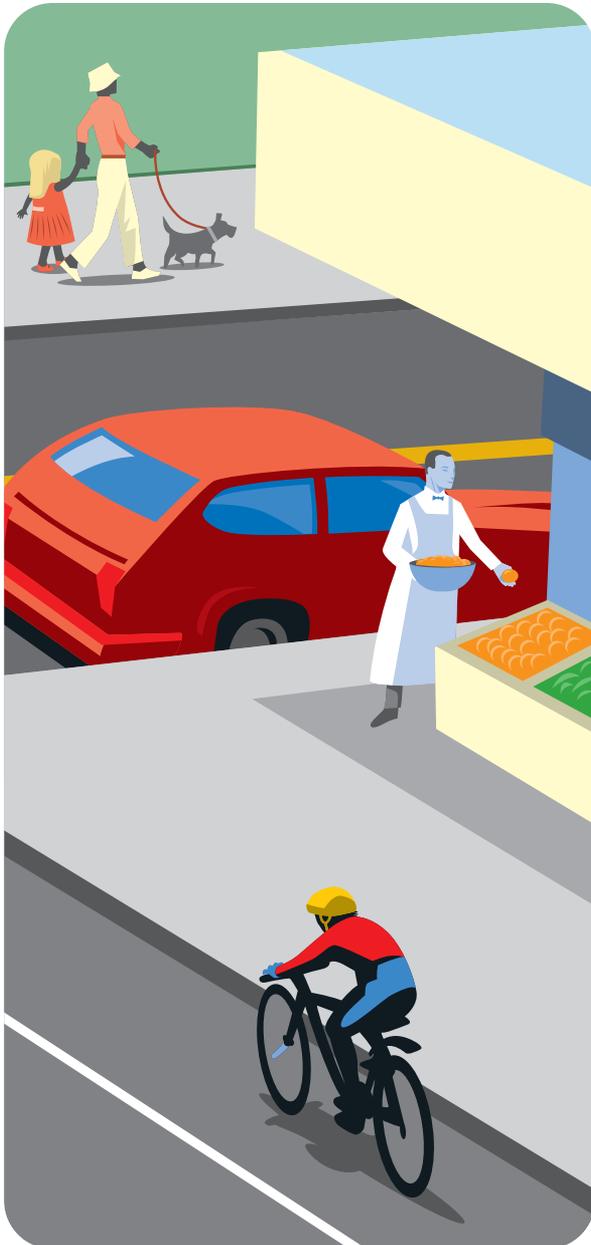
Appendix I of this report describes in detail how the City's OCP complies with the GVRD's LRSP. Please refer to that Appendix for a more thorough assessment of regional issues.

# Chapter 3 Our Community Vision

This Plan begins its long-range direction for the City with a "Community Vision". The purpose of the vision is to establish an overall direction for the City that will serve as a guide and integration tool. The Community Vision is the highest level statement of how the community wishes to evolve.

### 3.1 A VISION FOR THE FUTURE

The following vision for the City has been prepared to describe the City's aspirations at the broadest level. This vision statement is intended to serve as an integration tool for the subsequent components of the Official Community Plan.



### COMMUNITY VISION

*To be a vibrant, diverse and highly livable community that strives to balance the social, economic and environmental needs of our community locally.*

By addressing social, economic and environmental concerns as stated in this Vision, the City hopes to become a more "sustainable" community. The concept of "sustainability" is an important integrating theme for this Community Plan. A regional definition of sustainability is shown below. There are several important factors to consider with regards to pursuing sustainability.

First, the City of North Vancouver is a small part of a much larger environment. This includes the North Shore of Burrard Inlet, the Greater Vancouver Region, the Fraser Basin, the Georgia Basin and, ultimately, the world. Community services, the economy and our environment are all interconnected at these various levels. As a result, the City has a limited ability to create a "sustainable" future. In addition, as an urban municipality our environmental impacts (referred to as our "environmental footprint") are much greater than our geographic boundaries. We must therefore think at a larger scale than our own municipality to be accountable and effective.

#### Definition

"Sustainability" means managing our communities in a way that balances the social, economic and environmental implications of our activities in order to meet the needs of people today without compromising the ability of future generations to meet their own needs.

*Source: Fraser Basin Management Program: "Navigating for Sustainability"*

## Definition

A "Livable Community" is an attractive, accessible, pedestrian-oriented community that supports the needs of a diverse population and labour force with quality housing, ample open spaces, convenient transportation alternatives, social services, a strong economy, healthy environment, and a distinct sense of identity.

Source: OCP Working Group,  
City of North Vancouver

Despite these limitations, the City can be a leader in pursuing local sustainable practices. We can make positive contributions towards becoming more sustainable. By combining our efforts with those of other GVRD municipalities

and beyond, significant progress can be made. The intent is to make progress in this direction, rather than expecting to achieve any specific end-point called "sustainability". Given people's limited understanding of sustainability, it would be impossible define such an end-point at this time.

Secondly, readers should recognize that while the three major components of sustainability can support one another, at times they conflict with one another. Finding a balance between social, economic and environmental concerns will be a challenge for those trying to implement this plan. It is expected that all three components of sustainability will be considered in all major decisions of the City. However, measuring our progress in sustainability will have to done on a long-term basis, taking into consideration the combined actions of the City. On any single issue, a legitimate decision may be made that places the interest of one area of concern over another.



Lastly, the City's future development will primarily be urban in nature. This will include reasonably dense development, close to transit, with a mixture of uses. By concentrating growth in such urban centres, the pressures for urban sprawl can be reduced, more efficient communities can be built and transportation needs reduced. If handled properly, this type of development will support the environment, social needs and economic development. The City's response to sustainability will therefore be urban rather than suburban or semi-rural. Our challenge is to achieve these benefits while creating a highly liveable community.

Our Vision also indicates a desire to provide for the needs of our community locally. This supports the idea of becoming a "Complete Community". As part of the North Shore and Greater Vancouver, it is clearly not practical, nor even desirable for the City to attempt to become fully self sufficient on its own. However, the City wishes to provide as many of our community needs locally as is practical, thereby reducing demands on other areas, on transportation, and on the environment.

### 3.2 REALIZING THE VISION

The Community Vision stated in this Chapter provides a very broad and ambitious direction for the future. It is the starting point for policy in this Official Community Plan.

Community Goals are found in the subsequent Chapters. They describe in more detail what is meant by our Community Vision, and establish more specific directions. These are then supported by Objectives, which are yet more specific. Please note that the Goals and Objectives stated in this document are not listed in any order of priority.

Implementation of the Plan occurs through City Council and its departments, boards and agencies, other levels of government, property owners, developers, community groups and individuals. It is our collective actions that will lead us to achieving our Vision. Implementation of the Plan is addressed in Chapter 14.



#### Definition

A "Complete Community" strives to meet the needs of its diverse residents locally, thereby reducing the need to commute and minimizing environmental impacts while enhancing livability.

Source: OCP Working Group, City of North Vancouver





Creating a unique sense of place involves building upon and celebrating what is unique in your community.

# Chapter 4 A Sense of Place

## 4.1 RELATIONSHIP TO OUR VISION

A truly livable city has a distinct "sense of place". This means that it has an identifiable character and is enjoyable to spend time in. To achieve this, a city usually requires a strong and identifiable centre. That centre creates an identity for the larger community. Such a centre should be active, inspiring and inviting to all people. People should feel welcome and safe. There should be visible links to the community's natural and cultural past.

Creating a unique sense of place involves building upon and celebrating what is unique in your community. This includes the local environment and culture. There should be vibrant public spaces that allow people to gather, interact and share experiences. Those spaces, and the streets themselves, should be "people places". These traits should also exist in the surrounding neighbourhoods.

This Chapter identifies goals and objectives intended to help our City enhance its sense of place. By achieving this, people are more likely to enjoy living, working and visiting here. This will help us achieve our Vision.

## 4.2 NORTH VANCOUVER CITY: A DISTINCT PLACE

The City is one of three municipalities on the "North Shore" of Burrard Inlet that also includes the District of North Vancouver and District of West Vancouver. As of 2001, the North Shore population was 175,000. Based upon land uses assigned through this Official Community Plan, the City itself has the potential to grow from a population of 44,300 (2001) to approximately 62,000. This is described as our population capacity. Based upon anticipated growth rates, however, it is forecast that the City's population will only reach 55,400 by 2021.

The three North Shore municipalities share or coordinate a number of services. The boundaries between these municipalities are rather seamless in that they do not always follow obvious physical edges. Together, the "North Shore" is therefore an interdependent and identifiable sub-region within Greater Vancouver.

The City is located in the centre of the North Shore. It developed early in the 20th Century as a downtown and transportation centre. That historic core is now known as the Lonsdale Regional Town Centre. It creates a clear identity for the City. The Town Centre is anchored with two main centres (Lower Lonsdale and Central Lonsdale) that offer shopping, services, civic institutions, multi-family housing and an increasingly pedestrian-friendly environment. Lonsdale Avenue forms the central spine for the Town Centre with good North Shore and Downtown Vancouver transit service.

A passenger ferry service (SeaBus) connects the City of North Vancouver to downtown Vancouver. This creates a strong link to downtown Vancouver with a unique sense of arrival and departure. It also makes Lower Lonsdale a transit hub for much of the North Shore.

The City of North Vancouver is blessed with a number of outstanding natural attributes that set it apart from others. It is a waterfront community centrally located in one of the world's great ports. Hills and high rainfall are distinctive attributes of the area. A sloping southern exposure offers sunlight and spectacular views to the Vancouver skyline. To the north, mountains in our neighbouring municipalities offer mountain views and exceptional recreational opportunities, including trails, skiing, suspension bridges and a fish hatchery. These are among the most popular tourist destinations in Greater Vancouver.

The compact size of the City and the grid street pattern results in easy access to the Town Centre for most people. The Trans Canada Highway cuts through the northern part of the City but provides excellent vehicular access to the region and beyond. Although it is an urban centre, the City includes ravines that provide impressive natural experiences and habitat for fish and wildlife.

The City is a multi-cultural community. Most residents live in the Central and Lower Lonsdale. It is a City where the majority of residents rent, rather than own their homes. The average household size is smaller than most cities. Despite this, families with children are located in all neighbourhoods,



with the majority of children living in the Lonsdale Town Centre. These characteristics are part of what makes us distinct from other municipalities in the region.

### **4.3 NATURAL FEATURES**

Our community has its origins in the natural environment. To achieve a sustainable community, it will be critical that we respect that environment and work with it, not against it. Environmental goals are specifically addressed in Chapter 8 of this Plan. From the perspective of creating a sense of place, it is important that efforts be made to help people learn about our natural environment and relate to it. Although much of the City will be urban, opportunities to celebrate the natural environment should be explored. Our West Coast landscape origins should remain a distinctive part of our City's character. Connecting urban life with the natural environment is an important consideration.

### **4.4 CULTURAL DIVERSITY**

First Nations people, including the Squamish and Burrard Bands, have lived in various parts of the North Shore for centuries. Today, they remain an important part of our community that is now comprised of a wide range of ethno-cultural backgrounds. This diversity of people is a significant part of our community. The City's cultural diversity policies are stated in the City's Social Plan.

### **4.5 HERITAGE CONSERVATION**

The City has had an active Heritage Program since 1987. That Program addresses heritage buildings, structures and landscapes. The five major components of the Heritage Program include: (1) Public Awareness and Education; (2) Heritage Inventory; (3) Heritage Incentives; (4) Regulatory Controls; and (5) Monitoring

#### 4.6 URBAN DESIGN

To achieve quality design, the City will demand a high standard of design in public and private developments. This will be achieved through design guidelines, design reviews (including an Advisory Design Panel) and monitoring of construction. Design will be an important consideration in the rezoning process. Consideration will also be given to the implementation of Development Permit Areas. Particular civic attention will be given to public and semi-public open spaces and how private developments relate to them. Innovative design solutions will be encouraged where appropriate to help create distinctiveness. Civic projects should set a high standard, particularly in high profile locations within the Town Centre.

#### 4.7 PUBLIC ART

The City's Public Art Program seeks to "celebrate and stimulate the cultural spirit of the community through the creation of public art." Public art is intended to be accessible to the public and relate to the natural, social, and built environment. This Program seeks to have public art incorporated into both public and private sector developments, or projects. In this way, public art will contribute both to the unique sense of place of individual spaces and the City as a whole.

#### 4.8 SAFETY

All developments, public and private, should incorporate the principles of Crime Prevention Through Environmental Design (CPTED). It is the City's preference to achieve safety and the perception of safety through designs that remain attractive and inviting, rather than armoured and sterile. Guidelines that address safety concerns will be made available to developers, owners and the public. Achieving safety is a social responsibility that involves all members of the community.

#### 4.9 SENSE OF PLACE GOALS

4.9.1 To celebrate and enhance the distinctive physical and cultural characteristics of North Vancouver City.

4.9.2 To respect the history of the City by maintaining connections with the past.

4.9.3 To encourage the development of the Lonsdale Regional Town Centre as an identifiable core of the City with two centres: Central and Lower Lonsdale.

4.9.4 To enhance neighbourhoods outside of the Town Centre, as appropriate, with linkages to the Town Centre and neighbouring municipalities.

4.9.5 To strive for excellence in developments in terms of architecture, landscaping, social and environmental characteristics of the North Shore.

4.9.6 To create public gathering places and streets that are pedestrian-friendly, fun, attractive, safe, inclusive for all, that accommodate a range of public functions, and are compatible with the neighbourhood context.



#### 4.10 SENSE OF PLACE OBJECTIVES

4.10.1 To strive for the conservation of significant heritage resources, as appropriate, through the City's Heritage Program.

4.10.2 To record and promote a greater public awareness of our community's history through archival records, artifacts, displays and publications.

4.10.3 To incorporate art into public and private developments through the City's Public Art Program.

4.10.4 To enhance public access to the waterfront.

4.10.5 To program activities in public places and streets for broad public enjoyment and participation.

4.10.6 To encourage an architectural identity that responds to the unique context of the City in a sensitive, sustainable, aesthetic and rational manner.

4.10.7 To develop the commercial streets in Central and Lower Lonsdale as active, vibrant, pedestrian friendly spaces.

4.10.8 To celebrate our natural environment in areas where it can enhance our quality of life or make meaningful contributions to fish and animal habitat.

4.10.9 To provide connections to trails, bicycle routes and attractions in our neighbouring municipalities.

4.10.10 To support strategies that develop, support and celebrate the City's distinctive cultural identity.

4.10.11 To identify landmarks and significant locations within the City that can serve as focal points for individual neighbourhoods.

4.10.12 To maximize the safety and security of community members by preventing and reducing the opportunities for, as well as the social and economic factors contributing to, criminal activity.

4.10.13 To locate major institutional uses and public gathering spaces within the Town Centre to maximize public access and spin-off benefits to nearby businesses.



# Chapter 5 Land Use

## 5.1 RELATIONSHIP TO OUR VISION

Land Use plays a critical role in influencing the spatial pattern, character and livability of a community. The distribution and density of land uses can determine, where people might work, live, shop and play. It can influence building types and therefore who might live in a community. The proximity of uses can determine people's travels needs. As a result, land use can significantly affect the diversity, lifestyle, transportation needs and efficiency of a community. It is perhaps the most significant factor is becoming a complete community.

Higher density uses can make public transit viable and result in more energy efficient buildings. By placing uses in close proximity to one another, dependency on the automobile can be reduced. Walking or cycling might then become viable options for people. Concentrating densities and uses in central locations can help create a sense of place. The City's land uses are therefore an integral part of achieving the Community Vision.

## 5.2 THE LAND USE PLAN

The City of North Vancouver's Land Use Plan is presented as Schedule "A". It advances a land use pattern generally established at the time of the City's incorporation. The starting point for the City's Land Use Plan is our waterfront setting on the north shore of Burrard Inlet. From there, Lonsdale Avenue establishes a central north-south "spine". High density development is concentrated along the Lonsdale Regional Town Centre which stretches from the waterfront to the Trans Canada Highway.

The Lonsdale Regional Town Centre has two high density, mixed-use centres, in Lower Lonsdale and Central Lonsdale. These support commercial, institutional and residential high density uses. From Lonsdale Avenue, densities generally step down in gradual increments to avoid the creation of "zoning cliffs". This also has the effect of providing for a wide range of housing types within walking distance of Lonsdale Avenue.

Single family neighbourhoods surround the Town Centre. Most of the City's largest parks are located along stream routes in those neighbourhoods. Environmentally sensitive areas tend to follow those stream corridors (see Chapter 8).

Certain areas outside of the Lonsdale Town Centre have been identified for commercial, industrial or medium density residential uses. Although these locations do not form part of the Town Centre, they do provide important employment or housing options in locations that are reasonably accessible. This includes the Harbourside Business Park, Marine Drive, Brooksbank, Hamilton-Fell, Westview and Cedar Village areas.

The City's waterfront has been primarily industrial since incorporation. The eastern waterfront remains primarily industrial. Public waterfront access is combined with commercial, residential and industrial uses on the westerly part of the City.

The City established a Waterfront Project in 2005 to increase the public's access to and enjoyment of our waterfront. This project guides the creation and enhancement of greenways, activities and destinations along Burrard Inlet. A special focus has been Lower Lonsdale and on the connections introduced with the building of the North Shore Spirit Trail. A mixed-use development along the Harbourside waterfront will create a vibrant destination anchoring the western end of the City and enhancing the waterfront experience along the North Shore. This development will yield significant community and financial benefits, not the least of which will be the increased employment opportunities from the accelerated development of office and retail space.

Land Use plays a critical role in influencing the spatial pattern, character and livability of a community.

Mixed-use communities along Lonsdale Avenue and the waterfront will contribute substantially to the ongoing transformation of the City into a highly-desirable and sustainable community by offering varied opportunities to live, work and recreate.

The Land Use Plan established in the first Official Community Plan in 1980 has served the City well. With some minor refinements, the land use pattern was maintained in the 1992 OCP. This version of the OCP Land Use Plan (Schedule "A") is not significantly different from those earlier versions, although it is now more explicitly described and incorporated as policy in this Chapter. This Plan provides the potential for a residential population of approximately 62,000. It is anticipated that the City's actual population will be approximately 55,400 in 2021. The City does not have any areas for agricultural use, nor sand/gravel extraction sites. Areas where land use or density changes are being contemplated are identified as Special Study Areas in Schedule "A" and Section 5.13.

### 5.3 COMMERCIAL LAND USE

Historically, Lonsdale Avenue and its flanking streets have been the principal shopping and service streets in the City. This includes professional and medical offices. Over the years, small malls and commercial subcentres have been allowed to develop on the periphery of the City: Marine Drive and Capilano Mall in the early 1960s, Westview Shopping Centre in the mid-1960s and Park and Tilford Shopping Centre in the late 1980s.

Outside of the City, commercial centers in the District of North Vancouver (Lynn Valley/Marine Drive) and West Vancouver (Park Royal/Ambleside) also compete in the same market area. Larger regional shopping centers or commercial districts elsewhere in the region (Vancouver / Metrotown / etc) have a significant impact on the viability of commercial development in the City. Most recently, large format retail off the North Shore has affected local markets somewhat. New development on First Nations lands may also have a noticeable market impact.

Research completed as part of the Marine Drive Land Use Study suggests that there is a healthy

retail market on the North Shore based upon performance, lease rates and low vacancy rates for commercial space. For the purposes of that study, a Primary Trade Area for the City was generally defined as extending north to the mountains, south to Burrard Inlet, east to the Second Narrows, and west to the Capilano River. Secondary and Tertiary Trade Areas consist of the remainder of the Districts of North Vancouver and West Vancouver.

Based upon an evaluation of population and income trends, it was determined that the combined trade areas are projected to warrant an additional demand for retail, service commercial and office floor space is in the range of 1.7 million additional square feet by 2015. Of this, approximately 1.1 million square feet will be dedicated to retail activities; 350,000 square feet of service commercial space, and 230,000 square feet of office space. The City could be expected to capture a significant, but limited amount of this development. Competition from other parts of the region will also affect the pace and success of this development.

Given its central location and convenient access by transit or automobile, the City is expected to remain a strong commercial centre. This is very important if the City is to develop as a complete community.

### 5.4 INDUSTRIAL LAND USE

The City was originally envisioned as an industrial waterfront municipality. Until the late 1970's, the waterfront was zoned only for industrial use. Most other industrial uses developed near the waterfront. More recently, the waterfront has become more accessible to the public through the development of the Harbourside Business Park and Harbourside Waterfront on the western half of the City.

Industry continues to serve an important role in the City. It creates jobs and diversifies our local economy. It takes advantage of the world class port that Burrard Inlet offers. The Vancouver Port Authority (VPA) is the owner of most waterfront industrial sites in the City. The City does not have clear authority to regulate the use or development of VPA lands. The VPA has outlined its broad

direction for port development through its "Port 2010" Master Plan, which the City has supported. Port 2010 calls for the retention of most port lands for waterfront industrial use, and this Official Community Plan is consistent with that direction.

The City has a small amount of upland devoted to light industrial land uses. The City has decided to maintain most of those lands for industrial purposes, as shown on Schedule "A". These are generally smaller enterprises largely concentrated on 100-300 blocks of East Esplanade and East First Avenue, as well as the 700-900 blocks of West 1st and 2nd Avenues. These businesses assist with job creation and retention, the provision of services to the local and regional population, and the ability of entrepreneurs to locate light industrial enterprises in close proximity to the City's core. This also serves an incubator role for new industrial pursuits.

Given the limited size of the City and its full development, new opportunities for industrial development are very limited. Industrial policy therefore deals primarily with the retention of industrial lands and interface issues.

## 5.5 INSTITUTIONAL LAND USE

This OCP recognizes that the City is the institutional core for many government functions serving the North Shore. These institutional uses are predominantly located in the Lonsdale Regional Town Centre. Such activities are permitted in the Schedule "A" mixed use, commercial, or institutional land use designations.

The Lonsdale Town Centre is the preferred location for major institutional uses since they are immediately accessible to the high concentration of people who live in Town Centre, there is excellent transit and vehicular access, the Town centre is centrally located to serve the North Shore and they can both support, and be supported by, other uses in the Town Centre. Institutional uses strengthen the Town Centre in a variety of ways. They provide services, create employment and generate trips to the Town Centre. This has spin-off benefits for the area. The City hopes to continue to provide for the growth of these functions long into the future. Major Institutions should be designed to minimize neighbourhood impacts. Surrounding developments, regardless of use or density, should be designed to respond to the neighbouring institutional use. Other institutions, particularly schools and churches, are spread throughout the City.

The Lonsdale Town Centre is the preferred location for major institutional uses...



A balance of residential and employment growth is encouraged.

Since the adoption of the 1992 OCP, there has been considerable growth in the public-serving institutional sector including a new RCMP Building, art gallery and expansions to Lions Gate Hospital and City Hall. Over the life of this OCP, it is anticipated that there may be considerable construction, relocation and redevelopment of institutional uses. The City is working towards providing the following new or upgraded facilities: Lower Lonsdale Community Center, Museum, Media Art Gallery, Presentation House Theatre and City Library. Other institutional uses such as Lions Gate Hospital and North Vancouver School District are also considering their long-term needs.

## 5.6 LAND USE GOALS

5.6.1 To establish a land use pattern that supports the creation of a complete community. A balance of residential and employment growth is encouraged.

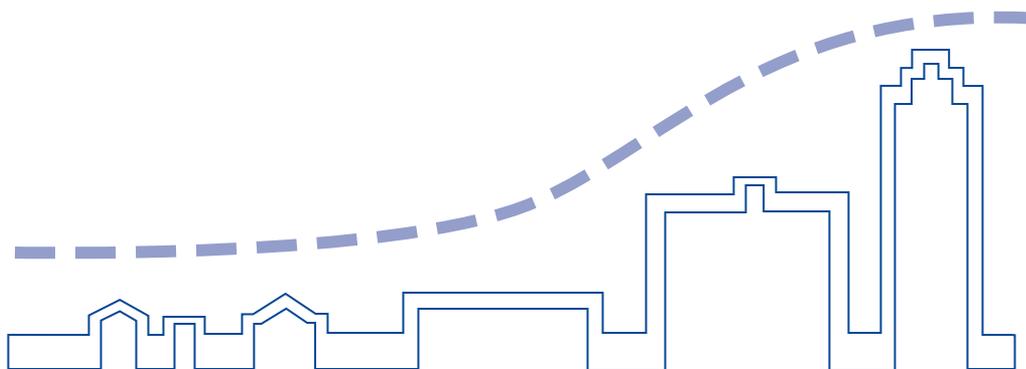
5.6.2 To provide suitable locations for various land uses, or mixes of land uses, while shielding residential and other sensitive areas from adverse effects.

5.6.3 To support the retention and enhancement of environmentally sensitive areas.

5.6.4 To achieve a balance between quality of life considerations in new developments, like livability and neighbourliness, with other factors such as economic and orderly growth considerations.

5.6.5 To create an environment suited to the needs of the community by providing a sound framework for human development, accommodating a range of community services, while respecting the natural environment and minimizing pollution.

5.6.6 To encourage development to occur in a manner that minimizes its impact on the environment (See Chapter 8 Environment).



Transitional Densities and Building Forms

## 5.7 RESIDENTIAL LAND USE OBJECTIVES

5.7.1 To provide a range of housing densities, diversified in type, cost and location, to accommodate the diverse needs of the community.

5.7.2 To avoid "zoning cliffs" at the edges of high and medium density residential areas by designating lower density multiple residential development between higher density and single family areas.

5.7.3 To design commercial and major institutional to mitigate impacts on nearby residential uses.

5.7.4 To maintain the City's single family neighbourhoods, while allowing for accessory uses such as home based businesses and secondary suites.

5.7.5 To encourage higher and medium density residential growth adjacent to major commercial facilities, with lower residential densities elsewhere.

5.7.6 To establish the City's ultimate population at 55,400, with dwelling unit growth not to exceed 3% annually.

5.7.7 To recognize the need for non-market housing and the provision of affordable and adequate accommodation for lower income households be supported; to encourage the supply and retention of existing affordable housing through policies on condominium conversion and family suites; to adopt appropriate methods, including the practice of leasing City-owned property where appropriate, to enable land to be available for non-profit rental social housing.

5.7.8 To incorporate adaptable design features into apartments so that residents can age in place.

5.7.9 To consider the needs of households with children in the design of multi family developments.

5.7.10 To accommodate the following residential densities:

### LEVEL ONE:

#### LOW DENSITY - SINGLE FAMILY FORM

Up to .5 times the lot area. This category permits secondary suites and possibly the conversion of heritage buildings into multiple units. Detached secondary suites in a coach house style may be permitted. Coach house units shall be subordinate in size to the principal building and are subject to Council approval through a rezoning process. Coach house guidelines will be prepared. As with all accessory secondary suites, coach house units may not be stratified under the Condominium Act.



### LEVEL TWO:

#### LOW DENSITY - ATTACHED FORM

Up to .5 times the lot area. This category permits development as in the single family form, but also provides for attached forms of housing like side by side or up and down two family residences, or low density row or townhouses. Most of the development in this density range will be single family or duplex units.



**LEVEL THREE:**

**LOW DENSITY - ATTACHED FORM**

Up to .75 times the lot area. While new single family development will still occur on smaller lots in this designation, most redevelopment will be in the two or three family, or townhouse development. In this density range, the City is hoping to encourage reasonably priced family accommodation. This version of the OCP has increased this density category from 0.6 to 0.75 FSR. This increase is primarily intended to make larger units possible for families



**LEVEL FOUR:**

**MEDIUM DENSITY - GROUND ORIENTED**

Up to 1.0 times the lot area. Not as dense as the apartment zones, this level can accommodate garden apartments, townhouses, and stacked or terraced apartments. Most of the development in this range has been two and three bedroom townhouse, but other smaller unit types are also encouraged to provide more affordable housing.



**LEVEL FIVE:**

**MEDIUM DENSITY - APARTMENT**

Up to 1.6 times the lot area. Historically, this level has been expressed in the three storey wood frame apartments, which provide much of the rental housing in the City. Four storey wood frame apartments have become common more recently. Little expansion of this density level is accommodated in the current OCP.



**LEVEL SIX:**

**HIGH DENSITY - APARTMENT**

Up to 2.3 times the lot area. Similar to the High Density Residential Zone, this level encourages high-rise and other high-density housing forms. No expansion of this density level is proposed.



**HARBOURSIDE WATERFRONT  
(MIXED USE)**

Up to 2.05 times the lot area. The City encourages mixed-use developments with a minimum commercial density of 0.70 times the lot area. In certain locations purely residential or commercial projects may be appropriate.

