



# LOWER CAPILANO MARINE VILLAGE CENTRE IMPLEMENTATION PLAN



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# A. Introduction

## Local context

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

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

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

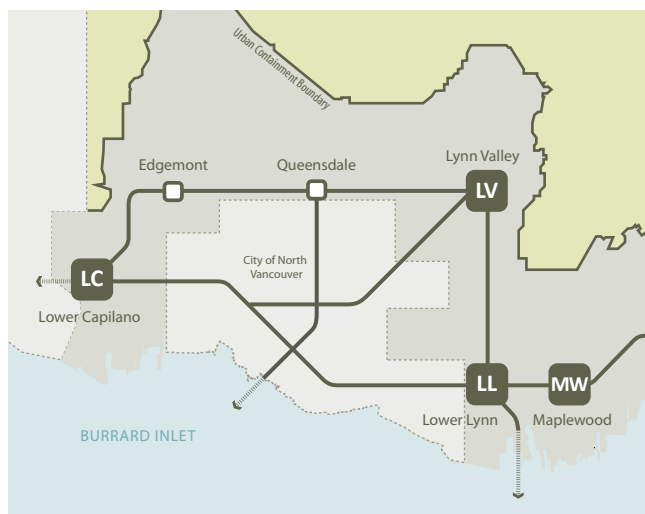


Figure 1. OCP Network of Centres

## Vision for the Lower Capilano Marine Village Centre

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

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

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

## Implementation Planning and Engagement Process

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

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



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

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

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

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

## Realizing a Sustainable Village Centre

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

- » integrating a range of housing choices, community facilities and services as well as supporting a healthy built environment and active transportation to promote social well being;
- » encouraging economic development through the expansion and renewal of commercial development (including tourism/hotel operations) and the incremental addition of office space;
- » encouraging green buildings and infrastructure, energy and water conservation, landscaping and rainwater best management practices; and
- » directing a monitoring program to measure progress to achieve Plan objectives and OCP targets.

# B. Planning for a Mixed Use Village Centre

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

## Village Centre Concept Planning Principles

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

Create a Village Centre that:

### Mixed Use Village Centre

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

### Multi-Modal Transportation Network

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

### Housing Choices

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

### Public Realm and Community Amenities

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

### Green Infrastructure

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



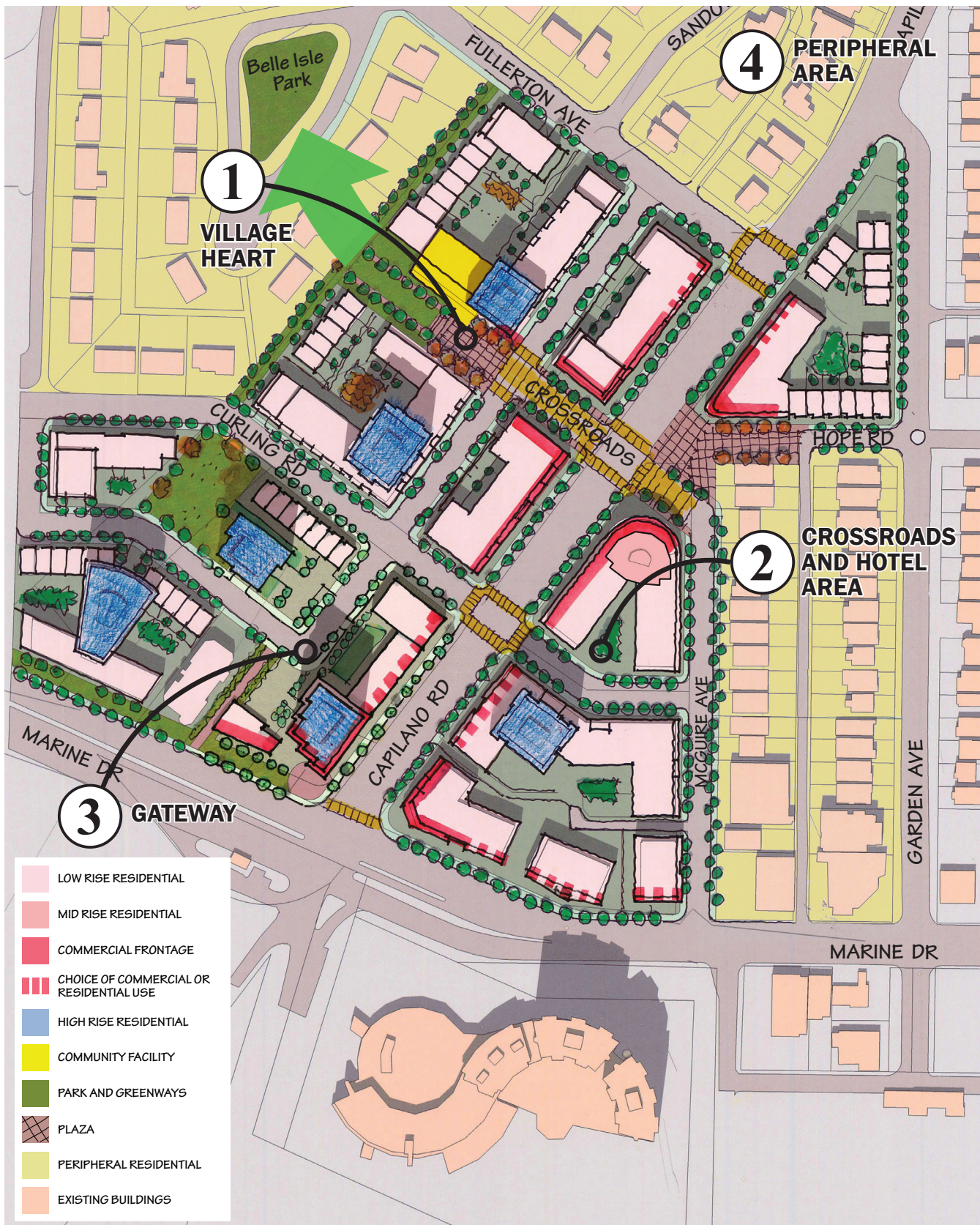


Figure 3. Lower Capilano Marine Village Concept Plan

## Concept Plan for Lower Capilano Marine Village Centre

Land uses in the District's Official Community Plan (OCP) form the foundation for the Lower Capilano Marine Village Centre Plan Concept Plan. The Concept Plan provides greater detail than the OCP Land Use Map with specific focus on the community heart and new Cross Roads at Capilano and Hope/McGuire. The Concept Plan (Figure 3) also recommends general locations for various housing forms in relation to parks, commercial spaces, new roads and pedestrian connections.

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

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

### Land use and density

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

### Policies:

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

Land use designations and applicable densities for the Village Centre (shown below) are articulated in the OCP and form the foundation for the Lower Capilano Marine Village Centre Implementation Plan. Floor

space ratio, as referenced below, means generally the ratio of the gross floor area of a proposed development over the gross area of the lot or lots upon which the development is located.

