

# Marine Drive Development Guideines

JANUARY 2011





# Marine Drive Development Guidelines

# The City of North Vancouver

141 West 14th Street  
North Vancouver, BC  
V7M 1H9

January 2011









INTRODUCTION :

Background .....	1
Marine Drive Community Vision .....	2
General Development Guidelines .....	3
MARINE DRIVE SUB-AREA GUIDELINES: .....	7
Sub-Area 1 .....	8
Sub-Area 2 .....	9
Sub-Area 3 .....	10
Sub-Area 4 .....	11
Sub-Area 5 .....	12
Sub-Area 6 .....	13
Sub-Area 7 .....	14
Sub-Area 8 .....	15
Sub-Area 9 .....	16
Priority One Amenities .....	17
Priority Two Amenities .....	17
Priority Three Amenities .....	18







Marine Drive and the Marine-Hamilton neighbourhood are located on the City's western boundary. The Marine Drive corridor has been undergoing extensive redevelopment since the construction of the Harbourside Business Park and North Shore Automall further to the south. The revision of the City's Official Community Plan in 2002 allowed for more residential development to occur on and near Marine Drive, and significant changes are planned for, or are already underway. Whether you are a resident, property owner, realtor or developer that is interested in Marine Drive you should anticipate that all new development projects in the corridor will be in keeping with the densities and uses outlined in this document. Furthermore, you should anticipate that the City, in collaboration with the development community, is working to achieve the community amenities that have been endorsed by City Council.

## Background

In July of 2005 Council appointed a number of volunteers to form the Marine Drive Task Force. The Marine Drive Task Force was mandated to provide input on a draft set of Marine Drive Design guidelines, and to establish a prioritized list of desired community amenities for the area. The Task Force researched a range of policy options, gathered community input, and presented its recommendations to City Council in the fall of 2006.

Council endorsed the majority of the Marine Drive Task Force's recommendations, and it is those recommendations which now serve as a guideline for all new development in the Marine Drive Corridor. This document provides a synopsis of the guidelines for anyone interested in the future of development in and around the Marine Drive corridor.

The Marine Drive Development Guidelines are organized as follows:

1. A Community Vision
2. General Development Guidelines that are meant to apply to all development that takes place in the Marine Drive corridor. The development requirements are organized as they pertain to four key elements of the community vision.
3. Sub-Area Guidelines that are meant to apply to developments occurring within specified areas within the Marine Drive corridor
4. Community Amenity Priorities that are also organized as they relate to the four key elements of the Community Vision.



## The Marine Drive Community Vision

City Council has endorsed the following Community Vision for the Marine Drive neighbourhood:

"The Marine Drive community envisions a safe neighbourhood where current and future area residents enjoy appealing places to live, work, and play; a place defined by its creeks, parks and natural areas; a vibrant pedestrian/bicycle-friendly and diverse commercial centre; and a gateway to the city along a key transportation corridor."



Play



Pedestrian/bicycle friendly



Creeks, parks and natural areas



Transportation corridor



Diverse commercial centre



## General Development Guidelines

These guidelines are meant to apply to all development that takes place in the Marine Drive corridor, and will likely be required when an applicant is requesting a rezoning or Official Community Plan amendment to facilitate their project. All of the General Development Guidelines are organized as they relate to the four key elements of the Marine Drive Community Vision.

*"A safe neighbourhood where current and future area residents enjoy appealing places to live, work and play"*

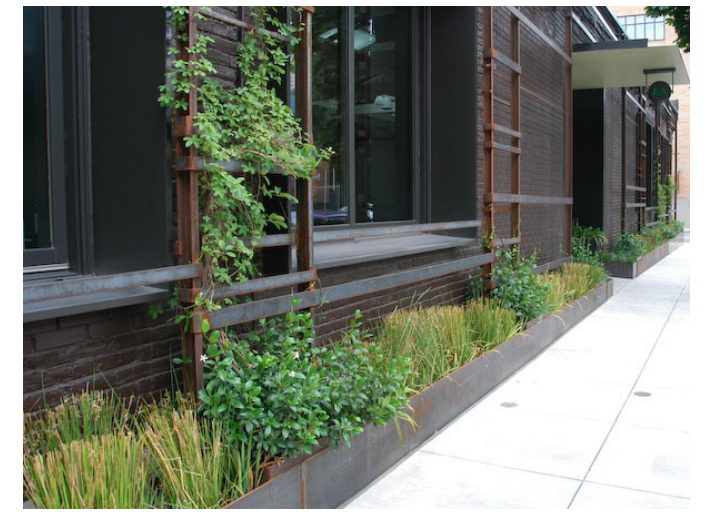
1. Build environmentally-friendly developments that are equal to, or better than, the minimum requirements for rating systems such as LEED certification.
2. Build developments that achieve a high standard of architectural design and that address Crime Prevention Through Environmental Design (CPTED) issues.
3. Create a distinctive community identity that is expressed through:
  - i. A name for the neighbourhood, to be determined through public consultation;
  - ii. An overall streetscape design concept expressed through lighting, street furniture, banners, public art, landscaping, pavers etc.
  - iii. Overall building design concepts expressed in the use of building materials and features such as lighting, awnings, etc.
4. Amend, and then abide by, the Official Community Plan to reflect the recommendations of the Marine Drive Task Force.
5. Take measures to address noise pollution issues for any residential uses on Marine Drive.
6. Require light pollution mitigation measures including, but not limited to directional shielding, limiting intensity levels and limits on hours of operation.



Commercial Mixed-Use



Building materials examples



Landscape features examples



Safe neighbourhood / Pedestrian Oriented



Distinctive community identity



Landscape features examples



*"A place defined by it's creeks, parks and natural areas"*

- 1. Enhance the health and sustainability of the creeks and green space and the inherent flora and fauna.



Creeks, parks and natural areas



Wildlife



Parks



Exploring natural areas



Parks



Nature play



*"A vibrant, pedestrian / bicycle-friendly and diverse commercial centre"*

1. Give pedestrians priority wherever pedestrians and vehicles interface
2. Provide the incentive for individuals to park once and walk by clustering a critical mass of shops and services within a pedestrian friendly, village-like environment
3. Where applicable, encourage pedestrian-scale developments with a mix of small scale commercial retail, office, live/work and residential uses
4. Create a commercial street wall occupying 60-80% of the Marine Drive frontage
5. Ensure that broad sidewalks, street trees, street furniture, and pedestrian-scale lighting can be built on both sides of Marine Drive by acquiring a wider right-of-way from north or south side properties
6. Include awnings in all developments along the Marine Drive frontage
7. Encourage east/west, north/south pedestrian traffic through walkways, paths bridges, easements, pedestrian crossings and destination attractions



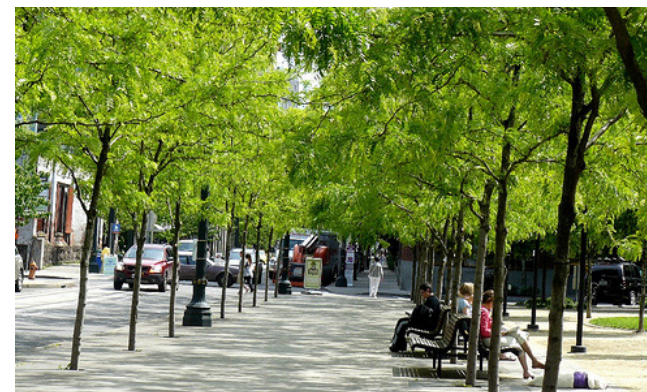
Mixed use / pedestrian scale



Awnings along pedestrian corridors



Pedestrian-scale / bicycle-friendly / mixed use



Tree canopy



Pedestrian scale / strong commercial street wall



Wide sidewalk / mixed-use



Privately accessible public space



### *"A gateway to the City along a key transportation corridor"*

1. Adopt transportation planning measures that divert through traffic to Low Level Road
2. Encourage public transit and minimize production of greenhouse gases
3. Create a signage plan to identify the specific and enforced east-west/north-south truck/heavy vehicle corridors to discourage encroachment into residential areas
4. Promote urban forms that encourage pedestrian/bicycle movements to make this a walkable commercial destination



