

C.1 LOWER CAPILANO LOCAL PLAN

A Local Area Plan is a statement of the collective "vision" for the local area: What must be preserved? What should be changed? What are the challenges to be faced in the future? Local Planning Area Reports are summarized and appended to the District OCP. They take the form of a detailed plan map with key objectives, policies and implementation strategies, together with development guidelines for commercial, industrial, heritage and multi-family Development Permit Areas.

Until a vision for Lower Capilano is articulated there will continue to be ad hoc decision making, usually based on regional needs instead of a balance between regional and community interests. Neighbourhoods will remain on the defensive against rezoning and redevelopment pressures and this will continue to take energy away from efforts to achieve positive changes in Lower Capilano.

PLAN GOALS

- To create a community focus, tying the neighbourhoods together and providing a meeting place.
- To improve the pedestrian environment and attract an interesting variety of shops and services on Marine Drive and Pemberton Avenue.
- To preserve neighbourhood livability, character and identity.
- To improve public access to community facilities and natural amenities, especially by foot or bicycle.

The residents and business community of Lower Capilano wish a long term (10 year) "game plan" that will be adhered to so that investments and other commitments can be made with a greater degree of knowledge and assurance of future land use and municipal infrastructure improvements and other initiatives.

OBJECTIVE 1.1 To achieve better co-ordination of decision making and programs between the District, adjacent municipalities, provincial agencies, the Squamish Nation, the GVRD, the business community and residents.

POLICY 1.1.1 The District will engage in on-going consultation and information exchange with residents and the business community in plan implementation and municipal programs.

IMPLEMENTATION 1.1.1.1 Proposed amendments to the plan will be circulated for review and comment to the appropriate Community Associations, Council Advisory Committees, business organizations and other agencies.

OBJECTIVE 1.2 To implement the long term vision of Marine Drive, the Capilano Triangle and Pemberton Avenue.

POLICY 1.2.1 Land use decisions must be consistent with the designation on the plan map.

IMPLEMENTATION 1.2.1.1 Rezoning and development permit applications will be evaluated in terms of compliance with the plan map and policies.

POLICY 1.2.2 The plan will be reviewed yearly to evaluate if plan objectives are being met.

IMPLEMENTATION 1.2.2.1 The four neighbourhood associations will be invited to participate in an annual plan audit to review implementation progress and the continued relevance of plan policies.

IMPLEMENTATION 1.2.2.2 A comprehensive plan review and update will be undertaken within 10 years or sooner if warranted.

NEIGHBOURHOODS

Healthy, vibrant neighbourhoods have an identifiable character based on building form and design, streetscape, community focus and other design elements. They have definite boundaries, yet are well integrated into the larger community. Urban facilities and services like schools, public transit, senior's programmes and recreational opportunities are readily accessible. Healthy neighbourhoods can adapt to changing needs over time; they have a balanced housing stock capable of meeting the needs of a variety of age groups, family types, lifestyles and income levels. Residents are socially active and politically involved. Safety and security in the home and on the street is assured.

OBJECTIVE 2.1 To protect neighbourhood integrity by establishing clear and effective boundaries.

POLICY 2.1.1 The predominant development form of residential neighbourhoods shall remain as detached housing.

IMPLEMENTATION 2.1.1.1 No zoning changes will be approved within the single family neighbourhoods unless it is for community uses such as parks, schools, churches or other public buildings.

POLICY 2.1.2 Mixed use buildings are encouraged to achieve a transition between commercial streets and adjacent residential neighbourhoods.

IMPLEMENTATION 2.1.2.1 Building height gradients and landscaping buffers are achieved through the development permitting process.

OBJECTIVE 2.2 To ensure that new development is compatible with existing neighbourhood character.

POLICY 2.2.1 Height, bulk and lot coverage characteristics of infill or rebuilt homes must be compatible with the immediately surrounding homes.

IMPLEMENTATION 2.2.1.1 Neighbourhood zoning projects will be initiated for Pemberton Heights, Lions Gate and Lower Capilano/Marine within the term of the plan.

OBJECTIVE 2.3 To create a community focal point which ties the neighbourhoods together.

POLICY 2.3.1 The intersection of Marine Drive and Pemberton Avenue is recognized as the central core of the Lower Capilano commercial centre.

IMPLEMENTATION 2.3.1.1 A design study will be undertaken with the involvement of the business community and the neighbourhood

associations to develop a design theme and detailed implementation plan for the Pemberton View Corridor within two years of plan adoption.