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

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

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

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

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

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

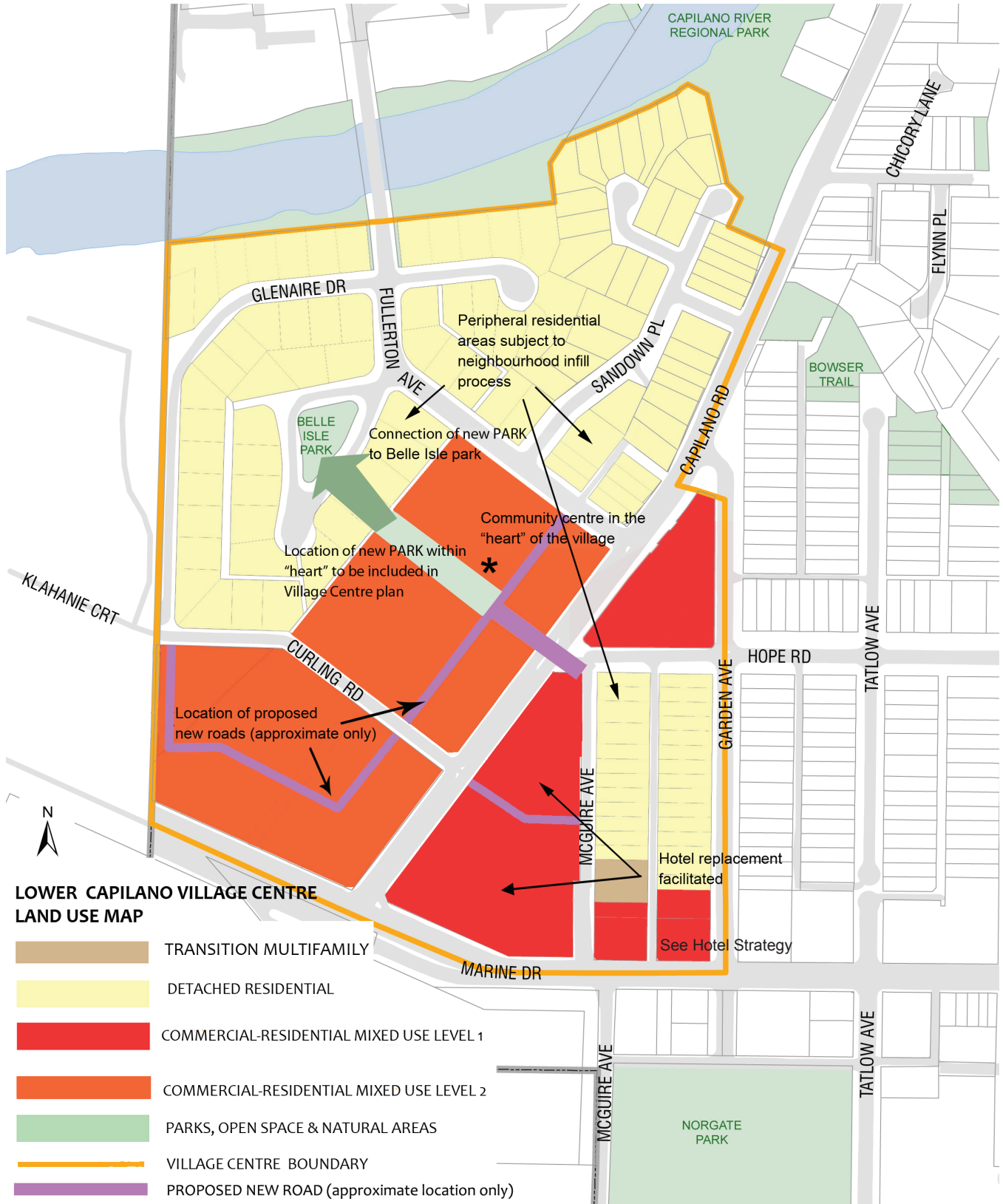


Figure 4. Lower Capilano Marine Village Centre Land Use Map

## Community Identity and Urban Design

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

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

### Policies:

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

## Building Form and Height

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

### Policies:

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

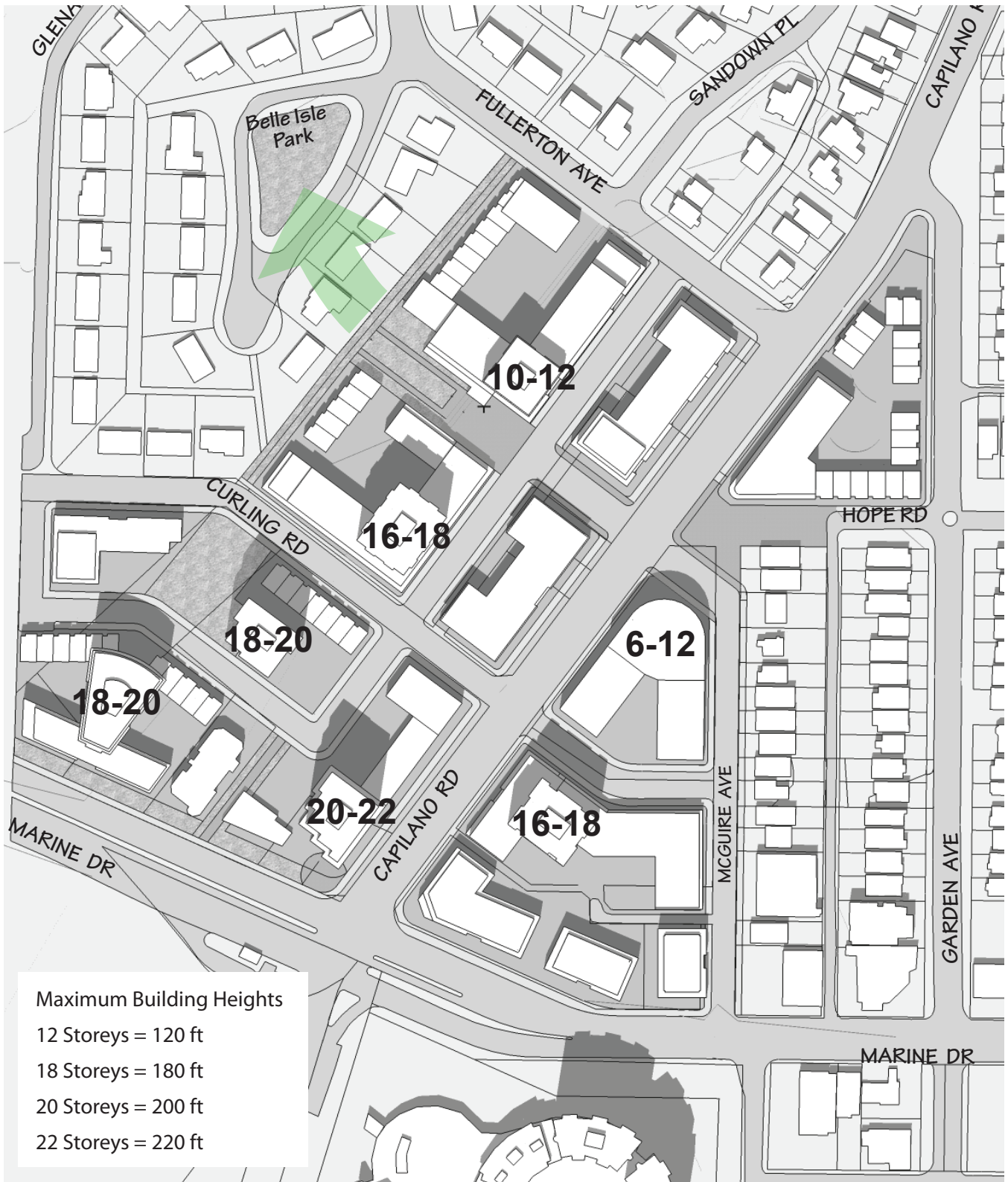
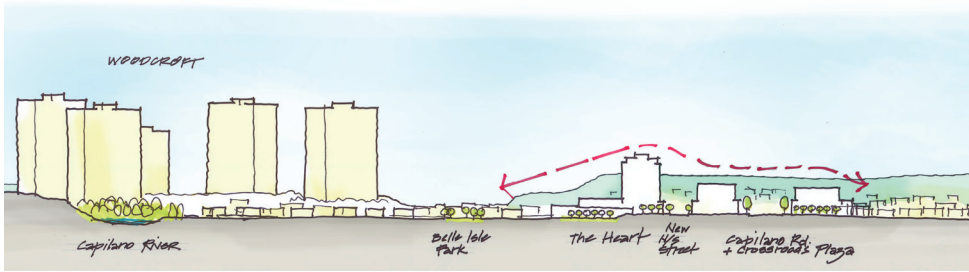
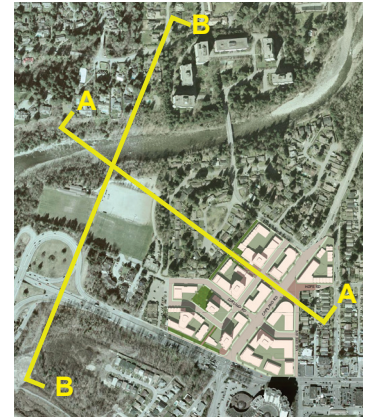