Public transportation



Crosswalk distinctive paving



Public transit signage

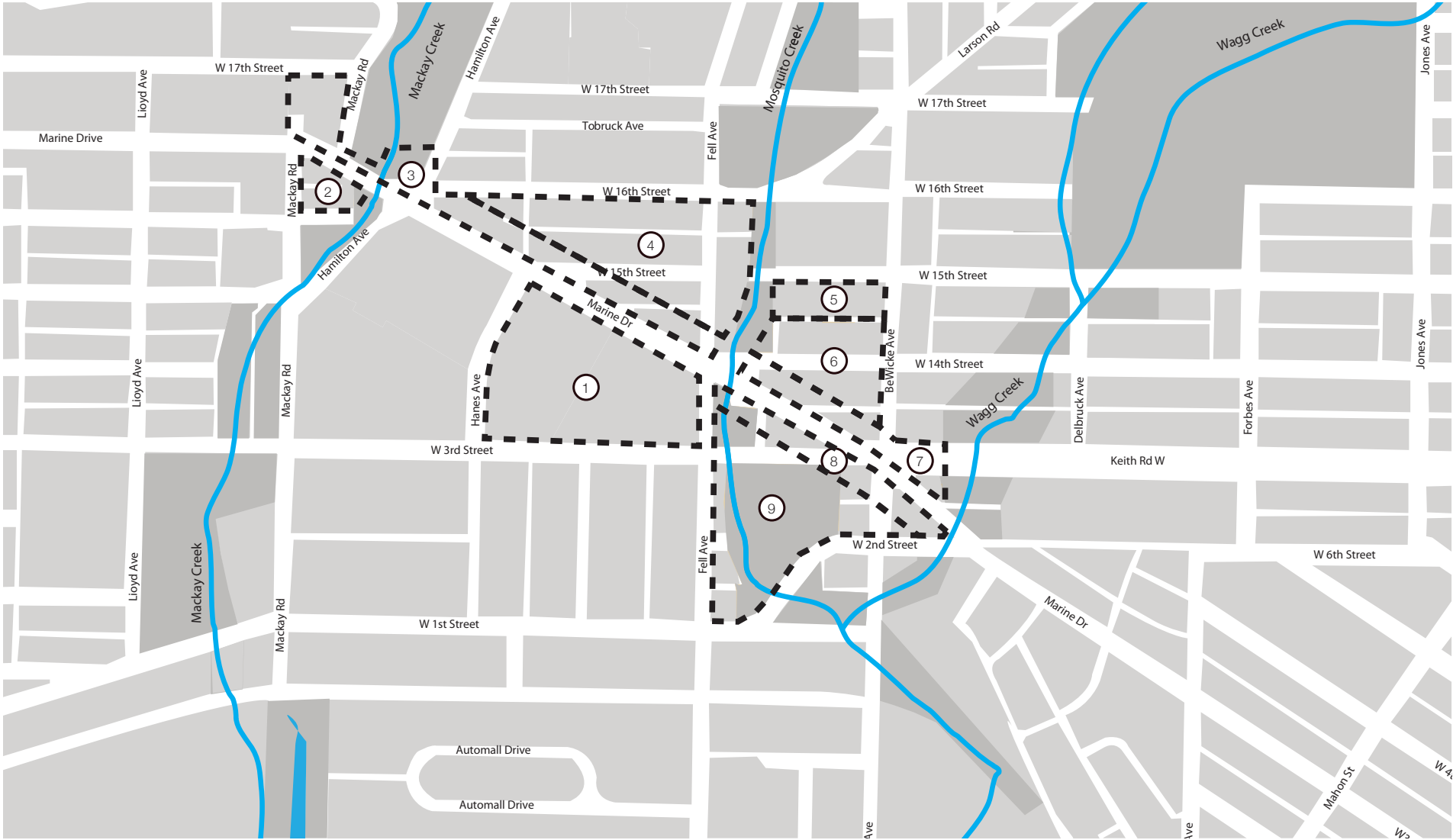


Pedestrian crossing signage



Sub-Area Guidelines

The following guidelines pertain to specific sub-areas within the Marine Drive corridor (see map below). These guidelines are in addition to the General Development Guidelines recommendations that are meant to apply to all areas. It should be noted that the area boundaries shown on the map are conceptual, and reflect the City's aspirations for the general character of development for that area.



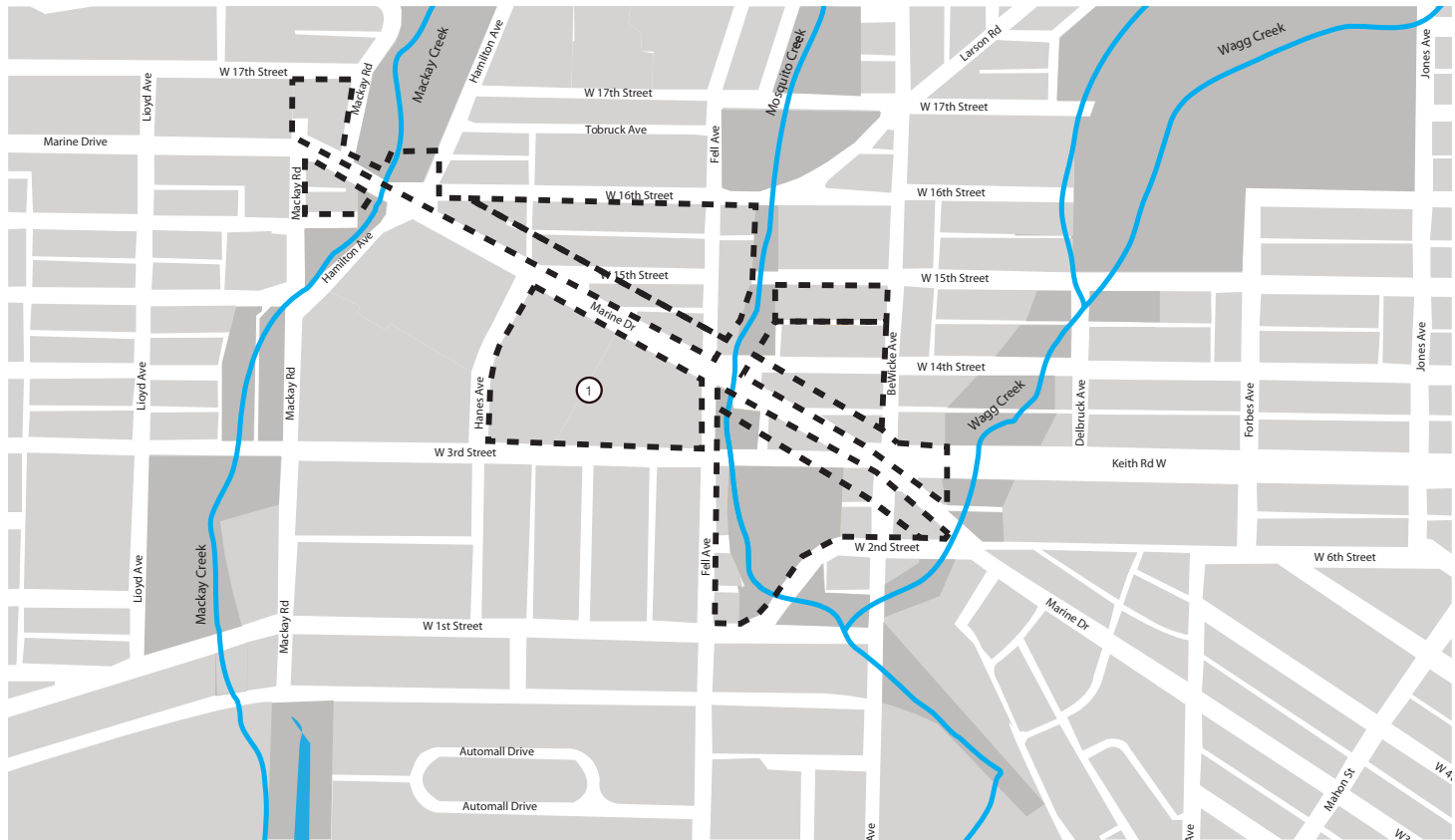
Sub Area	Height (ft) / FSR / Use	Themes
1	35-50 ft 2.0 Commercial	A key commercial anchor for the entire corridor
2	35-50 ft 2.0 Mixed	Ground floor commercial uses, with up to three storeys of residential uses above
3	45 ft 2.0 Mixed	Ground floor commercial uses, with up to three storeys of residential uses above
4	25-35 ft 2.0 Mixed	Pedestrian-friendly, village-like nodes that incorporate commercial and residential uses on a vibrant street. Developments on either side of the street start low, and then are stepped back
5	35 ft 1.0 Residential	Medium density residential
6	25-35 ft 1.75 Mixed	Pedestrian-friendly, village-like nodes that incorporate commercial and residential uses on a vibrant street. Developments on either side of the street start low, and then are stepped back
7	35 ft 1.75 Mixed	Ground floor commercial uses, with up to two storeys of residential uses above.
8	35 ft 2.0 Mixed	Ground floor commercial uses, with up to two storeys of residential uses above.
9	35-45 ft 1.75 Mixed	A mix of small scale developments that incorporate commercial and residential uses on a vibrant, pedestrian-friendly street



