

NORTH LONSDALE - DELBROOK OFFICIAL COMMUNITY PLAN

SCHEDULE A TO BYLAW 6750

The North Lonsdale-Delbrook Official Community Plan, Bylaw 6750, adopted June 5, 1995, and
Bylaw 6775, adopted September 25, 1995

The Corporation of the District of North Vancouver
355 West Queens Road
North Vancouver, British Columbia

TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction	1-1
2.0 Scope of the Plan	2-1
3.0 The Natural Environment	3-1
4.0 Residential - General	4-1
5.0 Residential - Redevelopment	5-1
6.0 Residential - Heritage (deleted)	
7.0 Commercial	7-1
8.0 Community Services	8-1
9.0 Parks & Recreation	9-1
10.0 Transportation & Utilities	10-1
11.0 Schedule of Land Use Categories	11-1
MAPS	
1.0 Location Map	1-3
2.0 Neighbourhood Map	1-4
3.0 Braemar Neighbourhood Plan	4-7
4.0 Open Roads and Street Classification Map	10-4
5.0 Plan Map	11-3
TABLES	
1. Housing and Population in North Lonsdale	4-2
2. Age Structure of Population	5-1
3. Enrolments in North Lonsdale Schools 1977 - 94	8-2

1.0 INTRODUCTION

1.1 LEGAL BASIS FOR THE PLAN

The North Lonsdale-Delbrook Official Community Plan was prepared under the authority of Section 944 of the Municipal Act and is adopted by bylaw according to Section 947 of the Municipal Act. The content of the plan complies with Section 945 of the Municipal Act. As an official community plan is an expression of Council land use policy, Council may not take any actions contrary to this Plan. However, the plan does not commit Council to undertake any project included in the Plan.

In preparing the Plan consideration was given to adopted Council policy, previous related studies and public opinion. The Plan preparation process included workshops, open houses and meetings with the residents' associations, area interest groups and individual residents as well as consultation with other affected jurisdictions such as School District #44 and the City of North Vancouver. The Plan complements the policies and objectives contained in the **District Official Community Plan (1990)**. Parks and recreation related recommendations are based on the draft **Parks and Recreation Master Plan (1991)**. Relevant background studies include the **Transportation Analysis of the Proposed Montroyal Extension and the Proposed Braemar-Dempsey Link (1984)**, the **North Lonsdale Plan Traffic Study (1986)**, the **North Lonsdale Plan (1988)**, the **Heritage Inventory (1988)** and the 1992 update, the **Childcare Needs report (1990)**, the **North Lonsdale Historic District Guidelines (1992)**, the **Montroyal Connector Update Study (1995)** and several landscape reconnaissance reports.

The Plan consolidates the former Queensdale Official Community Plan and the North Lonsdale Plan into one document, and supersedes both plans.

During the plan preparation process several recommended actions were undertaken or commenced and these are footnoted in the relevant sections in the text.

The Plan will be reviewed in five to ten years, or earlier if changing conditions warrant it, to ensure that its objectives and implementation strategies continue to serve the community.

1.2 PLAN BOUNDARIES

The North Lonsdale-Delbrook planning area (Map 1) is defined by:

- the municipal boundary between the City and District of North Vancouver on the south;
- Mosquito Creek on the west;
- the Alpine OCP boundary to the north along the upper edge of the B.C. Hydro right-of-way west of St. Georges Avenue, and the upper edge of D.L.s 700, 802 and 2004 to the east of St. Georges Avenue; and
- Duchess Avenue, Kilmer Creek and the lots fronting Dempsey Road as far as the disused quarry on the east.

There are five distinct residential neighbourhoods (Map 2) within the North Lonsdale-Delbrook community: Delbrook, Norwood/Queens, Upper Delbrook, Carisbrooke and Braemar. Bridging the Carisbrooke and Norwood/Queens neighbourhood is Queensdale, a mixed commercial and multi-family district centred on Lonsdale Avenue.

1.3 RESPONSIBILITY

Known potentially hazardous areas are indicated on Development Permit Area Map 1 in the District Official Community Plan. However responsibility for the safety of any development and liability arising from that development continues to rest exclusively with the owner. Persons using any area within the plan boundaries do so at their own risk.

2.0 SCOPE OF THE PLAN

The North Lonsdale-Delbrook Official Community Plan has been prepared to provide guidance for decisions affecting the future development of the community. The goal of the plan is to retain and enhance the attractive residential character of the community and to intensify use of parcels in the Queensdale commercial centre, creating a more functional and attractive entrance to North Lonsdale-Delbrook. The plan also contains broad objectives, policies and implementation strategies for the different types of land use and servicing elsewhere in the plan area.

3.0 THE NATURAL ENVIRONMENT

The North Lonsdale-Delbrook community extends north from the urban environment of the City of North Vancouver to the sub-alpine forest environment of Mount Fromme. The complex topography ranges from gentle to very steep gradients and makes development and circulation within the community difficult while creating an area which has exceptional views of the Vancouver harbour, Georgia Strait and the mountains. As the elevation increases, rain and snowfall levels increase and temperature drops, rock outcrops are more common, and the average slopes become steeper. These factors are major deterrents to further urban development because of the resulting higher servicing and maintenance costs. The risks of increasing the rate of runoff by removal of forest vegetation and the potential for downstream flooding are high. A history of problems associated with early development of steep hillsides and proximity to creeks plus recent heightened environmental awareness among the general public demands close attention to identifying potential impacts of new developments. This Plan accordingly recognizes that the approximate 320m limit currently imposed by the water distribution system is the practical limit for urban development. The Plan requires environmental guidelines to be followed to encourage sensitive development and prevent outcomes such as floods, loss of significant tree stands, or inappropriate hillside development.

Few areas of first growth vegetation remain. Undeveloped parts of North Lonsdale-Delbrook have second growth immature trees because of early logging and a major forest fire. Private landscaping throughout the rest of the community creates an overall impression of lush greenery with homes subordinate to their setting.

The proximity of North Lonsdale-Delbrook to the sub-alpine areas forms an interface between wildlife and urban development, giving the potential of conflicts although there have been no major problems to date. It presents opportunities for viewing wildlife and contributes to the very special natural environment and character of the upper edges of the community.

OBJECTIVE 3.1

Direct urban development to environmentally suitable sites respecting constraints such as steep slopes and water courses.

POLICY 3.1.1

Creek ravines, and steep slopes shall be retained in their forested state wherever possible to maintain the same runoff interval and limit flood potential.