Figure 5. Recommended Stepping of Approximate Building Heights



SECTION AA LOOKING NORTHEAST



Section cuts adjusted for grid rotation



SECTION BB LOOKING SOUTHEAST

Figure 6. Illustrative Elevation Profile for Lower Capilano Village Centre

## C. Housing Choices

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

### Housing Diversity

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

### Policies:

1. Encourage and promote a range of housing options to meet the current and anticipated needs of the community over the next 20 years.
2. Through redevelopment, encourage and promote a diversity of multi-family housing choices including ground oriented housing, low rise apartments, mid-rise apartments and high rise apartments in the village core.
3. Consider opportunities for ground-oriented and low-rise apartment multi-family housing in the peripheral area immediately outside the village core.
4. Encourage a range of tenure options including home ownership and rental (purpose built rental, strata rental) in an integrated manner for all new development.
5. Recognizing that owned strata units will provide the majority of rental housing opportunities in the future, consider the establishment of purpose-built rental buildings, where appropriate and feasible, to provide further opportunities for rental units.
6. Apply policy and other tools to secure and support the ongoing ability of current and future owners to rent their strata unit(s) without being restricted by strata council regulations.
7. Encourage new residential development to provide an integrated mix of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) throughout the building, as appropriate, to accommodate different household needs and sizes.
8. Encourage the development of flexible residential spaces (lock-off units, secondary suites where feasible), that can be adapted to changing family needs and/or act as a mortgage helper.



9. Encourage, and where appropriate, require that new residential buildings provide adaptable design measures per established District guidelines to accommodate the needs of people with disabilities and/or to serve the needs of elderly residents.
10. Encourage development of housing for seniors in the Village Centre, where appropriate.
11. Encourage, and where appropriate, require safe useable outdoor play spaces in multi-family building developments.
12. Encourage inclusion of useable outdoor space with all new residential development.
13. Encourage new residential development to incorporate lifestyle support features, such as children's play areas, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and dog walking space.

## Housing Affordability

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

### Policies:

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

## Peripheral Area - Neighbourhood Infill

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

### Policies:

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

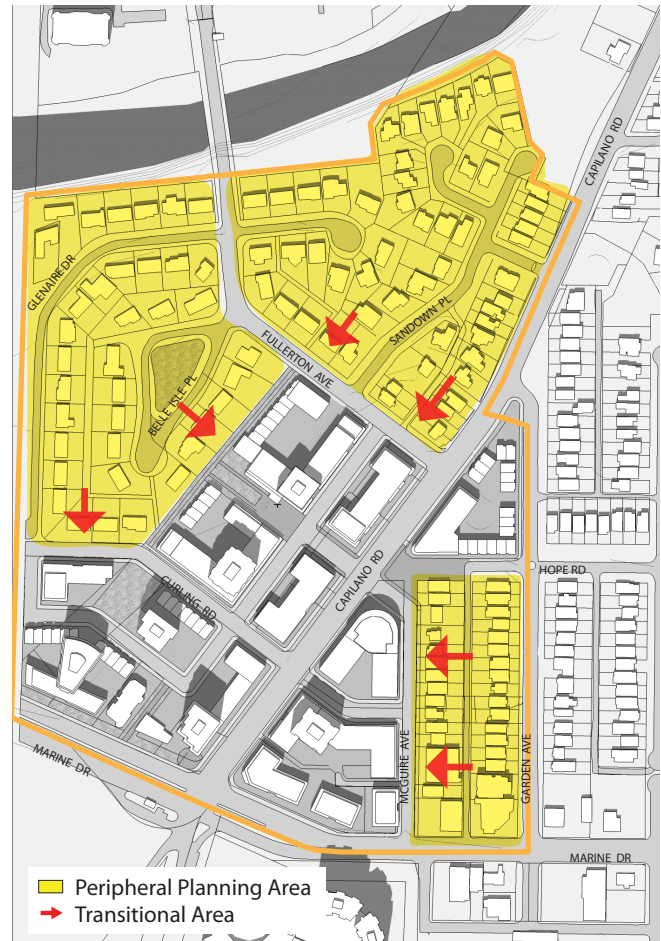


Figure 7. Peripheral Planning and Transition Areas

## D. Economic Vitality

Hotel and motel services in the Lower Capilano Marine Village Centre have historically provided a hub for short term accommodation on the North Shore and an important service to facilitate local tourism. While existing hotel buildings are reaching the end of their useful life, the market for this type of accommodation has also been changing. This Implementation Plan provides flexibility to respond to such change, while at the same time, enabling the redevelopment of some hotel uses to help sustain local economic activities and support community needs.