## URBAN CORRIDOR (MIXED USE)

Up to 2.3 times the lot area. Within the Town Centre, but outside of the higher density mixed use categories below, these areas are extensions of the mixed use form of development. Sites can be fully commercial or mixed use.



## LOWER AND CENTRAL LONSDALE TOWN CENTRE (MIXED USE)

Up to 2.6 times the lot area in Lower and Central Lonsdale. In these areas, the City encourages high density mixed use development, which is typically a mix of retail and office on the lower floors and residential apartments on the upper floors. In certain areas the City may encourage purely residential projects in the mixed use areas. In other areas the City may encourage a higher percentage, or all commercial floor space.



## 5.8 COMMERCIAL LAND USE OBJECTIVES

5.8.1 To encourage commercial development within appropriate land use designations to generate employment and provide the services and conveniences needed to support our population.

5.8.2 To support the Lonsdale Regional Town Centre as the urban core of the City, while recognizing the broader benefits and opportunities presented by commercial development in other locations.

5.8.3 To conduct a study of entertainment uses in the City and determine how the interface between residential uses and entertainment uses can be best addressed. This might include the consideration of specifically identified areas for entertainment uses, standards for the orientation and operation of such uses and standards of construction for residential uses in proximity to entertainment uses.

5.8.4 To monitor the proportion of uses in mixed use buildings located in the Lonsdale corridor to ensure that there is a sufficient commercial base to serve the public.

5.8.5 To monitor the composition and co-location of uses in a development to ensure that there is a smooth interface between potentially conflicting uses.

5.8.6 To encourage animated commercial uses at grade that support a dynamic experience along the western half of the City's waterfront. Uses may be mixed with other commercial and residential uses above.



5.8.7 To facilitate the development of commercial centers generally in accordance with the following definitions:

i) Lonsdale Town Centre (Lower)

Stretching from the waterfront north to 3rd Street, Lower Lonsdale is the City's recreational and entertainment district with an abundance of first class restaurants, pedestrian ways, shopping and evening activities. The City continues to facilitate the development of attractive high-density mixed-use developments through the marketing of its own lands in this area. Redevelopment of the Versatile Shipyard site will also increase the inventory of commercial space over the life of this OCP. Ground level commercial development on Lonsdale Avenue and, to a limited extent, its flanking streets is prevalent throughout this area. The interface between commercial and residential uses

should be considered in site planning and building design. Office uses are particularly encouraged within the Lonsdale Town Centre.

ii) Lonsdale Town Centre (Central)

Central Lonsdale is concentrated within the 11th Street to 17th Streets area, but also has some strip commercial north to 23rd Street and south to Keith Road. Central Lonsdale will continue to grow as the institutional and administrative core of the City, and will continue to attract businesses that serve these institutions, their workers, and the growing population in this area. Hopefully, this area will also attract thoughtful redevelopment to higher densities to increase the emerging urban nature of this shopping and business street. Mixed-use, commercial and residential, developments are highly encouraged in this area. Office uses are particularly encouraged within the Lonsdale Town Centre.

iii) Marine Drive Service Commercial Areas

Located primarily along Marine Drive in the western portion of the City flanking Capilano Mall, the City's Service Commercial Areas will be subject to considerable redevelopment over the coming decade as commercial properties densify up to their maximum potential of 2.0 FSR. This area has been reviewed through the Marine Drive Land Use Study and the Marine Drive Transportation and Transit study. As a result residential uses can be considered subject to Council approval through a rezoning process.

iv) Capilano Mall Shopping Centre

Capilano Mall is the largest shopping mall within the City and it is second in size to Park Royal on the North Shore. Capilano Mall was added to in the mid-1980's and began extensive renovations in 2001. It is the key retail anchor for the Marine Drive corridor.

...Lower Lonsdale is the City's recreational and entertainment district with an abundance of first class restaurants, pedestrian ways, shopping and evening activities.

v) Harbourside Business Park

Located south of the B.C. Rail line and bounded by the municipal border to the west and by Gostick Place to the east, this area has undergone considerable redevelopment since the last OCP. The northern portion of this area has been developed as the North Shore Automall while the remainder is a mix of light industrial and office uses. It generates considerable activity and employment on a site that was previously vacant.

vi) Harbourside Waterfront

Located south of Harbourside Drive, most of this area has been vacant for decades. Development of these lands to mixed commercial and residential uses will create a dynamic waterfront destination aligned with the City's 2005 Waterfront Project west waterfront goal. A range of new commercial uses in both standalone and mixed-use buildings will provide space for businesses and help meet day-to-day shopping needs. Development will support the Harbourside Waterfront and adjacent lands in reaching critical mass of employment, shopping and dining opportunities to animate the waterfront.

vii) Westview Shopping Centre

The Westview Shopping Centre is located in the northwest corner of the City and serves the day-to-day shopping needs of nearby residents, as well as consumers from other areas of the North Shore that are attracted to the Centre's easy accessibility from the Trans-Canada Highway. The site is physically restricted by roadways on two sides: Mosquito Creek to the west; and a garden apartment complex to the north. The Centre was upgraded in the 1980's and it is unlikely to expand within the next ten years.

viii) Park and Tilford Shopping Centre

Developed in the late 1980s, this centre is anchored by a large format food store and a six-screen movie theatre. It includes a major garden that is a public attraction. The site never fully developed and some modifications might be forthcoming as it tries to maximize its potential on this relatively large site.



## 5.9 INDUSTRIAL LAND USE OBJECTIVES

5.9.1 To support the retention of industrial lands in the City in appropriate areas, while recognizing the changing nature of industrial pursuits.

5.9.2 To facilitate the development of our industrial areas generally in accordance with the following definitions:

i) Waterfront Industry

The amount of the City's waterfront land actively used for industrial purposes has diminished over the last century. It is expected that this trend has ended and that the remaining industrial lands, particularly those located east of St. Georges Avenue, will remain in port-related industrial use. There is potential for an expansion of waterfront industry east of St. George's Ave and on water-lots west of Bewicke Ave.

ii) East of Heywood and North of CN Rail

This area has experienced a great deal of re-development since the closure of the Park and Tilford Distillery and the Kodak Processing Plant in the 1980s. In addition to the Park and Tilford Shopping Centre, these low intensity land uses have been replaced by a variety of relatively labour intensive industrial and industrial/service businesses, including the Lions Gate Studios, manufacturing and testing facilities. These uses are relatively friendly to the environment and the neighbourhood. Other similar uses of this type are encouraged in this area. The location of Lions Gate Studios has led to the location of a number of smaller film-related businesses in the immediate area.

iii) Mackay to Bewicke – 3rd Street to B.C.Rail

This is the smaller light industrial area in the City. Further removed from residential development, this area is suited for a wider range of light industrial and automotive service uses. This area will be maintained for light industrial activities.

iv) Lower Lonsdale

The Lower Lonsdale industrial area has been a location for service industries like auto repair, mill-working and other miscellaneous industry. It has been a good buffer between residential uses to the north and waterfront industry to the south. Difficulties with traffic, parking and pedestrian circulation, combined with pending changes in the surrounding neighbourhood and industrial uses themselves, have resulted in this area being included as a Special Study Area.

v) Harbourside Business Park

A 1999 OCP amendment resulted in the development the Harbourside Business Park. Within the life of this plan, that site will be fully developed with light industrial and automall uses. It is anticipated that, upon build-out, the City's total inventory of light industrial space will increase to approximately 420,000 square metres.



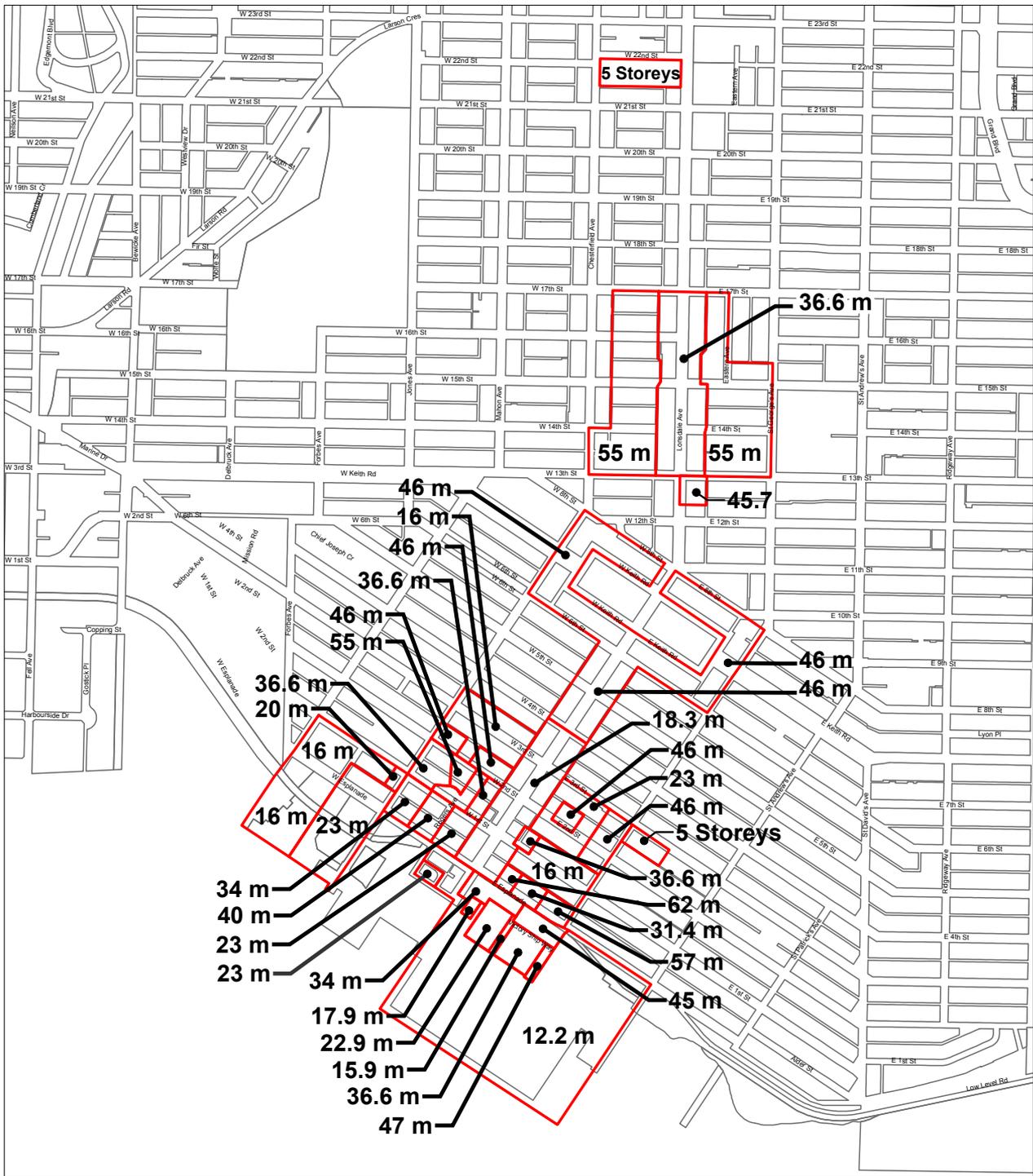


Figure 1. Potential Maximum Building Heights in High Density Areas



## 5.10 INSTITUTIONAL LAND USE OBJECTIVES

5.10.1 To locate larger institutions, which serve a regional population, in the Town Centre, particularly Central Lonsdale where the City Hall, City Library, Fire Department, RCMP, North and West Vancouver Emergency Operations Centre, and Lions Gate Hospital are already located.

5.10.2 To create synergy through the location or co-location of institutional uses when mutually advantageous. Public accessibility should be prime consideration in deciding where to locate institutional uses.

5.10.3 To minimize the negative impacts associated with institutional uses imposed on the surrounding neighbourhood including parking, noise, traffic, security, architectural scale and building maintenance. Buffers such as landscape treatments, setbacks, etc. should be provided when possible. Transitional use or densities may be appropriate in some instances.

## 5.11 BUILDING HEIGHTS

Public and private views are of great interest to many residents of the City. As a result views and building heights in high density areas have been assessed in detail. The City does not guarantee that any view will be preserved. However, in an attempt to find a balance between near, distant, public, and

private views, and to support a viable, vibrant and attractive Town Centre and waterfront, maximum building heights have been established.

5.11.1 The maximum potential building heights for high density development in the Lonsdale Regional Town Centre shall be as presented in Figure 1.

5.11.2 No more than four buildings shall exceed 21.4 metres height in Harbourside Waterfront. Additional buildings may exceed this limit only in exchange for the preservation of view corridors or the creation of public open space. No buildings shall exceed 27.6 metres height.

5.11.3 That outside of the sites identified in Figure 1, and Harbourside Waterfront the maximum building heights shall be as follows:

- for residential development: six storeys; and
- for other uses, heights shall be regulated through the Zoning Bylaw and in considering increases in building heights, consideration should be given view impacts, contextual relationships and the livability or use of the buildings.



## 5.12 ADDITIONAL DENSITY FACTORS

As an incentive to achieve public benefits or amenities, City Council may consider providing density bonuses, density transfers or gross floor area exclusions. Such incentives may only be approved through a Zoning Amendment process with a Public Hearing. Density transfers require a registered covenant on all affected properties confirming that the transfer has occurred. The following additional density factors may be considered:

### 5.12.1 Affordable and Rental Housing Consideration

In medium and high-density areas (Levels 4 through Town Centre), Council may approve additional floor area, density transfers, or floor area exclusions, if there is a commitment to provide affordable or rental housing.

### 5.12.2 Heritage Consideration

For the conservation of inventoried heritage buildings in any density level, Council may approve additional floor area, exclusion of existing floor area, or transferring floor area to another site.

### 5.12.3 Adaptable Design Consideration

In medium and high-density areas (Levels 4 through Town Centre), Council may approve additional floor area for the construction of dwelling units that are built in accordance with the City's Adaptable Design Guidelines Level 2, or Level 3.

### 5.12.4 Community Amenity Space Consideration

For the construction of community amenity space that is dedicated to public use within a private development, Council may consider a density bonus, floor area exclusion or density transfer.

### 5.12.5 Environmental Considerations

For the enhancement of the environment through natural habitat enhancement/preservation or high efficiency ("green") building designs, Council may consider a density bonus, floor area exclusion or density transfer.

### 5.12.6 Employment Generation Considerations

For the provision of employment generating uses beyond that normally expected under existing zoning, Council may consider a density bonus, floor area exclusion or density transfer.





The process of including Special Study Areas in the OCP has proven to be a useful tool in directing the allocation of the City's staff and financial resources.

### 5.13 SPECIAL STUDY AREAS

Special Study Areas are areas of the City that require in-depth study to resolve issues and/or to provide a basis for future growth and development. This process has previously resulted in amendments to previous Official Community Plans for the following areas:

- Versatile Shipyards
- Westview Interchange
- Fullerton Fill
- Queensbury and 7th
- 200 Block East 4th Street to East Keith Rd
- 200 Block West Keith Road
- 100 Block West 23rd Street

The process of including Special Study Areas in the OCP has proven to be a useful tool in directing the allocation of the City's staff and financial resources. Conducting a Special Study of an area does not necessarily mean that a land use change will occur. The following are Special Study Areas to be analyzed over the life of this OCP, and the reason(s) that they are included here.

#### 5.13.1 BC Transit Depot (E. 3rd and St. David's)

This site has been used for industrial purposes for almost 100 years as either a utility transfer station or transit depot. It is possible that there will be a need to relocate the depot within the coming decade as it is currently operating at capacity. The site is designated for single family development in this plan to prevent it from redeveloping to another industrial use. It is a large property and in

the event that the depot closes, its future should be determined through a Special Study. This Special Study Area also incorporates the southern portion of the 500 block of East 3rd Street.

#### 5.13.2 St. David's/St. Andrew's Duplex Area (3rd Street to Park Street)

This area has seen limited development since the adoption of the first OCP in 1980. Some property owners have indicated an interest in a slightly higher density designation to encourage the construction of more housing. The future of City owned lands in the area (on Park and Alder Streets) should be resolved in terms of the long-term needs of this area, the City and environmental issues.

#### 5.13.3 Western Avenue from 23rd to 28th Street

The subject area contains approximately 40 smaller lots, with a maximum permissible FSR of 0.5. Contiguous to these blocks are lots fronting on Lonsdale Avenue, predominantly occupied by 3-4 story apartment blocks with a maximum permissible FSR of 1.6. This area warrants special study consideration to determine whether a slightly higher density would provide a better transition from Lonsdale's medium density apartment uses to Western Avenue's low density single family detached dwellings. This may be an appropriate location for additional ground-oriented family housing.

#### 5.13.4 200 and 300 East Esplanade / 200 East 1st Street

As described in Section 5.9, the Lower Lonsdale industrial area has been a location for service industries. It has been a good buffer between



residential uses to the north and waterfront industry to the south. Difficulties with traffic and parking have plagued the area, particularly along Esplanade, which is a major arterial and truck route. Pedestrian traffic through this area is expected to increase significantly as the waterfront walkway and other trails are developed and neighbourhoods densify. This will exacerbate conflicts in the area. A future road re-alignment of Esplanade will potentially change lot sizes as well as vehicular, bicycle and pedestrian movements. A broader range of land uses which include more emphasis on art, commercial uses and potentially live-work studios have been suggested by owners in the area.

#### 5.13.5 Mid Block Designation Area (300 East Keith Road to 300 East 13th Streets)

This area has a change in land use designation in the middle of each block from Level Two: Low Density Attached Form (0.5 FSR) to Level One: Low Density Single Family (0.5 FSR). This has created a degree of uncertainty for owners and investors in these blocks. Since 1980, a practice has evolved

whereby Council has only considered two unit developments in the Level Two portion of the block and required Advisory Design Panel review prior to approval. Twenty-seven such approvals have been granted since 1980. This study was completed in 2003, and considered whether-or-not the dividing line between these categories should be changed.

#### 5.14 DEVELOPMENT PERMIT AREAS

Pursuant to Division 9 of the Local Government Act, Schedule "H" hereby designates Development Permit Areas within the City and presents the purposes for them. The guidelines for each area are contained in the City's Zoning Bylaw.

#### 5.15 TEMPORARY INDUSTRIAL AND COMMERCIAL USES

The Official Community Plan and the Zoning Bylaw provide for, and enforce, the long-term development of the City. Occasionally, the long-term planning documents do not provide enough flexibility to allow for short-term responses to land use problems.

The Local Government Act of BC provides for temporary industrial and commercial uses where a municipality has provided for such uses in their Official Community Plan. This Section outlines the City's policy with respect to Temporary Use Permits (TUP's). TUP's can be granted anywhere within the City, however, they will only be permitted where the City judges a temporary use to be in the interest of the public in general, and where the public has been advised of, and allowed to comment on, the possibility of a temporary use being established by the holding of a public meeting for each proposed temporary use. Specifically, the following conditions should prevail before a temporary commercial or industrial use is allowed:

5.15.1 The development of a temporary industrial or commercial use should not unduly curtail the redevelopment of land in accordance with the interest of the Official Community Plan.

5.15.2 A temporary industrial or commercial use should not be permitted where, in Council's opinion, such a use would have negative impacts on adjoining property.

5.15.3 A temporary industrial or commercial use permit should not be used to resolve ongoing land use problems on private property.

5.15.4 A temporary industrial or commercial use permit is intended for short-term community benefit purposes where a broad range of the public benefit from its issuance. livable city.

# Chapter 6 Transportation, Mobility and Access

## 6.1 RELATIONSHIP TO OUR VISION

The way that a community manages movement and guides transportation policy is a key indicator of how effective it will be in manifesting itself as a livable and sustainable community. Community transportation policy must offer opportunities to change behaviours and patterns that do not support responsible sustainability practices. One of the most significant challenges is to provide convenient transportation choices that provide viable alternatives to the single occupant vehicle. This Chapter addresses issues that extend beyond the traditional transportation movements of vehicles, and into issues related to easing the mobility and access of people and goods to services and destinations within their local environment.

The City of North Vancouver has been especially successful in adhering to the GVRD's Livable Region Strategic Plan's goal for compact communities. Due to the relatively high density nature of development taking place in the City of North Vancouver over the last decade and anticipated into the future, the City is not

grappling with the problems of sprawl and accompanying pressures on transportation linkages experienced by other municipalities in the Lower Mainland. However, the City continues to seek more effective ways to move people and goods within a sustainable framework. Efforts towards becoming a more complete community, where people live and work in the same community will go a long way towards solving transportation problems.

Currently, the transportation sector is the largest contributor to local and regional air pollution and greenhouse gas emissions. Within the City of North Vancouver, automobiles alone are estimated to produce almost 69,000 tonnes of equivalent carbon dioxide, which is 36.5% of the total community greenhouse gas emissions. Improved access to public transit, better pedestrian and bicycle routes, and the promotion of alternatively-fuelled vehicles will all help to reduce the environmental impacts of the transportation sector, and promote the goal of a sustainable and livable city.



Improved access to public transit, better pedestrian and bicycle routes, and the promotion of alternatively-fuelled vehicles will all help to reduce the environmental impacts of the transportation sector...

## 6.2 TRANSPORTATION, MOBILITY AND ACCESS WITHIN OUR COMMUNITY

Transportation issues in our community today extend beyond the maintenance and improvement of a traditional road network. Transportation demands also include the desire for comfortable pedestrian movement, pathways and linkages to community services and amenities, bicycle networks, and efficient and accessible transit opportunities. Providing safe, unobstructed access for all people including persons with disabilities or mobility challenges, is an important ingredient of both a sustainable and a livable community. The City of North Vancouver Transportation Network map (see Schedule "B") identifies the road hierarchy and transit routes that provide transportation options within our community. It is the City's aim to enhance and promote this network in a way that gives greater transportation choices to its residents and visitors. An efficient transportation system is essential, whether it is for pedestrians, bicycles, buses, trucks or cars.

The City of North Vancouver is committed to encouraging programs and policies, which promote transportation choices other than the single occupant vehicle. This includes: improving pedestrian paths, corridors, and street crossings to make walking more comfortable and attractive; working with employers to identify and implement ride sharing and car pooling programs; working with employers to facilitate the use of bicycles by their employees as a means of transportation; and working with transit authorities to promote more effective, convenient, comfortable and efficient transit service.

The City is in a position to lead by example by adopting policies and programs through its operations and employees that uphold the principles of alternate transportation choices and energy conservation. The City of North Vancouver has a number of policies that guide transportation, mobility and access improvements in the City. Examples of new initiatives that are currently underway include a road safety program, neighbourhood traffic calming policies, a parking management plan, and a new road classification system.

## 6.3 PEDESTRIANS

The City of North Vancouver supports policies that improve the comfort, safety and enjoyment of pedestrians. This includes the expansion and improvement of pedestrian pathways and linkages as identified in the Parks and Greenways Plan (see Chapter 9), as well as the improvement of pedestrian areas in the urban public realm such as sidewalks, crosswalks, civic plazas, and the safe separation from, but co-existence with, other modes of transportation such as bicycles and vehicular traffic. The City's "Pedestrian Access Guidelines" supports the Social Plan 's objectives related to pedestrians, and has been used to identify potential issues to ensure that new developments and civic spaces are safe and fully accessible for pedestrians with disabilities, as well as those using mobility aids. The Pedestrian Access Guidelines are applicable to renovations and retrofits as well. City initiatives in support of pedestrians include the following:

### *Lonsdale Corridor Master Plan*

The Lonsdale Corridor Master Plan promotes the comfort and convenience of pedestrians through its conceptual design for pedestrian bulges, lighting, specialty paving, additional street trees, street furniture and boulevards. Fortunately, Lonsdale Avenue provides services within easy walking distance of many of the City's residents. Implementation is to occur over the next 10 years as adjacent redevelopment opportunities and maintenance occur along the public corridor.

### *Sidewalk Repair and Upgrading*

Missing sections of sidewalks are installed throughout the City on an ongoing basis, both through contributions by developers and through the annual capital budget. Some of this upgrading has resulted in the installation of paving stones and patterning, corner bulges, and decorative elements to make sidewalks both more attractive and safe for pedestrians.

### *Accessible Pedestrian Traffic Signals*

The installation of audible signals is one way to make the City's streets more accessible to all. Several intersections have been equipped with audible signals to assist people with visual impairments.

### *Street Lighting*

A lighting master plan has been developed that sets standards for the illumination of streets and public spaces. Effective lighting will contribute to a sense of greater comfort and security that will improve the livability of the City.

### *Pathway Markers*

It is anticipated that pedestrian routes will be provided throughout the City as part of the Parks and Greenways Plan. A system of markers or other way finding aids is encouraged to help people recognize their options for joining and staying on those routes.

## **6.4 BICYCLES**

The City of North Vancouver supports the improvement and expansion of a bicycle route network throughout the City as well as the provision of facilities to encourage more bicycle use. Schedule "C" provides a map of the City's bicycle route network. City initiatives in support of bicycle use include the following:

### *North Vancouver Bicycle Master Plan*

The North Vancouver Bicycle Master Plan was endorsed by Council in 1996. A Joint Bicycle Advisory Committee was formed in 1999 with the District of North Vancouver to monitor the implementation of the plan. The City of North Vancouver continues to work with the Joint Bicycle Advisory Committee to implement the

plan. Challenges still exist in finding ways to incorporate bike lanes within existing roadways to share space with motorized traffic and parking.

### *Designated Bicycle Routes*

The North Vancouver Bicycle Network map identifies existing and proposed bikeway routes. Wherever possible, on major arterials, designated bicycle routes should not share the pavement with vehicles. Where bicycle routes coexist on streets with a major arterial designation, they should be physically separated from vehicular traffic lanes. There is an opportunity to integrate designated bicycle routes with the greenway transportation corridors proposed for the City in the Parks and Greenways Plan.

### *Bicycle Facilities*

The City of North Vancouver encourages employers within the community to consider programs that would make pedestrian and bicycle transportation choices more attractive for their employees by providing safe and convenient bicycle commuting facilities. The City also continues to support bicycle users through the provision of bicycle racks in areas designated as destination facilities in the North Vancouver Bicycle Master Plan.

## **6.5 TRANSIT**

The City of North Vancouver supports and encourages collaboration with transit authorities and other levels of government to improve transit service to the City of North Vancouver and the North Shore. Improving transit as a viable alternative for daily trips is seen as the most effective way of reducing reliance on vehicle use. City initiatives in support of transit use include the following:

### *Regional Transportation Authority*

The City has an effective working relationship with TransLink, Coast Mountain Bus Company, and the other North Shore municipalities. The City, in partnership with these other bodies, continues to work towards improved service from its bus network and SeaBus service, despite ongoing challenges resulting from funding shortfalls and service cutbacks.

### *North Shore Area Transit Plan*

The North Shore Area Transit Plan was completed in December 2000. The Plan recommends short (2001-03) and medium term (2004-05) transit service priorities for the North Shore and connections to the region. It also outlines a strategy for TransLink and the municipalities to implement the Plan. The City continues to urge TransLink to adopt more frequent and expanded SeaBus service to serve the North Shore.

### *Improvements for People With Disabilities*

Several bus stops have been improved to provide accessibility for wheel chair accessible buses and these improvements will continue. Consultation with the North Shore Advisory Committee on Disability Issues is an integral part of the City's commitment to ease movement throughout the City for people with disabilities.

## **6.6 GOODS MOVEMENT**

The efficient movement of goods to, and through the community is essential to the economic health of a city. The City of North Vancouver promotes the effective, efficient and safe movement of goods to, and through, the community. A system of designated Truck Routes, which includes the movement of dangerous goods, was established to control the routing of heavy trucks, to provide for the efficient distribution of goods, and to protect residential neighbourhoods from the intrusions associated with large truck traffic. Schedule "C" provides a map of the City's truck route network.



## **6.7 RAIL**

The City of North Vancouver recognizes the economic importance of the rail corridor through the community as well, as the presence of the BC Rail Head Office, and wishes to continue to promote a safe and effective rail corridor through the City. The City supports the use of rail corridors for moving goods and people.

## **6.8 ROAD NETWORK**

A regional Major Road Network was created as one of the responsibilities of TransLink. The Major Road Network consists of Lonsdale Avenue, Esplanade, Marine Drive, the Low Level Road, and Cotton Road. The City of North Vancouver is committed to improving the existing road network within its jurisdiction. Road routing improvements such as the Westview interchange and the First Street to Third Street Connector are examples where the City has facilitated better movement of people and goods throughout the City. This was achieved by implementing road network upgrades that result in better connections between the industrial, commercial, and residential areas of the City.