IMPLEMENTATION

- 3.1.1.1 A review of existing Council policy on steep slope development should be undertaken to ensure that steep slopes are developed and/or protected appropriately.
- 3.1.1.2 Lands subject to hazardous conditions and critical natural environment are designated as Development Permit Areas in the District Official Community Plan (see Schedule B Sections 2.0 and 3.0). These lands include the Mosquito, MacKay and other sensitive creek ravines, the prime stand of trees located on the grounds of the East Queens Road apartment complex and the northern fringe area.
- 3.1.1.3 All watercourses shall be protected from development through the Environmental Protection and Preservation Bylaw and, where designated as Development Permit Areas for protection of the natural environment in the District Official Community Plan, by development permit guidelines.
- 3.1.1.4 Tree retention on steep slopes to reduce downstream flooding, erosion and landslides, and the protection of heritage and significant trees are regulated by the Environmental Protection and Preservation Bylaw.

POLICY 3.1.2

The present restriction on development above the limit of the water distribution system (approximately 320m) shall be continued.

IMPLEMENTATION

- 3.1.2.1 Designate lands above the 320m elevation as Parks, Recreation and Wilderness except those parcels referenced in Sections 4.2.1.3 and 4.2.1.5 of this plan.
- 3.1.2.2 Above the 320m contour, lands designated as Parks, Recreation and Wilderness are categorized either as "natural areas" where they are owned by public agencies or as "private natural areas" where they are private landholdings. "Private natural areas" are not areas for public recreation. Ultimately all categories designated Parks, Recreation and Wilderness will be rezoned to Parks, Recreation and Open Space.

OBJECTIVE 3.2

Maximize opportunities for enjoyment of the community's natural attributes, including views from public property.

POLICY 3.2.1

Retention of major public view corridors shall be an important component of all development proposals.

IMPLEMENTATION

- 3.2.1.1 An investigation should be undertaken to identify sites for public viewpoints including views from parks, community buildings and grounds, commercial centres and roads. Views to be identified include views of English Bay, the harbour and downtown Vancouver, and views of the North Shore mountains.
- 3.2.1.2 All developments for commercial and multi-family residential uses will be designated as Development Permit Areas and will have protection of public views included in their design guidelines through appropriate siting, height and landscaping requirements.

4.0 RESIDENTIAL - GENERAL

North Lonsdale-Delbrook's historical development, varied terrain, and superb views establish the community's overall character. Distinctive attributes of each of its neighbourhoods are primarily set by the age of development and subdivision pattern. Within the older neighbourhoods, further variation occurs because of average lot size, topography and landscaping, age and design of homes, and street pattern.

Most of the development took place in the 1950's and 1960's. As a result of this period of rapid growth, substantial road and servicing improvements were undertaken in the late 1960's. This established the basic development pattern of today with the only notable exception being the recent Braemar-Dempsey connection and the development of the new Braemar neighbourhood. Today only the more difficult sites located in the north part of the community remain undeveloped where the key concern is whether any further housing can be accommodated without environmental deterioration.

Although most neighbourhoods in North Lonsdale-Delbrook (Map 2) have been fully built up with a cohesive and stable community character, a continual process of renovation and maintenance of properties is occurring. This process can be expected to continue due to high land values relative to the improvement values in the older areas. However most of the areas have relatively uniform subdivision patterns and are not subject to redevelopment pressures. In particular, Delbrook and most of the Upper Delbrook neighbourhoods are fully developed with larger 10-35 year old homes in good condition.

Norwood/Queens has a more varied character catering to a wider range of households. Carisbrooke has a broad range of development patterns: in the north and east are areas of newer homes; in the south-east and north-west there is a wider variation in lot sizes and age of housing; and the central section has a predominance of spacious lots with many older homes noted for their heritage qualities.

Within the established areas, incorporating any potential subdivision or rebuilding in a complementary rather than conflicting manner are key concerns. The plan acknowledges a property owner's rights to redevelop a lot while accommodating the community's needs to integrate new development and minimize loss of views. This issue is being addressed through the Council sponsored public meetings where citizens, Council representatives, architects, builders and staff are attempting to identify workable solutions on a neighbourhood basis.

TABLE 1: HOUSING & POPULATION IN NORTH LONSDALE					
	Population	5 Year Change	Dwelling Units	5 Year Change	Average Household Size
1971	9740		2575		3.8
1976	9856	+116	2885	+310	3.4
1981	9595	-261	3100	+215	3.1
1986	9360	-235	3115	+15	2.99
1991	10174	+814	3442	+327	2.96
Source Statistics Canada: Census of Canada 1971-1991, Census Tracts 116 & 117					

Table 1 shows the population and housing growth in the community over the last 20 years. The lifecycle of this community is a fairly typical profile of an older suburb with an aging population and declining household size as the children of the original residents leave home. In the last five years younger families have begun to replace the retired residents who are leaving the community due to no longer requiring a single family house and a lack of alternative accommodation within the community. The household size appears to have stabilized.

The predominant type of housing has always been single family with only three areas of multi-family housing: Lonsdale Avenue between 29th Street and West Windsor, West Queens at Westview, and in the Delbrook Centre. In addition the Carisbrooke and Norwood/Queens neighbourhoods have most of the community's registered secondary suites in single family houses. The current housing mix is approximately 90% single family, 5% townhouses and 5% apartments. The impact of this lack of housing diversity on housing choices for older residents is discussed in Section 5.0.

Approximately 40% of the growth in dwelling units noted by the 1991 census is not accounted for by building permits which indicates that they are secondary suites in existing dwellings.

OBJECTIVE 4.1

To maintain the existing character of predominantly low-density residential neighbourhoods.

POLICY 4.1.1

Except as specified in this plan, no changes in uses, densities and zoning in established residential areas are permitted.

IMPLEMENTATION

4.1.1.1 Small lots may be re-created subject to the small lot infill policy in the following Small Lot Infill Areas (S.L.I.A.), as designated on the Plan Map, i.e.

S.L.I.A.	5	-	600 block Queens and West 29th Street excluding north side West Queens.
S.L.I.A.	6	-	Mahon Avenue (east side) between Windsor/Evergreen.
S.L.I.A.	10	-	100 block West Windsor. The two lots with the address 114 West Windsor are classified as a primary heritage site on the Heritage Inventory.
S.L.I.A.	11	-	3400 Blocks St. Georges and 200 block E. Osborne (north side).

In these areas, lots which were originally developed as a pair of 33 feet wide lots and subsequently consolidated may be re-created where the predominant development pattern is based on a 33 feet lot width. However, minimal subdivision potential exists in these areas.

4.1.1.2 Consolidation of existing lots for the purpose of subdivision to a larger number of lots may be considered to be contrary to the public interest when the new lots would be out of character with the surrounding neighbourhood and may not be permitted.

4.1.1.3 Consolidation of lots with road allowances or portions thereof for the purposes of subdivision will not be permitted.

4.1.1.4 Portions of the 4100-4200 blocks of St. Pauls and 4200 block St. Georges now zoned RS1 (one acre minimum lot size) will be rezoned to correct the existing anomaly and recognize the existing character

of development. As this is a 15m (50 ft.) wide lot module, the most appropriate zone is RS4, Single Family Residential 6000 Zone.