OBJECTIVE 2.4 To increase awareness of the historical significance of Lower Capilano in the early settlement of the North Shore.

POLICY 2.4.1 Significant heritage buildings will be acknowledged and preserved where possible.

IMPLEMENTATION 2.4.4.1 The District will assist in the publication of "A brief Chronological History of Lower Capilano" (work in progress by Roy Pallant).

HOUSING

The focus of our housing needs will be different during the next 20 years compared with the last 50 years. Affordability is a much greater concern now because housing costs have risen at least twice as fast as incomes during the last thirty years. Furthermore, the types of households that are more interested in smaller, easier to maintain or less expensive housing units, i.e. the 25 - 35 and over 65 age groups, are now the fastest growing segments of the population. Although about 3/4 of the existing housing stock in the District of North Vancouver is accounted for by the single family house, only about one out of three newly constructed housing units are detached houses.

OBJECTIVE 3.1 To encourage the provision of a range of housing types and tenures to serve the needs of the spectrum of age, income groups and family types present in Lower Capilano.

POLICY 3.1.1 Density bonusing will be considered for the provision of seniors and smaller, more affordable residential units in mixed use developments within the Marine Drive Corridor.

IMPLEMENTATION 3.1.1.1 A review of zoning regulations and parking regulations will be undertaken within the term of the plan to encourage the provision of smaller, more affordable residential units in mixed use buildings.

IMPLEMENTATION 3.1.1.2 District owned property at Bridgman and 16th Street is reserved for seniors rental housing.

IMPLEMENTATION 3.1.1.3 Properties designated for ground oriented residential use north of West 15th Street in Norgate may be developed to a maximum of 36 units per acre except that the south side of the 1200 Block of West 16th Street and the lots between Phillip and McGowan Avenues are limited to 24 units per acre.

POLICY 3.1.2 Low impact residential intensification options such as carriage houses and suites are encouraged.

IMPLEMENTATION 3.1.2.1 Design and siting guidelines for carriage houses and suites respecting the single family character of homes in the neighbourhoods will be developed when policy direction is received from Council.

COMMUNITY FACILITIES AND SERVICES

A review of the inventory of community facilities in Lower Capilano reveals the same bias of serving a larger geographical area than the Lower Capilano community. For the North Shore collectively, Lower Capilano could hardly be more centrally located, but it is on the outskirts of each of the municipalities when considered individually. There are no public recreation facilities and not enough community facilities in Lower Capilano. Residents must travel to other parts of the District for their services, and most often this means by automobile because bus routes are generally inconvenient for this purpose.

OBJECTIVE 4.1 To achieve the provision of recreational and community facilities at a level comparable to the District as a whole in a cost effective manner.

POLICY 4.1.1 Major redevelopment proposals are required to provide public amenities, especially child care or meeting space as a condition of rezoning.

IMPLEMENTATION 4.1.1.1 Municipally owned property at Lloyd Avenue and Third Street is designated for public use.

IMPLEMENTATION 4.1.1.2 Detailed concept planning will be undertaken within two years of adoption of the plan for the West Third Street and Lloyd Avenue property incorporating an archives building, public covered tennis facilities and provision for possible future community uses.

OBJECTIVE 4.2 To maintain, support and enhance the system of public institutions, services and amenities that promote the health, safety, and well-being of Lower Capilano residents.

POLICY 4.2.1 Existing public facilities and services are to be maintained at present levels or improved.

IMPLEMENTATION 4.2.1.1 Rezoning of sites zoned "Public Assembly" is not permitted.

IMPLEMENTATION 4.2.1.2 The RCMP will be requested to consider locating a Community Police Office on or near Marine Drive.

POLICY 4.2.2 Greater use of schools and churches for childcare and other community purposes is encouraged.

IMPLEMENTATION 4.2.2.1 The District will support the Recreation Commission in negotiations with School District #44 to permit community use of school facilities and to build additional space at Capilano School assuming this can be done without compromising playground opportunities on the school site.

IMPLEMENTATION 4.2.2.2 The District will explore ways of financially assisting or otherwise facilitating the use of meeting space in churches for community organizations.

OBJECTIVE 4.3 To support the provision of social programs and activities for residents of all ages and income levels.

POLICY 4.3.1 Priority is given to the specialized needs of the community, especially the teens and seniors age groups as well as providing meeting space for small community groups

IMPLEMENTATION 4.3.1.1 The Recreation Commission is requested to give priority to local teens and seniors when programming facilities and social programs in Lower Capilano.

