

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, April 22, 2013**

**5:30 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER  
DISTRICT

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## COUNCIL WORKSHOP

5:30 p.m.  
Monday, April 22, 2013  
Committee Room, Municipal Hall  
355 West Queens Road, North Vancouver

### AGENDA

1. **Opening by the Mayor**
2. **Marine Drive Corridor Planning Update** p. 7 - 10  
File No.  
  
Briefing Note: Marine Drive Corridor Planning Update
3. **Draft Lower Capilano – Marine Village Centre Implementation Plan** p. 11 - 73  
File No. 13.6480.30/002.004  
  
Report: Susan Haid, Manager – Sustainable Community Development  
Sarah DalSanto, Section Manager – Policy Planning
4. **Adjournment**

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## REPORTS

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**Briefing Note**  
**Marine Drive Corridor Planning Update**  
**April 12, 2013**

At the April 22<sup>nd</sup> Council Workshop, staff are seeking Council's input on:

- How implementation of changes on the Marine Drive corridor has been going;
- Opportunities for **enhanced vibrancy** of the Marine Drive Corridor;
- **Lessons that can be applied in other centres.**

**Marine Drive improvements over past five or eight years**




Since 2005, changes have been put in place to support revitalization of Marine Drive, such as:

- Marine Drive **C9 zoning** and **design guidelines** implemented
  - Mixed land uses introduced to establish a more vibrant, complete community
  - Stage set for comfortable, attractive sidewalk and boulevard for people walking
  - Developments implemented along the corridor with streetscape improvements
- **Lower Capilano Marine Village** implementation plan is near complete
- Region identified Marine Drive as a **Frequent Transit Development Area** with:
  - **30 minute access** to most of the region's jobs
  - Westbound **transit priority lane** implemented (Phase I, from Tatlow Avenue)
  - North Shore Area Transit Plan identified Marine Drive as a **future bus rapid transit (BRT) corridor** with stations at **McGuire Avenue** and **Pemberton Avenue**
- Marine Drive **area traffic calming** nearly completed in three adjacent neighbourhoods
- Marine Drive signal, safety, and paving improvements, including
  - New signal equipment and **signal timing** for efficiency
  - Cycling is accommodated by **shared travel lanes** and the 15th Street bikeway
  - New left turn bays

As these changes have been implemented, trade-offs have been considered. As an example, on-street parking was not previously planned because street trees were prioritized.

**Review of Marine Drive Implementation**

Now that the District has experience implementing changes, it seems prudent to review what is going well and what needs improvement. The following table summarizes this preliminary review at a glance:

 <b>Working Well</b>	 <b>Improving</b>	 <b>Needs Improvement</b>
<ul style="list-style-type: none"> <li>- Development interest strong</li> <li>- Street furniture, lights and sidewalk are attractive</li> <li>- Parking variances match supply with demand</li> <li>- 4.3 m shared bike lanes fit within right of way</li> <li>- Signal timing is efficient</li> </ul>	<ul style="list-style-type: none"> <li>- Recent experience that design guidelines enable variation in architecture</li> <li>- Recent projects have fewer sidewalk and traffic disruptions</li> </ul>	<ul style="list-style-type: none"> <li>- On-street parking desired by retailers</li> <li>- No room for parking within current right of way (can be implemented in boulevard in some areas but, at expense of street trees)</li> <li>- Getting around the block is not convenient</li> </ul>

### **Opportunities for Enhanced Vibrancy**

Staff look forward to Council's ideas about opportunities for enhancing the vibrancy of the corridor. Based on how things have been going with changes on Marine Drive so far, staff have identified two key opportunities to improve the urban experience along the corridor:

- I. Establish retail-friendly neighbourhoods; and
- II. Establish neighbourhoods where people can park once and walk.



#### **LEGEND**

-  Emerging Neighbourhoods
-  New Development
-  Potential Development

## I. Retail-friendly Neighbourhoods

There could be an opportunity to anchor the corridor with **two vibrant neighbourhoods**:

1. Commercial District around **Pemberton Avenue**, extends to City of North Vancouver; and
2. Small retail node at **McGuire Avenue**, which provides gateway into Lower Capilano Marine Village.

Having commercial services concentrated in neighbourhoods could have numerous benefits for:

- **Retail performance.** Retail does well in clusters.
- **Creating a walkable node.** When retail is in a cluster, people “park once” and use a variety of stores in the area.
- **Distinct neighborhood character** (e.g. name the neighbourhood).
- Locating commercial activities around **future bus rapid transit stations**.

The District could consider an urban structure similar to the Marine Drive corridor in West Vancouver, which is anchored by retail nodes in Ambleside and Dundarave. Between the two successful retail nodes, there is less commercial space. If the District were to take this approach, the District would need to change its requirements such that retail would not be a requisite at the ground floor.



## II. A Neighbourhood Where People can Park Once and Walk

As mentioned previously, when retail is in a cluster, visitors to the area park once and use a variety of stores in the area. Initiatives that encourage sharing of parking among businesses in the Marine Drive area are likely to help retail perform well. To this end, some things the District could do include:

- Implement teaser, **parking pockets** in the boulevard zone between street trees to entice shoppers. Most shoppers like to see their destination before they park, make a right turn, and park on the surface if they can. (*Parking pockets should be implemented with new **parallel laneways** to enable convenient circulation around the block.*)



- Explore the potential to establish a managed, **shared parkade**.
- Look into encouraging the establishment of a **Business Improvement Association (BIA)** to manage parking in the area.
- Explore feasibility of requiring **knock-out panels in parkades** so, parking can be easily shared.
- Continue to support **parking reductions for residential** land uses but, not for commercial.

#### Lessons Learned that can be Applied in Other Centres

Most of the recent development activity in the District has been completed in the Marine Drive area.

**Learning from this corridor can be applied in the new growth centres.** Staff are seeking Council's input about experiences from implementing changes on Marine Drive that should be taken into consideration with planning for the growth centres.

COUNCIL AGENDA/INFORMATION			
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<input type="checkbox"/> Regular	Date:	Item #	
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Dept.  
Manager

  
Director

  
CAO

## The District of North Vancouver REPORT TO COUNCIL

April 12, 2013

File: 13.6480.30/002.004

Tracking Number: RCA -

**AUTHOR:** Susan Haid – Manager, Sustainable Community Development  
Sarah DalSanto – Section Manager, Policy Planning

**SUBJECT:** Draft Lower Capilano – Marine Village Centre Implementation Plan

**RECOMMENDATION:** That this report be provided as background information for Council's April 22<sup>nd</sup> workshop.

**REASON FOR REPORT:** To present Council the draft Lower Capilano Marine Village Centre Implementation Plan and report on recent consultations prior to the Plan being forwarded for Council's consideration of adoption in May, 2013.

### SUMMARY:

After two years of extensive public input including workshops, open houses, tent sessions, store-front meetings, walk-about and kitchen table discussions, the Lower Capilano Marine Village Centre Implementation Plan is now ready for Council's consideration.

At the recent open-houses on the Implementation Plan, a strong message to move forward was expressed by the community along with general support for the plan and a desire to see change.

In addition to extensive public engagement, the work on the implementation plan has involved technical analyses, the most significant being the transportation plan, which has confirmed that the objectives of the Village Centre Plan can be achieved with the proposed transportation network. In particular, the proposed network is aimed at improving access into and out of the neighbourhood for local residents, and encouraging transit use.

Key elements of the Plan include:

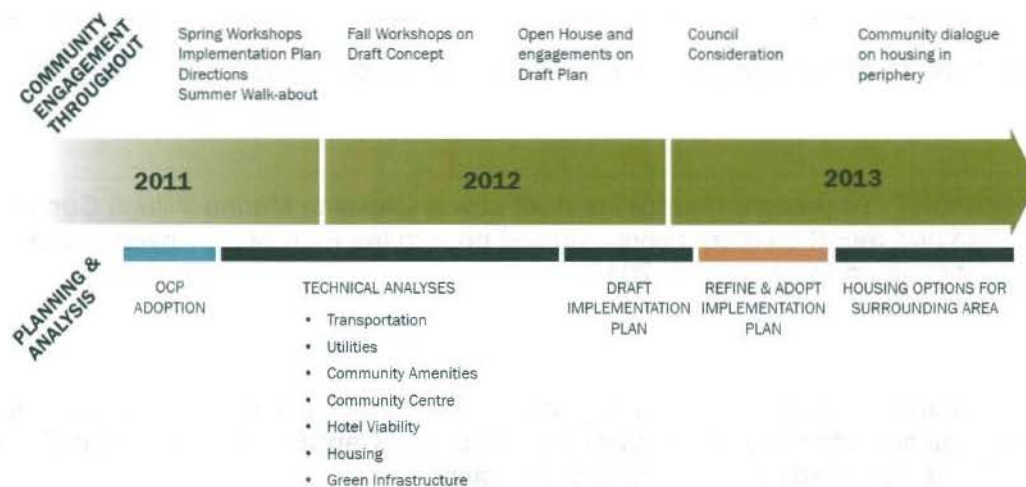
- A land use concept plan that addresses Lower Capilano's housing needs and revitalizes the commercial activity in the area;
- A strategy for improved transportation within the neighbourhood;

- A community amenity strategy that will see the construction of a new community centre, new neighbourhood parks, a series of plazas and a network of greenways and pedestrian connections.

The OCP Implementation Committee, comprised of 15 volunteer citizens who advise staff on community engagement and ensure the OCP vision is upheld in implement plans, helped guide engagement and participated in community events in the development of the Lower Capilano Marine Village Centre Implementation Plan.

Further community engagement and planning to address interests and opportunities for low density multi-family housing options (e.g. duplex, tri-plex, rowhouse, townhouse, coach house) in the peripheral area surrounding the Village Centre core will commence this spring with completion anticipated approximately year end.

## BACKGROUND:



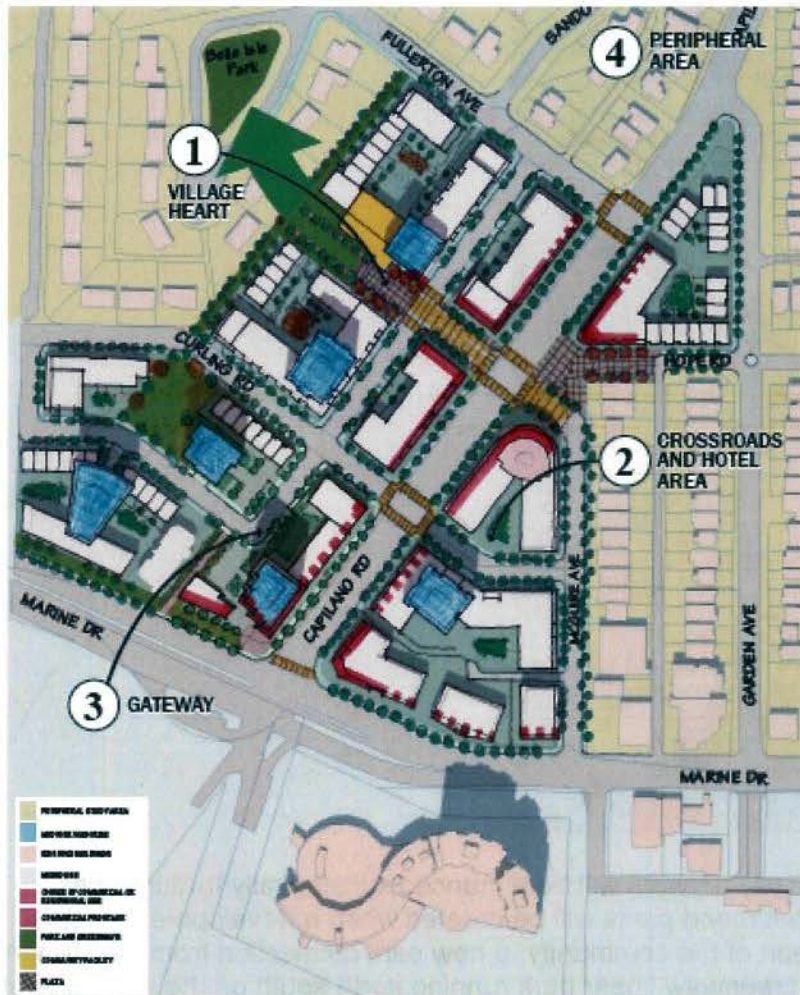
Following OCP adoption in June, 2011, technical analyses on transportation, utilities, community amenities, parks, urban design and hotel replacement/ viability were initiated. Community engagement occurred throughout the process to prepare the Village Centre Implementation Plan. Workshops, open houses, walk- about tours, kitchen table discussions, planning storefront drop in sessions and on-line information and engagement took place. The community in Lower Capilano and area has been highly engaged and has inspired and informed the Plan directions.

**EXISTING POLICY:** The Official Community Plan identifies Lower Capilano Marine Village Centre as one of four key centres where growth and revitalization will be focussed based on the Network of Centres Concept.



**ANALYSIS:**

**Concept Plan**



The concept plan or Lower Capilano Marine Village Centre builds on the land uses in the OCP which are intended to accommodate approximately 1,200 new housing units over the next 20 years along with about 100,000 square feet of local-serving commercial (retail and office) space.

The concept involves the creation of a "Cross Roads" at Capilano Road and McGuire Avenue that will lead to the new heart of the Village Centre. The Village Centre heart includes a plaza, village green and a community centre. It is anticipated to be the hub of the centre with a vibrant mix of uses. Local serving commercial uses (shown in red on the concept plan) will front key locations along Capilano Road and the Cross Roads with residential uses above.

Building forms will include low-rise town houses and apartments (up to 5 storeys), mid-rise apartments (6-12 storeys) and high rise apartments (up to 22 storeys). The form of development is arranged to create a very livable and vibrant village centre with several public open spaces with good solar access and sensitive transitions of buildings stepping down to adjacent residential areas. Connectivity across Capilano Road, within the village centre and to key destinations is improved in the concept plan.

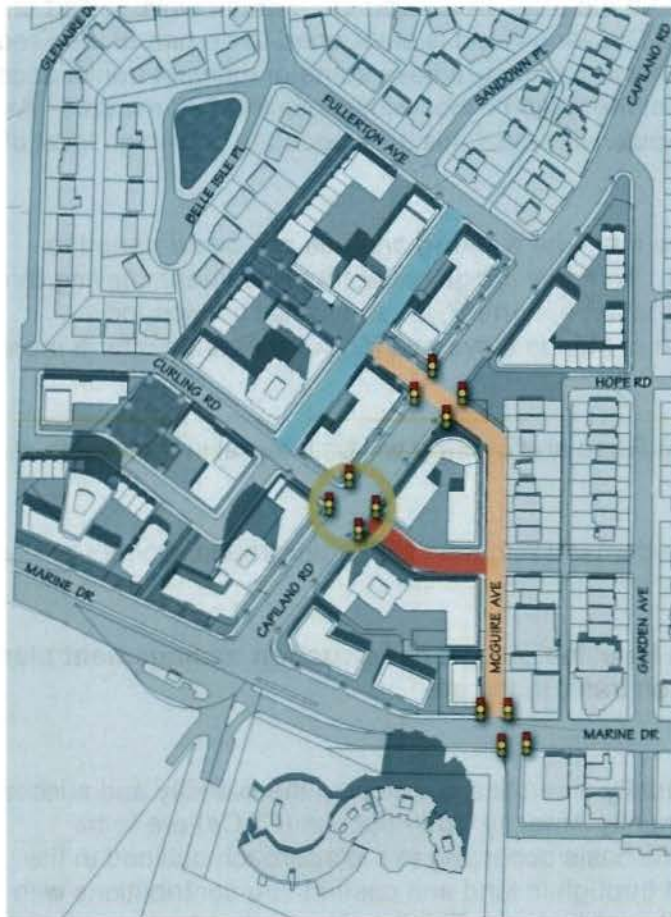
### **Parks, Open Space and Greenway Network**



The parks, open space and greenway network will be enhanced substantially through the Implementation Plan. New neighbourhood parks will be created when redevelopment occurs including a village green in the heart of the community, a new park connection from the Village Green through to Belle Isle Park, a new greenway/ linear park running north-south on the west side of the Village between Fullerton and Curling leading to a new neighbourhood park south of Curling. As well, a multi-use path and greenway would be created on McGuire and a green buffer would be provided along Marine Drive west of Capilano. This network of parks and greenways will link into local parks and natural features such as Norgate Park, Capilano River trail, the Bowser Trail and Pemberton escarpment. Together, these improvements create a linked system of parks, open spaces and trails in the Village Centre that supports active and passive recreation and play while improving mobility and creating a very livable centre connected to its spectacular natural setting.