- 4.1.1.5 Applications for any rezoning in the existing RS2 area in the Carisbrooke neighbourhood to a higher density single family zone to permit subdivision will not be supported.

POLICY 4.1.2

To maintain the existing neighbourhood character by encouraging the construction of 'infill housing' in sizes and styles similar to those in their vicinity.

IMPLEMENTATION

- 4.1.2.1 Owners of small lots are encouraged to follow the "Design Principles for Small Lot Developments" (Appendix B to the Small Lot Infill Report) in their developments. These provide guidance in the massing, height, window locations and facades for new dwellings.
- 4.1.2.2 In processing the applications for subdivision in existing neighbourhoods the existing practices of requiring the submission, public review and the registration of house plans against title (Land Title Act, Section 215) will be continued.
- 4.1.2.3 House sizes will be regulated as part of the new neighbourhood zoning initiative whereby new floor space ratios, heights and site coverages will vary in accordance with the established practice in particular character areas.
- 4.1.2.4 The Marlborough Heights Character Area as designated on the Plan Map is a high priority for neighbourhood zoning due to its historical significance as one of the District's earliest comprehensively planned subdivisions combining street layout, view orientation and house design where the character was enforced by covenant. To maintain the existing character, Zoning Bylaw zones will be created to increase front yard setbacks to maintain spacious front yards and decrease allowable heights to maintain typical existing heights.¹

OBJECTIVE 4.2

¹ On March 27, 1995 a new Zoning Bylaw zone for the Marlborough Heights Character Area was adopted. A zoning bylaw for the Delbrook neighbourhood is in the process of preparation.

Extend the urban area to the north where appropriate.

POLICY 4.2.1

Development of the northern urban fringe will be established by neighbourhood design plans based upon detailed site analysis of topography, hydrology, vegetation and servicing ability.

IMPLEMENTATION

- 4.2.1.1 The design and development of new areas should follow environmental design criteria including the following:
- a. recognition of restrictions imposed by topography, surficial geology, and hydrology of the site;
 - b. the siting of dwelling units to take advantage of any view potential and to protect any existing public views; and
 - c. retention of the windfirm tree cover where appropriate.
- 4.2.1.2 The large private lots in the 4200 and 4300 blocks Prospect Road may be considered a potential rezoning (to RS2 or RS3) and subdivision area subject to private owners' initiative.
- 4.2.1.3 The northern limit to development is imposed by the ability to provide water service which is approximately the 320m contour. Lots may straddle the 320m contour and may extend into the area designated as Parks, Recreation and Wilderness provided house construction is limited to the area designated "Residential". The boundary between the "PRW" and the "R" designations shown on the Plan Map may be interpreted as the upper limit to water servicing based on detailed survey and design information at the time of the application.
- 4.2.1.4 Where traditional development of separate lots would be detrimental to the natural environment, cluster housing or other innovative design

solutions are encouraged but the average density of the development parcel may not be increased.

4.2.1.5 Privately owned lands above or abutting the 320m contour and which are:

- currently designated as 'Residential' in the District Official Community Plan **and**
- currently serviced, or maybe serviceable subject to survey, **or**
- may be able to obtain private servicing and access,

are designated 'Rural Residential'. The lands designated Rural Residential are to be reviewed further to determine their subdivision potential in conjunction with their ability to be serviced by water.

POLICY 4.2.2

The new neighbourhood of Braemar is to be implemented in accordance with the 1988 plan concept as adopted by Council. (Map 3)

IMPLEMENTATION

4.2.2.1 Implementation of the Braemar neighbourhood will be in accordance with the zoning adopted on January 9, 1989.

4.2.2.2. Minor revisions to the zoning are permitted following detailed survey and subdivision design.

4.2.2.3 The area within which new housing is subject to the Braemar Design Guidelines is designated on the Plan Map.

See also the following sections for objectives, policies and implementation strategies for the following residential issues:

Redevelopment for housing for older adults - Section 5.

Residential units within commercial areas - Section 7.

5.0 RESIDENTIAL - REDEVELOPMENT

Currently there is a limited range of housing forms available in the community. There are few opportunities available for anything other than single family detached homes yet the statistics indicate a substantial demand in the near future for seniors' and empty nesters' units for those who wish to remain in the community without the responsibility of maintaining a detached house. "Empty nesters" are older residents, not yet seniors, whose children are no longer living in the family home. The percentage of area residents aged 55 plus more than doubled between 1971 - 91 (Table 2), as did their numbers (from 1030 in 1971 to 2185 in 1991).

Age (years)	Percentage of Population				
	1971	1976	1981	1986	1991
0-19	42.3	35.6	29.7	26.1	26.2
20-54	47.1	49.6	52.5	52.6	52.3
55+	10.6	14.8	17.8	21.3	21.5
Total	100	100	100	100	100
Source: Statistics Canada, Census of 1971 - 91					

Providing more seniors' housing in the North Lonsdale community requires that suitable sites be located and encouraged to redevelop. Such sites need to be relatively close to bus routes and commercial services and have reasonable accessibility to community services. Locations with these attributes in North Lonsdale are generally limited to the vicinities of W. Queens Road/Delbrook and Queens Road/Lonsdale Avenue. The addition of residential units on existing commercial sites is discussed in Section 7.0 Commercial.

OBJECTIVE 5.1

Recognize and accommodate requirements for housing oriented to the needs of "empty nesters" and seniors.

POLICY 5.1.1

Provide suitable locations for redevelopment for multi-family housing for seniors and empty nesters.

IMPLEMENTATION

5.1.1.1 Designate the north side 600 block W. Queens Road between the creek and the Delbrook Rec Centre parking lot for seniors and "empty nesters" housing at a maximum density of 36.3 u/ac (90 u/ha.) on one consolidated site.

5.1.1.2 Designate the western portion of the 100 block E. 29th Street for seniors and "empty nesters" housing at a maximum density of 36.3 u/ac (90 u/ha) on one consolidated site.

5.1.1.3 Designate the 100 blocks West Queens Road (south side) and West 29th Street (north side) for seniors and "empty nesters" housing at a maximum average density of 36.3 u/ac (90 u/ha) on one to four consolidated sites. See also subsection 5.1.3.3. (Bylaw 7454).

(a) An increased density to a maximum of 42.5 u/ac (105 u/ha) is permitted for Lots 8, 9, 10 and 11, all of Lot B, Blocks 4 to 13, District Lot 2026, Plan 3544C, and Lots C, D, and E, all of Block 2, District Lot 801, Plan 9372 and a portion of the Municipal Lane. (Bylaw 7507)

5.1.1.4 Consider higher densities for the sites designated above when applications include seniors' assisted (non-market) housing, seniors' rental housing and/or seniors' congregate care since these units tend to be smaller in size and generate less parking demand. Maximum gross floor area permitted is equivalent to that which would be permitted in the Low Rise Residential Zone 1 (RL1). (Bylaw 7454)

5.1.1.5 Consider applications for seniors' housing on any other site in North Lonsdale-Delbrook only where the basic criteria of proximity to bus route(s) and commercial services are met and only when substantial redevelopment of the sites listed in Sections 5.1.1.1 to 5.1.1.3 has occurred. Such services should be within 250 - 400 metres (approx. - ¼ mile) depending on topography.