## **6.9 NEIGHBOURHOOD PRESERVATION / TRAFFIC CALMING**

The City of North Vancouver is committed to mitigating disruption to neighbourhoods caused by road traffic. A traffic calming policy has been developed to allow the City to prioritize and identify traffic calming strategies in a systematic manner for individual neighbourhoods. Over the next ten years, solutions will be developed for each of these neighbourhoods to address their unique concerns. The City's Parks and Greenways Plan also supports the goals of the traffic calming policy by creating more bicycle and pedestrian friendly corridor treatments.

## **6.10 PARKING**

The City of North Vancouver is developing a parking management strategy that strives to balance the needs of the commercial, residential and industrial communities with the sustainable goals of transportation demand management strategies.

## **6.11 TRANSPORTATION, MOBILITY AND ACCESS GOALS**

6.11.1 To encourage the use of a variety of transportation choices to serve the needs of all residents and visitors, with priority given to transit, cycling, and walking.

6.11.2 To co-ordinate land use planning and transportation planning, to reduce transportation demand.

6.11.3 To provide a safe, convenient and efficient network of roads, paths, greenways and pedestrian corridors to move goods and people, while minimizing disruptions to the community.

6.11.4 To continue to work, independently and in collaboration with other levels of government, to reduce greenhouse gas emissions by promoting alternatives to the single occupant vehicle, including improved public transit, pedestrian-friendly streetscapes, and designated bicycle routes.

6.11.5 To seek ways to eliminate barriers, and to provide effective and accessible transportation and mobility opportunities, for those with limited mobility and for people with disabilities.

6.11.6 To produce a Transportation Plan, with target dates for implementation, that will identify transportation policies and transportation system improvements to further goals and objectives related to sustainable transportation practices. As part of the Plan, the City will develop a safer city road program, and a revised road network hierarchy that recognizes and encourages the use of alternative transportation choices.

6.11.7 To co-ordinate the provision of on-street and off-street parking suitable to the needs of each neighbourhood and the other goals of this Plan.

6.11.8 To work with transit authorities to provide a regional public transportation system that is fast, comfortable, convenient, accessible and effective.

## **6.12 TRANSPORTATION, MOBILITY AND ACCESS OBJECTIVES**

6.12.1 To enhance and expand opportunities for bicycles as a viable and attractive transportation choice.

6.12.2 To enhance pedestrian corridors to encourage more pedestrian activity throughout the City of North Vancouver.

6.12.3 To install more accessible pedestrian traffic signals in the future in collaboration with the North Shore Advisory Committee on Disability Issues (ACDI), while being sensitive to the noise impacts on neighbouring residents.

6.12.4 To continue to install accessible bus stops and appropriately located curb cuts for people with disabilities.

6.12.5 To improve road safety in the City, and to pursue partnerships with government agencies to achieve a safer city. These partnerships could include studies to identify safety issues, to seek improvements, and to implement the proposed improvements.

6.12.6 To collaborate with neighbouring municipalities and other levels of government to improve the movement of people and goods to, and through, the community.

6.12.7 To encourage the Province to enhance multi-modal connectivity on the North Shore with the rest of the region.

6.12.8 To strengthen the linkages to port activities on Burrard Inlet as a vital economic asset to the community and the region.

6.12.9 To maintain and improve effective highway access from, and to, the City of North Vancouver by way of the major arterial routes and Highway #1 access points.

6.12.10 To work with TransLink, employers in the City and their labour representatives on incentives that encourage transit use.

6.12.11 To consider transit priority measures as one way to encourage transit use.

6.12.12 To urge TransLink to seriously consider the addition of a 3rd SeaBus to increase the level of transit service across Burrard Inlet.

6.12.13 To encourage better integration of Sky Train, SeaBus, B.C. Rail Passenger Service and the bus system to improve transit connections within and outside of the community.

6.12.14 To investigate the feasibility of developing park and ride facilities in co-ordination with transit authorities and the District of North Vancouver.

6.12.15 To work with TransLink to maintain the Major Road Network.

6.12.16 To optimize the use of the existing road network. Any roadway expansion will only be supported if it furthers the objectives of increasing alternate means of transportation other than the single occupant vehicle, or contributing to the overall sustainability of the neighbourhood.

6.12.17 To encourage transportation route and technology options which are least disruptive to the economic, environmental, and social viability of the community, and that uphold the principles of sustainability for both the community and the region, should additional transportation links be pursued either across Burrard Inlet, or to Whistler in the future.

6.12.18 To work with all levels of government, non-governmental organizations, and other agencies to achieve an effective regional transportation link to Whistler in the event that Whistler is selected as the location for the 2010 Olympics.



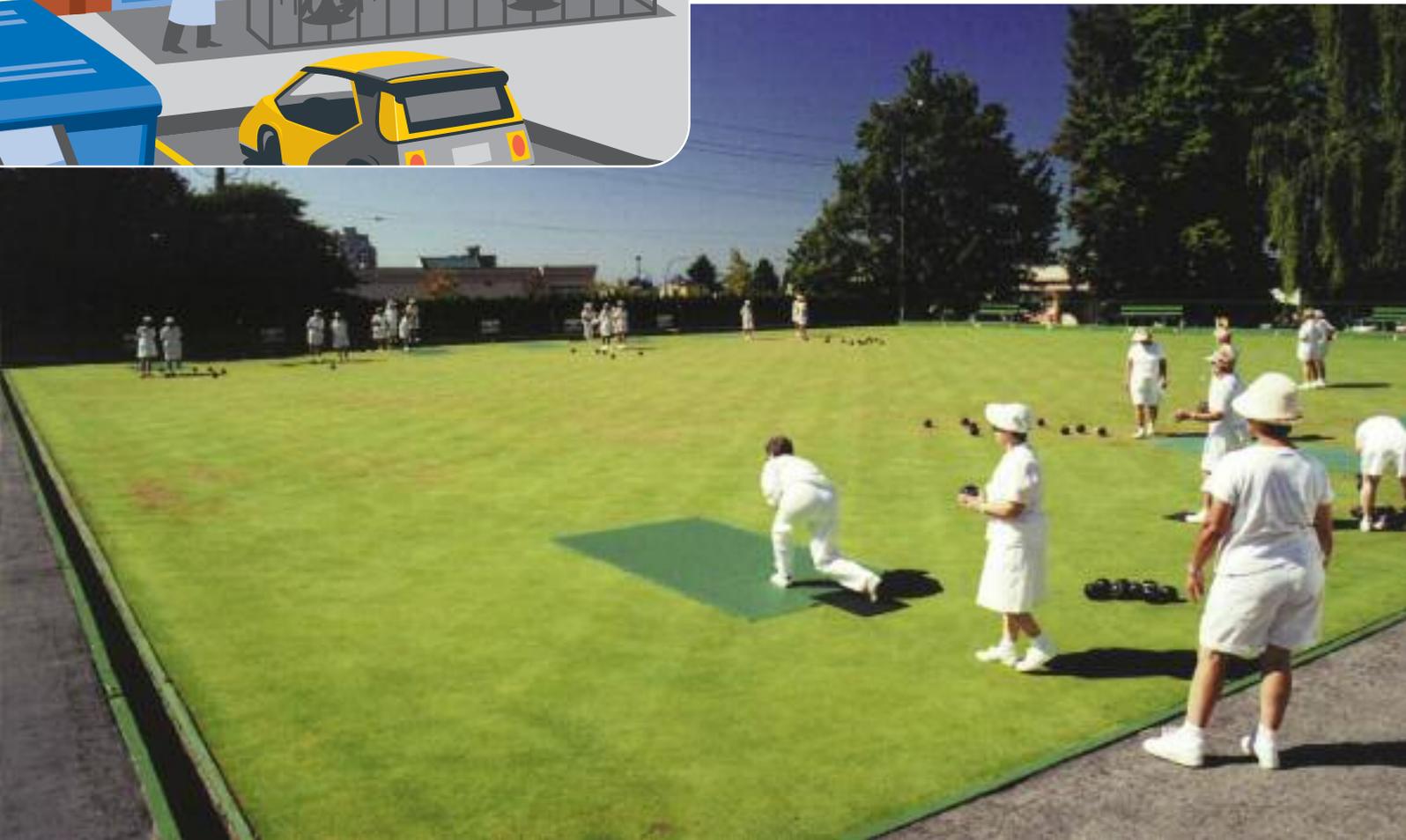
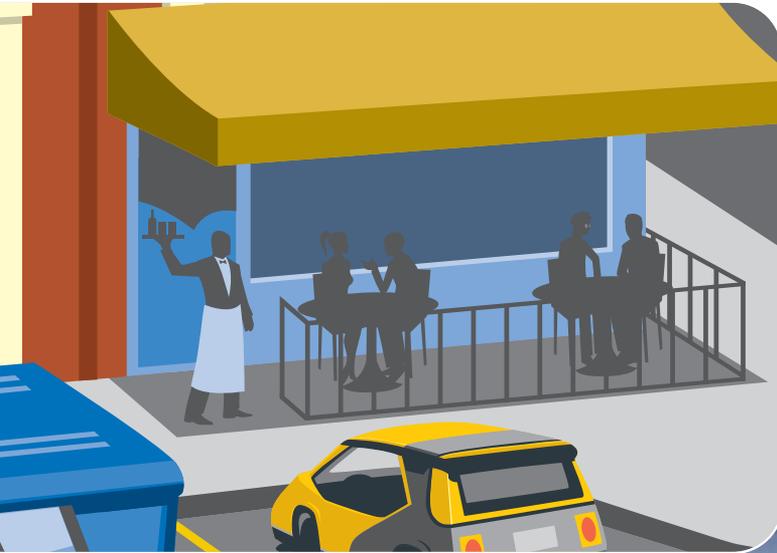
# Chapter 7 Community Well-Being

## 7.1 RELATIONSHIP TO OUR VISION

The City of North Vancouver acknowledges that its true wealth is its community members. The concepts of livability and sustainability, upon which this OCP is based, address quality of life issues for the people living in the City of North Vancouver, both now and well into the future. Thus, the City of North Vancouver assists community initiatives and services that support the well-being of residents in several ways. These activities are often beyond the realm of what are many people consider to be core City services.

## 7.2 COMMUNITY WELL-BEING

The City's response to community issues has evolved over the years, and since 1998, is guided by the City's Social Plan. Key community issues include low average household income, high incidence of low income (nearly one quarter of all City households), and a large number of lone parent families, relative to the other North Shore municipalities, as well as issues concerning certain population groups such as children, youth and seniors. Redevelopment of the City has resulted in higher density housing replacing older homes, bringing visual change to the community. The face of the community is changing as well, with an increasing mix of incomes, lifestyles, cultures, ages, ability and needs. The network of community service providers continually seeks to address the unmet needs of City residents, and is supported by a broad range of City policies and programs. These cover areas such as community grants, youth development child care, affordable housing, adaptable design, independent living for people with disabilities, and cultural diversity.





### 7.3 COMMUNITY WELL-BEING GOALS

Most of the City's Social Plan relates to community well-being. The goals of the relevant Social Plan chapters are listed below, with the chapter name in parentheses following the Goal statement:

7.3.1 To maintain and enhance well-being and quality of life for all community members (Community Life).

7.3.2 To promote an environment free from violence and abuse, discrimination, and inequality which supports the growth and development of youth to be successful, independent, and valued citizens (Youth).

7.3.3 To support the independence and well-being of older City residents (Seniors).

7.3.4 To promote a supportive, safe and stimulating community that contributes to the well-being of its families, and allows children to grow and develop in an environment free of violence, abuse, discrimination, and inequity (Families with Children).

7.3.5 To maximize opportunities for people with disabilities to be full and active members of the community (People with Disabilities).

7.3.6 To support integrated planning and coordination of a continuum of services and care that involve participation and cooperation of all agencies and interests within the community (Community Social Services).

7.3.7 To maximize the safety and security of community members by preventing and reducing the opportunities for, as well as the social and economic factors contributing to, criminal activity (Safety and Security).

7.3.8 To support the pursuit of individual well being and shared community needs, values and aspirations by residents from all ethno-cultural backgrounds, through equal access to City services and resources and by fostering inclusion—the equal opportunity to participate in and contribute to community life (Cultural Diversity).

7.3.9 To support and enhance the arts, cultural and heritage sector as a vital component of City life (Arts, Culture and Heritage).

7.3.10 To support and enhance leisure services, including recreation, competitive sports and community events and festivals as vital aspects of community life (Leisure Services).

7.3.11 To plan, coordinate, and test emergency and disaster response services in conjunction with the tri-municipal North and West Vancouver Emergency Program, (Emergency Services).

#### 7.4 COMMUNITY WELL-BEING OBJECTIVES

The Social Plan contains a comprehensive range of objectives related to the City's social goals. Each chapter of the Plan contains a range of objectives, which support these goals, and the various actions that will achieve the goals and the overall vision. The objectives and actions are numerous, and the Social Plan document is available from City hall or can be viewed on the City's web page. [www.cnv.org](http://www.cnv.org)

#### 7.5 COMMUNITY WELL-BEING ISSUES

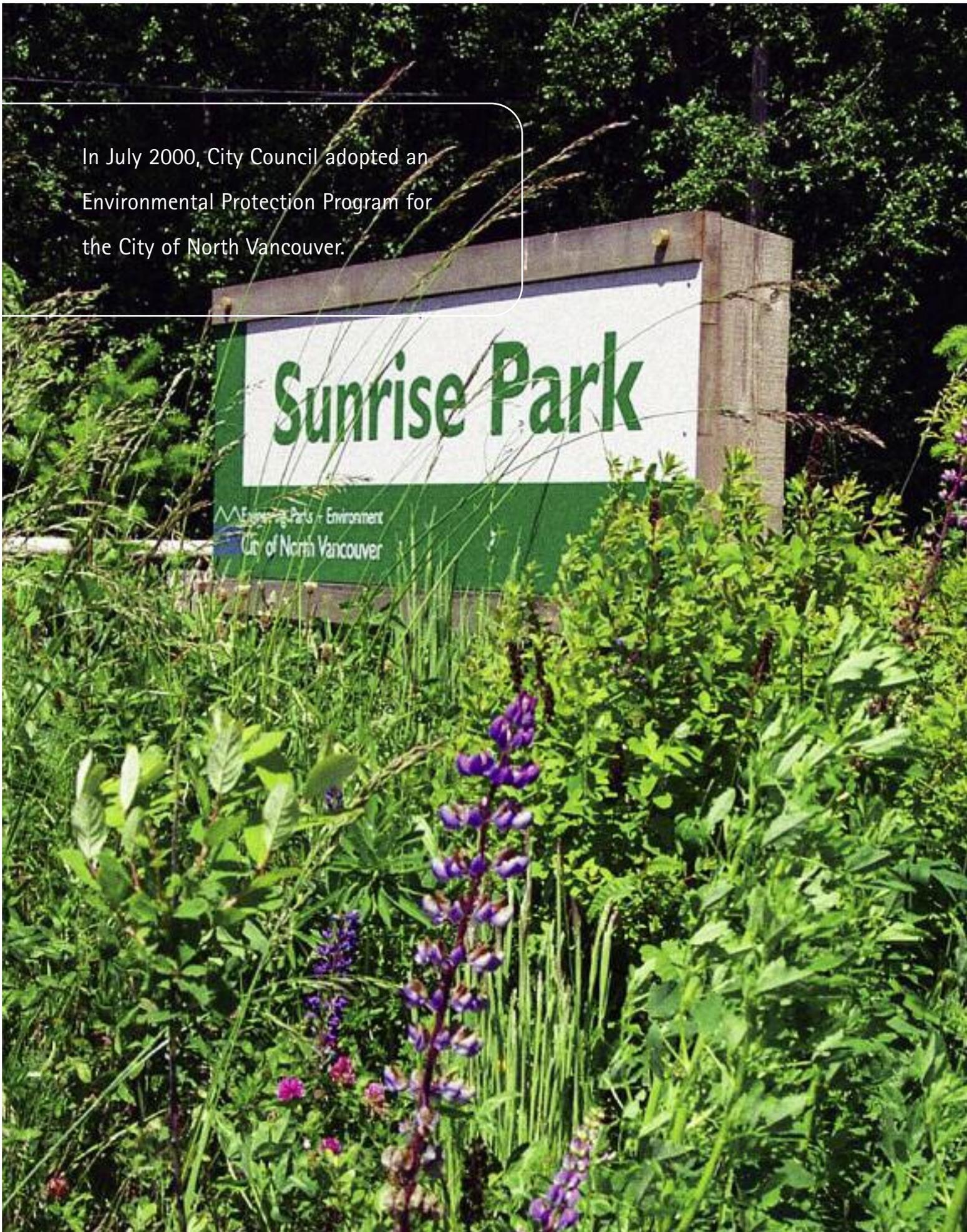
Many of the City's policies related to community well-being are existing, and are highlighted on the City's web page and in the Social Plan. The main policy areas concern child care, affordable housing, enhanced service networks, community amenities and facilities, and City initiatives to address emerging community issues. In addition, new policies will result with Social Plan implementation, through the actions undertaken to achieve its goals and objectives.



In July 2000, City Council adopted an Environmental Protection Program for the City of North Vancouver.

# Sunrise Park

Engineering Parks - Environment  
City of North Vancouver



## 8.1 RELATIONSHIP TO OUR VISION

The Environment is core to our vision of a sustainable city. The City of North Vancouver is blessed with a magnificent natural environment, and has developed in a way that has allowed close linkages between the built environment and the natural environment. As the City of North Vancouver matures and redevelops, it has an opportunity to both conserve existing environmental values and to create an improved environment for both people and other life in the City's boundaries, and in the region.

Closely linked to the City's objectives for a more sustainable and environmentally responsible community is how energy use is managed. How energy is consumed has significant consequences for the environment and for quality of life. Although energy issues have traditionally been managed at the provincial level, the City of North Vancouver has an opportunity to participate at the local level to reduce the negative impacts of energy usage.

## 8.2 THE ENVIRONMENTAL PROTECTION PROGRAM

In July 2000, City Council adopted an Environmental Protection Program for the City of North Vancouver. Readers should refer directly to the Environmental Protection Program for specific details.

The City of North Vancouver has an Environmental Protection Program for the following reasons:

- Although the City is heavily urbanized, significant environmental resource values are associated with remnant forest areas, creek systems and marine foreshore. For example, salmon and trout spawning and rearing habitat remains in many creek systems of the City;
- Some Environmentally Sensitive Areas (ESAs) are located within parks, but many are unprotected (see Schedule "E");
- In the face of ongoing infill development and redevelopment, there is a need to identify environmentally sensitive areas and develop appropriate mechanisms to protect them;

- At the same time, more enlightened public attitudes and urban redevelopment present other opportunities to improve the environmental health of the City.

## 8.3 ENVIRONMENTAL PROTECTION PROGRAM ACTION PLAN

An Action Plan for implementation of the Environmental Protection Program has been created and adopted by City Council. The initial Environmental Protection Program will be phased in, with priorities as determined by the Action Plan. Some of the principles behind the approach are:

- The program balances public and private sector responsibility in implementing stewardship. Environmental protection is everyone's responsibility, and therefore the program will implement stewardship on government projects, private development and among homeowners and the public;
- Rather than inventing new administrative structures, the program will integrate stewardship into existing systems and processes at City Hall and in the development process;
- The timeline of the program implementation is moderately aggressive, with the intent that the program is fully functional and showing success in environmental improvement within three years of program launch.

The program commences with application of environmental protection measures to City projects first, and then extends the application to private projects.

The Action Plan provides a detailed listing of program actions and budget allowances for a five-year period. It is envisioned that the Action Plan would be updated regularly in conjunction with the City budget process. The overall Environmental Protection Program will be reviewed and updated once in every five-year period.

The Environmental Protection Program Action Plan includes the following six general groups of actions:

1. Stewardship Planning -using Inventory Studies, Official Community Plans, Stormwater Management Plans, etc;
2. Stewardship Awareness -including various forms of public outreach and input programs;
3. Stewardship Volunteers -offering information, support and incentives to voluntary actions by individuals and community groups;
4. Stewardship Investment -ensuring that investment of public funds in capital and maintenance including an effective environmental protection component;
5. Stewardship Bylaws -using land use regulation to both motivate the private sector and enforce compliance; and
6. Stewardship Finance -including funding mechanisms to support stewardship programs.

#### **8.4 ENVIRONMENT GOALS**

- 8.4.1 To demonstrate environmental leadership.
- 8.4.2 To encourage the community to adapt to a sustainable lifestyle.
- 8.4.3 To work towards increasing the quality and quantity of bird and urban wildlife habitat.

8.4.4 To recognize and promote the relationship between responsible urban development and sustainable aquatic ecosystems.

8.4.5 To protect and enhance existing fish populations in local streams.

8.4.6 To work cooperatively with adjacent municipalities and senior agencies to achieve the City's environmental goals and objectives.





#### **8.4.7 COMMUNITY ENERGY AND EMISSIONS PLANNING GOAL**

The Province of British Columbia is taking significant steps to address climate change. Bill 27 Local Government (Green Communities) Act, 2008, requires municipalities to incorporate policies, targets and actions in their Official Community Plans to reduce greenhouse gas (GHG) emissions in support of this effort. The City's 2002 OCP, as amended, already has many policies and actions that are designed to conserve energy and reduce the emission of greenhouse gases as indicated in the Provincial legislation, policies and the B.C. Climate Action Charter: Regional Town Centre, mixed use neighbourhoods and developments, compact residential building forms, walking, cycling, transit oriented policies, etc. The 100 Year Sustainability Vision produced in 2008, to celebrate the City's 100th birthday by looking forward 100 more years, lays out one possible future that in 2107 could sustain a very livable City with a larger population and more employment within the existing City boundaries but with the equivalent of a net zero greenhouse gas emitting community.

Significant changes are necessary in the way we live, travel and do business to bring this vision about. Positive improvements are possible even with existing technology if they can be applied and the existing urban structure adapted to the task. In the longer term, the aim of the City is to work towards a net zero GHG emissions by 2017, the City's 200th birthday. In the shorter term, the following policies, targets and actions are presented in a format, and with reference to existing policies and bylaws, to help achieve the Province-wide goal of an 80% GHG reduction by 2050. These municipal policies have been prepared in conjunction with a Community Energy & Emissions Reduction Plan.

#### **8.4.7.1 GREENHOUSE GAS EMISSIONS REDUCTION TARGETS**

Based upon the 2007 Provincial Community Energy and Emissions Inventory, the City, at 5.0 tonnes per capita, already has among the lowest per capita GHG emissions in the Province. To further reduce community greenhouse gas emissions (GHG's) from buildings, transportation and waste, the following targets are hereby established:

- 15% below 2007 levels by 2020; and
- 50% below 2007 levels by 2050.

Other supporting targets that have been identified are included in the following sections.

#### **8.4.7.2 KEY ACTIONS**

- A. To adopt and implement a Community Energy and Emissions Reduction Plan based the priorities listed in Section 8.5;
- B. To develop a "climate lens" to assess and guide municipal decision-making;
- C. To integrate energy and greenhouse gas management and greater climate resilience into the next Official Community Plan update;
- D. To amend City Bylaws and policies as necessary to achieve the above targets;
- E. To create greater public awareness of local, regional and global climate change trends, including the causes of, anticipated impacts of, and recommended local responses to climate change;
- F. To encourage City residents and workers to make choices that respond to climate change by reducing GHG emissions, lowering energy consumption and building a more resilient community.

## 8.5 COMMUNITY -WIDE ENERGY PLANNING PRIORITIES

A. To pursue energy management and greenhouse gas emission reductions as part of an integrated approach to becoming a more sustainable community;

B. To seek out and collaborate with partners and agencies in the energy, transportation, development and waste management fields to jointly achieve energy conservation and greenhouse gas reduction;

C. To encourage optimization of energy utilized during the full life-cycle use of public and private assets, i.e. for the production, transportation and assembly of material, for the lifetime operation and maintenance of the asset, and for the retirement, re-use and replacement of the asset.

### 8.5.1 LAND USE PRIORITIES

#### 8.5.1.1 POLICIES

A. To encourage the planning and design of energy efficient neighbourhoods to minimize green house gas emissions;

B. To provide higher density, mixed use development along key transit and energy utility corridors;

C. To increase the quantity, diversity and quality of local jobs to maintain a residents in the labour force to jobs balance thereby reducing the need for longer work commute distances for City residents.

#### 8.5.1.2 ACTIONS

A. To use energy modeling to help guide land use planning in the next update of the Official Community Plan.

B. To pursue ways to achieve employment growth in balance with residential growth through economic development.

## 8.5.2 BUILDING PRIORITIES

### 8.5.2.1 POLICIES

A. To improve and record the energy efficiency of new and existing residential, commercial, industrial and institutional buildings in the City;

B. To encourage the displacement of inefficient heating systems through high efficiency system upgrades and renewable heating systems.

### 8.5.2.2 ACTIONS

A. To pursue increasingly aggressive energy standards for new and existing buildings over time beginning with a goal of achieving at least 20% better than BC Building Code;

B. To establish a Building Retrofit Program with external agencies and work toward a target to 2020 of at least a 3% retrofit rate per year for all building types;

C. In the medium term to build a database of building energy performance data;

D. To review and expand on a regular basis Lonsdale Energy Corporation's (LEC) service areas in order to maximize the number of buildings connected to the system;

E. To work with LEC to target the connection of 100% of City-owned, Provincial and Federal government buildings to LEC by 2020.



### 8.5.3 TRANSPORTATION PRIORITIES

#### 8.5.3.1 POLICIES

- A. To integrate land use and transportation planning to minimize the need for private vehicle use and maximize pedestrian, bicycle and transit travel;
- B. To decrease greenhouse gas emissions by providing alternatives to the automobile including, but not limited to, the provision of sidewalks, multiuse pathways and cycling routes, transit rider enhancements and giving vehicle priority to transit;
- C. To work toward a modal split with a higher concentration of transit use, walking, cycling and carpooling;
- D. To encourage a reduction in the number of trips and vehicle kilometres travelled per capita in line with regional and provincial objectives through the policies and approaches contained elsewhere in this plan and in cooperation with MetroVancouver, the Province and TransLink.

#### 8.5.3.2 ACTIONS

- A. Implement the Long-Term Transportation Plan which includes:
  - a. Pedestrian Plan;
  - b. Bicycle Plan;
  - c. Transit Plan;
  - d. Goods & Services Movement Strategy;
  - e. Road Network Plan;
  - f. Transportation Demand Management Strategy,

with a target to reduce the number of daily trips per capita by 10% from the current 3.9 trip per capita and increasing the mode share for non-automobile modes to 30% from the current 20% by 2028 as per the targets set in the Transportation Monitoring and Implementation Strategy;

- B. To continue to liaise with and lobby other governments for improved transit service, including an increased level of transit service across Burrard Inlet, and alternative transportation infrastructure funding.

### 8.5.4 ENERGY SUPPLY PRIORITIES

#### 8.5.4.1 POLICIES

- A. To work with LEC to expand the existing Community Energy System, to connect as many buildings as possible, as a means of providing heat energy for applications such as space heating and domestic hot water provided that it is demonstrated to be economically and technically feasible, and meets the City's sustainability goals and objectives;
- B. To minimize the use of non-renewable energy by increasing the use of clean and efficient renewable energy supply systems including:
  - i. Encouraging the use of on-site renewable energy for all building types;
  - and
  - ii. Assisting LEC to transition to renewable energy sources.

#### 8.5.4.2 ACTIONS

- A. To assist LEC in the development of a Business Plan and Implementation Strategy;
- B. To assist LEC in developing a Renewable Energy Strategy which may include feasibility studies for renewable energy opportunities, provided that it is demonstrated to be economically and technically feasible, including but not limited to waste to energy;
- C. To research and establish best practices for new and existing buildings to encourage renewable heat and electricity opportunities such as solar ready for buildings;
- D. To explore options for requiring hydronic systems for all non single family buildings due to its flexibility in use with district energy systems.

## **8.5.5 SOLID WASTE PRIORITIES**

### **8.5.5.1 POLICIES**

- A. To foster a “zero waste” waste minimization ethic regarding consumption and materials in order to reduce the amount of waste being generated and disposed;
- B. To work collaboratively with the community, business, industry and other levels of government to accelerate waste avoidance and diversion.
- C. To make best use of the potential resource created by non-recycleable material.

