

AGENDA

REGULAR MEETING OF COUNCIL

Monday, February 17, 2014

7:00 p.m.

Council Chamber, 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

www.dnv.org

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REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, February 17, 2014
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

BROADCAST OF MEETING

- ReBroadcast on Shaw channel 4 at 9:00 a.m. Saturday
- Online at www.dnv.org

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 7998 – Parks, Recreation, and Open Space Zone Amendment

1. ADOPTION OF THE AGENDA

1.1. February 17, 2014 Regular Meeting Agenda

Recommendation:

THAT the agenda for the February 17, 2014 Regular Meeting of Council for the District of North Vancouver be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. PUBLIC INPUT

(limit of three minutes per speaker to a maximum of thirty minutes total)

3. PROCLAMATIONS

3.1. **Toastmasters Month – February 2014** p. 7

4. RECOGNITIONS

4.1. **2013 Heritage and Design Excellence Awards** p. 9-11

5. DELEGATIONS

5.1. **Kathleen Campbell and Steven Chen, Vancouver's North Shore Tourism Association** p. 15-16
Re: 2013 Tourism Marketing Communications Review and Overall Results

6. ADOPTION OF MINUTES

6.1. **February 3, 2014 Regular Council Meeting** p. 19-28

Recommendation:

THAT the minutes of the February 3, 2014 Regular Council meeting be adopted.

7. RELEASE OF CLOSED MEETING DECISIONS

8. COMMITTEE OF THE WHOLE REPORT

9. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to be approved without debate.

If a member of the public signs up to speak to an item, it shall be excluded from the Consent Agenda.

*Staff suggestion for consent agenda.

Recommendation:

THAT items _____ be included in the Consent Agenda and be approved without debate.

9.1. Update of Regional Context Statement within the Official Community Plan p. 31-89
File No. 13.6440.10/001.000

Recommendation:

THAT Bylaw 8026, which updates the Regional Context Statement within the District of North Vancouver Official Community Plan, is given FIRST reading;

AND THAT Bylaw 8026 be referred to a Public Hearing.

9.2. Development Variance Permit 47.13 – 170 East Osborne Road p. 91-99
File No. 08.3060.20/047.13

Recommendation:

THAT Development Variance Permit 47.13, to enable subdivision at 170 East Osborne Road, is ISSUED.

9.3. Development Variance Permit 61.13 – 4112 Sunnycrest Drive p. 101-107
File No. 08.3060.20/061.13

Recommendation:

THAT Development Variance Permit 61.13, to facilitate the addition of a front veranda to the existing single family house at 4112 Sunnycrest Drive, is ISSUED.

9.4. Appointment of Election Officials for the 2014 General Local Elections p. 109-110
File No. 01.0115.30/002.000

Recommendation:

THAT James Gordon is appointed Chief Election Officer for the District of North Vancouver for the conduct of the 2014 general local elections;

AND THAT Natasha Letchford is appointed Deputy Chief Election Officer for the 2014 general local elections.

10. REPORTS

10.1. Mayor

10.2. Chief Administrative Officer

10.3. Councillors

10.4. Metro Vancouver Committee Appointees

11. ANY OTHER BUSINESS

12. ADJOURNMENT

Recommendation:

THAT the February 17, 2014 Regular Meeting of Council for the District of North Vancouver be adjourned.

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PROCLAMATION

“Toastmasters Month” (February 2014)

- WHEREAS:** Toastmasters International is a non-profit educational organization that teaches public speaking and leadership skills through a worldwide network of clubs; and
- WHEREAS:** The first Toastmasters Club outside the United States was chartered in 1935 in Victoria, British Columbia, and today, after more than seventy-five years, Toastmasters in British Columbia has grown to serve more than 5,000 members in 280 clubs; and
- WHEREAS:** By helping people develop essential communication skills, Toastmasters International and its member Toastmaster Clubs perform a valuable service to its members and the community.
- NOW THEREFORE, I** Richard Walton, Mayor of the District of North Vancouver, do hereby proclaim the month of February 2014 as “TOASTMASTERS MONTH” in the District of North Vancouver.

Richard Walton
MAYOR

Dated at North Vancouver, BC
This 17th day of February 2014

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EVENT PROGRAM – DISTRICT OF NORTH VANCOUVER

2013 HERITAGE AND DESIGN EXCELLENCE AWARDS

Background:

The Community Heritage Committee annually presents awards for :

1. Restoration of residential and commercial structures;
2. Heritage advocacy;
3. Heritage landscape preservation enhancement;
4. Compatible new design in a heritage context; and
5. Awards of Merit.

The 2013 Heritage Award winners are presented as follows:

Heritage Advocacy

- Len Corban
The author of the recently published book: A Century PLUS of North Shore Sports Stories
- Selwyn Pullan
Photographer of Modern Heritage on the North Shore:
- A.L. (Dick) Lazenby
North Shore Archival Research

Maintenance and Renovations to a Heritage Register Residential Structure

- Susan McKilligan (owner)
- Synthesis Design (Ken Best- Architect))
2576 Edgemont Boulevard
- Otto and Shelia Wetzlmayr (owners)
606 East Windsor Road

Maintenance and Renovations to a Heritage Residential Structure

- Marianne Goco and Christopher Ramsay
850 Hendry Avenue

2013 Advisory Design Panel “Design Excellence Awards”

“Award of Excellence”

In recognition of a light industrial building at 1515 Barrow Street.

Presented to:

PC Urban (Barrow Street) LP

Project Team: Brent Sawchyn, Nina Ramscar & David Fawley

Christopher Bozyk Architects Ltd.

Project Team: Christopher Bozyk, Architect AIBC; Nick Bray, RIBA & Sinead Hugh

PMG Landscape Architects Ltd.

Project Team: Pat Campbell BCSLA & Marlene Messer BCSLA

Ventana Construction Corporation

Project Team: James Kendall, John Godler & Jeff Shouldice

Theme West Studios

Artist: Gerry Houghton

“Honourable Mention”

In recognition of “Cove Gardens” townhouse development at 4310 Gallant Avenue.

Presented to:

Milori Homes

GBL Architects

Stuart Lyon, MAIBC - Architect of Record

Senga Landscape Architecture

Senga Lindsay, BCSLA - Landscape Architect

Nomad Creative

Bruno Madson, Artist

The 2013 Awards Presentation Ceremony has been scheduled for Monday, February 17, 2014 at 7:00 p.m. A reception will be held at 6:15 p.m in the lobby to which Mayor and Council, Committee members and award recipients and guests are invited. Refreshments will be provided.

Photos of the award winners will be taken at the Ceremony.

Program:

6:15 p.m. Reception - Lobby

7:00 p.m. Award presentations in Council Chambers

Introduction to each Award

Presentation of Awards – Mayor Richard Walton

Participants and Invitees:

Mayor and Council

Community Heritage Committee members

Award Recipients

Media

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DELEGATIONS

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Delegation to Council Request Form

**District of North Vancouver
Clerk's Department**
355 West Queens Rd, North Vancouver, BC V7N 4N5

Questions about this form: Phone: 604-990-2311
Form submission: Submit to address above or Fax: 604.984.9637

COMPLETION: To ensure legibility, please complete (type) online then print. Sign the printed copy and submit to the department and address indicated above.

Delegations have five minutes to make their presentation. Questions from Council may follow.

Name of group wishing to appear before Council: Vancouver's North Shore Tourism Association

Title of Presentation: 2013 Tourism Marketing Communications Review and Overall Results

Name of person(s) to make presentation: Kathleen Campbell Exec. Director and Steven Chen, Presid

Purpose of Presentation:

☒ Information only
☐ Requesting a letter of support
☐ Other (provide details below)

Please describe:

Attach separate sheet if additional space is required

This would be the fifth year that VNSTA has presented our work and year end results to Council. In order to do so we do request that an exception be made and a full 10 minutes at Council as five minutes will not be sufficient. This has been granted in the past. We have always been well received at Council and they have enjoyed our presentations. Our Powerpoint Presentation includes samples of ads, videos, collateral that we distribute to promote the North Shore as an overnight destination outside the local area.

Contact person (if different than above): Kathleen Campbell
 Daytime telephone number: 604 960 0785
 Email address: kathleen@vancouvernorthshore.com

Will you be providing supporting documentation? ☒ Yes ☐ No

If yes:

☐ Handout ☐ DVD
☒ PowerPoint presentation

Note: All supporting documentation must be provided 12 days prior to your appearance date. This form and any background material provided will be published in the public agenda.

Presentation requirements:

☒ Laptop ☐ Tripod for posterboard
☒ Multimedia projector ☐ Flipchart
☐ Overhead projector

Arrangements can be made, upon request, for you to familiarize yourself with the Council Chamber equipment on or before your presentation date.

Delegation to Council Request Form

Rules for Delegations:

1. Delegations must submit a Delegation to Council Request Form to the Municipal Clerk. Submission of a request does not constitute approval nor guarantee a date. The request must first be reviewed by the Clerk.
2. The Clerk will review the request and, if approved, arrange a mutually agreeable date with you. You will receive a signed and approved copy of your request form as confirmation.
3. A maximum of two delegations will be permitted at any Regular Meeting of Council.
4. Delegations must represent an organized group, society, institution, corporation, etc. Individuals may not appear as delegations.
5. Delegations are scheduled on a first-come, first-served basis, subject to direction from the Mayor, Council, or Chief Administrative Officer.
6. The Mayor or Chief Administrative Officer may reject a delegation request if it regards an offensive subject, has already been substantially presented to council in one form or another, deals with a pending matter following the close of a public hearing, or is, or has been, dealt with in a public participation process.
7. Supporting submissions for the delegation should be provided to the Clerk by noon 12 days preceding the scheduled appearance.
8. Delegations will be allowed a maximum of five minutes to make their presentation.
9. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
10. Persons invited to speak at the Council meeting may not speak disrespectfully of any other person or use any rude or offensive language or make a statement or allegation which impugns the character of any person.

Helpful Suggestions:

- have a purpose
- get right to your point and make it
- be concise
- be prepared
- state your request, if any
- do not expect an immediate response to a request
- multiple-person presentations are still five minutes maximum
- be courteous, polite, and respectful
- it is a presentation, not a debate
- the Council Clerk may ask for any relevant notes (if not handed out or published in the agenda) to assist with the accuracy of our minutes

I understand and agree to these rules for delegations

Name of Delegate or Representative of Group

Date

Signature

For Office Use Only

Approved by:

Municipal Clerk

Deputy Municipal Clerk

Rejected by:

Mayor

CAO

Appearance date:

Receipt emailed on:

Applicant informed on:

Applicant informed by:

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of processing this application or request and for no other purpose unless its release is authorized by its owner, the information is part of a record series commonly available to the public, or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207 or at 355 W Queens Road, North Vancouver.

*Note: Mayor has consented to 10 minutes.
No other delegations that night. JH*

MINUTES

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**DISTRICT OF NORTH VANCOUVER
REGULAR MEETING OF COUNCIL**

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:02 p.m. on Monday, February 3, 2014 in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor R. Hicks
Councillor M. Little
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Ms. N. Deveaux, General Manager – Finance & Technology
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Ms. H. Turner, Recreation Director
Mr. R. Malcolm, Manager – Real Estate and Properties
Ms. N. Letchford, Deputy Municipal Clerk
Ms. J. Paton, Section Manager – Development Planning
Ms. J. Pavey, Section Manager – Environmental Sustainability
Ms. M. Weston, Section Manager – Public Safety
Ms. L. Brick, Confidential Council Clerk

Also in

Attendance: Ms. Barb McLean, Cultural Development Officer, The Arts Office

1. ADOPTION OF THE AGENDA

1.1. February 3, 2014 Regular Meeting Agenda

MOVED by Councillor MURI

SECONDED by Councillor LITTLE

THAT the agenda for the February 3, 2014 Regular Meeting of Council for the District of North Vancouver be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. RECOGNITIONS

2.1. Civic Recognition Awards

Mayor Walton and Council presented the Award of Honour to the following recipients:

- Kevin Bell
- David Cook
- Dirk Oostindie

- Elise Roberts
- Jim McCarthy
- Eric Anderson

The meeting recessed at 7:24 pm and reconvened at 7:27 pm.

3. PUBLIC INPUT

3.1. Mr. Guy Heywood, 500 Block Evergreen Place:

- Spoke in support of Item 9.11 for a committee to study the costs and benefits of amalgamation on the North Shore; and,
- Urged Council to support the proposed motion.

3.2. Ms. Ann MacInnes, 1000 Block West 17th Street:

- Spoke in opposition to Item 9.7 Development Variance Permit 58.13 – 1080 Marine Drive.

3.3. Mr. JJ Asfar, 4700 Block Eastridge Road:

- Spoke regarding his property at 4760 Eastridge Road;
- Advised that a neighbour deposited rocks on his property illegally;
- Commented that the private elevator and service lines were in place prior to the easement on his property; and,
- Requested that the District remove the encroaching rocks from his property.

3.4. Mrs. Sandy Asfar, 4700 Block Eastridge Road:

- Expressed concern regarding the clear cutting of trees on the properties on either side of her property;
- Requested that the neighbours replant trees on their properties; and,
- Commented on the easement across her property from the owners of 4706 Eastridge Road.

Mr. David Stuart, Chief Administrative Officer, commented on the history of the properties in question and advised that slope stability issues will be reviewed by District staff.

3.5. Ms. Karoline Eilers, 1500 Block Ostler Court:

- Requested that the District amend Bylaw 6966 to prohibit the sale of breeder based cats and dogs in pet stores; and,
- Commented on animal health and welfare issues.

3.6. Ms. Amy Morris, 1200 Block East 7th Avenue, Vancouver:

- Spoke on behalf of the BCSPCA;
- Requested that the District amend Bylaw 6966 to prohibit the sale of breeder based cats and dogs in pet stores; and,

- Expressed concern that animals purchased in pet stores are often purchased on impulse which leads to the pet being surrendered to shelters.

3.7. Mr. John Harvey, 1900 Block Cedar Village Crescent:

- Commented on residents who have spoken to Council regarding police issues; and,
- Commented on various lawsuits brought against the North Vancouver RCMP.

3.8. Mr. John Miller, 1600 Block Tatlow Avenue:

- Spoke in opposition to the Development Variance Permit 58.13 – 1080 Marine Drive; and,
- Urged Council to not permit the variance for the Blue Shore sign.

3.9. Mr. Chris Savage, 4400 Block Capilano Road:

- Spoke regarding Item 9.1 Development Variance Permit 42.13 – 4410 Capilano Road for Lot Width; and,
- Urged that the restrictions be implemented on the buildings to prohibit secondary suites.

3.10. Mr. Hazen Colbert, 1100 Block East 27th Street:

- Spoke on behalf of the Branches Strata Corporation regarding parking issues on 27th Street and Whitely Court; and,
- Requested that parking restrictions be implemented on 27th Street and Whitely Court.

4. PROCLAMATIONS

Nil

5. DELEGATIONS

Nil

6. ADOPTION OF MINUTES

6.1. January 20, 2014 Regular Council Meeting

MOVED by Councillor MURI

SECONDED by Councillor NIXON

THAT the minutes of the January 20, 2014 Regular Council meeting be adopted.

CARRIED

7. RELEASE OF CLOSED MEETING DECISIONS

Nil

8. COMMITTEE OF THE WHOLE REPORT

8.1. January 27, 2014 Committee of the Whole

8.1.1. Update of OCP Regional Context Statement

MOVED by Councillor HICKS

SECONDED by Councillor NIXON

THAT staff prepare the bylaw for amending the Regional Context Statement and forward it to Council for consideration.

CARRIED

9. REPORTS FROM COUNCIL OR STAFF

**9.1. Development Variance Permit 42.13 – 4410 Capilano Rd
for Lot Width**

File No. 08.3060.20/042.13

Public Input:

Mr. Len Slade, Applicant:

- Spoke regarding the North Shore Connexions Association proposal; and,
- Noted that approval of the subdivision will provide the Association with an opportunity to provide a new home to continue providing their services to residents.

Ms. Jennifer Paton, Section Manager – Development Planning, provided an overview of the application noting that the variance required is for lot width and that the proposed motion to waive fees only applies to the home which will be occupied by Connexions residents.

MOVED by Councillor MACKAY-DUNN

SECONDED by Councillor LITTLE

THAT Development Variance Permit 42.13, to allow for the subdivision of the existing lot at 4410 Capilano Rd into two lots, is ISSUED;

AND THAT subdivision, development cost charges, and other permit application fees in relation to the new North Shore Connexions facility on proposed Lot A in the subdivision at 4410 Capilano Road be waived;

AND THAT staff report back to Council on the necessary mechanisms to achieve this.

CARRIED

With the consent of Council, Mayor Walton varied the order of the agenda as follows:

9.12. District Participation in the National Energy Board Public Hearing Process for the Kinder Morgan Trans Mountain Pipeline Expansion Project
File No. 01.0595.20/006.000

MOVED by Councillor MACKAY-DUNN
SECONDED by Councillor BASSAM

THAT Council direct staff to apply for intervenor status in the National Energy Board's Public Hearing process for the Kinder Morgan Trans Mountain Pipeline Expansion Project.

CARRIED

9.2. Reconsideration of Remedial Action Requirement
1576 Merlynn Crescent
File No. 01.0115.30/002.000

Public Input:

Mr. Joseph Spears, 6000 Block Bay Street, West Vancouver

- Spoke as the legal representative of the owner of 1576 Merlynn Crescent;
- Requested a reconsideration of the remedial action requirement;
- Commented on the need for a debris fence and the cost associated with the installation of this fence; and,
- Requested further information be provided and an opportunity to return to Council with their recommendations.