Sub-Area 1

This large sub-area south of Marine Drive is envisioned as one of the key commercial anchors for the entire corridor. It is envisioned that only commercial uses be permitted within this area

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	Based on General Commercial (CS-1):	2.0	<p>35 feet on the Marine Drive elevation with a 10 foot setback.</p> <p>Height can rise to 50 feet away from the Marine Drive elevation.</p> <p>Create view corridors into the centre of any new development from Marine Drive.</p>	3-4 parking spaces per 1,000 square feet of Gross Floor Area (GFA)	<p>Provide a mid-block crossing north across Marine.</p> <p>Encourage east-west connections between developments.</p> <p>Create linkages with Capilano Mall.</p>

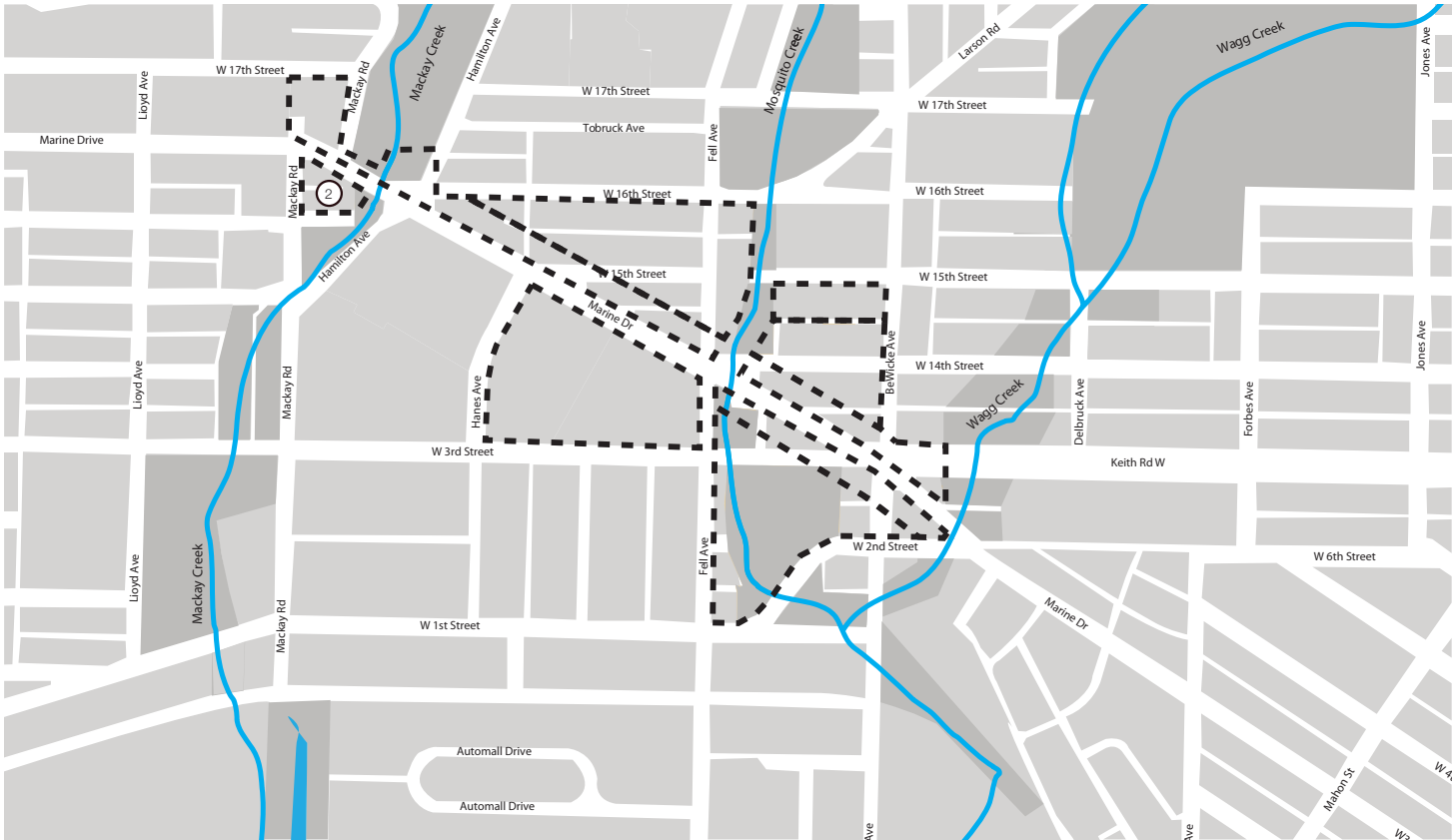


Strong commercial centre / Pedestrian oriented

Sub-Area 2

Sub-area 2 is the gateway to the City from its western approach and lies south of Marine Drive and west of MacKay Creek. This is a transitional sub-area that will approximate the heights, uses and densities being recommended by the District of North Vancouver for their adjacent portion of Marine Drive.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Pedestrian Environment
Commercial	<p>Based on General Commercial (C-2): Mixed use: commercial with accessory residential</p> <p>Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes</p>	2.0	35 feet at the street frontage stepped back at 45 degrees up to 50 feet	<p>Improvements to trail systems, etc. on MacKay Creek and at Hyak Park</p> <p>Coordinate trail system improvements with the District of North Vancouver</p> <p>Enhance Hyak Park and its connections to Heywood Park through a land swap involving all or a portion of Churchill Street for the private property immediately west of MacKay Creek</p> <p>Greener, narrower, pedestrian friendly streets</p>