### **8.5.5.2 ACTIONS**

- A. To continue to implement the regional Zero Waste Challenge, by minimizing waste generation and maximizing reuse, recycling, and material recovery;
- B. To lobby senior levels of government for accelerated implementation of waste reduction initiatives such as extended producer responsibility;
- C. To incorporate “zero waste” waste minimization principles in new building, landscape and neighbourhood design.

## **8.5.6 URBAN AGRICULTURE AND LANDSCAPE PRIORITIES**

### **8.5.6.1 POLICIES**

- A. To continue to expand community gardening and urban agriculture as a way of increasing food security and reducing the greenhouse gas emissions associated with food production, processing and transportation;
- B. To pursue opportunities to plant more trees and expand urban forests to enhance their potential as carbon sinks while meeting wildlife habitat, biodiversity, and environmental protection objectives contained elsewhere in this plan.

### **8.5.6.2 ACTIONS**

- A. To consider the development of a Food Security Strategy to explore and encourage opportunities for community gardening and urban agriculture in the City;
- B. To implement the Urban Forest Master Plan;
- C. To implement the Street Tree Master Plan.

## **8.6 ENVIRONMENTAL PROTECTION OBJECTIVES**

8.6.1 To proactively and progressively increase biodiversity and habitat values in public and private projects in the City through Environmental Protection Program initiatives.

8.6.2 To encourage the application of advanced technology towards the protection of the City’s environment.

8.6.3 To increase community pride, attractiveness of sustainable employment and tourism, general community knowledge, and involvement in environmental stewardship.

8.6.4 To develop effective environmental partnerships with community groups and outside agencies.

8.6.5 To support and encourage regional airshed management initiatives to improve air quality.

8.6.6 To support regional and senior government initiatives in solid and liquid waste management and noise pollution.

### **8.7 BUILT ENVIRONMENT OBJECTIVES**

8.7.1 To encourage new development in the City to be durable and long lasting.

8.7.2 To prepare a development guideline package for developers that addresses the broad range of sustainability issues.

8.7.3 To encourage the use of re-useable and recyclable material.

8.7.4 To increase the lifespan of new and existing development by considering adaptive re-use of buildings.

8.7.5 To address development growth and density issues in balance with environmental protection objectives.

8.7.6 To encourage creative design solutions that address the City's sustainability and environmental objectives.

8.7.7 To provide stronger land use controls for protection of the environment.

8.7.8 To encourage pedestrian-friendly mixed-use redevelopment that combines residential, commercial and institutional uses.

8.7.9 To manage development areas in a manner that provides a sufficient buffer to hazard lands (such as unstable slopes).

8.7.10 To increase the ratio of productive, permeable green space to hard impermeable surface areas as redevelopment occurs.

8.7.11 To plan development in a manner that gives strong consideration to conserving the natural viewshed and heritage sites.

8.7.12 To encourage new developments that minimize environmental impacts and that incorporate the principles of a sustainable lifestyle.

## **8.8 BIRD AND URBAN WILDLIFE VALUE OBJECTIVES**

8.8.1 To protect and enhance the remaining public forested areas of the City.

8.8.2 To increase connectivity and habitat linkages between isolated forest habitat areas.

8.8.3 To encourage retention of forested areas on privately-held land.

8.8.4 To enhance wildlife values by increasing tree cover and quality habitat on street boulevards, parks and developed areas.

## **8.9 FISH AND AQUATIC ECOSYSTEMS OBJECTIVES**

8.9.1 To moderate storm water flows from development areas into the City's creek systems.

8.9.2 To restore damaged riparian areas within parks, and manage access so as to avoid further damage.

8.9.3 To protect remaining riparian areas along City creeks, and to encourage restoration of riparian areas on both public and private lands.

8.9.4 To improve water quality in creek systems and reduce instances of point source, and non-point source pollution.

8.9.5 To provide a higher level of protection for Environmentally Sensitive Areas (see Schedule "E").

8.9.6 To maintain and expand fish access to creek systems.

8.9.7 To undertake effective fish habitat restoration projects in creek systems, marine foreshore, and estuaries.

8.9.8 To stabilize bank erosion and active hazard lands that could effect creek channels and water quality.

8.9.9 To encourage bioengineering methods where possible in order to increase habitat values.

8.9.10 To seek out creative opportunities for acquiring City ownership of riparian lands for environmental protection purposes.

8.9.11 To consider allocating resources to provide for aquatic ecosystem enhancement and partnership development with local community groups to facilitate potential restoration opportunities.

# Chapter 9 Parks and Greenways

## 9.1 RELATIONSHIP TO OUR VISION

Since its inception, parks and open spaces have played a major role in the livability of the City of North Vancouver. The City is fortunate to have a high percentage of natural open space due to the creeks and ravines that border and define many neighbourhoods.

Major urban open spaces such as Victoria Park and Grand Boulevard were created in the original town plan. The City also takes much of its character from its location between the waterfront and the mountains. Historically, the port created an industrial waterfront with limited public access. Developments such as Waterfront Park and Kings Mill Walk are improving public access to the water's edge, and provide dramatic public views of the ocean, the City and the North Shore Mountains.

This OCP has adopted sustainability as a goal. A sustainable community concept balances social, environmental and economic objectives and success relies on the integration of many different factors. The role of parks and greenways in contributing to a sustainable community will also involve careful integration of these systems with others, including, land use, social interaction, transportation, and environmental systems.

A vision for the future of parks and greenways in the City extends beyond the park boundary, to include consideration of the role that all public lands play in the City's open space system. A major part of this public land is the street system; therefore parts of the street system may need to be integrated and adapted with the parks system to become linear 'greenways'.

## 9.2 GREENWAYS IN THE CITY OF NORTH VANCOUVER – PAST AND PRESENT

In the City of North Vancouver the street and parks systems have historically been linked. Victoria Park and Grand Boulevard are classic 'parks within the street system'. The original town plan envisioned a 'Green Necklace' as shown in Figure 2, creating "an approximate quadrangle of boulevards . . . surrounding the central square mile of the City, and supported by numerous parks and grounds".

In modern terms, the 'Green Necklace' would be termed a system of 'Greenways', which are continuous linear green spaces that may combine parts of parks systems and street systems. The two types of greenways can be classified as:

- Recreational greenways designed primarily for public enjoyment; and
- Environmental greenways managed primarily for habitat purposes (e.g. a riparian corridor along a salmon bearing stream).

Both types of greenways are common in the City, with the 'Green Necklace' being a primary example of a recreational greenway.

Part of the 'Green Necklace' is gone, as it was removed by the development of the Upper Levels Highway in 1961. This loss brings to a focus the need for the goal of creating a sustainable

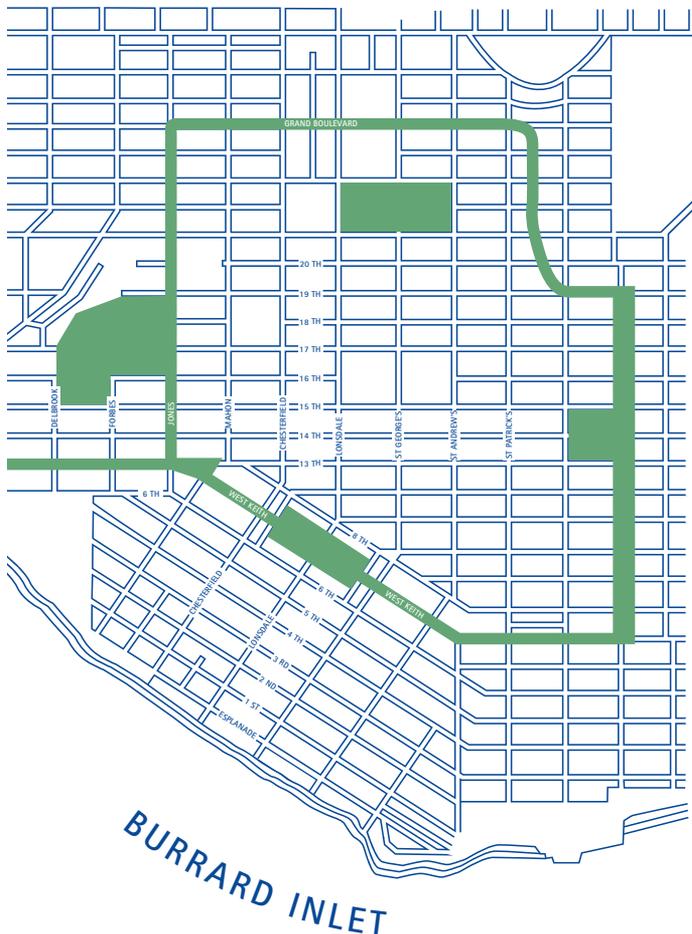


Figure 2. The Green Necklace

community, namely: to “meet the needs of people today without compromising the ability of future generations to meet their own needs”. The “Green Necklace” was an important part of the original plan for the City. There is a need now to recreate this important element to help achieve the new vision for the City of North Vancouver, and the goal of creating a livable, sustainable and complete community.

Ravine corridors in parks such as Mosquito Creek are classic environmental greenways. Trail corridors create ‘recreational greenways’ within these environmental greenways. Sustaining the natural systems in these ravines will require careful management of both recreational use and environmental protection and enhancement. Stormwater inputs from surrounding urban land uses can severely limit the environmental quality of a stream and must be managed properly.

### **9.3 TRAILS AND RECREATIONAL GREENWAY SYSTEM**

The Parks and Greenways Strategic Plan determines priorities for trail improvements in the City. Trail connections and associated green corridors – recreational greenways – may be in parks, on the waterfront, and on street or other public lands.

Schedule “E” -Trail System illustrates in concept how existing trails may be linked through use of streets and other existing or potential public lands. Four trail systems are proposed:

1. Necklace Trail System –which recreates the ‘Green Necklace’;
2. Waterfront Trail System –which sets a goal of waterfront or ‘waterfront view’ access along the lower slopes of the City of North Vancouver;
3. Ravine Trail System –which recognizes and links the major trails through the ravine parks; and
4. Upper Levels Trail System –which creates a trails system crossing the Upper Levels highway, integrated with existing and proposed grade-separated crossings.

Each of the four trail systems is organized as a series of connecting loops. This allows users to choose either a short local loop or a longer excursion. The four trail systems also connect to one another, so that a myriad of travel options are possible. Solid lines on Schedule “F” indicate a primary trail route. Dashed lines indicate secondary trails to connect residential areas to the primary route, or to interconnect trail systems. The focus of the park and greenway trail system is walking or slow-speed recreational cycling.

The greenway trail system is complementary to the bicycle routes that have been designated in cooperation with the Joint Bicycle Advisory Committee (JBAC). The JBAC-designated bicycle routes give priority to the commuting cyclist, and tend to be along arterial and collector roads for the most direct connection to destinations. See Schedule “C” for a map of the City’s bicycle routes. The greenway trail systems, on the other hand, are designed for casual recreational cycling mixed with pedestrian use, and tend to follow low-volume local streets. There are occasions where the greenway trail and the commuting cyclist trail coincide, and these should be appropriately designed.

### **9.4 FISH AND WILDLIFE HABITAT IN PARKS**

Most watercourses and the remaining native woodlands are in the ravines and steep slope areas within parks.

Since most parks are fully developed, impact on habitat and vegetation is largely the result of human use and dog activity. While the City recognizes the social health values of pet ownership there is an important need to address the issue of dogs in parks, which can have significant negative impacts on riparian habitat and wildlife. Gradual widening or ‘braiding’ of trails by people avoiding mud puddles creates damage by trampling vegetation or compacting soils. Vegetation is also impacted by mountain bike use, in particular where users are leaving established trails in search of more difficult terrain. Loss of vegetation often leads to erosion

It is important for the recreational and educational aspects of urban parks to continue.

However, it is also critical to sustainability that the current use of these parks does not impede future generations' ability to renew and maintain the parks' environmental resources, including fish and wildlife.

### 9.5 STORMWATER MANAGEMENT IN PARKS

Problems of erosion and sedimentation in City watercourses and parks are partly the result of increased impervious surface caused by urban development in the watersheds. There is a need for creative solutions to increase storage, infiltration or reuse of stormwater to mitigate this problem. Some of this storage could be provided as detention ponds. At-source storage could also be provided on development sites – e.g. in cisterns under streets or buildings, by use of pervious paving, in absorbent soils over parking garages, or by use of bioretention areas or rain gardens in private developments. Stormwater management issues for the City include:

- The City will investigate creative solutions to the provision of moderate stormwater detention in parks, including community detention ponds, so long as existing wooded, watercourse, or important active play areas are not affected;
- Where detention is provided in parks, it should be of the highest quality facility, properly graded and landscaped to be safe for public access, and to create an amenity;
- The City will pursue designs that will allow safe public access to detention ponds, and signage fully explaining the function of the pond; and
- Wherever possible, new detention ponds should be off-channel, to provide ease of cleaning and to avoid impacts on the watercourse from construction and cleaning activities.



### 9.6 PURCHASE OR DESIGNATION OF ADDITIONAL PARKLAND

As an established City, most neighbourhood parks are already in place. The 1991 Parks and Recreation Master Plan identified parkland deficiencies in Lower Lonsdale, Moodyville, Central Lonsdale, and Lonsdale above the Upper Levels Highway. These deficiencies were not for parkland in general, but for a specific type – flat, active play space in the neighbourhood park scale (3-5 acres). A development cost charge has been established to raise funds for the required purchases.

Other land acquisition issues focus on the public support for protection of riparian habitat along watercourses. There are only a few private properties containing watercourses in the City. Purchase of these remaining properties would put all watercourses in public management.

Schedule "G" shows schematically the location of existing and proposed parkland and greenway streets.

## **9.7 PARK OUTDOOR FACILITY DEVELOPMENT**

In addition to trails and habitat improvements, the Parks and Greenways Strategic Plan will determine priorities for park and outdoor sports facility improvements in the City.

The City recognizes the benefits of recreation and sport and the pursuit of excellence. To help facilitate these goals there has been ongoing investment in playing fields including the Sunrise field, lighting of existing fields, and the new artificial turf field at Mahon Park North. Extensive investment has also been made in new playground facilities, including cost sharing with School District #44. Future investments in playgrounds will emphasize innovative, high quality play environments.

## **9.8 STREETS, RAILS AND BOULEVARDS IN THE PARKS AND GREENWAYS SYSTEM**

The integration of the Parks and Greenways Strategic Plan with the Traffic Calming Plan is an important objective since the two plans have many common and shared values. Integration in terms of planning, design and implementation will provide mutual benefits and demonstrate the integration of environmental values, transportation planning, habitat connectivity and community livability. The 1992 OCP shows several cross-streets in the Lonsdale corridor as 'Park, Recreation and Open Space'. Schedule "G" is a refinement of this designation, based on the concept that there are two potential treatments:

1. A greenway street, where priority is given to pedestrians, cyclists and green space in the street section, but where slow speed local vehicular traffic and emergency vehicle access, as well as limited on-street parking, is allowed; and
2. A greenway node, where pedestrian area bulbs at intersections and midblock, combined with traffic calming measures, increase the visibility of 'green', or high amenity pedestrian space on the street, but where the street between the greenway nodes has a normal load of local traffic and parking.

In general, Schedule "G" shows greenway nodes at intersections of those streets that were Parks, Recreation and Open Space designations in the 1992 OCP. Full greenway streets are shown where they provide an effective connection to the parks and trails systems. Schedule "G" also recognizes the Lonsdale corridor as a special, pedestrian-friendly, urban environment. The long term potential of the BC Rail corridor is also shown on Schedule "G". A shared right of way, designed for adequate separation and safety, could provide vital linkages with the Squamish Nation, the District of North Vancouver and beyond.

## **9.9 PARKS AND GREENWAYS GOAL**

To create a linked system of parks and greenways that balances recreational use of parks and streets with sustainable ecological and transportation objectives, and to contribute to community pride during the 2007 Centennial Celebration.

## **9.10 PARKS AND GREENWAYS OBJECTIVES**

9.10.1 To create a comprehensive trails and recreational greenways system that links major parks and public destinations throughout the City, the City will:

- i. Choose a set of trail linkage priorities that can be accomplished in time for opening in the Centennial year (2007);
- ii. Undertake a "greenway street" demonstration project, to show how traffic calming, bicycle and pedestrian enhancements, and possibly a green buffer and wider sidewalks may be incorporated into a street reconstruction or retrofit;
- iii. Incorporate greenway street locations and design objectives into the City's transportation traffic calming and street improvement programs, so that street improvements incorporate the greenway street concepts;
- iv. Complete a trail repair and upgrading program, to address safety and habitat impacts due to disrepair or misuse of existing trails;

- v. Open a cooperative dialogue with the Squamish First Nation about their waterfront development plans, and the opportunities for trail linkages associated with development;
- vi. Complete feasibility and capital cost studies on the development of the trails network, including both park and street improvements, as well as major structures associated with the trails system;
- vii. Establish a capital funding mechanism for long-term implementation of the trails system;
- viii. Provide for trail systems that include wheelchair accessible grades wherever practical; and
- ix. Provide opportunities to City residents by connecting with the larger trail systems beyond the City boundaries like the Trans Canada Trail.

9.10.2 To conserve, protect and improve fish and wildlife habitat values in City parks:

- i. New trails or facilities in sensitive habitats will be discouraged, and installed only where they provide a net gain for habitat;
- ii. Trailside barriers and signage may be installed along heavy use trails that enter sensitive habitats, particularly along ravine edges and creeks. These barriers may vary in design, to include fences, hedges, natural plantings, brush barriers, designed to be as unobtrusive as possible, while still being effective;
- iii. Erosion and riparian area restoration, or trail consolidation, will be pursued where prior park use has damaged sensitive habitat;
- iv. Trails alignments that are causing extensive damage may be closed;

- v. Consideration will be given to designated, low impact sites for dog off-leash use and for mountain bike challenge riding;
- vi. Habitat restoration efforts will continue;
- vii. The City will initiate management of invasive non-native species;
- viii. Naturescape approaches that emphasize plantings that support a diversity of bird and other wildlife use will be continued;
- ix. No-mow zones may be considered to create meadows, wetlands and marshes that support increased habitat values; and
- x. The City will review the implications of the Streamside Protection Regulation on parks and ravines adjacent to watercourses and will include a parks strategy as part of an Intergovernmental Agreement that applies to both public and private lands. In addition, the City will develop Best Management Practices for parks and environment operations and will train crews in proper maintenance and management practices for these areas.



9.10.3 To define an appropriate role for City parks in stormwater management the City will:

- i. Investigate creative solutions to the provision of moderate stormwater detention in parks, including community detention ponds, so long as existing wooded, watercourse or important active play areas are not affected;
- ii. Where detention is provided in parks, it should be of the highest quality facility, properly graded and landscaped to be safe for public access, and to create an amenity;
- iii. Pursue designs that will allow safe public access to detention ponds, and signage fully explaining the function of the pond; and
- iv. Wherever possible, create new detention ponds off-channel, to provide ease of cleaning and to avoid impacts on the watercourse from construction and cleaning activities.

9.10.4 To refine to what extent purchase or designation of additional parkland and greenways are required, the City should:

- i. Continue to raise funds and pursue purchase of additional parkland to supplement existing parks in the Moodyville neighbourhood;
- ii. Develop a system of greenway streets to increase pedestrian and cycle access to existing open-play park spaces;
- iii. Consider negotiating or funding "pocket parks" (<0.4 Ha or <1 acres green or plaza space) at a time of redevelopment in the Lower Lonsdale, Central Lonsdale, in the vicinity of Lions Gate Hospital and Upper Lonsdale above the Upper Levels Highway;
- iv. As a long-term goal on a willing seller basis, consider purchasing remaining private properties that include watercourses and connecting fragments between environmentally sensitive areas; and
- v. Redefine the Development Cost Charge funding formulas to balance funding of property purchases with funding of park and green street improvements.

9.10.5 To identify new park facilities that are necessary and affordable the City will:

- i. Monitor the use and demand on existing facilities to help determine the need for future facilities;
- ii. Consider future active recreation facilities in response to the demonstrated needs and support of the community, and address such items in the ten-year capital plan;
- iii. Focus In the next five years on outdoor facility investment in support of trail linkages, and the repair and maintenance of existing facilities;
- iv. Place a high priority on the investment in accessibility in existing parks;
- v. Undertake a study to investigate the role of the City, the private sector, or non-governmental organizations in providing and maintaining garden plots in areas accessible to the higher density residential areas of the City; and
- vi. Make efforts to increase the usefulness of existing facilities through more innovative programming.

9.10.6 To refine the role that City streets and boulevards can play in a sustainable community the City will:

- i. Close selected street segments to vehicular traffic;
- ii. Partially close certain street segments to traffic;
- iii. Provide traffic calming and bike/pedestrian amenities on designated greenway streets;
- iv. Provide additional street tree planting and wider sidewalks on designated greenway streets;
- v. Designate bike lanes for commuters on major streets;
- vi. Conduct demonstration projects for innovative stormwater management and low impact landscape maintenance on greenway streets; and



vii. Integrate "naturescape" principles to increase habitat for small mammal and bird species and look for opportunities to connect habitat along greenways.

9.10.7 To maintain and enhance the important historical, traditional, cultural and social elements of the City's parks and greenways that add to the quality of life and sense of place, including the integration of public art into the parks system, the City will:

- i. Consider how design of all outdoor spaces reflects and enhances the cultural vitality of the City and encourages the positive social interaction of residents;
- ii. Ensure that park and greenway improvements respect the history of the City; and
- iii. Provide an integrated approach to public art throughout the Parks and Greenways system, to help residents interpret their history, environment and culture, and to respect the goals of the Public Art Master Plan.

9.10.8 To recognize the importance of, and examine opportunities for, protected public viewpoints to major regional attractions including views of the ocean, mountains and the Vancouver skyline, the City will:

- i. Identify existing viewpoints from public parks and streets; and
- ii. Create a strategy to designate viewpoints that will be maintained as the City grows, and methods to protect these views and enhance the viewpoint.



Life-long learning, recreation, arts and cultural pursuits, are vital in the life of City residents.

# Chapter 10 Leisure and Culture

## 10.1 RELATIONSHIP TO OUR VISION

A wide variety of leisure and cultural activities, including life-long learning, recreation, arts and cultural pursuits, are vital in the life of City residents. Providing opportunities to participate in passive, or active leisure and cultural activities is an effective way for the City to facilitate good health, and promote a positive environment in which community members interact and relate to each other.

Participating in, learning about, and enjoying the achievements of others in these pursuits contributes positively to the day-to-day lives of community members and the experience of visitors to the City.

The economic role of leisure and culture is also growing in recognition and importance. Supporting the development of the leisure business and the arts and cultural industries will bring a more sustainable balance to the social strengths of this realm.

This Chapter addresses three distinct aspects of leisure and culture: the North Vancouver Cultural Plan, the Recreation Plan for North Vancouver, and Library Services.

## 10.2 THE NORTH VANCOUVER CULTURAL PLAN

The City has always made arts and culture a priority in considering the lifestyle and well-being of the community. The City is planning for new, or upgraded cultural facilities as redevelopment occurs in Lower Lonsdale. The North Vancouver Cultural Plan continues the bi-municipal approach to arts and culture in North Vancouver, and the framework for making decisions as first articulated in the original 1988 Cultural Plan.

Over the past decade municipal support for local arts and culture organizations has grown, with arts grants funding increasing from .50 to \$1 per capita in 1999. In 2001 City and District direct and indirect spending on arts and culture totalled over \$16.8 million. This includes the capital investments, core agency funding, Recreation Commission arts services, library budget, public art program, Arts and Culture Commission and events activities, and support for arts related organizations. This environment of enhanced municipal support for the arts has supported an increasing number of arts groups, creating a more vibrant arts community. The City also recognizes that culture makes a significant and growing contribution to the local economy (see Chapter 12).



The Cultural Vision of the North Vancouver Cultural Plan states that North Vancouver strives to achieve an enabling cultural and artistic environment where:

- The community has a distinctive cultural identity which is derived from its vibrant and diverse range of artistic expressions and attractions;
- Citizens, especially children and youth, have the opportunity and encouragement to experience art in their daily lives;
- The arts community is strengthened by collaboration and partnerships;
- Artists of all disciplines can realize their creative potential; and
- The social and economic value of culture is recognized and stimulated.

The Guiding Principles of the North Vancouver Cultural Plan state that the Cultural Plan will:

- Respond to expressed community values;
- Reflect the diversity and scope of artistic practices in the community;
- Build on the strengths, knowledge and resources of the community;
- Enable opportunities for all ages to participate in local arts and cultural activities;
- Recommend achievable, sustainable and measurable strategies;
- Encourage a cooperative and coordinated approach to cultural planning, development and promotion;
- Articulate a clear role for municipal leadership and community partnerships; and
- Ensure an equitable distribution of benefits.

### 10.3 THE RECREATION PLAN FOR NORTH VANCOUVER (RECPLAN)

In 1970, the City and District of North Vancouver established a joint recreation commission/department through Bylaw 6623 that is responsible to the City and District Councils for the delivery of municipal recreation services.

The City of North Vancouver sees recreation as an essential component to the overall health and wellness of the community and contributes to the quality of life, livability and sustainability of the City. The intention is for all citizens to have a wide range of accessible recreational opportunities. These opportunities are facilitated or provided through a variety of commissions, agencies, non-profit societies, businesses and community organizations.

Some of the most significant factors that will impact provision of recreation services during the life of this OCP include:

- The City's population is aging;
- The diversity found in our communities is increasingly recognized and supported;
- Equitable access to services is being sought;
- Citizens want to participate more in the decisions affecting their community;
- There is a strong connection between health and recreation;
- Accountability is increasingly a requirement;
- Recreation and community services are being more closely linked; and
- Demand for services is increasing at the time of budgetary constraints.

The majority of recreation services in the City of North Vancouver are provided by the North Vancouver Recreation Commission, which is jointly funded by the City and District of North Vancouver. Recreation Commission activities are guided by its community-based business plan entitled "recPlan." recPlan's Vision is "connecting to create a community with spirit!" recPlan's Mission Statement is as follows:

We connect through. . .

- Creating welcoming, playful and safe environments;
- Understanding the leisure needs and wants of our citizens;
- Facilitating and providing high quality programs, services and facilities;
- Ensuring accessible, inclusive and diverse leisure opportunities;
- Encouraging individuals to achieve independence and responsibility for their own health and well being;
- Community partners to provide a full continuum of programs and services to enhance the quality of life for all North Vancouver citizens; and
- Supporting individuals and families in their search for community service information.

#### 10.4 LIBRARY SERVICES

The City Library was established in 1964, and housed at its current location in the Civic Centre since 1975. The City of North Vancouver funds 91% of the Library's operational budget. The Library has a wide range of services and collections in a variety of formats. Over 100,000 items are available to the 34,000 registered borrowers. In 2000, over 545,000 items were circulated.

The City Library has confirmed its key roles in supporting a community of literate, informed, and knowledgeable City residents. The Library commits to achieving a balance between traditional services, and new technology and information resources. The Vision of the City Library, as articulated in its Strategic Plan is:

*As a community meeting place and gateway to knowledge, the North Vancouver City Library provides high quality citizen centred services emphasizing popular materials, supporting life-long learning and literacy, and encouraging independent decision-making and cultural awareness.*

The roles of the City Library in supporting this vision are:

- Being a community and cultural meeting place;
- Providing popular materials for persons of all ages;
- Supporting life long learning, personal growth and educational opportunities through collections and programs;
- Fostering literacy of young children, supporting citizens whose second language is English and actively encouraging technological informational literacy;
- Providing referrals and links to community resources, information and organizations; and
- Providing materials that support learning up to a Grade Twelve level.



## 10.5 LEISURE AND CULTURE GOALS

10.5.1 To support and enhance leisure, and culture as vital aspects of community life, including life-long learning, recreation, community events, and arts and culture.

10.5.2 To maintain and enhance participation, life experience, well-being and quality of life for all community members

10.5.3 To recognize the importance of the arts and cultural sector.

10.5.4 To more fully develop an understanding of the leisure and culture needs of community members.

10.5.5 To operate, maintain, increase, improve and encourage the provision of cultural and recreational facilities.

10.5.6 To provide, and encourage the development of, a variety of meeting and gathering places that provide easy access to knowledge, learning and literacy.

## 10.6 CULTURAL OBJECTIVES

10.6.1 To recognize the importance of the arts as a sustainable source of economic growth, particularly through strategies which increase employment and tourism.

10.6.2 To support access to artistic expression as a daily experience for residents, as well as development of the creative potential of artists.