### Commercial Uses

Commercial services in the Lower Capilano Marine Village Centre are important to serve the needs of local residents and businesses and to create local vitality. Redevelopment is anticipated to provide approximately 100,000 ft<sup>2</sup> of new commercial space in the Village Centre.

#### Policies:

1. Encourage the integration of local commercial uses into the Village Centre to provide local access to retail services.
2. Maintain and enhance Capilano Road at the Cross Roads as a retail street in the Village Centre with commercial uses focused at key locations and appropriate “choice of use” (e.g. live/work) areas as identified on the Concept Plan.
3. Encourage ground level commercial activities for redevelopment at the intersection of the Cross Roads with Capilano Road.
4. Encourage appropriate local commercial adjacent to the central community plaza and other areas, as per the Concept Plan.
5. Encourage the integration of local serving office uses into the Village Centre, to respond to changing community needs over time.
6. Encourage the Village Centre business community to work together to market the area to attract local customers.
7. Support economic development through the continued allowance for home based businesses and through the development of new live-work units at appropriate locations.
8. Explore new policies and programs to attract and support businesses that encourage sustainable lifestyles.
9. Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.

## Hotel Strategy

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

### Policies:

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

## E. Transportation System

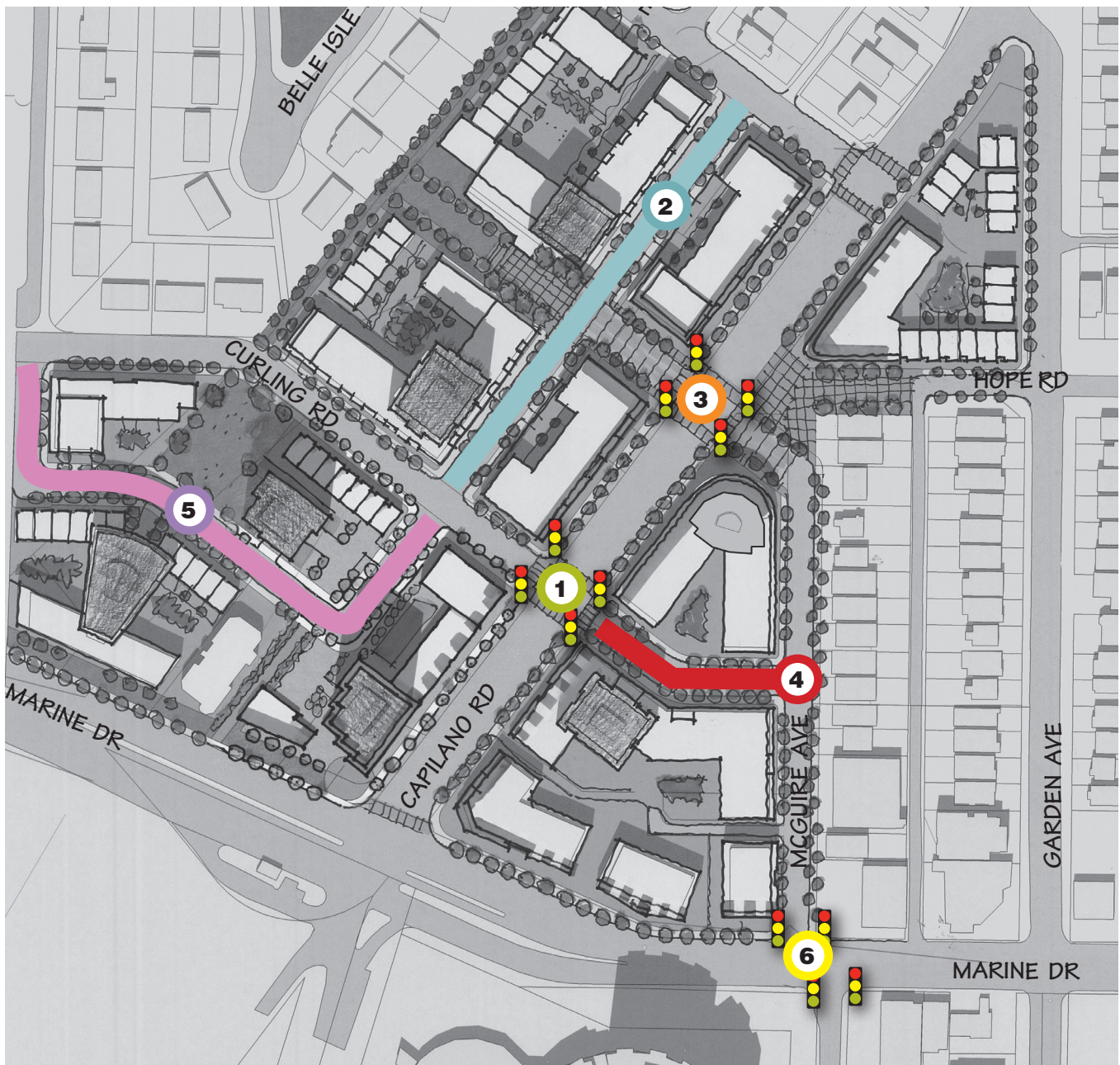
Strategically located on Marine Drive at Capilano Road, Lower Capilano Marine Village Centre has been identified by the region as a Frequent Transit Development Area (FTDA) with frequent transit service connecting the Village Centre with Capilano University, Phibbs Exchange, Lonsdale, downtown Vancouver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