Village like character, park connections, green streets



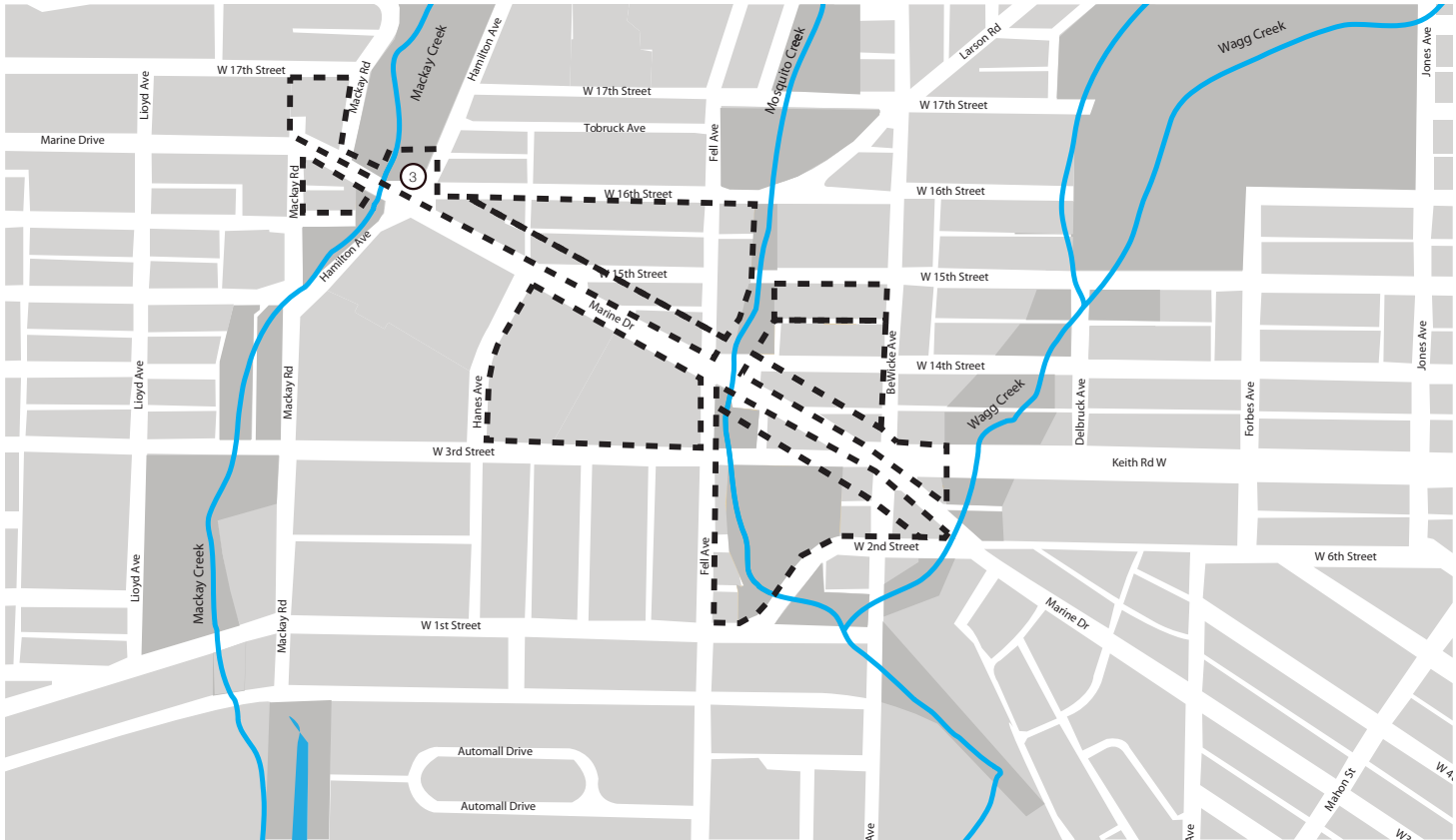
Village like character, park connections, green streets



Sub-Area 3

Sub-area 3 consists of the properties fronting Marine Drive from MacKay Road to Mosquito Creek. The area is envisioned for mixed use, commercial and residential uses, rising to 45 feet at the Marine Drive elevation and then stepped down as the development proceeds northward. The recommended building form consists of ground floor commercial uses, with up to three storeys of residential uses above.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	<p>Based on General Commercial (C-2): Mixed use: commercial with accessory residential</p> <p>Encourage 'wedge/flatiron' type built forms that take advantage of the exiting lot pattern</p> <p>Create view corridors into developments from Marine Drive going eastbound</p> <p>Encourage varied and narrow storefronts, with multiple openings to the street</p> <p>Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes</p>	2.0	<p>4 storey/45 foot maximum with ground floor commercial and three residential storeys above.</p> <p>The highest point should occur on Marine, and then step down as development proceeds northward</p>	<p>Close 15th Street at Marine to vehicular traffic</p> <p>Close lanes to vehicular traffic that intersect the north side of Marine Drive, but keep open for pedestrian access and views</p>	<p>Provide a mid-block crossing south across Marine</p> <p>Encourage pedestrian passageways in developments between Marine and 15th Street</p> <p>Encourage wider sidewalks</p>



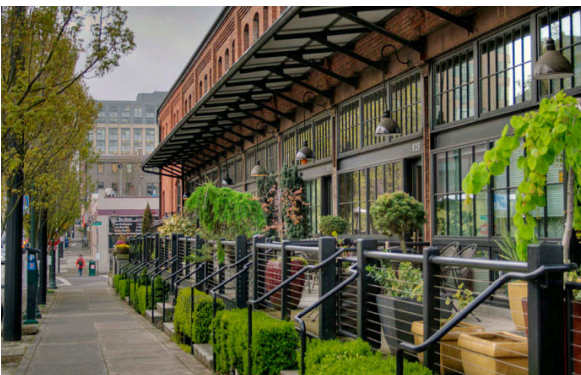
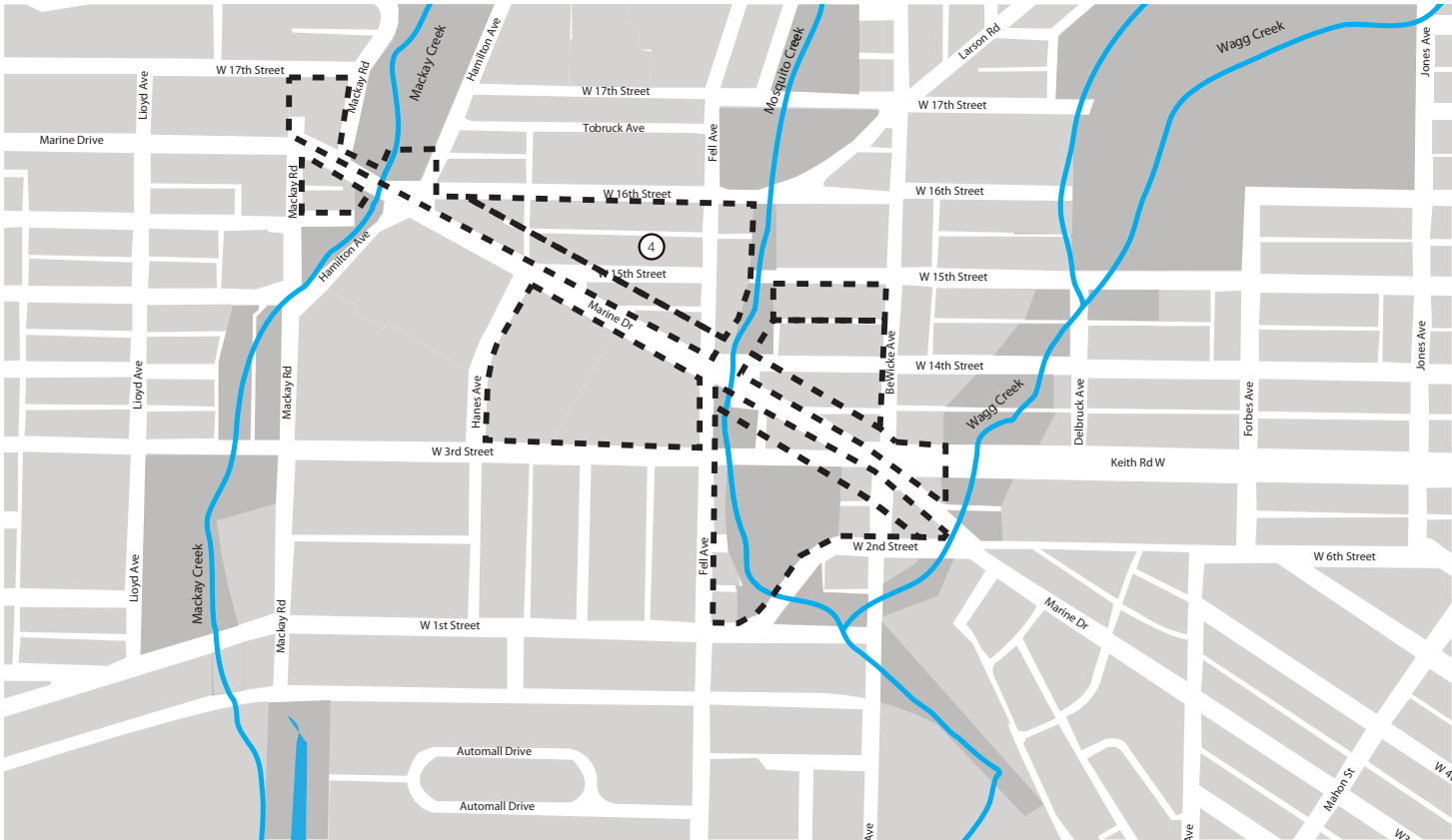
Mixed use (4 storeys max) / Narrow storefronts