10.6.3 To support strategies which recognize and stimulate the cultural industry.

10.6.4 To support the development of a network of community and regional arts and cultural facilities that are easily accessible to the general public.

10.6.5 To increase participation of members of the local arts community in City planning processes.

10.6.6 To work in partnership with the Arts and Culture Commission of North Vancouver, other cultural agencies, and the community to implement the Vision and Goals of the North Vancouver Cultural Plan.





### **10.7 RECREATION OBJECTIVES**

10.7.1 To enhance community well-being through community events.

10.7.2 To work with the North Vancouver Rec Commission, to ensure access to a range of indoor and outdoor recreational and leisure pursuits for City residents of all ages and abilities.

10.7.3 To provide a high level of recreational and leisure time facilities, including the provision of facilities and spaces for use by youth and other targeted age groups.

10.7.4 To encourage a range of family support programs designed to promote family well-being that are accessible, affordable, and innovative and that build on family capacity and community networks.

10.7.5 To work with the North Vancouver Rec Commission, North Shore Neighbourhood House and/or other agencies, to provide a community-based recreation delivery system.

10.7.6 To work towards providing leisure and culture facilities in both Central and Lower Lonsdale, in close proximity to public transit.

10.7.7 To ensure that existing and new public facilities and amenities are available for community use, are accessible for persons of varying mobility, hearing and visual abilities, and address local priority needs.

### **10.8 LIBRARY OBJECTIVES**

10.8.1 To ensure that the North Vancouver City Library will serve as a community meeting place and gateway to knowledge.

10.8.2 To ensure that the North Vancouver City Library will provide high quality citizen-centred services emphasizing popular materials, supporting life-long learning and literacy, and encouraging independent decision-making and cultural awareness.

10.8.3 To work with the City Library to achieve the Vision and Strategic Priorities articulated in the Library's Strategic Plan.

10.8.4 To recognize and encourage access to learning and literacy at other library facilities throughout the community.

10.8.5 To encourage all library facilities to provide, where practical, accessible materials for persons with disabilities

# Chapter 11 Community Infrastructure

## 11.1 RELATIONSHIP TO OUR VISION

Infrastructure (roads, water supply, sewerage, telecommunications, power and gas) provides the basic services necessary to sustain the health, safety, social and economic well being of a community. As life cannot exist without water, the health of a community depends on a safe reliable water supply. Sewerage and drainage works also provide lifelines that sustain and protect the health and safety of human settlement and the natural environment. Roads provide the corridors that allow the movement of people and goods. Telecommunications have become a lifeline of industry and the community. Collectively, the City of North Vancouver refers to these systems as its community infrastructure. The City, through its Engineering Parks and Environment Department, is responsible for roads, sewers and water.

Infrastructure is for the most part taken for granted. Yet, the effective delivery of these services is clearly of vital importance for the sustainability of a community. Compact and complete communities, as envisioned for the City of North Vancouver, require less infrastructure investment per capita (which supports lower user rates) than more sprawling communities. A community with vibrant and diverse economic activity requires high standards for community infrastructure. In turn, a vibrant diverse economy helps to provide the means to maintain the infrastructure to that high standard.



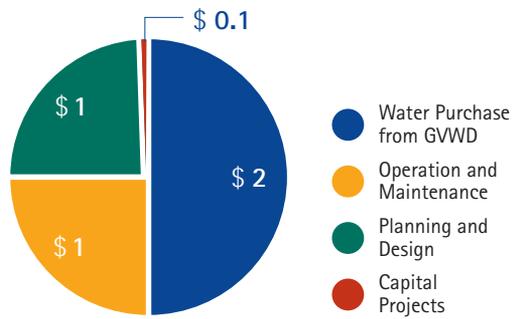
## 11.2 COMMUNITY INFRASTRUCTURE - THE PLAN

Management of the City's infrastructure is a core service. Existing City-owned structures and infrastructure must be maintained during their useful life, and be replaced when deteriorated, or when warranted by new demands, such as growth, or technological change.

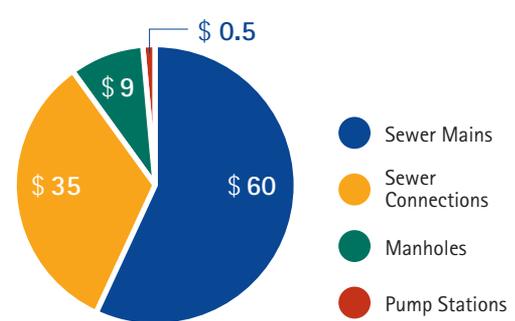
Effective management of the City's assets requires careful planning that incorporates monitoring the condition of the assets, projecting future demand, predicting problems (risk analysis) and developing operation, maintenance and replacement plans. Management of the engineering infrastructure is presently supported by information provided through the Geographic Information System, the Operation and Maintenance System, pavement management system, various regular condition surveys, predictive demand models and studies, and the Emergency Preparedness Plan. Ongoing capital replacement programs must be developed in step with planned growth. Facilities replaced at the end of their life-cycle must be designed to meet future needs. Individual development applications must also be reviewed to ensure that they are adequately serviced.

There are direct linkages between maintenance expenditures and replacement programs. Clearly, the life of the infrastructure can be extended through scheduled maintenance. It is also clear that asset replacement reduces demand for maintenance dollars. The challenge is to find a balance. The following is a summary of some of the key systems the City operates, maintains and ultimately replaces. All figures are approximate and only shown for illustrative purposes.

Annual Water Utility Budget (\$ Millions)



Sanitary Sewer Replacement Value (\$ Millions)



*The replacement value of the City's sanitary sewer Infrastructure is estimated to exceed \$100 Million.*

### 11.3 WATER SYSTEM

The City of North Vancouver receives bulk treated water from the Greater Vancouver Water District (GVWD). GVRD member municipalities are responsible for the distribution of water to each customer. The GVRD has developed a three phase Drinking Water Treatment Program to effectively address water quality issues, which include the potential for waterborne disease, seasonal source water turbidity, source water corrosiveness, and bacterial re-growth in the distribution system

The City is responsible for the operation and maintenance of a water distribution system with a replacement value of approximately \$100 Million. The City's water utility operates on a budget of approximately \$4 Million per year, which represents approximately 4% of the replacement value of the City's system. The largest component of the budget (50%) is the cost of purchasing water from the GVWD. The remainder of the budget is utilized to operate and maintain the City's system and to plan, design and construct system improvements and replacements.

### 11.4 SANITARY SEWERAGE

Individual municipalities within the Greater Vancouver Regional District are responsible for the collection of sanitary sewage and conveyance to trunk sewer mains and wastewater treatment plants operated by the GVRD. All sanitary sewerage collected on the North Shore (North Shore Sewage Area) is treated at the Lions Gate Waste Water Treatment Plant. Liquid effluent from this primary level treatment plant is discharged into Burrard Inlet outside of the First Narrows.

All GVRD-member municipalities have adopted the region's Liquid Waste Management Plan (LWMP) that commits all municipalities to policies and projects approved by the Minister of Water, Land and Air Protection. The LWMP commits to the upgrading of the waste water treatment plants if demonstrated necessary by environmental triggers. At this time, there is no evidence within the receiving environment demonstrating that sewage discharges at First Narrows have a negative impact on the environment. The LWMP also includes capital plans for each Sewer Area. The focus of the North Shore Sewage Area is on infrastructure management of the sanitary collection system and a phased approach to upgrade of the treatment plant in step with population growth and assessed environmental impact. The Liquid Waste Management Plan commits the North Shore municipalities to a long-term replacement program that, over the long term, will reduce inflow and infiltration to reasonable amounts.

Experience in other jurisdictions reveals that the only effective way to reduce inflow and infiltration of leaky sewers is through total replacement of both the municipal and private system. The private system can be replaced through attrition as properties redevelop over time. The City has adopted the recommended replacement rate of 0.65% per year. This replacement rate is designed to reduce inflow and infiltration rates to acceptable volumes over the long term (i.e. within 65-75 years) in accordance with municipal sewage regulations. By reducing leaks in the small pipes managed by the municipalities there will be less need to build larger trunk mains and treatment plants. It is expected that replacement works will continue to be coordinated in a fashion that accommodates growth throughout the City.

### 11.5 DRAINAGE SYSTEMS

The City's storm water systems have developed over the years, largely to route rainfall runoff away from private property and the street network. The emphasis has been on flood prevention. Only recently has the connection between urban runoff and the environment been realized. Increased impervious surfaces associated with development are responsible for hydrologic changes that have seriously eroded small streams. This has resulted in the loss of fisheries habitat that once supported healthy fish stocks. Urbanization also affects the quality of storm water run-off. Approximately half of contaminant loading to the marine environment is contributed from urban run-off. The remaining half is discharged at the waste-water treatment plant outfalls.

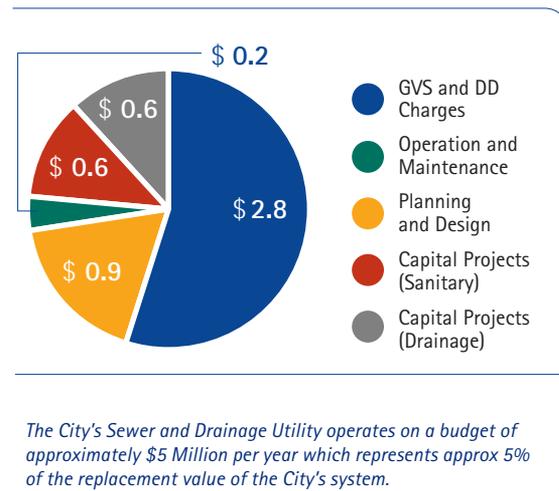
Through the Region's Liquid Waste Management Plan, municipalities are committed to undertake storm water management planning on a watershed scale. This approach recognizes that land use has a significant impact on the ecological health of the receiving environment, particularly on small streams. Although the City is essentially fully developed, the results of further environmentally-focused watershed planning could alter redevelopment plans within sensitive watersheds within the City.

### 11.6 STREETS

The function of streets is becoming more complex as the region matures. The basic utilitarian function of providing physical access to private property is gradually being replaced by a streets role in defining the character or "sense of place" of a neighbourhood or precinct. Street trees, boulevard landscaping, and street furniture can work together to make streets comfortable places to occupy for pedestrians or motorists. All these features add to the inventory of public assets that must be maintained.

Without a pavement management program the temptation would be to repair roads on a "worst first" basis. In reality, it is often better to spend a relatively small amount on a surface repair in order to extend the life of a pavement another 10-15 years rather than wait until a road requires total reconstruction. In some cases it is possible to save money by deferring the total reconstruction of those roads that are beyond the surface fix.

Annual Sewer and Drainage Budget (\$ Millions)



## 11.7 INFRASTRUCTURE MANAGEMENT GOALS

11.7.1 To provide the citizens, businesses and visitors with public infrastructure that improves the quality of life and protects the natural environment at an affordable cost.

11.7.2 To operate and maintain the infrastructure to acceptable standards.

11.7.3 To optimize the delivery of services to our customers by the application of effective management practices.

11.7.4 To maintain structures to optimize the useful life of our infrastructure and replace it when necessary to maintain reliable service, or when warranted by growth or technological change.

## 11.8 ASSET MANAGEMENT OBJECTIVES

11.8.1 To identify and monitor the condition of the infrastructure on a regular basis in order to identify the remaining operational life of individual elements, and to identify and rectify weaknesses before failure.

11.8.2 To develop a capital asset database that links with Geographic Information Systems (GIS) to provide accessible information on the condition, replacement value, depreciated value and optimum replacement dates for public assets.

11.8.3 To integrate the servicing of areas where growth is concentrated with asset replacement plans.

11.8.4 To integrate the City's operation, maintenance and capital asset replacement programs with regional initiatives such as the Drinking Water Treatment Program, the Liquid Waste Management Plan, and the Major Road Network.



11.8.5 To continue to develop and improve financial systems of the City for operation, maintenance and replacement of assets to optimize the value of expenditures.

11.8.6 To further develop and implement a capital re-investment policy as a means of financing the replacement cost of existing assets.

11.8.7 To continue to develop financial models that provide cash flow projections that meet capital asset replacement needs.

11.8.8 To proactively seek assistance from senior levels of government in the financing of all capital asset installation and replacement.

11.8.9 To work towards the integration of existing systems to provide an overall Engineering Asset Management System that will provide analytical tools that will allow system managers to optimize capital and maintenance program expenditures.

11.8.10 To incorporate the concept of sustainability into the development of capital replacement plans.

11.8.11 To implement pilot or demonstration projects that test the feasibility of new approaches or technologies.



A local economy is the lifeblood of a sustainable community. It provides the resources that allow a community to prosper.

# Chapter 12 Economy and Economic Development

## 12.1 RELATIONSHIP TO OUR VISION

A healthy local economy is essential for a sustainable and livable community. Without it, residents cannot support themselves, the local government cannot fund services, and communities suffer. This has occurred in some resource-based communities in various parts of British Columbia.

A local economy is, therefore, the lifeblood of a sustainable community. It provides the resources that allow a community to prosper. A strong economy brings employment and a solid tax base to support services. This leads to healthier lifestyles for individuals, and greater opportunities for personal fulfillment. It allows the community to achieve a higher standard of development, provide more services, and an overall higher quality of life.

It must be recognized, however, that economic considerations are just one of the three aspects of a sustainable community. As the City moves towards sustainability, some decisions may be made that place social and environmental concerns before economic considerations. In other instances, economic considerations will take precedence.

This Chapter addresses the City of North Vancouver's economy and potential for economic development. Within the scope of municipal influence it is important for the City to recognize the importance of the economy, and to support it however possible. This Chapter identifies economic issues and sets broad goals that might help achieve the Community Vision.



## 12.2 INDUSTRY AND COMMERCE

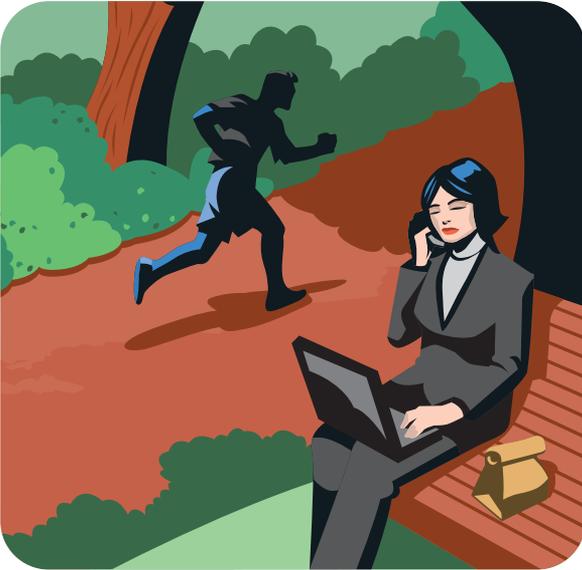
Logging, milling and the export of lumber were the main generators of wealth on the North Shore from the 1860's to 1900. The economy then shifted to port-related industry, principally ship building/repair and transport. Even in those early years, however, the North Shore was a recreation destination for the region with many day trips or holidays to local mountains and ravines.

Over the years the City's economy has diversified significantly. Business and service jobs, including arts related jobs, are now prevalent. Light industry is now more common than primary or heavy industry. The City's tax base is also diversified between residential, commercial and industrial uses. This diversity allows the City's economy to remain relatively strong, despite fluctuations in any one sector of the economy.

While the City's economy has become progressively more diversified, the role of the Port is still significant in terms of its economic benefits. According to a Vancouver Port Authority economic impact study completed in August 2001, the Port accounted for 2,875 jobs in the City of North Vancouver, representing \$147 million in wages, \$178 million in Gross Domestic Product, and \$389 million in total output. Port activities include shipbuilding and repair, bulk and general cargo terminals, and a range of employment opportunities, from long shore labour to administration.

The film industry is relatively new to the City's economic makeup in terms of both employment and average business size, and has been at the forefront of integrating itself into the local economy. The most high profile business in the sector is Lions Gate Studios, which is the largest full-service film studio in Western Canada. Its presence in the City of North Vancouver has helped attract many other film-oriented businesses to the community, some of which serve not only Lions Gate Studios, but also other studios in Greater Vancouver and elsewhere. Data obtained through the BC Film Commission indicates that over 2,600 North Vancouver residents were employed either full or part time as actors, technicians and production staff in the

film industry in 2000, with a payroll of about \$63 million (an average of \$24,230 per person). This is considered a conservative estimate since not all people employed in the film industry are covered by these payroll figures. Construction, tourism, and small business all benefit indirectly from this sector.



Good communications networks are seen to be as important to the future economic viability and sustainability of cities and communities as electricity once was. The City of North Vancouver has been dubbed a Smart Community with telecommunications fibre backbone under most of the major arterial routes, and with advanced ATM switching technology supporting simultaneous voice, video and data transmissions. The City is one of the first BC communities to deploy ADSL technology and is geographically the central hub for the North Shore through which access to other high speed data services flow. As a result the City is well positioned to serve the current and future technology needs of business and residents.

From the perspective of future economic development, the City has a limited amount of land for new businesses. With the completion of the Harbourside Business Park, the City will be effectively built-out. Thereafter, opportunities will be particularly constrained for the relocation or

establishment of commercial and industrial ventures that require a significant land base. Economic growth will therefore have to occur through redevelopment. The City will need to find ways to attract businesses and employment opportunities if it is to maintain a balanced economy.

### 12.3 LABOUR FORCE AND EMPLOYMENT

An important factor in becoming a complete community is providing, as many employment opportunities as there are members of the resident labour force. The City of North Vancouver is fortunate in that the number of people working or actively seeking work (the resident labour force) is approximately equal to the number of jobs available in the City. The Policy and Planning Department of the GVRD analysis of the 1996 Census data, resulted in an estimate of 24,095 jobs in the City. Based upon this estimate, there were approximately 0.95 jobs in the City for every member of the resident labour force at the time of the 1996 Census. The fact that the labour force slightly exceeds the number of jobs is not surprising given the City's convenient transit connections to the downtown Vancouver business core. It is estimated that there is the potential for approximately 31,130 jobs in the City by 2021. This is based upon a number of assumptions including the density of development and number and type of jobs generated per square metre of development.

### 12.4 INCOME

The average City family income - is comparable to the average family income for the Province of British Columbia, but lower than the averages in the Greater Vancouver Regional District, the District of North Vancouver, and the District of West Vancouver .

Overall, approximately one quarter of the private household incomes in the City are below the low-income levels established by Statistics Canada. This is a higher incidence of low income than is found provincially, amongst GVRD member municipalities, and elsewhere on the North Shore.



### **12.5 ECONOMIC GOAL**

To maintain a strong and diverse local economy capable of supporting a complete community.

### **12.6 ECONOMIC OBJECTIVES**

12.6.1 To maintain an approximate balance, and to encourage as large an overlap as possible, between the resident labour force and jobs in the City.

12.6.2 To maintain a high level of service and infrastructure for businesses, including telecommunications, such that the City's commercial and industrial lands are ready to meet the demands of business.

12.6.3 To seek a wide range of employment opportunities that accommodates the diverse needs and skills of the community, including opportunities for youth, people with disabilities and all members of the City's resident labour force. This should include a wide range of incomes, enabling workers to work and live on the North Shore.

12.6.4 To retain existing businesses that might contribute significantly to the local economy.

12.6.5 To attract new businesses that can contribute to the local economy.

12.6.6 To support the Lonsdale Regional Town Centre as a business and service core.

12.6.7 To support those businesses whose needs cannot be met within the Town Centre in other locations in the City.

12.6.8 To support home-based businesses that do not negatively impact the residential neighbourhoods where they are located.

12.6.9 To promote and develop the City of North Vancouver as a tourist destination.

12.6.10 To recognize the arts and culture as an important employment sector.

12.6.11 To encourage businesses to operate in a sustainable manner.

# Chapter 13 Municipal Financial Planning

## 13.1 RELATIONSHIP TO OUR VISION

Deciding how to distribute limited financial resources effectively is an important challenge for all organizations in order to allocate current resources and estimate future requirements. The City's Official Community Plan sets out an ambitious program of Goals and Objectives. Ensuring that funds are available to meet these Goals and Objectives, and that allocation of financial resources to competing Goals and Objectives is fairly and rationally balanced, is the function of the City's financial planning process. There is a requirement in the Local Government Act that the City's OCP be consistent with its Financial Plan. The City's goal is to insure that the two plans are consistent with each other, ensuring that the Financial Plan becomes a key component in reaching the City's goals of sustainability and livability.

## 13.2 CITY FINANCIAL TRENDS AND ISSUES

Currently, the City collects about \$50,000,000 each year in taxes, water and sewer rates, fees, and other revenues, including interest on invested funds of about \$3 million per year.

The majority of these funds are expended immediately to provide services to City residents, including:

Public Safety	Fire, Police, Bylaws, Inspections	\$15,000,000
General Government	City Council, Finance and Administration, Land and Facility Management, Community Planning	\$10,000,000
Community Services	Recreation, Library, Museum, Youth and Seniors Services	\$6,000,000
Public Works	Streets, Traffic, Parks, Environment	\$5,000,000
Utilities	Water, Sewer, Drainage, Refuse and Recycling	\$8,500,000
<b>TOTAL</b>		<b>\$44,500,000<sup>1</sup></b>

The balance of the funds, (about \$5.5 million each year), is spent on capital projects including water, sewer and drainage infrastructure, civic facilities, streets, parks, the traffic system, and equipment. The remainder is placed in reserves for future capital expenditures. By policy the City seeks to minimize debt, so all capital expenditures are funded from either current revenues, contributions from others, or from dedicated reserves set aside for this purpose. The City has no outstanding debt as of 2002.

As of 2002, the City's total reserves are approximately \$56 million. The City's largest single reserve fund is the Tax Sale Land Reserve, which has a principal balance of \$30 million in 2002.

The City's current capital program (2002-2011) allocates approximately \$15 million per year. Of this, approximately \$3 million comes from the funding collected each year, and \$8 million comes from the City's reserves. The balance of \$4 million is currently coming from land sales. The City is selling its land holdings in Lower Lonsdale, and has identified a list of capital projects to be financed with these funds. This is set out in detail in the City's ten-year Financial Plan. Once this program has been completed, the City will have limited opportunities to sell more land. The capital program will therefore revert to its more historic level, in the \$10 million range.

## 13.2 FINANCIAL PLANNING GOAL

To ensure that sufficient funding is provided over the long-term so that services and infrastructure can be sustained at the required level to maximize value to the citizens of the City.

<sup>1</sup> All figures are approximate, and based upon 2002 allocations.

### 13.3 FINANCIAL PLANNING OBJECTIVES

13.3.1 To urge the Federal and Provincial governments to pursue mechanisms to enhance the fiscal capacity of municipal governments.

13.3.2 To update the City's budget process to include sustainability considerations in decision-making.

13.3.3 To require requests for funding for new or additional funding for projects, programs, and initiatives to specifically address the ways in which they support the implementation of the Goals and Objectives of the Official Community Plan.

13.3.4 To use the yearly Financial Planning process to set priorities for project and program accomplishment.

13.3.5 To work towards ensuring that, within the fiscal constraints imposed upon the City, rates of property taxation shall not fluctuate substantially from year to year.

13.3.6 To seek tax levies for commercial, industrial, and institutional sectors at a level that encourages companies to locate and remain in the City.

13.3.7 To strive to maintain a fair balance in the allocation of the tax burden to property classes.

13.3.8 To allocate available operational funds to the maintenance of current levels of service before new services are provided.

13.3.9 To establish operating reserves, where feasible, to cover unpredictable expenses, such as snow removal.

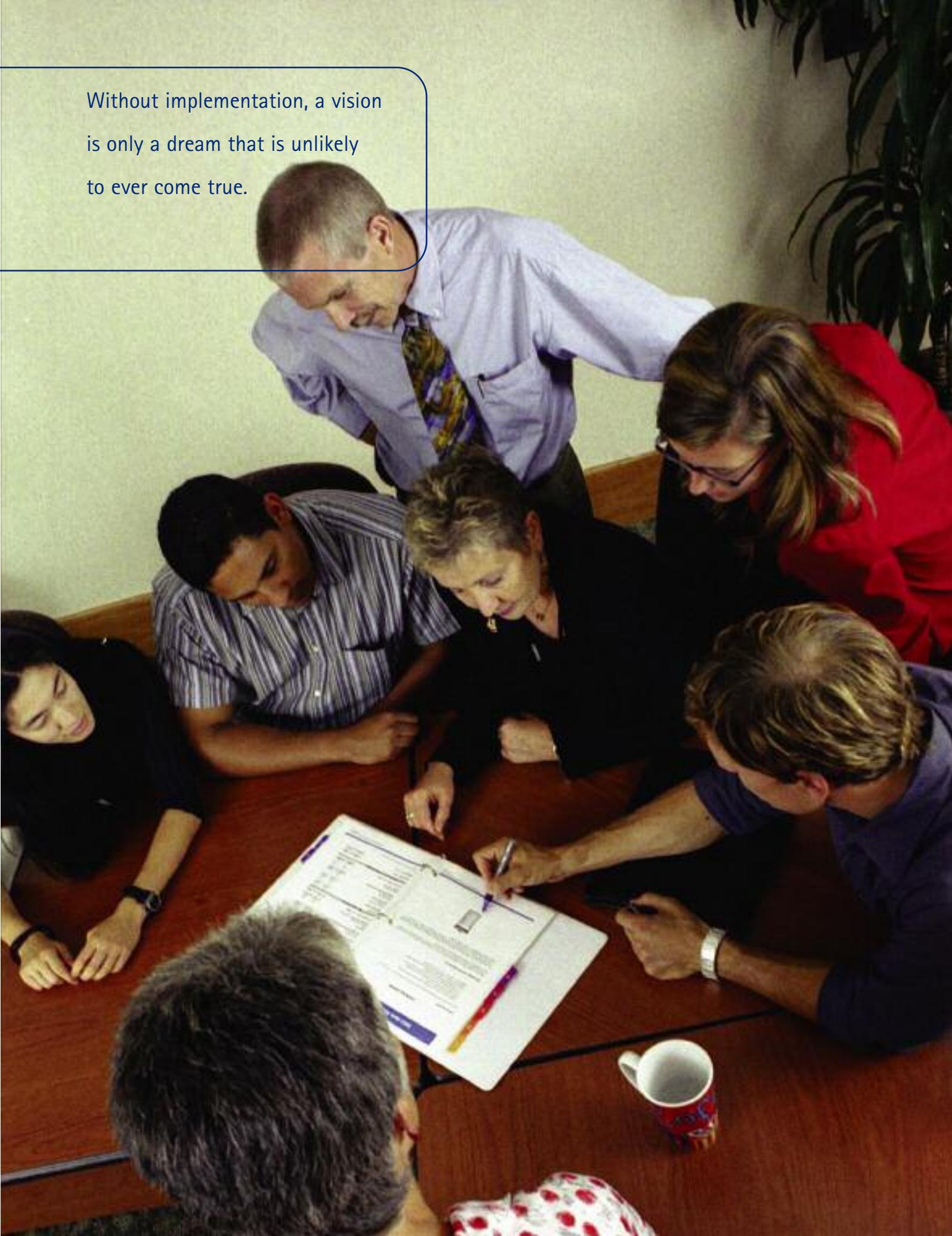
13.3.10 To set aside sufficient funding in reserves to maintain and replace City infrastructure as required.

13.3.11 To treat the Tax Sale Land Reserve as a permanent fund held in trust for future generations; therefore attempting to use only the interest earned by the fund, and to not use the fund for ongoing operating expenditures.

13.3.12 To attempt to maintain a surplus of consolidated revenues for expenditures in the event of a declared emergency.



Without implementation, a vision is only a dream that is unlikely to ever come true.



# Chapter 14 Implementation and Participation

## 14.1 RELATIONSHIP TO OUR VISION

Implementation is what brings a vision to life. Without implementation, a vision is only a dream that is unlikely to ever come true. Implementation is, therefore, the actions turn a vision into reality.

The Vision contained in this version of the Official Community Plan is very broad, addressing social, economic and environmental issues. As a result, implementation will have to occur through a broad range of actions involving many people and agencies. Implementation will not occur through government actions alone. Only through involving the community as a whole can such a vision be achieved. Public participation is therefore an important part of this plan, as outlined in this Chapter.

This Chapter identifies some of the most significant ways that this Official Community Plan will be implemented. It is not intended that these will all be obligatory or all inclusive. Rather, they are intended to be illustrative. Through the life of the plan, individual actions will be assessed on their own merits. The Official Community Plan can serve as a guiding force and framework for decision-making.