MOVED by Councillor BASSAM
SECONDED by Councillor LITTLE

The following motion is made without prejudice to either party:

THAT Council extend the deadline for reconsideration to May 1, 2014;

AND THAT Council extend the deadline for the applicants to submit all necessary permit applications to the District from February 15, 2014 to May 15, 2015;

AND THAT Council extend the deadline for completion of the works in accordance with the cited remediation plan and permits by no later than July 31, 2014.

CARRIED

The meeting recessed at 9:15 pm and reconvened at 9:22 pm.

9.3. Bylaw 8034 (Rezoning Bylaw 1304): 962 Montroyal Blvd
Zoning Bylaw Text Amendment (Subdivision Regulations)
File No. 08.3060.20/055.13

MOVED by Councillor LITTLE
SECONDED by Councillor MURI

THAT Bylaw 8034, which amends the Zoning Bylaw by adding specific lot size regulations for the property at 962 Montroyal Blvd to Section 310 Special Minimum Lot Sizes, is given FIRST Reading;

AND THAT Bylaw 8034 be referred to a Public Hearing.

CARRIED

- 9.4. Bylaws 8028 and 8031: Rezoning and Housing Agreement for a 32 Unit Townhouse Project: 1570, 1576 & 1584 East Keith Road and 743, 763 & 777 Orwell St.**
File No. 08.3060.20/041.13

MOVED by Councillor MURI
SECONDED by Councillor NIXON

THAT Bylaw 8028, which rezones the subject site from Residential Single Family 7200 Zone (RS3) to Comprehensive Development 76 (CD76) to enable the development of a 32 unit residential townhouse project, is given FIRST Reading;

THAT Bylaw 8031, which authorizes a Housing Agreement to prevent future rental restrictions, is given FIRST Reading;

AND THAT Bylaw 8028 be referred to a Public Hearing.

CARRIED

- 9.5. Proposed Highway Closing and Dedication Removal Bylaw 8033- East Keith Road – Disposition to Brody Development (2008) Ltd.**
File No. 08.3160.20/045.000

Public Input:

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Expressed concern regarding the sale of public land; and,
- Requested information on the rationale for the price per square foot.

Mr. David Stuart, Chief Administrative Officer, advised that the value of the public land is independently assessed prior to sale and is not necessarily rated at the same rate throughout the District.

MOVED by Councillor MURI
SECONDED by Councillor LITTLE

THAT "East Keith Road Highway Closure Bylaw 8033, 2014" is given FIRST Reading.

CARRIED

- 9.6. Bylaws 8029 and 8032: Rezoning and Housing Agreement For a 7 Unit Townhouse Project: 3014 and 3022 Sunnyhurst Road**

File No. 08.3060.20/04.13

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT Bylaw 8029, which rezones the subject site from Residential Single Family 6000 Zone (RS4) to Comprehensive Development 51 (CD51) to enable the development of a 7 unit residential townhouse project, is given FIRST Reading;

THAT Bylaw 8032, which authorizes a Housing Agreement to prevent future rental restrictions, is given FIRST Reading;

AND THAT Bylaw 8029 be referred to a Public Hearing.

CARRIED

9.7. Development Variance Permit 58.13 – 1080 Marine Drive

File No. 08.3060.20/058.13

This item was withdrawn from the agenda at the request of the applicant.

**9.8. Development Permit 86.11: 2151 Front Street and
2011 Old Dollarton Road (Great West Life Realty Advisors)**

File No. 08.3060.20/086.11

Public Input:

Mr. Michael Reed, 600 Block West Georgia:

- Spoke on behalf of the applicant; and,
- Advised that they are looking for neighbourhood convenience retail to occupy the commercial units.

MOVED by Councillor MURI

SECONDED by Councillor LITTLE

THAT Development Permit 86.11, for a 4 storey, mixed use building and 2 freestanding commercial buildings on the vacant properties located at 2151 Front Street and 2011 Old Dollarton Road, is ISSUED.

CARRIED

9.9. Development Permit 45.13 – 1787 Riverside Drive

File No. 08.3060.20/045.13

MOVED by Councillor LITTLE

SECONDED by Councillor MURI

THAT Development Permit 45.13, which includes a lot width variance, to allow for subdivision of 1787 Riverside Drive into 2 lots, is ISSUED.

CARRIED

**9.10. Interim Support for Core-Funded Arts Groups:
First Instalment on 2014 Grants**

File No. 10.4794-90/001.000

**MOVED by Councillor HICKS
SECONDED by Councillor MURI**

THAT Council approve the first scheduled instalment of annual core funding grants to support the four eligible arts groups identified in the January 22, 2014 report of the Cultural Development Officer;

THAT this first round of 2014 payments, totaling \$317,492 in operating and facility grants, be capped at an amount equivalent to 50% of grant support received in 2013;

THAT the District's portion of this interim instalment, totalling \$148,746 in operating grants, be approved for release to the City of North Vancouver;

AND THAT the balance of the 2014 core funding grants be disbursed in or after June 2014, further to Council's final approval of the budget.

CARRIED

The hour of 10:30 pm having been reached and, as required by Council Policy, it was:

**MOVED by Councillor MURI
SECONDED by Mayor MACKAY-DUNN**

THAT the meeting be continued until 11:00 pm.

CARRIED

**9.11. Committee to Study all of the Cost Benefits of Amalgamation
on the North Shore**

File No. 01.0470.20/001.001

**MOVED by Councillor MACKAY-DUNN
SECONDED by Mayor WALTON**

THAT:

1. Council support the forming of an independent committee consisting of distinguished members of the three North Vancouver communities to examine the all possible benefits of an amalgamation and report back to Council no later than September 8, 2014;
2. Council request that North Vancouver City and the District of West Vancouver support asking the Province to provide funding to assist in any research and/or studies required on a possible amalgamation;
3. The Minister responsible for Municipal Auditor General's office be formally requested to direct the Auditor to assist in this review;
4. Both the City of North Vancouver and the District of West Vancouver be invited to participate in the selection of the members of the committee;

5. In order to ensure that the entire process is impartial and its findings are driven by evidence, politicians and staff should not directly participate except for the selection of the members of the committee and to provide any necessary support or requested information;
6. Subject to the results of the review, the question of amalgamating the three North Shore municipalities be put to our communities by way of referenda in the next municipal election; and,

THAT the referendum question be crafted in consultation with the Province in accordance with appropriate legislation and best practises.

CARRIED

Opposed: Councillor BASSAM, MURI, and NIXON

MOVED by Councillor NIXON

SECONDED by Councillor LITTLE

Council also endorses the following resolution suggested by City of North Vancouver Councillor Guy Heywood:

WHEREAS both elected Councils in North Vancouver are mindful of their responsibility to their constituents to provide the best possible local government in the most effective and economical way;

AND WHEREAS there exists a program offered by the Ministry of Community, Sport, and Cultural Affairs which funds the cost of a "Restructure Study" in order to "obtain objective information on the fiscal impact of restructure implications for local services and political representation, etc"

Be it resolved that the District of North Vancouver Council requests the assistance of the Ministry to undertake a Restructure Study for the community of North Vancouver.

CARRIED

9.13. Neighbourhood Response to Development Variance Permits Being Considered February 3, 2014

MOVED by Councillor MURI

SECONDED by Councillor DMD

THAT Council receive this report for information.

CARRIED

10. REPORTS

Nil

11. ANY OTHER BUSINESS

Nil

12. ADJOURNMENT

MOVED by Councillor MACKAY-DNN

SECONDED by Councillor HICKS

THAT the February 3, 2014 Regular Meeting of Council for the District of North Vancouver be adjourned.

CARRIED
(10:54 pm)

Mayor

Municipal Clerk

REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>FEB . 17 . 2014</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____

SL
Dept.
Manager

B.
GM/
Director

W.D.
CAO

The District of North Vancouver REPORT TO COUNCIL

February 7, 2014
File: 13.6440.10/001

AUTHOR: Susan Haid – Manager, Sustainable Community Development

SUBJECT: Update of Regional Context Statement within the Official Community Plan

RECOMMENDATION:

It is recommended that:

- 1) Bylaw 8026, which updates the Regional Context Statement within the District of North Vancouver Official Community Plan, be given First Reading.
- 2) Bylaw 8026 be referred to a Public Hearing.

REASON FOR REPORT:

To update the Regional Context Statement within the District of North Vancouver Official Community Plan (OCP) in acknowledgement of Metro Vancouver's new Regional Growth Strategy, *Metro Vancouver 2040, Shaping our Future*.

SUMMARY:

At the January 27, 2014 Council Committee of the Whole meeting, the proposed update to the OCP regional context statement (Attachment A) was discussed and the Committee recommended that staff prepare the amending bylaw to update the context statement for Council's consideration.

The update of the Regional Context Statement is predominantly an administrative or housekeeping matter to recognize the Regional Growth Strategy (RGS) acceptance and the repeal of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council. The District's OCP was adopted in June, 2011 just prior to the Metro Board's acceptance of the new Regional Growth Strategy in July, 2011. As such, the current Regional Context Statement in the OCP recognizes the status of both regional plans at that time.

Under the *Local Government Act (Section 866)*, Municipal OCP's are required to have Regional Context Statements to identify how the OCP is generally consistent with or working

SUBJECT: Update of Regional Context Statement within the Official Community Plan

February 7, 2014

Page 2

towards consistency of the Regional Growth Strategy for their area. The District's Regional Context Statement needs to be updated to reflect the adoption of the new RGS.

Overall, there are no changes to the OCP policies associated with this Regional Context Statement update. The update to the Regional Context Statement primarily:

- removes references to the former Livable Region Strategic Plan
- further articulates how the OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as since approved by TransLink and Metro Vancouver)
- references OCP implementation plans approved by Council as key means to advance regional goals in the context of the District (Town and Village Centre implementation plans, Transportation Plan, Parks and Open Space Strategic Plan)
- references new Development Permit Areas for the Natural Environment and for Natural Hazards in support of regional goals.

BACKGROUND:

Attachment A contains the Committee of Whole report which provides comprehensive background and a full analysis of the proposed updates to the regional context statement.

The updated regional context statement will be submitted to the Metro Vancouver Board for consideration of acceptance following public hearing, typically at third reading of the bylaw. Under the *Local Government Act*, the Board has 90 days to accept or not accept a regional context statement. If it does not accept a regional context statement, it must specifically indicate why the context statement is not generally consistent with the RGS.

District staff have been working closely with Metro and TransLink staff on the update of the District's regional context statement and feel it is generally consistent with the RGS.

Conclusion:

The update of the Regional Context Statement is predominantly an administrative matter to recognize the RGS's acceptance and the repeal of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council in June, 2011. The updates:

- remove references to the former Livable Region Strategic Plan
- further articulate how OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as since approved by TransLink and Metro Vancouver)

SUBJECT: Update of Regional Context Statement within the Official Community Plan

February 7, 2014

Page 3

- references new OCP Development Permit Areas and implementation plans as means to advance regional goals.

Options:

It is recommended that:

- 1) Bylaw 8026, which updates the Regional Context Statement within the District of North Vancouver Official Community Plan, be given First Reading; and
- 2) Bylaw 8026 be referred to a Public Hearing.

Alternatively, Council may:

- 3) direct staff on an alternate course of action.

Respectfully submitted,


Susan Haid
Manager, Sustainable Community Development

REVIEWED WITH:		
<input checked="" type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

The Corporation of the District of North Vancouver

Bylaw 8026

A bylaw to amend The District of North Vancouver Official Community Plan Bylaw 7900, 2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "The District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8026, 2013 (Amendment 9)".

2. Amendments

The following amendments are made to the "District of North Vancouver Official Community Plan Bylaw 7900, 2011":

- a) By deleting "Schedule C: Regional Context Statement", in its entirety, and replacing it with "OCP Schedule C: Regional Context Statement" as attached to this Bylaw as Schedule 1.

READ a first time this the

PUBLIC HEARING held on this the

READ a second time this the

READ a third time this the

ADOPTED this the

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

OCF SCHEDULE C: REGIONAL CONTEXT STATEMENT

AUTHORITY AND PURPOSE OF SCHEDULE C

The District of North Vancouver is required under Section 866 of the Local Government Act to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro Vancouver 2040: Shaping our Future Regional Growth Strategy (Bylaw 1136, 2011).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

INTRODUCTION

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the 2011 Regional Growth Strategy.

Compact Growth Management

Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area

The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside

the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

Sustainable Economy

Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy

The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.

The Natural Environment and Climate Change

Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

Complete Communities

Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities

The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.

Transportation Choice

Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices

The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.

The remaining sections 1 to 5 of this Schedule, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in the proposed Regional Growth Strategy Metro Vancouver 2040: Shaping our Future (Bylaw 1136).

Regional Goal 1: Create a Compact Urban Area

The growth management and land use policies contained in the District's OCP (chapters 1 and 2) direct future development and redevelopment in the District in a way to create a compact urban area. This OCP affirms an Urban Containment Boundary, restricts uses and development outside this boundary, and directs residential, office and retail growth to a transit efficient Network of Centres.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
<p>Strategy 1.1.3 a</p> <p>Depict the Urban Containment Boundary</p>	<p>Urban Containment Boundary illustrated on Regional Features Map</p>
<p>Strategy 1.1.3 b</p> <p>Provide population, dwelling unit and employment projections</p>	<p>Urban Containment Boundary established and growth restricted outside it (Policy 1.1 and 1.2)</p> <p>Parks, Open Space and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (District wide Land Use Map, Parks and Trails Map)</p> <p>The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2006 census counted 82,500; 2011 census has since confirmed 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and between 4,000 and 5,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30,000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 by 2030. These figures meet or are generally consistent with RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP anticipates formal reviews of the OCP to occur every five years. The District will work towards consistency with the RGS projections to 2041 in subsequent OCP reviews. Current 2041 RGS figures (114,000 population 45,000 dwelling units, 40,000 jobs) are recognized as being consistent with the trajectory described in the OCP.</p>

<p>Strategy 1.2.6 a</p> <p>Provide dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>75-90% of residential growth is directed to four centres on a 'Network of Centres' (Target 1, Map 1 – Network of Centres Concept). The three DNV growth centres with regional designations (i.e. Lynn Valley Municipal Town Centre, and Lower Lynn and Lower Capilano/Marine Drive FTDAs) are anticipated to account for up to 75% of new residential development (up to approximately 25% in Lynn Valley, 30% in Lower Lynn, and 20% in Lower Capilano/Marine Drive). This nodal growth pattern generally supports the RGS region-wide guideline (Table 2) of 68% of residential growth to occur within Urban Centres and Frequent Transit Development Areas. One of the District's four growth centres (Lynn Valley) is designated as a Municipal Town Centre in the RGS, and two (Lower Lynn and Lower Capilano/Marine) are FTDAs. Implementation planning that has occurred since OCP adoption had refined the vision for Lynn Valley as a predominantly low to medium rise centre. As the OCP designates Lower Lynn as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District's intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre.</p> <p>Medium and higher density residential and mixed use land use designations are applied to these centres, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), as shown in OCP Map 2.</p> <p>Policies direct residential growth to these centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5).</p> <p>RGS guidelines (Table 2) indicate employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). RGS Table 2 also anticipates 16% of the region's overall job growth may occur within the 17 Municipal Town Centres, of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lower Lynn Town Centre and Lower-Capilano Village Centre. The District's intent, as it develops over time, is for Lower Lynn in addition to Lynn Valley to achieve regional status as a Municipal Town Centre. The OCP provides significant policy support for job growth in our Municipal Town Centre and FTDAs. Office and retail development are directed to these centres (Policies 2.1.3, 3.1.3, 3.1.4). Higher density Commercial Residential Mixed Use land use designations are applied to these centres, including Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) to facilitate office and retail development, as shown in OCP Map 2. OCP policies and land use designations are anticipated to direct employment growth to Lynn Valley Municipal Town Centre and Lower Lynn and Lower Capilano -</p>
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	<p>Marine Drive FTDA in a manner consistent with the job distribution described in the RGS Table 2, and the District will work towards detailed job allocation between these centres in subsequent OCP reviews.</p> <p>Employment growth is also anticipated in locations immediately adjacent to OCP growth centres. The Marine Drive frequent transit corridor, anchored by the Lower-Capilano FTDA provides frequent transit access to Light Industrial Commercial designated lands on Pemberton Avenue. Light Industrial Commercial lands on Pemberton Avenue are all situated between 100m and 800m of frequent transit on Marine Drive. Maplewood Village Centre also has significant employment growth potential through relatively high density Commercial Residential Mixed Use designations (Commercial Residential Mixed Use Level 2, up to 2.5 FSR) and Light Industrial Commercial areas both within and adjacent to the centre boundary. Light Industrial Commercial areas outside the centre boundary are immediately adjacent (across the street) and will benefit from the same transit improvements facilitated by residential and commercial growth within the centre.</p> <p>In addition to policies and land use designations encouraging employment growth in centres and corridors, a strong emphasis in the OCP is placed on preserving and intensifying economic activity in the District's Industrial and Light Industrial Commercial employment lands (Chapter 3), policies that are consistent with RGS Strategy 2.2.</p> <p>The OCP provides for approximately 3000 units in Lower Lynn Town Centre, up to approximately 2500 new units in Lynn Valley Town Centre; and 2000 in Lower Capilano-Marine Drive Village Centre and corridor, the latter both FTDA's. It also accommodates an estimated 1500 units in Maplewood Village Centre. The target of concentrating 75-90% of growth to these centres provides flexibility and units may be adjusted within the proposed range as needed. Implementation plans further guide development form, density, transportation improvements and amenities. The OCP targets an increase from a baseline of 22,000 fixed workplace jobs, and 26,000 to 27,000 total jobs (including jobs with no fixed workplace) to 36,000 total jobs in 2030 which is consistent with RGS Table A.1. The OCP directs these jobs to the Municipal Town Centre and FTDA's as described above. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP commits to formal reviews of the OCP to occur every five years. Consistency with the RGS projections to 2041 will be achieved through these reviews and 2041 RGS figures are recognized as being consistent with the trajectory described in the OCP.</p>
<p>Strategy 1.2.6 b i</p> <p>Identify location and</p>	<p>Urban Centres illustrated on Regional Features Map</p>