## Transportation Plan



The Transportation Plan sees new signalized road connections at McGuire and the extension of Curling as well as a new internal road from Fullerton to south of Curling. The network enhances connectivity and pedestrian, cycle, transit and vehicular facilities.

In February, 2013, Creative Transportation Solutions completed a Transportation Study for the Lower Capilano Marine Village Centre. The study assessed transportation impacts of envisioned land use changes. **Based on the outcome of the study, the District is confident that there is a sound transportation plan for the area that will work well in the coming years.** The plan focusses on the opportunity to improve access into and out of the neighbourhood and capitalize on the Frequent Transit Network that runs past this village centre.

Traffic from all of the existing land uses was measured. The study found that most traffic (about 95%) is passing through the area. The study acknowledges that congestion around the Lions Gate Bridge is not likely to improve. The study recommendations focus on getting people in and through the area most effectively, with alternatives to the intersection at Capilano Road and Marine Drive.

- With the worst case scenario of development-generated traffic in the peak hour in the year 2030, the study predicts that there would be a maximum of **about 10 new vehicle trips per minute travelling in the area**. About half of all new trips would use the new intersection at Curling Road/Curling Road extension. Less than 20 percent of the new trips (1 or 2 vehicles per minute) will use each of the intersections of Fullerton Avenue and Capilano Road and crossroads of McGuire Avenue and Capilano Road.



- As a **safety and capacity improvement**, a new dedicated left turn lane is proposed from Capilano Road southbound to Marine Drive eastbound.
- Already, about 20 percent of trips to/from the area are by **transit**. Marine Drive is part of the regional Frequent Transit Network and Capilano Road is envisioned to be part of the Frequent Transit Network in the future. This area will continue to have some of the best transit access in the region, with direct access to most of the region's jobs within less than 30 minutes. As the area develops, it is anticipated that people will select this area because of its high level of transit accessibility.
- Currently, very few trips in the area are made by **walking** and this can be attributed to challenges of crossing Capilano Road. To make things better for pedestrians moving through the area to access retail services, recreation opportunities, and transit service, new intersections along Capilano Road and at Marine Drive and McGuire Avenue offer a more comfortable crossing experience.
- Bike lanes are planned along Capilano Road and **cycling** will be integral in the design of all streets in the area.
- **Parking** levels would be matched with demand and provided underground. Some On-street parking would also be available.
- Each development will be responsible for establishing a **construction management plan** to minimize the impacts of development on traffic in the area.

### **Community Amenities**

The inclusion of a range of appropriate community amenities is critical to the livability and success of Lower Capilano Marine Village Centre. Community Amenity Contributions (CACs) are to be negotiated as part of rezoning on a site-specific basis according to the approach outlined in the attached brochure. Amenities will be provided through in-kind and cash-in-lieu contributions with LARCO being the primary site for in-kind/ built contributions. The list of amenities that are identified for the Village Centre based on needs assessments, existing policy and community input includes:

- Community centre (contributions include building and for facility operation)
- Public plaza at the Village Heart
- Village Green in the Village Heart
- Park connection to Belle Isle Park
- Greenway system between Fullerton and Marine Drive
- Park south of Curling Road
- Small scale public plazas at Cross Roads and Capilano
- Gateway plaza the corner of Capilano Road and Marine Drive
- Multi-use pathway along McGuire Avenue
- Daycare
- Public art
- Village centre beautification

Note that the above parks would be created through use of several development tools including CACs, Development Cost Charges (DCCs) and rezoning conditions. In addition to the above list, opportunities for affordable and rental housing will be explored using CACs. In particular, the opportunity to facilitate a modest number of social housing units for persons with disabilities will be explored in the context of a potential development CAC contribution and partnership initiative.





### Community Centre

Community social services, recreation and library services are seen by the District as an essential component in the overall health and wellness in the Lower Capilano Village Centre. The longstanding absence of a community facility in the Lower Capilano area, the findings of previous and more recent community facility needs assessments highlight the need for a community centre in Lower Capilano.

The heart of the Village Centre will be a community centre fronting onto the public plaza at the Cross Roads. Envisioned as the community's "living room", this centre is anticipated to be a developer contributed amenity on the former Winter Club (LARCO) site. It is planned to be approximately 24,000 square feet and include:

- An express library;
- Multi-purpose spaces and a flexihall/ small gym suitable for a mix of programs;
- Seniors' oriented multi-purpose space;
- Youth oriented multi-purpose space;
- Art oriented multi-purpose space;
- Kitchen facilities;
- Offices for services providers and administration.

Operations and services are expected to be delivered through a partnership model including the District of North Vancouver, the North Vancouver Recreation Commission (NVRC), the North Vancouver District Public Library and Capilano Community Services Society (CCSS). District staff have retained a facilitator to develop a partnership framework agreement with the partners and input from service providers in the area. The goal is to best utilize the strengths of each organization to maximize use of the centre and enable the delivery of quality community, social, library and recreation services. To ensure the design meets the needs of the District and the partners, the District has also retained an Architect to develop the functional program for the building and provide a bridging role between the District and the developer. Staff are currently developing an operating budget for the centre and will report back to Council later in the spring.

Staff have consulted with the community during the implementation planning process regarding the facilities and services that may be provided out of the community centre. The directions for facilities and services reflects much earlier work by the District on the concept of a community centre in the area (1996 – 2007) and was supported with a recent review undertaken in 2012 in the context of Lower Capilano Marine Village Centre planning. District staff outlined the proposed goals, principles, vision, charter and opportunities for community engagement at recent open houses in March which was well received. Staff are also consulting with the Lower Capilano Partnership Committee, comprised of community service providers and stakeholders in the area regarding the community centre. In addition, Capilano Community Services (a future partner in the centre and a key service provider in the area) has invited residents from the Lower Capilano area to sit on their board of directors to ensure the local community has a voice in program planning and delivery.



As noted, staff will be reporting to Council with a proposed program, operational model and financial plan for the community centre later this spring.

#### Public Art Plan

Public Art is an important community amenity in Town and Village Centres. It creates unique and memorable places and enlivens the public realm. Public art may also be functional and be incorporated in street furniture, pathways, playgrounds, and public buildings. New development will be contributing towards public art in the village centre through the community amenity contribution. The Lower Capilano Marine Village Centre Public Art Plan, which identifies overarching themes and key locations and objectives for public art, has been prepared through the engagement process and will form part of the Implementation Plan (see attachment).

#### **Housing**

The land uses and urban design concept in the Implementation Plan facilitate a range of housing options in Lower Capilano Marine Village Centre primarily including townhouses and apartments of various sizes and tenures. Opportunities to facilitate rental, seniors and some affordable rental units through development opportunities and partnerships with non-profit and government organizations are also encouraged through the Plan. A range of housing unit sizes are also encouraged including studio, 1, 2 and 3 bedroom units. In addition, opportunities for low density, sensitively designed infill housing (e.g. row house, duplex, triplex, townhouse, coach houses) are being explored in the residential area that is immediately peripheral to the Village core. Overall, the housing mix, shops, services, parks and accessibility of the Village Centre is anticipated to attract young adults and families, seniors and those wishing to downsize.

#### **Hotel Replacement**

There are currently 380 hotel units on five different hotel properties within the Lower Capilano Marine Village Centre. Maintaining a measure of hotel use in the village centre area is desirable for economic (tourism) and community benefits (visitor accommodation, sports teams, etc.). An assessment of the economic viability, area planning and business interest revealed the potential to provide approximately 100 – 170 hotel units, along with market residential units on the east side of Capilano Road. The Implementation Plan contains specific policies to facilitate the replacement of a portion of hotel units in light of the above community benefits and OCP and Council direction. These include provision of commercial residential mixed use density of approximately 2.8 – 3.0 FSR on identified sites east of Capilano Road. These sites would also be required to contribute key road improvements to extend Curling and widen McGuire to improve the road, transit, cycling and pedestrian network.

#### **Sustainability Measures**

Significant advancement towards a sustainable community will be achieved through the mix of land uses and the transportation network which create an energy efficient, walkable, transit-oriented community with opportunities to "live, work, play". Other key sustainability strategies articulated in the implementation plan include:

- Redevelopment in accordance with District Green Building standards
- Assessing and as appropriate pursuing district energy systems with potential for green energy sources (waste heat from the future waste water treatment plant and/ or geoechange)
- Rainwater management / integrated stormwater management and other green infrastructure
- Electric vehicle infrastructure
- Urban agriculture opportunities



**Design Guideline Framework**

In discussions with the community about the “North Shore look” and the unique character and sense of place of Lower Capilano, some clear themes emerged that inform the Lower Capilano Marine Village Centre Design Guideline and Streetscape Detail package. These include:

- The Village Centre should be **distinct from Marine Drive**;
- **Celebrate the Capilano River** through the use of public art and redevelopment opportunities;
- Incorporate **water features** to build on the connection to Capilano River and to add a sense of fun and beauty to new public spaces;
- Recognize the community’s efforts of creating gardens on left over land by encouraging development to **create lush landscapes**; and
- Encourage new development to **feature natural materials, particularly wood** (not painted).

The Lower Capilano Marine Village Centre Design Guidelines and Streetscape Details are attached as a schedule to the Implementation Plan and will be added to the Schedule B of the OCP through OCP amendment (Part 5, Subsection D). They will work in tandem with the District-wide Form and Character guidelines adding guidelines to address a unique sense of place and character for Lower Capilano’s new village centre.

In addition to this work, staff have also prepared a draft amendment to the District-wide Form and Character guidelines that provide greater guidance for housing typical to the town and village centres, namely apartments in a low, medium and high rise form. These guidelines will also be brought forward for adoption into Schedule B (Part 5) in the coming months.

**Anticipated Timing of Development and Development Review Process**

The Implementation Plan is intended to direct growth and redevelopment of the Lower Capilano Marine Village Centre to 2030. Factors such as property owners’ interest, the market and community input will affect the rate of change. Development applications will be evaluated against the Village Centre Implementation Plan and the OCP. Rezoning applications will require a public process including a public information meeting and public hearing. Currently, it is anticipated that development applications for the LARCO site (the Village Centre Heart) and the Grouse Inn site may be submitted this spring. Staff are also discussing potential development interest on the Comfort Inn and Best Western hotel sites. Together, potential redevelopment of these sites over approximately the next 3-8 years could catalyse further redevelopment of the Village Centre. Effective coordination and management of construction activities along with a strong communications plan will be critical in the redevelopment process to minimize construction impacts on the community.

**Community Feedback**

There has been very significant community involvement in planning for Lower Capilano Marine Village Centre – initially through the OCP process (2009-2011) and subsequently through the Implementation planning process. Community workshops, open houses, walk-about, kitchen table discussions, planning storefront sessions and on-line engagement occurred during implementation planning, notably in the spring, summer and fall of 2012 and most recently in the spring of 2013.

Approximately 100 people attended an open house March 14<sup>th</sup> at the Grouse Inn and another 100 attended a meeting for Woodcroft residents on March 26<sup>th</sup>. Overall, significant support for the Implementation Plan and a desire to move forward was expressed. There was strong support for the amenities proposed, particularly the community centre (especially with regard to including a library) and parks network. The inclusion of local shops, offices and services was very well received.



Excellence in the design of streets, public spaces and buildings to define a unique sense of place to the centre was emphasized while ensuring there is good access to sunlight and significant views are retained. In this regard, the form and arrangement of towers in the Village Centre was generally well received.

Concerns were raised regarding traffic and construction impacts, predominantly at the Woodcroft meeting. Staff and the transportation consultant explained the proposed transportation plan is considered technically sound and is intended to enhance access and not result in significant traffic impacts. Developments will be required to prepare construction management plans to the District's satisfaction and ongoing communications with the community will be essential.

There were also a number of questions to clarify differences between the planning and development process. Staff highlighted that the Village Centre Implementation Plan a detailed vision to guide future redevelopment separate from the development application process. Development applications from landowners and developers are evaluated based on the Implementation Plan and the OCP and rezonings are subject to a public process including a public information meeting and a public hearing.

Significant interest in participating in the peripheral residential infill initiative was also expressed. Lastly, names for the new Village Centre were solicited with many ideas provided. The District's newly formed Place Naming Committee will seek input, deliberate and make recommendations on names of centres, streets and key community facilities.

**Timing/Approval Process:** Completion and adoption of the Lower Capilano Marine Village Centre Plan this spring is desirable in order to effectively guide key development applications that are anticipated in the near future.

**Concurrence:** The Lower Capilano Marine Village Centre Implementation Plan has involved ongoing collaboration between Planning, Transportation, Parks, Engineering, Real Estate, Recreation Commission, Arts and Finance departments. The Solicitor is currently reviewing the Plan to prepare it for Council's consideration of endorsement in May, 2013.

**Financial Impacts:** Overall, the realization of Lower Capilano Marine Village Centre is anticipated to bring economic benefits to the community including through developer contributions of community amenities, an increase in the tax base, economic activity and improved property value. Further details regarding the financial model for the operation of the community centre will be forthcoming for Council's consideration.

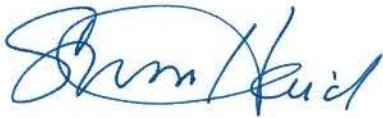
**Liability/Risk:** The Lower Capilano Marine Village Centre Implementation Plan is generally consistent with the OCP and as such, staff are not aware of liability or risk issues.

**Social Policy Implications:** The Village Centre Plan serves to facilitate a healthy neighbourhood including a broad range of housing options, services and community facilities, parks, open space and trails and improved access and greater walkability, cycling and transit integration.



**Environmental Impact:** The Village Centre will be energy efficient and potentially utilize green energy. Green infrastructure (e.g. rain water management, greenways, street trees and landscaping, utilities) will be integral.

**Conclusion:** The draft Lower Capilano Marine Village Centre Implementation Plan has been prepared following 20 months of planning and engagement. The draft Plan was presented to the community for feedback in March and is generally well supported. Council's feedback on the draft plan is requested prior to the Plan being forwarded for Council's consideration of adoption in May, 2013.



Susan Haid MCIP, RPP, CSLA  
Manager, Sustainable Community Development



Sarah DalSanto MCIP, RPP  
Section Manager, Policy Planning

REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:
<input checked="" type="checkbox"/> Sustainable Community Development	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input checked="" type="checkbox"/> Development Services	<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Library Board	<input type="checkbox"/> _____
<input type="checkbox"/> Utilities	<input type="checkbox"/> Communications	<input type="checkbox"/> NS Health	<input type="checkbox"/> _____
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	<input type="checkbox"/> GIS		

Lower Capilano Marine Village Centre  
PUBLIC ART POLICY & VILLAGE CENTRE PLAN  
Part of the Village Centre Detailed Design Development Process  
May—November, 2012

## CONTENT SUMMARY

### LOWER CAPILANO MARINE VILLAGE / SENSE OF PLACE

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1. Introduction to Lower Capilano Marine Village
2. Official Community Plan
3. Public Art & Sense of Place

### PUBLIC ART PROGRAM / COMMUNITY ENGAGEMENT & PLANNING PROCESS

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1. Public Art Program
2. Phases of Community Engagement
3. Planning Process & Community Mapping

### PUBLIC ART PLAN (DRAFT) / POLICY FRAMEWORK

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1. Guiding Principles
2. Site Selection Criteria
3. Project Development Guidelines

### PUBLIC ART PLAN (DRAFT) / MASTER PLAN FRAMEWORK

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1. Public Art (Thematic) Focus
2. Priority Places for Public Art
3. Gateways & Landmark Projects
4. Central Plaza & Gathering Places
5. Urban Centre & Pedestrian Connections
6. Parks & Natural Areas

# LOWER CAPILANO MARINE VILLAGE / SENSE OF PLACE

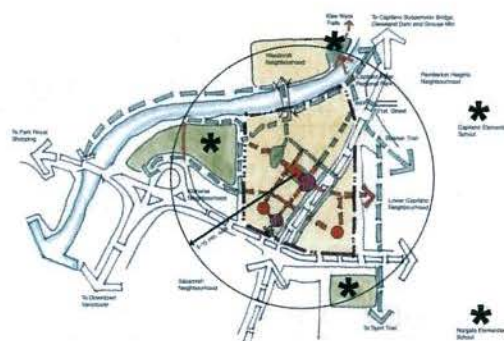
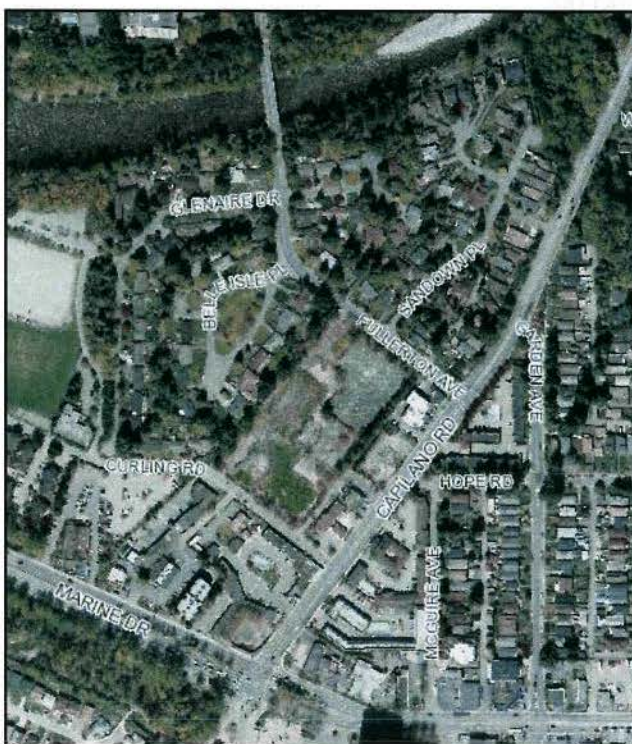
Introduction # Official Community Plan # Sense of Place

## 1. INTRODUCTION TO LOWER CAPILANO MARINE VILLAGE

Situated at the west end of the Marine Drive corridor near the Lions Gate Bridge, Lower Capilano Marine Village Centre occupies a unique geographical position in the District and will serve as a gateway to welcome people to North Vancouver while providing a heart for the local community.

