



Memo

January 24, 2014

File:

TO: Mayor and Council

FROM: Susan Haid – Manager, Sustainable Community Development

SUBJECT: Supplemental Materials for January 27th Committee of the Whole
Discussion on Update to the OCP Regional Context Statement

To assist in the upcoming Committee of the Whole Discussion on January 27th regarding the proposed update to the OCP Regional Context Statement, staff have prepared the attached table which illustrates the current and the proposed regional context statements, side-by-side according to each section (proposed changes shown in red text).

This supplement information simply shows the proposed changes in a table format for easy comparison. These proposed changes are highlighted and summarized in the staff report on this topic.

This information is being provided to Council electronically and also in large format (11” by 17”) hard copy.

Please do not hesitate to contact me at 604-990-2317 if you have any questions on this matter in advance of the Committee of the Whole meeting.

Thank-you,
Susan

Proposed Amendment (2014)

Existing (Adopted 2011)

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.

OCP SCHEDULE C: REGIONAL CONTEXT STATEMENT

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

At the time of OCP introduction, the Livable Region Strategic Plan (1996) is in legal effect. However, adoption procedures for the proposed Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136, 2011) have been initiated. Given the near simultaneous timing of both the District's and the proposed Regional plans, this Regional Context Statement has been structured according to the directions of the proposed Metro Vancouver 2040: Shaping our Future growth strategy (Bylaw 1136, 2011). This has been done on the understanding that the municipal requirements laid out in Bylaw 1136 (2011) are more comprehensive and detailed than those of the Livable Region Strategic Plan (1996), and that municipal consistency with the 2011 proposed Regional Growth Strategy will also mean the District meets the requirements expected under the Livable Regional Strategic Plan (1996) in the event that the 1996 plan remain in effect. The Conservation and Recreation areas and the Residual Green Zone areas illustrated on the Regional Features Map (Map 14) are all designated Parks, Open Space, and Natural Areas in the District Land Use Map (Map 2) and together represent the District's Green Zone as noted - to protect regionally significant natural assets, major parks, watersheds and ecologically important areas.

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

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

INTRODUCTION

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

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the Livable Regional Strategic Plan (1996) and expanded upon in the proposed Metro Vancouver 2040: Shaping our Future (2011) Regional Growth Strategy.

Proposed Amendment (2014)

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).

Existing (Adopted 2011)

The Natural Environment and Climate Change

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

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

Complete Communities

- Livable Region Strategic Plan Strategy 2: Build complete communities
- Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities

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

Compact Growth Management

- Livable Region Strategic Plan Strategy 3: Achieve a compact metropolitan region
- Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area

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

Transportation Choice

- Livable Region Strategic Plan Strategy 4: Increase transportation choice
- Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices

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

Sustainable Economy

- Livable Region Strategic Plan: N/A
- Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy

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

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

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>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.</p>	<p>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.</p>
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Specific Actions

RGS Roles for Municipalities	District OCP Actions	District OCP Actions
Strategy 1.1.3 a Depict the Urban Containment Boundary	Urban Containment Boundary illustrated on Regional Features Map	Urban Containment Boundary illustrated on Regional Features Map
Strategy 1.1.3 b Provide population, dwelling unit and employment projections	<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 30000 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>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>Capacity identified for additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). This meets RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the current scope of this plan. Consistency with projections for this later date will be achieved through formal reviews of the OCP, to occur every five years.</p>
Strategy 1.2.6 a Provide dwelling unit and	<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 FTDA) are anticipated to account for up to 75% of new residential development (up to approximately 25% in Lynn Valley, 30% in</p>	<p>75-90% of residential growth is directed to four centres on a ‘Network of Centres’ (Target 1). This nodal growth pattern exceeds the RGS region-wide guideline (Table 2) of 68% of residential growth to occur within Urban Centres and Frequent Transit Development Areas. One of the District’s four growth centres</p>

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Existing (Adopted 2011)