<p>boundaries of Centres</p>	<p>Lynn Valley is identified at the Municipal Town Centre</p> <p>Lower Lynn is as a FTDA (Policy 2.4.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre</p> <p>Lower Capilano-Marine is a FTDA</p>
<p>Strategy 1.2.6 b ii</p> <p>Focus growth and development in Centres</p>	<p>Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). The District's intent is to request Lower Lynn, which is also designated as a Town Centre in the District's OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced.</p> <p>Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2).</p> <p>Mix and intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1)</p> <p>Residential growth directed to Centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7)</p> <p>Infrastructure investment directed to Centres (Policy 2.1.4) and infrastructure planning coordinated with Centres planning (Section 11.1)</p> <p>Major office and retail development directed to Centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4)</p> <p>New park and open space planned for Town Centres (Policy 4.2.2)</p> <p>Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1)</p> <p>District Council has approved implementation plans for Lower Lynn Town Centre (2013), Lower Capilano Marine Village Centre (2013) and Lynn Valley Town Centre (2013) to provide specific guidance on development of these centres including transportation strategies, form and character of development, infrastructure improvements, community amenities and parks and open spaces. An implementation plan for Maplewood Village Centre will</p>

	also be prepared.
Strategy 1.2.6 b iii Encourage office development in Centres	Major office development directed to centres specifically regionally designated FTDA's and the Municipal Town Centre (Policies 2.1.3, 3.1.4) Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) as shown on Land Use Map (OCP Map 2).
Strategy 1.2.6 b iv Reduce parking in Centres where appropriate	Parking reductions in centres and corridors considered (Policy 5.1.8) Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service
Strategy 1.2.6 c i Identify Frequent Transit Development Areas (FTDA's)	Proposed Frequent Transit Development Areas illustrated on Regional Features Map
Strategy 1.2.6 c ii Focus growth and development in Frequent Transit Development Areas (FTDA's)	Lower Lynn is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Lynn a Town Centre (Policy 2.1.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre. Lower Capilano/Marine is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Capilano/Marine a Village Centre (Policy 2.2.1) Lower Lynn and Lower Capilano/Marine are situated at both bridgeheads and positioned to be major nodes on the lower level frequent transit corridor. Higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2). Land use policies, including residential growth and affordable and rental housing (Policies 2.1.2, 7.2.7), office and retail development (Policies 2.1.3,

	<p>3.1.3, 3.1.4), and infrastructure investment (Policy 2.1.4) provide transit support</p> <p>Transit policies established to facilitate frequent service (Policy 1.4, Section 5.1, 5.4.2, 5.4.3, 5.4.4, 5.5.2)</p>
<p>Strategy 1.2.6 c iii</p> <p>Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate</p>	<p>Parking reductions in centres (including regionally designated FTDAs) considered (Policy 5.1.8)</p> <p>Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service</p>
<p>Strategy 1.2.6 d i</p> <p>Identify the General Urban Area</p>	<p>Urban Area illustrated on Regional Features Map</p>
<p>Strategy 1.2.6 d ii</p> <p>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p>	<p>Land Use designations are generally of lower density outside the Municipal Town Centre and proposed Frequent Transit Development Areas. Commercial Residential Mixed Use designations are lower density at 1.75 FSR (compared to 2.5 FSR and 3.5 FSR within centres/FTDAs), and residential densities are lower at 0.55 FSR to 1.75 FSR, with some existing 2.5 FSR (compared to 1.2 FSR to 3.5 FSR within centres/FTDAs) as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</p>
<p>Strategy 1.2.6 d iii</p> <p>Identify small scale Local Centres where appropriate</p>	<p>The Network of Centres (Chapter 2) contains existing Village Centres that provide and are encouraged to continue to provide a mix of housing, local serving commercial uses, and remain significant nodes on the transit network. These are largely reflected in RGS Map 11.</p>
<p>Strategy 1.2.6 d iv</p> <p>Exclude non-residential major trip-generating uses outside Centres and</p>	<p>Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism,</p>

Frequent Transit Development Areas (FTDAs)	recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in subsequent OCP reviews.
Strategy 1.2.6 d v Encourage infill development	Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policy 2.3.5, 2.3.6, and 7.1.2) and transit corridors (Policies 2.4.2 and 2.4.3)
Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)	N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas
Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities	Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)
Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5) Policy sections to support transit (Section 5.4), cycling (Section 5.3) and walking (Section 5.2), with particular focus on integrating these modes with the Network of Centres land use concept (Section 5.1)
Strategy 1.2.6 f iii Implement transit priority measures	Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2) Centres policies in Schedule A (as shown in Mobility Maps in Schedule A of the

where appropriate	OCP)
Strategy 1.2.6 f iv Support district and renewable energy where appropriate	District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)
Strategy 1.3.3 a Identify Rural areas	Rural areas illustrated on Regional Features Map
Strategy 1.3.3 b Limit development in Rural areas	<p>Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision.</p> <p>Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential land use designation does not envision intensification of use through the extension of services.</p> <p>Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</p>
Strategy 1.3.3 c i Specify allowable density and form of land uses in Rural areas	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A), providing for low density detached housing on large lots (up to 0.35 FSR)
Strategy 1.3.3 c ii Support agricultural uses in agricultural areas	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)

Regional Goal 2: Support a Sustainable Economy

The urban structure, employment lands and economic development policies contained in the District's OCP (chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate.

Specific Actions

<p>Strategy 2.1.4 a</p> <p>Support appropriate economic activity in Urban Centres, FTDA's, Industrial and Mixed Employment Areas</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3) .</p> <p>Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through 12 policies in Chapter 3. Note: the District does not have lands within Metro Vancouver's 'Mixed Employment' designation.</p> <p>Economic development is promoted by: maintaining community competitiveness and providing competitive government services (17 policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c)</p>
<p>Strategy 2.1.4 b</p> <p>Support the development of office space in Urban Centres</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3)..</p> <p>Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Schedule A (Town and Village Centre Policies) includes policies promoting office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lower Lynn and Lower Capilano FTDA's.</p> <p>Policy 3.1.4 directs major office uses to the Network of Centres</p>

<p>Strategy 2.1.4 c</p> <p>Discourage major commercial and institutional development outside of Urban Centres and FTDA's</p>	<p>Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4)</p> <p>Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1)</p> <p>A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6)</p> <p>Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR)</p> <p>Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (OCP Map 1) and is deemed suitable for development where this is integrated with the District's urban structure. Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions and OCP Map 14 (Regional Features Map).</p>
<p>Strategy 2.1.4 d</p> <p>Support the economic development of Special Employment Areas, post-secondary institutions and hospitals through land use and transportation</p>	<p>The economic development of Capilano University is to be integrated with the District's urban structure, i.e. the Network of Centres concept that coordinates land use and transportation planning (Policy 2.2.8). Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions.</p> <p>Expansion of post-secondary institutions (Capilano University) is encouraged (Policy 8.1.6)</p> <p>Goods movement and improved access to key port areas and airports are supported (Policies 5.5.3, 8.1.4, 8.1.5)</p> <p>Infrastructure and transportation improvements in employment lands (District and RGS industrial land, including the port) are promoted (Policy 3.4.1)</p> <p>General land use policies (including housing, parks) are directed to promote economic development by attracting investment to the community (Section 8.1)</p>

Strategy 2.2.4 a Identify Industrial areas	Industrial areas illustrated on Regional Features Map
Strategy 2.2.4 b i Support and protect industrial uses	Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)
Strategy 2.2.4 b ii Support appropriate accessory uses to Industrial	Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)
Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) and residential uses are limited to accessory caretaker units (Policy 3.1.2)
Strategy 2.2.4 b iv Encourage better utilization and intensification of Industrial	Intensification and better utilization of Industrial areas encouraged (Section 3.2)
Strategy 2.2.4 c Identify Mixed Employment areas	N/A - The District does not have Mixed Employment areas

Strategy 2.2.4 d Policies for Mixed Employment areas	N/A - The District does not have Mixed Employment areas
Strategy 2.2.4 e Help reduce environmental impacts and promote energy efficiency	<p>Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6)</p> <p>High quality development standards are encouraged in employment lands (Policy 3.4.2)</p> <p>Goods movement and transportation improvements, including access to key port areas help reduce environmental impacts (Policies 3.4.1, 5.5.3, 8.1.4, 8.1.5)</p> <p>Green building and water conservation practices promoted (Policy 10.1.1)</p>
Strategy 2.3.6 a Identify Agricultural areas	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b i Assign regional land use designations for agriculture	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b ii Discourage subdivision of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b iii Improve infrastructure services to agricultural areas	N/A - The District does not have Agricultural areas

Strategy 2.3.6 b iv Manage the agricultural-urban interface	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b v Support agricultural economic development opportunities	Community gardens, urban agriculture and farmers markets are promoted (Policies 6.3.12, 6.3.13)
Strategy 2.3.6 b vi Encourage use of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b vii Support information programs on food and local agriculture	<p>Initiatives promoting healthy local foods and food production supported (Policy 6.3.12)</p> <p>Collaboration with agencies and partners to provide food access (Policy 6.3.14)</p> <p>A food policy to support community and environmental health to be developed (Policy 6.3.15)</p>

Regional Goal 3: Protect the Region's Environment and Respond To Climate Change Impacts

The Environmental Management and Climate Action policies contained in the District's OCP (chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and to manage risks from natural hazards. The Conservation and Recreation areas illustrated on the Regional Features Map (Map 14) include regionally significant natural assets, major parks, watersheds and ecologically important areas. Since the adoption of the OCP, District Council approved the Parks and Open Space Strategic Plan (POSSP) in 2012 which is a strategic action plan to implement OCP policies. Centres implementation plans being developed following the OCP include consideration of integrated stormwater management and green infrastructure measures.

Specific Actions

Strategy 3.1.4 a Identify Conservation and Recreation areas	Conservation and Recreation areas illustrated on Regional Features Map
Strategy 3.1.4 b i to vi Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses, and limited agriculture	<p>Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, and outdoor recreation (Map 2, DNV OCP Map). Map 3, DNV Parks and Trails Concept Map identifies different types of park and conservation areas and trail linkages.</p> <p>A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2)</p>
Strategy 3.1.4 c Where appropriate, buffer Conservation and Recreation areas from adjacent activities	Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.
Strategy 3.2.4 Manage ecologically important areas	<p>Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1)</p> <p>Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7)</p> <p>Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4)</p>

<p>Strategy 3.2.5</p> <p>Develop and manage municipal components of regional greenways and trails</p>	<p>Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15)</p> <p>New trails planned for in growth areas (Policy 4.2.2)</p> <p>Region-wide cycling network coordinated (Policy 5.3.4)</p> <p>Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 3.2.6</p> <p>Identify measures to protect, enhance and restore ecologically important systems</p>	<p>Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3)</p> <p>Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</p>
<p>Strategy 3.2.7</p> <p>Consider watershed, ecosystem and/or integrated stormwater management</p>	<p>Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</p>
<p>Strategy 3.3.4 a</p> <p>Identify land development and transportation strategies to reduce greenhouse gases</p>	<p>Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target</p> <p>Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4). Centres include the Municipal Town Centre and two proposed FTDA's.</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1)</p> <p>Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</p>

<p>Strategy 3.3.4 b</p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Network support for alternative energy vehicles provided as necessary (Policy 5.5.8)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A)</p> <p>Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3)</p> <p>Section established to support alternative energy systems, including district systems (Section 10.2)</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6)</p> <p>Pedestrian and bicycle access to transit enhanced (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6)</p> <p>Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3)</p>
<p>Strategy 3.3.4 c</p> <p>Focus infrastructure and amenity investments in centres and corridors</p>	<p>Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6)</p> <p>Infrastructure investment directed to centres (Policy 2.1.4)</p> <p>Infrastructure planning, management and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1)</p> <p>Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3)</p>
<p>Strategy 3.3.4 d</p> <p>Support integrated stormwater management and water conservation</p>	<p>Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation</p>

<p>Strategy 3.4.4</p> <p>Encourage settlement patterns that minimize climate change and natural hazard risks</p>	<p>Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B)</p> <p>Climate change risks to be assessed to inform community planning and design (Policy 10.4.2)</p>
<p>Strategy 3.4.5</p> <p>Consider climate change and natural hazard risk assessments in planning municipal assets</p>	<p>Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</p>

Regional Goal 4: Develop Complete Communities

The establishment of a Network of Centres through growth management and urban structure policies, and the housing, social well-being and community infrastructure directions to support those centres, contained in the District's OCP (chapters 1, 2, 6 and 7) work together to establish complete communities. This OCP leverages residential growth to provide more diverse and affordable housing options, and promotes social well-being and community health through accessible services and amenities.

Specific Actions

<p>Strategy 4.1.7 a</p> <p>Work towards meeting future housing demand estimates</p>	<p>OCP identifies capacity for an additional 10,000 units over a 20-year planning horizon, which fully accommodates the 10-year housing demand estimate of 4,000 units over the next 10 years. The District will work towards addressing the sub-components of this demand (Strategy 4.1.7 a i to iv) as described below.</p> <p>Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).</p>
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<p>Strategy 4.1.7 a i</p> <p>Articulate the need for housing diversity</p>	<p>The District's urban structure directs Commercial Residential Mixed Use and multifamily developments to centres (Policies 2.1.2, 2.2.4, 2.2.5)</p> <p>A broad range of housing types are provided for (Policies in Section 7.1)</p> <p>Balanced and diverse housing supply promoted as an economic benefit (Policy 8.1.1)</p> <p>Schedule A, Town and Village Centre Policies includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles. More detailed housing policies are being developed in Centres Implementation plans.</p> <p>Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)</p>
<p>Strategy 4.1.7 a ii</p> <p>Increase diverse supply through infill and increased density</p>	<p>Commercial Residential Mixed Use and multifamily developments in centres (Policies 2.1.2, 2.2.4, 2.2.5, Target 2) increase supply and diversity of housing by allowing increased density and more compact housing than existing predominantly single family stock</p> <p>Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify sensitive infill options (such as coach houses, duplexes) in appropriate locations including sites adjacent to centres, corridors, commercial, institutional uses (Policies 2.3.5, 2.3.6, 2.4.3, 7.1.2, Section 12.3.1)</p>
<p>Strategy 4.1.7 a iii</p> <p>Assist senior governments in providing affordable rental</p>	<p>Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5)</p> <p>Rental housing supported through Section 7.2, with specific direction to include rental and affordable housing policies in plans for transit-oriented centres (Policies 7.2.7, 7.3.2).</p> <p>Housing policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres promote provision of affordable and rental housing</p> <p>Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)</p>

Strategy 4.1.7 a iv Facilitate affordable housing through diverse municipal measures	<p>District land and facilities to facilitate and help leverage affordable housing (Policies 7.4.3, 7.4.4)</p> <p>Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3)</p> <p>Financial incentives such as reduced development cost charges considered (Policy 7.3.7)</p>
Strategy 4.1.8 a to f Prepare and implement Housing Action Plans	<p>Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).</p> <p>Consistency with regional expectations of the Housing Action Plans described in 4.1.8 sub-bullets a to f will be achieved through the District's Housing Action Plans.</p>
Strategy 4.2.4 a Support compact Commercial Residential Mixed Use communities	<p>Residential and commercial growth is directed to a network of transit oriented centres (Policies 1.3, 1.4)</p> <p>Land use and urban design considerations are made to ensure centres have high quality transit, pedestrian and bicycle infrastructure and service opportunities (Section 5.1 and Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)</p>
Strategy 4.2.4 b Locate community hubs and affordable housing in transit accessible areas	<p>Community infrastructure investment is directed to centres (Policy 2.1.4) and infrastructure planning is coordinated with the Network of Centres (Section 11.1)</p> <p>Target for a community hub facility within easy access of each centre established (Target 6)</p> <p>Provision of rental and affordable housing focussed in centres (Policies 7.2.7, 7.3.2 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)</p>
Strategy 4.2.4 c Provide public	<p>New park and open space provided in centres (Policy 4.2.2)</p> <p>Public realm and pedestrian environment improved (Policies 5.1.5, 5.1.6)</p>

spaces	<p>Target for a community hub facility within easy access of each centre established (Target 6)</p> <p>Public space in public facilities retained (Policy 6.3.8)</p> <p>Outdoor and indoor facilities integrated to contribute to public realm (Policy 6.3.10)</p> <p>Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres support community facility, open space and public realm enhancements</p>
<p>Strategy 4.2.4 d</p> <p>Support active living</p>	<p>Healthy and active living promoted (Policy 6.2.4)</p> <p>Extensive and high quality parks and outdoor recreation opportunities provided (Sections 4.1 and 4.2)</p> <p>Enhanced pedestrian and bicycle environments provided (Sections 5.1, 5.2, 5.3 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)</p>
<p>Strategy 4.2.4 e</p> <p>Support food production and distribution</p>	<p>Local food production and distribution supported through community gardens, urban agriculture, farmers markets and other initiatives (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)</p>
<p>Strategy 4.2.4 f</p> <p>Assess health implications in planning</p>	<p>Memorandum of understanding signed between District and local health authority to integrate health perspectives into OCP planning process and content development (Introduction, Acknowledgements section). OCP urban structure of a network of pedestrian and cycle friendly centres has positive health implications (Chapters 2 and 5)</p> <p>Air quality improvements promoted through regional directives, land use and transportation planning, promotion of clean fuel, and anti-idling initiatives (Section 9.5)</p>
<p>Strategy 4.2.4 g</p> <p>Support universally accessible</p>	<p>Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3)</p>

community design	<p>Adaptive Design provided for in residential development (Policy 7.1.5)</p> <p>Centres and corridors encouraged to be universally accessible (Policy 5.1.4)</p> <p>Universal accessibility at transit stops worked towards (Policy 5.4.8)</p>
<p>Strategy 4.2.4 h</p> <p>Identify small scale local centres</p>	<p>A Network of Centres established (Policy 1.3) comprising two Town Centres (Lynn Valley and Lower Lynn - Policy 2.1.1) and six Village Centres (Maplewood, Lower Capilano/Marine drive, Queensdale, Deep Cove, Parkgate, Edgemont - Policy 2.2.1)</p> <p>In addition to the Municipal Town Centre (Lynn Valley Town Centre), Lower Lynn Town Centre and Lower Capilano/Marine Village Centre are proposed as FTDAs</p> <p>A transit supportive mix of uses is provided in each centre according to their scale (Policies 1.4, 2.1.2, 2.1.3, 2.2.3, 2.2.4, 2.2.5)</p>
<p>Strategy 4.2.4 i</p> <p>Recognize Special Employment Areas</p>	<p>There are no Special Employment Areas of regional significance in the District</p> <p>Local Centres (as per regional Map 11) that are not FTDAs are recognized as Village Centres (Section 2.2)</p> <p>Capilano University is recognized as being integrated with the District's transit friendly Network of Centres (Policy 2.2.8)</p>

Regional Goal 5: Support Sustainable Transportation Choices

This OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement. The Plan Implementation Strategies in 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Transportation. Following adoption of the OCP, the Transportation Plan was prepared and approved by Council in 2012. It contains detailed strategies to implement OCP transportation policies and encompasses areas pertaining to: Walking, Cycling, Transit, Road Safety, Road Designation, Road Network, Transportation Demand Management and Funding, Implementation and Monitoring.

