

2 COMMUNITY-WIDE DIRECTIONS

Relationship between the OCP themes

Section 2 of this Official Community Plan (OCP) is organized by five themes: Housing & Neighbourhoods; Local Economy; Transportation & Infrastructure; Parks & Environment; and Social Well-Being. These themes are not hierarchical, rather they are interdependent and work synergistically together. The OCP recognizes that no policy can stand alone nor can a single community-wide objective be pursued absent consideration of others. For example, policies to locate Housing in our town and village centres support the local economy with local customers and also reduce transportation needs (congestion) and the associated environmental impacts (GHGs). Social well-being objectives around inclusivity are necessarily supported by how we provide accessible housing or transportation. Policies to support vibrant public places and opportunities for gathering contribute to our social well-being and local economy objectives, and also influence how we manage our parks system.

As you read this plan, you will find information on how each policy section supports the overall community objectives across the five themes. Only through the collective implementation of these five themes can our community best maintain and enhance our overall quality of life.





A HOUSING & NEIGHBOURHOODS

2.1 Existing Neighbourhoods

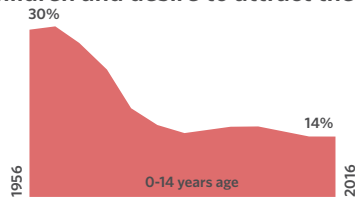
West Vancouver is a scenic oceanfront community of individual, unique neighbourhoods situated in a narrow band of development between the water and the mountains. From the cottages and cabins of the early 1900s, West Vancouver neighbourhoods have been shaped by their distinct natural landscapes and through their history of development and land use decisions.

As a result of these past development patterns, West Vancouver is now comprised of mostly detached, single-family oriented housing, and some generally older apartment buildings located in and near commercial centres, with very limited availability of other housing forms such as duplex, triplex, and townhomes located in pockets throughout the municipality.

Emerging issues to address

While our housing options continue to be limited, there has been a long-standing community interest in increasing the variety of available housing options. Seniors and young families alike are unable to find the right housing to meet their needs—such as accessible, single-level living options close to amenities and transit, and smaller, relatively more attainable options near schools. These and other key trends in our community demand actions to address our current and long-term needs.

We have fewer young families and children and desire to attract them



Our residents hope to, but are unable to age in place

33% will move in 5 years
60% pessimistic about staying in West Van

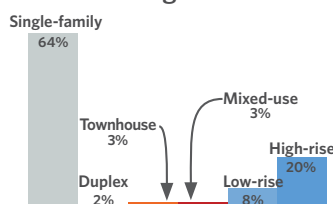
(Vital Signs 2017, West Vancouver Foundation)

Our residents want to live close to amenities

73% parks & trails
55% shops
57% transit
43% schools

(Vital Signs 2017, West Vancouver Foundation)

We have limited housing choices



Our multi-family building stock is aging and need to be regenerated

96% of multi-family units built in the **1960/70s**

We need more rental housing options

0.4% rental vacancy rate (Oct. 2017)
Lowest in the region
 healthy vacancy rate = 2-3%

Key OCP actions

As a land use planning document, an OCP is legislatively required to guide housing development throughout a community. To address the needs of the present and future generations in our community, this OCP seeks to:

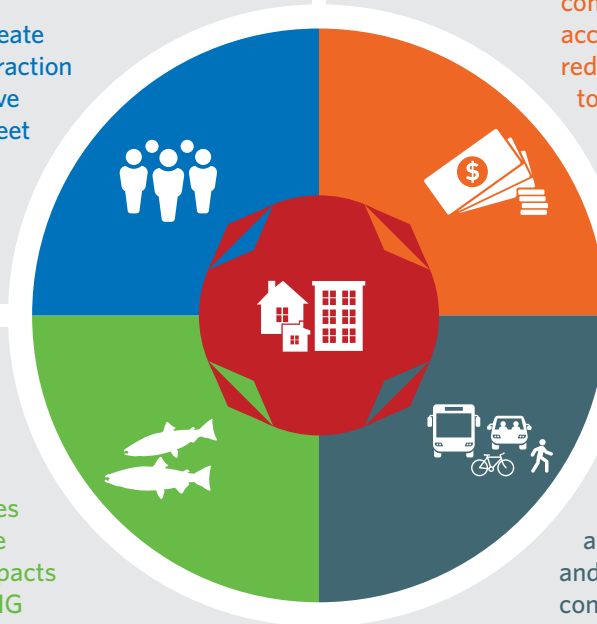
- regenerate our primarily detached, single-family home oriented neighbourhoods with sensitive infill options, such as smaller houses on smaller lots, coach houses and duplexes;
- expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;
- respect our neighbourhood character and encourage long-term protection of valued heritage properties with stronger incentives;
- strengthen our centres and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area-specific visions, objectives and suitable built-form, heights and densities; and
- advance housing affordability, accessibility and sustainability through available policy levers.

Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centres, and to provide for more and ongoing seniors and rental housing options.

How these housing actions support overall community objectives.

Well-designed neighbourhoods with diverse housing can improve accessibility and create opportunities for social interaction and connectedness. Proactive housing policies can help meet the needs of changing life-stages across all age groups within the community.

Housing built with environmentally-sensitive features and higher energy performance, as well as more units located in centres and near transit, can reduce the community's overall impacts on the environment and GHG emissions.



Housing located in and around commercial centres can better accommodate our workforce and reduce the barrier for businesses to recruit and retain staff.

Locating housing closer to shops also support a stronger and more diverse customer base for local businesses.

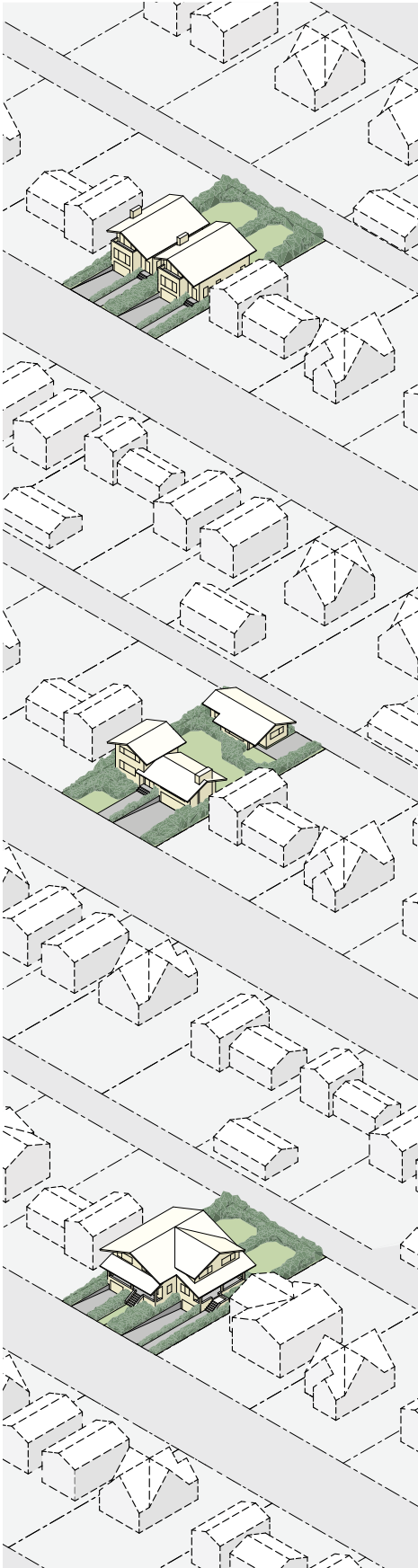
Housing that is well connected to transit, jobs, services and amenities can increase walkability and the use of active transportation, and reduce the need to drive and overall transportation and congestion costs.



POLICIES

Regenerating our neighbourhoods with an estimated 300–400 new sensitive infill units

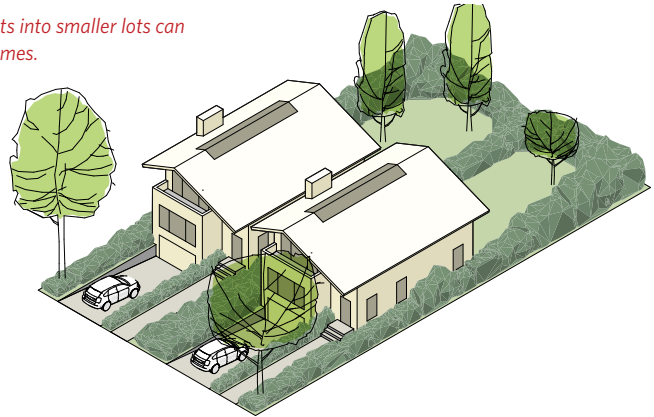
- 2.1.1 Amend neighbourhood subdivision standards (including consideration of site-specific applications) and consider alternate site configurations, such as panhandle lots, to enable the development of smaller houses on smaller lots in existing detached residential areas (see Map 1).
- 2.1.2 Update zoning provisions (including consideration of site-specific applications) to increase the supply of coach houses (“detached secondary suites”) in existing detached residential areas (see Map 1) by:
 - a. Allowing coach houses to be stratified to increase home ownership opportunities;
 - b. Providing floor area exemptions for rental coach houses secured through Housing Agreements;
 - c. Considering allowance of a coach house and a basement suite on a single lot; and
 - d. Removing other potential regulatory barriers to the supply of coach houses (e.g., enabling more flexible off-street parking requirements).
- 2.1.3 Expand opportunities for duplex housing by:
 - a. Reviewing regulations to ensure the development viability of the building form;
 - b. Continuing to allow a basement suite in a duplex;
 - c. Identifying areas appropriate for rezoning to allow duplex construction; and
 - d. Considering site-specific rezoning applications to allow duplex construction appropriate to the subject site and context.



The following illustrations show examples of subdivisions, coach houses and duplexes, which can provide sensitive infill options that respect the scale and character of our neighbourhoods.

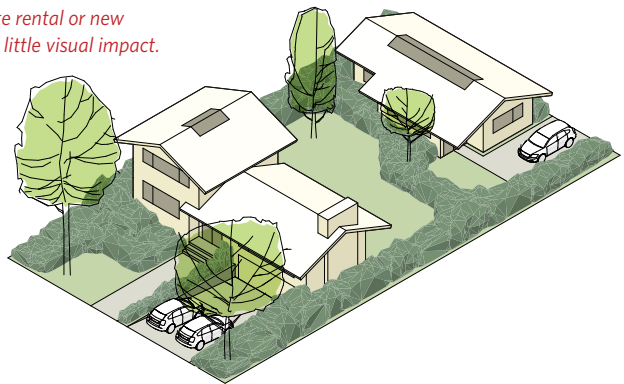
Subdivision

Subdividing large lots into smaller lots can allow for smaller homes.



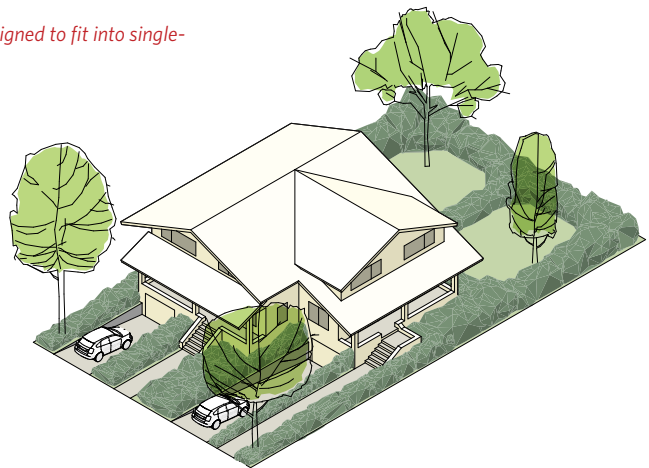
Coach house

Coach houses can create rental or new ownership options with little visual impact.



Duplex

Duplexes can be designed to fit into single-family streetscapes.

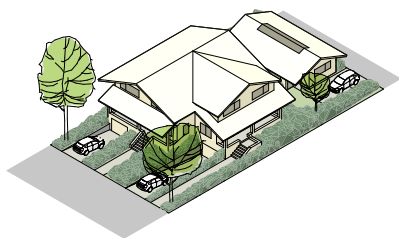


(Images provided for illustrative purposes only.)

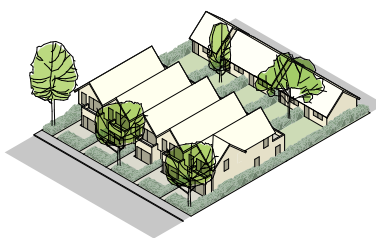
Expanding missing middle (e.g., triplex, townhouse, mixed-use) options with an estimated 300-350 new units

- 2.1.4 Increase “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:
- Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
 - Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character; and
 - Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys.
- 2.1.5 Encourage mixed-use and live-work development on existing commercial use and marine commercial sites District-wide (see Map 10) by:
- Permitting residential uses above street-level commercial on commercial use sites;
 - Considering residential uses in addition to marine commercial uses where both can be accommodated on marine commercial sites; and
 - Allowing a maximum of three storeys where there is not a height limit established through Local Area Plans or Guidelines.
- 2.1.6 Prioritize community use and/or housing objectives when considering redevelopment proposals of institutional, public assembly or community use sites District-wide that provide an existing community or public use function (such as places of worship) by:
- Providing floor area exemptions to support the continuation, adaptation, expansion or replacement of community use; and
 - Considering residential uses that are compatible with the community use and that respond to neighbourhood context and character.
- 2.1.7 Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:
- Reporting to Council after preliminary application review to allow an early opportunity for public input;
 - Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
 - Considering sites or assemblies that enhance neighbourhood access to daily needs or connect the active transportation network;
 - Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
 - Restricting to one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
 - Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
 - Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

The following illustrations show examples of triplex, rowhouse and townhouse units—some of the missing middle housing types provided for in this plan.



Triplices can be achieved by allowing existing homes to stratify into small units, or by allowing duplex with a coach house.



The traditional rowhouse consists of units arranged side by side, each with their own front door and outdoor area.



Stacked townhomes expand upon the rowhouse concept with one unit placed above another.