IMPLEMENTATION 4.3.1.2 Meeting room space in the future archives building will be made available for use by community groups.

BUSINESS AND INDUSTRY

Although there are a large number of jobs in Lower Capilano, less than half are filled by North Shore residents because the economic structure does not closely match the predominantly professional characteristics of the workforce. More and more North Shore residents will be working from home in the future as the economy continues to evolve but the port and industrial lands will continue to be a vital part of the North Shore economic base.

The evolution of a community focal point or village centre is fostered by encouraging a more interesting variety of retail shops and services to concentrate in a node centered on Pemberton Avenue and Marine Drive.

OBJECTIVE 5.1 To attract environmentally friendly industry and business to Lower Capilano and achieve a higher ratio of local employment to population.

POLICY 5.1.1 Priority is given to building types and forms suitable for small and medium sized firms specializing in research and development, advanced technology and other similar professional endeavors.

IMPLEMENTATION 5.1.1.1 Regulations similar to the "CD9" zone will be applied to properties within the "Business Park Industrial" designation at the zoning stage.

IMPLEMENTATION 5.1.1.2 A review of municipal zoning and business regulations will be undertaken to insure they are relevant to current needs and situations.

POLICY 5.1.2 Home based business is recognized and encouraged as a emerging economic force in Lower Capilano.

IMPLEMENTATION 5.1.2.2 A review of home occupation regulations will be undertaken within two years of plan adoption.

OBJECTIVE 5.2 To preserve the industrial land base.

POLICY 5.2.1 No encroachment of retail uses into the light industrial area is permitted.

IMPLEMENTATION 5.2.1.1 No rezoning of industrial property for commercial uses is permitted with the exception of Pemberton Avenue north of 15th Street.

OBJECTIVE 5.3 To support existing tourist facilities and services.

POLICY 5.3.1 The present emphasis of tourist accommodation and complementary uses on Capilano Road is supported.

IMPLEMENTATION 5.3.1.1 The commercial properties along Capilano Road north of Marine Drive are designated "Hospitality Commercial" on the Plan Map.

OBJECTIVE 5.4 To foster an urban village atmosphere within Marine Drive retail area by encouraging the provision of an interesting range of retail shops and services.

POLICY 5.4.1 Property consolidation on Pemberton Avenue is discouraged to maintain a variety of small storefronts and independent businesses.

IMPLEMENTATION 5.4.1.1 Commercial buildings should be sited at the front of the property with parking located behind.

POLICY 5.4.1 In the Marine Drive corridor, mixed use developments with small sized residential units above retail and service businesses are encouraged.

IMPLEMENTATION 5.4.1.1 Residential parking requirements in mixed use buildings may be relaxed if unit sizes are small and parking is underground.

IMPLEMENTATION 5.4.1.2 Building heights should be stepped back from the street and from adjacent residential neighbourhoods.

OBJECTIVE 5.5 To achieve high standards of urban design and enhance the pedestrian environment of Marine Drive.

POLICY 5.5.1 Design guidelines specific to Marine Drive, Pemberton Avenue and the Capilano Triangle will be incorporated into the District OCP within two years of plan adoption.

IMPLEMENTATION 5.5.1.1 Weather protection, street trees, street furniture, public art and substantial landscaping and other amenities are encouraged on Marine Drive and the northern portion of Pemberton Avenue through the development permitting process.

IMPLEMENTATION 5.5.1.2 Development permits issued for mixed use or commercial developments adjacent to residential neighbourhoods must provide for an adequate buffer to the neighbourhood.

TRANSPORTATION AND UTILITIES

The transportation network is obviously influenced by proximity to the first narrows. Several regional network improvements will be forthcoming in the near future including Lions Gate Bridge improvements, the low level route and the Westview interchange. When these projects are completed, some relief of the traffic congestion at the bridge head will be provided and traffic volumes on Marine Drive may be reduced. The plan proposes additions and improvements to the bike route and pedestrian trail networks to achieve more complete connections between the neighbourhoods and reduce dependency on the automobile.

OBJECTIVE 6.1 To reduce dependency on the private automobile.

POLICY 6.1.1 All neighbourhoods should be interconnected and well served by pedestrian and bicycle routes.

IMPLEMENTATION 6.1.1.1 Discussions will be initiated with West Vancouver, the City of North Vancouver and the GVRD to coordinate trail linkages and improvements within a year of plan adoption.