# Sub-Area 4

This sub-area has also been described as the '15th Street node'. It is one of three areas where a mix of small scale developments that incorporate commercial and residential uses on vibrant, pedestrian-friendly streets are recommended. Developments on either side of the street start low, and then are stepped back to back to the north and south.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	Based on General Commercial (C-2): Mixed use-commercial with accessory residential  Ground floor commercial or live/work  Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes	2.0	25-35 feet (lowest point on the 15th Street frontage, stepping up to the north + south)	Based on existing standards  Greener, narrower, pedestrian friendly streets	Encourage pedestrian-scale developments on 15th street with a mix of small scale commercial retail, office, live/work and residential uses  Greener, narrower, pedestrian friendly streets



Pedestrian-scale environments/ village -like nodes



Activated street-edge.



Small scale commercial retail / pedestrian friendly



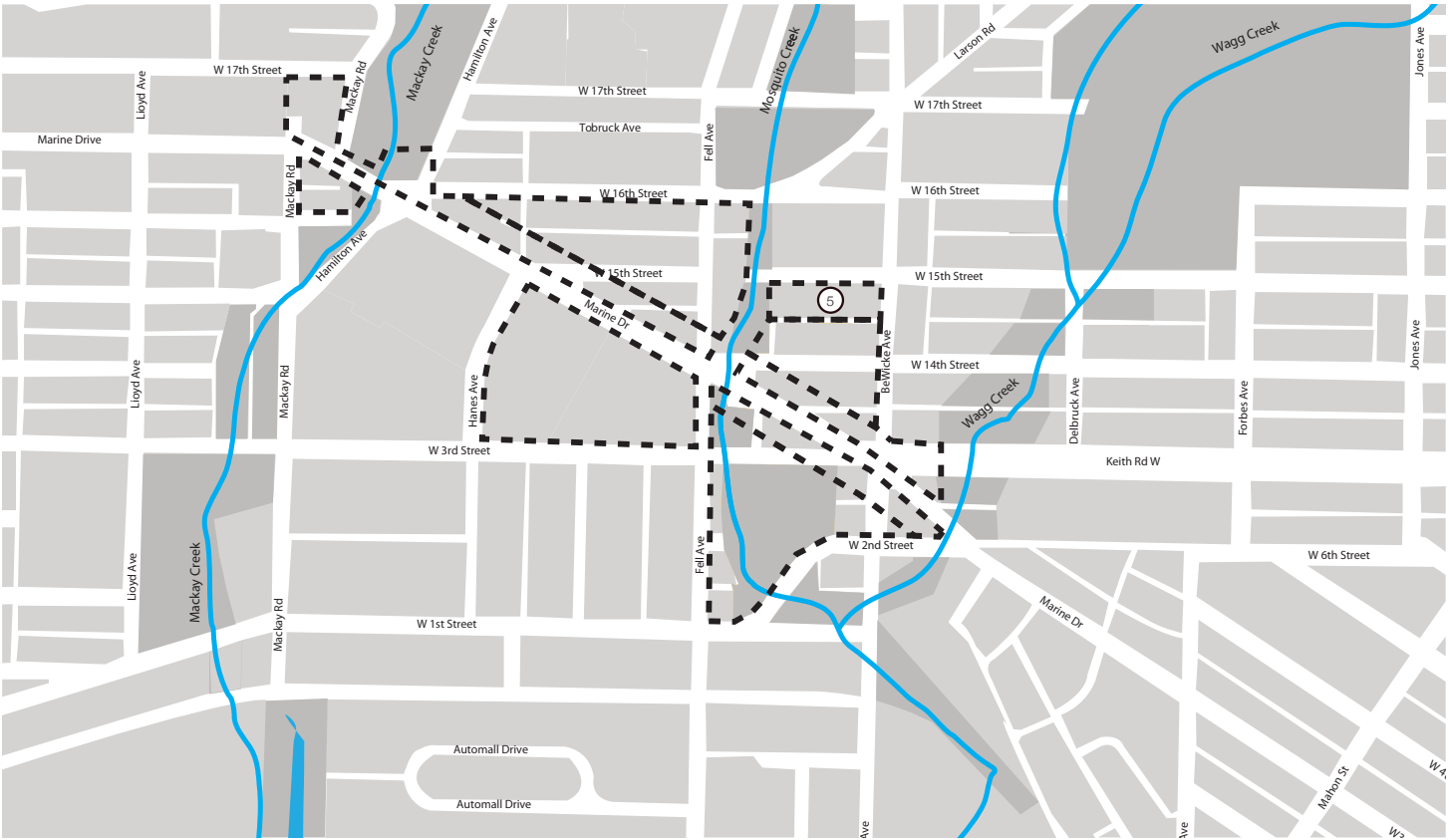
Live/work



Sub-Area 5

Sub-area 5 is a transitional area between the residential uses to the north and mixed use area to the south. It is envisioned for purely residential uses.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Residential Level III: Low Density Attached Form	Based on Residential Two Unit (RT-1):	1.0	35 feet	<p>Install traffic calming measures on Bewicke from Marine to Larson</p> <p>Lane east of Mosquito Creek to become one lane, southbound, with a right out only at Marine Drive. Local traffic only</p> <p>Greener, narrower, pedestrian friendly streets</p>	<p>Pedestrian bridge over Mosquito Creek at 15th Street</p> <p>Half of existing lane east of Mosquito Creek to be dedicated as park land, and removed from the road network</p> <p>Greener, narrower, pedestrian friendly streets</p>