The area is close to significant natural features such as the Capilano River (with its regional park trails) as well as the Pemberton escarpment and Bowser Trail. Trails in the area offer opportunities for quiet seclusion alongside spectacular and unique views.

Lower Capilano Marine Village sits directly north of Squamish Nation reserve land. Today, the Squamish First Nation is comprised of descendants of the Coast Salish Aboriginal people who originally lived in the present day Greater Vancouver, Gibson's landing and Squamish River watershed. The Capilano River and many other area landmarks are named after a famous Squamish Nation Chief, Joe Capilano (1850 – 1910).



### Vision Statement.

The Lower Capilano Marine Village Centre serves as a gateway to the District and will function as a



vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options.

## 2. OFFICIAL COMMUNITY PLAN

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The District of North Vancouver's *'Official Community Plan'* (2011) includes a number of references to "sense of place."

In seeking to "create a network of vibrant, mixed-use [town and village] centres" that will "enhance the character of our neighbourhoods" (p.12), the OCP proposes to develop design guidelines that "regulate the form and character of development" and "promote design excellence and reflect the unique qualities" (p.23) of each centre.

Referring specifically to areas such as Lower Capilano Marine Village Centre, the OCP sets a clear objective to: "build on their own unique characteristics to create distinct urban village environments." (p.23)

## 3. PUBLIC ART & SENSE OF PLACE

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The term '**public art**' is often used in a broad sense to encompass a range of art activities as diverse and unconnected as: community celebrations, theatrical events, street fairs, chalk drawings and advertising banners. While each of these activities are valid and creative, the notion of public art has a more focussed definition that is deeply rooted in exploring and expressing a community's sense of place.

The District believes that public art enhances the appearance and "livability" of public spaces. Through site-specific projects that respond to the natural and built landscape, public art provides local communities an opportunity to interpret their history and environment, and in the process to develop a sense of pride and ownership in their neighbourhoods.

Public art, seen in these terms, is about so much more than "plopping" a completed art work into available open space. Public art conveys interesting local stories and speaks to community values; it interprets the physical environment and celebrates local customs. Public art can be fun and quirky; it can be breathtakingly simple; it can stand out as a landmark or be integrated into the design of the public realm. Most of all, because it has a strong narrative connection to community, public art is an engaging way to explore and express the unique identity of a neighbourhood – its *sense of place*.

# PUBLIC ART PROGRAM /

## COMMUNITY ENGAGEMENT & PLANNING PROCESS

Public Art Program # Phases of Community Engagement # Community Mapping

### 1. DISTRICT OF NORTH VANCOUVE PUBLIC ART PROGRAM

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The District of North Vancouver's Public Art Program has been in place for over ten years. The program has been built on a strong foundation of policies and procedures that have provided for leadership in public realm design; that have ensured ongoing community input; that have guided public and private funding; and that have framed all recommendations for the location, development and commissioning of public art.

#### **Civic Public Art Program.**

The District has created a Public Art Reserve Fund to collect contributions to the public art program. This fund is carefully managed by staff to demonstrate leadership in public art design. Projects are identified in consultation with District staff, developed with input from community stakeholders and commissioned with advice from PAAC.

#### **Developer Public Art Program.**

Most of our built environment is created through development. With this in mind the Developer Public Art Program encourages developers to commission site-specific works that are integrated into the design of the community. In order to manage participation in the program, the District has prepared an amenity contribution formula for public art projects. Funds collected through this mechanism are used to commission public art design features that are integrated into: exterior architectural features, landscape design elements and/or parks and public spaces adjacent to the development project.

### 2. PHASES OF COMMUNITY ENGAGEMENT

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While considerable technical expertise and experience is required to evaluate public art projects and review opportunities for public art design, community input and engagement are nevertheless essential components in establishing public art priorities.

#### **Program & Administration # Public Art Advisory Committee.**

A standing Public Art Advisory Committee (PAAC) – consisting of a mix of local design professionals and residents – provides advisory oversight for the public art programs of the City and District of North Vancouver. PAAC is recognized by Council and its roles and responsibilities are described in policy. PAAC's main areas of responsibility are: (1) to assist and advise staff in preparing public art plans and developing project design parameters; (2) to participate on selection panels; and (3) to advise on project implementation. PAAC's recommendations are incorporated into staff reports to Council that accompany rezoning applications.

**Plan Development Phase # Community Mapping.**

As part of the development of the Lower Capilano Marine Village Public Art Plan, staff proposes to undertake an extensive “community mapping” exercise, coordinated alongside and complementing the District’s development of its urban design guidelines. The purpose of the mapping process is to solicit community stories, values and priorities that will shape the Lower Capilano Marine Village Public Art Plan.

**Plan Implementation # Ongoing Community Input.**

It is anticipated that the public art plan for Lower Capilano Marine Village will be subject to an occasional review of the opportunities and priorities identified therein.

**Project Implementation # Public Art Project Panels.**

District policy requires that each Public Art Project Panel includes representation from the immediate community alongside a mix of local design professionals and artists. The role of the panel is: to confirm that projects fall within the scope of this plan and conform to policy; to review artist submissions; and to select proposals based on design criteria established for the project.

### 3. PLANNING PROCESS & COMMUNITY MAPPING

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Through a community consultation/mapping process, community input will be sought on the following questions:

- # What themes are unique to or distinctive of the Lower Capilano area?
- # Where are the major opportunities for public art interventions?
- # What should the artwork achieve in those locations?
- # Is the public art in any given location best suited to be permanent or temporary?
- # Are there opportunities to develop public art projects through artist residencies?
- # How can public art interact with issues of environmental sustainability?
- # What opportunities exist to integrate public art into the functional infrastructure of the area?

This draft plan for public art in Lower Capilano Marine Village builds on the town centre implementation consultation and work that continues to be undertaken by the District of North Vancouver Planning Department. In that respect, this document already begins to suggest some answers to the above questions.

The next phase of the process is to test the draft concepts in this document with the community. An extensive community mapping process will be undertaken over the period of July to ??? 2012.

# POLICY FRAMEWORK

Guiding Principles # Site Selection Criteria # Project Development Guidelines

## 1. GUIDING PRINCIPLES

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**Site-Specific:** Public Art is designed to be relevant and to have meaning within a specific landscape and a specific setting. Each artwork or intervention will creatively explore and interpret interesting aspects of the Lower Capilano region – e.g. its distinctive natural environment, the history of the land, the community’s sense of identity and vision for the future. In addition, it will be designed to fit the physical characteristics and dimensions of the site.

**Sustainable:** Public Art in Lower Capilano embraces the fundamentals of sustainability by taking into account the environmental, economic and social implications (contexts) of its production. For instance, artworks might be creatively and functionally integrated with on-site environmental management systems, embracing opportunities for education and interpretation about such issues as: water management, energy efficiency and/or earth stewardship. Public art projects in Lower Capilano Marine will be expected to use materials that mitigate or minimize environmental impact or that are low maintenance and sustainable over the long term.

**Responsive to Community:** Public Art responds to the stories, aspirations and input of the community. Direct community participation is an integral aspect of the public art process. As a core value of the public art process, community members have a voice as part of the panels that are tasked with short-listing and selecting artists and artworks on a project-by-project basis.

**Respectful of History:** Successful public art interprets both the living character and the heritage of a community to engage the unique social and environmental narratives that have shaped the neighbourhood. Public art interventions in Lower Capilano will reflect in creative ways on the different stories that have shaped and that continue to shape this community.

**Creatively Engaging:** Public artworks commissioned for Lower Capilano will be engaging on a multitude of levels, striving to reinterpret, stimulate and inspire new ways of seeing or experiencing the everyday.

**Dynamic and Diverse:** Public Art in Lower Capilano will be reflective of and respond to the emerging dynamics of this community in transition, its residents, community priorities and physical attributes. A dynamic mix of artistic mediums and interventions will respond to the landscape and reflect the energy of the place.



## 2. SITE SELECTION CRITERIA

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Regardless of scale, public art creates destination spaces – i.e. places that are revisited and enjoyed on repeated viewings – increasing the community use of public spaces and places. When considering appropriate sites for public art in Lower Capilano, locations should be identified that offer the greatest public benefit. These are:

- ⊕ in plazas and parks to mark where the community congregates;
- ⊕ at gateway locations to mark a sense of entry into the community;
- ⊕ on high traffic routes that maximize visibility;
- ⊕ on park trails and to mark the connection to the natural landscape;
- ⊕ on pedestrian routes to animate and lend interest to the urban experience;
- ⊕ near significant natural or cultural landmarks that shape the identity of the neighbourhood.

## 3. PROJECT DEVELOPMENT GUIDELINES

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Public art design and development will be taken into consideration as early as possible in the development design process, to ensure that the resulting artworks are: pleasingly integrated into the landscape or development context; of sustained interest and stand up to repeated viewing; and that they speak to local “stories” that resonate with residents.

Decisions regarding the selection of projects and/or the development of design parameters will be based on the following guidelines.

The public artwork or design feature will address one or more of:

- ⊕ expresses the values, diversity and emerging character of the neighbourhood;
- ⊕ increases awareness of the site’s environmental processes at work;
- ⊕ interprets the unique terrain, ecology and/or natural heritage of the area;
- ⊕ responds to the practical needs and considerations of the site;
- ⊕ is of an appropriate scale for the location;
- ⊕ contributes to community identity by embodying local stories or community history;
- ⊕ reinforces spatial networks that link the community to the natural environment or to neighbouring communities;
- ⊕ provides ongoing interest for the daily pedestrian or commuter experience;
- ⊕ inspires new and interesting ways of experiencing community;
- ⊕ uses appropriate materials, is easily maintained, and is safe in a public context.



# PUBLIC ART PLAN (DRAFT) / MASTER PLAN FRAMEWORK

Public Art (Thematic) Focus ⊕ Priority Places for Public Art  
 Gateways & Landmark Projects ⊕ Central Plaza & Gathering Places  
 Urban Centre & Pedestrian Connections ⊕ Parks & Natural Areas

## 1. PUBLIC ART (THEMATIC) FOCUS

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In order to ensure that the design and implementation of public artworks continue to meet the community's expectations in terms of design, quality of finish and local relevance – i.e. that the public art design truly does reflect “sense of place” – staff proposes to develop a coherent thematic focus for public art in Lower Capilano Marine Village. The development and ongoing monitoring of this unique identity and thematic focus for Lower Capilano will incorporate community input at all phases of the public art process.

### **DRAFT FOCUS / ‘Celebrating the River.’**

Lower Capilano Marine Village is situated at the mouth of the Capilano River. The river, which begins its journey in the Coastal Mountains, collects in the Cleveland Dam a few miles north of the village and then cuts through the Capilano Canyon before it winds its way more gently through the village and finally empties into the Burrard Inlet. While the river is the dominant physical feature in the immediate vicinity of the village, it also holds great cultural, environmental and economic significance for the Greater Vancouver region.

Possible themes that may be open for exploration or interpretation (through a public art installation) include but are not limited to:

#### **WATER IN ALL ITS FORMS**

- ⊕ The physical traits of water – its shifting dynamics, qualities of light, etc.

#### **NATURAL & CULTURAL HERITAGE**

- ⊕ Geological forces that have shaped the physical characteristics of the local area.
- ⊕ Capilano Salmon Run.
- ⊕ (As the river is named after Chief Joe Capilano), the cultural significance of the river for the Squamish First Nation.

#### **RECREATIONAL LIFESTYLE**

- ⊕ Capilano Suspension Bridge.
- ⊕ Capilano Canyon: trails, hiking, outdoor lifestyle.

#### **LOCAL ECO-SYSTEMS**

- ⊕ Local flora and fauna that is distinct and indigenous to the local area.
- ⊕ Local micro-ecologies or climates.
- ⊕ Rain!

**ENVIRONMENTAL IMPACTS**

- ⊕ Cleveland Dam: drinking water, power generation, etc.
- ⊕ Urban impacts.
- ⊕ Storm water management.

**OTHER LOCAL STORIES: Determined by the Community Mapping Process.**

As a counterpoint to the themes identified above, it is fully anticipated that a number of local stories will emerge from the community consultation and mapping process that will intimately and profoundly express the spirit and values of the community.

**2. PRIORITY PLACES FOR PUBLIC ART**

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As an evolving public realm, it is expected that Lower Capilano Marine Village will present a myriad of exciting opportunities for the creation of new public artworks that relate to the natural, social and built environment.

**Gateways & Landmark Projects**

- A. District of North Vancouver Gateway
- B. Lower Capilano Village Gateway

**Central Plaza & Open Space**

- A. Community Centre
- B. Central Plaza
- C. Gathering Spaces

**Urban Centre & Pedestrian Connections**

- A. Architectural Treatments
- B. Way Finding & Visual Markers
- C. Street Furnishings
- D. Paving & Municipal Infrastructure

**Parks & Natural Areas**

- A. Capilano River Trail
- B. Belle Isle Park
- C. Trail Markers

### 3. GATEWAYS & LANDMARK PROJECTS

Large scale artworks at gateways or other key locations serve as unique features in the urban landscape, immediately recognizable and creative markers that make the area attractive to residents and businesses.