5.1.1.6 Sites specified in Sections 5.1.1.1 to 5.1.1.3 and 5.1.1.5 are, as a condition of rezoning, designated as:

- A site for special needs housing, pursuant to the Local Government Act Section 904 (3); and
- The occupancy of dwellings is restricted to households in which at least one household head is 55 years of age or older. This restriction is to be registered on title either by a covenant registered under Section 219 of the Land Titles Act in favour of the District of North Vancouver, or by a housing agreement with the District of North Vancouver pursuant to Section 905 (1-8) of the Local Government Act. (Bylaw 7454)

POLICY 5.1.2

To encourage mixed commercial-residential developments where presently permitted in Queensdale to meet changing residential requirements.

IMPLEMENTATION

- 5.1.2.1. Review the existing zoning provisions permitting residential units above commercial uses in commercial zones so as to encourage redevelopment and expand the residential base.

POLICY 5.1.3

The scale and design of all commercial and multi-family buildings shall be in keeping with the character of the North Lonsdale community with regard to the provision of high standards of services and landscaping, external appearance and the maintenance of existing view corridors.

IMPLEMENTATION

- 5.1.3.1. All multi-family areas are designated as Development Permit Areas and all applications for a development permit are regulated in accordance with the District OCP Schedule B Section 4.0. This will ensure that redevelopment will minimize impacts on adjacent lower density residences, such as overlooking and traffic flow, and from adjacent commercial sites, such as noise, lighting, and parking.
- 5.1.3.2. New multi-family areas designated in this plan will only be rezoned for such purposes in conjunction with a development permit application.
- 5.1.3.3. Development guidelines for the 100 Blocks W. Queens (south side) & W. 29th St. (north side) are:

I) VIEW PRESERVATION & SITE DEVELOPMENT

- (a) Existing healthy trees should be preserved, where practical, particularly along the frontage of West Queens Road.
- (b) Retention of some existing view corridors from north of the block to the south east/south/south-west between existing tree stands is desirable.
- (c) A view analysis is required as a condition of development applications and used as a consideration in reviewing building massing.
- (d) Sloped roofs or articulated roof forms are encouraged to reduce building scale and visual impact. Use of dormers and partial stories should be considered as a means to reduce overall height and bulk.
- (e) The external appearance of buildings in this block should avoid a monolithic appearance, but should instead:
 - (i) be, or appear to be, several buildings;

- (ii) Incorporate a high quality of design, variation in facades, roof styles, and finishing materials, while ensuring compatibility and continuity between adjacent new projects;
 - (iii) Present a unified landscaping theme on all frontages;
 - (iv) Reflect neighbourhood architectural features in project designs, in particular features from the heritage houses on the north side of the 100 block West Queens.
- (f) Sidewalks are to be provided along all street frontages.
 - (g) Pedestrian access from each development parcel is to be provided on all frontages, for convenient access to commercial services and transit stops.
 - (h) Development should harmonize with the neighbourhood –fences/gates should be used only to separate private and public spaces, not to create the appearance of a “gated community.”
 - (i) Underground power and communication is to be installed, preferably with power pole removal.
 - (j) All above ground utilities, garbage and recycling areas are to be screened.
 - (k) Rooftop mechanical equipment shall be hidden in the roof space, or screened from view.
 - (l) Off street parking should include employee parking spaces where applicable.

II) GRADATION OF DENSITIES AND HEIGHTS FROM EAST TO WEST

- (a) Project appearance toward the west end of the block should step down to a two storey mass relative to the finished grade at Chesterfield Ave., to avoid a dramatic contrast between single family and multi-family uses across Chesterfield Ave.
- (b) Building forms should take advantage of the natural south and west slope to reduce the apparent mass of the building.
- (c) Unit design and suite orientation in the east portion of the block should recognise both existing commercial development, and the potential for future mixed commercial / residential redevelopment on Lonsdale Ave adjacent to this block.

III) LIMIT VEHICLE ACCESS / EGRESS TO WEST QUEENS ROAD

- (a) Site consolidation should address where possible consolidated parking and driveway arrangements, common pedestrian and emergency vehicle access and preserve existing on-street parking on both W. Queens Rd. and W. 29th St.
- (b) For all consolidated sites with frontage on West 29th St., vehicle access to parking garages, on-site driveways and drop-off/pick-up areas should be directed to W. 29th St., which has lower vehicle volume and more capacity than W. Queens Rd., and an existing traffic signal and turn lane at Lonsdale Ave.

IV) SITE CONSOLIDATION WITH EXISTING EAST / WEST LANE

The existing east/west lane shall be incorporated into the sites for:

- (a) Improved north / south orientation of buildings to achieve view corridors.
- (b) Direct access to W. 29th street.
- (c) Improved opportunities for more shared on-site open space.

V) MINIMUM SITE SIZE FOR CONSOLIDATION

To ensure that these objectives can be realised, ideally the entire block would be consolidated and developed. Given the difficulties in achieving consolidation, the acceptable number of development sites is four. The following standards apply:

- (a) Sites must provide a minimum parcel size of 10,000 sq. ft. to permit future redevelopment for multi-family purposes (consistent with the District's low rise multi-family residential zones).
- (b) Small sites may not be able to achieve the 36.3 u/ac density due to:
 - Limitations in providing required parking,
 - The configuration of the site,
 - The intent to reduce building heights on the Chesterfield frontage to a two storey mass.
- (c) Access opportunities to remainder sites must be retained, both for existing single family uses, and for future multi-family development purposes.
- (d) Remaining sites may be required to pay latecomer charges for infrastructure improvements upon development.

(Bylaw 7454)

OBJECTIVE 5.2

Recognize the changing housing requirements of the community, and accommodate a variety of housing types to meet these needs.

POLICY 5.2.1

Provide suitable locations for development of multi-family housing to meet the needs of a range of age groups, including families and seniors.

IMPLEMENTATION

- 5.2.1.1 Consider rezoning for multi-family housing on a site specific basis, where the site meets the criteria of proximity to bus routes and commercial/community services, and where the proposed development minimizes impacts on existing adjacent residences as outlined in Implementation sections 5.1.3.1 and 5.1.3.2;
- 5.2.1.2 Designate the 200 block of East 29th Street (north side) for medium density residential use at a maximum average density of 12.4 units/acre (30.6 units/ha.).
(Bylaw 7416)

6.0 RESIDENTIAL - HERITAGE

Section 6.0 Residential Heritage was deleted at third reading of the bylaw.