### Road Network

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

#### Policies:

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



- |  |   |
|--|---|
| <p><b>1</b> Signalization of Curling Road at Capilano Road</p>                                     | <p><b>4</b> Extension of Curling Road east through to McGuire Ave</p> |
| <p><b>2</b> Creation of new North-South Road parallel to and west of Capilano Road</p>             | <p><b>5</b> Creation of a new Crescent Road</p>                       |
| <p><b>3</b> Creation of new Crossroads Road and signalization of intersection at Capilano Road</p> | <p><b>6</b> Signalization of McGuire Avenue at Marine Drive</p>       |

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

## Transit

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

### Policies:

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

## Walking and Cycling

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

### Policies:

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



**Figure 9.** Pedestrian (yellow) and Cycling (orange) Route maps

## Parking Management

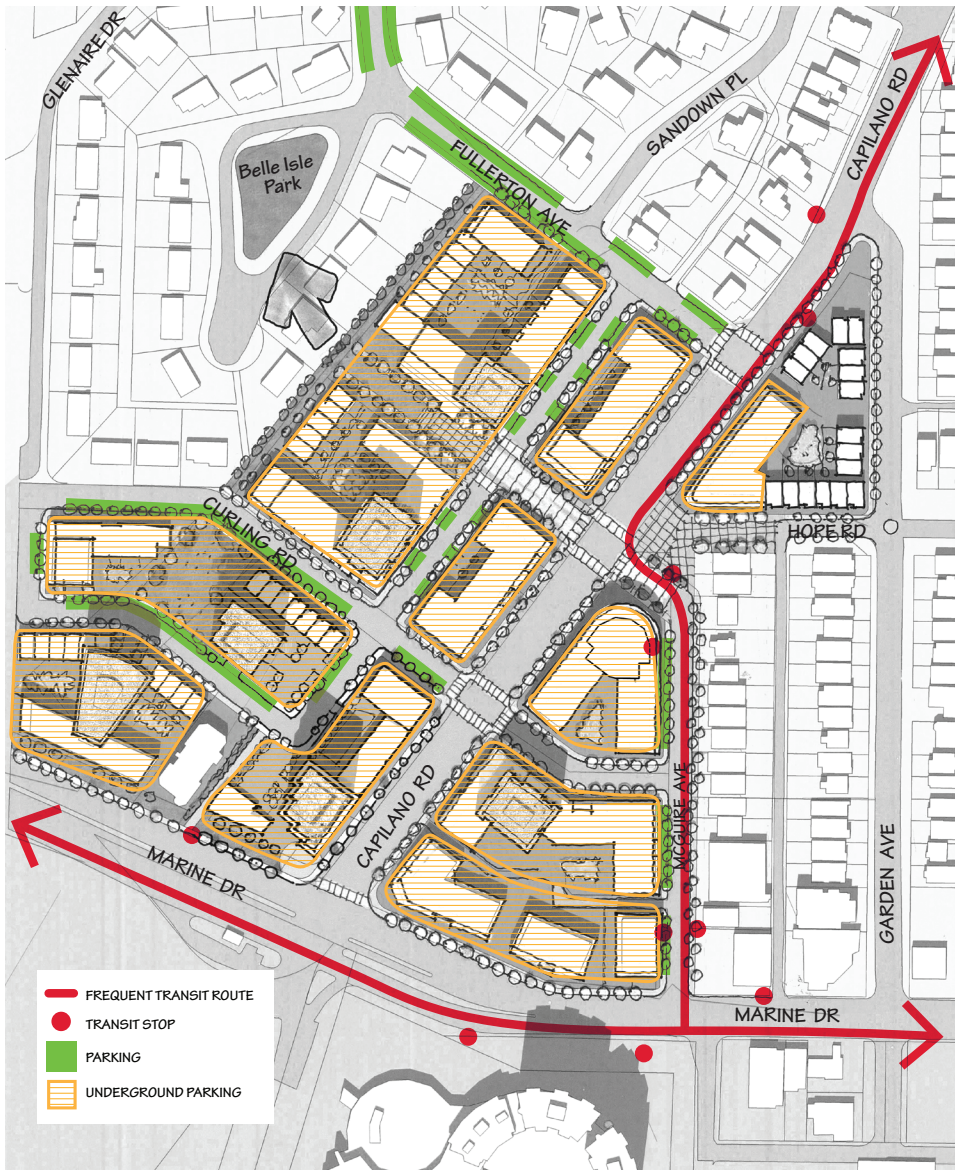
Given the proximity of this Village Centre so close to the Lions Gate Bridge and Downtown Vancouver, ready access to frequent transit service along Marine Drive and direction towards a more walkable, bikeable community; there is an opportunity in this area to consider reducing parking requirements while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