<p>employment projections for Urban Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>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 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</p>	<p>(Lynn Valley) functions as the Municipal Town Centre, and two (Lower Lynn and Lower Capilano/Marine) are proposed as FTDAs.</p> <p>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).</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 77% of employment growth region-wide might occur within Urban Centres (50%) and Frequent Transit Development Areas (27%). The figures for Urban Centres include the downtown Metro Core of Vancouver, Surrey Metro Centre and Regional Town Centres (such as Lonsdale in the City of North Vancouver). Given the propensity for employment to locate in such major regional centres, it may be unrealistic to anticipate 77% of employment growth in the District will occur within our Network of Centres. The RGS anticipates a lower percentage, 16%, of employment growth will occur in Municipal Town Centres. This may be a more realistic proportion for the District's Municipal Town Centre of Lynn Valley. The OCP also designates Lower Lynn as a Town Centre (Policy 2.1.1). Lower Lynn is proposed 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. Office and retail development are directed to these centres (Policies 2.1.3, 3.1.3, 3.1.4). Higher density Commercial Residential Mixed Use land use designations are applied to these centres, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) to facilitate office and retail development.</p> <p>Employment growth is also anticipated in the two designated growth Village Centres (Policy 2.2.2) which also have relatively high density office/retail development opportunities (Commercial Residential Mixed Use Level 2, 2.5 FSR). Lower Capilano/Marine Village centre is proposed as a FTDA (Policy 2.4.1) and anchors the Marine Drive frequent transit corridor. This corridor, and the Light Industrial Commercial designated lands on Pemberton Avenue, are also anticipated to receive significant employment growth. Light Industrial Commercial lands on Pemberton Avenue are all situated between 100m and 800m of frequent transit on Marine Drive. Maplewood Village Centre also has significant employment growth potential through relatively high density Commercial Residential Mixed Use designations (Commercial Residential Mixed Use Level 2, up to 2.5 FSR) and Light Industrial Commercial areas both within and adjacent to the centre boundary. Light Industrial Commercial areas outside the centre boundary are immediately adjacent (across the street) and will benefit from the same transit improvements facilitated by residential and commercial growth within the centre.</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>Land use designations and policies are consistent with the direction of guidelines provided in the RGS. Detailed percentage distributions by location have not been prepared as part of the OCP and will be</p>
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Proposed Amendment (2014)

Existing (Adopted 2011)

	<p>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>addressed through subsequent planning work (OCP implementation through detailed Centres Plans, and/or OCP formal review, and/or Economic Strategy).</p> <p>The OCP provides for an estimated 2500 new units (5000 people) in Lynn Valley Town Centre; and approximately 3000 units in Lower Lynn and 2000 in Lower Capilano-Marine Drive corridor, the latter both proposed FTDA’s</p>
<p>Strategy 1.2.6 b i</p> <p>Identify location and boundaries of Centres</p>	<p>Urban Centres illustrated on Regional Features Map</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>Urban Centres illustrated on Regional Features Map</p> <p>Lynn Valley is identified at the Municipal Town Centre</p> <p>Lower Lynn is proposed 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 proposed 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>Lynn Valley (the District’s Municipal Town Centre) is designated a Town Centre (Policy 2.1.1)</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.</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>Office and retail development directed to Centres (Policies 2.1.3, 3.1.3, 3.1.4)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

	<p>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)</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 also be prepared.</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>Strategy 1.2.6 b iii</p> <p>Encourage office development in Centres</p>	<p>Major office development directed to centres specifically regionally designated FTDA's and the Municipal Town Centre (Policies 2.1.3, 3.1.4)</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>	<p>Office development directed to centres (Policies 2.1.3, 3.1.4)</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).</p>
<p>Strategy 1.2.6 b iv</p> <p>Reduce parking in Centres where appropriate</p>	<p>Parking reductions in centres and corridors 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>Parking reductions in centres and corridors considered (Policy 5.1.8)</p>
<p>Strategy 1.2.6 c i</p> <p>Identify Frequent Transit Development Areas (FTDA's)</p>	<p>Proposed Frequent Transit Development Areas illustrated on Regional Features Map</p>	<p>Proposed Frequent Transit Development Areas illustrated on Regional Features Map</p>
<p>Strategy 1.2.6 c ii</p> <p>Focus growth and development in Frequent Transit Development Areas (FTDA's)</p>	<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</p>	<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</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