Specific Actions



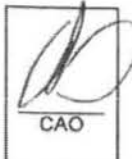
Strategy 5.1.6 a	Target established of achieving a 35% mode share of transit, walking
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<p>Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network</p>	<p>and cycling trips (Target 5)</p> <p>An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6)</p> <p>Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2)</p> <p>High quality transit, pedestrian and bicycle facilities and infrastructure promoted within the Network of Centres (Section 5.1)</p> <p>Mobility maps and associated policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</p>
<p>Strategy 5.1.6 b</p> <p>Support transportation system demand management and supply measures</p>	<p>Parking reductions in centres and FTDA's considered (Policy 5.1.8, Regional Features Map)</p> <p>Centres Implementation Plans include parking strategies and considering parking reductions where appropriate and frequent transit available.</p> <p>Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2)</p> <p>Policies supporting pedestrian facilities in Section 5.2</p> <p>Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3</p> <p>Policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</p>

<p>Strategy 5.1.6 c</p> <p>Manage and enhance municipal infrastructure to support of transit, cycling and walking</p>	<p>Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6)</p> <p>Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4)</p> <p>Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1)</p> <p>Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2)</p> <p>Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7, 5.2.2, 5.2.3, 5.3.2, 5.3.3)</p> <p>Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 5.2.3 a</p> <p>Map goods and service vehicle movement routes</p>	<p>Roads and Goods Movement Concept Map is included in the OCP as Map 5, which indicates routes for goods and service vehicles</p> <p>Detailed network maps are included in the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p>
<p>Strategy 5.2.3 b</p> <p>Support efficient movement of goods, services and passengers</p>	<p>Land use and integrated transportation policies creating a Network of Centres optimize passenger and goods movement on the road network by facilitating transit, pedestrian and bicycle transportation, thereby taking pressure off road network (Sections 2.1, 2.2, 5.1, 5.2, 5.3, 5.4)</p> <p>Goods movement facilitated (Policy 5.5.3)</p> <p>Arterials managed to maintain flow and mobility (Policy 5.5.5)</p> <p>Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10)</p> <p>Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p> <p>Employment Lands Policy 3.4.1 to promote infrastructure, transportation and municipal service improvements in employment lands</p>

<p>Strategy 5.2.3 c</p> <p>Support development of transportation system, management strategies</p>	<p>Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2)</p> <p>Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p>
<p>Strategy 5.2.3 d</p> <p>Support protection of rail rights-of-way and waterway access</p>	<p>Policy 5.5.3 to facilitate effective goods movement and work with federal and provincial agencies to improve access to key port, industrial and commercial areas, while encouraging goods movement by rail or water</p> <p>Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses.</p> <p>Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors.</p> <p>Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4)</p> <p>Detailed network management policies prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1). Council approved the Transportation Plan in 2012.</p>

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Committee of the Whole	Date: <u>Jan. 27. '14.</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COMMITTEE

January 16, 2014

File:

AUTHOR: Susan Haid – Manager, Sustainable Community Development
David Hawkins – Policy Planner

SUBJECT: Update of OCP Regional Context Statement

RECOMMENDATION:

THAT the Committee of the Whole provide comments on the draft updated Regional Context Statement outlined in this report; and

THAT the Committee of Whole recommend to Council:

THAT staff prepare the bylaw for amending the Regional Context Statement and forward it to Council for consideration

REASON FOR REPORT:

To gain feedback on the update of the OCP Regional Context Statement at the Council Committee of Whole meeting, January 27, 2014. Metro Vancouver staff will also attend this meeting to assist in the discussion and respond to potential questions pertaining to the Regional Growth Strategy (RGS).

SUMMARY:

The update of the Regional Context Statement is predominantly an administrative or housekeeping matter to recognize the RGS's adoption and the rescinding of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council. The District's OCP was adopted in June, 2011 just prior to the Metro Board's acceptance of the new Regional Growth Strategy in July, 2011. As such, the Regional Context Statement in the OCP recognizes the status of both regional plans at that time.

Under the *Local Government Act*, Municipal OCP's are required to have Regional Context Statements to identify how the OCP is generally consistent with or working towards consistency of the Regional Growth Strategy for their area. The District's Regional Context Statement needs to be updated to reflect the adoption of the RGS.

Overall, there are no changes to the OCP policies associated with this Regional Context Statement update. The update to the Regional Context Statement primarily:

- removes references to the former Livable Region Strategic Plan
- further articulates how the OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as approved by TransLink)
- references OCP implementation plans approved by Council as key means to advance regional goals in the context of the District (Town and Village Centre implementation plans, Transportation Plan, Parks and Open Space Strategic Plan)
- references new Development Permit Areas for the Natural Environment and for Natural Hazards in support of regional goals.

BACKGROUND:

The OCP was adopted by Council in June, 2011. It contains a Regional Context Statement that identifies the relationship and general consistency of the OCP with the Regional Growth Strategy for Metro Vancouver as required under Section 866 of the *Local Government Act*. At the time of the OCP adoption, a new RGS was in the process of being considered for acceptance by municipalities in the Region. It was subsequently accepted by all municipalities and the Metro Vancouver Board in July 2011. Due to this transition period whereby the previous regional plan, the Livable Region Strategy Plan, was in force and the new RGS was about to be adopted, the District's Regional Context Statement necessarily related to both regional plans. This Regional Context Statement, which was approved by Council and accepted by the Metro Board at the time, is contained as Schedule C within the OCP (see: <http://identity.dnv.org/article.asp?c=1149>)

With adoption of the new RGS in July 2011, the Livable Region Strategic Plan was rescinded. Municipalities are required to submit an updated Regional Context Statement that identifies how the OCP is generally consistent with the RGS. Regional Context Statements must be approved by Council and accepted by the Metro Board (per *Local Government Act, Section 866*). The District's Regional Context Statement has been updated to remove references to the former Livable Region Strategic Plan, show the relationship to RGS policies more clearly in several areas, and refer to District OCP implementation policies subsequently approved by Council to further show how OCP actions support regional goals.

The District's OCP strongly recognized and related to the emerging RGS goals at the time it was developed. Our Regional Context Statement was acknowledged at the time as a useful template for municipal Regional Context Statement updates under the new RGS. The current update of the Regional Context Statement is largely a plan administration or 'housekeeping' matter. No Council adopted OCP policies need to be amended to achieve general consistency with the RGS. It is only the previous Regional Context Statement (Schedule C) that needs amending for administrative purposes.

District staff have worked with staff at Metro Vancouver as well as TransLink to prepare the draft update to the District's Regional Context Statement. Council feedback is sought at this time. Following Council feedback and any further refinements, the updated Regional Context Statement will be forwarded as an amending bylaw to the OCP for Council consideration. Once the amending bylaw has received public hearing, it is submitted to the Metro Board for consideration of acceptance.

EXISTING POLICY:

The District's Official Community Plan, Bylaw 7900, adopted by Council June 27, 2011, contains a Regional Context Statement (Schedule C, pp. 134 – 158) that identifies how the OCP is generally consistent with the Livable Region Strategic Plan 1996 (now rescinded) and the (about to be adopted) Metro Vancouver Regional Growth Strategy. The existing Regional Context Statement was accepted by the Metro Board In June, 2011.

The Regional Growth Strategy, Bylaw 1136, Metro Vancouver 2040, Shaping our Future, was accepted by the Metro Vancouver Board on July 29, 2011. All member municipalities in the Metro Region ultimately approved the RGS prior to its acceptance by the Board (District Council accepted the RGS in March, 2011).

The Local Government Act, Section 866, requires that OCPs include a Regional Context Statement that identifies how the OCP is generally consistent with the RGS and where necessary, how the OCP will work towards consistency over time.

Metro Vancouver has prepared and the Board has endorsed a guidebook for municipalities to prepare updated Regional Context Statements to support the new RGS (available at: http://public.metrovancouver.org/planning/development/strategy/GrowthStrategyDocs/1136RGS_ContextGuide1_Mar2a.pdf)

ANALYSIS:

The updated draft RCS is provided in Attachment 1. The essence of how the OCP is consistent with the five main goals of the RGS is summarized in the Introduction of the updated draft Regional Context Statement (copied below) which is the same as that within the OCP except references to the previous Livable Region Strategic Plan have been removed:

Introduction

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential

neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in *the 2011 Regional Growth Strategy*.

Compact Growth Management

Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area

- The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

Sustainable Economy

Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy

- The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.

The Natural Environment and Climate Change

Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

- The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

Complete Communities

Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities

- The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.

Transportation Choice

Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices

- The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.

Remaining updates are summarized in the table below with those sections of the updated draft regional context statement shown in green italicized text¹ (Attachment 1):

Regional Goal 1: Create a Compact Urban Region	
RGS Strategy	DNV OCP
1.1.3b Population, dwelling unit and employment projections	<ul style="list-style-type: none"> • Additional detail on OCP base numbers and projections for dwelling units, employment and population • As RGS projections to 2041 are beyond the OCP planning horizon, the District will work towards consistency with RGS projections to 2041 in subsequent OCP reviews
1.2.6a dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas	<ul style="list-style-type: none"> • Additional detail on OCP projections for centres • Reference to implementation plans for centres including Lynn Valley predominantly as a low-medium rise centre and Lower Lynn with high rise and higher density forms • District's intention to seek an RGS amendment in the future to add Lower Lynn as a Municipal Town Centre (from the current designation as a Frequent Transit Development Area) when development in Lower Lynn has progressed is further highlighted
1.2.6 b ii Encourage office development in Centres	<ul style="list-style-type: none"> • District's intention to seek an RGS amendment in the future to add Lower Lynn as a Municipal Town Centre (from the current designation as a Frequent Transit Development Area) when development in Lower Lynn has progressed is further highlighted • Reference to Council approved implementation plans for Lower Lynn, Lower Capilano and Lynn Valley to specifically guide form of development, transportation strategies, infrastructure improvements, community amenities and parks and open spaces. Note that Maplewood Village Centre implementation plan will also be prepared. • Specific reference to major office and retail development being focussed to designated Frequent Transit Development Areas (Lower Lynn and Lower Capilano) and Lynn Valley Centre
1.2.6 b iv- Reduce parking in Centres where appropriate	<ul style="list-style-type: none"> • Reference to centre implementation plan strategies including principles for considering reduced parking

¹ While staff endeavored to show updated text using the 'track changes' tool, changes typically required multiple iterative refinements and were not legible through this approach. To assist in showing changes, sections or paragraphs where updates have been made within are shown in green, italicized font on the attached draft updated Regional Context Statement.

1.2.6 d iv Exclude non-residential major trip generating uses outside Centres and Frequent Transit Development Areas	<ul style="list-style-type: none"> • Clarification that new non-residential major trip generating uses outside of centres exclude those related to tourism, recreation and education (e.g. Grouse Mountain, Capilano Suspension Bridge, Capilano University) • Further definition and policy guidance regarding major office and retail uses anticipated to occur in subsequent OCP reviews
13.3 b Limit development in Rural areas	<ul style="list-style-type: none"> • Reference to Rural land use designation not supporting subdivision or intensification or extension of services
Regional Goal 2: Support a Sustainable Economy	
2.1.4 b	<ul style="list-style-type: none"> • Reference to Town and Village Centre (Schedule A) policies supporting office and commercial development
Regional Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts	
Introduction	<ul style="list-style-type: none"> • Reference added to the Parks and Open Space Strategic Plan approved by Council and centres implementation plans advancing regional goals regarding parks, environment, integrated stormwater management and green infrastructure
3.1.4 c - Where appropriate, buffer Conservation and Recreation areas from adjacent activities	<ul style="list-style-type: none"> • Reference to new Development Permit Areas for Natural Environment and Natural Hazards
Regional Goal 4: Develop Complete Communities	
4.1.7 a i Articulate the need for housing diversity	<ul style="list-style-type: none"> • Reference to Town and Village Centre housing policies (Schedule A) and strategies in Centres implementation plans
Regional Goal 5: Support Sustainable Transportation Choices	
Preamble	<ul style="list-style-type: none"> • Reference to the District's Transportation Plan as a strategic action plan supporting OCP and regional plan goals
5.1.6 b- Support transportation system demand management and supply measures	<ul style="list-style-type: none"> • Reference made to Centres Implementation Plans parking strategies
5.2.3 d Support protection of rail rights of way and waterway access	<ul style="list-style-type: none"> • Reference to OCP Map 2 (Land Use) protecting port uses and Map 5 (Roads and Goods Movement Concept) maintaining rail corridors

Timing/Approval Process:

Updated regional context statements are intended to be prepared within 2 years from the acceptance of the new RGS.

Concurrence: Staff across many District departments were closely involved in preparing and reviewing OCP policies and subsequent implementation policies. The Regional Context Statement simply refers to these adopted policies.

Financial Impacts:

The update of the Regional Context Statement has no associated financial impacts. The Financial Statement in Section 12.4 of the OCP acknowledges that the "network of centres" concept is anticipated to bring long term financial efficiencies to the operations of the municipality.

Liability/Risk:

The updated Regional Context Statement does not involve any changes to policies within the OCP. Staff feel the context statement is generally consistent with the RGS and do not see any liability/ risk issues associated with its update.

Social Policy Implications:

See relevant RGS goals and OCP policy consistency noted in the Analysis of this report (p.4)

Environmental Impact:

See relevant RGS goals and OCP policy consistency noted in the Analysis of this report (p.4)

Public Input:

Extensive public consultation occurred during the OCP process and subsequent OCP implementation planning. Policies referenced in the Regional Context Statement were subject to these consultations. Metro Vancouver also held public consultations on the RGS. The updated Regional Context Statement will be subject to bylaw readings and a public hearing thereby facilitating further public input on this matter.

Conclusion:

The update of the Regional Context Statement is predominantly an administrative or housekeeping matter to recognize the RGS's adoption and the rescinding of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council.

The main updates :

- remove references to the former Livable Region Strategic Plan
- further articulate how OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as approved by TransLink)
- references new OCP Development Permit Areas and implementation plans as means to advance regional goals.

Options:

The Committee of Whole may recommend to Council:

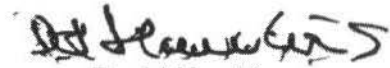
THAT staff prepare the bylaw for amending the Regional Context Statement and forward it to Council for consideration. Alternatively,

The Committee of the Whole may direct staff on an alternate course of action.

Respectfully submitted,



Susan Haid
Manager, Sustainable Community Development



David Hawkins
Policy Planner

REVIEWED WITH:		
<input checked="" type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

OCP SCHEDULE C: REGIONAL CONTEXT STATEMENT

AUTHORITY AND PURPOSE OF SCHEDULE C

The District of North Vancouver is required under Section 866 of the Local Government Act to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro Vancouver 2040: Shaping our Future Regional Growth Strategy (Bylaw 1136, 2011).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).

INTRODUCTION

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the 2011 Regional Growth Strategy.

Compact Growth Management

Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area

The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside

the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

Sustainable Economy

Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy

The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.

The Natural Environment and Climate Change

Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

Complete Communities

Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities

The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.

Transportation Choice

Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices

The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.

The remaining sections 1 to 5 of this Schedule, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in the proposed Regional Growth Strategy Metro Vancouver 2040: Shaping our Future (Bylaw 1136).

Regional Goal 1: Create a Compact Urban Area

The growth management and land use policies contained in the District's OCP (chapters 1 and 2) direct future development and redevelopment in the District in a way to create a compact urban area. This OCP affirms an Urban Containment Boundary, restricts uses and development outside this boundary, and directs residential, office and retail growth to a transit efficient Network of Centres.