### Policies:

1. Consider on-street and off-street parking as an integrated system (See Figure 9).
2. Design street networks in retail areas such that on-street parking is available for retailers and traffic can easily circulate around the block.
3. Avoid resident-only on-street parking in the Village Centre and instead consider time-restrictions as an instrument to encourage more efficient turn-over of parking stalls.
4. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.
5. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
  - » 1.1 spaces per unit for apartments
  - » 0.75 spaces per unit for rental apartments
  - » 1.5 spaces per unit for town houses
  - » 0.1 spaces per unit for visitor parking



6. Consider further parking reductions for non-market rental housing apartments.
7. Encourage developers to continue to sell parking separately from units, where appropriate.
8. Encourage unsold parking to be turned over to the strata corporation after the units are sold.
9. Continue to encourage sufficient, secure bicycle parking and storage for residents in all new developments.
10. Consider opportunities for shared parking for complimentary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.
11. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.
12. Encourage new developments to include and/or allow for the future implementation of electric vehicle charging parking infrastructure.



**Figure 10.** Lower Capilano Marine Village Centre On-street Parking Strategy and Frequent Transit Routing

## F. Public Realm and Community Amenity Strategy

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

### Parks and Open Space

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

#### Policies:

1. Plan for a new public plaza to be the focal point for pedestrian activities in the village core. The public plaza is to be visible from the Cross Roads and linked to the new north-south road. This space is further animated with seating, trees, landscaping, public art and a small-scale retail use.
2. Facilitate the establishment of a village green park and greenway to connect to the community centre and to demarcate the green edge of the Village Centre. These spaces are intended to provide opportunities for relaxing and enjoying the vibrancy of the village core, and could also include a children's play area, seating, open grass area, trees and other landscaping.
3. Seek to extend the village green through to Belle Isle Park through parkland acquisition (as lots become available) and undertake landscaping and other improvements to Belle Isle Park.
4. Plan for a central Cross Roads that links residents to the east of Capilano Road and south of Marine Drive to the community heart and welcomes/ draws people into the Village Centre.
5. Consider and design the Cross Roads as the pedestrian/cycle gateway to the Village Centre for residents to the east of Capilano Road as well as the arrival and departure point for transit users.
6. Facilitate the establishment a new animated green space for residents in the precinct south of Curling Road, for informal activities including sports, seating, gathering, play.
7. Facilitate the establishment of a landscaped mini plaza at the north end of McGuire Avenue. This smaller plaza is to be used for un-programmed activities and to provide opportunities for gathering and seating.
8. Encourage improved connections from the Village Centre to existing parks and trails that serve the community including the Bowser Trail, Spirit Trail and connections to Capilano Elementary School, Capilano River, Klahanie Park, Norgate Park, Belle Isle Park, and the Lions Gate Bridge.



**Figure 11.** Parks and Open Space Concept

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

\* Community Centre

## Community Facilities

Community social services, recreation and library services are recognized as an essential component in the overall health and wellness in the Lower Capilano Village Centre. The longstanding absence of a community facility in the Lower Capilano area and the findings of a recent community facility needs assessment, have highlighted the need for a local community facility in the village centre. This facility is envisioned as a “community living room” of approximately 24,000 ft<sup>2</sup>. Operations and services are expected to be delivered through a partnership including the District of North Vancouver, the North Vancouver Recreation Commission, the North Vancouver District Public Library and Capilano Community Services Society.