#### A. District of North Vancouver Gateway

- # Location: Corner of Capilano Road and Marine Drive
- # Large Scale: high impact, primarily viewed by vehicular traffic
- # Function: Serves as a distinctive gateway feature for DNV

PLAN VIEW, District of North Vancouver Gateway





## B. Lower Capilano Village Gateway

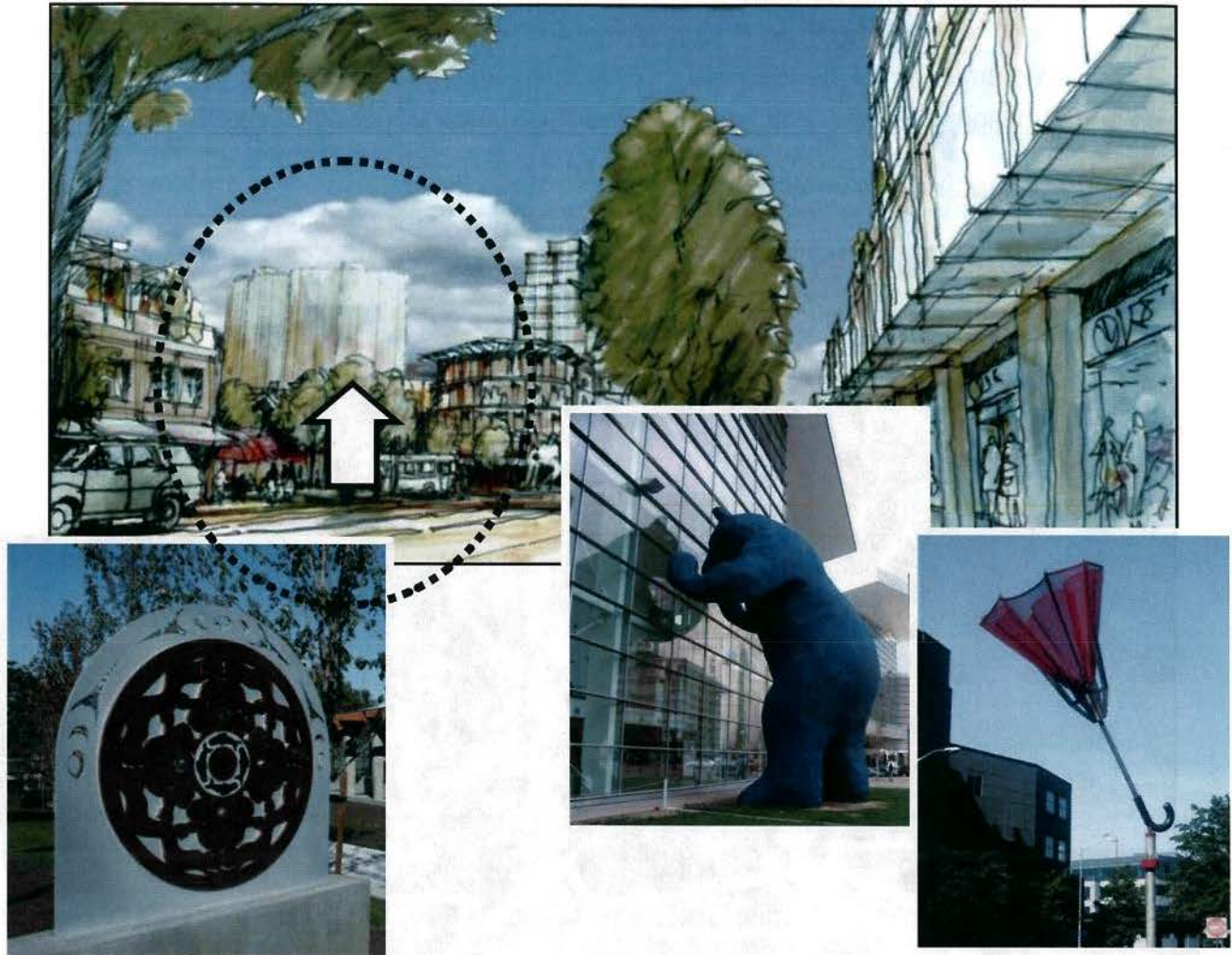
- ⊕ Location: Capilano Road & Hope Avenue
- ⊕ Medium/Large Scale: addressing vehicular traffic and pedestrians.
- ⊕ Function: Create a destination landmark for Lower Capilano Village

PLAN VIEW, Lower Capilano Village Gateway





SKETCH VIEWS, Lower Capilano Village Gateway



Recurring design elements can be used to create a visual connection to the village centre.



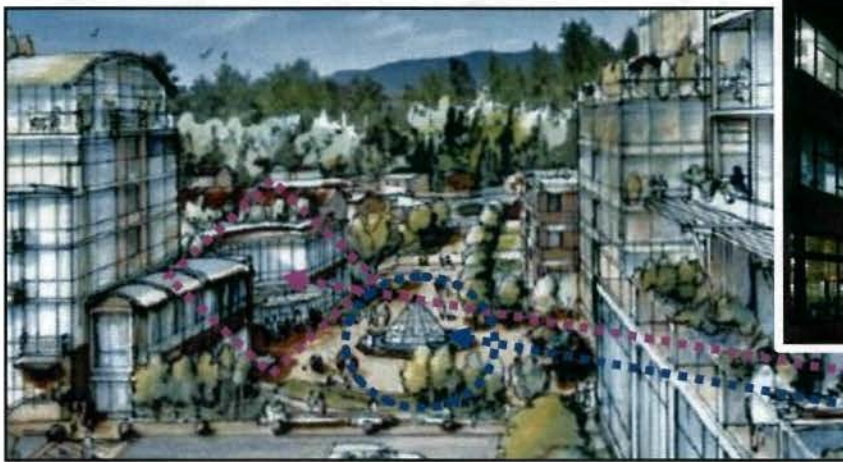


## 5. CENTRAL PLAZA & GATHERING PLACES

The character of the neighbourhood can be reinforced with public art that takes a variety of forms, from eye-catching sculptural installations to integrated design elements such as architectural treatments or artist-made seating areas. At this more intimate scale, a range of community interventions promote social engagement, making neighbourhoods friendlier, more inviting places to live and work.

### A. Community Centre

- # Location: centre point of Village life
- # Medium Scale: integrated with design features of the centre
- # Function: encourage community gathering, social interactions



Community Centre  
Plaza Light Well

Public Art treatments of the **Community Centre Exterior** might focus on and be integrated into the architectural façade of the building.

Supporting the desired transparency of this community facility, and as part of the strong desire that has been expressed to connect the indoor and outdoor functionalities of the building, public art interventions might be encouraged that incorporate glass art, glazing and/or illumination.



Treatments of the **Community Centre Interior** might be integrated into the architectural character of the building or into functional requirements such as flooring treatments or seating.



## B. Central Plaza & Gathering Spaces

- # Location: centre point of Village life
- # Medium Scale: integrated with design features of the centre
- # Function: encourage community gather, social interactions

### Water Features





## Seating Design

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## 6. URBAN VILLAGE CENTRE / PEDESTRIAN EXPERIENCE

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Integrated streetscape elements (bike racks, fencing, lighting and pathways) combine with architectural design elements and way-finding markers to provide visual interest and a unique neighbourhood character.

- # Location: Various
- # Small Scale: pedestrian, contemplative, personal
- # Function: community interaction, create a distinctive sense of place

### Railings # Gates # Edge Treatments

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## Street Furnishings # Bike Racks # Paving Treatments



## Way-Finding & Visual Markers

SAMPLE IMAGES TO BE PROVIDED

## 7. PARKS & NATURAL AREAS

Capilano River: The area is close to significant natural features of the Capilano River and Regional Park trail systems.



## Interpretive Trail Markers





**DRAFT**

## **LOWER CAPILANO MARINE VILLAGE CENTRE IMPLEMENTATION PLAN**



## Table of Contents

### A. Introduction

- Local Context
- Vision for the Lower Capilano Marine Village Centre
- Implementation planning and engagement process
- How to use this document and relationship to the Official Community Plan
- Realizing a Sustainable Village Centre

### B. Planning for a Mixed Use Village Centre

- Village Centre planning principles
- Concept Plan for the Lower Capilano Marine Village Centre
- Land use and density
- Community identity and urban design
- Built form and height

### C. Housing Choices

- Housing diversity
- Housing affordability
- Peripheral area – neighbourhood infill

### D. Economic Vitality

- Commercial uses
- Hotel strategy

### E. Transportation System

- Road network
- Transit
- Walking and cycling
- Parking management

### F. Public Realm and Community Amenity Strategy

- Parks and open space
- Community facilities
- Public art
- Community amenity strategy
- Community services

### G. Environmental Protection, Energy Efficiency and Greenhouse Gas Reductions

- Environmental Protection
- Energy Efficiency and Greenhouse Gas Reductions

### H. Community Infrastructure

- Rainwater management
- Waste management
- Water and sanitary sewer
- External utilities

### I. Development Permit Areas in Lower Capilano Marine Village Centre



## Table of Contents continued/

**J. Recommendations for Implementation**

**K. Monitoring progress of the Lower Capilano Marine Village Centre Implementation Plan**

**Attached Schedule: Draft Lower Capilano Marine Village Centre Design Guidelines**

## List of Figures and Tables

**Figure 1.** OCP Network of Centres

**Figure 2.** Implementation Planning and Consultation Process Land Use Map

**Figure 3.** Lower Capilano Marine Village Centre Centre Concept Plan

**Figure 4.** Lower Capilano Marine Village Centre Land Use Map

**Figure 5.** Recommended stepping of approximate building heights

**Figure 6.** Illustrative elevation profile for Lower Capilano Marine Village Centre

**Figure 7.** Peripheral planning and transition areas

**Figure 8.** Lower Capilano Marine Village Centre Road Network Map

**Figure 9.** Pedestrian and cycling route maps for Lower Capilano Marine Village Centre

**Figure 10.** Lower Capilano Marine Village Centre Road On-street parking strategy and frequent transit routing.

**Figure 11.** Parks and Open Space Concept Map for Lower Capilano Marine Village Centre

**Figure 12.** Trails and other pedestrian/cycle connections for Lower Capilano Marine Village Centre

**Figure 13.** Proposed sanitary sewer concept for Lower Capilano Marine Village Centre

**Figure 14.** Lower Capilano Marine Village Centre Form and Character Development Permit Area

**Table 1.** Land Use Designations for Lower Capilano Marine Village Centre



## A. Introduction

### Local context

Centrally located on the North Shore, close to the Lions Gate Bridge and downtown Vancouver, and within walking distance from commercial services and Capilano River, the Lower Capilano Marine Village Centre is expected to emerge as a key village centre within the District's Network of Centres. Young professionals, families, seniors and others, from the North Shore and elsewhere, are anticipated to move here in order to take advantage of regional connections, ready access to transit, parks, trails and other amenities.

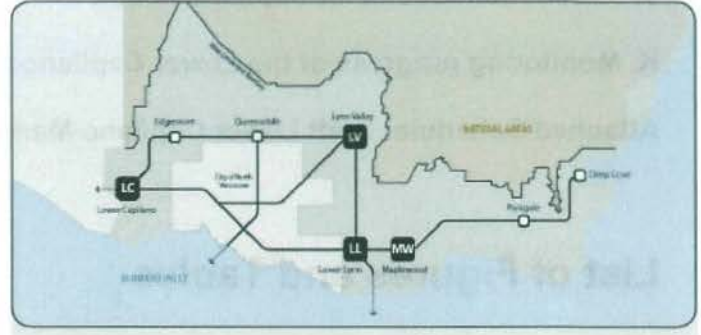


Figure 1. OCP Network of Centres

The District's Official Community Plan (OCP) designated this area as a Village Centre and one of four key areas for growth in the District. OCP policies also identify the need for a detailed Lower Capilano Marine Village Centre Implementation Plan and Design Guidelines to provide further direction for the redevelopment of this area in keeping with the community's vision for this Village Centre.

Within the context and scope of the OCP, this **Lower Capilano Marine Village Centre Implementation Plan** provides a Concept Plan for the Village Centre focussed on the commercial properties in the vicinity of Capilano Road and Marine Drive in order to assist in: i) identifying a more effective land use and transportation configuration, ii) promoting the viability of continued tourist services, and iii) providing for significant community benefits for local residents. Options for sensitive ground oriented infill housing in the residential areas surrounding the core will be explored as part of ongoing refinement and evolution of this Village Centre Implementation Plan.

### Vision for the Lower Capilano Marine Village Centre

The Official Community Plan vision for the Lower Capilano Marine Drive Village Centre, developed in consultation with the local community is as follows:

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

*The Village Centre has a unique geographical position in the District and will serve as a gateway to welcome people to North Vancouver while providing a heart to the local community, as well as amenities and housing options to meet the community's needs over the next twenty years.*

### Implementation Planning and Engagement Process

Following the adoption of the Official Community Plan (2011), implementation planning work on the Lower Capilano Marine Village Centre began with a series of technical analyses (transportation, economic feasibility, hotel viability etc.) followed by the development of a detailed design concept plan that forms the basis for implementation plan policies. Extensive public and stakeholder consultations involving community workshops, community forums, kitchen table meetings, open houses, regional and walkability tours and drop-in sessions enabled the community to be active participants in shaping the vision, concept plan and implementation policies for this village centre.





**Figure 2. Implementation Planning and Community Engagement Process**

As a pilot project, the District of North Vancouver has been working closely with Vancouver Coastal Health (VCH) on this and other designated centres, to promote community health through healthy built environments and active living. VCH has played an important role in the Lower Capilano Village Centre implementation planning process, building awareness and providing a strong voice for proactive measures to promote community health.

## How to use this document and relationship to the Official Community Plan

This Lower Capilano Marine Village Centre Implementation Plan represents a long-term vision (to 2030) to guide future redevelopment, growth and change to this area. This Implementation Plan is intended to be used in conjunction with the Official Community Plan (OCP). The OCP land use designations and Town and Village Centre policies (Schedule A of the OCP) lay the foundation and policy directions for the village centre. Guided by and consistent with the Official Community Plan, this Implementation Plan provides more detailed policies and implementation actions to guide redevelopment of the Village Centre in accordance with the OCP.

The general, District-wide Development Permit Area Guidelines found in Schedule B of the OCP apply to redevelopment in this area, as do the supplemental Design Guidelines specific to the Lower Capilano Marine Village Centre. The latter Design Guidelines outline specific form and character and streetscape design elements needed to help shape the unique character and identity of the Village Centre. In the event that there is any inconsistency between this Implementation Plan and the OCP, the OCP governs.

## Realizing a Sustainable Village Centre

Building on the vision of the Official Community Plan as an Integrated Sustainable Community Plan, the Lower Capilano Marine Village Centre Implementation Plan promotes social, economic and environmental sustainability by:

- integrating a range of housing choices, community facilities and services to promote social interaction and demographic mix;

- encouraging economic development through the expansion and renewal of commercial development (including tourism/ hotel operations) and the incremental addition of office space; and
- encouraging green buildings and infrastructure, energy and water conservation, landscaping and rainwater best management practices.

## B. Planning for a Mixed Use Village Centre

The community's vision for this Village Centre as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options is illustrated by means of a Concept Plan and supported by land use and other policies in this Implementation Plan.

### Village Centre Concept Planning Principles

The following planning principles, established in consultation with stakeholders and the public, were used in guiding the development of the Lower Capilano Marine Village Centre Concept Plan and the framework for this Implementation Plan.

Create a Village Centre that:

#### Mixed Use Village Centre

- is compact, mixed-use community oriented around a new village heart
- facilitates a mix of small-scale commercial retail uses along Capilano Road and into the Cross Road
- responds in a sensitive manner to the surrounding residential neighbourhoods
- integrates opportunities for small-scale office space and live/work

#### Multi-Modal Transportation Network

- is pedestrian-oriented, human scale and accessible
- includes a new crossroads that will lead users into the village heart
- supports pedestrian activities that animate the public realm throughout the day
- supports multi-modal transportation (pedestrian, cycle, transit, vehicular)

#### Housing Choices

- facilitates a mix of housing types to meet needs of residents for the next 20 years
- encourages provision of a range of ground-oriented and lower density apartment housing options in the peripheral area outside the Village core

#### Public Realm and Community Amenities

- integrates streetscape design and community amenities to create a robust public realm
- includes new and improved parks and open spaces to meet growing needs
- incorporate the existing trails and parks into an improved green network

#### Green Infrastructure

- promotes green buildings, infrastructure and energy efficiency
- incorporates environmental protection measures and rainwater management best practices
- enhances urban forest canopy cover

### Concept Plan for Lower Capilano Marine Village Centre

Land uses in the District's Official Community Plan (OCP) form the foundation for the Lower Capilano Marine Village Centre Plan Concept Plan. The Concept Plan provides greater detail than the OCP Land Use Map with specific focus on the community heart and new Cross Roads at Capilano and Hope/



McGuire. The Concept Plan (Figure 3) also recommends general locations for various housing forms in relation to parks, commercial spaces, new roads and pedestrian connections.

It should be noted however, that the Concept Plan represents an illustration of how redevelopment may occur in the future, and that the actual locations of buildings will be determined through the redevelopment and rezoning application and review process. The Concept Plan also assumes that some site assemblies may be needed to achieve the Plan vision and the densities in the OCP.