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7.0 COMMERCIAL

The two commercial areas established in North Lonsdale are Delbrook Plaza, at Evergreen Place and Delbrook Avenue, and Queensdale at Lonsdale Avenue and Queens Road. These are neighbourhood-level shopping centres catering primarily to residents' day-to-day needs. Nearby, Lynn Valley Centre, Central Lonsdale, Westview Centre, and Edgemont Village also provide for much of the residents' regular retail requirements. The Plan retains the neighbourhood orientation of the commercial sites and does not envision the expansion of the commercially zoned areas.

The Delbrook commercial centre has had a recent upgrading and a residential component was added. The potential for both upgrading and the addition of residential units still exists in the Queensdale area. Such redevelopment will be encouraged in Queensdale to upgrade the appearance in keeping with its role as a major entrance to the District from the Upper Levels highway and the City of North Vancouver. The addition of apartments suitable for older residents above commercial uses would serve to add to the customer base as well as providing a needed housing type.

OBJECTIVE 7.1

Maintain provision of commercial services within the community from designated sites.

POLICY 7.1.1

Retain the small scale orientation of both the Queensdale and Delbrook commercial centres.

IMPLEMENTATION

- 7.1.1.1 No additional land shall be designated or zoned for commercial purposes.
- 7.1.1.2 Retain zoning for commercial purposes in the Queensdale and Delbrook areas.

POLICY 7.1.2

Support the inclusion of residential uses in the commercial areas when compatible with the commercial use. Residential uses are not considered to be compatible on commercial sites used for gas stations and neighbourhood public houses.

IMPLEMENTATION

- 7.1.2.1 As previously stated in Section 5.1.2.1: - review the existing zoning provisions permitting residential units above commercial uses in commercial zones with a view to encouraging redevelopment and expanding the residential base.

OBJECTIVE 7.2

Enhance Queensdale's position as a major entrance to the District and the North Lonsdale community.

POLICY 7.2.1

Upgrade the Queensdale area and draw upon the natural amenities (gateway location, historic origins, view potential and backdrop of coniferous trees) in order to provide an attractive and functional commercial centre for the surrounding community.

IMPLEMENTATION

- 7.2.1.1 All commercial and mixed residential-commercial sites are designated development permit areas to ensure a complementary form and character of development, the overall objectives and guidelines of which are contained in the District OCP Schedule B, Section 4.0.
- 7.2.1.2 Programs for upgrading the pedestrian system² and street tree planting³ shall be developed.
- 7.2.1.3 Applications for private redevelopments will be expected to include some public amenities such as seating, drinking fountains and public art.
- 7.2.1.4 The exterior appearance of new buildings and redevelopment projects in the Queensdale area should appear Edwardian rather than modern in order to maintain the historic appearance of the community.

² A sidewalk was installed on the north side of West Queens Road in 1995.

³ The District has been awarded funding for street tree planting in 1994-96 from the federal government's Green Streets Canada Partners in Planting program.

8.0 COMMUNITY SERVICES

Community services include social, health, educational, leisure and religious services. Even though the provision of most of these services is not a municipal responsibility, the community plan must take into account the space and location requirements for them as well as for the actual provision of the municipally funded services.

Community concerns regarding the provision of community services focus on responding to the changing demographic structure of the community. North Lonsdale has a reasonable amount and variety of community services. However, some additional provision is required for the future. As the population grows, total demand for services grows while at the same time an increasing percentage of older residents requires that a greater variety of services be provided. During the years of low school enrolments the vacant schools provided considerable space for other purposes. This space is now being reduced as enrolments increase. The plan suggests some additional ways to meet the space needs for community services.

PLACES OF WORSHIP

The four churches provide a religious and social focus within the older, central part of the community. A wide range of activities is associated with the facilities, augmenting those provided by the municipality. No major changes are expected for the existing churches. However space in the Lonsdale area is frequently requested by religious denominations not currently represented in the North Lonsdale area.

SCHOOLS

The schools within North Lonsdale play an important role as neighbourhood centres because they provide both indoor and outdoor space for local activities in addition to their educational purposes, particularly North Star and Carisbrooke schools. Also school playgrounds alleviate the community's shortage of usable open space.

After considerable declines in school enrolment in the late 1970s - mid 80s and closures of two schools, the numbers of school children stabilized in the late '80s and are now on the increase (Table 3). This growth coupled with reduced class sizes means that the surplus space used for other community services, e.g. daycare and preschool, is gradually being reduced.

In particular North Star school which closed as a neighbourhood public school in 1982 has re-opened to accommodate the North Shore-wide Programme Cadre (Ecole Andre Piolat). The remainder of its buildings are fully utilized for public purposes by health, educational and daycare groups. Some uses have had to relocate as Programme Cadre has grown and further reductions in the space available for non-school uses may occur if Ecole Andre Piolat continues its growth.

**TABLE 3
ENROLMENTS IN NORTH LONSDALE SCHOOLS 1977-1994
(Selected Years)**

	1994	1993	1991	1989	1987	1984	1982	1977
Braemar (a)	267	278	233	218	229	278	332	312
Braemar (b)	154	145	126	97	48			
Carisbrooke (a)	374	388	380	370	359	377	435	483
Monteray (a)	113	110	106	116	93	65	65	121
North Star (a)								318
Andre Piolat (c)	182	162	130	101	82			
Total Elementary	1090	1083	975	902	811	720	832	1234
Balmoral (a)	383	372	393	307	294	404	535	880
Balmoral (b)	85	79	30	9		7		
Balmoral (c)	46	35	10	12	17			
Total Secondary	514	486	433	328	311	411	535	880
Notes:	(a) English program (b) French Immersion (c) Programme Cadre							
Source: School District #44 enrolment records for September of each school year.								

In particular North Star school which closed as a neighbourhood public school in 1982 has re-opened to accommodate the North Shore-wide Programme Cadre (Ecole Andre Piolat). The remainder of its buildings are fully utilized for public

purposes by health, educational and daycare groups. Some uses have had to relocate as Programme Cadre has grown and further reductions in the space available for non-school uses may occur if Ecole Andre Piolet continues its growth.

COMMUNITY BUILDINGS

The Delbrook and William Griffin Recreation Centres provide space for a variety of community groups and organizations, as well as providing recreational programming. While these types of multi-purpose buildings suit many activities and age groups, teen activities often require a single purpose space. The Municipal Hall has recently been expanded and has acquired 267 West Queens Road for eventual use for municipal purposes while retaining the heritage house. Additional lots may be considered for future expansion for civic purposes in the 200 block of West Queens Road (south side) and West 29th Street.