IMPLEMENTATION 6.1.1.2 A sidewalk will be installed on the north side of Marine Drive, west of Capilano Road within three years of plan adoption.

IMPLEMENTATION 6.1.1.3 Unopened road allowances are retained for consideration of future pedestrian or bicycle route improvements.

IMPLEMENTATION 6.1.1.4 The unopened portion of Greenwood Street west of Silverwood Crescent will be used for bicycle and pedestrian trail purposes only.

POLICY 6.1.2 Improvements to public transit service are encouraged.

IMPLEMENTATION 6.1.2.1 The Province is requested to give a high priority to public transit, bicycles and pedestrians and to limit automobile capacity to four lanes when choosing the preferred option for Lions Gate Bridge improvements.

IMPLEMENTATION 6.1.2.2 B.C. Transit will be requested to explore opportunities for re-routing bus service off of Garden Avenue and West 15th Street to Capilano Road and Marine Drive respectively when Lions Gate Bridge and interchange improvements are finalized.

OBJECTIVE 6.2 To maintain safe and efficient vehicle, pedestrian and bicycle circulation systems.

POLICY 6.2.1 Local and non-local traffic flows are to be segregated where possible.

IMPLEMENTATION 6.2.1.1 Upon completion of the Low Level Route, Welch Street will be reclassified to "collector" from "major arterial".

IMPLEMENTATION 6.2.1.2 The following objectives will be taken into account during design and construction of the Low Level Route: i) diversion of truck traffic off Pemberton Avenue; ii) maintaining or enhancing pedestrian access to the waterfront; iii) absorbing some of the traffic flow off Marine Drive.

POLICY 6.2.2 Local safety improvements projects will be budgeted as part of the District capital budget process.

IMPLEMENTATION 6.2.2.1 The configuration of the Garden Avenue/ Capilano Road intersection will be reviewed to investigate safety improvements such as the installation of a flashing light and traffic measures to effectively prevent southbound vehicles from shortcutting across the northbound traffic lane when turning left onto Garden Avenue within a year of plan adoption.

IMPLEMENTATION 6.2.2.2 A vehicle classification study of Garden Avenue will be undertaken upon plan adoption to determine if restrictions to truck traffic are warranted.

IMPLEMENTATION 6.2.2.3 Parking studies of Fullerton and Garden Avenues will be undertaken upon plan adoption to determine if the institution of resident only parking restrictions is warranted.

IMPLEMENTATION 6.2.2.4 The design of the Fullerton Avenue/ Capilano Road intersection will be reviewed within a year of plan adoption to investigate: i) the advisability of relocating the crosswalk to the south side of the intersection; ii) the advisability of extending the lane at the rear of the Capilano Road properties; iii) alternative access and egress alternatives from the athletic club property; iv) ways of impeding through traffic to Curling Road (given the above); and v) other safety measures.

IMPLEMENTATION 6.2.2.5 The location of a grade separated rail crossing between Philip and Lloyd Avenue will be determined during the final design of the Low Level road.

OBJECTIVE 6.3 To maintain high standards of public utility provision.

POLICY 6.3.1 Services to new development should be as unobtrusive as possible

IMPLEMENTATION 6.3.1.1 Electrical transformers, connection boxes, gas meters, and other utilities should be located or screened so as to minimize visibility.

IMPLEMENTATION 6.3.1.2 Electrical services to new development will be placed underground.

IMPLEMENTATION 6.3.1.3 The Province will be requested to improve noise abatement measures along the Upper Levels Highway.

ENVIRONMENT AND PARKS

The Capilano River and the waterfront are the most significant natural features and amenities in Lower Capilano. Other notable features include MacKay Creek, the Bowser Trail and Keith Embankment. The pedestrian trail network is well developed and the community is pleasant to walk in. Generally, pedestrian routes within the neighbourhoods are acceptable but improvement is needed between the neighbourhoods, to the waterfront and to West Vancouver.

OBJECTIVE 7.1 To increase public enjoyment of the community's natural attributes especially access to, and views of, the waterfront.

POLICY 7.1.1 Park priorities in Lower Capilano are directed toward achieving a continuous, well-signed trail system linking the waterfront, MacKay Creek, the Bowser Trail and the Capilano River; and addressing the neighbourhood level parkland deficiency in Lions Gate.

IMPLEMENTATION 7.1.1.1 New trail links and major improvements to peexisting trails will be budgeted as part of the District capital budget process.