Specific Actions

RGS Roles for Municipalities	District OCP Actions
<p>Strategy 1.1.3 a</p> <p>Depict the Urban Containment Boundary</p>	<p>Urban Containment Boundary illustrated on Regional Features Map</p>
<p>Strategy 1.1.3 b</p> <p>Provide population, dwelling unit and employment projections</p>	<p><i>Urban Containment Boundary established and growth restricted outside it (Policy 1.1 and 1.2)</i></p> <p><i>Parks, Open Space and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (District wide Land Use Map, Parks and Trails Map)</i></p> <p><i>The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2006 census counted 82,500; 2011 census has since confirmed 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and between 4,000 and 5,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30,000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 by 2030. These figures meet or are generally consistent with RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP anticipates formal reviews of the OCP to occur every five years. The District will work towards consistency with the RGS projections to 2041 in subsequent OCP reviews. Current 2041 RGS figures (114,000 population 45,000 dwelling units, 40,000 jobs) are recognized as being consistent with the trajectory described in the OCP.</i></p>

<p>Strategy 1.2.6 a</p> <p>Provide dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>75-90% of residential growth is directed to four centres on a 'Network of Centres' (Target 1, Map 1 – Network of Centres Concept). The three DNV growth centres with regional designations (i.e. Lynn Valley Municipal Town Centre, and Lower Lynn and Lower Capilano/Marine Drive FTDAs) are anticipated to account for up to 75% of new residential development (up to approximately 25% in Lynn Valley, 30% in Lower Lynn, and 20% in Lower Capilano/Marine Drive). This nodal growth pattern generally supports the RGS region-wide guideline (Table 2) of 68% of residential growth to occur within Urban Centres and Frequent Transit Development Areas. One of the District's four growth centres (Lynn Valley) is designated as a Municipal Town Centre in the RGS, and two (Lower Lynn and Lower Capilano/Marine) are FTDAs. Implementation planning that has occurred since OCP adoption had refined the vision for Lynn Valley as a predominantly low to medium rise centre. As the OCP designates Lower Lynn as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District's intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre.</p> <p>Medium and higher density residential and mixed use land use designations are applied to these centres, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), as shown in OCP Map 2.</p> <p>Policies direct residential growth to these centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5).</p> <p>RGS guidelines (Table 2) indicate employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). RGS Table 2 also anticipates 16% of the region's overall job growth may occur within the 17 Municipal Town Centres, of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lower Lynn Town Centre and Lower-Capilano Village Centre. The District's intent, as it develops over time, is for Lower Lynn in addition to Lynn Valley to achieve regional status as a Municipal Town Centre. The OCP provides significant policy support for job growth in our Municipal Town Centre and FTDAs. Office and retail development are directed to these centres (Policies 2.1.3, 3.1.3, 3.1.4). Higher density Commercial Residential Mixed Use land use designations are applied to these centres, including Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) to facilitate office and retail development, as shown in OCP Map 2. OCP policies and land use designations are anticipated to direct employment growth to Lynn Valley Municipal Town Centre and Lower Lynn and Lower Capilano - Marine Drive.</p>
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	<p>FTDAs in a manner consistent with the job distribution described in the RGS Table 2, and the District will work towards detailed job allocation between these centres in subsequent OCP reviews.</p> <p>Employment growth is also anticipated in locations immediately adjacent to OCP growth centres. The Marine Drive frequent transit corridor, anchored by the Lower-Capilano FTDA provides frequent transit access to Light Industrial Commercial designated lands on Pemberton Avenue. Light Industrial Commercial lands on Pemberton Avenue are all situated between 100m and 800m of frequent transit on Marine Drive. Maplewood Village Centre also has significant employment growth potential through relatively high density Commercial Residential Mixed Use designations (Commercial Residential Mixed Use Level 2, up to 2.5 FSR) and Light Industrial Commercial areas both within and adjacent to the centre boundary. Light Industrial Commercial areas outside the centre boundary are immediately adjacent (across the street) and will benefit from the same transit improvements facilitated by residential and commercial growth within the centre.</p> <p>In addition to policies and land use designations encouraging employment growth in centres and corridors, a strong emphasis in the OCP is placed on preserving and intensifying economic activity in the District's Industrial and Light Industrial Commercial employment lands (Chapter 3), policies that are consistent with RGS Strategy 2.2.</p> <p>The OCP provides for approximately 3000 units in Lower Lynn Town Centre, up to approximately 2500 new units in Lynn Valley Town Centre; and 2000 in Lower Capilano-Marine Drive Village Centre and corridor, the latter both FTDAs. It also accommodates an estimated 1500 units in Maplewood Village Centre. The target of concentrating 75-90% of growth to these centres provides flexibility and units may be adjusted within the proposed range as needed. Implementation plans further guide development form, density, transportation improvements and amenities. The OCP targets an increase from a baseline of 22,000 fixed workplace jobs, and 26,000 to 27,000 total jobs (including jobs with no fixed workplace) to 36,000 total jobs in 2030 which is consistent with RGS Table A.1. The OCP directs these jobs to the Municipal Town Centre and FTDAs as described above. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP commits to formal reviews of the OCP to occur every five years. Consistency with the RGS projections to 2041 will be achieved through these reviews and 2041 RGS figures are recognized as being consistent with the trajectory described in the OCP.</p>
<p>Strategy 1.2.6 b i</p> <p>Identify location and</p>	<p>Urban Centres illustrated on Regional Features Map</p>

<p>boundaries of Centres</p>	<p>Lynn Valley is identified at the Municipal Town Centre</p> <p>Lower Lynn is as a FTDA (Policy 2.4.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre</p> <p>Lower Capilano-Marine is a FTDA</p>
<p>Strategy 1.2.6 b ii</p> <p>Focus growth and development in Centres</p>	<p>Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). <i>The District's intent is to request Lower Lynn, which is also designated as a Town Centre in the District's OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced.</i></p> <p><i>Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2).</i></p> <p>Mix and intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1)</p> <p>Residential growth directed to Centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7)</p> <p>Infrastructure investment directed to Centres (Policy 2.1.4) and infrastructure planning coordinated with Centres planning (Section 11.1)</p> <p><i>Major office and retail development directed to Centres, specifically regionally designated FTDA's and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4)</i></p> <p>New park and open space planned for Town Centres (Policy 4.2.2)</p> <p>Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1)</p> <p><i>District Council has approved implementation plans for Lower Lynn Town Centre (2013), Lower Capilano Marine Village Centre (2013) and Lynn Valley Town Centre (2013) to provide specific guidance on development of these centres including transportation strategies, form and character of development, infrastructure improvements, community amenities and parks and open spaces. An implementation plan for Maplewood Village Centre will</i></p>

	<i>also be prepared.</i>
Strategy 1.2.6 b iii Encourage office development in Centres	<p><i>Major office development directed to centres specifically regionally designated FTDA's and the Municipal Town Centre (Policies 2.1.3, 3.1.4)</i></p> <p>Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) as shown on Land Use Map (OCP Map 2).</p>
Strategy 1.2.6 b iv Reduce parking in Centres where appropriate	<p>Parking reductions in centres and corridors considered (Policy 5.1.8)</p> <p><i>Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service</i></p>
Strategy 1.2.6 c i Identify Frequent Transit Development Areas (FTDA's)	<p>Proposed Frequent Transit Development Areas illustrated on Regional Features Map</p>
Strategy 1.2.6 c ii Focus growth and development in Frequent Transit Development Areas (FTDA's)	<p>Lower Lynn is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Lynn a Town Centre (Policy 2.1.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre.</p> <p>Lower Capilano/Marine is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Capilano/Marine a Village Centre (Policy 2.2.1)</p> <p>Lower Lynn and Lower Capilano/Marine are situated at both bridgeheads and positioned to be major nodes on the lower level frequent transit corridor.</p> <p>Higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development <i>as shown on Land Use Map (OCP Map 2).</i></p> <p>Land use policies, including residential growth and affordable and rental housing (Policies 2.1.2, 7.2.7), office and retail development (Policies 2.1.3,</p>

	<p>3.1.3, 3.1.4), and infrastructure investment (Policy 2.1.4) provide transit support</p> <p>Transit policies established to facilitate frequent service (Policy 1.4, Section 5.1, 5.4.2, 5.4.3, 5.4.4, 5.5.2)</p>
<p>Strategy 1.2.6 c iii</p> <p>Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate</p>	<p>Parking reductions in centres (<i>including regionally designated FTDAs</i>) considered (Policy 5.1.8)</p> <p><i>Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service</i></p>
<p>Strategy 1.2.6 d i</p> <p>Identify the General Urban Area</p>	<p>Urban Area illustrated on Regional Features Map</p>
<p>Strategy 1.2.6 d ii</p> <p>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p>	<p>Land Use designations are generally of lower density outside the Municipal Town Centre and proposed Frequent Transit Development Areas. Commercial Residential Mixed Use designations are lower density at 1.75 FSR (compared to 2.5 FSR and 3.5 FSR within centres/FTDAs), and residential densities are lower at 0.55 FSR to 1.75 FSR, with some existing 2.5 FSR (compared to 1.2 FSR to 3.5 FSR within centres/FTDAs) <i>as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</i></p>
<p>Strategy 1.2.6 d iii</p> <p>Identify small scale Local Centres where appropriate</p>	<p>The Network of Centres (Chapter 2) contains existing Village Centres that provide and are encouraged to continue to provide a mix of housing, local serving commercial uses, and remain significant nodes on the transit network. These are largely reflected in RGS Map 11.</p>
<p>Strategy 1.2.6 d iv</p> <p>Exclude non-residential major trip-generating uses outside Centres and</p>	<p><i>Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism,</i></p>

Frequent Transit Development Areas (FTDAs)	<i>recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in subsequent OCP reviews.</i>
Strategy 1.2.6 d v Encourage infill development	Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policy 2.3.5, 2.3.6, and 7.1.2) and transit corridors (Policies 2.4.2 and 2.4.3)
Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)	N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas
Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities	Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)
Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5) Policy sections to support transit (Section 5.4), cycling (Section 5.3) and walking (Section 5.2), with particular focus on integrating these modes with the Network of Centres land use concept (Section 5.1)
Strategy 1.2.6 f iii Implement transit priority measures	Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2) Centres policies in Schedule A <i>(as shown in Mobility Maps in Schedule A of the</i>

where appropriate	<i>OCP)</i>
Strategy 1.2.6 f iv Support district and renewable energy where appropriate	District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)
Strategy 1.3.3 a Identify Rural areas	Rural areas illustrated on Regional Features Map
Strategy 1.3.3 b Limit development in Rural areas	<p>Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision.</p> <p>Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential land use designation does not envision intensification of use through the extension of services.</p> <p>Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</p>
Strategy 1.3.3 c i Specify allowable density and form of land uses in Rural areas	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A), providing for low density detached housing on large lots (up to 0.35 FSR)
Strategy 1.3.3 c ii Support agricultural uses in agricultural areas	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)

Regional Goal 2: Support a Sustainable Economy

The urban structure, employment lands and economic development policies contained in the District's OCP (chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate.

Specific Actions

<p>Strategy 2.1.4 a</p> <p>Support appropriate economic activity in Urban Centres, FTDA's, Industrial and Mixed Employment Areas</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3) .</p> <p>Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through 12 policies in Chapter 3. Note: the District does not have lands within Metro Vancouver's 'Mixed Employment' designation.</p> <p>Economic development is promoted by: maintaining community competitiveness and providing competitive government services (17 policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c)</p>
<p>Strategy 2.1.4 b</p> <p>Support the development of office space in Urban Centres</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3)..</p> <p>Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. <i>Schedule A (Town and Village Centre Policies)</i> includes policies promoting office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lower Lynn and Lower Capilano FTDA's.</p> <p>Policy 3.1.4 directs major office uses to the Network of Centres</p>

<p>Strategy 2.1.4 c</p> <p>Discourage major commercial and institutional development outside of Urban Centres and FTDA's</p>	<p>Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4)</p> <p>Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1)</p> <p>A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6)</p> <p>Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR)</p> <p>Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (<i>OCP Map 1</i>) and is deemed suitable for development where this is integrated with the District's urban structure. Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions and <i>OCP Map 14 (Regional Features Map)</i>.</p>
<p>Strategy 2.1.4 d</p> <p>Support the economic development of Special Employment Areas, post-secondary institutions and hospitals through land use and transportation</p>	<p>The economic development of Capilano University is to be integrated with the District's urban structure, i.e. the Network of Centres concept that coordinates land use and transportation planning (Policy 2.2.8). Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions.</p> <p>Expansion of post-secondary institutions (Capilano University) is encouraged (Policy 8.1.6)</p> <p>Goods movement and improved access to key port areas and airports are supported (Policies 5.5.3, 8.1.4, 8.1.5)</p> <p>Infrastructure and transportation improvements in employment lands (<i>District and RGS industrial land</i>, including the port) are promoted (Policy 3.4.1)</p> <p>General land use policies (including housing, parks) are directed to promote economic development by attracting investment to the community (Section 8.1)</p>

Strategy 2.2.4 a Identify Industrial areas	Industrial areas illustrated on Regional Features Map
Strategy 2.2.4 b i Support and protect industrial uses	Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)
Strategy 2.2.4 b ii Support appropriate accessory uses to Industrial	Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)
Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) and residential uses are limited to accessory caretaker units (Policy 3.1.2)
Strategy 2.2.4 b iv Encourage better utilization and intensification of Industrial	Intensification and better utilization of Industrial areas encouraged (Section 3.2)
Strategy 2.2.4 c Identify Mixed Employment areas	<i>N/A - The District does not have Mixed Employment areas</i>

Strategy 2.2.4 d Policies for Mixed Employment areas	<i>N/A - The District does not have Mixed Employment areas</i>
Strategy 2.2.4 e Help reduce environmental impacts and promote energy efficiency	<p>Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6)</p> <p>High quality development standards are encouraged in employment lands (Policy 3.4.2)</p> <p>Goods movement and transportation improvements, including access to key port areas help reduce environmental impacts (Policies 3.4.1, 5.5.3, 8.1.4, 8.1.5)</p> <p>Green building and water conservation practices promoted (Policy 10.1.1)</p>
Strategy 2.3.6 a Identify Agricultural areas	<i>N/A - The District does not have Agricultural areas</i>
Strategy 2.3.6 b i Assign regional land use designations for agriculture	<i>N/A - The District does not have Agricultural areas</i>
Strategy 2.3.6 b ii Discourage subdivision of agricultural land	<i>N/A - The District does not have Agricultural areas</i>
Strategy 2.3.6 b iii Improve infrastructure services to agricultural areas	<i>N/A - The District does not have Agricultural areas</i>

Strategy 2.3.6 b iv Manage the agricultural-urban interface	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b v Support agricultural economic development opportunities	Community gardens, urban agriculture and farmers markets are promoted (Policies 6.3.12, 6.3.13)
Strategy 2.3.6 b vi Encourage use of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b vii Support information programs on food and local agriculture	<p>Initiatives promoting healthy local foods and food production supported (Policy 6.3.12)</p> <p>Collaboration with agencies and partners to provide food access (Policy 6.3.14)</p> <p>A food policy to support community and environmental health to be developed (Policy 6.3.15)</p>

Regional Goal 3: Protect the Region's Environment and Respond To Climate Change Impacts

The Environmental Management and Climate Action policies contained in the District's OCP (chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and to manage risks from natural hazards. The Conservation and Recreation areas illustrated on the Regional Features Map (Map 14) include regionally significant natural assets, major parks, watersheds and ecologically important areas. Since the adoption of the OCP, District Council approved the Parks and Open Space Strategic Plan (POSSP) in 2012 which is a strategic action plan to implement OCP policies. Centres implementation plans being developed following the OCP include consideration of integrated stormwater management and green infrastructure measures.