CHILDCARE

Childcare provisions in the community are limited, in particular the availability of care for under 3 year olds. A heavy reliance is placed on one location for childcare - the old North Star School. Preschools place a heavy reliance on local churches as well as North Star School and commercial space. Noting the resurgence of school enrolment and the possibility of reduced school space for daycare/pre-school, additional childcare sites are to be sought on other public lands in the community.

OBJECTIVE 8.1

Provide more opportunities for residents' social and recreational needs.

POLICY 8.1.1

Existing institutional land uses, including schools, churches, and community centres, should be retained.

IMPLEMENTATION

- 8.1.1.1 Rezoning of Public Assembly zoned sites for other purposes will not be permitted.

POLICY 8.1.2

Whenever possible, greater public use of existing schools and their grounds should be encouraged particularly for childcare and related activities.

IMPLEMENTATION

- 8.1.2.1 Develop a Joint Use Agreement between the District of North Vancouver and School District 44 to allow for the greater use of school facilities by the community, especially after school hours⁴.
- 8.1.2.2 In conjunction with School District No. 44, and the users of North Star school, the municipality should investigate the feasibility of further development of the North Star School grounds for recreation and local park purposes.
- 8.1.2.3 Negotiation with School District No. 44 should be undertaken to develop community space at Carisbrooke School.

⁴ As of March 1995, a Joint Use Agreement has been drafted but has not yet been adopted.

- 8.1.2.4 Discussion with School District No. 44 should be initiated to investigate how school grounds could be improved to better meet the recreation needs of the broader neighbourhood (e.g. inclusion of pre-school age play equipment at Braemar School).
- 8.1.2.5 Review with School District No. 44 whether school grounds could accommodate licensed pre-school and after school care.

POLICY 8.1.3

Provision should be made for childcare in new or renovated public buildings, or in close proximity to them to serve the local community and those employed locally.

IMPLEMENTATION

- 8.1.3.1 Review the zoning bylaw regulations for public assembly uses to ensure that site coverage and other restrictions do not discourage the provision of childcare.
- 8.1.3.2 Retain the child care/preschool functions at the Delbrook RecCentre in any redevelopment at that facility.

POLICY 8.1.4

Make additional provisions for specialized needs such as the teens and seniors age groups, and community based sports groups as well as for increased meeting spaces for small groups.

IMPLEMENTATION

- 8.1.4.1 Build a sports administration centre at the Delbrook recCentre as part of the implementation of the Parks and Recreation Master Plan.
- 8.1.4.2 Open the renovated Municipal Hall meeting and cafeteria areas to the community after office hours.
- 8.1.4.3 Support the inclusion of any community space proposed in any commercial redevelopment at Queensdale.

8.1.4.4 Require any new multi-family development to include amenities such as a multi-purpose meeting room.

8.1.4.5 The designated heritage house at 267 West Queens Road has been purchased by the District of North Vancouver for future rehabilitation and eventual use for municipal purposes. It is also designated as “Institutional” on the Plan Map.

OBJECTIVE 8.2

Ensure that any new or redeveloped community buildings respect the character of the surrounding community.

POLICY 8.2.1

Critical issues in the development or redevelopment of community buildings will be the handling of traffic and parking, retention of existing views with regard to new heights of buildings, and exterior design materials and finishes.

IMPLEMENTATION

8.2.1.1 Follow the guidelines in the District OCP Schedule B Section 4.0 in reviewing applications for community buildings.

8.2.1.2 Provide for a public art component within the capital budget of any major re-development of existing publicly owned community buildings or in the construction of any additional public facilities.

9.0 PARKS AND RECREATION

North Lonsdale residents enjoy the advantages of living close to large areas of natural open space and parkland, including Mount Fromme, Princess Park and creek systems. Opportunities for use of developed parks are, however, limited due to topographical constraints and the fact that minimal lands were set aside for park purposes in the early development of the area. As a result there is, by current standards, a shortage of usable park in the central and upper areas. District parks, primarily Delbrook, William Griffin, and Carisbrooke, are augmented by school sites which provide neighbourhoods with needed sports fields and play facilities. Since some of the more difficult terrain remains in public ownership there are fairly substantial natural areas; however, usable flat lands for active play are in short supply. The opportunities for public enjoyment of views are also restricted.

*The Plan incorporates the recommendations of the 1991 draft **Parks and Recreation Master Plan**. That Plan recognizes North Lonsdale's deficiency in neighbourhood parks and suggests that it is a priority candidate for funds from the Neighbourhood Park Equity Fund for development of existing park and open spaces as well as for other funding to permit small scale land acquisition for tot lot(s) where no other options exist as, for example, the recent Montroyal School playground upgrade. The Plan complements these recommendations by considering the requirements of future residential areas. It directs attention to the need for development of a system of pathways along unopened street allowances, sidewalks and trails which will inter-connect with the Sea to Sky trail and the Baden-Powell trail.*

North Lonsdale residents have good access to indoor recreation facilities including the William Griffin, Delbrook, Karen Magnussen, and Lonsdale Recreation Centres.

OBJECTIVE 9.1

To meet, more closely, the current District standards for parks and recreation provision.

POLICY 9.1.1

Additional usable park space shall be provided for in the design of new subdivisions and within existing neighbourhoods wherever possible.

IMPLEMENTATION

- 9.1.1.1 All applicants for subdivision of more than three lots are required to pay to the municipality 5% of the market value of the land proposed for subdivision, in lieu of a dedication of 5% of the property, for park purposes pursuant to the Municipal Act Section 992(2). This requirement will be waived only where the dedication of land for park purposes would implement a policy stated in this section of this official community plan.
- 9.1.1.2 Funding should be set aside in a future Capital Budget for any necessary improvements to St. Alban's Park to enable the public enjoyment of views, appreciation of the natural features of the park, and incorporate active uses such as play equipment.⁵
- 9.1.1.3 Designate as Natural Area and rezone all publicly owned lands above the 320m contour to PRO.
- 9.1.1.4 Braemar Park will provide neighbourhood park facilities to the Braemar neighbourhood and surrounding residents. Its design will emphasize informal play opportunities in a natural setting. A small playfield, but not a full size playing field, will be included. Include funding for the development of Braemar Park as a high priority in forthcoming Capital budgets in order that the facility is in place concurrent with the sale and development of adjacent District lands for housing.
- 9.1.1.5 Development of usable park space in the Norwood/Queens neighbourhood could be pursued by including the

⁵ St. Alban's park was dedicated as Parkland in 1993.

establishment of a small park adjacent to the District Municipal Hall and the reconstruction of North Star school grounds for recreation purposes.

- 9.1.1.6 Investigate the possibility of creating a tot lot in the Central Delbrook area on public and/or private property with funding from the Neighbourhood Park Equity Fund.

POLICY 9.1.2

Provision shall be made to create interconnecting footpaths through parks, natural areas, and unopened road allowances to form part of the District's overall trail system. The full width of an unopened road allowance shall be preserved where it forms part of an existing or potential trail system.