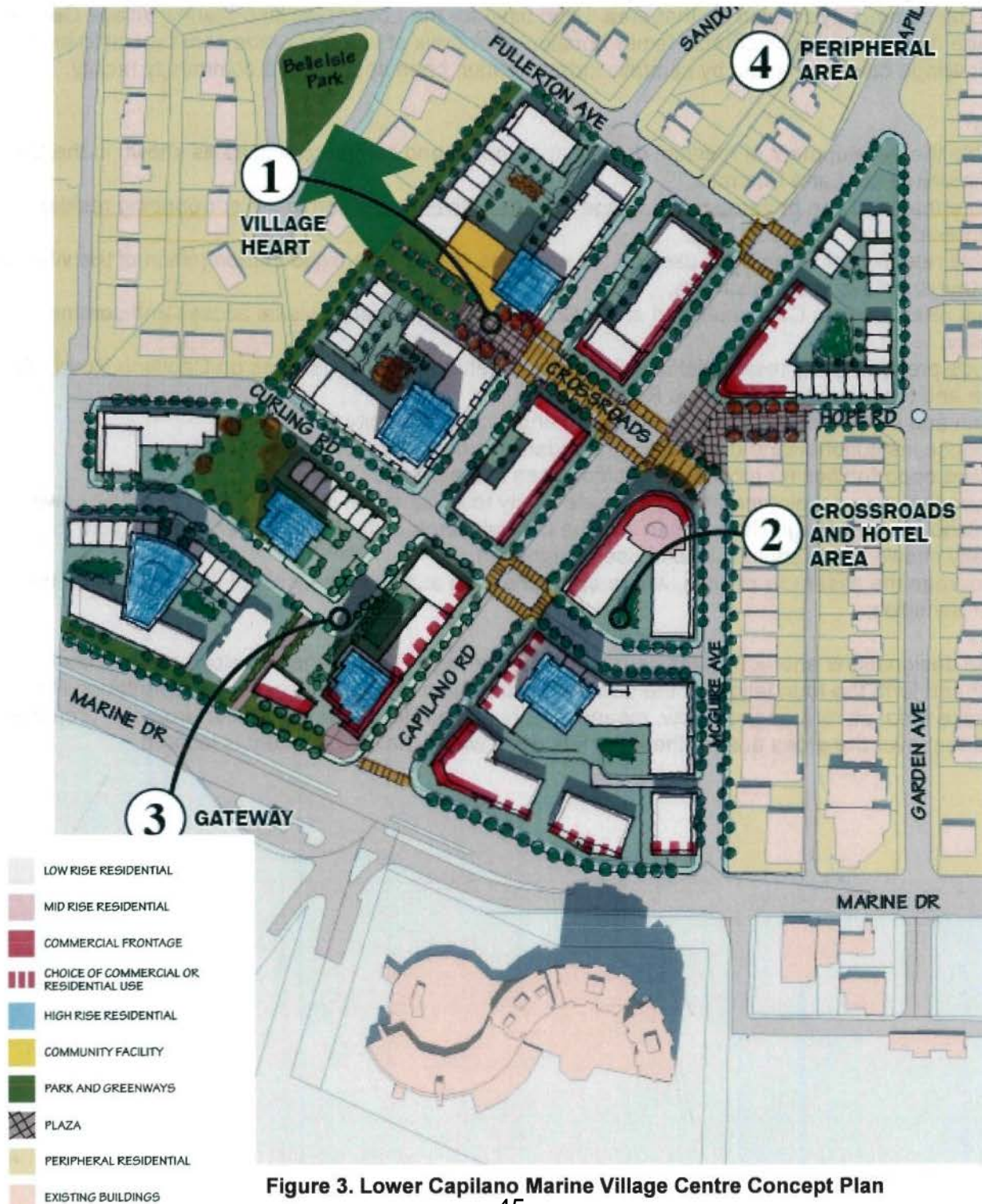


Figure 3. Lower Capilano Marine Village Centre Concept Plan



The concept planning process was informed by extensive public input gained through public workshops, open houses, 'storefront' planning office drop-ins, door-to-door discussions and kitchen table/coffee shop meetings. It was also guided by a comprehensive set of locally developed planning and urban design principles to create a highly liveable and vibrant village reflecting the area's unique sense of place.

### **Land use and density**

Land use designations are used to identify the future land uses applicable to an area that generally express the community's vision for that area. Land uses for the Lower Capilano Marine Village Centre encourage the concentration of multi-family housing with a mix of some at grade commercial to establish a vibrant village core connected by centrally located parks, open space and a community facility.

#### **Policies:**

1. Enable the development of medium density apartments and commercial uses as shown in the Official Community Plan Land Use map.
2. Ensure that land use patterns in the village core sensitively transition to the surrounding residential neighbourhoods.
3. Enable retention of some hotel uses on the east side of Capilano Road in recognition of the vital role that tourism plays in our economy.
4. Focus retail uses on Capilano Road at the Cross Roads to enhance visual access and commercial viability.
5. Include predominantly residential uses above and behind commercial uses on Capilano Road, Marine Drive and to the south of Fullerton Road.
6. Retain and expand parks and open space to enhance community liveability.
7. Introduce institutional land uses to accommodate the new civic community centre.
8. Provide opportunities for local serving office uses in the Village Centre.
9. Ensure that new developments demonstrate ability to achieve the overall objectives of the Lower Capilano Marine Village Centre Plan and the Official Community Plan in order to be eligible for the density shown in the applicable land use designation.
10. Encourage the assembly of sites, where appropriate, to achieve the Concept Plan vision and the OCP densities.

Land use designations and applicable densities for the Village Centre (shown below) are articulated in the OCP and form the foundation for the Lower Capilano Marine Village Centre Implementation Plan. Floor space ratio, as referenced below, means generally the ratio of the gross floor area of a proposed development over the gross area of the lot or lots upon which the development is located.



**Table 1. Land use designations for Lower Capilano Marine Village Centre (from the OCP)**

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

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

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

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

Parks, Open Space, and Natural Areas. Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.



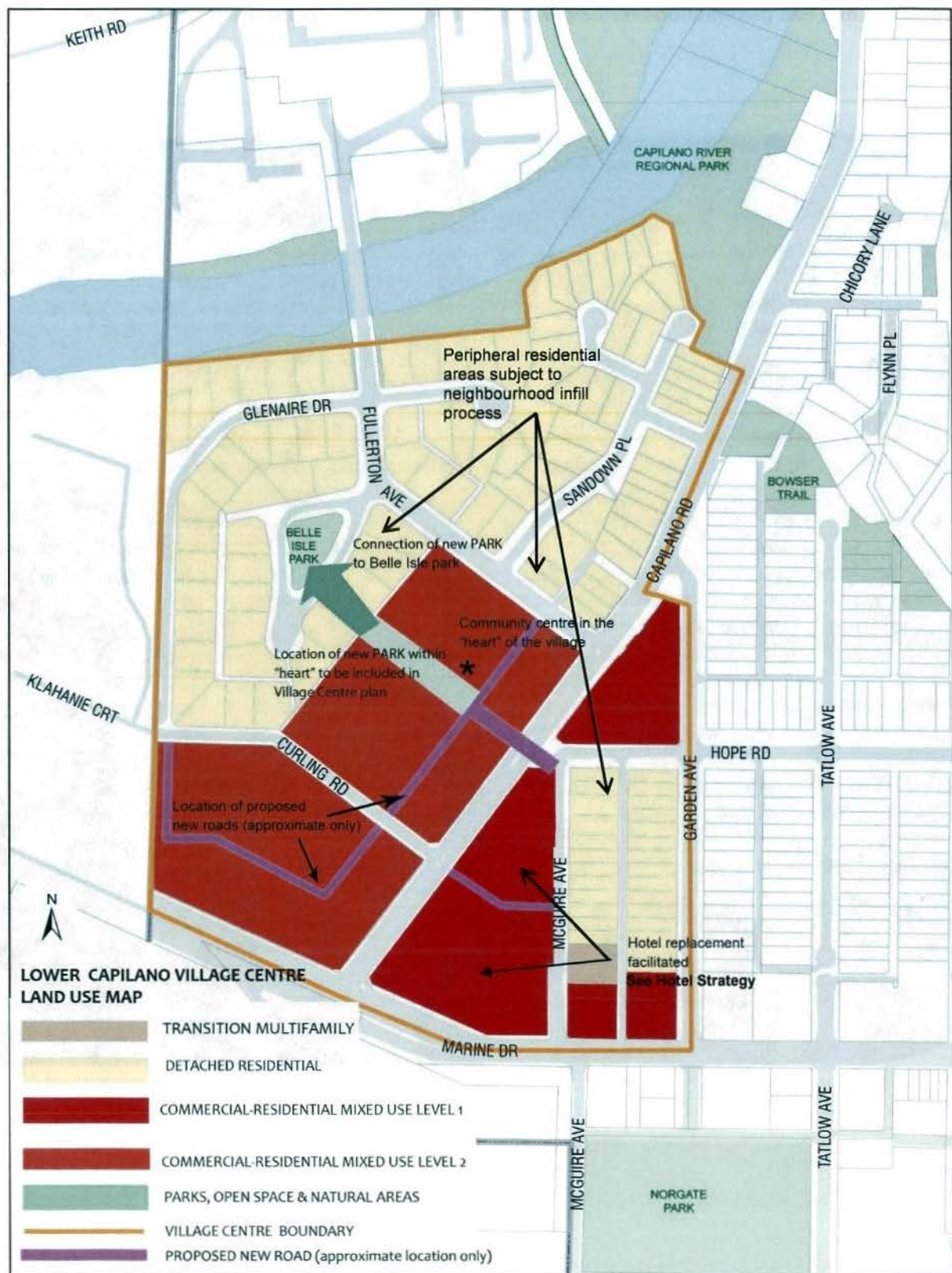


Figure 4. Lower Capilano Marine Village Centre Land Use Map



## Community Identity and Urban Design

Great quality design is important to the development of a successful Lower Capilano Marine Village Centre. Building on its existing setting, contextual patterns, climate and history and looking forward to what this area could become; redevelopment of the Lower Capilano Village Centre will create a unique community character and identity for this area that is both distinct from the other town and village centres and which will help to foster community connection and sense of place or belonging.

The Lower Capilano Village Centre Design Guidelines provide detailed direction for streetscape and urban design and the expression of community identity and character. More general objectives and policies are provided here.

### Policies:

1. Encourage and promote new development within the Village Centre that:
  - i. follows sound urban design principles that are consistent with the vision for this area; and
  - ii. contributes towards the creation of a unique community character and identity for this area through site planning, streetscape and urban design, landscaping, public art and other measures as appropriate.
2. Promote a high quality attractive built environment that reflects the role of this community as a gateway to the District of North Vancouver.
3. Encourage and promote new development and appropriate landscaping that complements and reinforces the character and roles of the different streets, neighbourhoods and open spaces in the community.
4. Respect public and private access to views and sunlight and require view and shadow analyses for residential towers in conjunction with development permit applications.
5. Allow for incremental (evolution) of development that respects existing and future land uses.
6. Undertake a review of street names (proposed new streets), place names (Village Centre itself), parks and other community facility names to identify new names, as needed, that are in keeping with the identity and character of this area and that help to establish unique sense of place.
7. Recognize that these design guidelines may be supplemented, from time to time, to provide further clarity and direction to inform urban character and streetscape design.

## Building Form and Height

The Concept Plan outlines the approximate type and location of potential future buildings in the Village Centre. While the building footprints are expected to be refined through the development review process, key urban design principles related to tower spacing and elevation are important considerations to address.

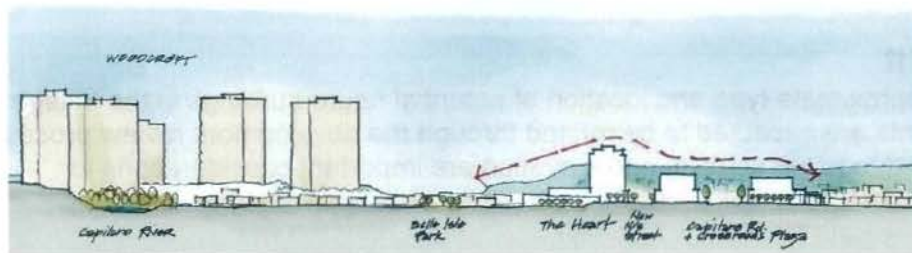
### Policies:

1. Encourage sound urban design and analysis of tower footprints, shadow analysis and spacing to protect view corridors, provide for sun penetration and to minimize potential visual or other impacts to neighbouring uses.
2. Encourage stepping down of building elevations from the existing 25 storey International Plaza tower (located at Marine Drive and Capilano Road) guided by the recommended approximate building heights and elevations shown in Figures 5 and 6.





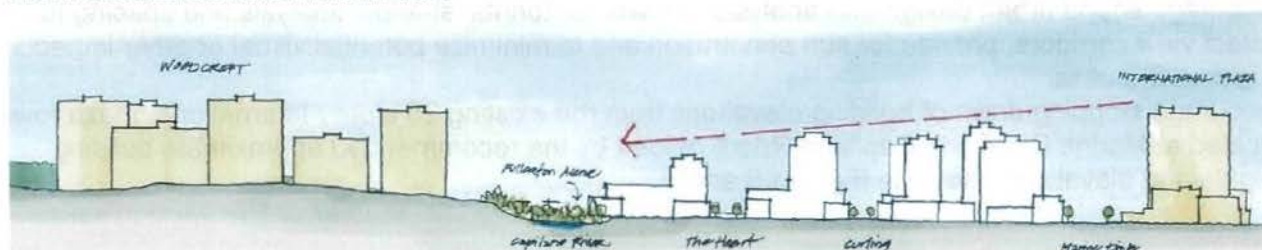
Figure 5. Recommended stepping of approximate building heights.



SECTION AA LOOKING NORTHEAST



Section cuts adjusted for grid rotation



SECTION BB LOOKING SOUTHEAST

Figure 6. Illustrative elevation profile for Lower Capilano Village Centre



## C. Housing Choices

Redevelopment of the Lower Capilano Marine Village Centre is anticipated to attract young adults, families, first time home buyers and empty nesters from the North Shore and elsewhere, looking to live in an urban village setting close to Downtown Vancouver with ready access to community services, recreation and the Capilano River. Building on the housing policies from the OCP, the Lower Capilano Marine Village Centre Implementation Plan provides more detailed policy direction to address both housing diversity and housing affordability in the Village Centre to meet the anticipated needs of residents now and for the next 20 years. At build out (per the land uses and densities as proposed in the OCP), which could take approximately 20 years or more, the Village Centre (excluding the peripheral areas and Marine Drive) could see an estimated 1,200 new units.

### Housing Diversity

As a key objective, housing policies in this Lower Capilano Marine Village Centre Implementation Plan guide the development of a mix of housing forms, unit sizes and tenures to meet the current and projected demographic needs of this community. Policy direction on built form and tenure facilitates housing choice and addresses existing housing gaps including apartments, ground oriented multi-family (townhouses and row-houses), and rental units.

#### Policies:

1. Encourage and promote a range of housing options to meet the current and anticipated needs of the community over the next 20 years.
2. Through redevelopment, encourage and promote a diversity of multi-family housing choices including ground oriented housing, low rise apartments, mid-rise apartments and high rise apartments in the village core.
3. Consider opportunities for ground-oriented and low-rise apartment multi-family housing in the peripheral area immediately outside the village core.
4. Encourage a range of tenure options including home ownership and rental (purpose built rental, strata rental) in an integrated manner for all new development.
5. Recognizing that owned strata units will provide the majority of rental housing opportunities in the future, consider the establishment of purpose-built rental buildings, where appropriate and feasible, to provide further opportunities for rental units.
6. Apply policy and other tools to secure and support the ongoing ability of current and future owners to rent their strata unit(s) without being restricted by strata council regulations.
7. Encourage new residential development to provide an integrated mix of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) throughout the building, as appropriate, to accommodate different household needs and sizes.
8. Encourage the development of flexible residential spaces (lock-off units, secondary suites where feasible), that can be adapted to changing family needs and/or act as a mortgage helper.
9. Encourage, and where appropriate, require that new residential buildings provide adaptable design measures per established District guidelines to accommodate the needs of people with disabilities and/or to serve the needs of elderly residents.
10. Encourage development of housing for seniors in the Village Centre, where appropriate.
11. Encourage, and where appropriate, require safe useable outdoor play spaces in multi-family building developments.
12. Encourage inclusion of useable outdoor space with all new residential development.
13. Encourage new residential development to incorporate lifestyle support features, such as children's play areas, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and dog walking space.