Traffic calming



Traffic calming



Wooden pedestrian bridge over creek



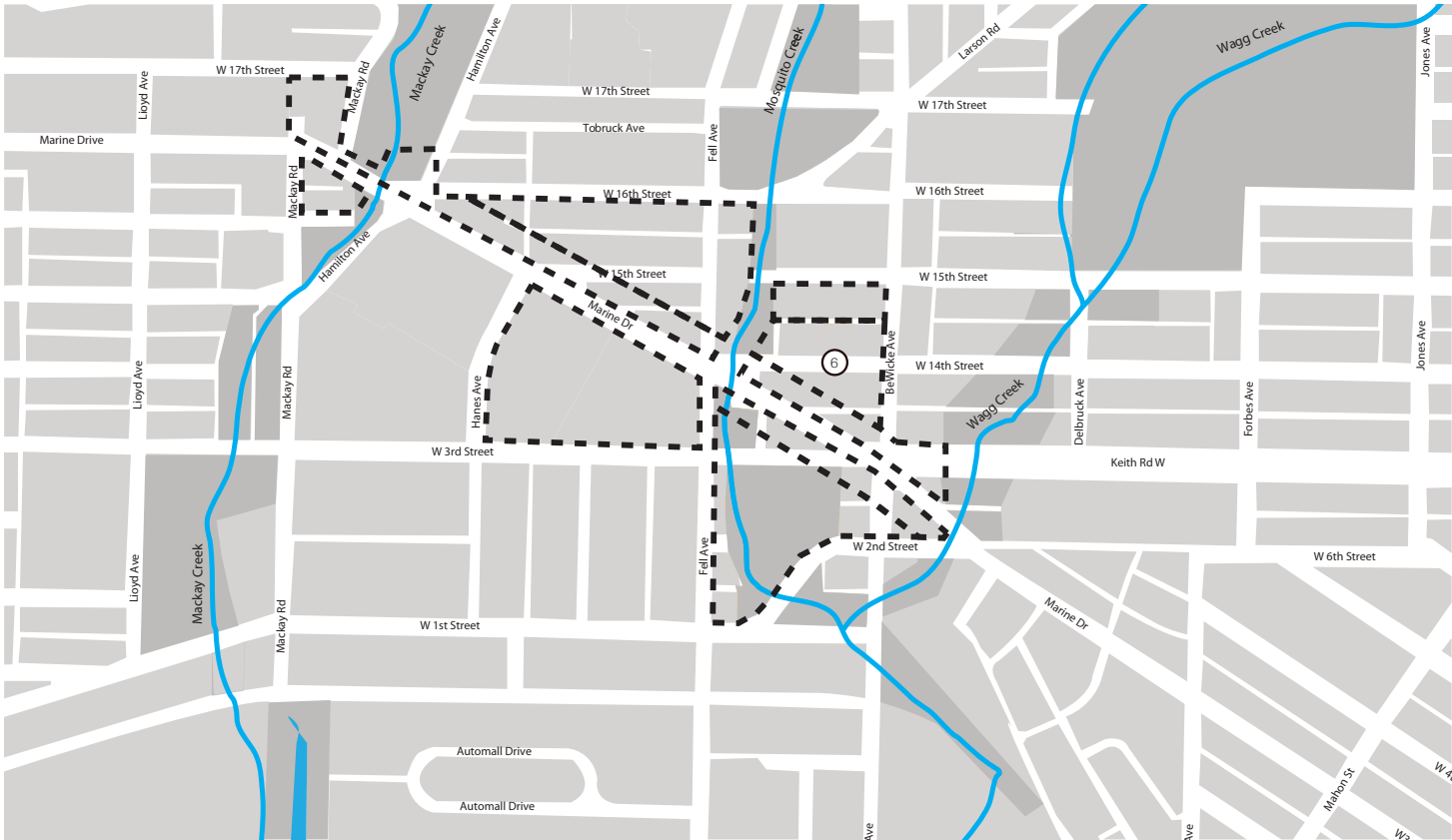
Creek / building interface



## Sub-Area 6

This sub-area has also been described as the '14th Street node'. It is the second of three areas where a mix of small scale developments that incorporate commercial and residential uses on vibrant, pedestrian-friendly streets are recommended. Developments on either side of the street start low, and then are stepped back to back to the north and south.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	<p>Based on General Commercial (C-2): Mixed use-commercial with accessory residential</p> <p>Ground floor commercial or live/work</p> <p>Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes</p>	1.75	35 feet (lowest point on the 14th Street frontage, stepping up to the north + south)	<p>Lane east of Mosquito Creek to become one lane, one way southbound, with a right out only at Marine Drive.</p> <p>Local traffic only</p> <p>Greener, narrower, pedestrian friendly streets</p>	<p>Encourage pedestrian-scale developments on 14th Street with a mix of small scale commercial retail, office, live/work and residential uses</p> <p>Half of existing lane east of Mosquito Creek to be dedicated as park land, and removed from the road network</p> <p>Greener, narrower, pedestrian friendly streets</p>