Specific Actions

<p>Strategy 3.1.4 a</p> <p>Identify Conservation and Recreation areas</p>	<p>Conservation and Recreation areas illustrated on Regional Features Map</p>
<p>Strategy 3.1.4 b i to vi</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses, and limited agriculture</p>	<p>Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, and outdoor recreation (<i>Map 2, DNV OCP Map</i>). <i>Map 3, DNV Parks and Trails Concept Map identifies different types of park and conservation areas and trail linkages.</i></p> <p>A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2)</p>
<p>Strategy 3.1.4 c</p> <p>Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p>	<p><i>Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.</i></p>
<p>Strategy 3.2.4</p> <p>Manage ecologically important areas</p>	<p>Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1)</p> <p>Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7)</p> <p>Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4)</p>

<p>Strategy 3.2.5</p> <p>Develop and manage municipal components of regional greenways and trails</p>	<p>Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15)</p> <p>New trails planned for in growth areas (Policy 4.2.2)</p> <p>Region-wide cycling network coordinated (Policy 5.3.4)</p> <p>Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 3.2.6</p> <p>Identify measures to protect, enhance and restore ecologically important systems</p>	<p>Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3)</p> <p>Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</p>
<p>Strategy 3.2.7</p> <p>Consider watershed, ecosystem and/or integrated stormwater management</p>	<p>Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</p>
<p>Strategy 3.3.4 a</p> <p>Identify land development and transportation strategies to reduce greenhouse gases</p>	<p>Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target</p> <p>Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4). Centres include the Municipal Town Centre and two proposed FTDA's.</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1)</p> <p>Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</p>

<p>Strategy 3.3.4 b</p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Network support for alternative energy vehicles provided as necessary (Policy 5.5.8)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A)</p> <p>Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3)</p> <p>Section established to support alternative energy systems, including district systems (Section 10.2)</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6)</p> <p>Pedestrian and bicycle access to transit enhanced (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6)</p> <p>Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3)</p>
<p>Strategy 3.3.4 c</p> <p>Focus infrastructure and amenity investments in centres and corridors</p>	<p>Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6)</p> <p>Infrastructure investment directed to centres (Policy 2.1.4)</p> <p>Infrastructure planning, management and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1)</p> <p>Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3)</p>
<p>Strategy 3.3.4 d</p> <p>Support integrated stormwater management and water conservation</p>	<p>Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation</p>

<p>Strategy 3.4.4</p> <p>Encourage settlement patterns that minimize climate change and natural hazard risks</p>	<p>Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B)</p> <p>Climate change risks to be assessed to inform community planning and design (Policy 10.4.2)</p>
<p>Strategy 3.4.5</p> <p>Consider climate change and natural hazard risk assessments in planning municipal assets</p>	<p>Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</p>

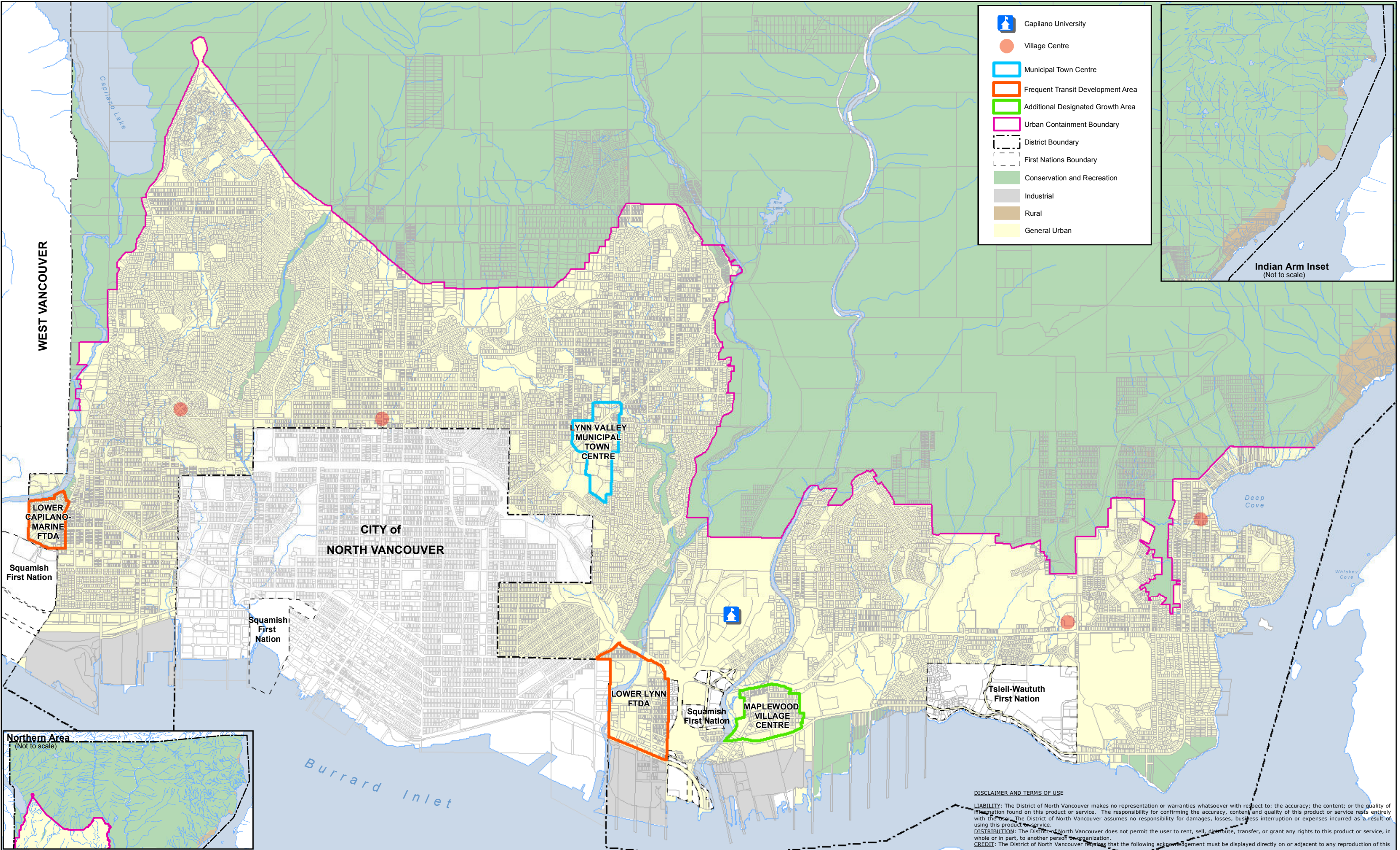
Regional Goal 4: Develop Complete Communities

The establishment of a Network of Centres through growth management and urban structure policies, and the housing, social well-being and community infrastructure directions to support those centres, contained in the District's OCP (chapters 1, 2, 6 and 7) work together to establish complete communities. This OCP leverages residential growth to provide more diverse and affordable housing options, and promotes social well-being and community health through accessible services and amenities.

Specific Actions

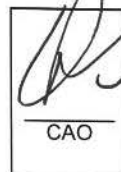
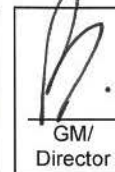
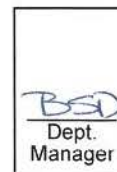
<p>Strategy 4.1.7 a</p> <p>Work towards meeting future housing demand estimates</p>	<p>OCP identifies capacity for an additional 10,000 units over a 20-year planning horizon, which fully accommodates the 10-year housing demand estimate of 4,000 units over the next 10 years. The District will work towards addressing the sub-components of this demand (Strategy 4.1.7 a i to iv) as described below.</p> <p>Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).</p>
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<p>Strategy 4.1.7 a i</p> <p>Articulate the need for housing diversity</p>	<p>The District's urban structure directs Commercial Residential Mixed Use and multifamily developments to centres (Policies 2.1.2, 2.2.4, 2.2.5)</p> <p>A broad range of housing types are provided for (Policies in Section 7.1)</p> <p>Balanced and diverse housing supply promoted as an economic benefit (Policy 8.1.1)</p> <p><i>Schedule A, Town and Village Centre Policies includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles. More detailed housing policies are being developed in Centres Implementation plans.</i></p> <p>Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)</p>
<p>Strategy 4.1.7 a ii</p> <p>Increase diverse supply through infill and increased density</p>	<p>Commercial Residential Mixed Use and multifamily developments in centres (Policies 2.1.2, 2.2.4, 2.2.5, Target 2) increase supply and diversity of housing by allowing increased density and more compact housing than existing predominantly single family stock</p> <p>Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify sensitive infill options (such as coach houses, duplexes) in appropriate locations including sites adjacent to centres, corridors, commercial, institutional uses (Policies 2.3.5, 2.3.6, 2.4.3, 7.1.2, Section 12.3.1)</p>
<p>Strategy 4.1.7 a iii</p> <p>Assist senior governments in providing affordable rental</p>	<p>Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5)</p> <p>Rental housing supported through Section 7.2, with specific direction to include rental and affordable housing policies in plans for transit-oriented centres (Policies 7.2.7, 7.3.2).</p> <p>Housing policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres promote provision of affordable and rental housing</p> <p>Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)</p>
<p>Strategy 4.1.7 a iv</p>	<p>District land and facilities to facilitate and help leverage affordable housing</p>



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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>FEB 17, 2014</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____



The District of North Vancouver REPORT TO COUNCIL

January 28, 2014

File: 08.3060.20/047.13

AUTHOR: Erik Wilhelm, Planner

SUBJECT: Development Variance Permit 47.13 – 170 East Osborne Road

RECOMMENDATION:

It is recommended that Council issue Development Variance Permit 47.13 (Attachment A) to enable subdivision at 170 East Osborne Road.

REASON FOR REPORT:

The applicant has applied for variances that require Council's approval in order to allow for the subdivision of the subject property.

SUMMARY:

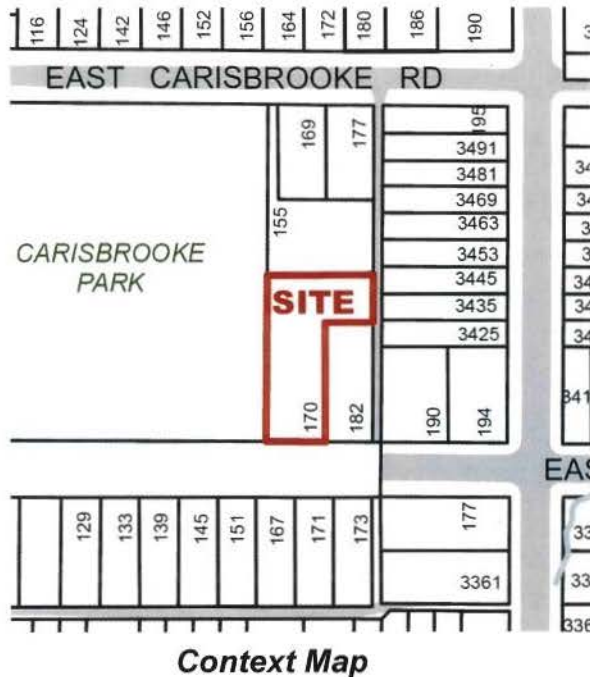
The applicant has applied for five variances in order to enable a two lot subdivision. The variances relate to the proposed lot depth, siting of existing residence and detached garage on the property. The variances relate to only one of the proposed lots. Both proposed lots comply with the minimum lot area requirements for the RSQ zone. The proposed subdivision is generally in keeping with the character of the neighbourhood.

BACKGROUND:

The subject property is located at 170 East Osborne Road. Carisbrooke Park is located west of the subject property. The site and surrounding residential neighbourhood is zoned Single-Family Queensdale (RSQ). There are no previous development applications concerning the subject property.



Below is a context map and air photo of the site. The existing residence, situated on the northern/central portion of the site, has vehicle access via the lane on the eastern side of the property. There is an aging tennis court adjacent to East Osborne Road on the southern portion of the site.



Context Map

Air Photo

ANALYSIS:

The proposed subdivision will create two lots. Lot 1 will be a panhandle configuration with primary/vehicular access from the existing lane on the eastern side of the lot. The existing residence and detached garage will be retained on Lot 1. Lot 2 will be a conventional configuration with access off of East Osborne Road. The minimum lot area for a lot within this area of the RSQ zone is 660 m². Proposed Lot 1 is oversized for the RSQ zone at 1,023 m² (900 m² excluding panhandle area) and Lot 2 meets the minimum lot area required within the RSQ zone at 667 m².



Zoning Bylaw Compliance:

The following table outlines the zoning bylaw variances required as part of this application

Table 1

Variance Number	Regulation	Required/ Permitted	Existing	Variance
1	Required Front Yard Setback	7.62m 25.0 ft	5.41 m 17.77 ft	2.21 m 7.23 ft
2	Maximum Height for Parking Structure	4.57m 15 ft	5.95m 19.54 ft	1.38m 4.54 ft
3	Minimum Rear Yard Setback for Parking Structure	1.21m 4 ft	0m 0 ft	1.21m 4 ft
4	Maximum Combined Parking & Accessory Building in Total on Lot	74.32m ² 800 sq.ft.	123.46m ² 1329 sq.ft.	49.14m ² 529 sq.ft.
5	Minimum Lot Depth	34m 111.54 ft.	26.74m 87.75 ft.	7.26m 23.82 ft.

It is noted that proposed variances 1 to 4 relate to maintaining existing structures on proposed Lot 1. The 5th variance for lot depth is a result of the east/west orientation of proposed Lot 1.

Subdivision Proposal:

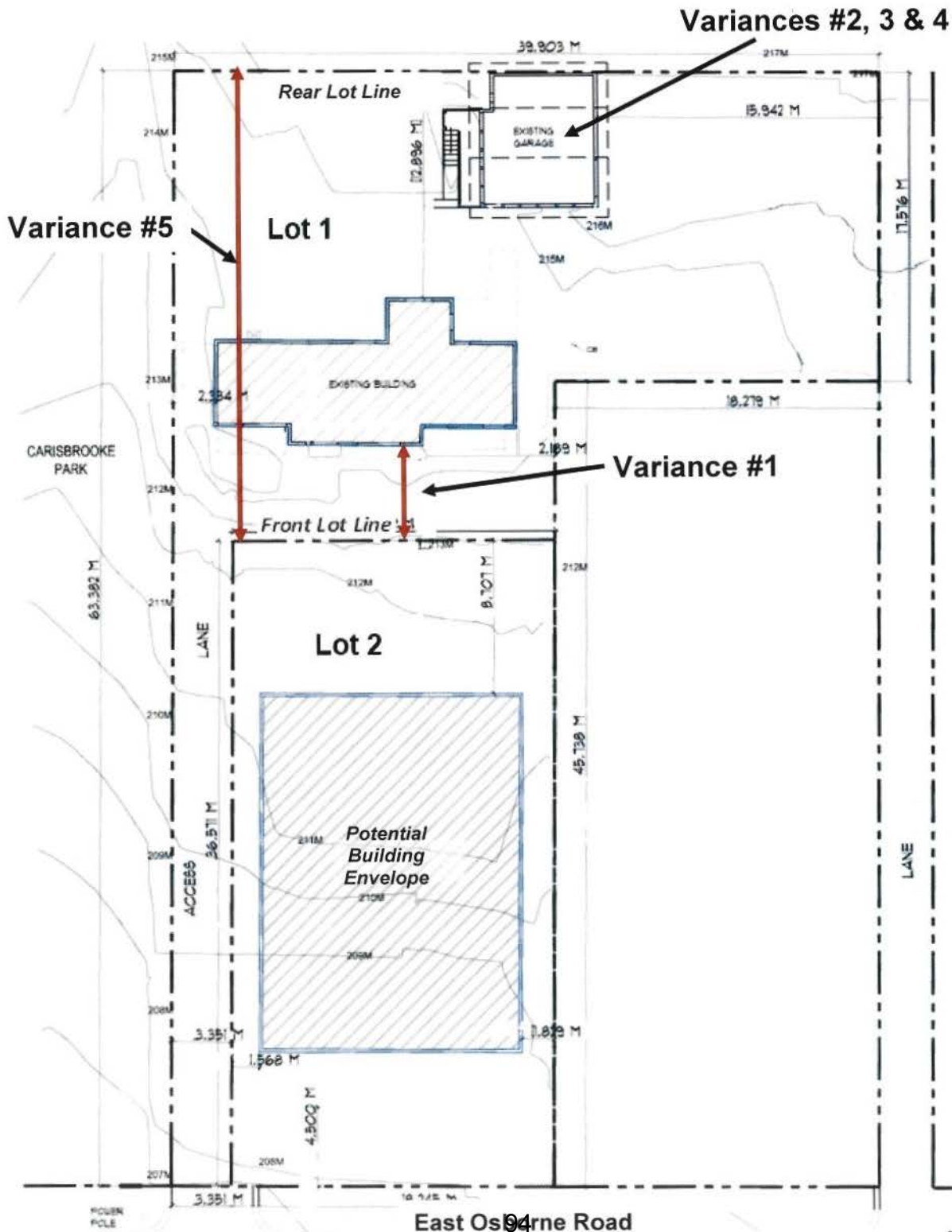
The new house proposed for Lot 2 will be sited and sized in conformance with the RSQ Zoning regulations. On-site parking for two cars will need to be provided for the new house with a third parking space required for a secondary suite. A covenant will be registered on both lots to ensure each house provides a unique design (in the eventuality of the house on Lot 1 is demolished). As the frontage of Lot 2 is in keeping with the area and frontage of the neighbourhood, the subdivision will be compatible with the streetscape along East Osborne Road.

Lot 1 will maintain primary access from the existing laneway. A walkway will be constructed within the panhandle to provide street addressing and offer pedestrian access to Lot 1. To summarize, the subdivision will maintain the general character of the neighbourhood and the

associated variances will not unduly affect surrounding neighbours given that the structures to remain on Lot 1 have been in existence for many years.

The variances are shown in the site plan below (Diagram 1).

Diagram 1



Variance #1 (Table 1) - Front Setback for Existing Residence

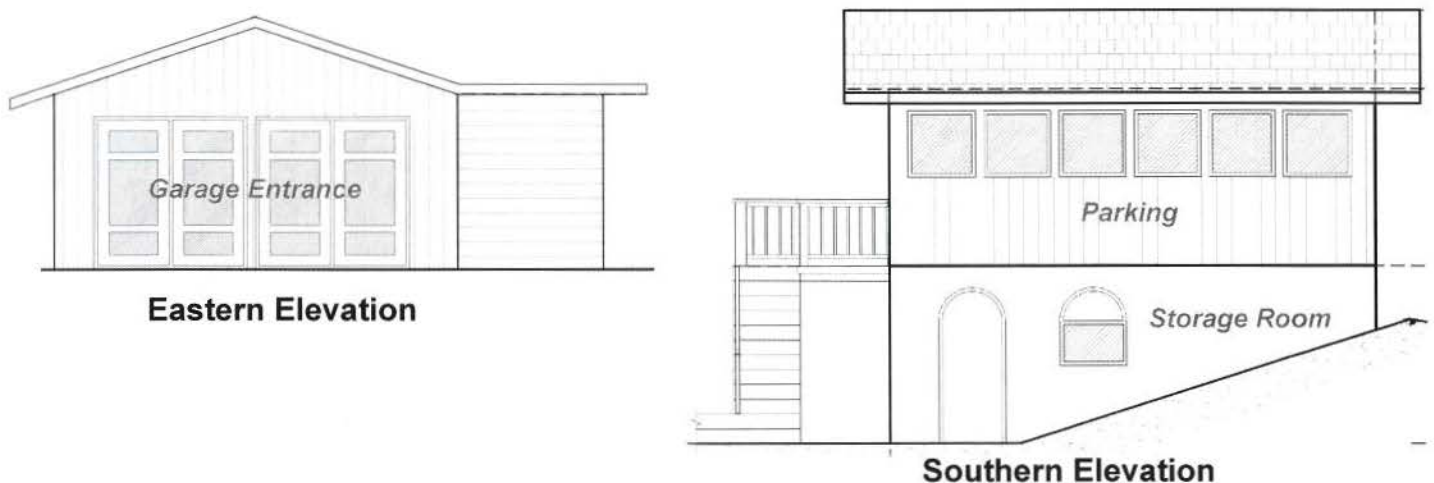
A variance is required to address the front yard setback for the existing residence on Lot 1 (see Diagram 1). In order to attain all minimum lot dimension requirements for proposed Lot 2, the front yard setback of the existing residence requires a variance.