(Images provided for illustrative purposes only)

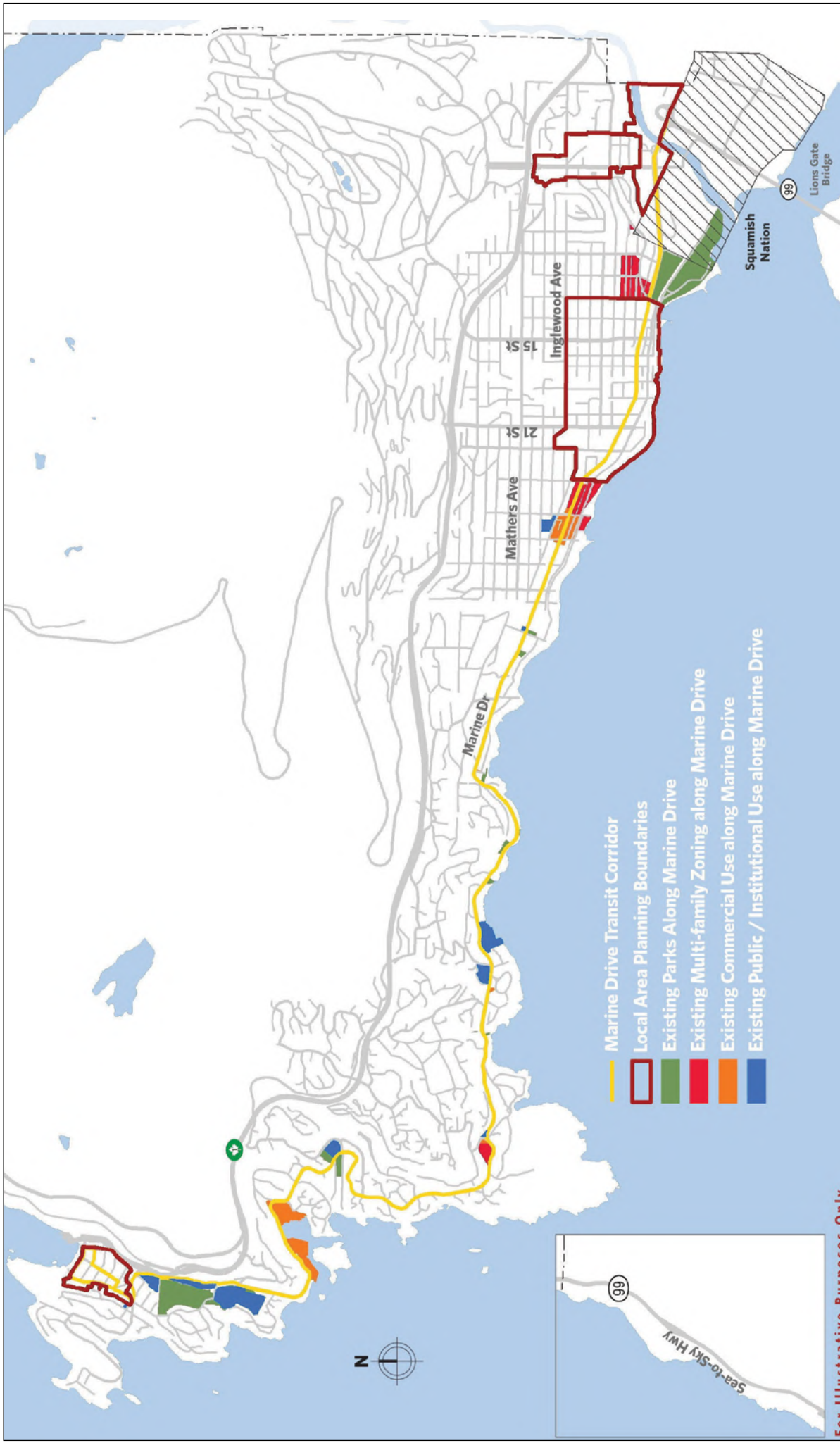
Respecting character and protecting heritage

- 2.1.8** Ensure that new single-family dwellings respect neighbourhood character by:
- Reviewing regulations controlling the scale of new single-family dwellings;
 - Applying and updating built-form guidelines, as relevant, in regards to neighbourhood context and character, streetscape and natural features, and
 - Requiring all development permit applications, rezoning applications, and variance applications to include a section demonstrating how the proposed project respects or enhances existing neighbourhood character.
- 2.1.9** Protect buildings, structures and landscapes on the District's Heritage Register by:
- Allowing the conversion of single-family homes into multi-family use (e.g., duplex, triplex);
 - Allowing fee-simple subdivisions or infill options (such as cottages or coach houses) on the same lot;
 - Varying siting to protect valued trees and landscapes;
 - Encouraging protection through bonus density and considering density transfer;
 - Considering financial incentives (e.g., the reduction of development fees or charges, tax incentives);
 - Reducing off-street parking requirements;
 - Securing protection through Heritage Designation Bylaws;
 - Supporting restoration through Heritage Revitalization Agreements; and
 - Expediting the review process for the retention of heritage properties.
- 2.1.10** Support the Lower Caufeild Heritage Conservation Area by reviewing proposals against neighbourhood built-form guidelines.
- 2.1.11** Support the small island character of Eagle Island by continuing to prohibit subdivision and attached or detached secondary suites (i.e., basement suites or coach houses).

MAP 1. NEIGHBOURHOOD INFILL OPPORTUNITIES



MAP 2. MARINE DRIVE TRANSIT CORRIDOR



For Illustrative Purposes Only

Strengthening our centres and corridors through local area plans

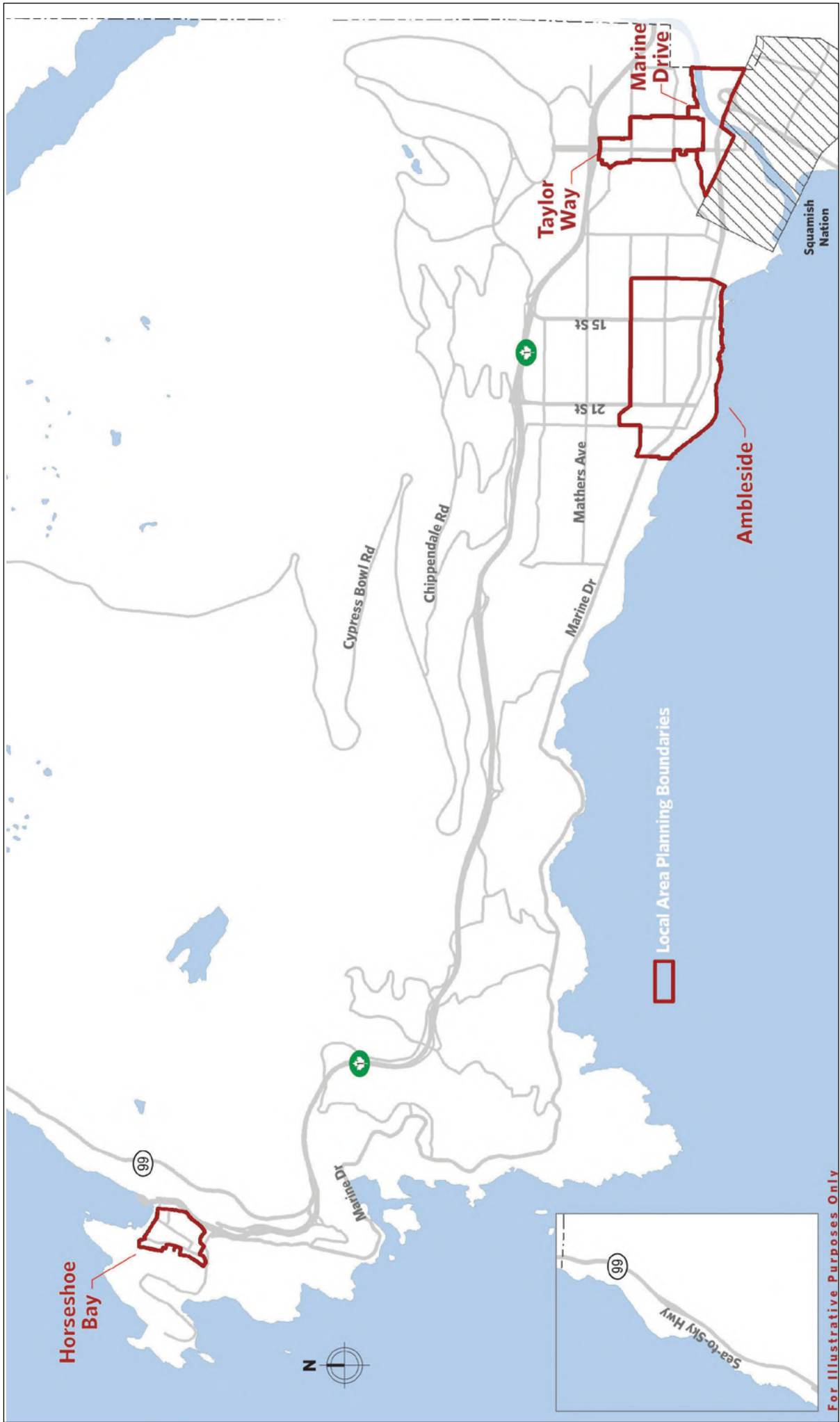
- 2.1.12 Implement local area plans for the following areas:
 - a. Marine Drive Local Area Plan (estimated 500-750 housing units, see Map 4); and
 - b. Horseshoe Bay Local Area Plan (estimated 200-300 net new units, see Map 6).
- 2.1.13 Create capacity for an estimated 1,500-1,800 net new housing units through local area plans (see Map 3) for the following areas, subject to provision 2.1.14 of this plan:
 - a. Ambleside Municipal Town Centre (1,000-1,200 estimated net new units); and
 - b. Taylor Way Corridor (500-600 estimated net new units).
- 2.1.14 Prepare local area plans by:
 - a. Reviewing and confirming boundaries and new unit estimates through the local area planning processes (see Maps 5-7);
 - b. Determining densities, heights and building forms that respond to neighbourhood context and character (e.g., topography, natural features, site area, transportation and amenities); and
 - c. Prioritizing mixed-use and apartment forms in core areas and ground-oriented multi-family forms (e.g., townhouses, duplexes) to transition to adjacent single-family neighbourhoods.
- 2.1.15 Prior to the adoption of a local area plan, consider proposals within the local area plan boundary by:
 - a. Applying relevant District-wide policies contained in this plan and any existing area-specific policies and guidelines; and
 - b. Requiring the proposal's contribution to rental, non-market or supportive housing, or its advancement of low-carbon construction, or its ability to forward the public interest or provide other community benefits as determined by Council.

Advancing housing affordability, accessibility and sustainability

- 2.1.16 Support existing purpose-built rental housing stock and renter households by:
 - a. Prohibiting stratification of existing purpose-built rental buildings with more than four units;
 - b. Enabling additional infill purpose-built rental units through bonus density where there is underutilized site area;
 - c. Encouraging and requiring, where feasible, tenant assistance for renters when displaced through the redevelopment of purpose-built rental apartments;
 - d. Enabling full or partial replacement of purpose-built rental units through bonus density, increased height, and available zoning tools during redevelopment of rental apartments;
 - e. Considering financial incentives for non-market rental units (e.g., the reduction of development fees or charges, tax incentives);
 - f. Reducing off-street parking requirements; and
 - g. Securing market and non-market rental housing units in perpetuity through Housing Agreements and available zoning tools.

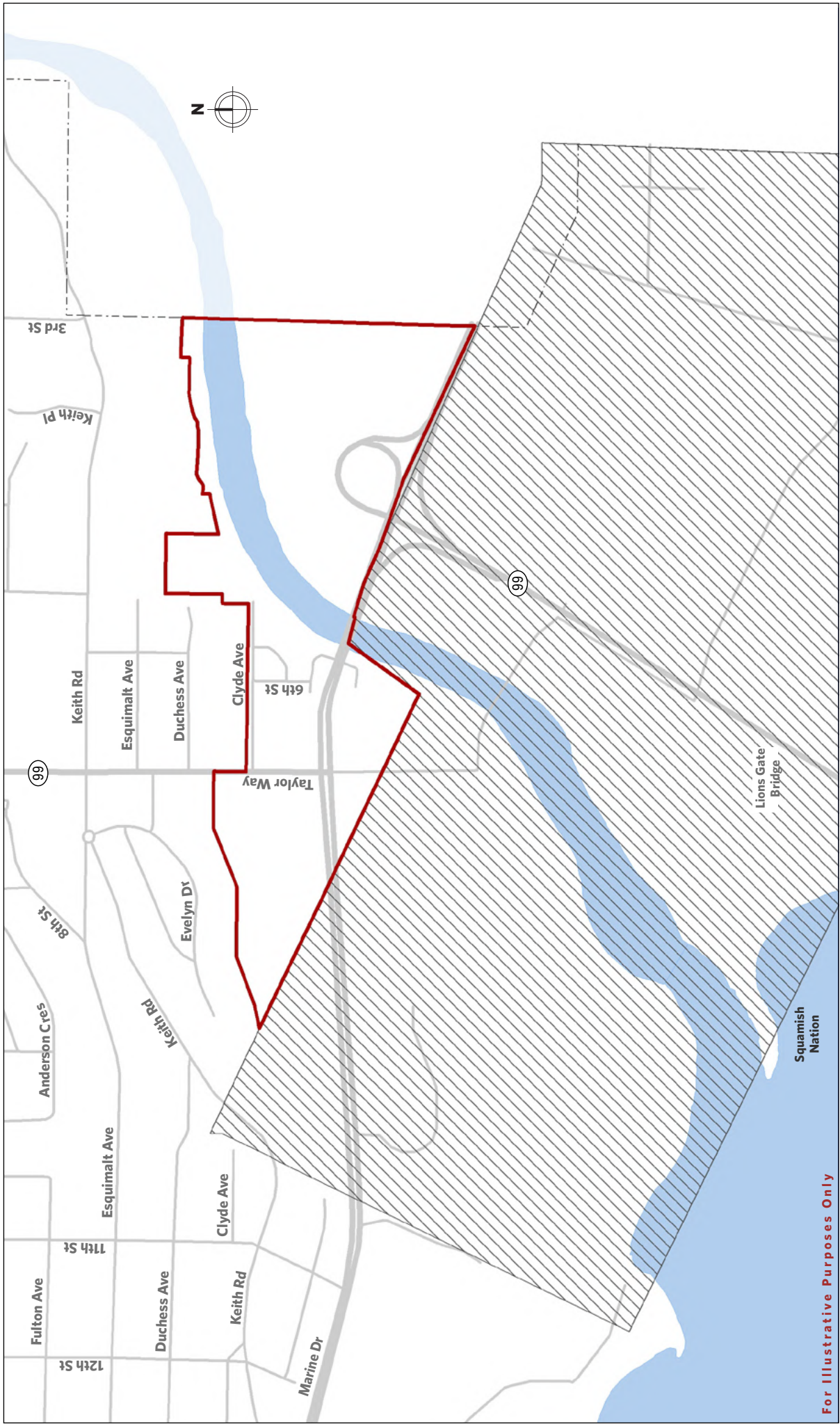
- 2.1.17 Secure new purpose-built market and non-market rental, seniors and supportive housing units in appropriate locations close to transit and amenities by:
- Incentivizing new rental units through bonus density, increased height, and available zoning tools;
 - Considering cash-in-lieu contributions to the District's Affordable Housing Fund when preferable for meeting the District's housing objectives;
 - Considering financial incentives for non-market rental units (e.g., the reduction of development fees or charges, tax incentives);
 - Reducing off-street parking requirements; and
 - Securing market and non-market rental housing units in perpetuity through Housing Agreements and available zoning tools.
- 2.1.18 Update and periodically review the District's housing action plan to monitor local market conditions, respond to community housing priorities and needs, reflect changing household demographics, and update housing strategies as needed.
- 2.1.19 Work with non-profit housing groups and senior levels of government in the maintenance of existing and creation of new non-market rental, seniors or supportive housing, particularly in areas close to transit service.
- 2.1.20 Ensure that new multi-family and mixed-use housing development meets the community's needs by:
- Requiring a range of unit sizes (from studio, one-bedroom to three-bedroom units);
 - Supporting a variety of housing forms, including lock-off units, that allow housing to adapt to suit different life stages of residents;
 - Prohibiting long-term rental restrictions in new strata-titled developments;
 - Establishing the minimum provision of accessible and adaptable units and associated facilities (e.g., dedicated parking, barrier-free common areas); and
 - Reviewing zoning regulations to remove potential barriers to providing accessible and adaptable housing.
- 2.1.21 Use surplus District-owned lands to increase the availability of more diverse and affordable housing.
- 2.1.22 Advance community energy efficiency and reduce GHG emissions by:
- Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
 - Increasing the percentage of efficient building forms;
 - Requiring leading energy efficiency standards and considering site design and orientation;
 - Encouraging renewable energy; and
 - Providing incentives to support energy-efficiency building retrofits and conversion of building systems to low-carbon energy sources.
- 2.1.23 Review regulations to advance climate adaptation measures in new housing and site design.