Stepped architecture / Small scale commercial



Stepped architecture / Small scale commercial



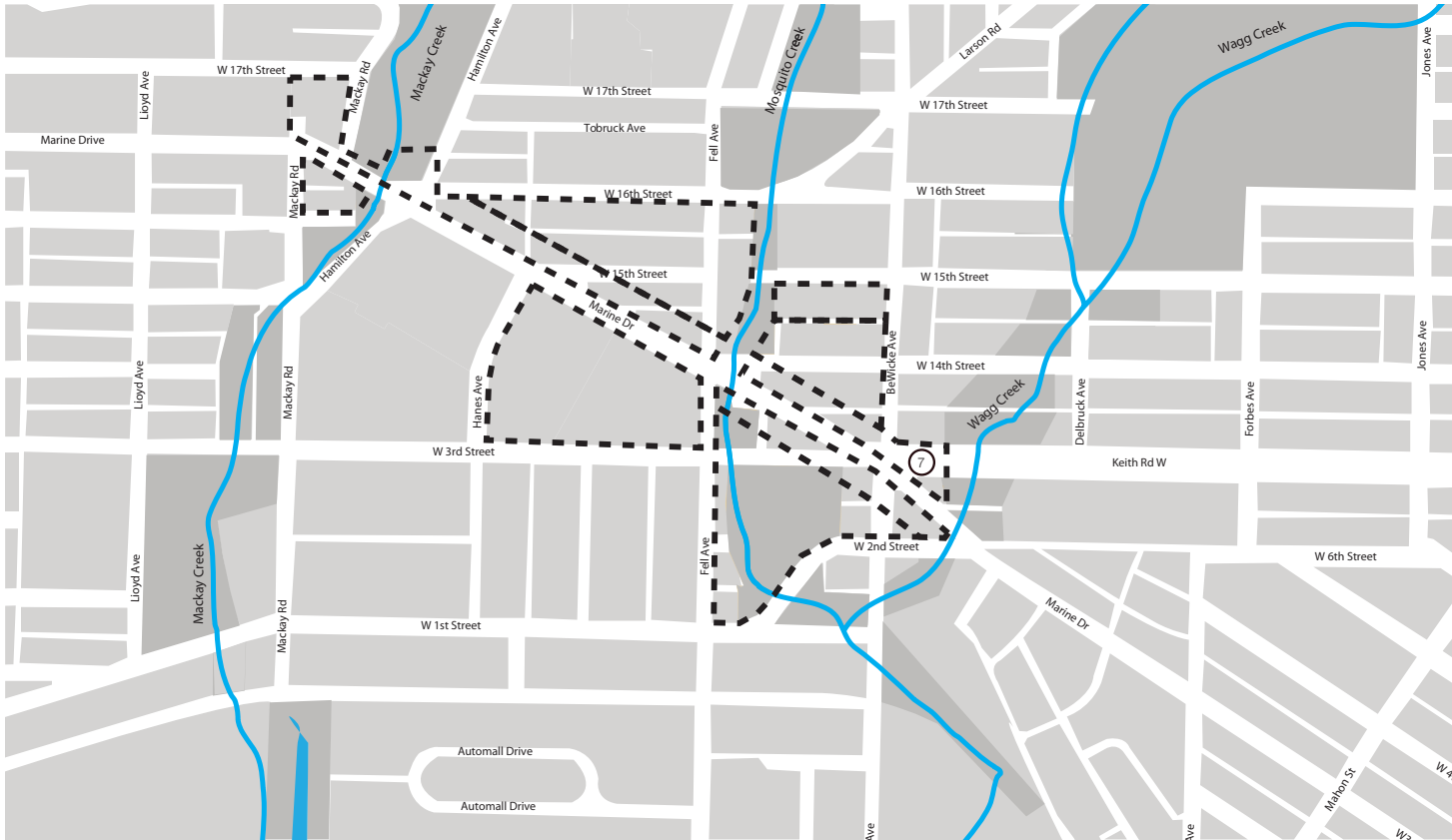
Mews / pedestrian laneways



Sub-Area 7

Sub-area 7 consists of the properties fronting Marine Drive from Mosquito Creek to 3rd Street. The area is envisioned for mixed use, commercial and residential uses, rising to 35 feet at the Marine Drive elevation and then stepped down as the development proceeds northward. The recommended building form consists of ground floor commercial uses, with up to two storeys of residential uses above.

OCPSignification (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking
Commercial	Based on General Commercial (C-2): Mixed use commercial with accessory residential  Encourage 'wedge/flatiron' type built forms that take advantage of the existing lot pattern  Create view corridors into developments from Marine Drive going eastbound  Encourage varied and narrow storefronts, with multiple openings to the street  Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes	1.75	3 storeys/35 feet maximum with ground floor commercial and two residential storeys  The highest point should occur on Marine, and then step down into Area #6	Lane east of Mosquito Creek to become one lane, southbound, with a right out only at Marine Drive.



Pedestrian friendly, village-like nodes



Narrow storefronts



Mixed use up to 3 storeys / Multiple openings to street



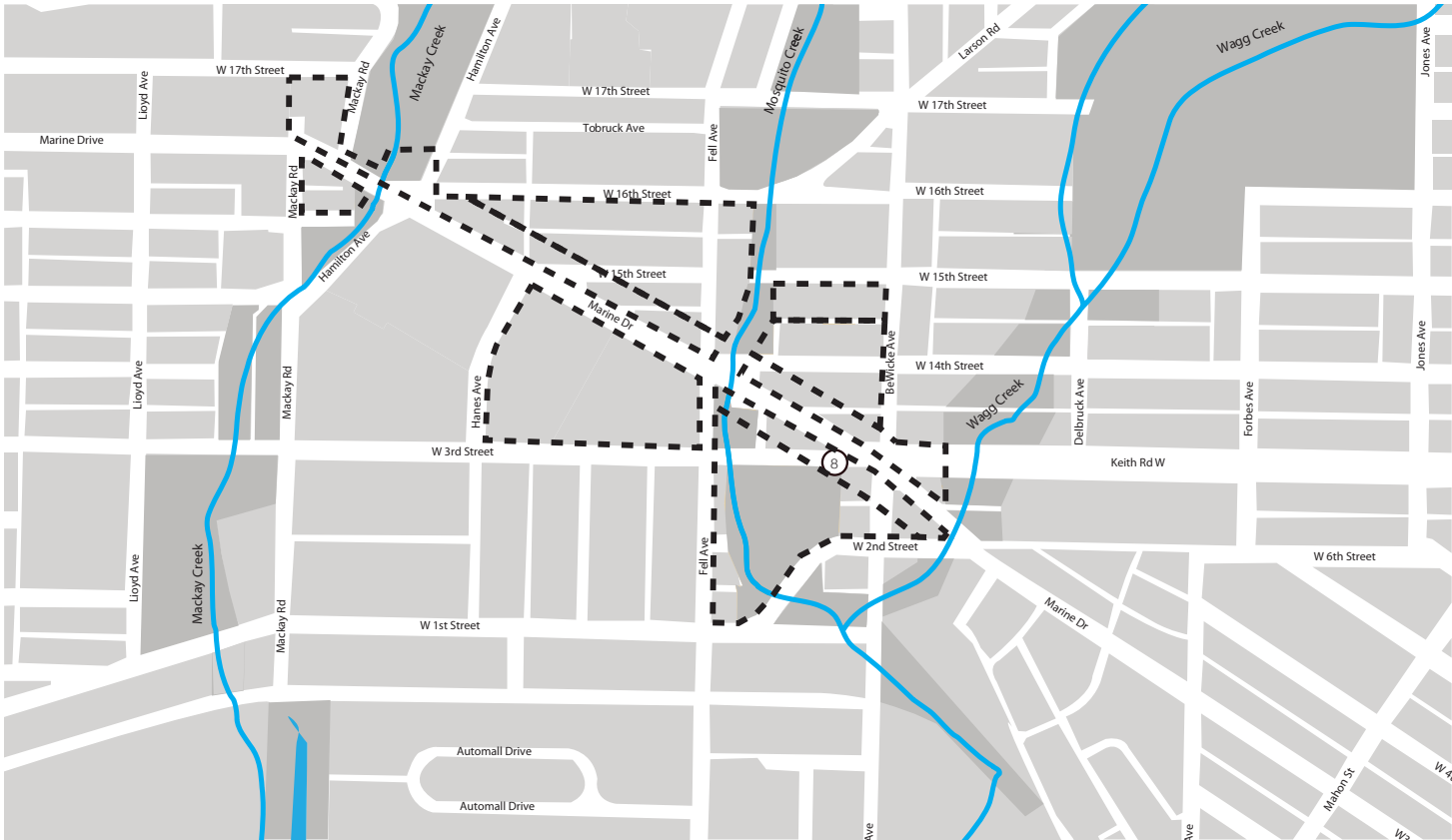
Wedge/flatiron type building forms



# Sub-Area 8

This sub-area consists of the frontage on the south side of Marine Drive between Fell Avenue and 3rd Street. Residential uses can be considered here and in the sub-area to the south.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	Based on General Commercial (C-2): Mixed use-commercial with accessory residential	2.0	35 feet	3-4 parking spaces per 1,000 square feet of Gross Floor Area (GFA)	<div>Full pedestrian movement at Marine + Bewicke and Marine Drive + Fell</div> <div>North-south pedestrian crossing of 3rd on the west side of Bewicke.</div> <div>Enhance trail systems on Mosquito Creek</div> <div>Support enhancements to trail systems on Wagg Creek</div>