## 14.2 IMPLEMENTATION METHODS

There are a variety of ways that this Plan will be implemented. To a large extent, this will be done through City programs and activities that are currently in place. In other instances, new programs or initiatives need to be considered. The following new implementation actions have been identified.

### 14.2.1 Public Awareness and Involvement

One of the best ways for this plan to be implemented is for it to be broadly known. If residents, staff, developers and others understand the Plan's Vision, and the reasons for it, they can then help us work towards achieving the Vision. Previous versions of the OCP have been well-supported. Creating public awareness of the Official Community Plan is therefore an important part of its implementation. Public involvement in the City's initiatives is essential to maximize community benefits and minimize negative

impacts. Therefore, the City will foster a culture of public involvement in the application of this OCP, as per the provisions of the City's Public Involvement Program.

### 14.2.2 Civic Administration

The City currently undertakes a host of actions that have implications on achieving the Vision set out in this plan. It will be important that City staff become familiar with this Vision and the Plan. An education process should be undertaken in this regard.

It may also be desirable or even necessary to revise the City's organizational structure and reporting process to better address the social, economic and environmental implications of civic decisions. This could include a review of civic advisory bodies and their roles. It may be necessary to assign specific responsibility for sustainability considerations. Council reports could address sustainability considerations as a standard requirement. It is suggested that the City prepare a Sustainability Strategy to co-ordinate and provide an overall direction for the City becoming more sustainable.

### 14.2.3 Broad Priorities

A community cannot afford to do everything at once. An emphasis should therefore be placed on matters that are of greatest concern from social, economic and environmental perspectives. This will require a high level consideration of the issues facing the City and the Region.



#### 14.2.4 Municipal Stewardship

The City can demonstrate leadership through its actions, that is to lead through example. Municipal endeavours should incorporate sound principles of sustainability and livability, whenever practical. Similarly, the City and others should assess their current practices to identify ones which might be working against the community achieving its vision. Reports to Council should include a section describing their relevance to the Official Community Plan. This should include reference to social, economic and environmental implications. It must be recognized that community can play an influential role in working collaboratively with the City in both planning and stewardship.

#### 14.2.5 Targets and Monitoring

- i) As we move towards achieving our Vision, the community will change. Setting targets for change will allow the City to work towards specific, achievable end points. Monitoring that change will allow the City to gauge its progress. These efforts can be useful in evaluating the effectiveness of City actions and, periodically, revising this Plan.
- ii) Target setting and monitoring will occur through individual programs, as appropriate. Setting specific targets or monitoring measures is beyond the scope of this document. Monitoring is not intended to demand extensive time and public resources. Rather, monitoring should be kept relatively simple and be understandable to the general public. To the extent possible, measures should be consistent with regional, provincial and/or federal practices as they evolve. The City will implement a monitoring program two years subsequent to the adoption of this OCP. This will likely involve adopting indicators from one or more regional indicator programs currently under development.



#### 14.2.6 Zoning Bylaw

- i) Amend the Zoning Map only when satisfactory development plans are submitted or where necessary to fulfill objectives of the Plan. Pre-zoning without adequate development control is not acceptable.
- ii) Amend the Zoning Bylaw to bring it into conformity with the directions included in the Official Community Plan particularly with respect to encouraged uses, densities and heights, but generally limiting higher density areas to two thirds of the potential maximum building heights. This will ensure adequate design control over site-specific contextual concerns.
- iii) In the application of the Zoning Bylaw, the City will develop and implement a sustainability checklist to evaluate all rezoning applications.

#### 14.2.7 Development Permits

Introduce a Development Permit System for those areas listed below under the powers of the Local Government Act:

- i) All lands designated in the Schedule "A" Land Use Map as "Commercial", "Mixed Use (Town Centre)", "School and Institutional", "Residential Level 5" and "Residential Level 6".
- ii) Environmentally Sensitive Area as defined in Chapter 8, and depicted in Schedule "E".

### 14.3 IMPLEMENTATION THROUGH EXISTING CIVIC PROGRAMS

The City is involved in a wide range of actions in delivering civic services. These include specific programs, bylaws, services etc. Many of these have been described in earlier Chapters of this Plan. This Official Community Plan should serve as a guide for those efforts. There will be countless actions taken through these existing initiatives that will help us achieve our Vision. It is not possible to list all of the actions likely to be undertaken though the life of this plan. A number of these are identified in Section 14.4.

### 14.4 PUBLIC INVOLVEMENT

The public participated extensively in the preparation of this Official Community Plan through direct correspondence, open houses, workshops, public meetings, and other means. The Plan is adopted by City Council by Bylaw. A Public Hearing shall always be held prior to the adoption of the Official Community Plan, or any amendment to it. For significant changes, an earlier public meeting or other public event shall be held prior to the Public Hearing.

There will be many partners directly involved in implementing this plan. This includes many Council appointed advisory bodies which provide guidance to Council on a regular basis. Civic agencies will be important in helping the City realize the Community Vision set forth in this Plan.

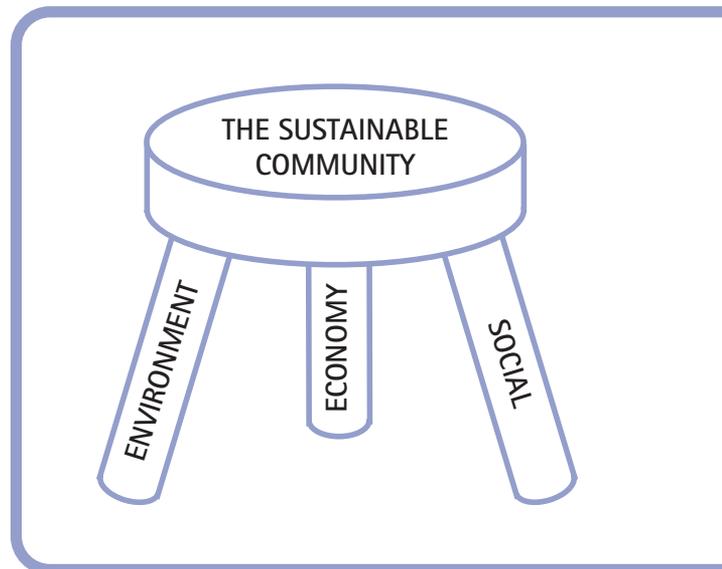
Individual actions by residents, business operators, employees, property owners, developers etc. will have a profound effect on helping the City achieve its Vision. This occurs through all aspects of community life including individual actions; participation in public events; developments that meet public objectives; and social, economic and environmentally responsible actions. Only the coordinated results of all of these groups will allow us to make the community's vision a reality.

### 14.5 POLICY PATHS TO THE VISION

This earlier parts of the Chapter have identified a number of implementation actions or methods. This section summarizes the connections between our Vision and implementation.

This Plan is divided into distinct Chapters that are relevant to achieving our Vision. Each of the Chapters can be considered a "Policy Path". Within each Chapter Goals and Objectives are stated. Extending these paths down another level takes us to the level of implementation. These actions do not occur as part of the Official Community Plan, but are in support of it. The implementation actions complete the policy paths.

Figure 3 on the following page summarizes our "Policy Paths", with selected municipal implementation tools listed. That includes significant bylaws, programs, agencies or activities. If you are using the internet ([www.cnv.org](http://www.cnv.org)) version of this Official Community Plan, you may link directly to the Goals or Objectives for any Chapter. You may also link to some of the individual implementation efforts that are underway to see what is actively being done. You will need internet access to use this part of the tool. To use it, access the internet version of the OCP at the City of North Vancouver Web Site.



**Figure 3: Policy Paths Towards Our Vision**

<b>SENSE OF PLACE</b>	<b>LAND USE PLAN</b>	<b>TRANSPORTATION MOBILITY AND ACCESS</b>	<b>COMMUNITY WELL-BEING</b>	<b>ENVIRONMENT</b>
<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Developments</li> <li>• Design Guidelines</li> <li>• Heritage Program</li> <li>• Public Art Program</li> <li>• Parks and Greenways Plan</li> <li>• Environment Program</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Developments</li> <li>• Zoning Bylaw</li> <li>• Business Bylaw</li> <li>• Building Bylaws</li> <li>• Subdivision and Development Control</li> <li>• Parks and Greenways Plan</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Street and Traffic Bylaw</li> <li>• Parking Plan</li> <li>• Zoning Bylaw</li> <li>• Subdivision and Development Control</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> <li>• Bicycle Master Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Social Plan</li> <li>• Design Guidelines</li> <li>• Zoning Bylaw</li> <li>• Building Bylaw</li> <li>• Community Grants</li> <li>• Public Art Program</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> <li>• North Vancouver Cultural Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Environment Program</li> <li>• Development Guidelines</li> <li>• Building Bylaws</li> <li>• Parks and Greenways Plan</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>
<b>PARKS AND GREENWAYS</b>	<b>RECREATION, LEISURE AND CULTURE</b>	<b>ECONOMY AND ECONOMIC DEVELOPMENT</b>	<b>FINANCIAL PLANNING</b>	<b>COMMUNITY ASSETS AND UTILITIES</b>
<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Parks and Greenways Plan</li> <li>• Park Bylaws</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• NVRC</li> <li>• NSNH</li> <li>• Arts and Culture Commission of North Vancouver</li> <li>• NV Community Arts Council</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> <li>• North Vancouver Cultural Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Developments</li> <li>• NV Tourism</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>	<b>Goals</b> <b>Objectives</b> <b>Implementation</b> <ul style="list-style-type: none"> <li>• Stormwater Management Plans</li> <li>• Sewer and Drainage Utility Bylaw</li> <li>• Water Utility Bylaw</li> <li>• Financial Plan</li> <li>• 10 Year Capital Plan</li> </ul>

**Background** The Livable Region Strategic Plan (LRSP), approved by the Greater Vancouver Regional District (GVRD) Board, was deemed to be a regional growth strategy by the Minister of Municipal Affairs on February 10, 1996, following a lengthy period of public and inter-governmental consultation. The Plan describes a vision for growth and transportation management for the region in accordance with the requirements of the Local Government Act. Four fundamental strategies to achieve a more livable and balanced regional community are presented.

These strategies are:

1. Protect the Green Zone
2. Build Complete Communities
3. Achieve a Compact Metropolitan Region
4. Increase Transportation Choice

The Local Government Act requires that each municipality prepare, as part of its Official Community Plan (OCP), a Regional Context Statement explaining the relationship between the local plan and the LRSP. This OCP, adopted by North Vancouver City Council in 2002, contains goals and objectives that directly support the four fundamental strategies of the LRSP. These are specifically referenced in this Regional Context Statement.

### 1. PROTECT THE GREEN ZONE

This OCP supports the Green Zone policies of the LRSP by:

- identifying on Schedule "A" those areas dedicated as parkland and recreational space;
- identifying on Schedule "D" those areas identified as green zone;
- identifying on Schedule "E" those areas identified as environmentally sensitive areas;
- identifying on Schedule "F" those areas that constitute the City's trail system;
- identifying on Schedule "G" those areas identified as parks and greenways;
- reinforcing the general provisions of the Environmental Protection Program and the Parks and Greenways Plan (Chapters 8 and 9);
- contributing to the establishment of a regional Park and Outdoor Recreation System (Schedules "A", "D", "F" and "G");
- protecting these areas from urban development including transportation corridors through policy measures which promote the identification and protection of natural areas and parkland (Chapters 6 and 8, Section 9.10, Schedules "E", "F" and "G");
- committing to co-operate with other municipalities and consulting with the public to achieve regional ecological and natural preservation goals (Sections 8.4.6, 8.6.6, 14.4);
- minimizing pressures on the Green Zone by committing to prepare sustainability guidelines for new developments (Section 14.2.6 (iii));
- minimizing pressures on the Green Zone by establishing energy efficiency as an environmental goal (Section 8.4.7).

Recent initiatives which support the Green Zone strategy include:

- establishing a citizen-based Parks and Recreation Advisory Committee;
- revising a map which indicates the areas included within the Green Zone in the City, and thereby adding 118 ha. to the Green Zone (Attached as Schedule "D" to the OCP);
- appointing an Environmental Protection Advisory Committee to guide the implementation of an Environmental Protection Program for the management of remnant natural areas, valley and stream corridors;
- revising a map which indicates the areas identified as Environmentally Sensitive Areas within the City (Attached as Schedule "E" to the OCP); and
- endorsing the Regional Greenways Vision and the North Shore Sector Recreational Greenway Plan.

## 2. Build Complete Communities

This OCP supports the Build Complete Communities policies of the LRSP by:

- creating opportunities for residents to live and work in the same community through the encouragement of mixed use developments, the preservation of lands designated for industrial use, and overall efforts to achieve a greater balance between the resident labour force and employment (Chapters 4 and 5, Schedule "A");
- encouraging the construction of a wide range of housing types, tenures, and affordability by providing a range of residential land use densities, and policies to encourage the creation of more affordable housing This includes providing for the legalization of secondary suites, providing for smaller units, and encouraging a variety of ground-oriented medium density housing concepts (Sections 5.7.1, 5.7.4, 5.7.7, Schedule "A");

- creating social, cultural, recreational, and commercial opportunities for local residents (Chapters 5, 7 and 10);
- encouraging the retention, conservation and re-use of heritage buildings through planning policies and programs, including incentives such as increased density, variances, subdivision and stratification opportunities (Sections 4.5, 4.10.1, 5.7.10, 5.12.2).
- supporting the Lonsdale Regional Town Centre as a mixed-use commercial district. Office, retail, institutional, and residential mixed uses in this area are encouraged. (4.9.3, 4.10.7, 4.10.13, 5.5, 5.7.10, 5.8.2, 5.8.4, 5.8.6, 5.10.1);
- encouraging private sector investment through the availability of opportunities for growth in the City's industrial and commercial areas (5.8, 5.9);
- developing and maintaining access connections for both local residents and others in the region to the Lonsdale Town Centre and other neighbourhood commercial centres through a variety of transportation modes and routes (Chapter 6);
- protecting and recognizing areas devoted to industrial use. The City has historically devoted much of its waterfront to industrial use. The opportunity for further industrial development continues to be focused primarily along the waterfront and in buffer areas north of the waterfront (Section 5.9).
- providing for additional floor area density in new developments under certain conditions as an incentive to achieve public benefits such as affordable and/or rental housing, heritage conservation, adaptable design, community amenity spaces and environmental considerations (Section 5.12).



Recent initiatives which support the Building Complete Communities strategy include:

- expanding the City's Heritage Character Areas to encourage the preservation of a larger number of heritage resources;
- adopting a Social Plan which identifies social planning goals and objectives for the City, and areas of strategic priority. The Social Plan is integrated into this OCP (mainly Chapters 4, 7 and 10);
- adopting and implementing Adaptable Design Guidelines to ensure that a minimum number of dwelling units in multiple unit buildings can be easily renovated to allow for aging in place;
- completing the Lonsdale Corridor Master Plan to guide the future development of the Lonsdale Regional Town Centre;
- increasing the permissible density in the residential Level Three Low Density Attached Form in order to encourage the development of larger, family-oriented dwelling units;
- developing highly evolved telecommunications services, which attract new businesses, facilitate the establishment of home-based businesses, and reduce the need for commuting;
- facilitating the development of a new community art gallery, community policing station, and multi-purpose community centre in Lower Lonsdale. These initiatives enhance Lower Lonsdale as a high quality, mixed activity urban centre, with easy access to public transit;
- facilitating the development of a number of City-owned properties in Lower Lonsdale previously occupied by surface level parking lots into an area of mixed residential and commercial properties;
- facilitating the redevelopment of the formerly vacant Versatile Shipyard site into a mixed residential, commercial and cultural precinct, with public access to the waterfront, while preserving its ship repair and drydocking facility. The eastern portion of the site has been preserved as an employment-generating ship repair and drydocking facility;
- facilitating the redevelopment of the formerly vacant Fullerton Fill site into a employment-generating industrial and commercial area with parkland and public access to the waterfront;
- facilitating more retail, office and possibly residential development along the Marine Drive corridor; and
- adopting a Public Art Program.

### 3. Achieve a Compact Metropolitan Region

The OCP supports the Compact Metropolitan Region policies of the LRSP by:

- committing to orderly and economically efficient development (Section 5.6);
- working towards phasing urban services based on community objectives (Section 5.6);
- committing towards working with other communities to achieve the Region's goals to accommodate expected long term growth (Section 2.2). Since the City of North Vancouver is not located in the Growth Concentration Area identified in the Livable Region Strategic Plan (LRSP), the following growth scenarios are expected to be achieved by increasing density through mixed use development projects and ground-oriented medium density housing:

i) Population: It has been determined that the land uses and densities articulated in this OCP could potentially yield a population of 62,000. Factors that could contribute to a population of that size include the legalization of secondary suites in single family homes, the redevelopment of the Versatile Shipyard lands, the development of City-held properties in Lower Lonsdale, and an overall increase in mixed commercial/residential development along commercial corridors. However, given that the City's population growth rate is generally 1-2% per annum, it is not anticipated that the City will reach this population prior to 2031 at the earliest. The estimated population for 2021 is 55,400, with the majority of this growth occurring in Central and Lower Lonsdale (Sections 4.2, 5.2);

- ii) Utility Capacity: It is anticipated that the City's water and sewer systems can adequately service the City for an estimated population in the mid-50,000 range. The few zones of marginal adequacy that do exist are being addressed in the City's long-range capital plan. Certain areas that will densify over the life of this plan will impose higher localized burdens on the systems. These localized situations will be remedied through an integrated asset management approach that will include a combination of programmed life-cycle replacements, implementation of demand side management (e.g. conservation measures, inflow and infiltration reduction programs and Best Management Practices (BMP's), or localized, developer-paid upgrades. The City is committed to undertaking integrated storm water management plans (ISMP's) on a watershed scale through the Regions' Liquid Waste Management Plan, which has been endorsed by the City as a planning tool. The ISMP's will consider the impact of increased run-off resulting from densification and climate change and will identify mitigation strategies that will include both public capital works and on-site BMP's (Chapter 11);
- iii) Employment: In 1996 there were 24,095<sup>2</sup> jobs in the City of North Vancouver, and a resident labour force of 25,160. This equates to 0.95 jobs in the City for every member of the resident labour force. In its efforts toward becoming a more sustainable community, it is a goal of the City to not only achieve a greater balance in this regard, but to also institute policies that encourage the resident labour force to work within the community. These policies include preserving lands designated for industrial use, encouraging a high proportion of commercial uses in mixed-use developments, increasing the permissible density in the Central Lonsdale Town Centre, ensuring the adequate provision of transit to commercial and industrially-designated areas, and providing for a range of housing types and affordability in proximity to the City's workplaces. New employment opportunities

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<sup>2</sup> This figure is derived from the 1996 Census and includes a distribution of individuals who responded that they had no fixed workplace. This distribution was estimated by the Policy and Planning Department of the GVRD in 1998.

are anticipated in the future as the development of the waterfront industrial lands in the Harbourside Business Park proceeds. It is the intent of the City of North Vancouver to encourage and maintain a balance between the levels of employment, shelter and population. It is anticipated that by 2021 there will be 31,130 jobs in the City (Sections 5.8, 5.9, Chapter 12); and

- iv) Households: There are approximately 21,000 dwelling units in the City of North Vancouver, 8,300 of which are ground-oriented units. By 2021 it is anticipated that there will be 25,900 dwelling units, of which approximately 10,500 will be ground-oriented (Section 5.7).

Recent initiatives which support the Compact Metropolitan Region strategy include:

- enhancing residential and employment opportunities within the Lonsdale Regional Town Centre to facilitate the efficient provision of transit services; and
- enhancing the opportunities for the creation of ground oriented medium density housing by increasing the permissible density in the City's Level Three low Density Attached Form.

#### 4. Increase Transportation Choice

This OCP supports the Transportation Choice policies of the LRSP by:

- encouraging the efficient movement of people to the Lonsdale Regional Town Centre and other commercial centres by means of a variety of local transportation alternatives (Section 6.11.3);
- developing and maintaining a transportation system which promotes public transit, and pedestrian and bicycle users as the favoured transportation alternatives; and the commitment to reducing the primacy of the private car, particularly single occupant vehicles (Section 6.11.1);
- providing appropriate levels of services for inter-regional transportation and truck movements through the Lower Mainland through a network of City roads which minimize intrusions into neighbourhoods (Section 6.12.9, 6.12.15);

- entering into partnerships with GVRD member municipalities and the provincial government through research and joint studies such as the joint City/District North Vancouver Bicycle Plan to investigate more sustainable transportation development alternatives (Sections 6.12.5, 6.12.6, 6.12.7, 6.12.14);
- committing to work with transportation authorities from other jurisdictions to co-ordinate an efficient regional public transportation network (Sections 6.11.8, 6.12.6, 6.12.7, 6.12.12, 6.12.13, 6.12.14);
- committing to work with Trans Link on an on-going basis to ensure that regional transportation objectives, and the transportation objectives of the City, are met (Sections 6.12.5, 6.12.10, 6.12.12, 6.12.15);
- encouraging the development of a network of sidewalks and paths through parks to link neighbourhoods with commercial, institutional, and administrative areas and to actively promote more pedestrian activity (Sections 6.12.2, 9.10);
- committing to implement the Joint Bicycle Master Plan with the District of North Vancouver to encourage and promote more bicycle use (Section 6.12.1);
- encouraging the application of transportation demand management techniques such as promoting the use of public transit, car pooling, parking alternatives, provision of bicycle racks and by not providing any additional road capacity for single occupant vehicles (Sections 6.12.11, 6.12.14, 6.12.16);
- identifying on Schedule "F" –Trail System, current and proposed pedestrian and bicycle trails;
- identifying on Schedule "C" the City's bicycle and truck routes; and
- including a commitment to develop a comprehensive and coordinated Transportation Plan that would include more sustainable transportation demand alternatives (Section 6.11.6).

Recent initiatives which support the Transportation Choice strategy include:

- investigating the implementation of Transportation Demand Measure programs including increased transit use, cycling and ride-sharing and van pooling for municipal employees;
- establishing a citizen-based Transportation Advisory Committee to advise Council on the City's transportation initiatives and policies;
- establishing and maintaining a Joint Bicycle Advisory Committee in conjunction with the District of North Vancouver;
- completing the development of a trail system map as part of the Parks and Greenways Plan that identifies trails for pedestrian and casual cycling use;
- providing bike lanes on major arterials to encourage commuter cyclists, and to increase their safety;
- completing the Lonsdale Avenue Transit Priority study, which provides for improved transit service; and
- committing to protect a wider right-of-way on Marine Drive and Esplanade in order to provide safer cycling routes, an enhanced pedestrian environment and possible future public transit improvements.

## CONCLUSION

This Regional Context Statement describes how the current City of North Vancouver Official Community Plan conforms with the objectives of the Region's Creating Our Future vision document, and the Livable Region Strategic Plan. The City of North Vancouver is committed to implementing these policies through partnership with the GVRD, other municipalities, organizations, and levels of government.



**ADSL** is short for *Asymmetric Digital Subscriber Line*, a technology that allows more data to be sent over existing copper telephone lines. ADSL supports data transfer rates of from 1.5 to 9 Kbps when receiving data (known as the *downstream rate*) and from 16 to 640 Kbps when sending data (known as the *upstream rate*).

**Advisory Committee on Disability Issues (ACDI)**

An advisory body appointed and funded by the three North Shore Municipal Councils. ACDI's mandate is to advise the Mayors, Councils and staff on municipal issues affecting people with disabilities, such as physical access, diversity, pedestrian traffic and transportation

**Advisory Design Panel (ADP)**

A City-funded and appointed advisory body with the mandate to provide advice on the design of new developments, renovations and additions, usually on developments of three dwelling units or more.

**Advisory Planning Commission (APC)**

A City-funded and appointed advisory body with the mandate to provide advice on the community planning aspects of the Official Community Plan, City plans or strategies such as transportation plans, the Zoning Bylaw, Development Permits and Development Variance Permits.

**ATM Switching Technology**

ATM is short for *Asynchronous Transfer Mode*, a network technology based on transferring data in cells or packets. The small, constant cell size allows ATM equipment to transmit video, audio, and computer data over the same network, and ensures that no single type of data monopolizes the line.

**Best Management Practices (BMP)**

Standards employed to minimize the environmental impact of human settlement and activities. Also known as Low Impact Development.

**Biodiversity** has been most generally defined as the full variety of life on Earth. More specifically, biodiversity is the study of the processes that create and maintain variation. It is concerned with the variety of individuals within populations, the diversity of species within communities, and the range of ecological roles within ecosystems.

**Community Amenity Space**

means space within a development that is provided for the use and enjoyment of the general community. Daycares, art galleries, community centers, community police offices are recent examples. Such space is usually exempt from Gross Floor Area calculations.

**Community Energy System (CES)**

A Community Energy System consists of the production of heat energy, in one or more central plants, its distribution through a network of pipes, and its consumption by remote consumers. A CES is also often referred to as 'district heating'.

**Contaminant Loading**

is the measure of the quantity of contaminants (polluting substances) discharged to the environment.

**Crime Prevention Through Environmental Design (CPTED)**

means the design of the built environment to reduce fear and the incidence of crime.

**Density**

means the intensity of use permitted on a property. This is usually calculated as the Gross Floor Area permitted to be built on the property. That restriction is usually presented in the form of a Floor Space Ratio. Density can also be calculated as the number of units permitted on a property. In that instance, it is usually presented as either an absolute number or a unit per hectare (or acre) ratio.

**Density Bonus** refers to the granting of additional density, beyond that which is normally permitted, in return for the development providing a community benefit. Community amenity space, heritage protection and affordable housing are examples of what may warrant a density bonus.

**Density Transfer** refers to the transfer of permitted (but unused) density from one property to another property.

**Development Cost Charge (DCC)** is a charge assigned to new developments to compensate for the cost of providing additional service capacity necessary to accommodate growth.

**Development Permit** means a type of development approval as provided for by the Local Government Act.

**Dwelling Unit** means one or more habitable rooms for the residential accommodation of one household.

**Ecosystem** is a local biological community and its pattern of interaction with its environment

**Emergency Preparedness Plan** is a plan, mandated by the Local Government Act that puts in place a management structure with necessary authority to respond to emergencies in the community.

**Engineering Asset Management System** is a system used to plan the optimization of expenditures on the operation, maintenance and capital replacement of the community's infrastructure or capital assets.

**Environmentally Sensitive Areas (ESAs)** An evaluation of the significance of an area of land in terms of sustaining or supporting fish and/or wild life or unique habitat. The City's ESA Map classifies the relative environmental sensitivity of all land within the City (see Schedule "E").

**Environmental Protection Program** The City's Environmental Protection Program was established in 2000 with a primary objective to protect and enhance environmentally sensitive areas within the City.

**Floor Area Exclusion** means the exclusion of certain portions of a building from Gross Floor Area calculations.

**Floor Space Ratio (FSR)** is a method of calculating density by controlling the size of building that can be built on a property. Multiply the FSR times that lot area to determine the maximum size of building that can be built. For example, 0.5 FSR X 6,000 square feet (lot area) = 3,000 square feet (building)

**Geographic Information Systems (GIS)** means a computer program used to store, analyze and present both geographic data (property lines, building outlines, etc.) and related attribute data (ownership, lot size, covenants, etc.). Products of a GIS may include overlaid maps, 3D images, tables, etc.

**Greater Vancouver Regional District (GVRD)** The Greater Vancouver Regional District is a working partnership of twenty-one municipalities and one electoral area in the Greater Vancouver area. The GVRD delivers region-wide essential services, such as water, sewerage and drainage, and solid waste management, as well as the delivery of various activities relating to environmental stewardship and the livability of the region such as air quality, regional parks and housing. The GVRD co-ordinates land use planning among municipalities in the region.

**Greater Vancouver Water District (GVWD)** Under the umbrella of the GVRD, the GVWD is the legal entity that provides treated drinking water to member municipalities.

**Greenways** are continuous linear green spaces that may combine parts of parks systems and streets systems. The two types of greenways can be classified as: Recreational greenways, which are designed primarily for public enjoyment; and environmental greenways, which are managed primarily for habitat purposes.

**Gross Floor Area** means the total area of all the floors in each building on a lot, measured to the extreme outer limits of each building. See the City's Zoning Bylaw for a more detailed definition.

**Growth Concentration Area** is the part of Greater Vancouver where the GVRD seeks to concentrate the majority of population and employment growth in an effort to avoid dispersed and inefficient development patterns. The City of North Vancouver is not within the GVRD Growth Concentration Area.