## Policies:

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



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

**Figure 12.** Trails and Other Pedestrian/Cycle Connections Leading from the Village Centre

## Public Art

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

### Policies:

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

## Community Amenity Strategy

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

**Policies:**

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

**Community Services**

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

**Policies:**

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

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

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

## Environmental Protection

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



## Policies:

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

## Energy Efficiency and Greenhouse Gas Reductions

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

### Policies:

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



## H. Community Infrastructure

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

### Rainwater Management

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

#### Policies:

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

## Waste Management

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

### Policies:

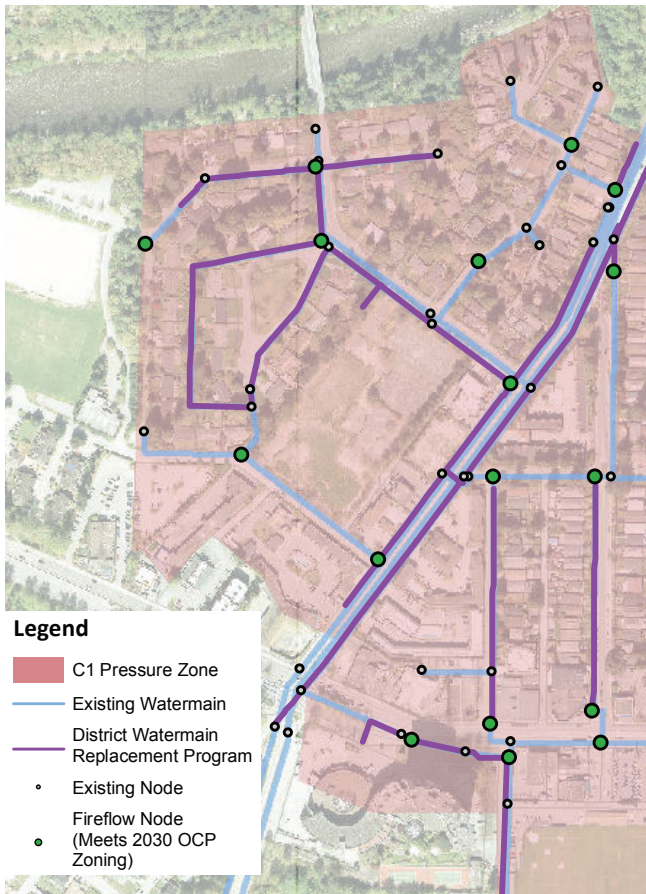
1. Provide appropriate facilities to accommodate safe, efficient, and environmentally-responsible collection of waste and recyclable materials from all land uses and activities.
2. Refer to Metro Vancouver’s “Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments”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

## Water and Sanitary Sewer

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

### Policies:

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



**Figure 13.** Proposed Water Main Concept to 2030

## External Utilities

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



**Figure 14.** Proposed Sanitary Sewer Concept to 2030

## Policies:

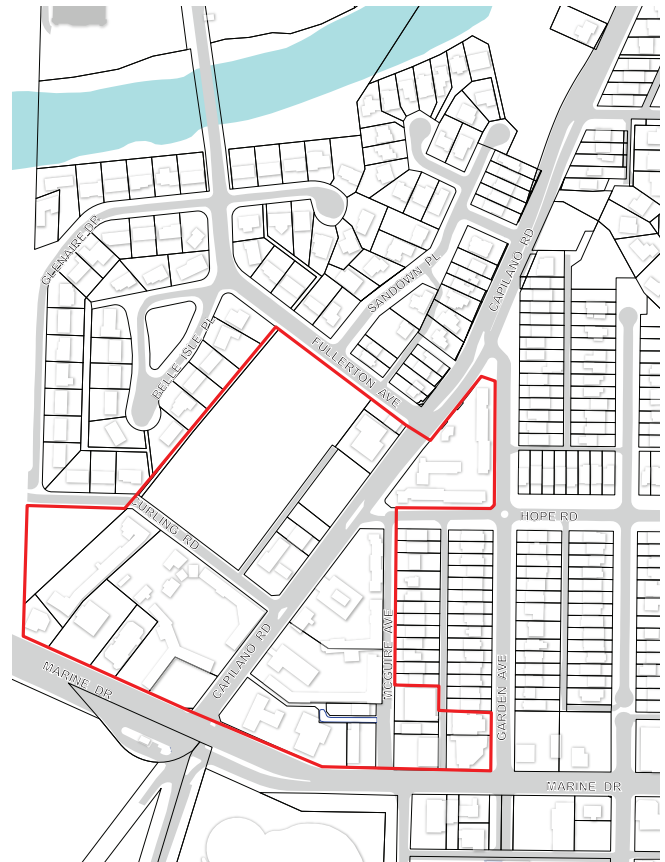
1. Work with other utility agencies to ensure that service capacity is adequate to accommodate anticipated growth in the Village Centre.
2. Plan for connectivity to potential district energy system.
3. Plan for the relocation of existing overhead utilities underground through redevelopment of the Village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

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

The District uses development permit areas (DPA) and associated guidelines to manage development to address special conditions including: protection from natural hazards, protection of the natural environment and streamside areas, promotion of quality urban design and to encourage energy, water conservation and greenhouse gas reduction. Development applicants should refer to Schedule B of the OCP for the complete set of DPA policies. The Lower Capilano Village Centre as indicated in Figure 15 is recognized as a DPA that is subject to the Lower Capilano Marine Village Centre Design Guidelines and other applicable OCP policies, design guidelines and schedules.

## Policies:

1. Recognizing that the Lower Capilano Marine Village Centre may be considered the western gateway to the District of North Vancouver, and to promote quality architectural and streetscape urban design, designate lands within the Village Centre core (shown in Figure 15) as a Lower Capilano Marine Village Centre Form Character and Streetscape Development Permit Area in accordance with the Local Government Act.
2. Within the designated DPA area (see OCP) require, where appropriate, that a Form and Character Development Permit is obtained prior to any development.
3. This DPA boundary may need to be amended, pending the outcome of peripheral neighbourhood infill planning, so that all new multi-family and commercial development within the Capilano Village Centre are also subject to the Form and Character Design Guidelines.



**Figure 15.** Lower Capilano Marine Village Centre Form and Character Development Permit Area

# J. Recommendations for Implementation

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

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



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

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

## **Policies:**

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

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