## Housing Affordability

In a regional context of high property values, providing some measure of affordability has been and remains an important objective for the District. New land uses and densities as planned for the Lower Capilano Marine Village Centre provide opportunities for establishing a portion of below market housing units through the redevelopment process and limited non-market units through partnerships with other agencies. Affordability, used here, refers to low end of market, reduced market and non-market housing.

### Policies:

1. Encourage the delivery of a range of affordable housing options to accommodate moderate to lower household incomes.
2. Where feasible and appropriate, seek to increase the supply of affordable housing units in new multi-family developments by encouraging, but not limited to:
  - inclusion of a portion of affordable rental, price controlled/restricted ownership units, or non-market units as part of the project,
  - provision of land dedicated for affordable housing, or
  - provision of a cash-in-lieu contribution to a housing opportunities fund for establishing affordable units.
3. Encourage, and where appropriate require proportions of affordable units that reflect the same mix and range of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) as per the market residential housing component of development projects.
4. Consider allowing a portion of new market apartments to be built as smaller units (approximately 400ft<sup>2</sup>) as an affordable market option.
5. Encourage, where feasible, the integration of affordable units into market residential projects to foster social integration, and apply established District guidelines to achieve a portion of affordable units with adaptable design measures.
6. Seek opportunities to reduce parking standards for affordable housing projects in the Village Centre and consider exempting affordable units from payment of development cost charges.
7. Work with developers, senior governments, non-profit society partners and the community to provide non-market residential opportunities including supportive, transitional and low income housing for residents with special needs.

## Peripheral Area - Neighbourhood Infill

While a key focus of this Implementation Plan is to guide redevelopment of the mixed use village core, significant community interest has been expressed in further planning to explore opportunities for the existing detached residential areas immediately surrounding the village core. Input to date has included consideration for a variety of primarily ground-oriented multi-family housing with some low density apartments that enhance the character of the neighbourhood, provide a transition to neighbouring lower density built forms, and improve green space and connectivity. Different options and forms of infill housing may be determined for discreet areas within the residential periphery based on specific edge conditions.

### Policies:

1. Undertake a neighbourhood planning and engagement process to explore the future potential for the peripheral residential area surrounding the Lower Capilano Marine Village Centre core.
2. Plan for a gradual decrease in elevation, through built form and design, from the higher density village core to the surrounding lower density residential areas.
3. Consider opportunities for increased density, compatible with the edges of the village core, in the transition area as identified in Figure 7.





## D. Economic Vitality

## Commercial Uses

### Policies:

- 53

4. Encourage appropriate local commercial adjacent to the central community plaza and other areas, as per the Concept Plan.
5. Encourage the integration of local serving office uses into the Village Centre, to respond to changing community needs over time.
6. Encourage the Village Centre business community to work together to market the area to attract local customers.
7. Support economic development through the continued allowance for home based businesses and through the development of new live-work units at appropriate locations.
8. Explore new policies and programs to attract and support businesses that encourage sustainable lifestyles.
9. Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.

## Hotel Strategy

There are currently 380 hotel units on five different hotel properties within the Lower Capilano Marine Village Centre. Maintaining a measure of hotel use in the village centre area is desirable for economic (tourism) and municipal benefits (visitor accommodation, sports teams etc.). An assessment of the economic viability, area planning and business interest indicated the potential to provide approximately 100-170 hotel units in conjunction with market residential units on the preferred hotel site east side of Capilano Road.

### Policies:

1. Encourage comprehensive development including a mix of residential, limited commercial (restaurant/cafe) and some hotel units as indicated in the Concept Plan.
2. At such time and if hotel redevelopment is proposed, consider supporting an Official Community Plan amendment to increase the overall gross density from 1.75 FSR to approximately 2.8 - 3.0 FSR to facilitate hotel development on a consolidated Best Western and Comfort Inn site.
3. Connect Curling Road through to McGuire Avenue and enable road widening along McGuire Avenue through redevelopment of sites preferred for hotel replacement, to achieve transportation network improvements.

## E. Transportation System

Strategically located on Marine Drive at Capilano Road, Lower Capilano Marine Village Centre has been identified by the region as a Frequent Transit Development Area (FTDA) with frequent transit service connecting the Village Centre with Capilano University, Phibbs Exchange, Lonsdale, downtown Vancouver and Park Royal. Transportation objectives for Lower Capilano Marine Village Centre include: improving pedestrian and cycle connections from existing neighbourhoods to the village centre, improving transit integration and enhancing connectivity and redundancy for traffic circulation within and through the village area.

## Road Network

Improvements to the road network reinforce the street grid structure by updating right-of-ways to better accommodate transit and bikes, and integrating new intersections and signalization to improve vehicular and other multi-modal movements.



## Policies:

1. Create a finer grained street network as outlined in the Concept Plan.
2. Improve access and connectivity between Fullerton Avenue, the Cross Roads and Curling Road along a new pedestrian oriented, north-south internal road.
3. Extend Curling Road on the east side of Capilano through to McGuire to enhance the street grid network and to reinforce the continuity of smaller block sizes.
4. Enable multi-modal movements on all streets in the Lower Capilano Marine Village Centre, with transit on Capilano Road and McGuire, to reduce reliance on personal vehicle travel and to encourage more sustainable modes of transportation.
5. As redevelopment occurs, explore opportunities for right-of-way improvements to assist in achieving multi-modal transportation objectives.
6. Include new signalized intersections and enhanced signal timing to facilitate pedestrian and traffic movements.
7. Refer to the Lower Capilano Marine Village Centre Design Guidelines for recommended road cross sections and streetscape design.
8. Integrate transportation measures per the District's Transportation Plan with redevelopment of the Lower Capilano Marine Village Centre.



- 1 Signalization of Curling Rd. at Capilano Rd.
- 2 Creation of new North-South Rd. parallel to and west of Capilano Rd.
- 3 Creation of new Crossroads Road and signalization of intersection at Capilano Rd.
- 4 Extension of Curling Rd. east through to McGuire Ave
- 5 Creation of new Crescent Rd.
- 6 Signalization of McGuire Ave at Marine Drive

Figure 8. Lower Capilano Marine Village Centre Road Network Map



## Transit

High quality bus service is provided on Capilano Road with north-south buses (232, 236, 246, 247) linking the village centre with Capilano Suspension Bridge, Edgemont Village and Grouse Mountain. In addition, a number of east-west buses (239, 240, 241, 242, 255) connect the Village Centre with Capilano University, Phibbs Exchange, Lonsdale, downtown Vancouver, Park Royal and Dundarave. In the future, Capilano Road at McGuire Avenue will become an important place for people to connect with north-south transit services. The North Shore Area Transit Plan has identified Marine Drive as a future Bus Rapid Transit corridor with a major stop near Capilano Road. As the intersection of Capilano Road and Marine Drive is considered hostile for pedestrians, the transit hub is proposed to be located on Marine Drive and McGuire Avenue.

### Policies:

1. Redefine McGuire Avenue as the new transit route for north and south bound transit connecting Lower Capilano to Marine Drive, and move buses off Garden Avenue.
2. Integrate transit priority lanes on Capilano Road and transit only left turn onto McGuire Avenue from Capilano Road.
3. Integrate transit stops closer to the village "heart" or Cross Roads and along McGuire Avenue.

## Walking and Cycling

Communities that promote "active living", including walking and cycling to nearby community services and amenities, benefit from improvements in overall community health, safety and liveability. With this in mind, pedestrian and cycling facility improvements are important implementation priorities for the Lower Capilano Marine Village Centre.

### Policies:

1. Promote active forms of transportation and community health through the establishment of an integrated pedestrian and cycle network (see Figure 9).
2. Create comfortable walking environments on all streets by establishing wider sidewalks and landscaped boulevards, where possible.
3. Use signalization, marked crosswalks and/or pavement treatments to facilitate safe pedestrian crossing of Capilano Road at the Cross Roads and at Curling Road.
4. Establish a new multi-use, east-west greenway as a key pedestrian/cycling connection linking Capilano Road to Belle Isle Park and to transit on McGuire Avenue and further to along Hope Road towards the Bowser trail.
5. Establish a new north-south multi-use path between Fullerton Avenue and Curling Road.
6. Consider the use of a comprehensive set of measures to improve cycling safety on all urban streets in the Lower Capilano Marine Village Centre including but not limited to: permeable medians, stop and yield signs, raised crosswalks and/or corner bulges, pavement markings and signage, crossing islands, and intersection features that may include advanced stop lines, bike boxes, cyclist-activated signals and advanced signals.
7. Maintain and enhance bike routes along Capilano Road (north-south) and Marine Drive (east-west), recognizing their role in providing bike access to the Lions Gate Bridge.
8. Maintain and enhance paved trails connecting to West Vancouver and Lions Gate Bridge.
9. Encourage new development to provide cycling facilities including bike racks and end of trip facilities.
10. Develop way finding measures and signage to direct pedestrians and cyclists to the community heart and other key destinations.
11. Refer to the Pedestrian Master Plan and the Bicycle Master Plan for integration of the above into the District wide pedestrian and cycling network.





**Figure 9. Pedestrian (yellow) and cycling (orange) route maps**

## Parking Management

Given the proximity of this Village Centre so close to the Lions Gate Bridge and Downtown Vancouver, ready access to frequent transit service along Marine Drive and direction towards a more walkable, bikeable community; there is an opportunity in this area to consider reducing parking requirements while ensuring adequate parking to support retail vitality.

### Policies:

1. Consider on-street and off-street parking as an integrated system (See Figure 9).
2. Design street networks in retail areas such that on-street parking is available for retailers and traffic can easily circulate around the block.
3. Avoid resident-only on-street parking in the Village Centre and instead consider time-restrictions as an instrument to encourage more efficient turn-over of parking stalls.
4. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.



5. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
  - 1.1 spaces per unit for apartments
  - 0.75 spaces per unit for rental apartments
  - 0.1 spaces per unit for visitor parking
6. Consider further parking reductions for non-market rental housing apartments.
7. Consider opportunities to reduce townhouse parking requirements to approximately 1.5 stalls/unit plus visitor parking.
8. Encourage developers to continue to sell parking separately from units, where appropriate.
9. Encourage unsold parking to be turned over to the strata corporation after the units are sold.
10. Continue to encourage sufficient, secure bicycle parking and storage for residents in all new developments.
11. Consider opportunities for shared parking for complimentary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.
12. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.
13. Encourage new developments to include and/or allow for the future implementation of electric vehicle charging parking infrastructure.

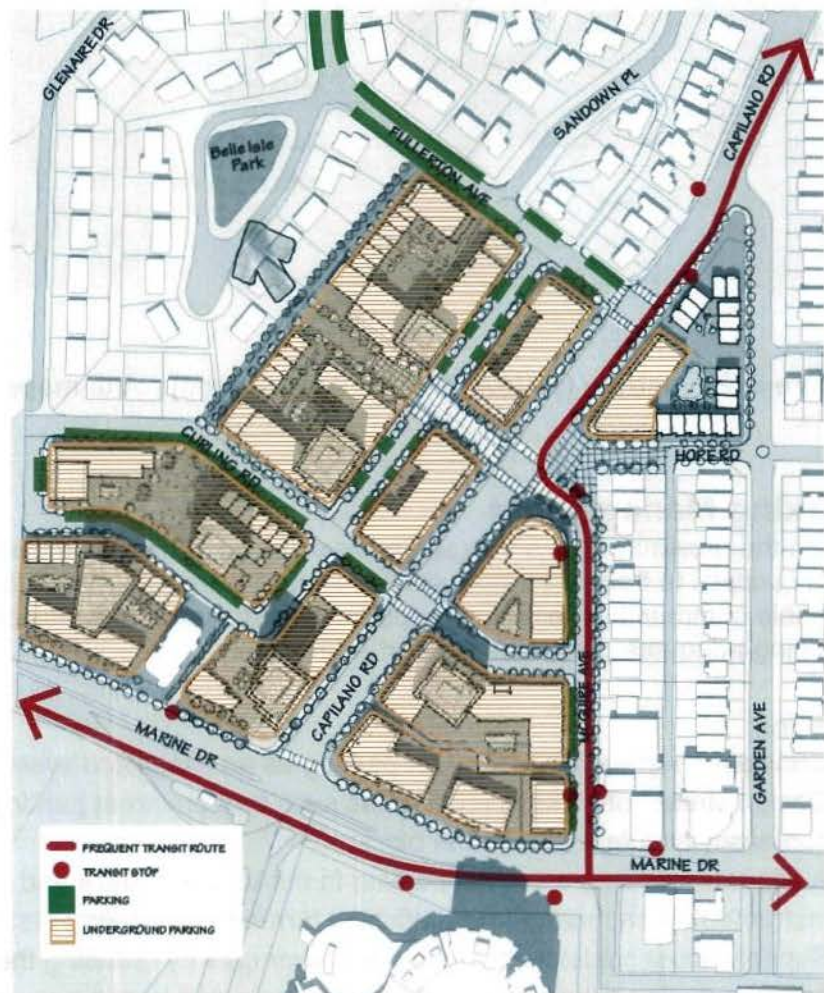


Figure 10. Lower Capilano Marine Village Centre on-street Parking Strategy and Frequent Transit routing.



## F. Public Realm and Community Amenity Strategy

The public realm is made up of any publicly-accessible streets, pathways, parks, public open spaces and civic buildings/facilities arranged and designed so as to create an environment that encourages active public life and social activity and contributes to the community's character and sense of place. Urban design principles for establishing well-designed and inviting public spaces and streetscapes are outlined in the Lower Capilano Marine Village Centre Design Guidelines. This Implementation Plan includes policies to inform the establishment of parks and open space, the community facility, public art and other community amenities.

### Parks and Open Space

With redevelopment of the Lower Capilano Marine Village Centre, there is an opportunity to create new and enhanced parks and open space. Primary improvements envisioned for this Village Centre include establishment of new neighbourhood parks, a new central green and community plaza, new community greenways and connection to and enhancement of Belle Isle Park.

#### Policies:

1. Plan for a new public plaza to be the focal point for pedestrian activities in the village core. The public plaza is to be visible from the Cross Roads and linked to the new north-south road. This space is further animated with seating, trees, landscaping, public art and a small-scale retail use.
2. Facilitate the establishment of a village green park and greenway to connect to the community centre and to demarcate the green edge of the Village Centre. These spaces are intended to provide opportunities for relaxing and enjoying the vibrancy of the village core, and could also include a children's play area, seating, open grass area, trees and other landscaping.
3. Seek to extend the village green through to Belle Isle Park through parkland acquisition (as lots become available) and undertake landscaping and other improvements to Belle Isle Park.
4. Plan for a central Cross Roads that links residents to the east of Capilano Road and south of Marine Drive to the community heart and welcomes/draws people into the Village Centre.
5. Consider and design the Cross Roads as the pedestrian/cycle gateway to the Village Centre for residents to the east of Capilano Road as well as the arrival and departure point for transit users.



- 1 Public plaza and "village green"
- 2 Pedestrian/cycle greenway
- 3 Curling Road Park
- 4 Marine Drive Greenway Connection
- 5 Belle Isle Park
- 6 Cross Roads Park and plaza

★ Community Centre

Figure 11. Parks and Open Space Concept



6. Facilitate the establishment a new animated green space for residents in the precinct south of Curling Road, for informal activities including sports, seating, gathering, play.
7. Facilitate the establishment of a landscaped mini plaza at the north end of McGuire Avenue. This smaller plaza is to be used for un-programmed activities and to provide opportunities for gathering and seating.
8. Encourage improved connections from the Village Centre to existing parks and trails that serve the community including the Bowser Trail, Spirit Trail and connections to Capilano Elementary School, Capilano River, Klahanie Park, Norgate Park, Belle Isle Park, and the Lions Gate Bridge.



\*The Concept Plan includes 3 new neighbourhood parks and enhanced multi-use pathway connections to area parkland.

**Figure 12. Trails and other pedestrian/cycle connections leading from the Village Centre**

## Community Facilities

Community social services, recreation and library services are recognized as an essential component in the overall health and wellness in the Lower Capilano Village Centre. The longstanding absence of a community facility in the Lower Capilano area and the findings of a recent community facility needs assessment, have highlighted the need for a local community facility in the village centre. This facility is envisioned as a “community living room” of approximately 24,000 square feet. Operations and services are expected to be delivered through a partnership including the District of North Vancouver, the North Vancouver Recreation Commission, the North Vancouver District Public Library and Capilano Community Services Society.