**Height** means the height of a building. The exact method of measuring height is determined through the Zoning Bylaw.

**Heritage Character Area** means an area of the City that has a significant grouping of heritage inventoried properties.

**Heritage Program** is a municipal effort to encourage the conservation of significant heritage resources with input from the public. The Program focuses on raising public awareness, preparing and maintaining a heritage inventory, developing conservation incentives, regulatory controls and monitoring properties.

**Joint Bicycle Advisory Committee (JBAC)** is an advisory body appointed and funded by the City and the District of North Vancouver. The mandate of JBAC is to ensure that the North Vancouver Bicycle Master Plan is implemented and updated in an expeditious manner, and to provide a forum for on-going public involvement.

**Liquid Waste Management Plan (LWMP)** The Greater Vancouver Region's plan for the management of sanitary sewerage and drainage. The plan was approved by the Minister of Water Land and Air Protection in April 2002 and holds member municipalities responsible for a number of policies and commitments.

**Livable Region Strategic Plan (LRSP)** The LRSP is Greater Vancouver's regional growth strategy. The plan was endorsed by all GVRD-member municipalities, including the City of North Vancouver, in 1996. It provides a framework for making regional growth management and transportation decisions in partnership with the other member municipalities, the provincial government, the federal government and other agencies.

**Local Government Act** The Provincial legislation that establishes and limits municipal powers. The Act permits municipalities to enact an Official Community Plan, and sets out its minimum requirements.

**Lonsdale Regional Town Centre** is an area of the City identified by the GVRD as a the North Shore's centre for the concentration of jobs, housing, culture, and recreation opportunities. The eight GVRD Regional Town Centres are intended to accommodate a large share of the region's future higher density commercial and residential growth, with a high level of transit service and interconnection. The boundaries of the Lonsdale Regional Town Centre are roughly from the waterfront (south) to the Upper levels Highway (north), and Mahon Avenue (west) to St. Andrews' Avenue (east).

**Major Road Network** is the network of roads under municipal jurisdiction that was established to support regional level transportation demand and provide access to key activity centers in the region.

**Naturescaping** is an environmentally friendly approach to landscape design that allow for: (1) a reduction of resource inputs (water, fuel, fertilizer, annual purchase of plants, heated storage of tropical plants and propagation costs of annuals); (2) plant material choices that reflect the specific requirements of soil, moisture and sunlight of the varying microclimates around the Civic Centre; (3) the enhancement of a sense of North Vancouver's regional identity and natural history through the use of native plants and plant communities; and (4) The demonstration of the principles outlined in the Ministry of Environment's "Naturescape Program" and the GVRD's "Waterwise Gardening Program".

**North Shore** is an informal name given to the area on the north shore of Burrard Inlet and governed by the City of North Vancouver, District of North Vancouver, District of West Vancouver and the associated 1st Nation Reserves.

**North Vancouver** is an informal name given to the areas governed by the City of North Vancouver and District of North Vancouver and the associated 1st Nation Reserves.

**Operation and Maintenance System** is a system used to plan, schedule and document the allocation of resources necessary to operate and maintain the City's engineering and parks facilities.

**Pocket Park** is a park of one acre or less consisting of green, or plaza space.

**Public Art** is art that beautifies a community, helps interpret its environment and develop a sense of pride and ownership for public places and neighbourhoods.

**Public Hearings** are the formal opportunity to be heard by City Council prior to it making a decision on the adoption of certain bylaws. Public Hearings are regulated by the Local Government Act of B.C. For more information contact the City Clerk.

**Regional Context Statement (RCS)** is a statement within an Official Community Plan that specifies how the municipality conforms to a regional growth strategy. The City of North Vancouver's RCS addresses how the municipality conforms to the GVRD's regional growth strategy, as detailed in its Livable Region Strategic Plan.

**Regional Town Centre** See Lonsdale Regional Town Centre

**Riparian** means of, or on a riverbank.

**Smart Community** are where leaders and stakeholders have formed alliances and partnerships to develop innovative ways to extract new economic and social value from electronic networks and the public Internet. Typically, the focus of smart community strategies is to change the dynamics of growth in the community, so as to make it an attractive and competitive location in which to live, invest, and carry on business. This is accomplished by using information and communications technologies as tools to build the community, solve its problems, and transform the way individuals and organizations live, work, learn, shop, and manage their affairs.

**Social Plan** The City's Social Plan was adopted by Council on September 14, 1998. The Plan provides overall direction for the City's responses to social concerns, and guidance in terms of its social planning function.

**Social Planning Advisory Committee (SPAC)** is a City-funded and appointed advisory body with the mandate to advise the Council and staff on broad social, cultural, and ethnic concerns that affect residents of the City and to make recommendations on matters concerning the planning and development of municipal strategies to meet community social needs.

**Special Study Areas** are areas of the City that are to be considered for a possible land use change. Conducting a Special Study of an area does not necessarily mean that a land use change will occur.

**Stormwater** Also known as urban run-off, the flow of water that is generated by rainfall.

**Tax Sale Land Reserve** A statutory reserve required under Section 498 of the Local Government Act, which holds all of the proceeds of sale from any land the City acquired due to non-payment of taxes.

**Temporary Use Permit** Occasionally, long-term planning documents such as the Official Community Plan and the Zoning Bylaw do not provide enough flexibility to allow for short-term responses to land use problems. Temporary Use Permits can be granted anywhere within the City, however, where the City judges a temporary use to be in the interest of the public in general, and where the public has been advised of, and allowed to comment on, the possibility of a temporary use being established by the holding of a public meeting for each proposed temporary use.

**Traffic Calming** is the process of reducing the physical and social impact of traffic, principally through mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for motorized and non-motorized street users.

**Transit Priority Measures** are physical, traffic control and legislative measures aimed to increase the efficiency of transit service, and to give buses preferential treatment.

**Vancouver Port Authority (VPA)** The VPA administers most of the industrial waterfront along Burrard Inlet on behalf of the Government of Canada. Although the City does not have the authority to regulate federal port lands, the City and VPA routinely cooperate to achieve mutual objectives regarding land use and development.

**Zoning Bylaw** The City's Zoning Bylaw sets out detailed regulations for the use and development of lands.



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Density Transfer .....	5.11, SH.2
Development Cost Charge .....	9.3, 9.6, SH.2
Development Permit .....	4.3, 5.13, 14.2, A2.1, A2.2, SH.1
Dwelling Unit .....	2.3, 5.4, 5.11, A1.3, 1.5, A2.1, SH.2
Ecosystem .....	8.2, 8.7, A2.1, A2.2, SH.1
Emergency Preparedness Plan .....	11.1, SH.2
Engineering Asset Management System .....	11.4, SH.2
Environmentally Sensitive Areas (ESAs) .....	5.1, 5.3, 8.1, 8.7, 9.6, A1.1, A1.2, SH.2
Environmental Protection Program .....	8.1, 8.2, 8.6, A1.1, A1.2, SH.2
Floor Area Exclusion .....	5.11, SH.2
Floor Space Ratio (FSR) .....	5.5, 5.7, 5.13, A2.1, SH.2
Geographic Information System (GIS) .....	11.1, 11.4, SH.2
Greater Vancouver Regional District (GVRD) .....	2.2, 2.4, 3.2, 6.1, 11.2, ..... 12.2, A1.1, A1.5, SH.2, A2.3
Greater Vancouver Water District (GVWD) .....	11.2, SH.2
Greenway .....	6.2-6.5, 9.1-9.4, ..... 9.6, 9.7, 14.4, A1.1-A1.2, SH.2
Gross Floor Area .....	5.11, A1.4, SH.2
Growth Concentration Area .....	A1.4, A2.3
Height .....	5.9, 5.10, 14.2, A2.3
Heritage Character Area .....	A1.3, A2.3
Heritage Program .....	4.2, 4.4, A2.3
Joint Bicycle Advisory Committee (JBAC) .....	6.3, 9.2, A1.3, A2.3
Liquid Waste Management Plan (LWMP) .....	8.6, 11.2, 11.4, A1.1, A2.3
Livable Region Strategic Plan (LRSP) .....	2.2, 2.4, 6.1, A1.1, A1.2, A1.4, ..... A1.5, A1.5, A2.3, A2.4
Local Government Act .....	1.1, 2.4, 5.13, 13.1, 14.2, ..... A1.1, A2.2-A2.4
Lonsdale Regional Town Centre .....	2.3, 4.1, 4.3, ..... 5.1, 5.3, 5.6, 5.9, 12.3, A1.2, A1.5, A2.3
Major Road Network .....	6.4, 6.6, 11.4, A2.3
Naturescape .....	9.5, 9.7, A2.3
North Shore .....	2.1, 2.2, 2.4, 3.1, 3.3, 4.1-4.4, 5.1, ..... 5.2, 5.3, 5.8, 6.3, 6.4, 6.5, 7.1, 9.1, ..... 10.5, 11.2, 12.1-12.3, A1.2, A2.1, A2.4
North Vancouver .....	2.1, 4.1, 5.2, 5.3, 6.3, 9.4, ... 10.1-11.1, 12.1-12.2, 14.5, A1.5-A1.6, A2.4
Operation and Maintenance System .....	11.1, A2.4
Pocket Park .....	9.6, A2.4
Public Art .....	4.3-4.4, 9.7-10.1, A1.2-A1.3
Public Hearing .....	1.1, 5.11, 14.3, A2.4
Regional Context Statement (RCS) .....	1.1, 2.3, A1.1, A1.6, ..... A2.4
Riparian .....	8.7-9.3, 9.5, A2.4
Smart Community .....	12.2, A2.4
Social Plan .....	4.2, 6.2, 7.2-9.3, 14.4, A1.3, A2.4
Special Study Area .....	5.1, 5.9, 5.12, A2.4
Stormwater .....	8.2, 8.7, 9.3, 9.6, 14.4, A2.4
Tax Sale Land Reserve .....	13.1, 13.2, A2.4
Temporary Use Permit .....	5.14, A2.5
Traffic Calming .....	6.2, 6.4, 9.4, 9.6, A2.5
Transit Priority Measures .....	6.6, A2.5
Vancouver Port Authority .....	5.2, 12.1, A2.5
Zoning Bylaw .....	2.1, 2.2, 5.9, 5.13, 14.3, 14.4, A2.1, 82, A2.4

City of North Vancouver  
**OFFICIAL  
 COMMUNITY PLAN**  
 Schedule A

**Land Use Designation**

-  Urban Corridor  
(Mixed Use) FSR 2.3
-  Harbourside Waterfront  
(Mixed Use) FSR 2.05
-  Commercial
-  Town Centre  
(Mixed Use) FSR 2.6
-  Industrial
-  School & Institutional
-  Park, Rec. & Open Space

**Residential**

-  Level One: Low Density  
Single Family Form  
FSR not to exceed 0.5 times the lot area
-  Level Two: Low Density  
Attached Form  
FSR not to exceed 0.5 times the lot area.
-  Level Three: Low Density  
Attached Form  
FSR not to exceed 0.75 times the lot area.
-  Level Four: Med. Density  
Ground Oriented  
FSR not to exceed 1.0 times the lot area.
-  Level Five: Medium Density  
Apartment  
FSR not to exceed 1.6 times the lot area.
-  Level Six: High Density  
Apartment  
FSR not to exceed 2.3 times the lot area.

-  Heritage Character Area
-  Special Study Area
-  City Boundary

NOT TO SCALE

**NOTES**

Streets designated as PARK, RECREATION, and OPEN SPACE are not necessarily closed but more pedestrian-oriented than at present. Land Use Designation extends from property boundary to the centerline of streets and lanes. Churches are permitted in all areas except those designated as Industrial.

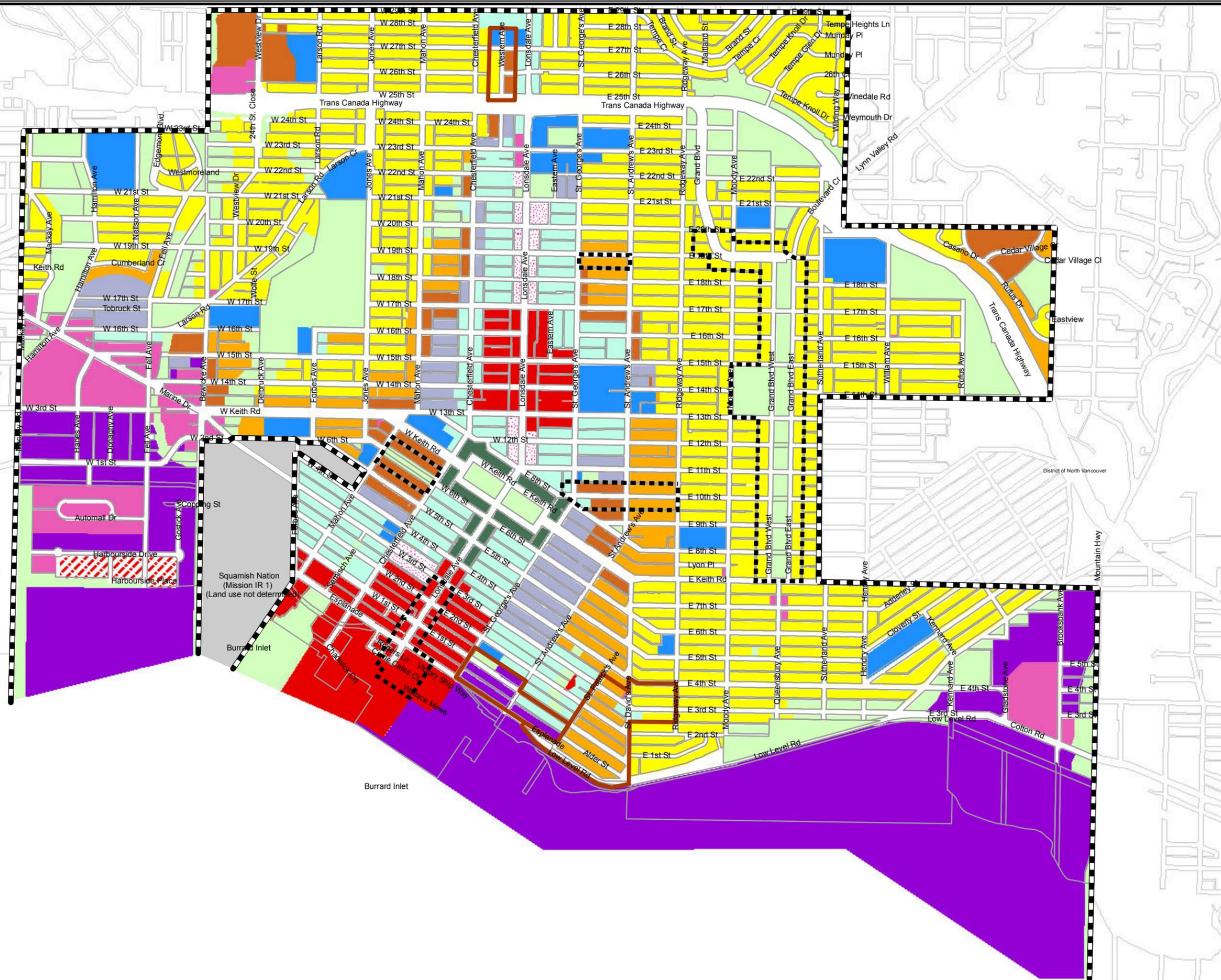
Adopted October 21/2002

**Revised**

August 7/2003	Feb 2/2009
October 11/2005	Sep 13/2010
November 10/2005	May 16/2011
April 24/2006	June 13/2011
June 19/2006	July 11/2011
September 11/2006	October 3/2011
February 26/2007	November 28/2011
May 14/2007	July 16/2012
June 9/2008	
July 28/2008	



Published:  
 7/19/2014



City of North Vancouver  
**OFFICIAL  
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 Schedule B**

**Transportation Network  
 Road Classification**

**Legend**

**Road Designation**

-  Major Arterial Road
-  Minor Arterial Road
-  Collector Road
-  City Boundary
-  Bus Route
-  Block Outline

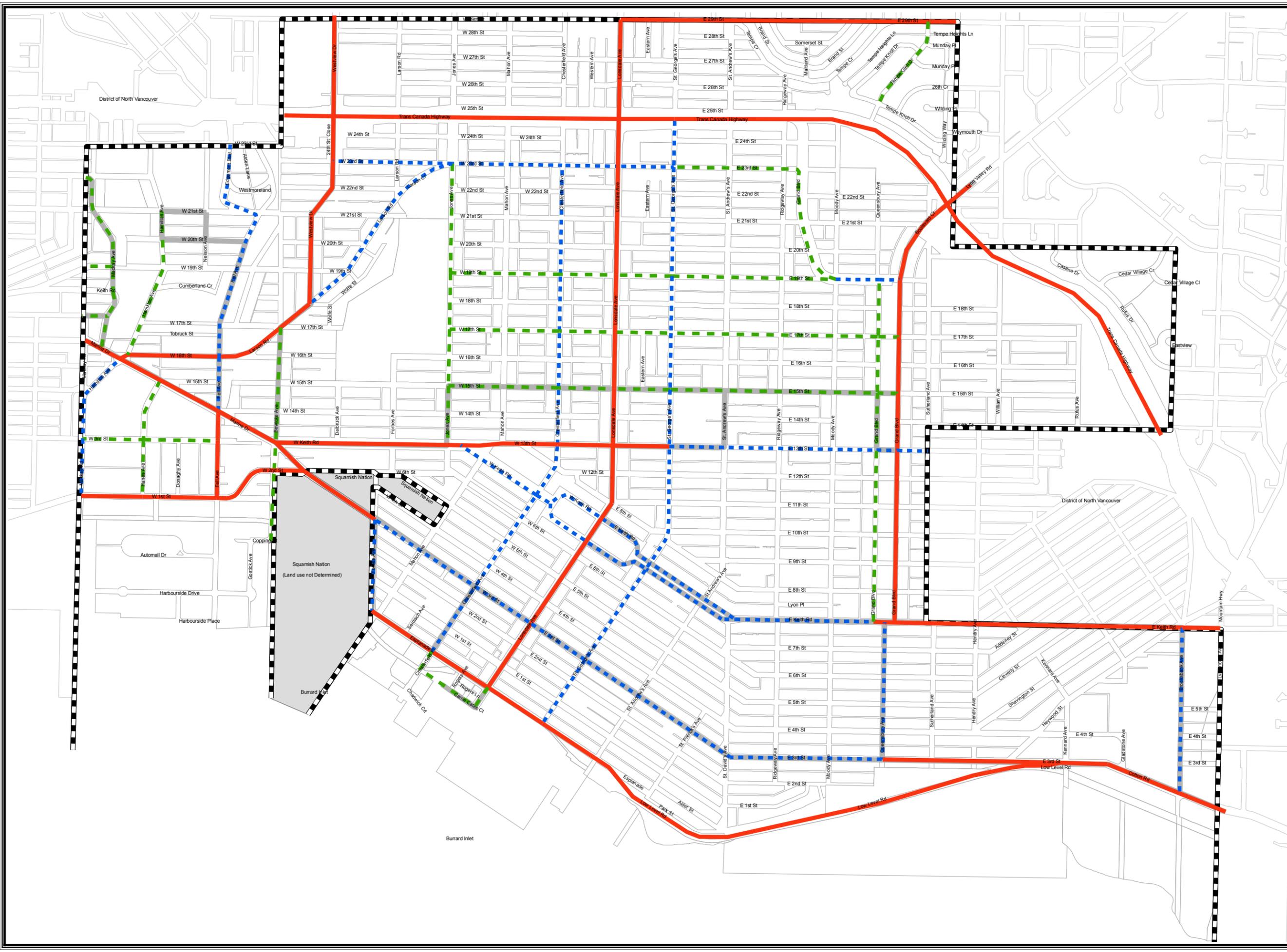
**NOTES**

Adopted October 21/2002  
 Revised October 6/2008

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Published:  
 12/15/2009

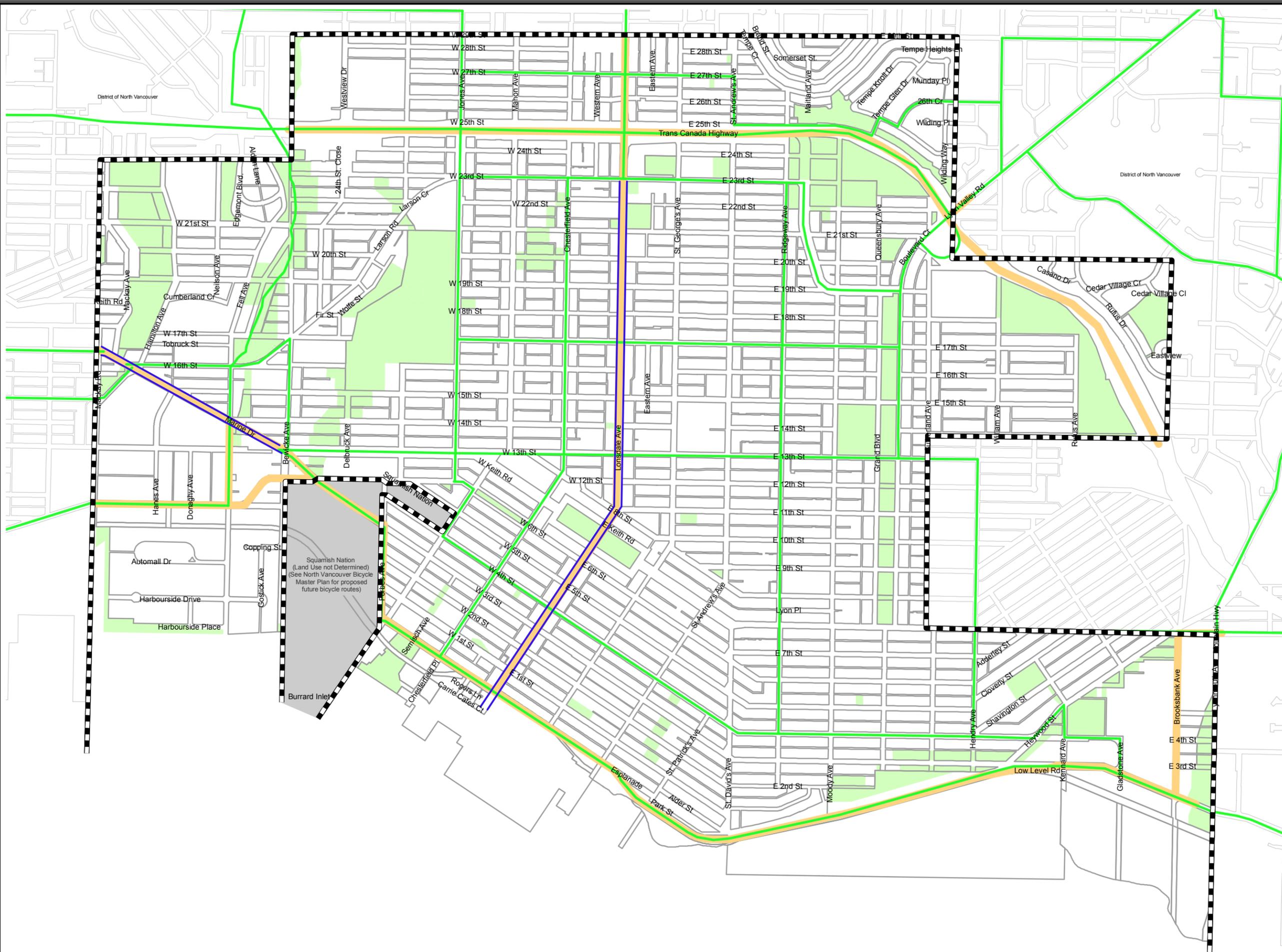


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 Schedule C**

**Legend**

Bike Route Designation

-  Existing
-  Destination Facilities
-  Truck Route
-  City Boundary



**NOTES**

Truck Areas include all roads south of Cotton Road, Low Level Road and Esplanade as well as all roads south of Marine Drive and west of Bewicke Avenue.

NOT TO SCALE



Published:  
 12/15/2009



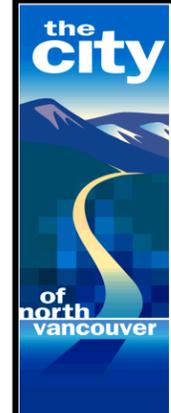
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 Schedule D**

- Areas Designated as Green Zone**
-  Green Zone
  -  City Boundary



**NOTES**

NOT TO SCALE



Published:  
 12/15/2009



City of North Vancouver  
**OFFICIAL  
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 Schedule E**

**Legend**

**Environmentally Sensitive Area (ESA) Designation**

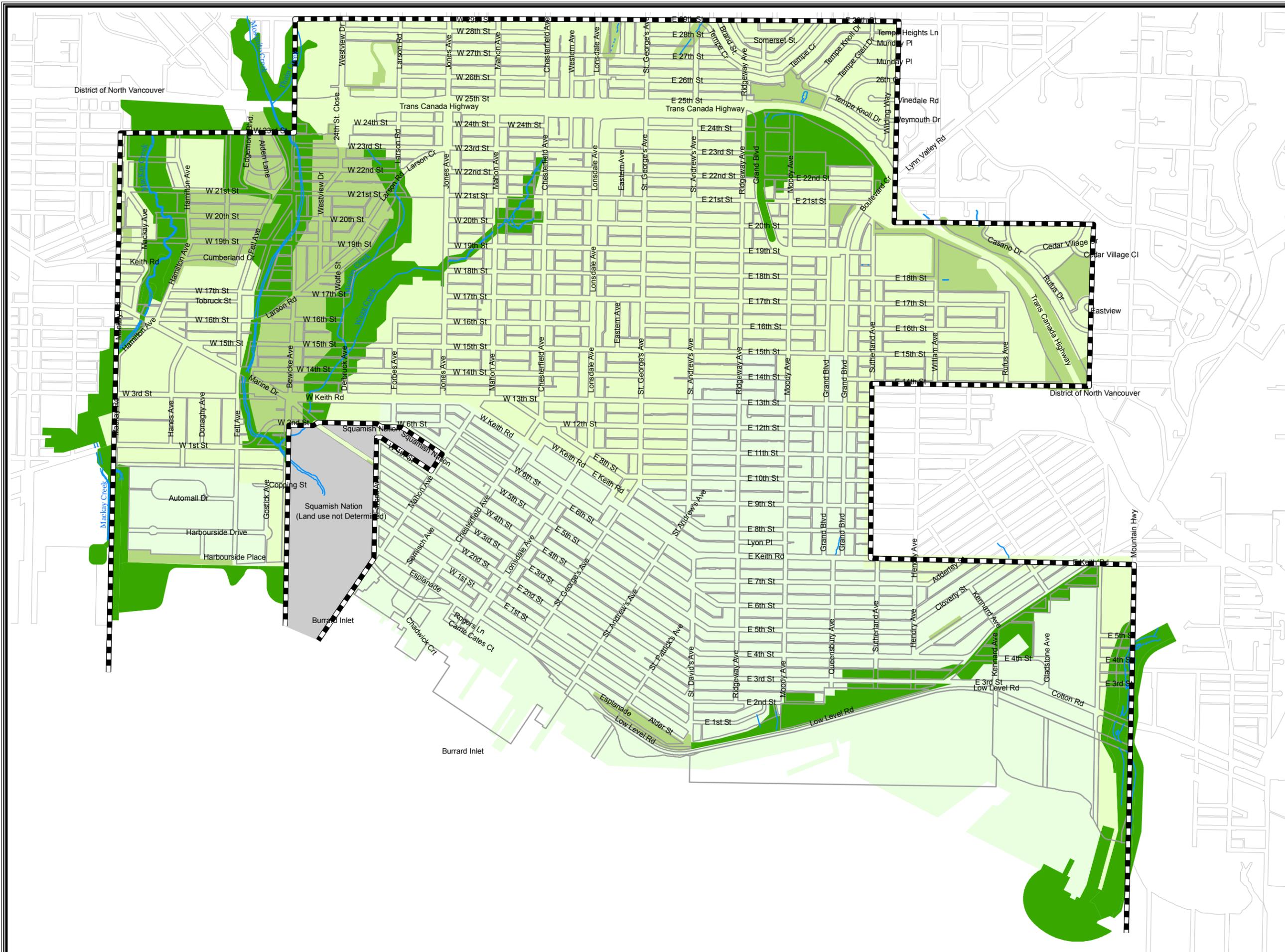
- High**  
 All natural areas that provide salmon or trout habitat, or support large mammals such as coyotes and deer, or represent unusual or scarce landscape features or support unique habitat or species assemblages are included in this category.
- Moderate**  
 If an area includes any wildlife criterion of small mammals, herptiles, raptors, waterfowl, passerine birds, or other birds and also has a least one criterion of ecological importance with the exception of rare/unique habitat, then it is designated as a moderate ESA. An area is also given this designation if it includes at least three or more wildlife criteria as listed above but has no criterion of ecological importance.
- Moderately-low**  
 If the area includes two or fewer wildlife criteria of small mammals, herptiles, raptors, waterfowl, passerine birds, or other birds and has no criterion of ecological importance then it is designated as a moderately-low ESA. An area is also given this designation if it has no wildlife criterion but has one or more criterion of ecological importance except rare/unique. These areas are located in the creek catchment, such as that all surface flows discharge into a local watercourse.
- Low**  
 These areas are identical to the moderately-low ESAs except that they are located in the burrard inlet catchment, such as all surface flows discharge into the marine environment.
- Mission IR**
- City Creeks**
- City Boundary**