Enhance Mosquito Creek Trail systems



Residential/Commercial Mixed use



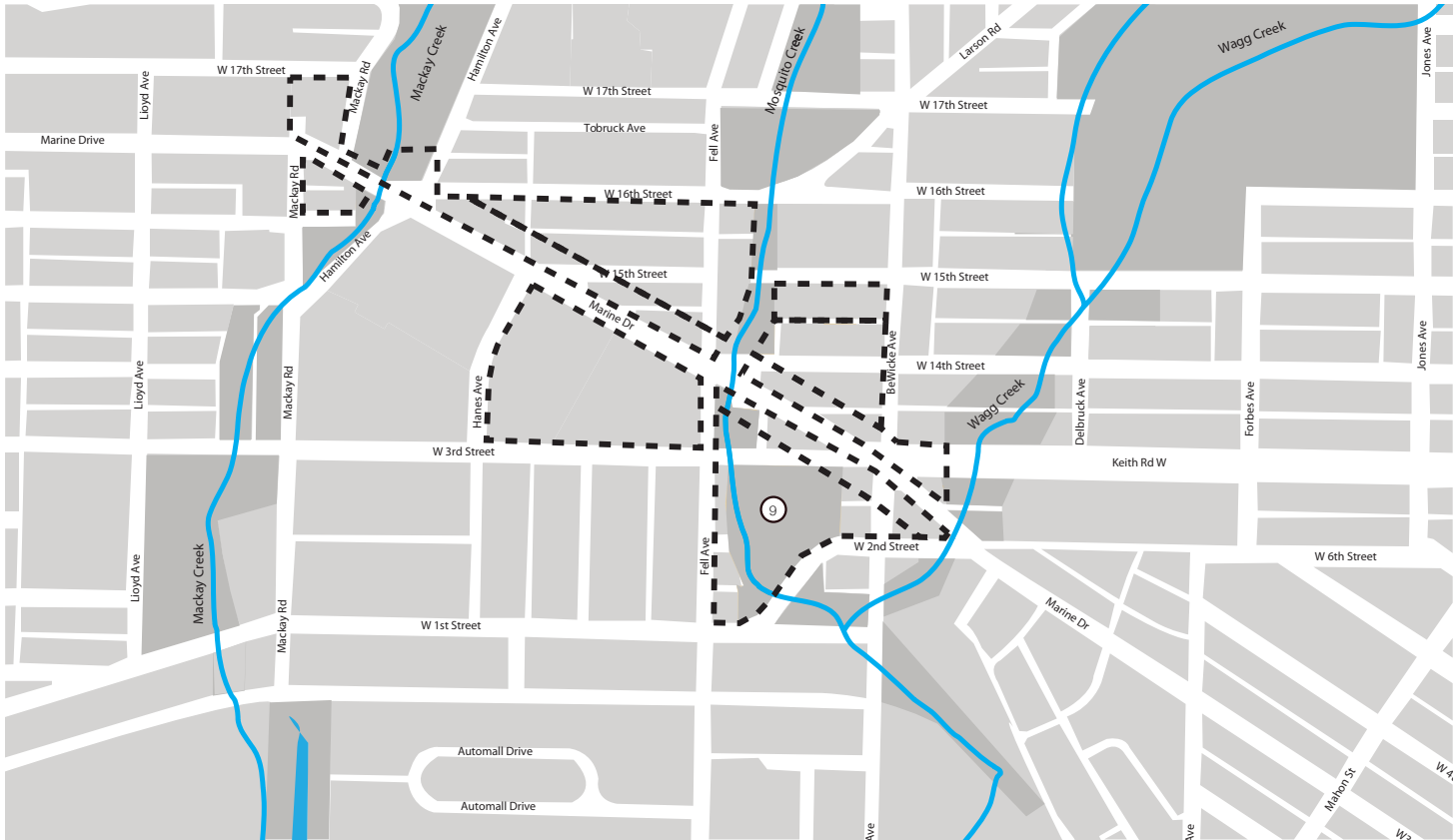
Street facade mixed-use



Sub-Area 9

This sub-area consists of the existing commercial and industrial areas south of the Marine Drive frontage, between Fell Avenue and 3rd Street. This is the third of the three areas where a mix of small scale developments that incorporate commercial and residential uses on a vibrant, pedestrian-friendly streets are recommended. Heights may reach their maximum potential the farthest from existing roadways. The largest single property within this sub-area is the City's Works Yard.

OCP Designation (use)	Zoning	Density (FSR)	Height (feet above average grade)	Vehicular Traffic + Parking	Pedestrian Environment
Commercial	<p>Based on General Commercial (C-2): Mixed use commercial with accessory residential</p> <p>Consider mechanisms to encourage small lot consolidations to achieve pedestrian-friendly, village-like nodes</p>	1.75	35 feet at the street frontage stepped back at 45 degrees up to 45 feet	Segregated signal movements at Bewicke and Marine	<p>Enhance trail systems on Mosquito Creek</p> <p>Support enhancements to trail systems on Wagg Creek</p> <p>Construct a Mosquito Creek bicycle/ pedestrian bridge that connects 3rd Street to Marine Drive</p>



Mixed use development



Bicycle / pedestrian bridge connection ove Mosquito Creek



Pedestrian-friendly village-like nodes



Creek trail system improvements



City Council has endorsed the Marine Drive Task Force's recommendations regarding community amenities that will contribute to the on-going vitalization of the neighbourhood. These are amenities that will likely be achieved through community amenity contributions associated with projects seeking a rezoning and/or Official Community Plan amendment. These amenities are prioritized into three groupings. The following tables indicate how each of the desired community amenities relates to the Marine Drive Community Vision.

Priority One Amenities

Related Vision Statement Clause	Amenity
A safe neighbourhood where current and future area residents enjoy appealing places to live, work, and play	'Artist call' for a visual image to represent the identity of the neighbourhood
A place defined by its creeks, parks and natural areas	<div>Improved streetscape and pedestrian/bicycle entrance for Heywood Park from Marine Drive</div> <div>Improved access from the foot of MacKay Avenue across the railway tracks to trails leading to Kings Mill Walk - possibly rail overpass or safe at-grade crossing</div> <div>Enhance pedestrian/bicycle access:<div>-underpass at Mosquito Creek and Larson Road</div><div>-underpass at Mosquito Creek and Marine Drive</div></div> <div>Enhanced access to Wagg (Mission) Creek trails</div> <div>Use public art, street treatments and other methods to celebrate the creeks where they cross Marine Drive</div> <div>Enhance Hyak Park and its connections to Heywood Park through a land swap involving all or a portion of Churchill Street for the private property immediately west of MacKay Creek</div>
A vibrant, pedestrian/bicycle-friendly and diverse commercial centre	<div>Enhance pedestrian access:<div>-north/south crossing of 3rd at west side of Bewicke Avenue</div><div>-north/south crossing of Marine Drive mid block between Fell Avenue and Hanes Avenue</div><div>-east/west crossing of Hanes Alley on north side of Marine Drive</div><div>-traffic calming on Bewicke Avenue from 2nd Street to Larson Road, including parking lane bulges, plantings, crosswalks, surface markings and signage.</div></div>

Priority Two Amenities

Related Vision Statement Clause	Amenity
A safe neighbourhood where current and future area residents enjoy appealing places to live, work, and play	Modest number of low rent housing units, affordable to those making a transition from the emergency shelter
A place defined by its creeks, parks and natural areas	<div>Washrooms for Mosquito Creek Park play area and for Kings Mill Walk</div> <div>Better link/pathway through Mosquito Creek Park to waterfront</div> <div>Bike/pedestrian bridge over Mosquito Creek at 15th Street</div> <div>Green 14th Street between Mission and Mosquito Creeks to create an inviting pedestrian/bicycle linkage between these two watercourses</div>
A vibrant, pedestrian/bicycle-friendly and diverse commercial centre	<div>Synchronized green traffic lights along Marine Drive, 16th Street, and Larson Road</div> <div>Improved transit shelters</div>





Priority Three Amenities

Related Vision Statement Clause	Amenity
A safe neighbourhood where current and future area residents enjoy appealing places to live, work, and play	Relocation of 'Arts for Kids Gallery' to Westview School  Neighbourhood Community Policing Center  Community facilities to be expanded in relationship to any redevelopment of the City's Works Yard  Expand joint use of facilities at area schools e.g. Westview Elementary School, the Lucas Center
A place defined by its creeks, parks and natural areas	Education interpretation signage regarding all wildlife, including the returning salmon in MacKay and Mosquito Creeks.  Pedestrian / bicycle linkage from harbour front (Kings Mill Walk) to Waterfront Park via Bewicke Avenue and the Squamish Band Mission Reserve
A gateway to the City along a key transportation corridor	'Gateway to the City' - City / District boundary marker in collaboration with District of North Vancouver