The existing siting of the residence on Lot 1 combined with the required setback for a new home on Lot 2 will not create adverse privacy issues or building separation problems within the subdivision.

Variance # 2, 3 and 4 (Table 1) – Parking Structure

Original building plans for the detached parking structure (see Diagram 1) are not available; however according to District records, a building permit was issued for a carport in 1970. The carport was enclosed at some point.

The parking structure does not comply with the RSQ zone requirement for (A) Maximum Height for Parking Structure, (B) Minimum Rear Yard Setback for Parking Structure and (C) Maximum Combined Parking & Accessory Building in Total on Lot. The structure is two storeys with the uppermost storey used for parking and the bottom storey is a walkout storage room.



- (A) Garage Height:** The average elevation of the four corners at grade to the peak of the parking structure's roof is utilized in the calculation of height. As the structure is two storeys, the maximum height for a parking structure has been exceeded by 1.38m (4.54 ft) which equates to the variance requested.

The property to the north is higher in elevation and there is a large hedge matching the height of the detached garage along the shared lot line. The existing structure's height does not impede the views of the property to the north.

(B) Garage Rear Yard Setback: The existing parking structure is sited along the northern lot line and the minimum required rear yard setback is 1.21m (4 ft). There is an existing 6 ft high fence on the property to the north which screens the parking structure. The existing garage will not adversely affect the neighbour to the north.

(C) Garage Area of Parking Structure: As the detached parking structure has two storeys, all the square footage on both storeys is included within the calculation for Maximum Combined Parking & Accessory Building in total on proposed Lot 1. The existing structure exceeds the maximum allowable by 49.14m² (529 sq.ft.) which results in this variance

The actual footprint of the detached garage is 49.2 m² (530 sq ft) which is less than the 74.3 m² (800 sq ft) maximum permitted. If rebuilt (as a single storey structure) the building could actually occupy a greater footprint than the existing garage.

Variance #5 (Table 1) – Lot Depth

The requested lot depth variance of 7.26 m (23.82 ft) relates to Lot 1 and can be seen on Diagram 1. Given the lot configuration, the lot depth is measured from the south property line excluding the panhandle (see Diagram 1).

The variance is supportable given that there is an adequate building envelope provided on Lot 1 and it is oversized for the RSQ zone at 1,023 m² (11,011 sq ft) compared to the required 660 m² (7,104 sq ft). Of note, proposed Lot 1 is 900 m² (9,687 sq ft) excluding panhandle area.

Concurrence:

The District's engineering department, parks department, arborist and plan checker have reviewed the proposal.

Parks Comments:

An existing fence and retaining wall supporting the tennis court were found to be located on District lands within Carisbrooke Park. The fence and retaining wall are required to be removed to the satisfaction of the parks department. A new fence, demarcating the boundary of Lot 1 and Carisbrooke Park, will be installed on Lot 1 as a condition of subdivision.

Arborist Comments:

The district arborist reviewed an arborist report submitted by the applicant. The report outlines that there are two District trees, deemed in poor condition, proposed for removal which are located within Carisbrooke Park (west of the existing residence). The arborist supports removal of the two trees given that trees are not healthy. These trees will be replaced at a ratio of 2:1 through the subdivision process.

There are 11 trees located south of the existing residence (mainly within Lot 2) proposed for removal. The district arborist accepts the rationale for removal given the need for services,

building envelope and the poor health of the trees involved. Tree replanting for onsite trees will be addressed through the subdivision process.

Public Input:

An information letter outlining the application was mailed to neighbours within 75 metres. There were no responses received from any neighbours.

Municipal notification advising that Council will be considering whether to issue a Development Variance Permit will be sent. Response to the notification will be provided to Council prior to consideration of this application.

Conclusion:

The proposed DVP will enable subdivision of the property while still providing practical building envelopes on both lots within the subdivision; therefore, it is recommended that Council approve the proposed DVP.

Options:

The following options are available for Council's consideration:

1. Issue Development Variance Permit 47.13 (Attachment A) to enable subdivision at 170 East Osborne Road. (staff recommendation); or
2. Deny Development Variance Permit 47.13.



Erik Wilhelm
Planner

Attach

Attachment A – DVP 47.13

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER**DEVELOPMENT VARIANCE PERMIT 47.13**

This Development Variance Permit 47.13 is hereby issued by the Council of The Corporation of the District of North Vancouver to Iris Yee Ming Chiu and Eve Yi Yin Chiu to facilitate a subdivision located at 170 East Osborne Road legally described as Lot 1, Blocks 19 and 20, District Lot 2026, Plan 12751 (PID: 008-829-187), subject to the following terms and conditions:

- A. The following Zoning Bylaw regulations are varied under subsection 922(1)(b) of the Local Government Act:
1. The minimum front yard setback for the principal single-family residential building is decreased from 7.62 metres (25 feet) to 5.41 metres (17.77 feet);
 2. The maximum height for a parking structure is increased from 4.57 metres (15 feet) to 5.95 metres (19.54 feet);
 3. The minimum rear yard setback for a parking structure is decreased from 1.21 metres (4 feet) to 0 metres (0 feet);
 4. The maximum combined parking and accessory building total floor area on a lot is increased from 74.32 square metres (800 square feet) to 123.46 square metres (1329 square feet);
 5. The minimum lot depth is decreased from 34 metres (111.54 feet) to 26.74 metres (87.75 ft.);
 6. The relaxations above apply only to the principal single-family residential building, detached parking structure and lot layout as illustrated in the attached drawing (Attachment 47.13 A).
- B. The following requirement is imposed under subsection 926(1) of the Local Government Act:

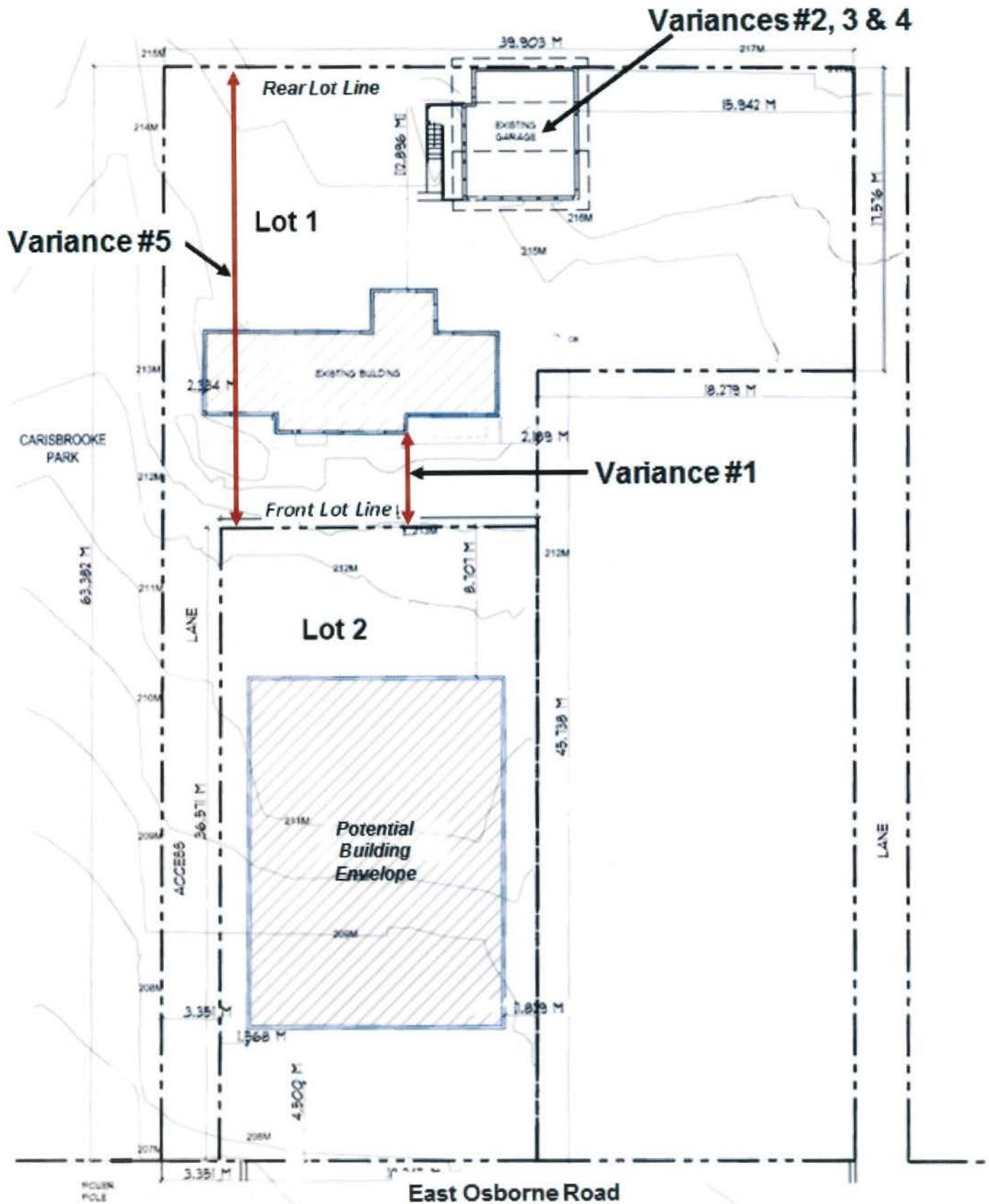
Substantial completion of subdivision as determined by the Approving Officer Licences shall commence within two years of the date of this permit or the permit shall lapse.

Mayor

Municipal Clerk

Dated this day of , 2014.

Attachment 47.13 A



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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>FEB 17, 2014</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

January 28, 2014
File: 08.3060.20/061.13

AUTHOR: Erik Wilhelm, Planner

SUBJECT: Development Variance Permit 61.13 – 4112 Sunnycrest Drive

RECOMMENDATION:

It is recommended that Council issue Development Variance Permit 61.13 (Attachment A) to facilitate the addition of a front veranda to the existing single family house at 4112 Sunnycrest Drive.

REASON FOR REPORT:

The applicant has applied for a variance that requires Council's approval.

SUMMARY:

The applicant has applied for a variance in order to construct a front veranda addition to a single family house. The application requires a variance to the front yard setback for the front veranda. The proposal is supported by staff due to the limits of the siting of the existing house on the lot.

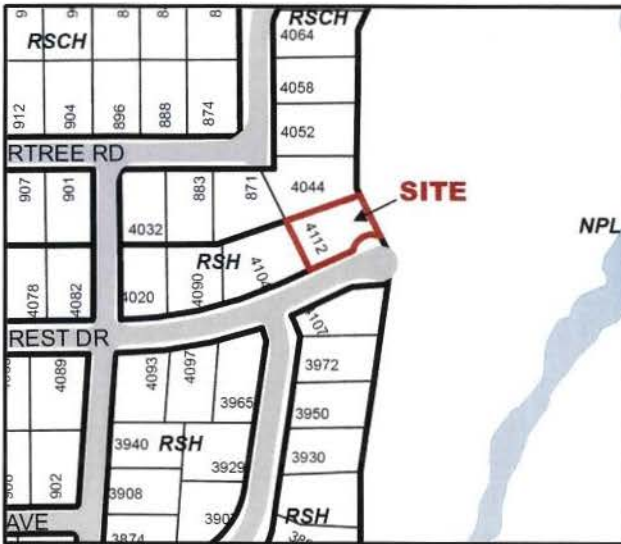
BACKGROUND:

The subject property is located at 4112 Sunnycrest Drive. The site and surrounding residential neighbourhood is zoned Single Family Residential Highlands zone (RSH). The property is located west of Mosquito Creek Park and is within the Wildfire Hazard and Stream Protection Development Permit Areas. With respect to development permit areas, only new construction is required to adhere to the Wildfire Hazard development permit guidelines and the proposed veranda is outside the streamside protected area, therefore the project does not require a Development Permit for Wildfire Hazard or Streamside Protection.



The applicants had received a development variance permit in September 2012 allowing 5 variances to zoning bylaw requirements (none to permit the proposed veranda) for a significantly larger renovation that was to include an expansive addition to the eastern side of the residence. Subsequently, the applicants did not initiate any construction activities for the previous proposal and have now decided to reduce the overall size and scope of the renovation.

Below is a context map and air photo of the site.

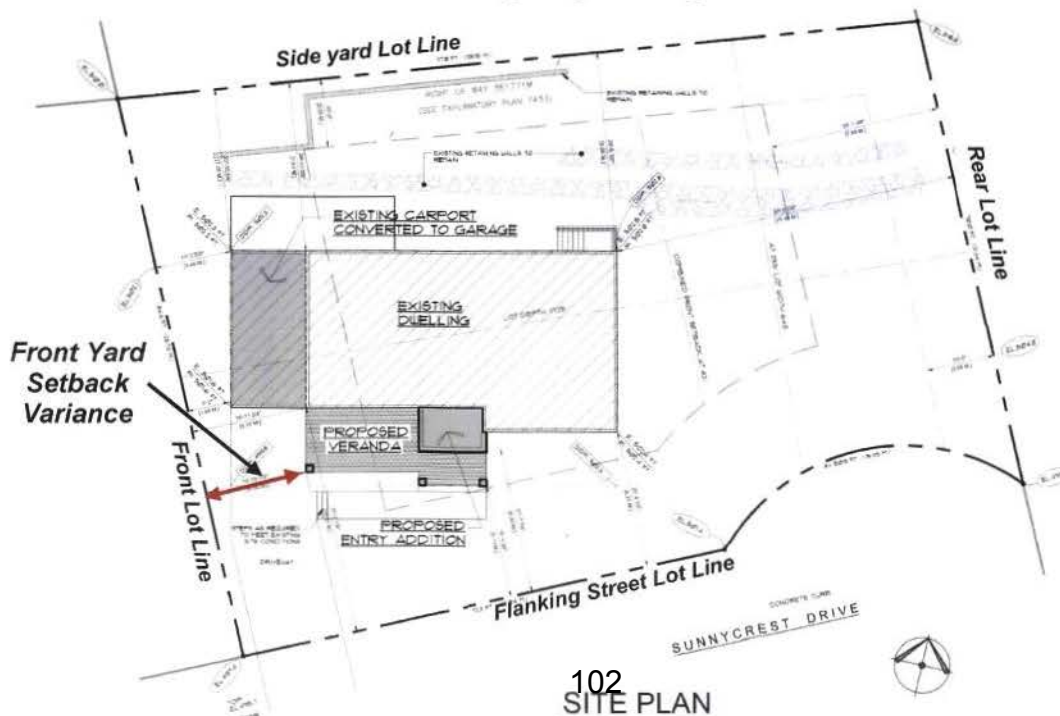


Context Map



Air Photo

The proposed renovation entails converting an existing carport into a garage and construction of a front veranda. The site plan below outlines the extent of the renovation (additions are shaded) and the applicable variance. The garage attains zoning bylaw setback requirements for a parking structure; accordingly, a building permit was recently issued to allow the enclosure of the garage to begin.



ANALYSIS:

Zoning Bylaw Compliance:

The table below outlines the zoning bylaw variance required as part of this application:

Regulation	Required/ Permitted	New Work	Variance
Minimum Front Setback of Veranda	6.40 m 21.00 ft	4.54 m 14.90 ft	1.86 m 6.10 ft

Discussion:

The 1.85 m (6.1 ft) variance is created by the irregular shape of the lot in relation to lot line definitions within the zoning bylaw. In this instance, given the long frontage and reduced lot depth, the zoning bylaw defines the adjacent interior lot lines (west and east lot lines) as the front and rear lot lines to allow a reasonable building envelope. The addition of the front veranda will not unduly encroach on the western lot line and is further setback than the carport slated for enclosure which attains setback requirements for a parking structure. The proposed veranda will create a stronger street presence and improve the entrance feature on the residence (See Attachment A).

Neighbourhood Character:

The existing Highlands neighbourhood consists of homes primarily built in the 1950's or 1960's. Sporadically, newly constructed homes are replacing older housing stock. Generally speaking, with respect to neighbourhood character, the proposed renovation and veranda addition will integrate well with the general character of the area.

Concurrence:

The District's engineering department, permits department and environmental department have reviewed the proposal.

The environmental department confirmed the development is exempt from the streamside development permit area as the proposed development is outside the streamside protected area.

Public Input:

An information letter outlining the application was mailed to adjacent neighbours and the Edgemont and Upper Capilano Community Association. There were no responses received from any neighbours or the community association.

Municipal notification advising that Council will be considering whether to issue a Development Variance Permit will be sent. Response to the notification will be provided to Council prior to consideration of this application.

Conclusion:

The proposed DVP will facilitate an upgrade and veranda addition to an existing single family home that will integrate well into the existing neighbourhood. It is recommended that Council approve the proposed DVP.

Options:

The following options are available for Council's consideration:

1. Issue Development Variance Permit 61.13 (Attachment A) to facilitate the addition of a front veranda to a single family house at 4112 Sunnycrest Drive. (staff recommendation); or
2. Deny Development Variance Permit 61.13.