**Policies:**

1. Encourage and promote the development of a new community centre on the old Winter Club site. This facility is expected to be constructed, furnished and equipped as a condition of any rezoning approval for redevelopment of this site. The new community centre should connect to the central public plaza.
2. Promote this new community centre as a hub for recreational, community, social and library services where people can exercise, gather, meet, socialize and access information and services.
3. Incorporate adaptable multi-purpose spaces within the community centre to accommodate changing community needs over time.
4. Work with the North Vancouver Recreation Commission and community partners to develop programming for the community centre that meets the needs of the local community.

**Public Art**

Public Art conveys interesting local stories, speaks to community values, interprets the physical environment and celebrates local character. It can be fun and quirky, insightful and breathtaking, and it can be an exciting way to differentiate one community or neighbourhood from another.

**Policies:**

1. Refer to the Lower Capilano Marine Village Public Art Strategy that outlines recommended public art principles, master planning context and recommendations for public art that are specific to Lower Capilano Marine Village.
2. Encourage the development of public art as a means to help shape local community identity and character especially in key public realm areas including, but not limited to: the Cross Roads entrance at Capilano Road and Marine Drive; the Cross Roads plaza at Marine Drive and Hope Road; the central public plaza; and at or adjacent to the community centre and the public plaza at the north-west corner of Capilano and Marine Drive.
3. Include the integration of art that celebrates the Capilano River.
4. Recognize that public art can have both aesthetic and/or functional roles and can be expressed in or in relation to a variety of different forms including:
  - artistic landmarks (gateway features, community facilities, sculptures, murals);
  - functional streetscape and architectural design (integrated into street furniture, pavement treatment, tree grates, lighting, entranceways, fencing, playground equipment, bridge elements and more);
  - features in the natural environment (parks, pathways, playgrounds, landscaping, way-finding);
  - components of public buildings (murals, entrance features, play structures); and
  - interpretive way-finding, trail-markers and other signage.

**Community Amenity Strategy**

Parks and open space, community facilities and public art are examples of community amenities that are important ingredients for community health and liveability in new urban centres. As a condition of rezoning, and to address increased demand on existing municipal facilities and services as a result of new development, developers may be asked to provide a community amenity contribution (CACs). Such community amenity contributions may come in the form of either built amenities or a cash-in-lieu contribution towards offsite amenities. The amount of the CAC is directly related to additional density approved beyond existing zoning as guided by the Official Community Plan and the Village Centre Implementation Plan.



**Policies:**

1. Community amenity contributions (CACs) for the Lower Capilano Marine Village Centre should be negotiated on a site-specific basis per the District's Community Amenity Contribution policy and CAC strategies for Town and Village Centres.
2. Identify site specific built amenities that should be provided through redevelopment of major sites.
3. Through redevelopment, seek to establish the following overall community amenities in the Lower Capilano Marine Village Centre:
  - o a new community recreation centre
  - o a new central public plaza
  - o a 'Village Green' park and play area
  - o a new park space south of Curling Road
  - o a new park connection between the village green and Belle Isle Park
  - o a new multi-use trail greenway connecting Fullerton Avenue and Curling Road
  - o small scale public plazas at the Cross Roads on Capilano Road, and at Capilano Road and Marine Drive (north-west side)
  - o daycare space
  - o public art throughout the village centre
  - o village centre beautification projects.
4. Community amenity contributions could also be used to towards furnishing of the community centre, operational seed funding for the community recreation centre, provision of services (for programs for seniors, families, youth, etc.), enhancements to local parks and plazas, affordable housing and other amenities as recommended by the community and determined by Council.

**Community Services**

Demand for community services will increase with redevelopment of the Lower Capilano Marine Village Centre. Provide an appropriate level of service and the ongoing operation of existing and new community facilities and infrastructure, the District will need to look for opportunities to co-locate community services and to create new partnerships.

**Policies:**

1. Maintain an appropriate level of District services and sustainable infrastructure to support local residents and businesses.
2. Create a variety of attractive, barrier-free/accessible and safe public open spaces, parks and trails for public gathering, recreation, and celebration and support all public amenities with adequate directional signage.
3. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies.
4. Maintain, operate and revitalize community open spaces, as required, to serve ongoing community needs.
5. Facilitate the programming of year round activities in the central village plaza to contribute to its prominence as a place to gather for various activities such as farmer's markets, concerts, festivals, exhibits and informal leisure.
6. Promote relationships and linkages between the District and business community, School District #44, Squamish First Nation, District of West Vancouver, arts and culture organizations, and social service and other agencies to capitalize on potential mutual benefits.



## G. Environmental Protection, Energy Efficiency and Greenhouse Gas Reductions

Redevelopment of the Lower Capilano Marine Village Centre is expected to provide net benefits to environmental health, to provide energy efficiencies and to reduce greenhouse gas emissions.

### Environmental Protection

The Lower Capilano Marine Village Centre lies within the Capilano River watershed. Maintaining riparian forest integrity, promoting a healthy urban forest canopy and implementing rainwater and water quality best practices, are key environmental measures for protecting the health of this watershed.

#### Policies:

1. Encourage and facilitate the protection and enhancement of the Capilano River as a major salmon bearing watercourse, and maintain or enhance water quality and riparian forest integrity to promote watershed health.
2. Celebrate connection to the river by incorporating natural elements (native and drought tolerant trees and plants, stormwater features etc.) into the urban landscape.
3. Encourage and facilitate the protection of the ecological services (rainwater infiltration, carbon sequestration, air quality enhancement, temperature moderation etc.) provided by the natural environment and seek to maintain a healthy urban forest canopy.
4. Promote street tree planting in a manner that is consistent with the District's Street Tree master plan.
5. Promote urban agriculture and gardens through encouraging the provision of community garden plots, green roofs and private garden space.

### Energy Efficiency and Greenhouse Gas Reductions

Energy efficiency has moved from being an occasional added project benefit, to becoming the mainstream or normal way of doing redevelopment. All new development is now required to provide energy efficiencies and green building design to reduce greenhouse gas emissions.

#### Policies:

1. Continue to work with stakeholders and potential partners to explore the feasibility of a district energy heating system for the Lower Capilano Marine Village Centre. One possible solution could see heat being transferred from an offsite waste water treatment plant.
2. Explore potential alternative sources of renewable heat/energy.
3. Based on the viability of such systems, consider taking steps to require that all new development is "district energy" ready for hook-up to hydronic systems.
4. Promote the implementation of green building design measure and greenhouse gas reductions as part of the development process through the "Energy and Water Conservation and Reduction of Green House Gas Emissions" Development Permit Area guidelines and the District's Green Building Strategy.
5. Promote the installation of electric vehicle charging infrastructure in multi-family, civic and commercial uses and buildings.
6. Promote energy efficient and more sustainable travel mode options through enhancing existing transit facilities and through the establishment and new and improved pedestrian and cycling facilities.
7. Support low carbon vehicles and car-share networks.
8. Encourage opportunities for urban agriculture (e.g. edible landscaping, community garden space, and active living roofs) in the Lower Capilano Marine Village Centre to promote local food production.



## H. Community Infrastructure

Community infrastructure and services in this section refers to the utilities, waste management, external and other services needed to support healthy community function.

### Rainwater Management

Rainwater runoff in the Lower Capilano Marine Village Centre currently discharges into the Capilano River and Burrard Inlet. To protect watershed health and to improve the efficiency of the drainage system, redevelopment in this area is expected to: reduce the level of contaminants entering the Capilano River and Burrard Inlet, reduce peak flows, include measures to prevent erosion and scouring, ensure that overflows to the drainage system are minimized and appropriately handled, and ensure that ground water flows are maintained.

#### Policies:

1. Prepare and implement an integrated watershed/stormwater management plan for the Capilano River watershed.
2. In the interim, address stormwater issues in a manner that is consistent with the District's Development Servicing Bylaw (7388) and the Lower Capilano Marine Village Centre Design Guidelines, as amended from time to time.
3. Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to remove excess water from the drainage system, to reduce runoff volumes, to improve water quality and to recharge groundwater.
4. Consider opportunities for innovative and site specific rainwater best management practices that may include, but is not limited to rain gardens, green roofs, biofiltration swales, permeable paving, as appropriate to protect watershed health and to respond to the site context.
5. Request that development proponents submit geotechnical and groundwater investigations with development applications in the Lower Capilano Marine Village Centre to assess onsite soil and water table conditions in relationship to building measures.
6. Facilitate the protection and maintenance of groundwater levels, where appropriate, to manage the amount of groundwater pumped into drainage infrastructure.
7. Design new and replacement drainage infrastructure, including biological treatments, for long-term durability and effectiveness in promoting watershed health.

### Waste Management

Waste management measures in the Lower Capilano Marine Village Centre aim to encourage composting, recycling and organic waste collection to reduce the amount of waste being diverted into offsite landfills.

#### Policies:

1. Provide appropriate facilities to accommodate safe, efficient, and environmentally-responsible collection of waste and recyclable materials from all land uses and activities.
2. Refer to Metro Vancouver's "Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments" (2012) or any successor documents specifying regional waste and recycling facility standards.
3. Facilitate the provision of composting, recycling and organic waste collection facilities for new multi-family, commercial and civic developments and at strategic locations in the Village Centre.
4. Encourage sound design of waste disposal and recycling container storage areas, including temporary surface storage areas, to enable efficient collection from the enclosures and for aesthetic benefits.



5. Encourage site planning for underground solid waste facilities in close proximity to garage access ramps.

## Water and Sanitary Sewer

Current municipal infrastructure including water and sewer systems are designed for the needs of the existing neighbourhoods. As the Village Centre is built out, municipal infrastructure will be upgraded to accommodate new loads associated with the redevelopment. Policies in this section outline key directions for improvements and strategies to enable timely and coordinated infrastructure upgrades.

### Policies:

1. Direct appropriate and feasible upgrades to the sanitary and water systems in response to anticipated population growth per modeling (updated from time to time).
2. In accordance with the District's Green Building strategy encourage and promote, and where appropriate, require water conservation measures for all new developments with minimum flow fixtures specified as part of the design, and in landscaped areas encourage the use of native vegetation and drought tolerant species to reduce the need for elective water use.
3. Consider opportunities to reuse grey water as an alternative to non-potable water use, such as irrigation, in accordance with the District's Green Building strategy.
4. Encourage the installation of water meters for all new development, ideally at the property line, with consideration for isolation of residential versus business water use.
5. Promote the use of fire resistive building design.

Green lines meet bylaw criteria  
Yellow and red lines need updating  
with red lines as priority



Figure 13. Proposed Sanitary Sewer Concept

## External Utilities

External utilities include fiber-optic, hydro, telephone, District energy, Fortis, and cable. Significant coordination will be required to allow adequate servicing from all outside agencies to occur at the appropriate levels at the appropriate times. The Capilano Road and Marine Drive corridors are busy transportation routes that should have limited interruption to accommodate utility maintenance requirements.



## Policies:

1. Work with other utility agencies to ensure that service capacity is adequate to accommodate anticipated growth in the Village Centre.
2. Plan for connectivity to potential district energy system.
3. Plan for the relocation of existing overhead utilities underground through redevelopment of the Village Centre.
4. Encourage new residential, mixed-use and commercial developers to integrate structural design measures for fibre-optic infrastructure to support economic development, home-based businesses, and to improve future information technology capacities and choices for consumers.

## I. Development Permit Areas in Lower Capilano Marine Village Centre

The District uses development permit areas (DPA) and associated guidelines to manage development to address special conditions including: protection from natural hazards, protection of the natural environment and streamside areas, promotion of quality urban design and to encourage energy, water conservation and greenhouse gas reduction. Development applicants should refer to Schedule B of the OCP for the complete set of DPA policies. The Lower Capilano Village Centre as indicated in Figure 14 is recognized as a DPA that is subject to the Lower Capilano Marine Village Centre Design Guidelines and other applicable OCP policies, design guidelines and schedules.

## Policies:

1. Recognizing that the Lower Capilano Marine Village Centre may be considered the western gateway to the District of North Vancouver, and to promote quality architectural and streetscape urban design, designate lands within the Village Centre core (shown in Figure 14) as a Lower Capilano Marine Village Centre Form Character and Streetscape Development Permit Area in accordance with the *Local Government Act*.
2. Within the designated DPA area (see OCP) require, where appropriate, that a Form and Character Development Permit is obtained prior to any development.
3. This DPA boundary may need to be amended, pending the outcome of peripheral neighbourhood infill planning, so that all new multi-family and commercial development within the Capilano Village Centre are also subject to the Form and Character Design Guidelines.



**Figure 14. Lower Capilano Marine Village Centre Form and Character Development Permit Area**



## J. Recommendations for Implementation

The following additional recommendations are recommended for consideration in the implementation of the Lower Capilano Marine Village Centre Plan.

1. Encourage site assemblies as may be needed to facilitate the achievement of the vision, community objectives and densities for Lower Capilano Marine Village Centre.
2. Discourage proposed development configurations that may result in remainders of land that are uneconomic to develop for the uses designated in the Land Use Map.
3. Work with developers to reduce the impacts of construction on the community through improved construction management and traffic control plans.

## K. Monitoring progress of the Lower Capilano Village Centre Implementation Plan

While this Lower Capilano Marine Village Centre Implementation Plan is a long range planning policy document that guides redevelopment of this area for the next 20 years, it is intended that progress towards the implementation of this document is monitored approximately every 2-5 years and that this plan is updated, as needed, to ensure its effectiveness in delivery of the community's vision for the Village Centre.

### Policies:

1. Provide for ongoing community participation in implementing and monitoring the achievement of the Lower Capilano Marine Village Centre Implementation Plan objectives.
2. Consider potential indicators for monitoring including, but not limited to:
  - Housing targets
  - Community amenities provided
  - Hotel units provided
  - Number of local jobs
  - Demographic mix – ages, incomes, cultures, abilities etc.
  - Community health and well-being, active living
  - Crime rates, number of motor vehicle accidents
  - Ability to meeting community needs locally
  - Reduction in vehicle miles travelled
  - Mode share splits (from TransLink data)
  - GHG emissions
  - Number of units connected to district energy heating system
  - Amount of waste/recycling diverted from landfill
  - Improved watershed health, decrease in stormwater runoff

# Lower Capilano Marine Village Centre Design Guidelines and Streetscape Details

These guidelines supplement the District-wide Form and Character Design Guidelines found in Schedule B of the Official Community Plan, and provide more specific direction to guide redevelopment towards the expression of a unique community identity for the Lower Capilano Marine Village Centre.

These design guidelines may be supplemented from time to time, to provide further clarity and direction for the Village Centre.



## A Distinct Community:

In the village of Lower Capilano Marine consider design styles, and features that are distinct from those used along Marine Drive, to help set the village apart from the Marine Drive Corridor, and help build the village's unique character.

## The Capilano River:

In the Lower Capilano Marine Village Centre, celebrate the importance of the Capilano River through the use of water, and in particular:

- Consider including water features in landscaping and plaza areas;
- Include public art that references the river; and
- Use glass and other materials to mimic the feel of water reflecting light, and in other ways celebrate the Capilano River.



## Lush Landscaping:

In the Village Centre, celebrate the culture of gardens and landscaping in the community by ensuring that new development maximizes the opportunity for lush landscaping. In particular, new projects should consider including:

- Ample at-grade landscaping;
- Rooftop gardens;
- Planters on balconies and decks;
- Green walls;
- Garden Plots; and
- Private outdoor recreational space.