MAP 3. LOCAL AREA PLANNING BOUNDARIES



For Illustrative Purposes Only

MAP 4. MARINE DRIVE LOCAL AREA PLAN BOUNDARY



For Illustrative Purposes Only

MAP 5. AMBLESIDE TOWN CENTRE LOCAL AREA PLANNING BOUNDARY



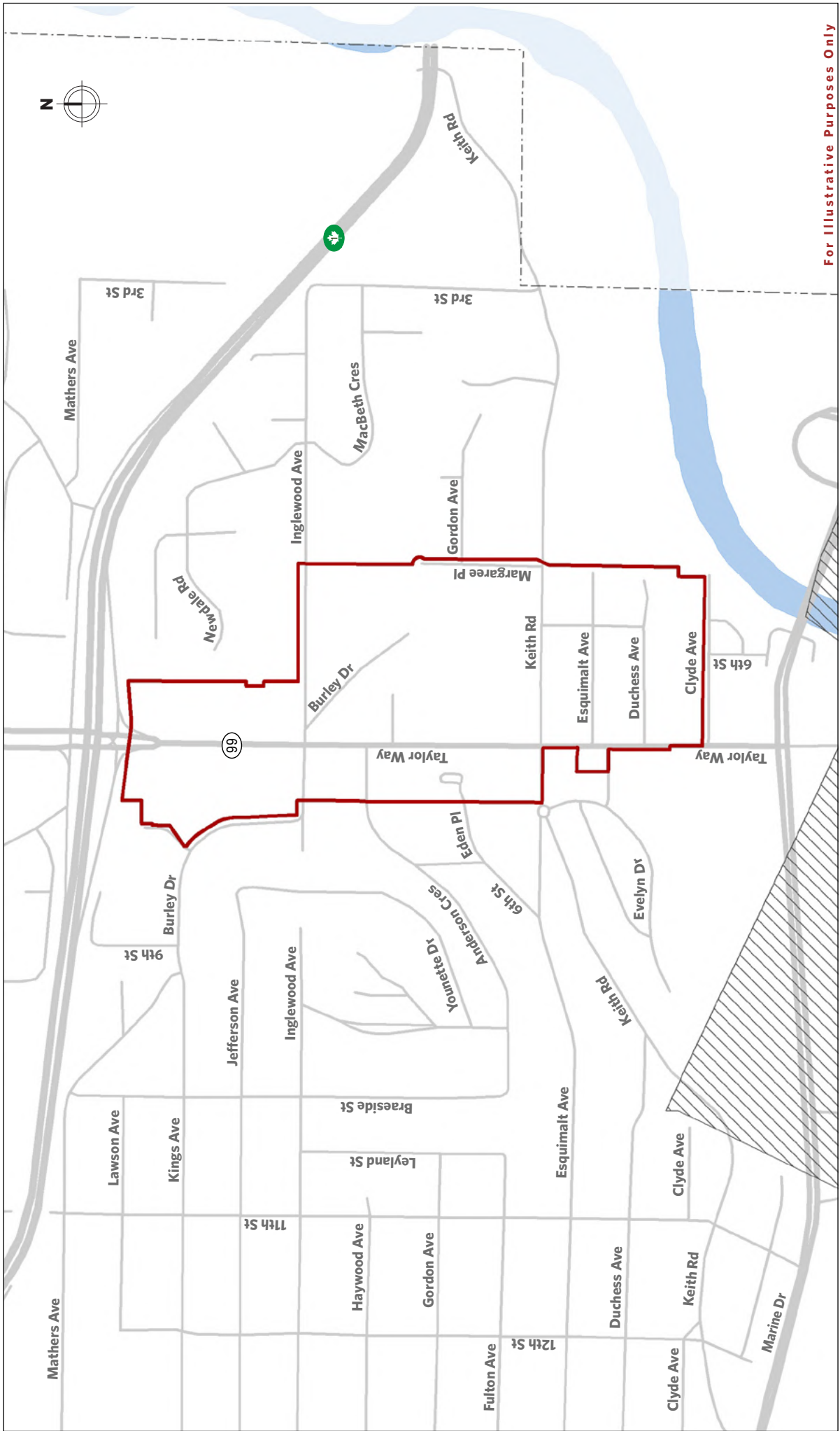
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MAP 6. HORSESHOE BAY LOCAL AREA PLANNING BOUNDARY



For Illustrative Purposes Only

MAP 7. TAYLOR WAY LOCAL AREA PLANNING BOUNDARY



For Illustrative Purposes Only

2.2 Future Neighbourhoods

The Upper Lands comprise undeveloped publicly and privately owned lands north of Highway 1. Historically, residential development above the highway has consisted predominantly of detached single-family housing, often on large estate-sized lots. Environmental features and lands with high recreational potential have typically remained under private ownership. Neighbourhoods have been planned incrementally over the last 80 years, moving from the eastern boundary of West Vancouver westwards, which has led to limited amenities and services in the Upper Lands. More recently, planning for the Rodgers Creek neighbourhoods (currently under construction) marked a shift towards multi-family housing forms in anticipation of the future Cypress Village.

Emerging issues to address

Undeveloped lands below 1,200 feet in elevation are zoned for single-family development. However, these lands include important environmental assets and recreational opportunities that the community values, notably in areas west of Eagle Creek where the District recently dedicated Whyte Lake Park (2014) and where important wetlands and Arbutus groves exist.

Adopting a more holistic lens is needed to situate all future development within its wider mountain context—both to preserve the most valuable environmental and recreational values in perpetuity, and to provide for future development of the kinds of housing and amenities in and around Cypress Village that most benefit the community. The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) reflects this holistic approach.

We have many watercourses flowing from the Upper Lands through our neighbourhoods to the ocean



Residentially zoned lands represent a significant area of the Upper Lands⁶

1,400 acres below 1,200 foot contour
=25% of Upper Lands Area

British Pacific Properties holds the majority of land below 1,200 feet⁷

~80% of area not dedicated as parkland
 below 1,200 feet owned by **BPP**

⁶ These figures do not include lands acquired by the District from BPP through the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

⁷ These figures do not include lands acquired by the District from BPP through the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

Key OCP actions

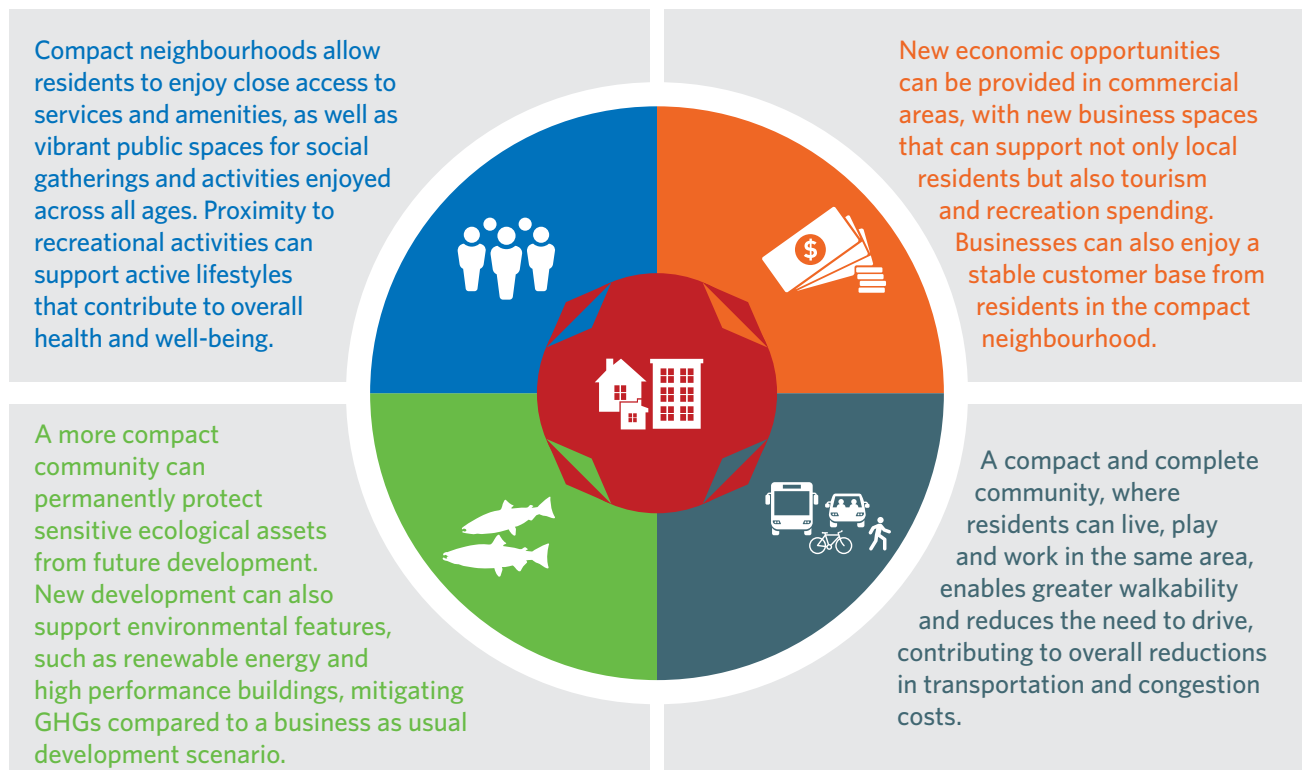
This OCP recommends the transfer of development potential away from higher value ecological and recreational assets to cluster new housing close to existing infrastructure in the compact and complete future neighbourhood(s) of Cypress Village⁸ and Cypress West. This would allow a much larger area to become protected in perpetuity.

As the over-arching land use planning document, this OCP establishes policies to guide detailed master planning as follows:

- A rigorous procedural framework to manage new development in the Upper Lands through the preparation of comprehensive area development plans; and
- More specific policies and expectations to guide planning for the future Cypress Village and Cypress West neighbourhood(s).

Please note that additional policies related to the protection of existing Upper Lands natural assets are located in section 2.7, under the theme “Parks & Environment” and in the Area Development Plan for Cypress Village and Eagleridge in this OCP.

How these future neighbourhoods actions support overall community objectives



⁸ The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) incorporates this transfer of development potential principal.

POLICIES

Managing new development in the Upper Lands through area development plans

- 2.2.1 Manage new development in the Upper Lands (see Map 8) by:
- a. Continuing to restrict residential development in the Limited Use and Recreation area above 1,200 feet;
 - b. Maintaining an overall residential density of 2.5 units per gross acre for undeveloped public and private lands below 1,200 feet except where additional density is approved within an Area Development Plan that is intended to achieve Policy 2.2.1 c., Policy 2.2.3 b., and/or other objectives (e.g. provision of community amenities/facilities); and
 - c. Varying density within areas and transferring development rights from one area to another to direct development to lands most suitable for development, protect and acquire environmental and recreational assets, and allocate density to achieve neighbourhood focus and identity.
- 2.2.2 Prepare Area Development Plans to establish permitted land uses, development criteria, and design controls prior to the subdivision, rezoning and development of land.
- 2.2.3 Determine through a planning process, including technical analysis and public input, if there are demonstrable community benefits that would warrant consideration of:
- a. Any exceptions to the restriction on residential development above 1,200 feet; or
 - b. Any increases to the overall residential density provisions below 1,200 feet.
- 2.2.4 Ensure Area Development Plans incorporate (but are not limited to):
- a. An approved area defined by major features that is sufficiently large to permit the proper planning for transportation networks, public facilities and parklands, and comprehensive neighbourhood designs;
 - b. A comprehensive inventory and sieve analysis of the area's terrain and topography, watercourses, habitats and ecosystems (including any species at risk or environmentally sensitive areas), locally important biophysical or natural features, and recreational and cultural features;
 - c. A demonstration of how the analysis of the area is used to identify land use opportunities and constraints, lands that are suitable for development, and lands of particular environmental, cultural or recreational significance that may warrant special treatment or protection (such as watercourse corridor protection);
 - d. A proposed land use plan with types of commercial and housing uses (including rental and non-market), and any lands required for community facilities (including consideration of the need for school sites), that relates the proposed land use to the terrain, including type of development, anticipated site coverage and overall square footage;
 - e. The location and intended function of parks and open spaces (for example, active, passive, preservation) and the use of natural and landscape features (such as watercourse corridors and greenbelts) to frame and connect neighbourhoods and achieve an irregular mountain outline or "soft edge" to development;

- f. The location and preliminary design for major roads and trail systems and other public infrastructure requirements and a description of how trail, road and driveway configurations are sited to respond to terrain;
- g. An identification and analysis of how the proposed development integrates with and impacts the community's existing transportation network, including walking, cycling, and transit, with consideration to access, parking and transportation demand management;
- h. An environmental plan—including stormwater management, energy efficiency and reduced greenhouse gas emissions, risk management (e.g., forest fire), and other mitigation and adaptation strategies—to achieve a sensitive and sustainable development scheme;
- i. Implementation requirements including general servicing, funding and legal agreements, the approach to community amenity and other developer contributions, and development permit guidelines for the future development of specific sites; and
- j. An assessment of the development's overall financial implications to the municipality.

- 2.2.5** Ensure the community benefits from new development by:
- a. Requiring equitable and proportional financial and/or in kind contributions and the provision of necessary parkland, infrastructure, housing, amenities and facilities from private development; and
 - b. Maintaining the value of public lands below 1,200 feet as potential development sites or as sites to be protected as parkland whose development potential can be transferred to more suitable locations, where appropriate.

- 2.2.6** Monitor the average pace of development of new neighbourhoods in the Upper Lands and review planning and development processes as necessary or appropriate.⁹

Planning the new Cypress Village and Cypress West neighbourhoods

- 2.2.7** Prepare Area Development Plan(s) for the Cypress Village and Cypress West neighbourhoods (see Map 9).¹⁰
- 2.2.8** Cluster development around a mixed-use Cypress Village to minimize the area developed, protect natural and recreational features, reduce required infrastructure, achieve the compact development of mixed housing forms, and ensure a sustainable village with a strong sense of community.
- 2.2.9** Seek to transfer the residential development potential from all remaining lands below 1,200 feet west of Eagle Creek to:
- a. The Cypress Village planning area (between Cave and Cypress Creeks) as the primary focus for future neighbourhood development in the Upper Lands¹¹; and
 - b. The Cypress West planning area (between Cypress and Eagle Creeks) as a secondary community supporting Cypress Village.

⁹ Development has historically averaged up to 70 units per year in the Upper Lands. This figure is provided for information only: actual pace of development and build out of area development plans will depend on market forces, the housing mix to be determined, and other factors.

¹⁰ The Area Development Plan for Cypress Village and Eagleridge is now complete (see Schedule ii).