**NOTES**

NOT TO SCALE



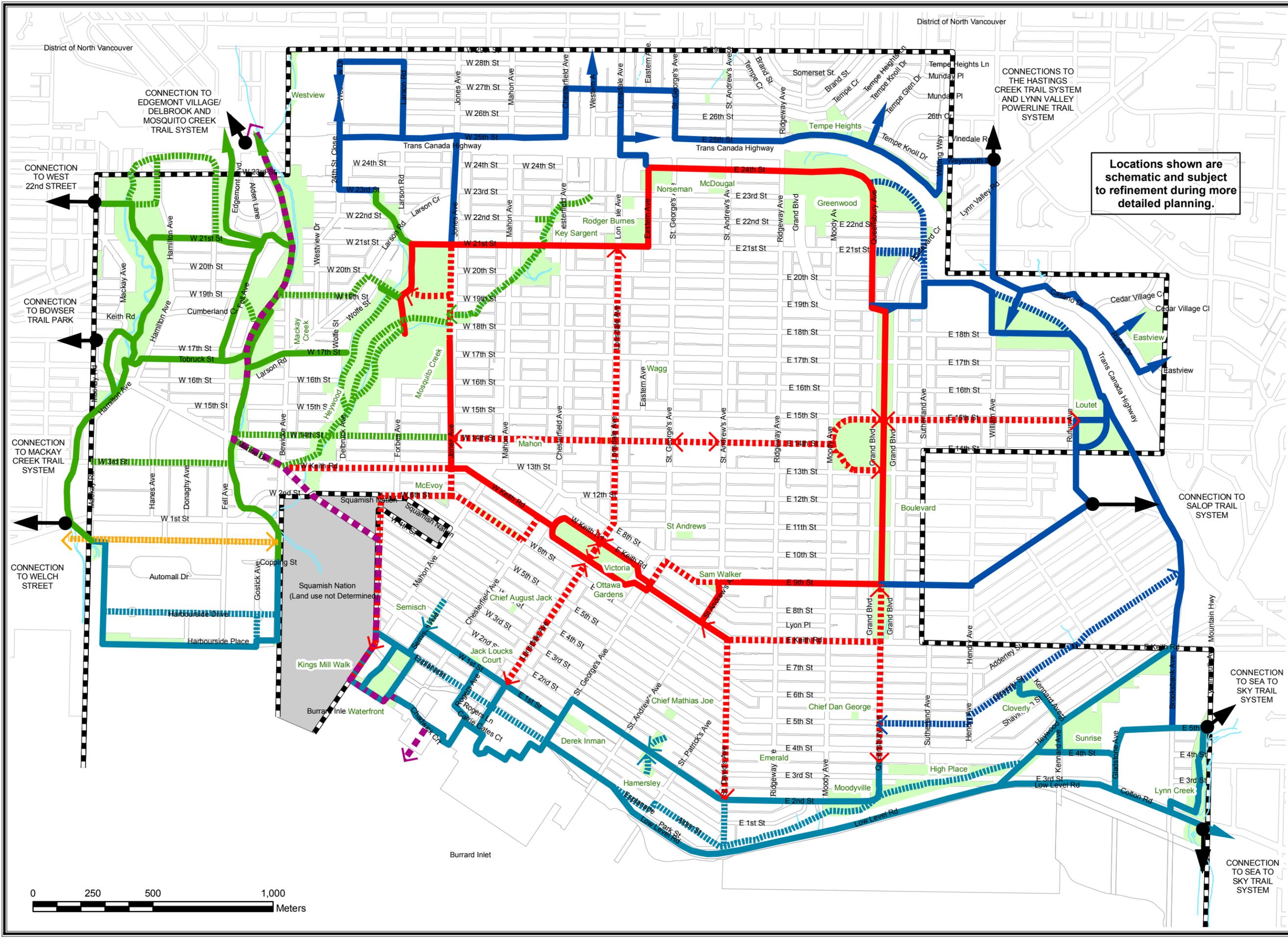
Published:  
 12/15/2009



**TRAIL SYSTEM**

- LEGEND**
- EXISTING**
- Parks
  - Watercourse
  - City Boundary
- PROPOSED**
- Upper Levels Trail System**
- Primary
  - Secondary
- Ravine Trail System**
- Primary
  - Secondary
- Necklace Trail System**
- Primary
  - Secondary
- Waterfront Trail System**
- Primary
  - Secondary
- Potential Rail Trail Connection**
- Potential Rail Trail Connection
- Trans Canada Trail**
- Trans Canada Trail

Locations shown are schematic and subject to refinement during more detailed planning.



**NOTES**

Adopted October 21/2002  
 Revised October 6/2008

Published: 12/15/2009

CONNECTIONS TO THE HASTINGS CREEK TRAIL SYSTEM AND LYNN VALLEY POWERLINE TRAIL SYSTEM

CONNECTION TO EDMONTON VILLAGE/ DELBROOK AND MOSQUITO CREEK TRAIL SYSTEM

CONNECTION TO WEST 22nd STREET

CONNECTION TO BOWSER TRAIL PARK

CONNECTION TO MACKAY CREEK TRAIL SYSTEM

CONNECTION TO WELCH STREET

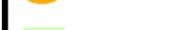
CONNECTION TO SALOP TRAIL SYSTEM

CONNECTION TO SEA TO SKY TRAIL SYSTEM

CONNECTION TO SEA TO SKY TRAIL SYSTEM

**PARKS  
&  
GREENWAYS**

**LEGEND**

-  GREENWAY STREET
-  GREENWAY NODE
-  PROPOSED PARK (APPROX. LOCATION)
-  EXISTING PARKS
-  URBAN PEDESTRIAN FRIENDLY

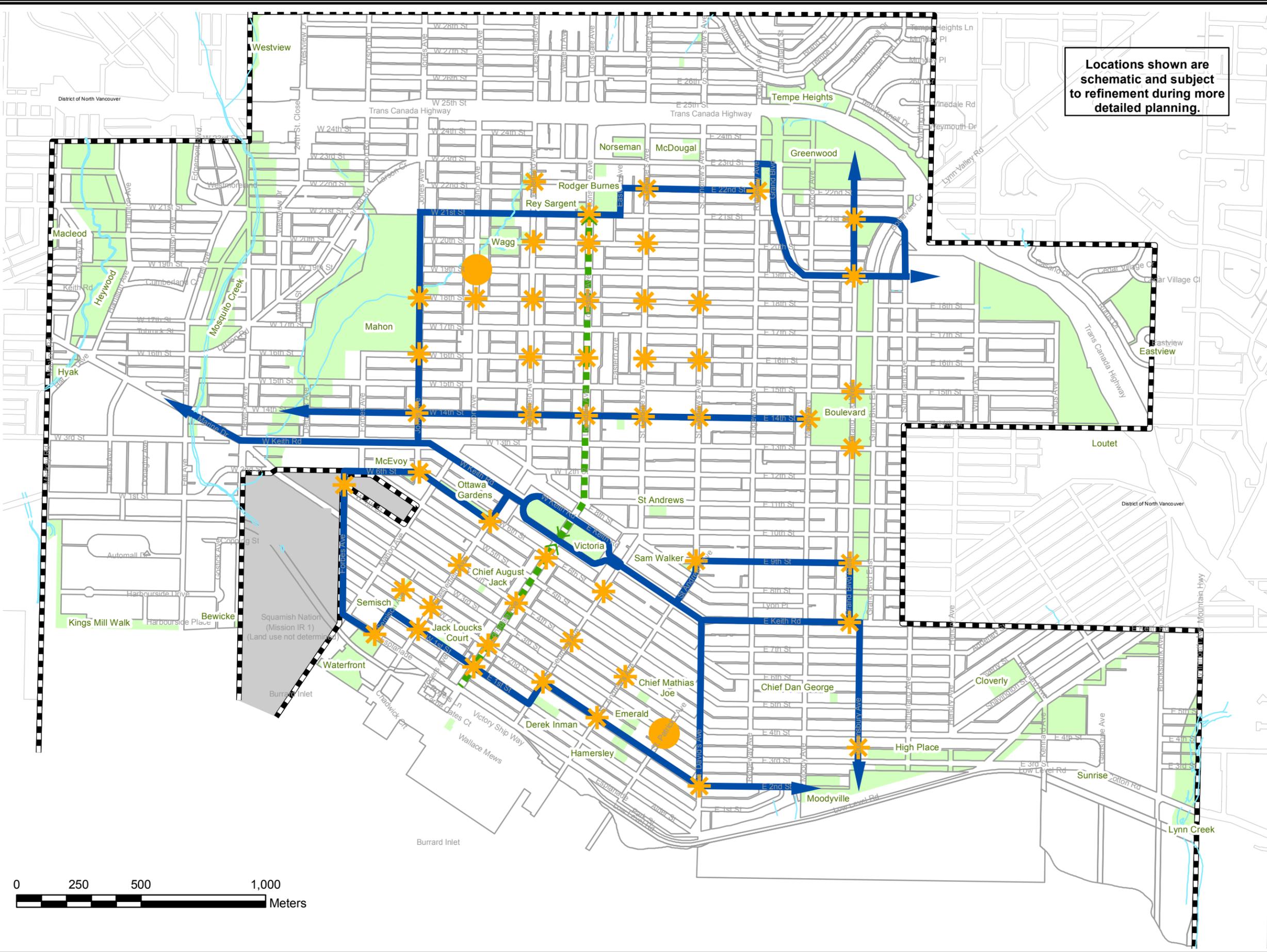
**NOTES**



Published:  
6/29/2011



Locations shown are schematic and subject to refinement during more detailed planning.



Development Permit areas have been created for the following areas in the City. Guidelines for each individual Development Area are contained within the City's Zoning Bylaw.

## A. THE SHIPYARDS DEVELOPMENT PERMIT AREA

The boundaries for the Shipyards Development Permit Area shall be as shown in Figure 4. This development permit area has been so designated for purposes of:

- i. the protection of the natural environment, its ecosystem and biological diversity;
- ii. protection of development from hazardous conditions;
- iii. revitalization of an area in which commercial use is permitted;
- iv. establishment of objectives for the form and character of intensive residential development; and
- v. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

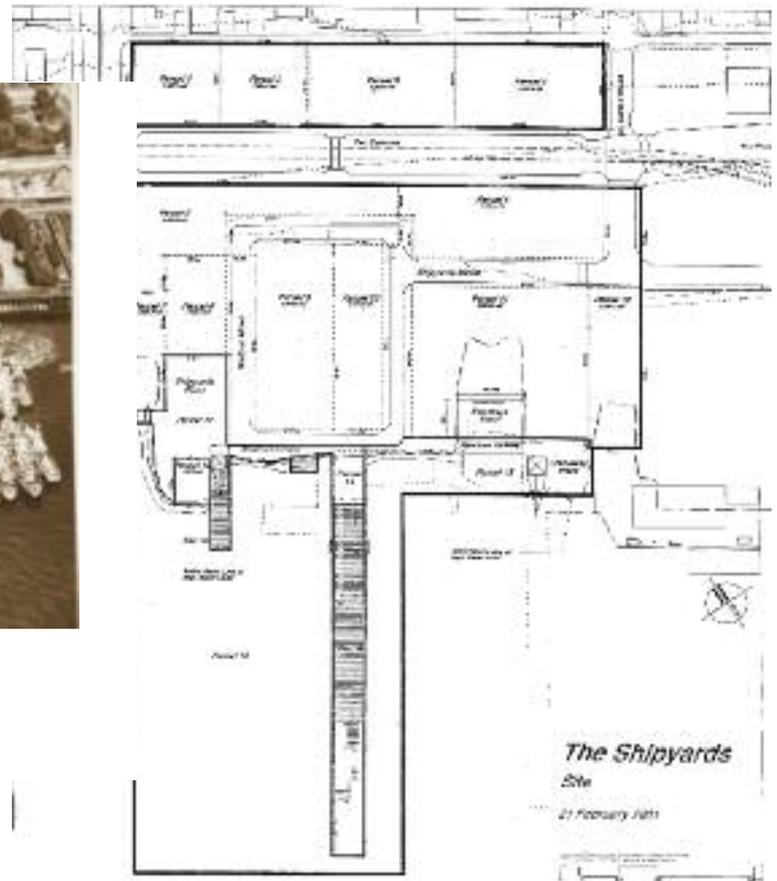


Figure 4. Shipyards Development Permit Area

## **B. STREAMSIDE PROTECTION AND ENHANCEMENT DEVELOPMENT PERMIT AREAS**

The boundaries for the Development Permit Areas for Streamside Protection and Enhancement shall be as shown in Figure 5 in Schedule H which has generally been based on properties within 15m of the top of bank of a watercourse or wetland or 10m of the top of bank of a ravine, adjacent to the following creeks in the City of North Vancouver: MacKay Creek, Thain Creek, Mission Creek, Wagg Creek, Mosquito Creek, Keith Creek and Lynn Creek). These development permit areas have been so designated for purposes of:

- i. the protection of the natural environment, its ecosystem and biological diversity.

## **SPECIAL CONDITIONS AND OBJECTIVES FOR STREAMSIDE PROTECTION AND ENHANCEMENT**

This Development Permit Area, as outlined in Figure 5 of Schedule H, has been created to address special conditions and objectives for Streamside Protection and Enhancement.

Reference section: Local Government Act s.919.1(1)(a) and 919.1(4).

Conditions: The introduction of Development Permit Areas for Streamside Protection and Enhancement is warranted to protect and enhance watercourses and wetlands in the City of North Vancouver.

Objectives: To ensure that development does not negatively impact watercourse environments or, where such impacts are unavoidable due to the existing configuration of parcels of land in relation to watercourses and wetlands, to ensure that development does not result in a net loss of productive fish habitat.

Guidelines Schedule: See Zoning Bylaw, 1995, No. 6700, Division VII: Development Permit Guidelines

Exemptions: As per Section 919.1(4), development may be exempt from the requirement for a Development Permit if the proposal is for:

- i. Interior renovations or exterior renovations / maintenance of existing buildings involving no additions;
- ii. Activities occurring more than 15 metres from the top of watercourse bank or edge of wetland (10 metres from top of ravine bank);
- iii. Maintenance of existing landscape conditions;
- iv. Construction and maintenance activities carried out by, or on behalf of, the City, designed to enhance the coexistence of natural habitats and public trails;
- v. Emergency works, including tree cutting, necessary to remove an immediate danger or hazard;
- vi. Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Development Permit designation;
- vii. The implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction; and,
- viii. The alteration or removal of high to extreme risk trees assessed by a Certified Tree Risk Assessor who provides the risk rating, and replanting plan consistent with the current Ministry of Environment Tree Replacement Criteria.

## **DEVELOPMENT APPROVAL INFORMATION AREA DESIGNATION**

Areas of land in the vicinity of watercourses and wetlands, as illustrated in Figure 5 of Schedule H, are hereby designated a Development Approval Information Area.

Reference section: Local Government Act s.920.01 and 920.1

Objective: The introduction of Development Permit Areas for Streamside Protection and Enhancement is intended to ensure that development does not negatively impact watercourse environments. In cases where such impacts are unavoidable, due to the configuration of parcels of land in relation to watercourses, development must not result in a net loss of productive fish habitat. The designation will also ensure that an accurate, site-specific information base is available to guide the application of the relevant Development Permit Guidelines.

Procedures: Development approval information requirements and procedures are set out in the Zoning Bylaw, 1995, No. 6700, Division VII: Development Permit Guidelines, enacted pursuant to s.920.1 of the Local Government Act.

### C. COACH HOUSE DEVELOPMENT PERMIT AREAS

Scope: The Development Permit Area applies to all Lots designated in the Official Community Plan as Residential Level One, Level Two, Level Three, Level Four, Level Five, Level Six with Intensive Residential Development.

Category: the City of North Vancouver Coach House Development Permit Areas are designated pursuant to Section 919(1) (e) of the *Local Government Act* to establish objectives for the form and character of Intensive Residential Development.

In the Development Permit Areas 'Intensive Residential Development' means a lot with a One-Unit Residential Use and an Accessory Coach House Building for an Accessory Coach House Use.

'One-Unit Residential Use' means a residential use where a building on the lot is used for one dwelling unit.

'Accessory Coach House Building' means a secondary building used for an Accessory Coach House Use.

'Accessory Coach House Use' means a detached non-stratified residential use accessory to a One-Unit Residential Use that may contain a toilet, bathroom, sleeping and living areas and cooking facilities.

Objective: Introduce detached accessory secondary suites into the housing mix in a way that integrates and blends into existing one unit neighbourhoods by considering the appropriate size and massing, and their potential impact on adjacent neighbours.

The form and character of Accessory Coach House Buildings should:

- be subordinate in size to the principal or future residence on the property;
- compliment but not replicate the principal residence
- respect the scale and built form of neighbouring properties;
- respect the privacy of adjacent street neighbours by minimizing overlook and shadowing impacts;
- animate the lane and/or adjacent streets by locating habitable space at ground level and providing articulation in the facades
- respect prominent existing trees and landscape features;
- incorporate sustainable design elements into site and building design and construction;
- exhibit design excellence.

Guidelines: Guidelines that apply to the Coach House Development Permit Area are contained in Zoning Bylaw, 1995, No. 6700 and include:

- i. Zoning Bylaw 1995, No. 6700, Division VII (C): Level-A Accessory Coach House Development Permit Guidelines;
- ii. Zoning Bylaw 1995, No. 6700, Division VII (D): Level-B Accessory Coach House Development Permit Guidelines;

Procedure: Development approval information requirements are set out in Development Procedures Bylaw, 2001, No. 7343, enacted pursuant to s. 920 (8) of the *Local Government Act*.

#### D. HARBOURSIDE WATERFRONT DEVELOPMENT PERMIT AREAS

Scope: The Harbourside Waterfront Development Permit Area shall apply to the following lands:

Lot A	of the Public Harbour of Burrard Inlet	New Westminster District Plan LMP51190
Lot B	of the Public Harbour of Burrard Inlet	New Westminster District Plan LMP51190
Lot 43	of the Public Harbour of Burrard Inlet	New Westminster District Plan LMP49271
Lot 44	of the Public Harbour of Burrard Inlet	New Westminster District Plan LMP49271
Lot 45	District Lot 2654 Group 1	New Westminster District Plan LMP49271

Category: This Harbourside Waterfront Development Permit Area has been so designated pursuant to Section 919.1 of the Local Government Act (LGA) for purposes of LGA subsections:

- (d) revitalization of an area in which a commercial use is permitted;
- (e) establishment of objectives for the form and character of intensive residential development;
- (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- (h) establishment of objectives to promote energy conservation;
- (i) establishment of objectives to promote water conservation;
- (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

Objective: To create a vibrant residential/commercial mixed use waterfront development. Significant employment will be combined with commercial uses that serve local residents, employees and waterfront visitors to create a dynamic and active waterfront. Housing opportunities will include rental and strata housing opportunities. These will contribute to achieving the City's 2005 Waterfront Project West Waterfront Goal. The interface with nearby industrial uses will be taken into consideration. Development will support energy conservation, water conservation and the reduction of greenhouse gas emissions.

Guidelines: Guidelines that apply to the Harbourside Waterfront Development Permit Area are contained in "Zoning Bylaw, 1995, No. 6700".

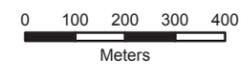
Procedure: Development approval information requirements are set out in "Development Procedures Bylaw, 2001, No. 7343", enacted pursuant to s. 920 (8) of the *Local Government Act*.

City of North Vancouver  
**OFFICIAL  
 COMMUNITY PLAN  
 Schedule H**

**B. Streamside Protection and  
 Enhancement Development  
 Permit Areas.  
 Figure 5.**

Bylaw adopted 27 March 2006

- Legend**
-  Stream
  -  Block Outline
  -  City Boundary
  -  Development Permit

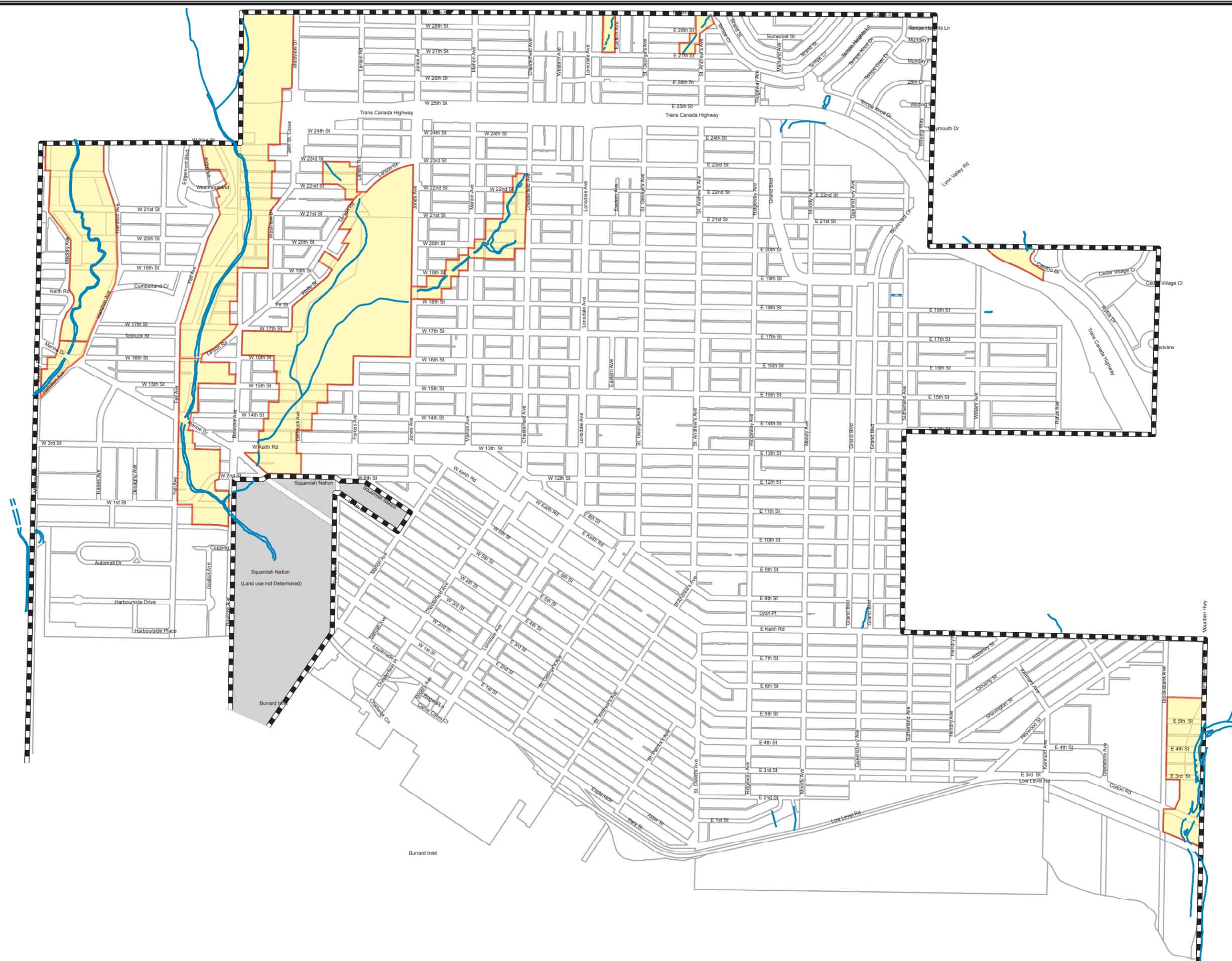


**NOTES**

NOT TO SCALE



2006



### 3.1 SPECIAL FEATURES AND CHARACTERISTICS

Ottawa Gardens is a clearly delineated neighbourhood that was subdivided by the North Vancouver Land & Improvement Company in 1906. A wide central boulevard was an important feature of this neighbourhood from its inception. The buildings in the area are of notable quality, with panoramic views to the south, and represent a variety of architectural styles generally reflecting the Arts and Crafts movement of the first half of the twentieth-century. The specific features and characteristics of the area are also described in the guidelines. Many of the buildings are set in mature landscapes characteristic of their era. The neighbourhood has long been recognized as an important heritage resource in the City of North Vancouver.

The area shown outlined in bold on the map attached as Figure A is designated as a heritage conservation area pursuant to Section 970.1 of the *Local Government Act* and shall be known as the Ottawa Gardens Heritage Conservation Area

### 3.2 OBJECTIVES:

The objectives of establishing the Ottawa Gardens Heritage Conservation Area are:

- 3.2.1 To recognize and conserve the historic nature of Ottawa Gardens for the benefit of present and future generations;
- 3.2.2 To maintain the area's original character, while allowing for sensitive development in accordance with Schedule A;
- 3.2.3 To promote the retention and restoration of existing heritage registry buildings;
- 3.2.4 To protect heritage buildings on a voluntary basis; and,
- 3.2.5 To encourage new development or additions to existing development in a manner that is compatible with the form and character of the existing historic architecture and respects the heritage value of the Ottawa Gardens neighbourhood.

### 3.3 OTTAWA GARDENS HERITAGE CONSERVATION AREA GUIDELINES

- 3.3.1 The objectives described in Section 3.2 may be achieved through the guidelines described as the Ottawa Gardens Heritage Conservation Area Guidelines;
- 3.3.2 The Ottawa Heritage Conservation Area Guidelines provide for the continuation of the special contextual qualities of the neighbourhood by managing change in ways that complement the established streetscape and maintain the integrity of the architectural forms. The siting, form and character of new development or additions to existing development shall be consistent with the adopted Ottawa Gardens Heritage Conservation Area Guidelines to establish design control and promote legal protection for Heritage Register sites from demolition and/or exterior alteration unless approved by Council;
- 3.3.3 The Ottawa Gardens Heritage Conservation Area Guidelines are located in Division VIII of Zoning Bylaw, 1995, No.6700.

### 3.4 PROTECTED HERITAGE PROPERTY

- 3.4.1 Pursuant to Section 970.1 (3)(b) of the *Local Government Act* the attached Figure B serves as a list of buildings and land that are Protected Heritage Property;
- 3.4.2 Any intervention to be undertaken on Protected Heritage Properties within the Ottawa Gardens Heritage Conservation Area shall only be done through issuance of a Heritage Alteration Permit and shall conform to accepted heritage conservation principles, standards and guidelines. For the purposes of this bylaw the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2004) will be used as the basis for the review of any proposed work on the scheduled heritage properties.

### 3.5 HERITAGE ALTERATION PERMIT EXEMPTIONS

- 3.5.1 Pursuant to Section 970.1 (3)(a) of the *Local Government Act*, the following form of development is exempt from the requirement for a Heritage Alteration Permit if the proposal is for:
  - i. Interior renovations;
  - ii. Exterior maintenance or in-kind repairs, including repainting in identical colours or routine repairs. Note: alterations to windows, siding or architectural features are not included in this exemption;
  - iii. Exterior alterations, other than additions, to existing non-heritage buildings;
  - iv. Exterior alterations, other than additions, to St. Edmund's Catholic School and St. Edmund's Catholic Rectory at 535 Mahon Avenue;
  - v. Landscaping;
  - vi. Construction and maintenance activities carried out by, or on behalf of, the City;
  - vii. Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Ottawa Gardens Heritage Conservation Area designation.

Schedule I – Figure A  
Ottawa Gardens Heritage Conservation Area:  
200 Et 300 Blocks West 6th Street



**LEGEND**

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Heritage Conservation Area

Schedule I – Figure B  
Protected Heritage Property  
1. 254 West 6th Street – the Larson Residence