	<p>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 as shown on Land Use Map (OCP Map 2).</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, 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>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</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, 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>Parking reductions in centres considered (Policy 5.1.8)</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>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>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).</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>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>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 1.2.6 d iv Exclude non-residential major trip-generating uses outside Centres and Frequent Transit Development Areas (FTDAs)</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, 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.</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) is directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses outside of centres are not encouraged by any policy in the OCP.</p>
<p>Strategy 1.2.6 d v Encourage infill development</p>	<p>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)</p>	<p>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)</p>
<p>Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas</p>	<p>N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas</p>
<p>Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities</p>	<p>Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)</p>	<p>Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)</p>
<p>Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking</p>	<p>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)</p>	<p>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)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 1.2.6 f iii Implement transit priority measures where appropriate</p>	<p>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 OCP)</p>	<p>Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2) Centres policies in Schedule A (Mobility Maps)</p>
<p>Strategy 1.2.6 f iv Support district and renewable energy where appropriate</p>	<p>District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)</p>	<p>District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)</p>
<p>Strategy 1.3.3 a Identify Rural areas</p>	<p>Rural areas illustrated on Regional Features Map</p>	<p>Rural areas illustrated on Regional Features Map</p>
<p>Strategy 1.3.3 b Limit development in Rural areas</p>	<p>Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision. 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. 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>	<p>Growth restricted outside Urban Containment Boundary (Policy 1.2) Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A)</p>
<p>Strategy 1.3.3 c i Specify allowable density and form of land uses in Rural areas</p>	<p>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)</p>	<p>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)</p>
<p>Strategy 1.3.3 c ii Support agricultural uses in agricultural areas</p>	<p>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)</p>	<p>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)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

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.

Regional Goal 2: Support a Sustainable Economy

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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>New retail, service and major office development concentrated in two Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn proposed FTDA (Policy 2.1.3)</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>New retail, service and major office development concentrated in two Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn proposed FTDA (Policy 2.1.3)</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.</p> <p>Policy 3.1.4 directs major office uses to the Network of Centres</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 2.1.4 c 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>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 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.</p>
<p>Strategy 2.1.4 d 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>	<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 (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>
<p>Strategy 2.2.4 a Identify Industrial areas</p>	<p>Industrial areas illustrated on Regional Features Map</p>	<p>Industrial areas illustrated on Regional Features Map</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 2.2.4 b i Support and protect industrial uses</p>	<p>Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)</p>	<p>Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)</p>
<p>Strategy 2.2.4 b ii Support appropriate accessory uses to Industrial</p>	<p>Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)</p>	<p>Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)</p>
<p>Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial</p>	<p>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)</p>	<p>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)</p>
<p>Strategy 2.2.4 b iv Encourage better utilization and intensification of Industrial</p>	<p>Intensification and better utilization of Industrial areas encouraged (Section 3.2)</p>	<p>Intensification and better utilization of Industrial areas encouraged (Section 3.2)</p>
<p>Strategy 2.2.4 c Identify Mixed Employment areas</p>	<p>N/A - The District does not have Mixed Employment areas</p>	<p>N/A - The District does not have Mixed Employment areas Light Industrial Commercial land use designation and policies in OCP Chapter 3, Employment Lands generally support intent of Mixed Employment</p>
<p>Strategy 2.2.4 d Policies for Mixed Employment areas</p>	<p>N/A - The District does not have Mixed Employment areas</p>	<p>N/A - The District does not have Mixed Employment areas Light Industrial Commercial land use designation and policies in OCP Chapter 3, Employment Lands generally support intent of Mixed Employment</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 2.2.4 e Help reduce environmental impacts and promote energy efficiency</p>	<p>Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6) High quality development standards are encouraged in employment lands (Policy 3.4.2) 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) Green building and water conservation practices promoted (Policy 10.1.1)</p>	<p>Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6) High quality development standards are encouraged in employment lands (Policy 3.4.2) 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) Green building and water conservation practices promoted (Policy 10.1.1)</p>
<p>Strategy 2.3.6 a Identify Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>
<p>Strategy 2.3.6 b i Assign regional land use designations for agriculture</p>	<p>N/A - The District does not have Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>
<p>Strategy 2.3.6 b ii Discourage subdivision of agricultural land</p>	<p>N/A - The District does not have Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>
<p>Strategy 2.3.6 b iii Improve infrastructure services to agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>
<p>Strategy 2.3.6 b iv Manage the agricultural-urban interface</p>	<p>N/A - The District does not have Agricultural areas</p>	<p>N/A - The District does not have Agricultural areas</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

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)	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	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b vii Support information programs on food and local agriculture	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12) Collaboration with agencies and partners to provide food access (Policy 6.3.14) A food policy to support community and environmental health to be developed (Policy 6.3.15)	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12) Collaboration with agencies and partners to provide food access (Policy 6.3.14) 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</p> <p>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 <i>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.</i></p>	<p>Regional Goal 3: Protect the Region’s Environment and Respond To Climate Change Impacts</p> <p>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 and the Residual Green Zone areas illustrated on the Regional Features Map (Map 14) together represent the District’s Green Zone as noted - to protect regionally significant natural assets, major parks, watersheds and ecologically important areas.</p>
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Specific Actions