Erik Wilhelm
Planner

Attach

Attachment A – DVP 61.13

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT VARIANCE PERMIT 61.13

This Development Variance Permit 61.13 is hereby issued by the Council of The Corporation of the District of North Vancouver to Marek Hubicka and Iris Anna Ruth Enkurs for an addition to a single family residence located at 4112 Sunnycrest Drive described as Lot 1, Block 5 of Block X, District Lots 577, 596 and 597, Plan 8734 (PID: 009-937-552), subject to the following terms and conditions:

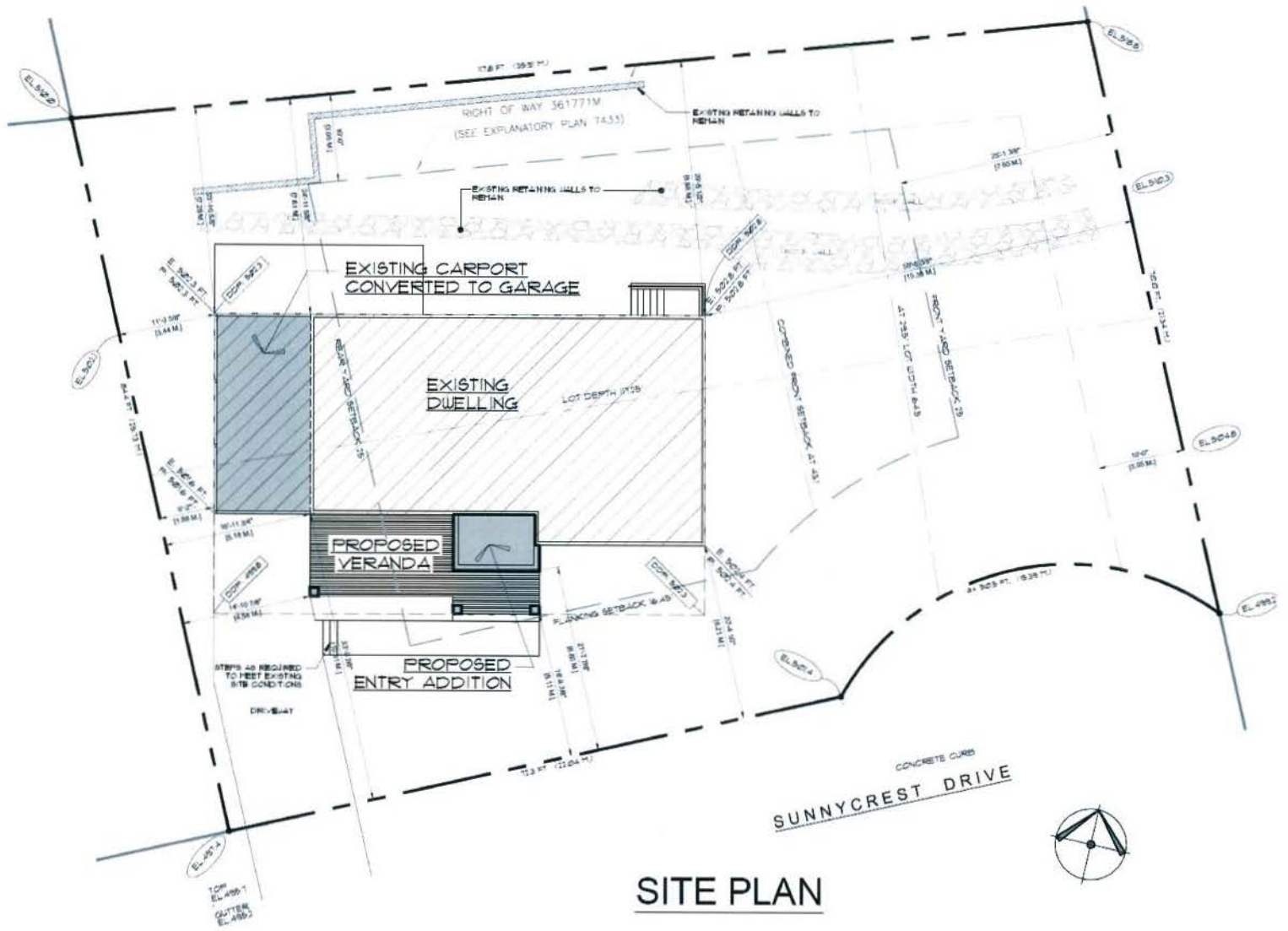
- A. The following Zoning Bylaw regulations are varied under subsection 922(1)(b) of the Local Government Act:
1. The minimum front yard setback for a veranda is decreased from 6.4 metres (21 feet) to 4.54 metres (14.9 feet); and
 2. The relaxation above applies only to the single-family dwelling as illustrated in the attached drawings (Attachments DVP61.13A and DVP61.13B).
- B. The following requirement is imposed under subsection 926(1) of the Local Government Act:

Substantial construction as determined by the Manager of Permits and Licences shall commence within two years of the date of this permit or the permit shall lapse.

Mayor

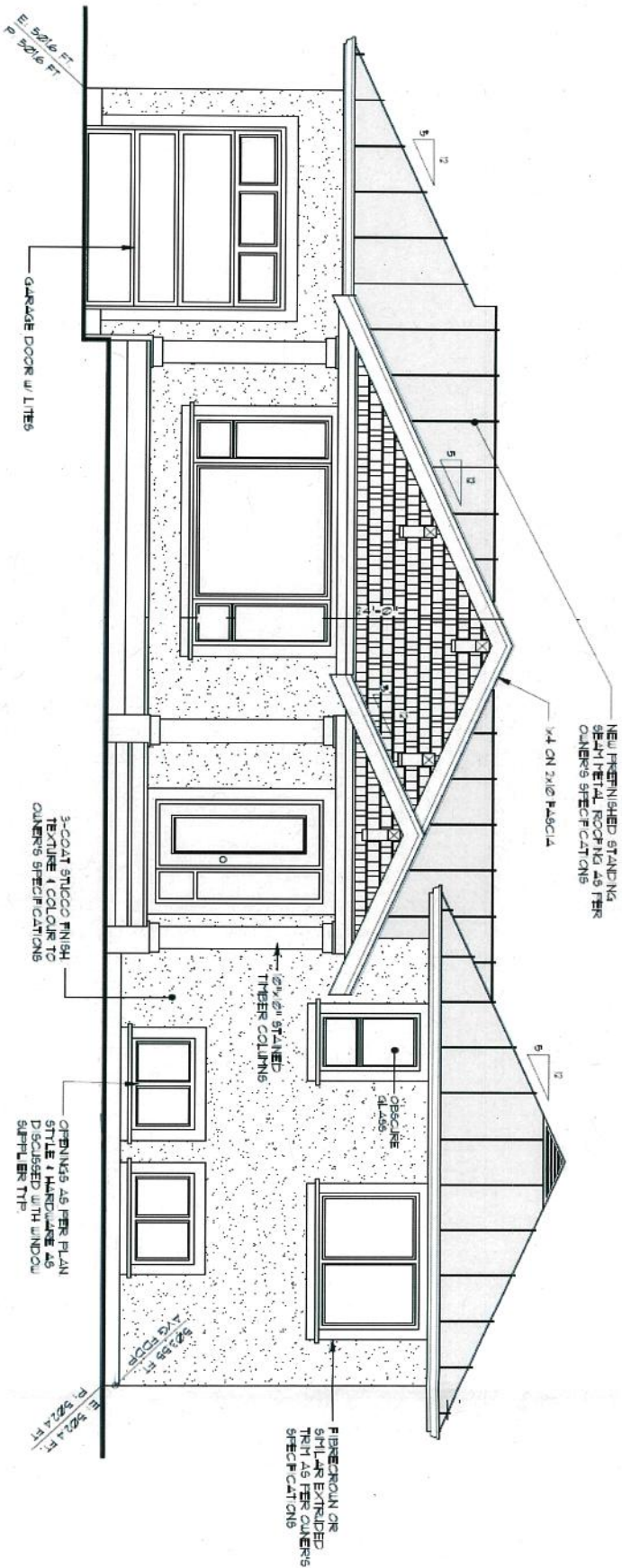
Municipal Clerk

Dated this day of , 2014.

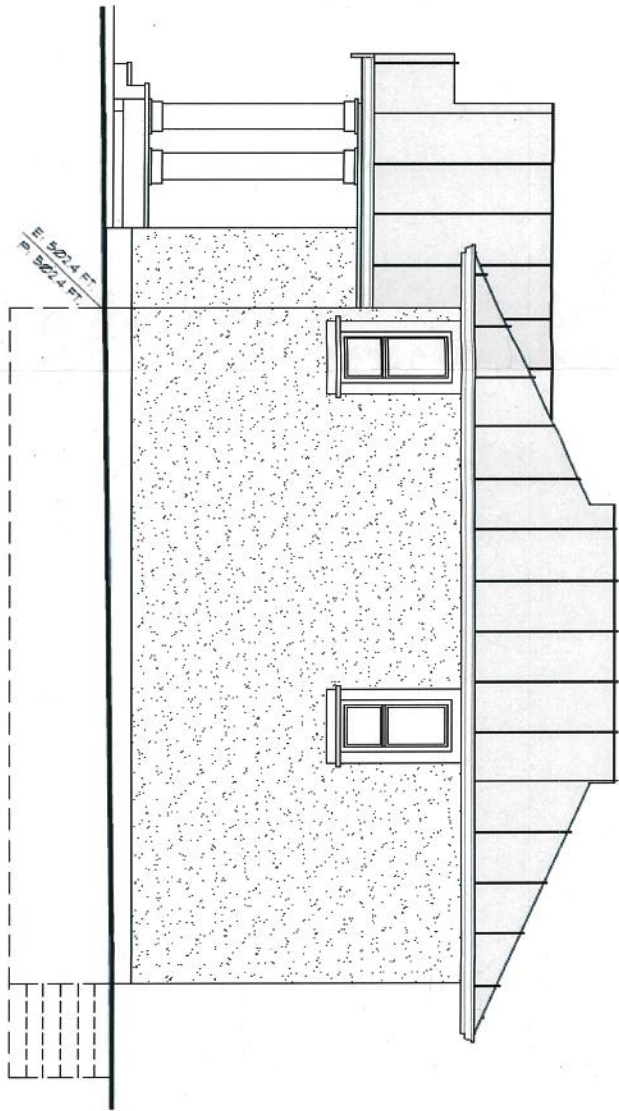


SITE PLAN

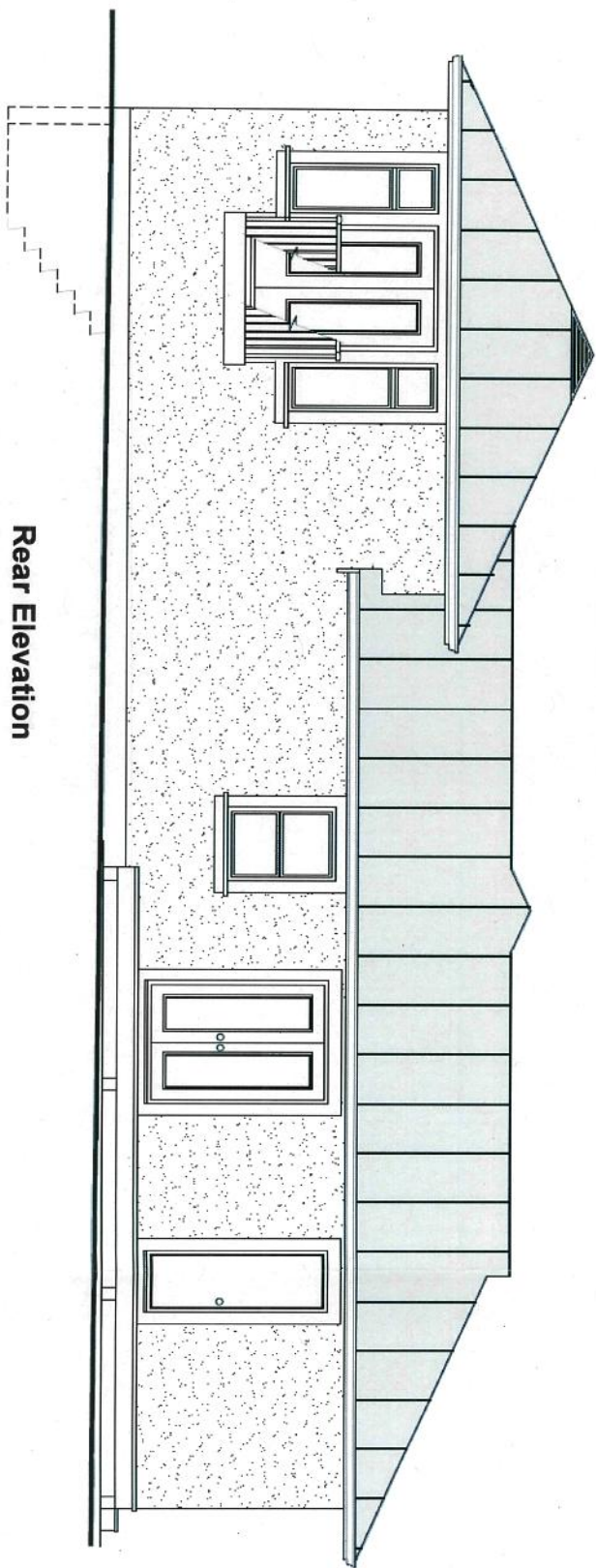




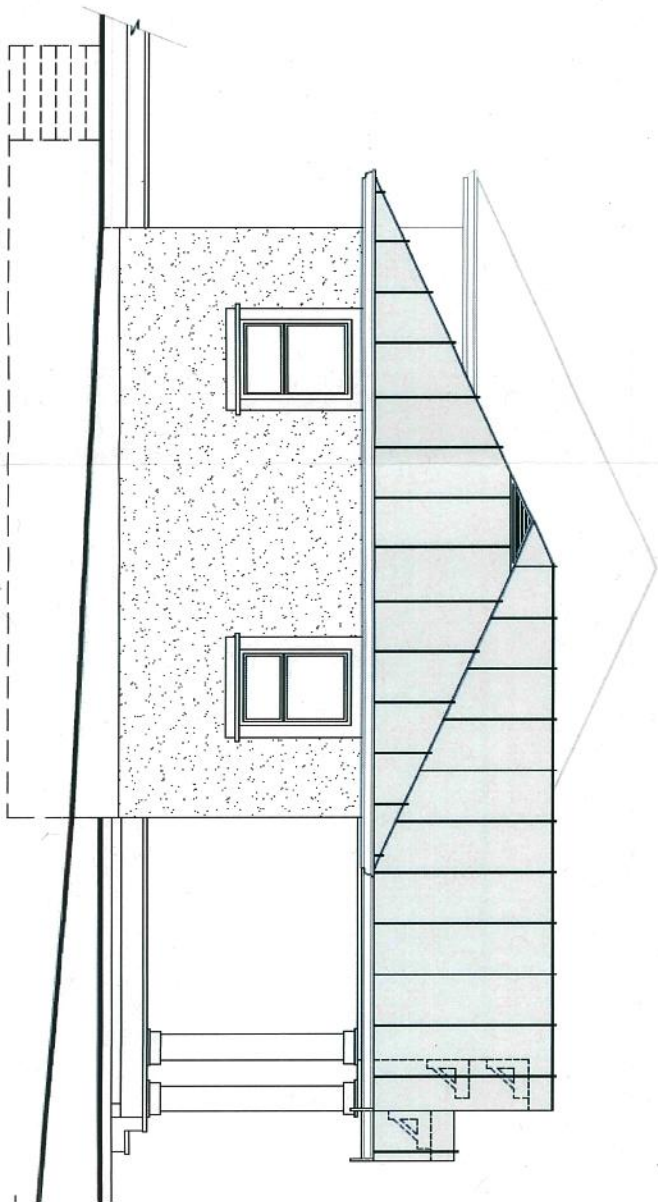
Front Elevation



Right Elevation



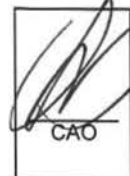
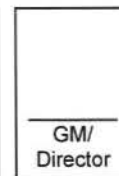
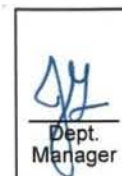
Rear Elevation



Left Elevation

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>February 17, 2014</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____



The District of North Vancouver REPORT TO COUNCIL

January 27, 2014
File: 01.0115.30/002.000

AUTHOR: James Gordon, Municipal Clerk

SUBJECT: Appointment of Election Officials for the 2014 General Local Elections

RECOMMENDATION:

THAT James Gordon is appointed Chief Election Officer for the District of North Vancouver for the conduct of the 2014 general local elections;

AND THAT Natasha Letchford is appointed Deputy Chief Election Officer for the 2014 general local elections.

REASON FOR REPORT:

The purpose of this report is to appoint a Chief and Deputy Chief Election Officer for the 2014 general local elections as required by section 41 of the *Local Government Act*.

BACKGROUND:

For the purposes of conducting an election, each local government must appoint a Chief and Deputy Chief Election Officer. Parts 3 and 4 of the *Local Government Act* detail the duties and responsibilities of these officials which include, generally, the planning and preparation for the election(s), the hiring and training of election officials, and the declaring of official results. The District also conducts the election of Trustees for School District 44.

The appointment of these officials is required now to allow the planning process to get underway early in the election year.

The two nominees served in these same capacities during the 2011 general local election. The District will also rely on the services of Linda Brick as Elections Coordinator who also served in that capacity in 2011. These three will form the District's election team.

Options:

Options available Council are:

1. Appoint James Gordon and Natasha Letchford as Chief and Deputy Chief Election Officer respectively; or,
2. Council may consider other options for the conduct of the 2014 general local election.

Respectfully submitted,



James Gordon
Municipal Clerk

REVIEWED WITH:

- ☐ Sustainable Community Dev. _____
- ☐ Development Services _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks & Environment _____
- ☐ Economic Development _____
- ☐ Human resources _____

- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____

External Agencies:

- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ Recreation Com. _____
- ☐ Museum & Arch. _____
- ☐ Other: _____