¹¹ This vision is incorporated into the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

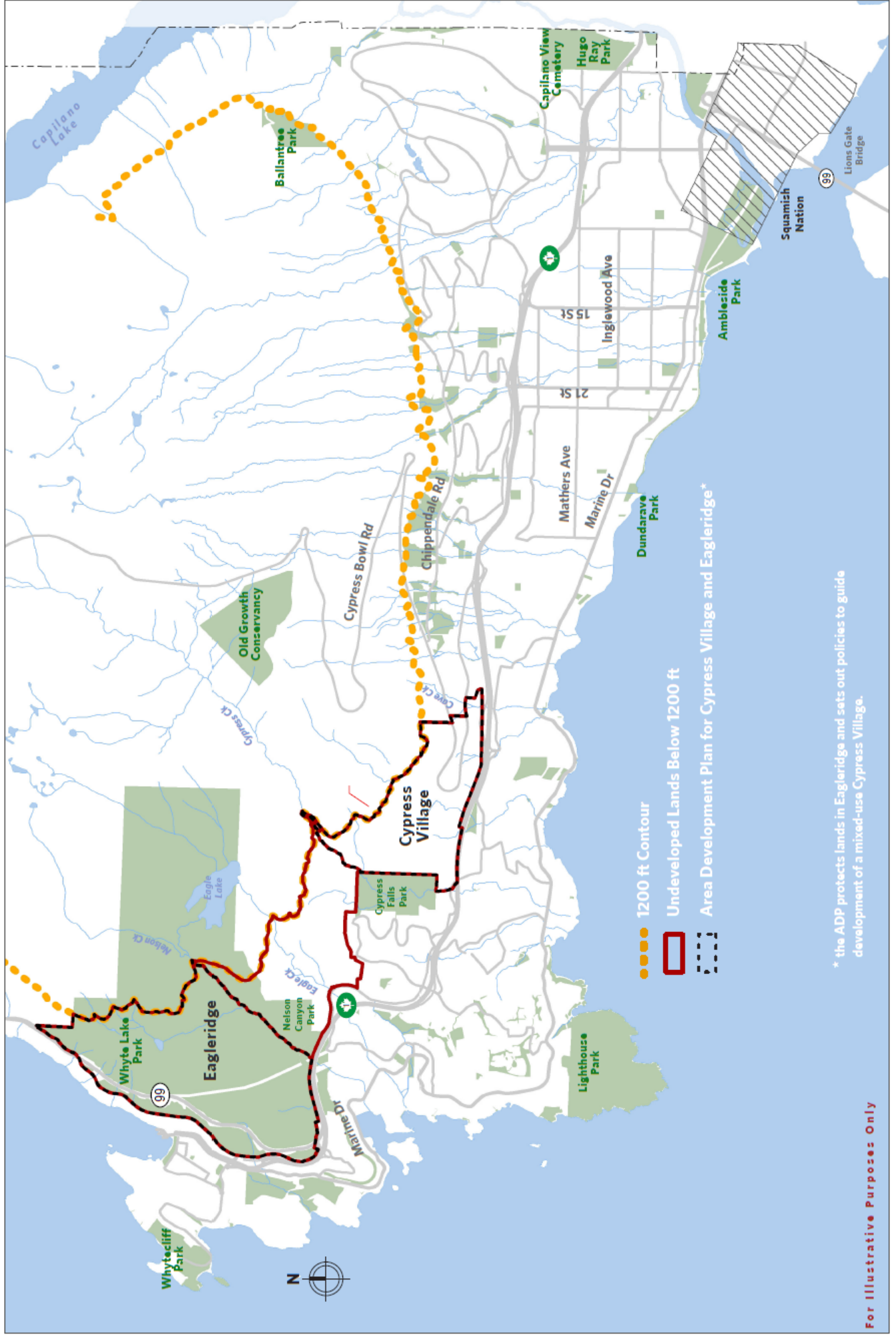
- 2.2.10 Consider the transfer of residential development potential from lands west of Eagle Creek below 1,200 feet to lands above 1,200 feet that are generally contiguous with the Cypress Village planning area in limited locations if and only if:
- These lands are more suitable for development and lands of higher ecological or recreational value west of Eagle Creek can thereby be protected; and
 - The residential development potential from lands west of Eagle Creek below 1,200 feet cannot be accommodated within the Cypress Village¹² and Cypress West planning areas in a form of development acceptable to the community.
- 2.2.11 Protect lands west of Eagle Creek below 1,200 feet whose development potential has been transferred, designate these lands as Limited Use and Recreation, and dedicate them as public parkland or non-profit conservancy or similar publicly-accessible open space in perpetuity.
- 2.2.12 Prioritize the public acquisition and/or permanent protection through area density variation and development transfer of the most ecologically and recreationally significant private lands (including Cypress Falls, the Larson wetlands, and Arbutus Grove west of Nelson Creek)¹³ and maximize contiguous areas to be protected and connections between these areas.
- 2.2.13 Establish Cypress Village as a unique gateway to mountain recreation with strong links to the rest of West Vancouver, incorporating distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community.
- 2.2.14 Include a range of housing types, tenures and unit sizes (including rental, non-market, family, and seniors housing) within the Cypress Village and Cypress West neighbourhoods to meet the needs of residents of different ages and incomes, and establish maximum unit sizes for these housing types.
- 2.2.15 Consider density bonuses in the Cypress Village and Cypress West neighbourhoods if:
- The residential development potential from lands west of Eagle Creek below 1,200 feet has been accommodated within the Cypress Village and Cypress West neighbourhoods; and
 - More complete and successful communities in Cypress Village and Cypress West can be achieved, in terms of amenities and facilities, the desired variety of housing types and tenures, and the economic feasibility of commercial services.
- 2.2.16 Incorporate recreational and visitor spaces and amenities into the design and planning of Cypress Village, including trail connectivity to the wider mountainside and the potential development of complementary non-residential uses above 1,200 feet (e.g., visitor accommodation, natural wellness, outdoor education and recreation).¹⁴

12 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) accommodates the transfer of development potential from the Eagleridge lands to Cypress Village (without including development above 1,200 feet).

13 Ecologically and recreationally significant private lands in Eagleridge have been protected as part of the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) reflecting these priorities.

14 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) includes trail connectivity to the wider mountainside but accommodates the transfer of development potential from the Eagleridge lands to Cypress Village without including development above 1,200 feet.

MAP 8. UPPER LANDS PLANNING FRAMEWORK



* the ADP protects lands in Eagleridge and sets out policies to guide development of a mixed-use Cypress Village.

MAP 9. CYPRESS VILLAGE AND CYPRESS WEST AREAS





B LOCAL ECONOMY

2.3 Local Economy and Employment

West Vancouver has historically developed as a residential community and visitor destination, without industrial activities, with residents often working in the nearby employment centre of downtown Vancouver. This history has been instrumental in shaping the community and its commercial activities. Today, our local economy is comprised primarily of retail, service and recreational sectors that are restricted to defined areas, serving the local and regional community.

The commercial areas in West Vancouver consist of Ambleside Municipal Town Centre, Park Royal regional shopping centre, the neighbourhood and village centres of Dunderave, Caulfeild Village and Horseshoe Bay, and minor, dispersed local commercial sites and marina operations. Each of our town and village centres now has an active business association working to build our local economy and support our entrepreneurs.

Emerging issues to address

Our businesses are met with the challenges of a declining workforce, diminishing local market, and difficulty in attracting and retaining staff due to high housing costs and limited transit options. At the same time, residents have expressed an interest in having more vibrant commercial services close by. These and other factors mean that we need policies to support greater economic diversification and encourage job creation to promote a more resilient and vital economy in the long term.

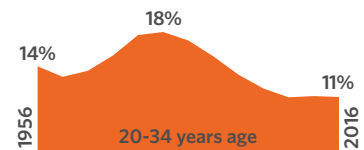
We have very limited commercial land and tax base

<1% of land is commercial or mixed-use
7% of tax base is commercial

Our jobs base is shrinking



We have a low proportion of young adults in the community to support our local work force



Key OCP actions

The OCP can plan for commercial and other land uses that support economic activities in the community. These policies provide the community with a framework of broader objectives for the local economy, including the relationship of surrounding uses in commercial areas.

This OCP seeks to:

- Strengthen our commercial centres and nodes by maintaining existing commercial uses and expanding compatible economic activities;
- Support both residents and visitors through incentives for visitor accommodations, more flexible space uses for the creative sector, and placemaking for a more attractive public realm; and
- Promoting emerging economic opportunities and innovations, such as the health and education sectors, start-ups, and green businesses.

How these local economy actions support overall community objectives



POLICIES

Strengthening our commercial centres and nodes

- 2.3.1 | Emphasize Ambleside Municipal Town Centre as the heart of West Vancouver with commercial land uses, such as:
 - a. Retail, service and restaurants;
 - b. Arts and culture spaces;
 - c. Offices;
 - d. Civic services and facilities;
 - e. Visitor accommodation, such as boutique hotel(s); and
 - f. Waterfront recreation.
- 2.3.2 | Recognize Park Royal as the regional shopping centre with commercial land uses, such as:
 - a. Larger format retail, service and restaurants;
 - b. Entertainment; and
 - c. Offices.
- 2.3.3 | Enhance Horseshoe Bay Village Centre as a local and regional destination with commercial land uses, such as:
 - a. Retail, service and restaurants centred on the waterfront;
 - b. Regional transportation facilities;
 - c. Visitor accommodation;
 - d. Tourism and recreation; and
 - e. Secondary office use.
- 2.3.4 | Regenerate Dunderave and Caulfeild Village Centres with small-scale, street-level retail, service and restaurants, secondary office use, and mixed residential and commercial uses that reflect their respective characters and contexts.
- 2.3.5 | Plan for a range of commercial uses in the new Cypress Village to create a successful mountain “gateway” village that supports local residents and provides local jobs.
- 2.3.6 | Expand commercial and mixed-use zones to broaden economic opportunities and stimulate employment growth.
- 2.3.7 | Maintain existing marine commercial use zones and provide for ancillary and secondary marine related uses at marinas.
- 2.3.8 | Encourage compatible economic activities District-wide including, but not limited to, expanded retail and services in local commercial nodes, and home-based businesses.
- 2.3.9 | Review and update built-form guidelines for centres and commercial nodes.

Supporting tourism and visitors

- 2.3.10 Support the development of visitor accommodations, including but not limited to:
 - a. Boutique hotel(s) in Ambleside Municipal Town Centre;
 - b. Bed and breakfast and short-term rental accommodations on properties recognized for their heritage value; and
 - c. Visitor accommodation(s) in Cypress Village and other commercial centres, where appropriate.
- 2.3.11 Incentivize hotel development and other major business and employment creation opportunities through bonus density provisions in appropriate locations.
- 2.3.12 Encourage the creation of versatile spaces, such as live-work, production-retail uses, that support arts and culture sector development.
- 2.3.13 Support placemaking through an attractive public realm and experience by:
 - a. Incorporating inviting public spaces in village and town centres;
 - b. Incorporating public art in public spaces;
 - c. Developing streetscape plans in key commercial areas;
 - d. Developing a District-wide wayfinding plan to guide visitors to commercial areas and other visitor attractions; and
 - e. Encouraging new evening entertainment, cultural and special events.
- 2.3.14 Support the province's operation of Cypress Provincial Park as a major regional recreational and natural resource.
- 2.3.15 Work with key partners, such as local and regional business and tourism associations, and provincial and federal tourism agencies to market West Vancouver as a recreational and cultural destination in Metro Vancouver and Sea-to-Sky regions.

Promoting opportunities and innovation

- 2.3.16 Support emerging economic opportunities that complement our natural and cultural assets, such as (but not limited to):
 - a. Expansion of the healthcare sector, including independent and assisted living and residential care uses;
 - b. Technology-based employment creation in commercial areas where appropriate, including opportunities for energy innovations;
 - c. Scientific and technology-based research functions and visitor attractions, such as the West Vancouver Fisheries and Oceans Canada (DFO) Laboratory site;
 - d. Creative sector and film industry investments; and
 - e. Low-carbon building materials and techniques.
- 2.3.17 Foster partnerships and collaboration with the business community, academic institutions, non-profit organizations, neighbouring municipalities, other governments and the First Nations to achieve mutual economic development objectives.

- 2.3.18 Support small business through:
 - a. Expanding existing small commercial nodes to accommodate additional local serving commercial spaces;
 - b. Reviewing business licensing processes to better support business; and
 - c. Encouraging development of shared and affordable workspaces that foster opportunities for business collaboration and lower operating costs for start-ups.
- 2.3.19 Consider opportunities to expand education and green business sectors through collaboration with key partners, such as post-secondary institutions.
- 2.3.20 Consider opportunities to support economic objectives on District-owned lands.
- 2.3.21 Encourage local businesses to employ socially and environmentally-responsible practices, including but not limited to:
 - a. Incorporating accessibility features in private commercial spaces to reduce barriers, be age-friendly, and better accommodate our demographics; and
 - b. Promoting resource conservation, and carbon and waste reduction initiatives.
- 2.3.22 Work with BC Ferries on Horseshoe Bay Ferry Terminal plans to support the local economic benefit of the terminal, integrate it with the intermodal transportation network, and mitigate any impacts of redevelopment on the community.

MAP 10. COMMERCIAL AND TOURISM AREAS



For Illustrative Purposes Only



C TRANSPORTATION & INFRASTRUCTURE

2.4 Mobility and Circulation

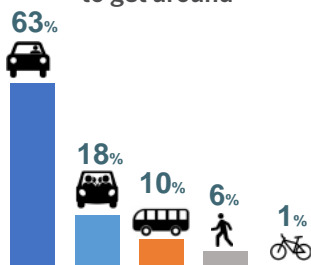
West Vancouver's transportation network consists of approximately 90 km of sidewalks, 5 km of bike routes, 135 km of trails, and a transit system, that provide alternative connections around our community and to the rest of the North Shore and downtown Vancouver. Horseshoe Bay is also the location of the Horseshoe Bay Ferry Terminal which provides a key local and regional transportation connection between Metro Vancouver, Vancouver Island, Bowen Island and the Sunshine Coast.

Our road network includes provincial, regional and local roads. Most notably: the Ministry of Transportation has jurisdiction over the Upper Levels Highway, Taylor Way and access to the Lions Gate Bridge; and Marine Drive (as far as Dundarave) is part of the regional road network and is a frequent transit corridor. Our local municipal roads reflect our natural topography and landscape and the different land use patterns of our various neighbourhoods. This network features a grid pattern within and around Ambleside Municipal Town Centre and Horseshoe Bay, with generally irregular ("curvilinear") and often discontinuous local streets throughout the rest of the community.

Emerging issues to address

Our topography and generally dispersed land use pattern has historically meant that our community remains largely car-dependent. This, and our location between Vancouver and the Sea-to-Sky corridor, adds pressure to our roads and contributes to congestion. We need to use our existing networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. It is also imperative that we plan ahead on travel options to accommodate our aging population. These and other key factors highlighted below demand new and clearer policies to support the long-term transportation needs of our community:

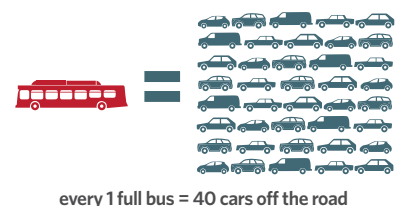
Our residents typically drive to get around



Many of our workers and students commute here



Significant transit investments are occurring



Key OCP actions

While specific operational guidelines and project decisions around transportation infrastructure are directed through more detailed network plans, the OCP provides high-level policies to guide the approximate locations and scale of future transportation systems in the community. These policies provide a framework for ongoing improvements and investments, and integrate these with the overarching land use planning objectives and functions of an OCP.

To address the current challenges and anticipated transportation needs of our current and future generations, this OCP seeks to:

- Encourage and prioritize walking and cycling through expanding key new connections, improving safety and integrating these systems with transit;
- Support and prioritize transit mobility and regional connections to improve infrastructure and services and advance connectivity for all travel modes;
- Enhance road network accessibility, safety and efficiency with key new road linkages and safety upgrades; and
- Promote sustainability and transportation innovation, such as car and ride sharing, and electric and low-emission vehicles.

Additionally, policies within other themes of this OCP will be implemented in an integrated manner to support our transportation networks.

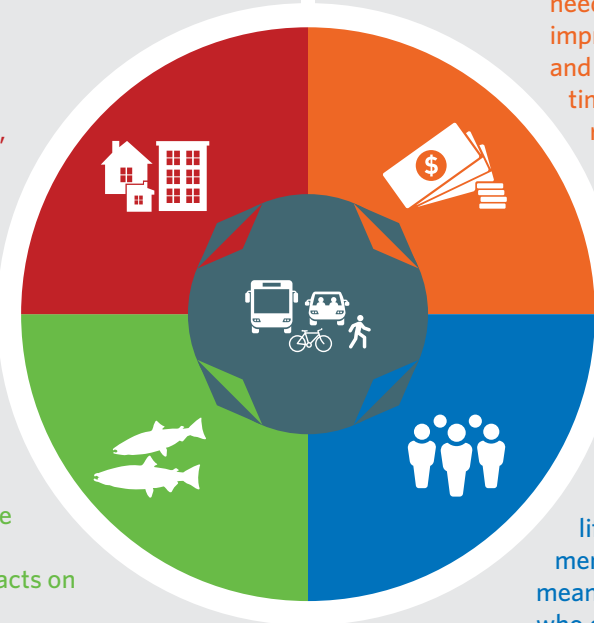
How these transportation actions support overall community objectives

Mobility can be improved through strong connections between neighbourhoods, jobs, services and amenities. Complete neighbourhoods foster walkability and cycling, and housing along transit corridors can help reduce vehicle dependency.