Strategy 3.1.4 a Identify Conservation and	Conservation and Recreation areas illustrated on Regional Features Map	Conservation and Recreation and Green Zone areas illustrated on Regional Features Map
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Proposed Amendment (2014)

Existing (Adopted 2011)

Recreation areas		
<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 (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>	<p>Conservation and Recreation and Green Zone areas given Parks, Open Space, and Natural Areas land use designation (Land Use Map within Schedule A) which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, and outdoor recreation.</p> <p>A significant portion of Conservation and Recreation and Green Zone 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>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.</p>	<p>N/A - Conservation and Recreation and Green Zone areas are integrated with existing adjacent, typically low intensity, uses.</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>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>

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 3.2.5 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) New trails planned for in growth areas (Policy 4.2.2) Region-wide cycling network coordinated (Policy 5.3.4) Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</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) New trails planned for in growth areas (Policy 4.2.2) Region-wide cycling network coordinated (Policy 5.3.4) Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 3.2.6 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) Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</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) Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</p>
<p>Strategy 3.2.7 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) Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</p>	<p>Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1) Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</p>
<p>Strategy 3.3.4 a 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 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. High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1) Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</p>	<p>Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target 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. High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1) Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

<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>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>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>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>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</p>	<p>Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</p>	<p>Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

change and natural hazard risk assessments in planning municipal assets		
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<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.</p>	<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.</p>
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Specific Actions

<p>Strategy 4.1.7 a 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>	<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>
<p>Strategy 4.1.7 a i 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</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>Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)</p>

Proposed Amendment (2014)

Existing (Adopted 2011)

	(Target 2)	
Strategy 4.1.7 a ii Increase diverse supply through infill and increased density	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 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)	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 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)
Strategy 4.1.7 a iii Assist senior governments in providing affordable rental	Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5) 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). 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 Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)	Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5) 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). 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 Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)
Strategy 4.1.7 a iv Facilitate affordable housing through diverse municipal measures	District land and facilities to facilitate and help leverage affordable housing (Policies 7.4.3, 7.4.4) Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3) Financial incentives such as reduced development cost charges considered (Policy 7.3.7)	District land and facilities to facilitate and help leverage affordable housing (Policies 7.4.3, 7.4.4) Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3) Financial incentives such as reduced development cost charges considered (Policy 7.3.7)
Strategy 4.1.8 a to f Prepare and implement Housing Action Plans	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). 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.	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). 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.

Proposed Amendment (2014)

Existing (Adopted 2011)

<p>Strategy 4.2.4 a</p> <p>Support compact Commercial Residential Mixed Use communities</p>	<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>	<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>
<p>Strategy 4.2.4 b</p> <p>Locate community hubs and affordable housing in transit accessible areas</p>	<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>	<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>
<p>Strategy 4.2.4 c</p> <p>Provide public spaces</p>	<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> <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>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> <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>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</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>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>

Proposed Amendment (2014)

Existing (Adopted 2011)

production and distribution		
Strategy 4.2.4 f Assess health implications in planning	<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>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>
Strategy 4.2.4 g Support universally accessible community design	<p>Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3)</p> <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>Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3)</p> <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>
Strategy 4.2.4 h Identify small scale local centres	<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 FTDA's</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>A Network of Centres established (Policy 1.3) comprising two Town Centres (Policy 2.1.1) and six Village Centres (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 FTDA's</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>
Strategy 4.2.4 i Recognize Special Employment Areas	<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 FTDA's 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>	<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 FTDA's 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>

Proposed Amendment (2014)

Existing (Adopted 2011)

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.**

Regional Goal 5: Support Sustainable Transportation Choices

This OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement.

Specific Actions

<p>Strategy 5.1.6 a</p> <p>Encourage a greater share of transit, cycling and walking trips and support TransLink's Frequent Transit Network</p>	<p>Target established of achieving a 35% mode share of transit, walking 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>Target established of achieving a 35% mode share of transit, walking 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>Parking reductions in centres considered (Policy 5.1.8)</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>

Proposed Amendment (2014)

Existing (Adopted 2011)

<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>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>Major Roads and Goods Movement map included in Regional Features Map</p> <p>Detailed network maps will be prepared through 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>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</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>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>

Proposed Amendment (2014)

Existing (Adopted 2011)

strategies		
<p>Strategy 5.2.3 d 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><i>Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses.</i></p> <p><i>Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors.</i></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). <i>Council approved the Transportation Plan in 2012.</i></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>Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4)</p> <p>Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p>

Proposed

Current