IMPLEMENTATION 7.1.1.2 Within the term of the plan, concept plans will be prepared for MacKay Creek Park; a viewpoint at the corner of Keith Road and Pemberton Avenue; a waterfront public area at the foot of

Pemberton Avenue; a beautification program for Pemberton Avenue; and a pocket park at Belle Isle Place.

IMPLEMENTATION 7.1.1.3 Within the term of the plan, improvements to the pedestrian network will be made as follows: i) Capilano Road to Lions Gate and West Vancouver; ii) McGuire Avenue from 15th Street to Welch Street; iii) West 21st Street to MacKay Creek and City of North Vancouver, iv) Welch Street west to Lions Gate Bridge; v) Bowser Trail to MacKay Creek (pedestrian only); vi) MacKay Creek Park trails (pedestrian only) to the waterfront (foot of Pemberton); and vii) "Zig Zag" trail connecting Pemberton Heights to Lower Capilano/Marine neighbourhood.

IMPLEMENTATION 7.1.1.4 Provision of neighbourhood park will be negotiated in Lions Gate neighbourhood during subdivision and rezoning processes, should the opportunity arise.

OBJECTIVE 7.2 To identify, preserve and protect environmentally sensitive areas and significant natural features from harmful effects of development and other human activity.

POLICY 7.2.1 Creeks, ravines, steep slopes and other environmentally sensitive areas should be retained in a naturally vegetated state to maintain their integrity as continuous corridors, minimize erosion and run-off rates, maintain their aesthetic values and otherwise protect them from the effects of nearby development.

IMPLEMENTATION 7.2.1.1 Environmentally sensitive areas are designated as Development Permit Areas and subject to development control guidelines and conditions specified in Schedule B of the District OCP.

OBJECTIVE 7.3 To identify areas subject to natural hazards and implement development guidelines to minimize associated risks.

POLICY 7.3.1 Land within the Capilano - Mosquito floodplain is subject to development restrictions or conditions specified in a development permit addressing seismic and flooding risk and water table constraints.

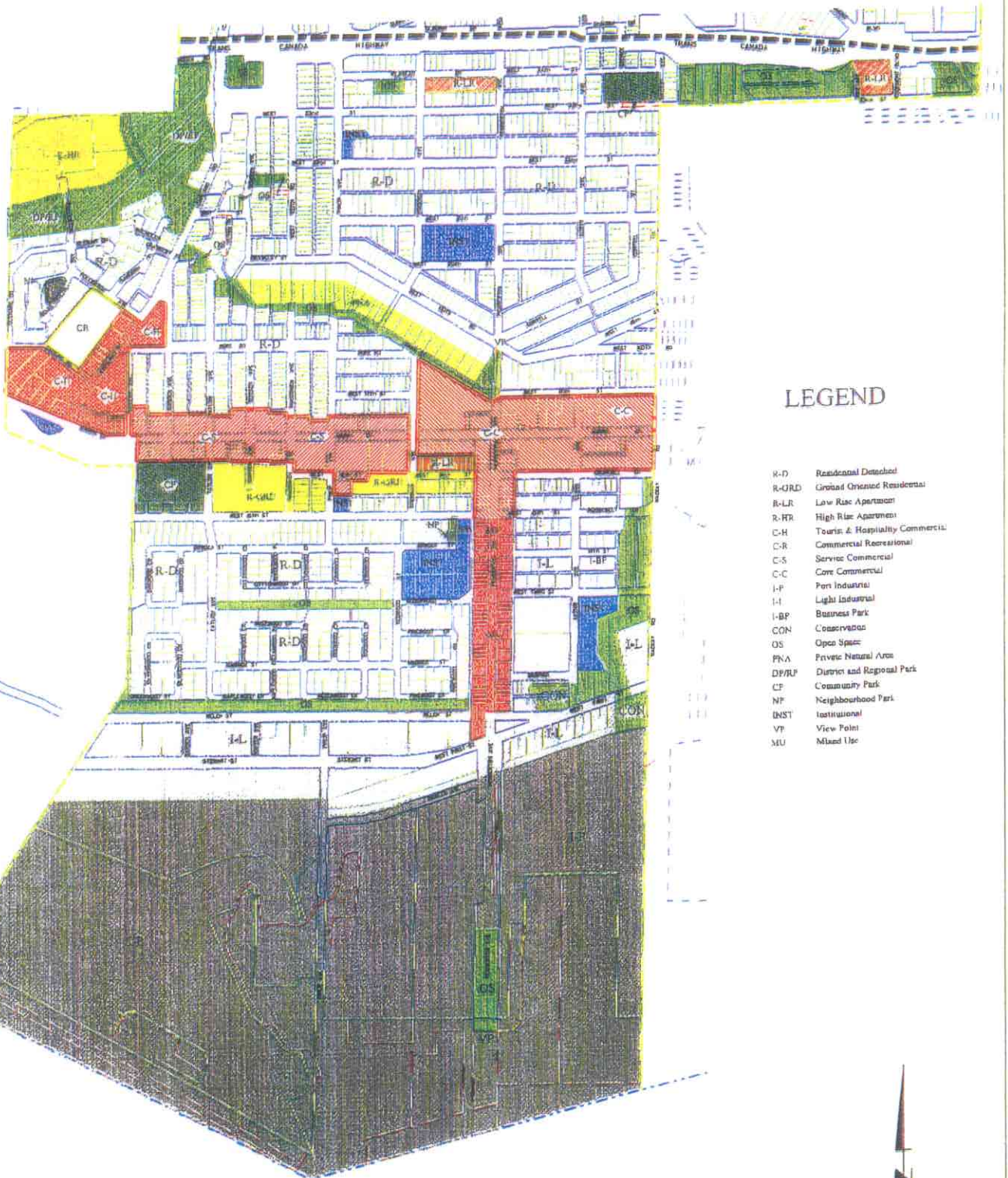
IMPLEMENTATION 7.3.1.1 Schedule B of the District OCP will be amended to include the Capilano - Mosquito floodplain, specifying the specific hazard concerns but exempting single family residential use from the requirements.