Transportation that fits the needs of daily commuters and improves connectivity for goods and services can reduce commute times and congestion costs to residents and businesses.

Transportation is a major contributor to greenhouse gas emissions and has other impacts (e.g., air quality and noise). Reduced auto-dependency and a more diverse mode split can help lessen the community's impacts on the environment.

Diverse, active and well-connected transportation options can improve accessibility and enable more active and healthy lifestyles. Equity for all members of the community means providing options for those who cannot drive (e.g., for reasons of age, health or income).



POLICIES

Encouraging walking and cycling

- 2.4.1 | Address identified gaps and complete the pedestrian and cycling network with integration to transit, town and village centres, community facilities, schools, parks and trails system (see Map 11).
- 2.4.2 | Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as:
 - a. Key new connections;
 - b. Wider and weather-protected sidewalks;
 - c. Protected bike lanes;
 - d. Integrated, comfortable and weather-protected bus stops on major routes; and
 - e. Strengthened connections between housing, employment, neighbourhood hubs, and the Frequent Transit Network.
- 2.4.3 | Use road rights of way to expand urban connector trails throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.
- 2.4.4 | Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects and expand parking and related destination infrastructure for cyclists.
- 2.4.5 | Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.
- 2.4.6 | Expand wayfinding features along the pedestrian and cycling networks, especially in and around centres and key neighbourhood hubs (e.g., schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

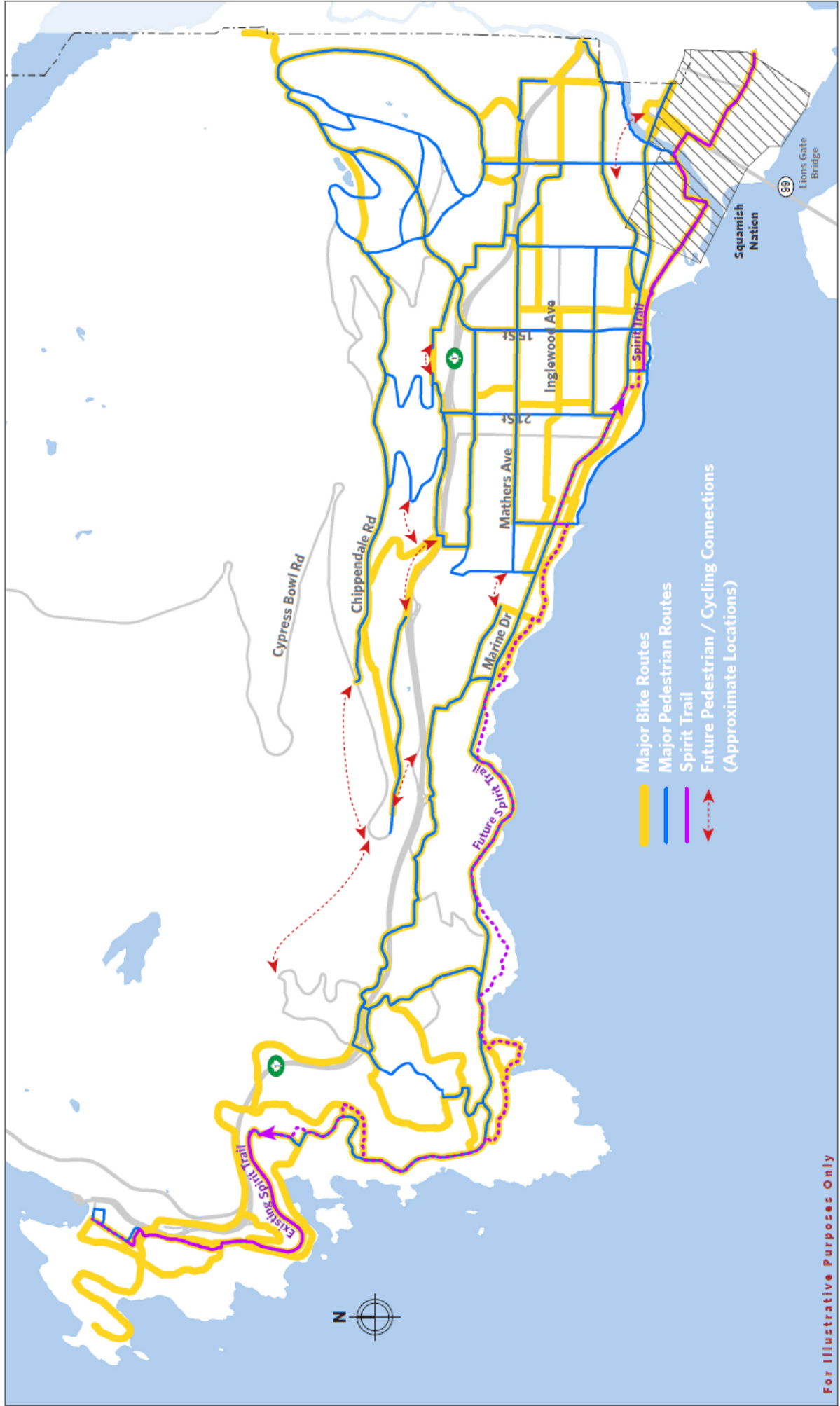
- 2.4.7 | Work with partners, including TransLink, to improve transit infrastructure, service area, frequency and efficiency.
- 2.4.8 | Support the expansion of frequent transit services, prioritizing connections between Park Royal and Dundarave by expanding bus priority measures and transit-supportive road treatments along Marine Drive to improve reliability and speed of transit service, and to facilitate future rapid bus service.
- 2.4.9 | Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in town and village centres and around neighbourhood hubs.
- 2.4.10 | Support the continuation of rail and ferry transport services.
- 2.4.11 | Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver, senior governments, and private entities to advance connectivity for all travel modes and explore alternatives (e.g., lower level road, rail, ferry, marina and water taxi services, shuttle buses and enhanced transit across Burrard Inlet).

Enhancing network accessibility, safety and efficiency

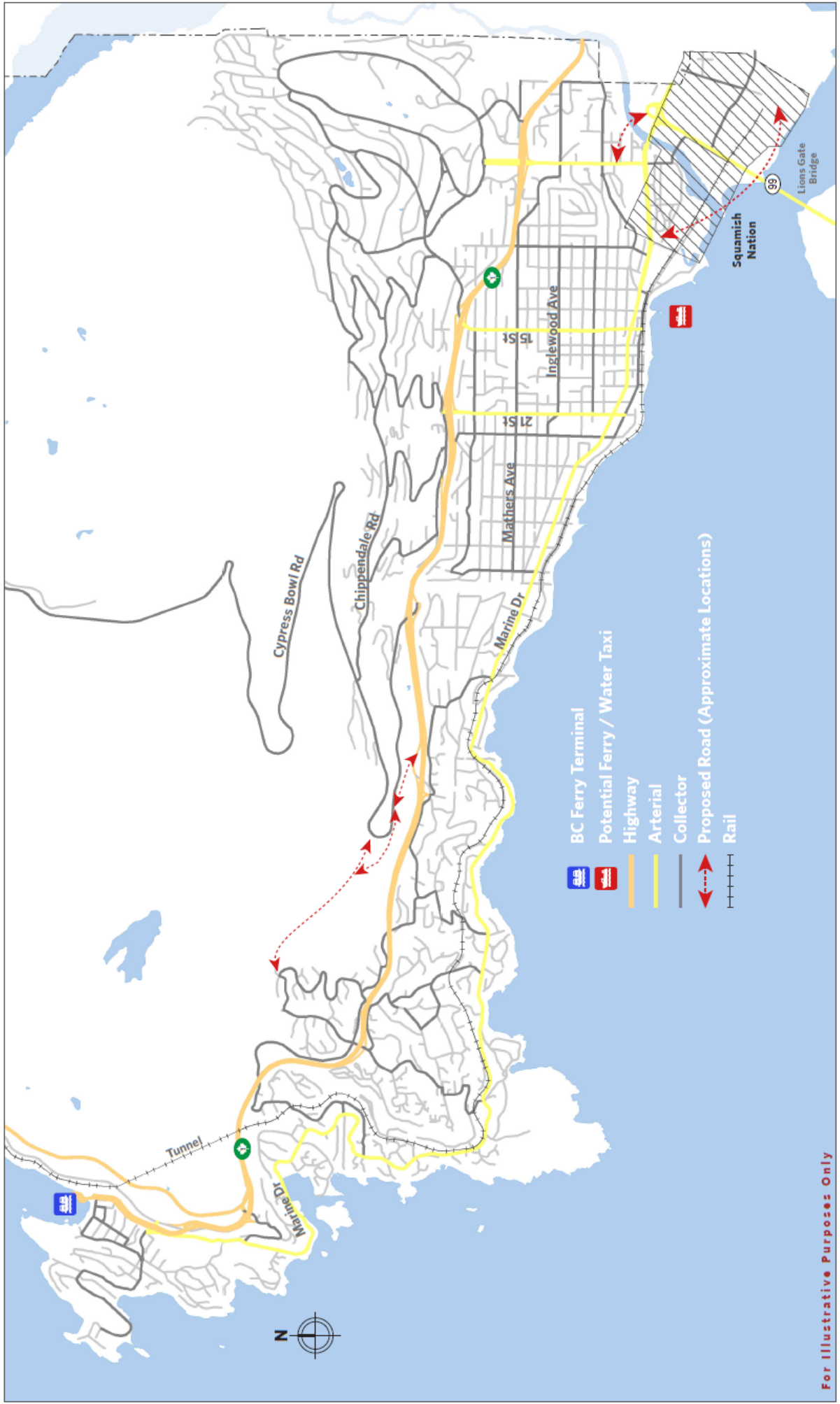
- 2.4.12 Maintain the transportation network for the safety and reliability of all users (i.e., pedestrians, cyclists and drivers), and seek to expand connections as opportunities arise (see Map 12), including:
 - a. Access to the Cypress Village area;
 - b. The Low Level Road to bypass the Lions Gate Bridge;
 - c. A Clyde Avenue-Klahanie Park crossing over the Capilano River; and
 - d. Synergistic pedestrian and cyclists route expansions with new road connections, including, but not limited to, protected sidewalks and bike lanes.
- 2.4.13 Deliver road network enhancements through public and private development opportunities.
- 2.4.14 Incorporate universal access and age-friendly design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities (e.g., accessible pedestrian signals, tactile walking surface indicators, appropriate curbs-cuts and letdowns).
- 2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users.
- 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.
- 2.4.17 Develop parking management strategies in town and village centres to meet the needs of residents, business patrons and visitors of all ages and abilities and support more sustainable modes of travel.
- 2.4.18 Facilitate effective and efficient goods movement on the transportation network.
- 2.4.19 Explore and implement options to reduce traffic impacts associated with construction throughout the community.
- 2.4.20 Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, schools, Vancouver Coastal Health, and community groups (including but not limited to seniors and people with disabilities) to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

- 2.4.21 Prioritize sustainable and low-carbon transportation options (e.g., walk, bike and transit) and transportation demand management strategies.
- 2.4.22 Seek to reduce auto dependency in private and public development projects.
- 2.4.23 Support bike and car sharing and carpooling in town and village centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.
- 2.4.24 Provide infrastructure for electric, alternative-fuel, and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.
- 2.4.25 Consider health impact and public health consequences of transportation planning decisions (e.g., air quality, injury prevention, physical activity).



MAP 12. TRANSPORTATION NETWORK



2.5 Municipal Operations and Infrastructure

Municipal infrastructure consists of the physical utilities systems and the operations that enable West Vancouver residents and businesses to enjoy continuous services of:

- Safe, potable water through our water supply and distribution;
- Efficient removal of liquid and solid wastes through sewage collection, garbage disposal and recycling services; and
- Safe and reliable drainage to manage natural precipitation.

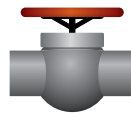
These services provide part of the foundation for living in West Vancouver, and are often connected to regional systems, such as Metro Vancouver's regional water system which provides the main water supply for the community (supplemented by the municipal Eagle Lake system). Here are some facts about West Vancouver's current utility systems:

State-of-the-art filtration plants at Eagle Lake & Montizambert Creek



321KM
of water mains
235KM
of storm drainage mains
22
reservoirs

District-owned Citrus Wynd Sewage Treatment Plant



340KM
of sanitary sewer mains
>12,500
sanitary service connections

We are conscientious recyclers

8,600 tonnes
diverted from landfill annually
diversion rate
>70%



Emerging issues to address

Our municipal utility infrastructure systems are of varying age and require ongoing maintenance and potential restoration and upgrades throughout their life cycles. These must be planned on an ongoing basis to ensure long-term reliable services. At the same time, emerging challenges, such as climate change, create external pressures on our aging systems. For instance, changing climate conditions have led to:

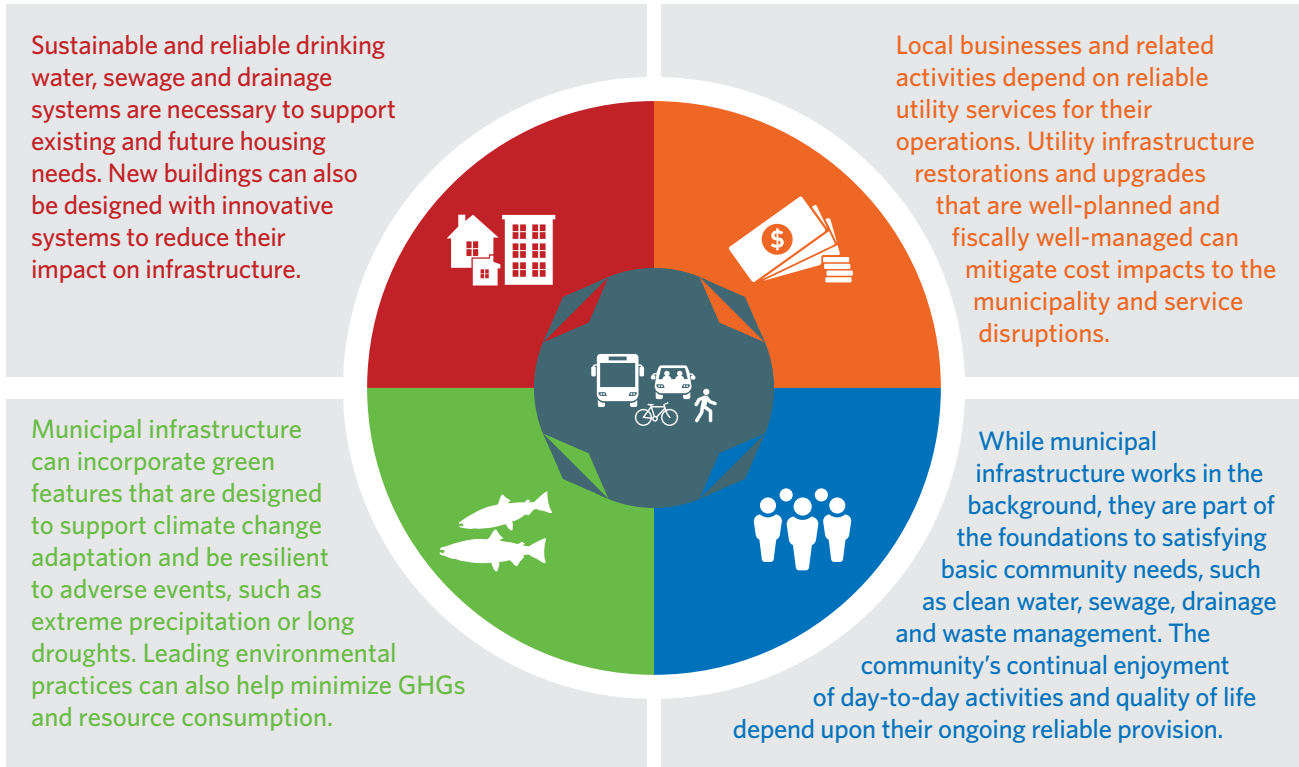
- Less predictable water supply, increasing the importance of demand management and water conservation strategies;
- Greater need to manage greenhouse gas emissions sourced from solid waste through recycling and waste diversion initiatives; and
- More extreme and frequent weather events and precipitations, drawing greater demand on our drainage systems.