IMPLEMENTATION

- 9.1.2.1 Trails along creeks and through open space corridors, including the B.C. Hydro transmission line, should be established wherever feasible to create connecting pedestrian routes (see Plan Map). Trail improvements for equestrian users should also be considered where appropriate.
- 9.1.2.2 Entrances to trails should be identified by signs.
- 9.1.2.3 Pathways on unopened portions of the St. Kilda Road allowance and various rights-of-way should be cleared and maintained.
- 9.1.2.4 Add signage to link the Carisbrooke (St. Mary's), St. George's and the Baden-Powell trails.
- 9.1.2.5 Develop a trail connecting Princess and Braemar Parks along the BC Hydro right-of-way, municipal land (Lot 8) and the lane north from Regal Crescent.
- 9.1.2.6 Acquire and improve the trail from the top of St. Georges to the BC Hydro right-of-way through Lot A.
- 9.1.2.7 Existing pathways are to be retained and may not be consolidated with adjacent private lots. Rezoning to "Parks, Recreation and Open Space" (PRO) may be considered for

those pathways which may be developed for pedestrian access in the future.

See also section 10.1.5 for further details on the pedestrian system.

OBJECTIVE 9.2

To improve the usability of the existing parks and recreation facilities.

POLICY 9.2.1

Carisbrooke Park shall be maintained as a District level formal 'showpiece' park providing an opportunity to enjoy the magnificent views from a very beautiful setting as well as enhancing the entrance to the Historic District.

IMPLEMENTATION

- 9.2.1.1 Within Carisbrooke Park the watercourse, path and steps should be restored as soon as possible.
- 9.2.1.2 Develop a long term restoration/redevelopment plan for Carisbrooke Park with a formal heritage theme and emphasizing the view potential from the park.

POLICY 9.2.2

Princess Park shall continue to be used principally as a forested park offering varied recreation opportunities emphasizing its natural features, especially Hastings Creek.

IMPLEMENTATION

- 9.2.2.1 The **Development Plan for Princess Park** (1986) should be used as the basis for increasing utilization of the park and providing water-related activities.
- 9.2.2.2 Renovated bridges and play equipment in Princess Park should be provided for in the Capital Budget within the next two years⁶.

⁶ New play equipment was installed in the spring of 1995.

POLICY 9.2.3

Delbrook Park's role as an active sports park and William Griffin Park's role as a multi-use park shall continue.

IMPLEMENTATION

- 9.2.3.1 Explore joint funding opportunities with other groups to renovate the fieldhouse at Delbrook Park to better meet the needs of the field users.
- 9.2.3.2 Improve the lighting and trails in William Griffin Park⁷.

POLICY 9.2.4

Mosquito Creek and smaller water courses shall be treated as recreation amenities as well as environment preserves and used as public park wherever feasible.

IMPLEMENTATION

- 9.2.4.1 Develop a major Sea to Sky trail corridor along Mosquito Creek by funding improvements between Del Rio Drive and Palisade Drive.
- 9.2.4.2 Investigate the possibility of acquiring rights of way along the original watercourse of Mosquito Creek between Del Rio Drive and Fairmont Road, north of West Queens Road to re-establish a continuous Mosquito Creek trail.
- 9.2.4.3 Add signage in the vicinity of Del Rio Drive to indicate present access routes to Mosquito Creek between the ends of the public trail system in William Griffin Park and Del Rio Drive.

⁷ Partially installed in 1994.

10.0 TRANSPORTATION & UTILITIES

ROAD NETWORK

Lonsdale Avenue is the central north-south link to the North Lonsdale community while Queens Road is the principal east-west link from Queensdale to Delbrook, Capilano Highlands and Edgemont Village. 29th Street is the major east-west link to Tempe Heights and Lynn Valley Centre with an additional higher level route along Braemar-Dempsey. The historic development of North Lonsdale's road grid with its predominance of north-south routes and poorly developed east-west links has raised District wide concerns for the provision of logical, safe and efficient movement of traffic through the District. At the same time there are local concerns that future road construction could disrupt neighbourhoods.

The Plan recognizes that a good street system entails a balance of needs/demands, convenience of routings, logical routings and protection of neighbourhood areas from through traffic.

The Plan adopts the position that both District-wide and local concerns must be taken into account. It accordingly makes recommendations which aim to provide for overall system requirements yet which would minimize impacts on local areas. The major considerations in these recommendations are the requirements for emergency and public vehicles. The Fire Department's emergency response time is a critical factor due to the location of the Capilano station on Montroyal Boulevard. Provision for bus services is another important consideration.

Traffic studies indicate that Lonsdale Avenue can handle any increases in traffic which are created by new neighbourhood developments above Queensdale. Where new residential development may occur such as the Queensdale Shopping Centre site and on multi-family redevelopment sites, the traffic impact will be evaluated and existing traffic controls may require modification.

The overall efficiency and safety of the road system is under regular review. Roads within the community are generally in good condition and in accordance with accepted standards. There are a number of proposed projects to upgrade those roads which do not meet District standards for drainage, curbs, and paving. Future maintenance work will be identified by the District's Pavement Management System.

PEDESTRIAN SYSTEM

Pedestrian traffic is heaviest close to the apartment and townhouse areas, schools and other community buildings, commercial centres, and active parks and along bus routes. In these areas there are needs for sidewalks on both sides of surrounding streets. There are also needs for sidewalks on the steeper streets where winter conditions can create hazards for pedestrians. The pedestrian system also includes paved and unpaved pathway and trails which are included in Section 9.1.2.

TRANSIT SYSTEM

Public transit was an integral part of the early North Lonsdale development with the initiation of street car service on Lonsdale Avenue in 1906. Bus operations began in 1946. Today, transit service is provided along the major traffic routes with four all day and three rush hour, late night and/or seasonal bus routes providing services to downtown Vancouver, Lynn Valley, Lonsdale Quay, Phibbs Exchange, Edgemont Village and UBC. Four of these routes have wheelchair accessible buses with a minimum of 25% of the bus stops accessible. Some residents are supportive of increased transit services while others are concerned with the negative impacts of bus routes.

UTILITIES

Infrastructure (sanitary, sewers, hydro, telephone, gas systems) is considered adequate for the community and future development areas, as well as for any redevelopment in the Queensdale area to medium densities. There are no plans for expansion of any of these services in the near future. New policies are included for a street tree program to enhance the appearance of major streets. Water supply is adequate throughout most of the area. However residents of the upper limits of water servicing may experience reduced water flow in times of peak demand.

OBJECTIVE 10.1

Establish safe, orderly and efficient circulation systems for the movement of people and vehicles.

POLICY 10.1.1

To ensure a safe and efficient circulation system for vehicular and pedestrian traffic including the needs of the community for through vehicular traffic in both north-south and east-west directions.

