



Horseshoe Bay

Local Area Plan and Design Guidelines

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Introduction

1.1 Purpose

The following Horseshoe Bay Local Area Plan and Design Guidelines (LAP) forms part of the District's Official Community Plan (OCP). Its intent is to establish a framework to guide gradual and positive change that strengthens the identity (sense of place), livability, and success of this unique village and neighbourhood. The LAP outlines the long-range vision for Horseshoe Bay as a whole, and it provides more detailed regulations and guidelines to shape the form and character of new development. It further confirms a local and contextually-specific response to District-wide OCP planning objectives around housing diversity, economic vibrancy, connectivity and mobility, environmental sustainability, and public spaces that support our social well-being.

1.2 Background

Horseshoe Bay is located on the traditional territory of the Coast Salish peoples, including the Squamish, Tsleil-Waututh and Musqueam First Nations, who have inhabited this area since before recorded history. Although small logging operations were active in the nineteenth century, the 1914 introduction of the first passenger train crossing the North Shore from Deep Cove notably changed the settlement and surrounding area. Operated by the Pacific Great Eastern Railway (later BC Rail), this connection led to a burgeoning village in the 1920s and 1930s with cottages, accommodations, commerce and recreation oriented towards summer visitors.

By the 1950s, Horseshoe Bay was a popular fishing and maritime destination, the site of new vehicle ferry services to Gibsons, Nanaimo and Bowen Island, and a stop along the new Upper Levels Highway. This transition was supported with the introduction of zoning and land use provisions, including much of the commercial, single-detached and duplex land uses that are still in place today. The ongoing development of the surrounding area gradually expanded the village context, including new public facilities—school, community centre and golf course—in adjoining Gleneagles. Today, Horseshoe Bay continues as a visitor and tourist destination, with residents in the village and surrounding neighbourhoods served by waterfront recreation, casual shopping and dining, and transit, highway and ferry access.

While the village has continued to change over recent decades, it has done so without an overarching plan. This LAP provides a refreshed and holistic guide to future changes that collectively support the village’s continued evolution by building upon its current success and established identity. Horseshoe Bay is a unique seaside neighbourhood, an employment, transportation, retail and service hub for the surrounding area, and a critical connection for the region. Its historic and contemporary status is established as the westernmost village in the District of West Vancouver—both a gateway to West Vancouver and “mile zero” of the Sea-to-Sky corridor—and a distinct local neighbourhood in its own right sloping down to our only north-facing waterfront.



Figure 1.1 Horseshoe Bay LAP and DPA

1.3 Application & Scope

This plan applies to the design, review and approval of public and private developments within the LAP. It supports new Zoning Bylaw regulations and establishes a Development Permit Area (DPA) with associated form and character guidelines to ensure that new construction is of quality design that is consistent with the goals, objectives and policies of this plan. This ensures that new construction represents the local context of Horseshoe Bay as a unique community that has a valued “place-based” identity stemming from both its distinct history and geographic setting.

The quantitative and qualitative directions within this plan are specific to development in Horseshoe Bay. They support a range of new mixed-use and residential buildings along pedestrian-friendly streets in a village defined by nature, including its namesake waterfront. This guiding document is neither prescriptive nor exhaustive, but illustrates the key directions for the village. It serves a critical and continuing role to guide decisions towards a shared vision; it does not present the final decisions themselves.

The provisions of this plan are applicable to the planning area generally bounded by Horseshoe Bay Park to the north, Trans-Canada Highway and BC Ferries infrastructure to the east, Marine Drive and Tantalus Park to the south, and the rear lot line between Wellington and Nelson Avenues for lots accessed from Nelson Avenue to the west. This boundary, shown in **Figure 1.1**, defines the LAP and related DPA within the OCP. All lands within the LAP are designated as the Horseshoe Bay DPA and design guidelines apply. The provisions of the District’s OCP apply to the much wider areas outside of the LAP boundaries.

This plan and guidelines provide a framework for Council, staff, developers and the public to design and review future public and private developments in Horseshoe Bay. Applicants should be prepared to demonstrate how proposals adhere to the LAP and DPA.

The Development Permit Area designation is recognized under the OCP as follows:

Horseshoe Bay Local Area Plan Development Permit Area	Category	Local Government Act s. 488(1)(d), (e) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings and sites are well designed and articulated, crafted and constructed with high-quality materials, and respond to the contextual circumstances of Horseshoe Bay.
	Objective	These guidelines are the primary means to deliver the community-identified principles described in section 2.2 of this plan so that development maintains and enhances the unique characteristics of Horseshoe Bay.
	Guidelines	Planning Area Design Guidelines shall apply.
	Exemption	Development may be exempt from the requirement for a Development Permit if the proposal: <ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures; or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Planning Area Design Guidelines.

All figures, drawings and sketches in this plan are conceptual in nature and are intended to illustrate possible outcomes of the associated provisions. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines. Unless otherwise specified, quantities and numerical standards within language, figures, drawings or diagrams are to be interpreted as general. Anticipated densities and heights are accordingly provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw.