We must plan to adapt to these changes so that our community remains resilient over time.

Key OCP actions

As a high-level planning document, the OCP sets out policies to provide for environmentally and fiscally sustainable services as a long-term framework for managing municipal utility systems and operations. In particular, this OCP seeks to:

- Apply best management practices for municipal utilities in the areas of water conservation, waste management and recycling, and sewage and drainage system management, to ensure long-term reliability and resiliency; and
- Lead through sustainable operations, in particular by adopting corporate energy and emission reduction goals to demonstrate municipal leadership.



POLICIES

Applying best practices for municipal utilities

- 2.5.1 | Continue to monitor and address emerging needs of municipal utility systems (e.g., water supply and distribution, liquid and solid waste removal, and drainage systems) and infrastructure to ensure the long-term sustainable provision of reliable services.
- 2.5.2 | Optimize the efficiency and performance of existing infrastructure systems prior to new system development.
- 2.5.3 | Renew and upgrade deficient components in tandem with the renewal of existing services, roadwork and other infrastructure improvements.
- 2.5.4 | Review and enhance municipal utility systems' resiliency to future climatic conditions and extreme weather events.
- 2.5.5 | Consider potential community health, climate change and natural hazard risks, with consideration for scoping risks assessments and best management practices, when planning for municipal infrastructure and operations.

i. Water conservation

- 2.5.6 | Monitor water usage and revise rate structures as necessary to continue reliable and equitable services.
- 2.5.7 | Encourage use of development practices, landscape designs and built systems that reduce water demand and consumption.
- 2.5.8 | Encourage water conservation through leak detection, water-metering and community-wide education programs.

ii. Waste management and recycling

- 2.5.9 | Increase community-wide diversion rates to meet regional solid waste management objectives of 80% diversion by 2020 and work progressively towards maximizing diversion rates beyond 2020.
- 2.5.10 | Expand organics and food waste reduction through education and on-site composting and reuse.
- 2.5.11 | Facilitate reductions in demolition waste through source separation and diversion, including whole-building demolition or deconstruction.
- 2.5.12 | Manage food waste attractants through education and enforcement to reduce human-wildlife conflicts.

iii. Sewage and drainage system

- 2.5.13 Pursue bylaw and policy changes and enhancements with the community to enable and support protection of watershed health, sustainable redevelopment, and public safety.
- 2.5.14 Consider 200-year storm events in the design of major drainage facilities and flood control works.
- 2.5.15 Employ low-impact storm and rain water management techniques such as infiltration, absorbent landscaping and natural environment conservation to mimic natural conditions and preserve pre-development conditions.
- 2.5.16 Reduce inflow and infiltration by rehabilitating and replacing older piping where appropriate and employ trenchless technologies where viable.
- 2.5.17 Employ green infrastructure or naturalized engineering strategies where possible to help manage anticipated increases in frequent storm events and associated flood risks.

Leading through sustainable operations

- 2.5.18 Lead by example through actively pursuing energy and water conservation, waste reduction and recycling within civic facilities.
- 2.5.19 Implement corporate energy and emissions reduction initiatives (e.g., energy and GHGs derived from municipal operations) to advance towards the District’s corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050, and seek to achieve goals earlier if possible.
- 2.5.20 Create a fund to support corporate and/or community-wide emissions reduction initiatives.

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D PARKS & ENVIRONMENT

2.6 Natural Environment

West Vancouver enjoys a valued natural environment setting: the forested mountainside and protected Capilano and Eagle Lake watersheds; the lengthy, scenic shoreline and marine systems; the many salmon spawning creeks; and areas with significant vegetation such as arbutus groves and old-growth rainforests. There is a strong focus on environmental awareness, with a number of dedicated volunteer groups which play important roles in environmental education and stewardship.

Our natural environment also includes that which is not visible, such as our air and climate. Climate change is a reality and our community has a significant role to play. Buildings, transportation and infrastructure are among the largest consumers of fossil fuels and consequently the largest producers of greenhouse gases (GHG) and other emissions.

Emerging issues to address

Protection of the natural environment is a responsibility shared by federal, provincial, regional and local governments. The District has a legislative responsibility to protect aspects of the natural environment, especially where it interacts with the built environment.

Traditionally, environmental management has generally been more “responsive”, trying to mitigate impacts on the environment and protect “what is left”. A more modernized approach seeks to restore, or even enhance, valued ecological assets and services, so that they are more resilient to disturbances like natural hazards and extreme weather events.

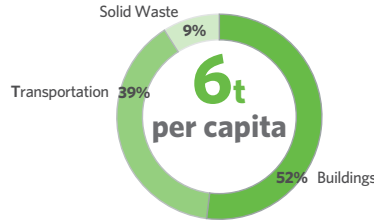
The community also needs to proactively plan and respond to climate change by mitigating its contribution to GHGs and adapting to climate change impacts. For example: as we protect our forests and oceans, they act as carbon storage and help regulate local climates; and our land use decisions influence where people live, work, shop and gather, and how they travel between these destinations, with significant energy and GHG implications.

These opportunities and other factors illustrated below require the creation of policies to direct us towards a sustainable path of managing our natural environment:

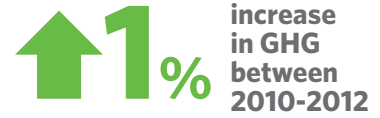
We value our legacy of stewardship



Our per capita GHG emissions are higher than the regional average



We are emitting more GHG over time



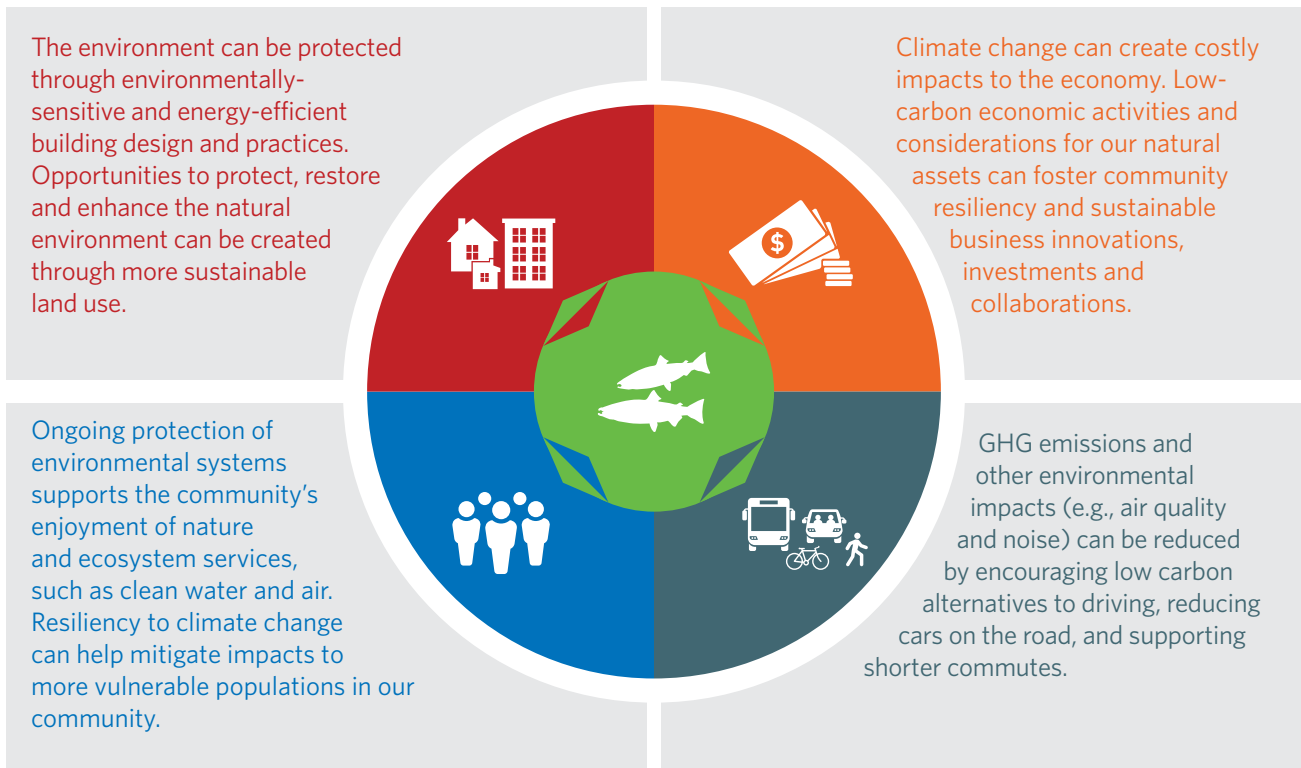
Key OCP actions

While more detailed strategies provide the operational guidance to protect specific environmental systems and assets, an OCP can provide high-level policies to indicate our overall intent and land-use actions to protect our environment.

This OCP seeks to:

- Manage our urban environment by strengthening existing environmental regulations and facilitating environmental restoration and enhancement actions;
- Protect and enhance the ecological integrity of specific natural assets, including our watercourses, riparian areas and watersheds, foreshore areas, and sensitive habitats; and
- Respond to climate change and build climate resiliency across the community.

How these environment actions support overall community objectives



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7@H;DA@? 7@F

POLICIES

Managing our urban environment

- 2.6.1 | Maintain all existing environmental development controls and update regulations, guidelines and practices as appropriate, with consideration to provincial and federal legislations, and best management practices.
- 2.6.2 | Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.
- 2.6.3 | Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management).
- 2.6.4 | Support subdivisions that provide alternative site designs, building forms and configurations where site-specific environmental characteristics (e.g., steep slope, watercourses, rock outcroppings) make conventional siting or configuration undesirable.
- 2.6.5 | Balance tree retention, replacement or compensation for their ecological value with consideration to access to sunlight and significant public views.
- 2.6.6 | Continue to work with senior governments, neighbouring municipalities, First Nations, local businesses and land owners, stewardship groups, and other community partners in the delivery of environmental stewardship and education initiatives.

Protecting and enhancing ecological integrity

i. Watercourse, riparian corridor and watershed health

- 2.6.7 | Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.
- 2.6.8 | Provide opportunities to vary development form and density to maximize the permanent protection of watercourse and riparian corridors while accommodating reasonable development potential.
- 2.6.9 | Implement prioritized recommendations of integrated stormwater management plans for District watersheds and update plans to meet evolving needs and incorporate best management practices.

ii. Foreshore areas

- 2.6.10 | Protect the shoreline and its significant environmental and cultural features through:
 - a. Seeking strategic land acquisition where appropriate;
 - b. Restricting private encroachments except where necessary for practical access and for parcels along Pasco Road between the foreshore and the Sea-to-Sky Highway; and
 - c. Regulating existing structures to minimize impact.

- 2.6.11 Update shoreline protection strategies and flood construction level requirements to further increase protection from sea level rise, reduce shoreline erosion, preserve and enhance habitat and improve public access.
- 2.6.12 Establish a foreshore development permit area to guide development and construction on or near the foreshore and to protect and enhance foreshore habitats.

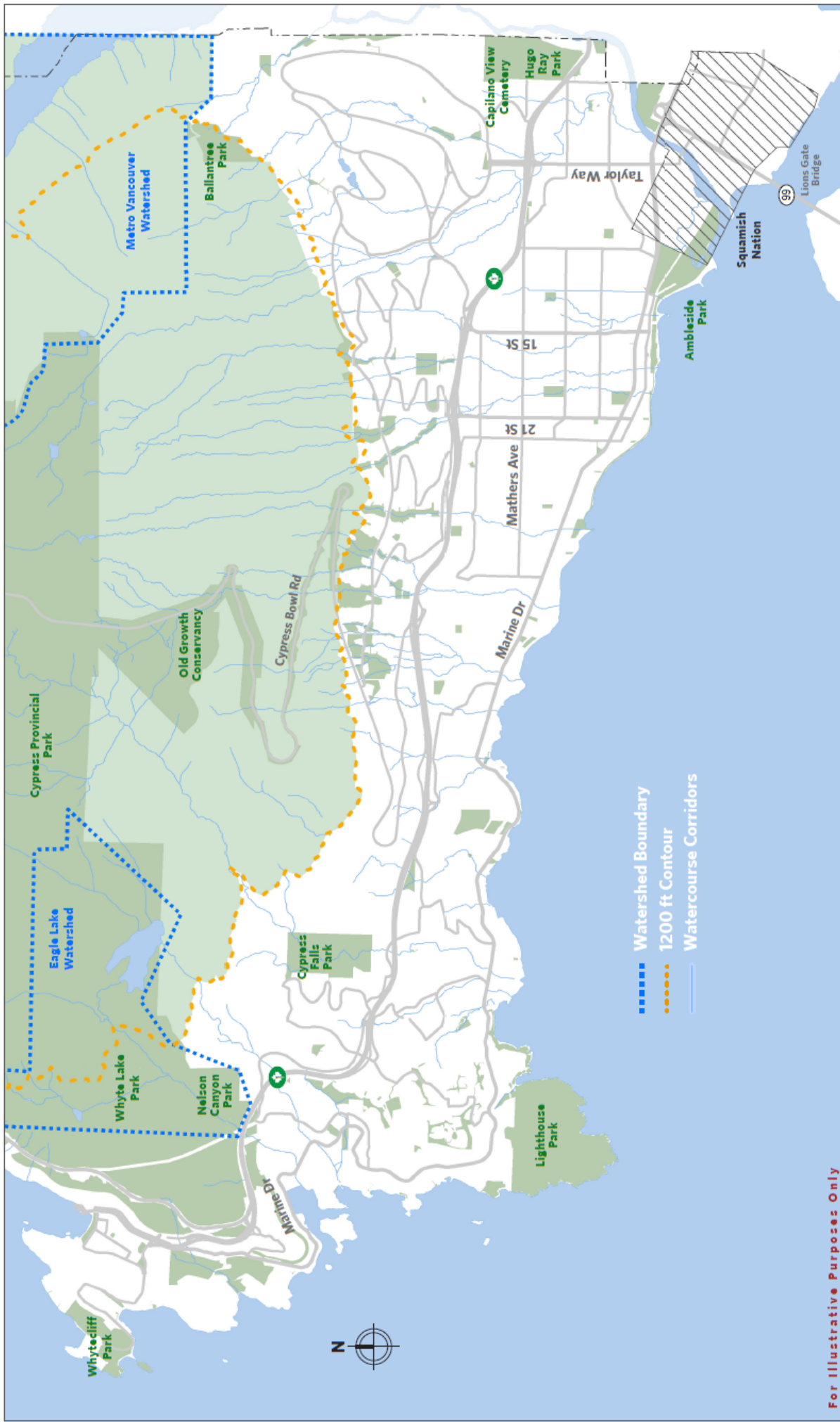
iii. Sensitive habitats and natural assets

- 2.6.13 Identify ecologically important assets and develop a strategy to protect and manage these features and the associated ecosystem services they provide.
- 2.6.14 Use conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting ecologically important assets.
- 2.6.15 Manage land uses to protect the ecological value of Telegraph Hill and Tye Point areas through development permit controls.
- 2.6.16 Protect the remaining old-growth forests in recognition of their ecological importance and values through appropriate regulations and education.
- 2.6.17 Employ development permits in areas of difficult terrain to avoid hazardous conditions, minimize the need for site disturbance and blasting, and to protect the natural landforms and habitat.
- 2.6.18 Review development requirements to address risks of natural hazards (e.g., landslide, flood, debris flow, forest fires and human-wildlife conflicts).