SCHEDULE OF LAND USE DESIGNATIONS

Rural Residential	Areas intended predominantly for detached housing on large parcels of land at densities of 2.5 units per hectare (1.0 units per acre) or less.
Detached Residential	Areas intended predominantly for detached single family dwellings at densities of 30 units per hectare (12 units per acre) or less.
Ground Oriented Residential	Areas intended predominantly for housing units with grade level access at densities of 60 units per hectare(24 units per acre) or less.
Low Rise Residential	Areas intended predominantly for low rise (four storey maximum) apartments at densities of 140 units per hectare(55 units per acre) or less.
High Rise Residential	Areas intended predominantly for high rise apartment towers at densities of 350 units per hectare (140 units per acre) or less.
Hospitality Commercial	Areas intended predominantly for tourist accommodation, entertainment and related uses.
Commercial Recreation	Areas intended predominantly for intensive private sector recreation facilities and related uses.
Service Commercial	Automobile oriented areas intended predominantly for retail, office and service uses.
Core Commercial	Pedestrian oriented areas intended predominantly for retail shops and services at street level with residential units above.
Shopping Centre	Retail areas characterized by commercial buildings on large parcels of land with surface parking lots.
Port Industrial	Areas intended predominantly for heavy industry and port related activities.
Light Industrial	Areas intended predominantly for general industrial activities such as light manufacturing, warehousing and repairs that are primarily carried out indoors.
Business Park	Areas intended predominantly for high quality office buildings providing employment in research and development, specialized light manufacturing and related sectors.
Mixed Use	Areas intended for light industrial, retail, office and service uses.
Conservation	Areas intended predominantly for the preservation of sensitive environments.

Open Space	Areas intended predominantly for creek and trail corridors, greenways and landscaped areas.
Private Natural Area	Undeveloped private land holdings within sensitive or hazardous natural areas.
District and Regional Park	Areas intended predominantly for the use and enjoyment of the natural environment, wilderness areas and unorganized outdoor activities.
Community Park	Areas intended predominantly for athletic fields, outdoor recreation and other active recreational pursuits.
Neighbourhood Park	Areas intended predominantly for tot lots, playgrounds, seating areas and unorganized activities.
Institutional	Areas intended for schools, churches, theatres, recreation centres and other public buildings.

LOWER CAPILANO PLAN MAP



LEGEND

- R-D Residential Detached
- R-GRD Graded Oriented Residential
- R-LR Low Rise Apartment
- R-HR High Rise Apartment
- C-H Tourist & Hospitality Commercial
- C-R Commercial Recreational
- C-S Service Commercial
- C-C Core Commercial
- I-P Port Industrial
- I-L Light Industrial
- I-BP Business Park
- CON Conservation
- OS Open Space
- PNA Private Natural Area
- DR/RR District and Regional Park
- CP Community Park
- NF Neighbourhood Park
- INST Institutional
- VP View Point
- MU Mixed Use



CDNV
PLANNING DEPT.