IMPLEMENTATION

- 10.1.1.1 A review of the District's Open Roads and Street Classification Map (Map 4) designations should be undertaken following substantial completion of the Braemar neighbourhood to ensure that roads carry appropriate designations.
- 10.1.1.2 Delbrook and Lonsdale Avenues shall continue to serve as the major north-south linkages.
- 10.1.1.3 The major east-west intermunicipal route shall continue to be the Trans-Canada Highway, complemented by 29th Street/Queens as the major link between the District's northern communities, and the Braemar-Dempsey Road as a minor link.
- 10.1.1.4 Retain all unopened road allowances for possible future pedestrian and/or vehicular connections.

POLICY 10.1.2

The amount of through traffic on local roads should be minimized by the provision of through routes (arterial and collector roads) built for that purpose.

IMPLEMENTATION

- 10.1.2.1 Construction of the Montroyal-Lonsdale connector should be included in the 1996-2000 Five Year Capital Budget (Bylaw 6775).
- 10.1.2.2 The Norwood/Madeley road barrier will be reviewed in consultation with local residents following construction of the Montroyal-Lonsdale link to determine if it is still necessary (Bylaw 6775).

- 10.1.2.3 The "under review" designation is retained for that section of Princess Avenue south of Osborne Road. Following completion of the Braemar neighbourhood a traffic analysis will be undertaken to determine whether there is a need to open this portion of Princess Avenue. If the road is not required for vehicular circulation the road allowance will be improved for pedestrian access.

POLICY 10.1.3

The design of roads shall be appropriate to their designation on the Open Roads and Street Classification Map.

IMPLEMENTATION

- 10.1.3.1 In the design of arterial and collector roads which will link established residential areas, detailed consideration should be given to:
- a. discouragement of excessive vehicle speeds;
 - b. intersections with good visibility;
 - c. location of street lights;
 - d. bus stop locations and design;
 - e. access to the street from adjacent residences, and
 - f. street trees.
- 10.1.3.2 Any upgrading of local roads should be appropriate to the character of the street and geographical constraints.
- 10.1.3.3 The impact of traffic will be included in the analysis of any redevelopment proposal.

POLICY 10.1.4

Increase accessibility to public transit.

IMPLEMENTATION

- 10.1.4.1 Convenient and safe access to bus services should be an integral aspect of street design.

- 10.1.4.2 B.C. Transit is requested to extend the Braemar bus route to Lynn Valley, initially as a rush hour service, as part of the 1995-96 Annual Service Plan.
- 10.1.4.3 Bus stops along the 230, 229, 232 and 246 routes will be reconstructed as requested with appropriate ramps and sidewalk heights to enable the transfer to wheelchair lift buses.

POLICY 10.1.5

Provide an improved pedestrian circulation system.

IMPLEMENTATION

- 10.1.5.1 A detailed review of pedestrian requirements should be undertaken to ensure safe circulation and enhance the trail system.
- 10.1.5.2 Any new multi-family, commercial and public assembly development will be required to provide a sidewalk on all abutting public roads.
- 10.1.5.3 Designs for street improvements in the Queensdale area will include improved pedestrian access such as the provision of sidewalks on both sides of Queens Road.⁸
- 10.1.5.4 Road allowances not required at this time for vehicular circulation will be opened for pedestrian paths where appropriate. These include the St. Kilda unopened road allowance (see Section 9.1.2.3).

POLICY 10.1.6

Encourage the usage of bicycles for recreation and travel to work/school.

IMPLEMENTATION

- 10.1.6.1 Implement the recommendations as specified in the Bicycle Master Plan as applicable to North Lonsdale-Delbrook.

⁸ A sidewalk was installed on the north side of West Queens Road between Lonsdale-Delbrook in 1995.

OBJECTIVE 10.2

Provide an efficient system of utilities without environmental degradation or detracting from the streetscape.

POLICY 10.2.1

Extend services to new development as appropriately and unobtrusively as possible.

IMPLEMENTATION

- 10.2.1.1 Water servicing is provided to lots abutting the 320m elevation. Maximum design elevation is site specific. Further details on water servicing policy are shown in Sections 3.1.2 and 4.2.1.3.
- 10.2.1.2 Services to new subdivisions and redevelopment areas should be placed underground.
- 10.2.1.3 All electrical transformers, connection boxes, gas meters and all similar items of utilities infrastructure should be located and screened to minimize their visibility.
- 10.2.1.4 Relocating hydro lines underground should be considered prior to any installation of new sidewalks.

POLICY 10.2.2

Utilize street tree planting programs to enhance the landscaped character of the North Lonsdale community.

IMPLEMENTATION

- 10.2.2.1 Encourage street tree planting programs as a community initiative and utilize the forthcoming District Street Tree Master Plan as a guideline for those planting programs.
- 10.2.2.2 Trees used in a street tree planting program shall be chosen to reflect the character of the street and minimize any impact on views from private property.

11.0 SCHEDULE OF LAND USE CATEGORIES

This schedule of Land Use Categories should be used in conjunction with both the Plan Map and the relevant section(s) of the bylaw text to give details of the relative location, size and definition of the major land uses. Further delineation of the boundaries for each land use and definition of permitted land uses will be implemented through the District's Zoning Bylaw and Subdivision Control Bylaw.

RESIDENTIAL: Areas presently developed or to be developed for residential housing at various densities:

- **Low Density:** Areas providing for detached units on separate lots, detached units on strata lots, or attached units on strata lots at densities of up to 18 units per hectare (7 u/ac.).
- **Medium Density:** Areas providing for attached housing units and apartments at densities between 15 to 135 units per hectare (6 - 54 u/ac);
 - existing multiple family
 - proposed redevelopment - see text sections 5.1.1.1-5.1.1.3
- **Rural Residential:** Areas providing for detached housing on existing privately owned large lots above the water service limit. - Under Review.
- **Designated Heritage Site:** Designated municipal heritage site pursuant to the Heritage Conservation Act.

COMMERCIAL: Existing sites developed for commercial or mixed commercial/residential uses:

- **Commercial:** Existing sites suitable for a range of local and community retail, office and service uses only.
- **Commercial with residential:** Existing sites suitable for local and community retail office and service uses as well as residential apartments.

INSTITUTIONAL: Existing sites for schools, places of worship, recreation centres and public buildings.

PARKS, RECREATION AND WILDERNESS: Areas designated principally for the preservation and enjoyment of the natural environment and outdoor recreational use:

- Public Parks: Public lands improved and maintained for active parks.
- Natural Area: Public lands (DNV and BC Hydro) remaining largely in a natural state except for pathways, rights-of-way clearances and other minimal improvements. Also included are private lands to be acquired for park purposes - see text Section 9.1.2.6.
- Private Natural Area: Private landholdings in natural areas.