Mitigating climate change and building resiliency

- 2.6.19 Implement community energy and emissions initiatives to advance towards meeting the District’s greenhouse gas emissions reduction targets of 45% below 2010 levels by 2030 and 100% by 2050 or sooner, notably through the land use, housing, transportation, low-carbon energy and infrastructure policies contained in this plan.
- 2.6.20 Employ land use regulations, non-structural enhancements and structural flood protection measures to reduce potential impacts on public safety and property from sea level rise and storm surge.
- 2.6.21 Explore opportunities to enhance watercourse corridors to accommodate for and reduce potential impacts from flood and slope hazards and extreme weather events.
- 2.6.22 Expand the use of green infrastructure through public and private development to enhance long-term ecosystem services that support multiple benefits (e.g., storm water management, air quality, carbon sequestration, water quality, and biodiversity).
- 2.6.23 Seek to incorporate low-carbon and renewable energy in public and private projects, and support the development of low-carbon and renewable energy systems as opportunities arise.

MAP 13. NATURAL ENVIRONMENTAL RESOURCES



For Illustrative Purposes Only

2.7 Parks and Trails

West Vancouver contains a wealth of parks, trails and open spaces that are fundamental to supporting our residents' recreational and social needs. The District's park systems includes:

- **Destination parks** that are well-known and draw both local residents and visitors from far and wide. Examples of destination parks include Ambleside Park, Dundarave Park, the public waterfront between Ambleside Park and Dundarave including the Seawalk, Lighthouse Park and Horseshoe Bay Park.
- **Community parks** that generally serve the catchment area of a secondary school and support recreation and social activities for multiple neighbourhoods. Examples include Hugo Ray Park, Seaview Walk and Memorial Park.
- **Neighbourhood parks** that generally serve the catchment area of an elementary school and are designed to meet local needs. Examples include Leyland Park, Altamont Park and Plateau Park.
- **Natural area parks** that are composed of natural ecosystems and protect forests and watercourses with high environmental values, and may provide nature experiences. Examples include Ballantree Park, McKechnie Park and Nelson Canyon Park.
- **Shoreline access parks** which provide the public the opportunity to reach the waterfront. Examples include Altamont Beach Park and Sandy Cove Park.
- **Open Spaces** that include other District properties that offer environmental and/or recreational value that may not be considered "parks" in the classical sense. Examples include Capilano View Cemetery, Gleneagles Golf Course and Taylor Way Boulevard.

In addition, the Upper Lands comprise an area of around 6,000 acres of undeveloped publicly and privately owned land (around 4,600 acres of which are above 1,200 feet) which provide a forested visual backdrop for both the community and the region. These lands harbor significant environmental and ecological features and systems, offer a range of recreational opportunities, and are a part of our community's identity, lifestyle and heritage.

Emerging issues to address

Our parks and trails are important assets that require ongoing preservation, maintenance, and enhancement so that our community can continue to enjoy their associated benefits. As recreational activities continue to evolve, we must also plan for changes in the demand for, and specific design needs of, parks and trails in our community.

Natural assets define our community¹⁵



West Van
4.4 ha
per 1,000
residents

BC average
2.5 ha
per 1,000
residents

We have an abundance of trails and easy access to nature¹⁶

135 KM
of trails
and more expected to come

Our community enjoys a remarkable supply of parkland¹⁷

220+
hectares of parkland

¹⁵ These figures do not include lands dedicated as park in Eagleridge or new trails that will be created as part of implementing the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

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Key OCP actions

While more detailed parks and trails strategies provide in-depth operational guidance on parks management and service delivery, the OCP is the high-level land use planning tool that sets out the framework for parkland and trail supply and use. To protect and enhance our parks and trails, this OCP seeks to:

- Manage our valuable parks systems to protect and sustain the park-like natural setting of West Vancouver and acquire significant parkland for long-term public and ecological benefits;
- Protect the Upper Lands' natural assets and the associated environmental values for current and future generations; and
- Promote and improve trails and access to nature for the community's ongoing enjoyment.

How these parks and trails actions support overall community objectives



POLICIES

Managing our valuable parks system

- 2.7.1 Maintain and care for the District's valuable parks and open spaces with the following values:
- Experience, appreciation, and understanding of the natural beauty, waterfront, watercourses and forests;
 - Recognition of the uniqueness, diversity and fun of parks;
 - Promotion and support of active living, health and social and spiritual well-being;
 - Inclusiveness, accessibility and respect for all people;
 - Welcoming atmosphere that fosters community interaction and involvement;
 - Public safety and security;
 - Prudent financial stewardship and management;
 - Sustainability for future generations; and
 - Parks as public land benefitting all people.
- 2.7.2 Provide for open space, public realm improvements and/or greenway trails through the town and village centres planning processes.
- 2.7.3 Seek strategic dedication or acquisition of parkland that provides significant environmental and social values, such as trail linkages, ecological functions, waterfront access, or unique educational cultural or recreational opportunities. Examples include:
- ▶ Upper Cypress Falls;
 - ▶ Wetlands west of Upper Cypress Falls;
 - ▶ Trails on the Upper Lands;
 - ▶ Eagleridge¹⁸ above Horseshoe Bay); and
 - ▶ Madrona Ridge (adjacent to Horseshoe Bay).
- 2.7.4 Incorporate park-like environments and features (e.g., rock outcrops, forests, old-growth trees, viewpoints and shoreline and water features) into the design of open spaces to support natural character and landscape.
- 2.7.5 Use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads (e.g., Cypress Bowl Road, Sea-to-Sky Highway, Upper Levels Highway).
- 2.7.6 Support compatible activities in District parks and open spaces to advance environmental stewardship goals (e.g., volunteer stewardship activities, invasive plant management, environmental art).

¹⁸ The Eagleridge lands have been acquired as part the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

Protecting the Upper Lands natural assets

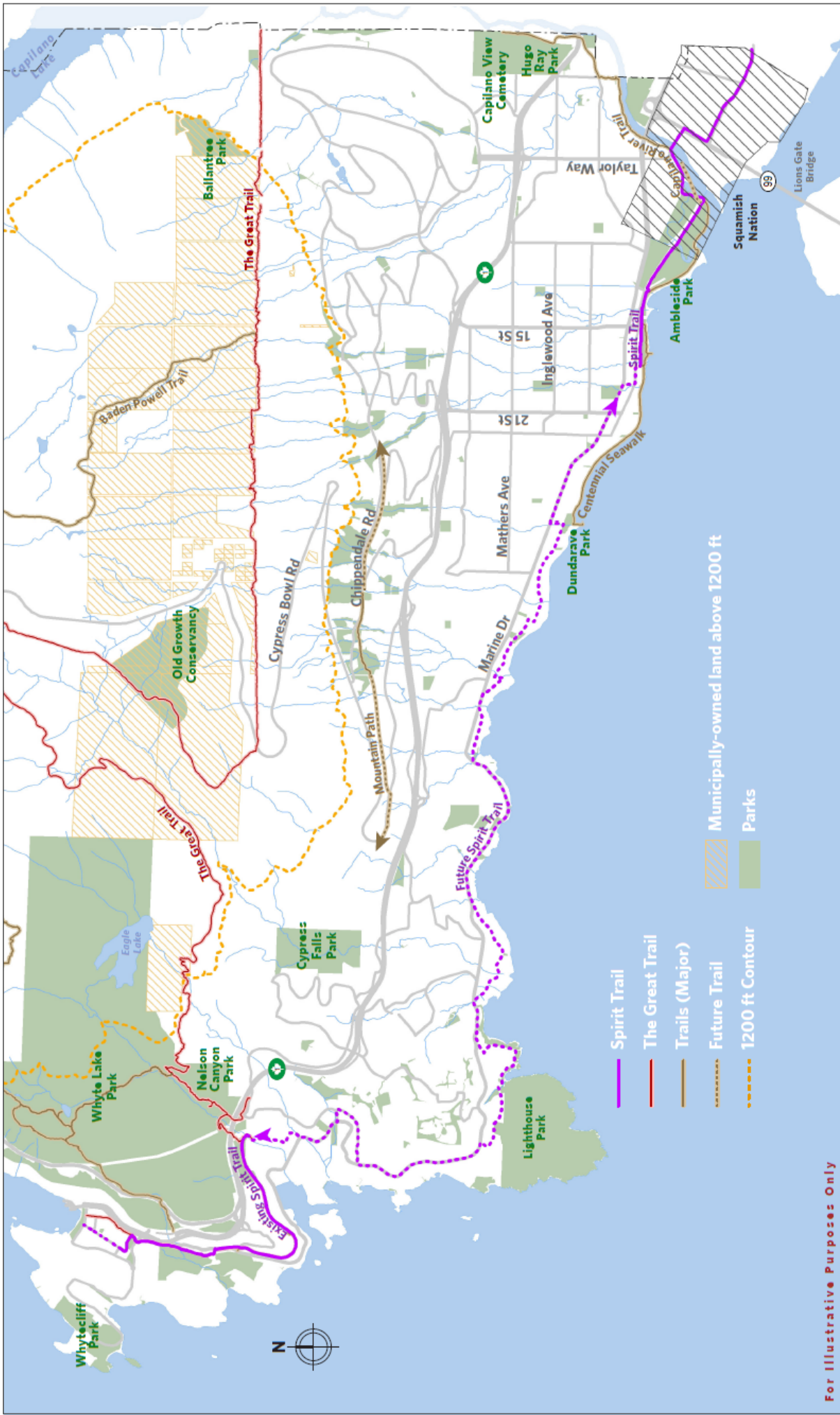
- 2.7.7 | Manage Limited Use and Recreation lands above 1,200 feet by:
 - a. Dedicating District-owned land in this area as municipal parkland;
 - b. Assessing the appropriateness of specific recreation opportunities on private lands as they emerge; and
 - c. Determining any appropriate land uses in lands generally contiguous with the future Cypress Village in accordance with the objectives and principles of this OCP.
- 2.7.8 | Seek to acquire vacant private lands above 1,200 feet, with priority for lands with high environmental value (e.g., intact forests) or high recreational potential.
- 2.7.9 | Protect environmental values below 1,200 feet in the Upper Lands area by:
 - a. Seeking to protect permanently areas west of Eagle Creek, prioritizing areas of significant ecological values such as the Arbutus groves west of Nelson Creek, Larson Creek and wetlands, and other sensitive wetlands and habitats;¹⁹
 - b. Transferring development potential of lands west of Eagle Creek to future neighbourhoods east of Eagle Creek and dedicating public lands west of Eagle Creek as municipal parkland; and
 - c. Establishing a 'soft edge' of development and appropriate urban-forest interface and buffer to sensitive features.
- 2.7.10 | Recognize the historic Hollyburn Cabins area as part of the heritage associated with outdoor living and develop a long-term strategy for the management of the cabins area on completion of an environmental assessment of the area.
- 2.7.11 | Maintain authorized District trails in the Upper Lands in a way that respects the needs of landowners and balances recreational uses with environmental and cultural values.
- 2.7.12 | Allow recreational uses on authorized District trails such as hiking, snowshoeing and mountain biking.

Promoting trails and access to nature

- 2.7.13 | Manage and improve the trails network on public land and work with private landowners to obtain formal access to trail corridors for recreational use where appropriate.
- 2.7.14 | Identify and establish new trails to improve connectivity to regional networks, major park sites, community facilities and public transit hubs across the District.
- 2.7.15 | Advance the Spirit Trail to provide a multi-use trail linking from Horseshoe Bay to Deep Cove, in collaboration with North Shore municipalities, First Nations and other key partners.
- 2.7.16 | Provide access to beaches and stream corridors where environmentally appropriate.
- 2.7.17 | Improve safety, universal accessibility, and signage/wayfinding to parks, open spaces, and trails for community members of all ages and abilities.

¹⁹ The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) makes progress towards this vision by protecting the lands in Eagleridge.

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For illustrative purposes only

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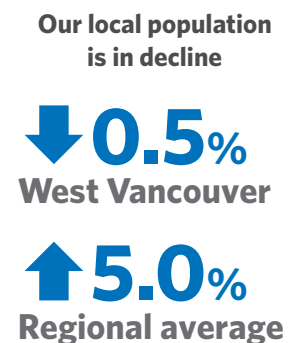
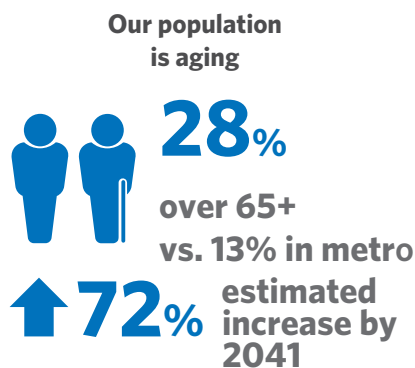
E SOCIAL WELL-BEING

2.8 Access and Inclusion

One of the tenets of social well-being and quality of life is a sense of belonging to and within our wider community. Our community is made up of individuals of diverse background, culture, age, ability, language, socio-economic status, education, and religion. It is essential for our facilities, services and programs to not only support the needs of our community members, but to embrace and celebrate the differences that exist among us by respecting diversity, removing barriers, and providing inclusive access to all.

Emerging issues to address

Our community recognizes the values of social inclusion, high-quality public facilities and services (like our library and community centres), and our community organizations and the services they provide. We are becoming less age diverse as our population ages and younger groups leave for housing and jobs elsewhere. If trends continue, we can anticipate an increase in people living alone and a greater need for more services and facilities that are barrier-free. At the same time, we are becoming more culturally diverse and have opportunities to celebrate our increasing cultural richness. These and other factors demand long-term planning to ensure that our facilities, programs and services are evolving to meet the changing needs of our community over time:

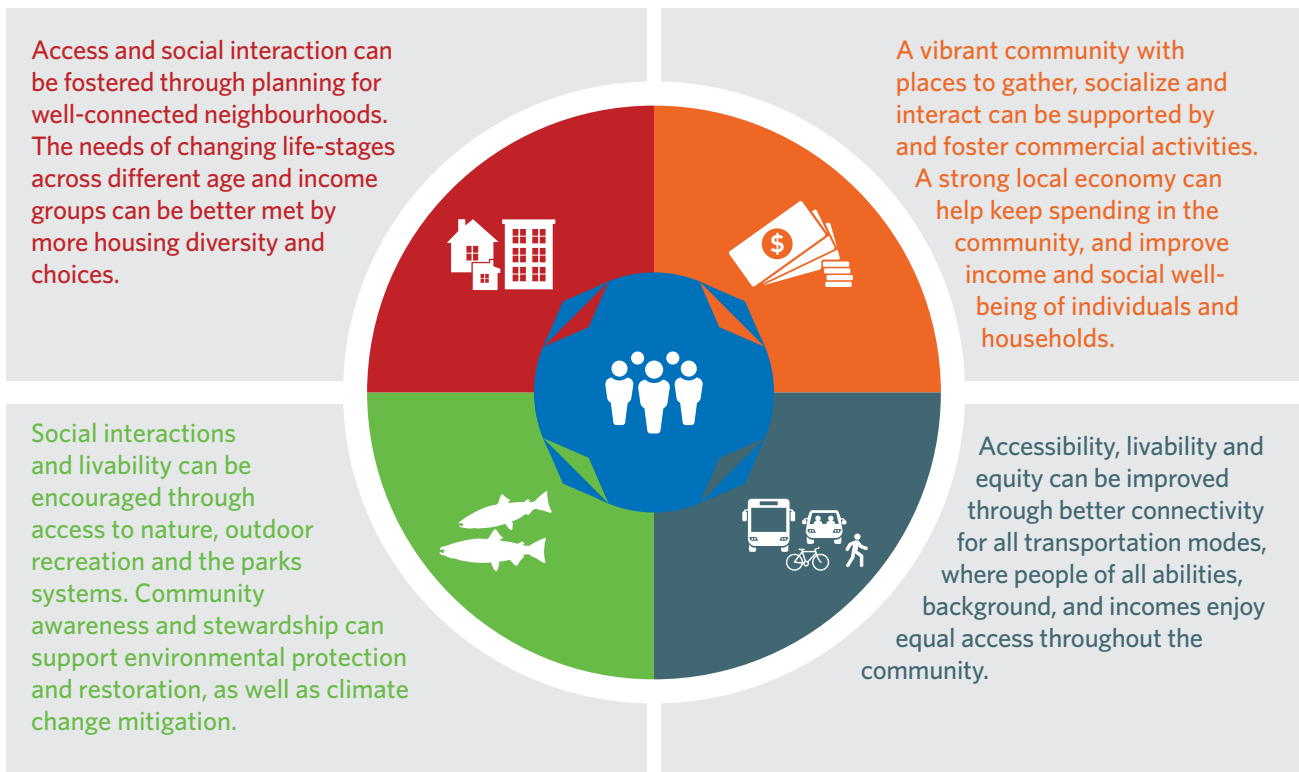


Key OCP actions

While specific actions to support social well-being are defined and implemented through various District strategies (such as the social plans for child care, seniors, and youths), the OCP can provide high-level policy guidance and indicate the District and its community's intent for improving social well-being. This OCP seeks to:

- Support demographic diversity through improving access to services for all ages and abilities and celebrating cultural diversity through District facilities, programs, services and events;
- Enhance public facilities and spaces by incorporating universally accessible design, placemaking, and creating new welcoming community spaces for social gathering and activities; and
- Promote an engaged community through meaningful civic engagement, volunteer programs, and information sharing.