## Building Materials:

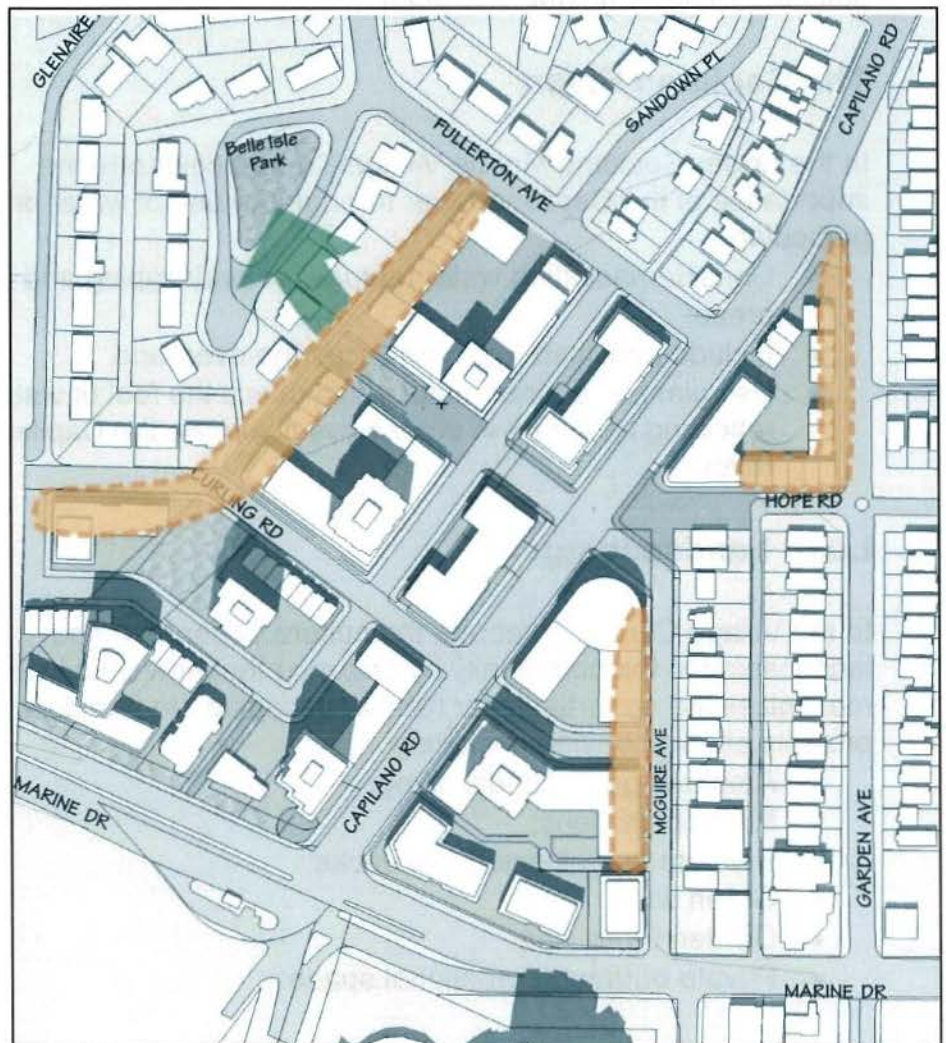
Encourage the use of building materials that connect with the natural setting and in particular consider:

- The use of natural (unpainted) wood as a feature element on all buildings;
- The use of warm tones in the building colour palette;
- The use of natural materials and those traditional to construction on the North Shore including rock, wood siding and brick; and
- While other materials including siding and metal may be used, the materials should complement the natural wood, and the water elements, celebrating the setting in Lower Capilano.



## Neighbourly Design and Interface Areas

In keeping with the District's urban design principles of neighbourly design, new development in the areas shown in orange on the map below must sensitively transition to the surrounding lower density housing forms, with building heights stepping down to 2-4 storeys.





## Streetscape Details:

New development must contribute towards the development of pedestrian oriented streets, in accordance with the following street cross sections, which are tailored to the needs of the road network in the Lower Capilano Marine Village Centre.

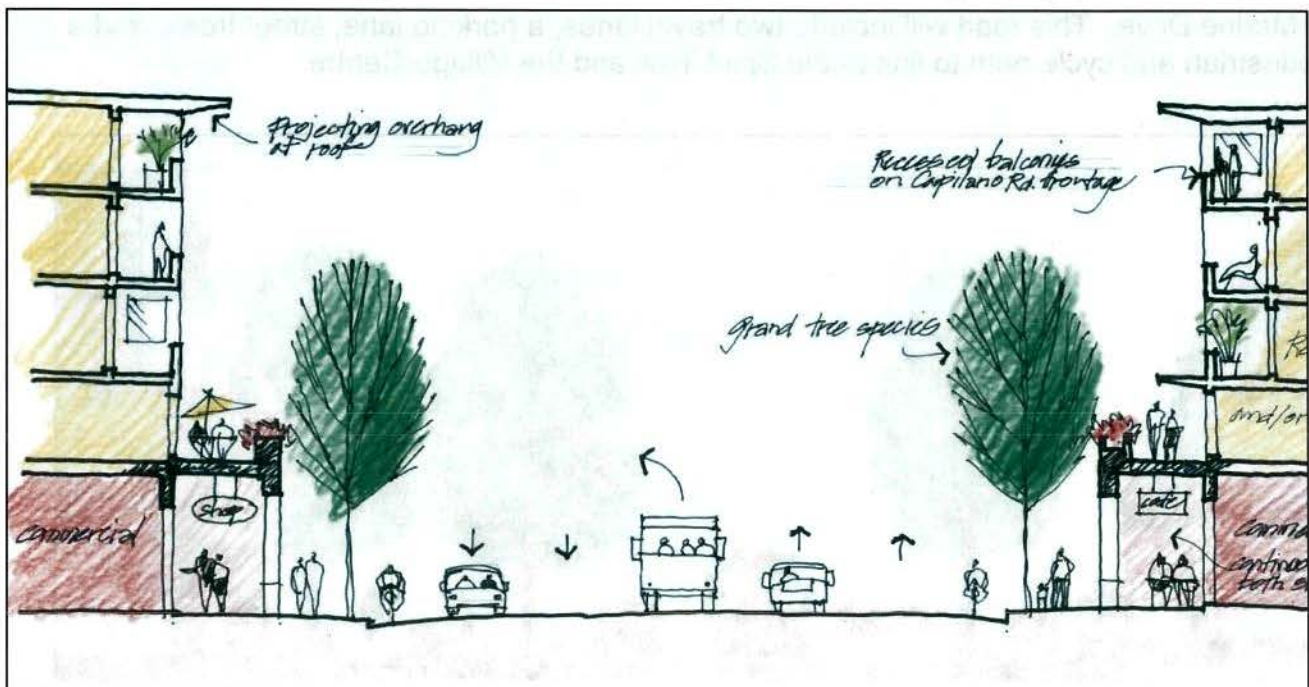
In the Village Centre all streets will include:

- Distinct street trees to be determined for the Lower Capilano Village Centre by the District Parks Department.
- Wide sidewalks to accommodate pedestrians, including those using strollers, walkers, and in wheelchairs.
- Landscaping pockets, hanging baskets, planters, green walls and other means will be explored to make these streets as lush as possible.
- The use of public art in the street to celebrate the Lower Capilano location.



## Capilano Road:

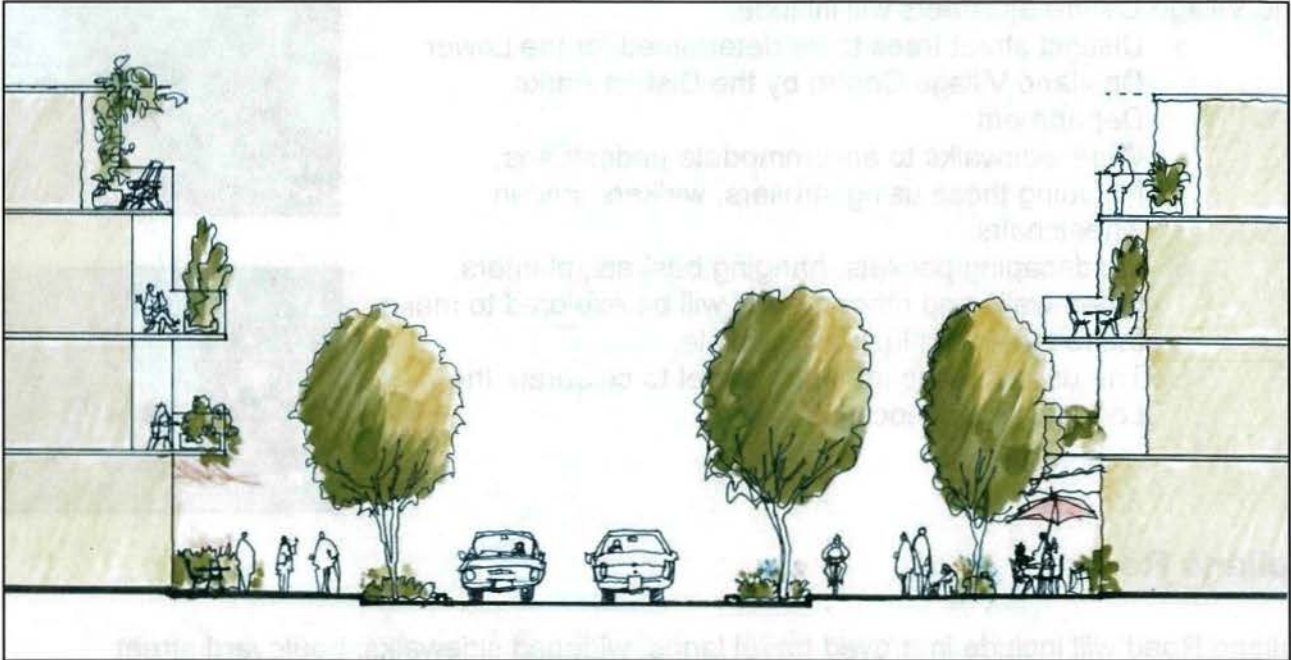
Capilano Road will include improved travel lanes, widened sidewalks, boulevard street trees, and additional public space next to the developments that may occur within an arcade or open area, but that can serve as a widened sidewalk suitable for retail displays and café seating.





## The Cross Roads

McGuire Avenue will extend west across Capilano Road, into the heart of the Village Centre. This new road extension is being called the Cross Roads and will create both a new connection into and out of the neighbourhood but also a new meeting place that highlights the location of this new Village Centre for everyone passing along Capilano Road. Special paving may be merited for this roadway.



## McGuire Avenue

McGuire Avenue is proposed to become the new transit road from the Cross Roads south to Marine Drive. This road will include two travel lanes, a parking lane, street trees, and a pedestrian and cycle path to link to the Spirit Trail and the Village Centre.



Where McGuire Avenue meets Capilano Road and the new Cross Roads, the sidewalks will widen into small plazas to create opportunities for pleasant waiting areas for transit riders, and places where neighbours can meet.

## **New North-South and Crescent Road**

To facilitate the redevelopment of the Village Centre and the widening of Capilano Road a new north-south road is proposed. As this new road heads south of Curling Road it will curve into a new crescent road that will provide safe access to the Marine Drive properties. This road will be the most pedestrian oriented of the local roads, but as the primary access to the community centre it will have two way traffic, and the potential for parking pockets. This road will have wide landscaped pockets that will be deeper and wider than typical street tree planting areas, and these pockets of landscaping will be staggered along the road allowing the traffic to meander gently down the street.



## **Fullerton Avenue:**

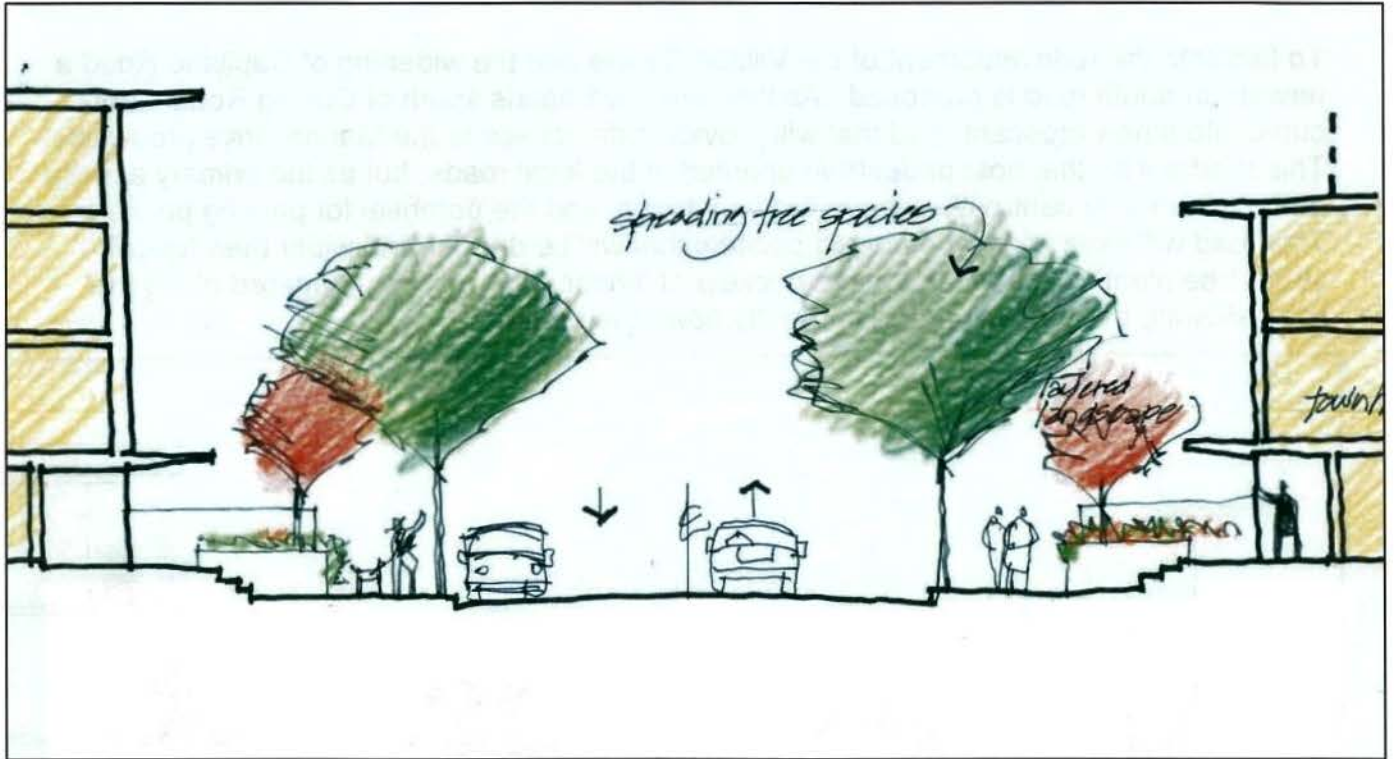
Fullerton Avenue will be widened to accommodate a better pedestrian environment with wider sidewalks, street trees and the opportunity for landscaping. The street will continue to include two travel lanes, and parking.

Residents of the area are also exploring a beautification and traffic calming plan for Fullerton Avenue that, if adopted by Council, may further enhance the pedestrian experience.

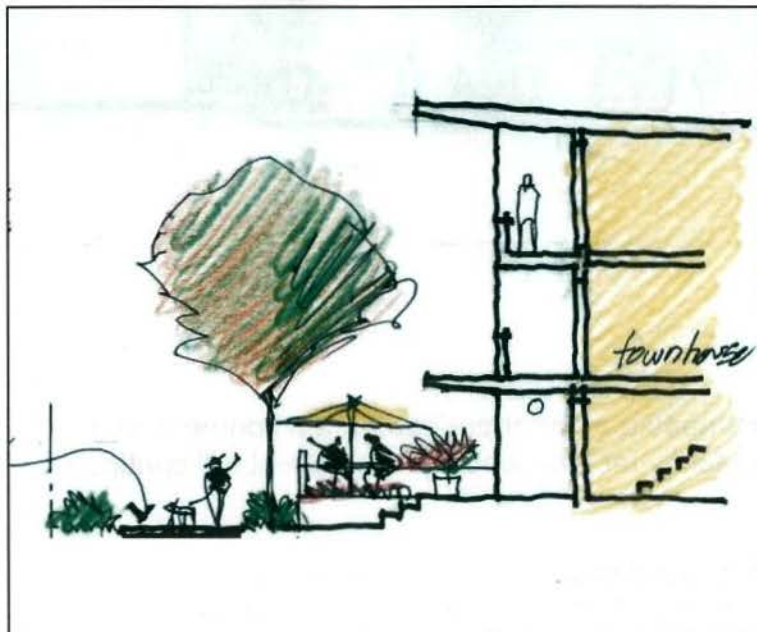


## Curling Road

Curling will be widened, and extend east to McGuire Avenue, creating a new linkage for residents. Curling Road will include two travel lanes that will be shared with bikes, a parking lane, street trees, and wide sidewalks.



## Greenway Trail



Improved pedestrian trails are proposed in the Village Centre to create more options and better linkages for people moving through the area and recreationally walking around the neighbourhood.

To this end, a new greenway trail network will run north-south between Fullerton Avenue and Marine Drive connecting Belle Isle Park, the proposed Village Green and the new Curling Road Park. The greenway will continue south of the new crescent road connecting to Marine Drive.

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