How these access and inclusion actions support overall community objectives



POLICIES

Supporting demographic and cultural diversity

- 2.8.1 | Anticipate and meet community needs as demographic changes occur, through short and long-term strategies for the delivery of services.
- 2.8.2 | Incorporate universal accessibility design in public spaces, facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities.
- 2.8.3 | Improve access to services and resources for youth, seniors and persons with disabilities, including considerations for improved walking, cycling and transit connections and shuttle services.
- 2.8.4 | Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function and belong in a barrier-free environment, with consideration for physical and mental disabilities and cognitive challenges.
- 2.8.5 | Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.
- 2.8.6 | Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.
- 2.8.7 | Support the delivery of programs, services, events and activities that celebrate the full spectrum of cultural and ethnic diversity of the District and promote intercultural and intergenerational connections.
- 2.8.8 | Collaborate with North Shore municipalities, Vancouver Coastal Health, key seniors' service organizations, and other community partners to develop tailored plans, programs and services for aging adults with dementia and other cognitive challenges.

Enhancing public facilities and spaces

- 2.8.9 | Maintain and optimize existing civic facility (e.g., community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.
- 2.8.10 | Seek opportunities to incorporate community and social service uses into private and public buildings in central, transit-accessible areas where possible.
- 2.8.11 | Support the continual provision of community hubs (e.g., Child and Family Hub and Youth Services Hub) and explore the potential for neighbourhood hubs based on community partnerships.
- 2.8.12 | Secure new community space or cash-in-lieu contributions through new development to meet changing community needs. Examples include (but are not limited to):
 - Child care and adult day centres;
 - Public plazas and gathering spaces;
 - Parks, trails and public realm improvements; and
 - Community or cultural facilities.
- 2.8.13 | Use placemaking strategies to promote social connections, public space animation, enhancement and management.

- 2.8.14 Create and maintain public spaces in town and village centres and establish centre-specific public realm guidelines that consider art, culture and diversity.
- 2.8.15 Support an expanded variety of community activities ranging from community-wide events and smaller private events through policy, facilities and grants, as appropriate.
- 2.8.16 Work with local schools and community groups to coordinate the use of public space and facilities.

Promoting an engaged community

- 2.8.17 Engage the community in planning for services, programs, and facilities, and municipal decision-making.
- 2.8.18 Provide meaningful volunteer engagement opportunities to support civic programs and services.
- 2.8.19 Enhance information sharing and meaningful participation in civic affairs through accessible communication considerations (e.g., universal access and multilingual considerations).
- 2.8.20 Work with First Nations, neighbouring municipalities, regional and senior levels of government where shared interests or overlapping jurisdictions exist as part of municipal and relevant local area decision-making processes.

2.9 Community Health and Cohesion

Together with social inclusion and belonging, community health and cohesion are also tenets of the overall social fabric of a community. The District strives to provide access to comprehensive services, in coordination and partnership with service providers, Vancouver Coastal Health, West Vancouver Schools, senior levels of government, First Nations, non-profit agencies and organizations, volunteers and others. These services are supported by the provision of facilities and amenities.

Additionally, arts and cultural activities, including access to library resources, contribute to a sense of community. The creative sector contributes to the local economy and advances individual expression and community pride. Key municipal institutions, such as the West Vancouver Memorial Library, Ferry Building Gallery, West Vancouver Museum and Kay Meek Centre for the Performing Arts, as well as special events, celebrate our arts and cultural assets and contribute to a vibrant community.

Emerging issues to address

Health and social service needs can be expected to increase due to an aging population, a more diverse population, and increasing funding challenges. This amplifies the importance of working to foster neighbourhood design and transportation systems that support an active and healthy lifestyle, housing and built forms that are accessible, and local food systems. Through its own facilities, West Vancouver provides opportunities for recreation, meetings, social networking and education, and provides resources that help improve our residents' quality of life. We must therefore plan to address our changing needs and other emerging issues:

We share many valued community assets that requires ongoing care and management



Our programs and services are popular and well-attended

1.8 million
participation in District
programs & services (2017)

Art is part of our community's identity

over 100
pieces of public art in the
District's inventory

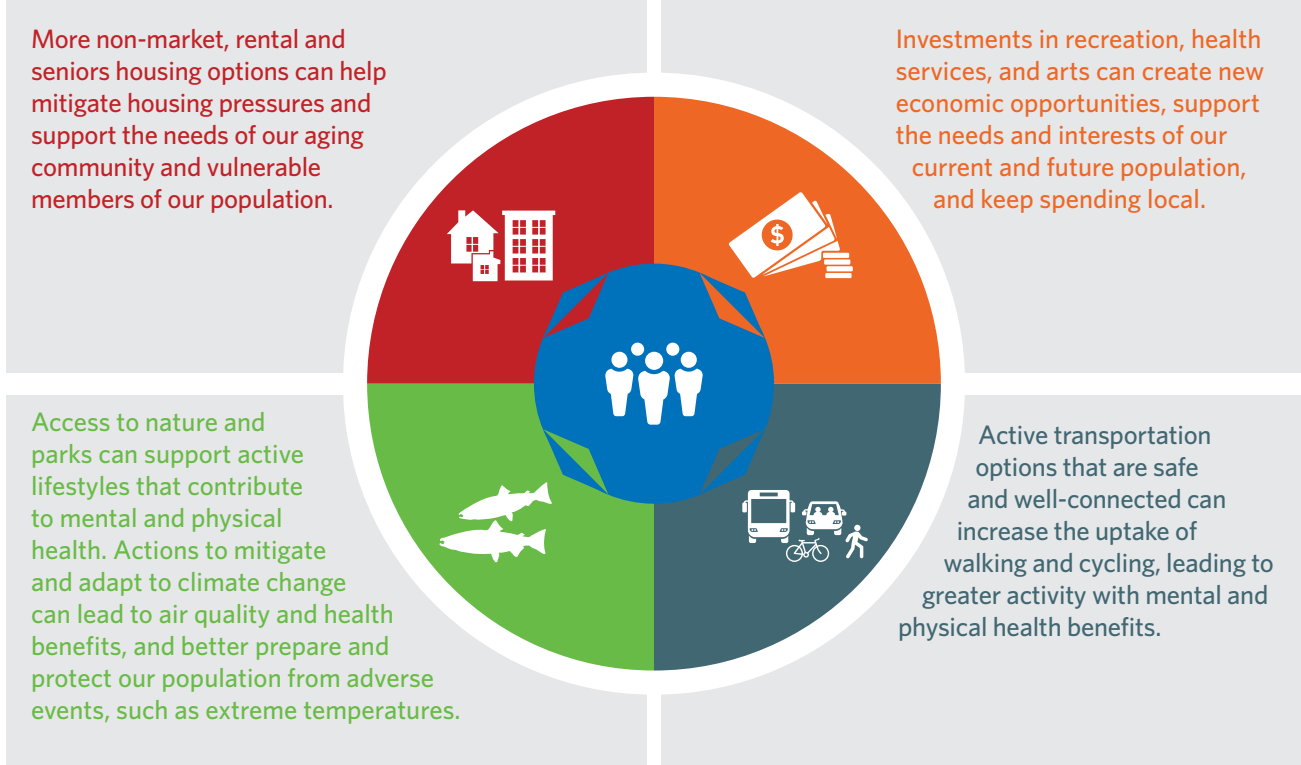
Key OCP Actions

While the District has more specific plans and strategies for arts and culture, sports fields and the library to manage our community's recreational and cultural assets, the OCP can provide high-level policies to express the District's long-term intent and framework for managing these assets and addressing emerging issues. This OCP seeks to:

- Enable an active community through support for sports, leisure and recreational activities and spaces throughout the District;
- Embrace arts, creativity and education through cultural, literacy and lifelong learning resources; and
- Enhance community health through long-term sustainable support and partnerships with community organizations.

This plan also recognizes that community health cannot be achieved without addressing the needs of vulnerable members of our population. These vulnerable members can include children, seniors, people with disabilities and those facing housing challenges. To address issues that can negatively impact our long-term resiliency and social well-being, this OCP also includes policies to provide greater housing options, including the creation of new market and non-market rental, seniors and supportive housing.

How these community health and cohesion actions support overall community objectives



POLICIES

Enabling an active community

- 2.9.1 | Maintain and optimize the use of existing recreation facilities to help facilitate participation in sport, leisure and active recreation for all ages and abilities.
- 2.9.2 | Explore opportunities for space sharing and versatile design of parks, greenways, recreation spaces, and other public facilities that are responsive to the community's changing needs.
- 2.9.3 | Encourage the on-site inclusion of active open space and play opportunities and provision of privately owned public spaces with new multi-family and mixed-use development as appropriate.
- 2.9.4 | Support complementary uses, activities and special events in parks that seek to minimize impact to environmental systems and limit disruption to public access.
- 2.9.5 | Provide accessible recreational programs and services to encourage physical and mental wellness for all ages, abilities and income.

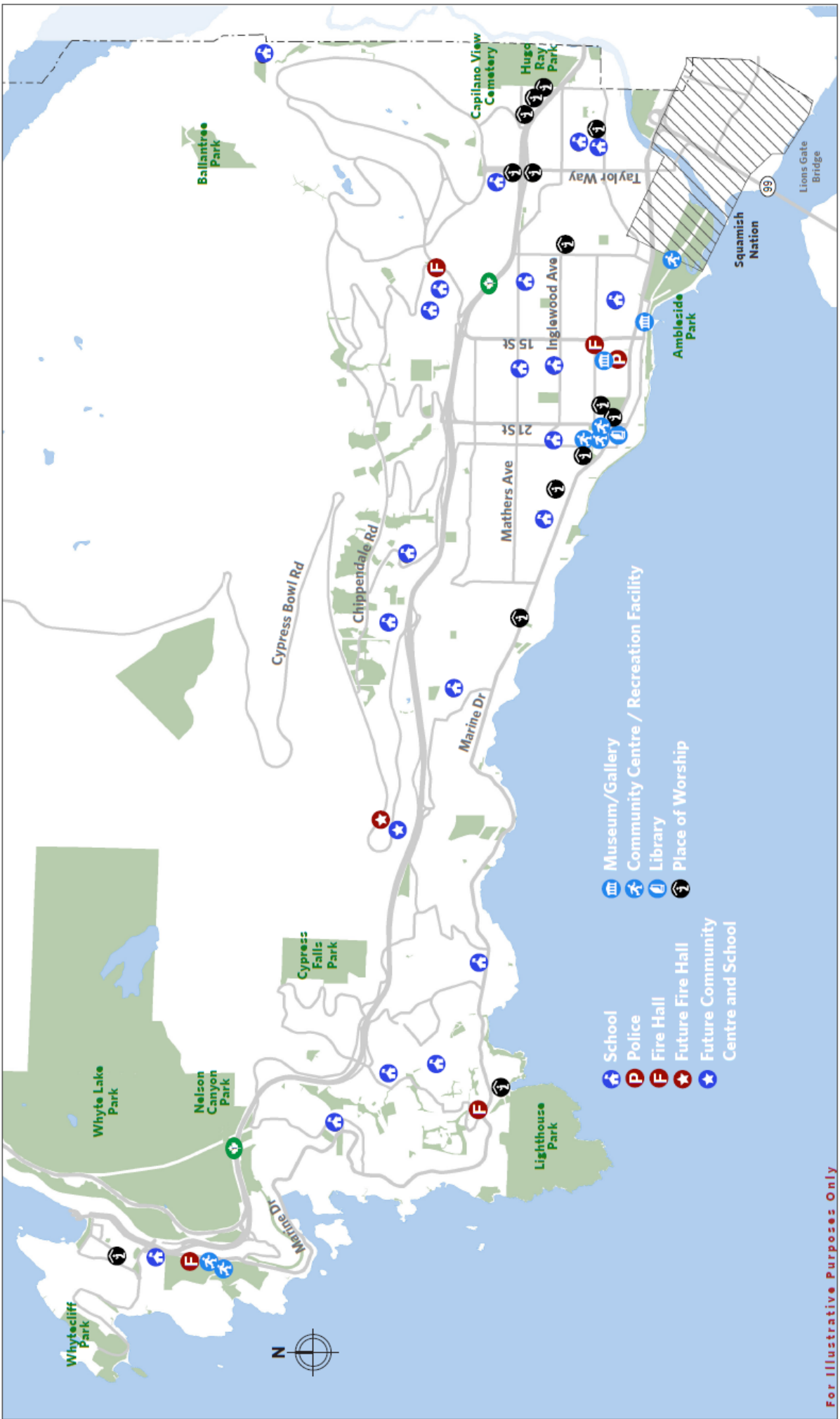
Embracing arts, creativity and lifelong education

- 2.9.6 | Incorporate public art into both public and private sector projects to enhance public spaces and the walking and cycling environment.
- 2.9.7 | Recognize the role that the creative sector plays in the community with respect to cultural tourism and heritage, economic development, community identity and quality of life.
- 2.9.8 | Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.
- 2.9.9 | Explore opportunities with community partners including West Vancouver Schools and post-secondary institutions to provide literacy and lifelong learning programs and services.

Enhancing community health

- 2.9.10 | Use community grants and permissive tax exemption to encourage long-term sustainable operation of community organizations that support West Vancouver residents.
- 2.9.11 | Explore opportunities with community partners including Vancouver Coastal Health, senior levels of government, schools, community organizations, and non-profit service providers to provide a full continuum of support services to address needs related to physical, mental and social health, addictions, health services, emergency response, housing, homelessness, employment and food security.
- 2.9.12 | Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers' markets, and other related initiatives.
- 2.9.13 | Support measures to increase community resiliency during emergencies, disasters and extreme weather events and mitigate impacts for vulnerable areas and populations (e.g., children, seniors, homeless and people with disabilities).
- 2.9.14 | Incorporate design principles in private and public spaces to support community health and public safety, such as crime prevention and health-enhancing design considerations.

MAP 15. MAJOR COMMUNITY SOCIAL ASSETS



For Illustrative Purposes Only

SOCIAL WELL-BEING