1.4 Organization

This plan is divided into the following sections to support the continued strengthening of the identity, livability and vitality of Horseshoe Bay:

Vision & Principles

Provides the over-arching, long-term objective and guidance to meet it.

Land Use Designations & Policies

Defines use, density, height, and policies for future development.

Form & Character Guidelines

General

Overall character, building form and identity including architectural responses, scale and materials that promote livability and vibrancy.

Specific

Directions applied to uses, frontages or sub-areas that reinforce diversity and the specificity of place.

Public Realm

Connections through place-making, public art, streetscapes and public spaces.

Implementing the Plan's Vision

Securing community benefits and administering the plan.

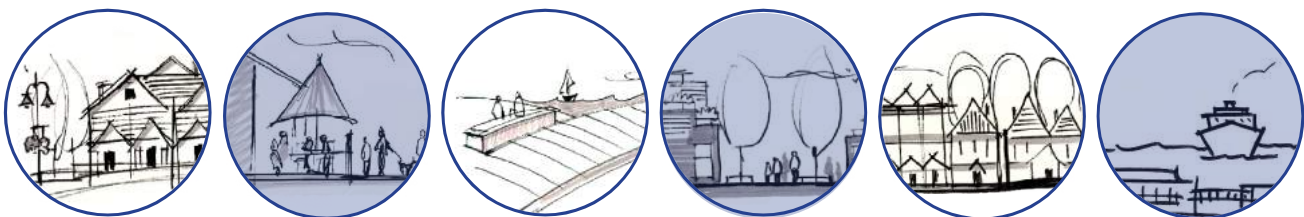
Horseshoe Bay has a unique character that is valued by those who live, work and play there, and is one of the most recognizable and known places in West Vancouver. Future buildings should not replace this identity, but rather contribute to and strengthen the character of Horseshoe Bay through purposeful urban design and enhanced public realm investment.



Vision & Principles

2.1 Vision

The community has coalesced what a successful LAP should deliver in a succinct vision:



“ In 2041, Horseshoe Bay will thrive as a charming and livable seaside community and a vibrant and welcoming destination village ”

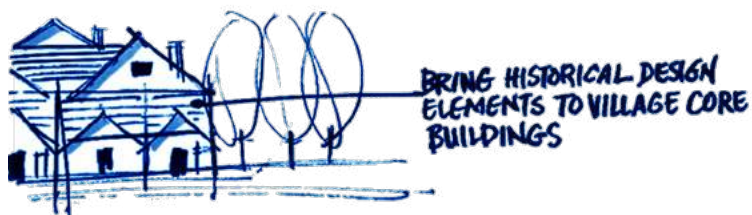


2.2 Principles

While the vision provides the target, the means to achieve it is gathered into planning and design principles. Each of these conceptually-illustrated principles is a maxim that together serve as the guide to action to realize this plan.

1. Respect our roots and heritage

- Horseshoe Bay has a highly valued “place-based identity” that comes from its distinct history and unique geography.
- The LAP should express these elements.



2. Maintain our neighbourliness

- A strong sense of community exists in Horseshoe Bay, within and between residents and businesses, and across different demographics.
- The LAP should support neighbourliness through sensitive transitions between land uses, building types and “friendly” design.

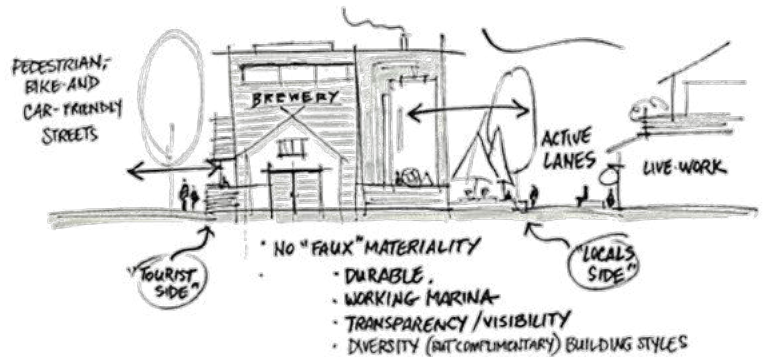
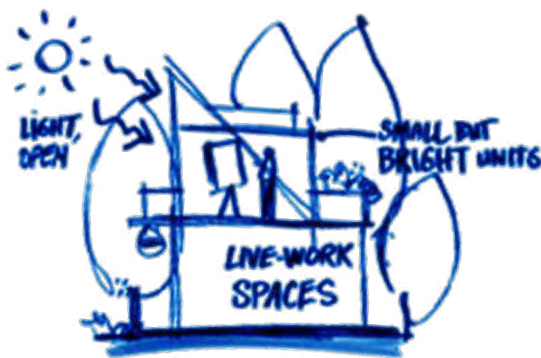
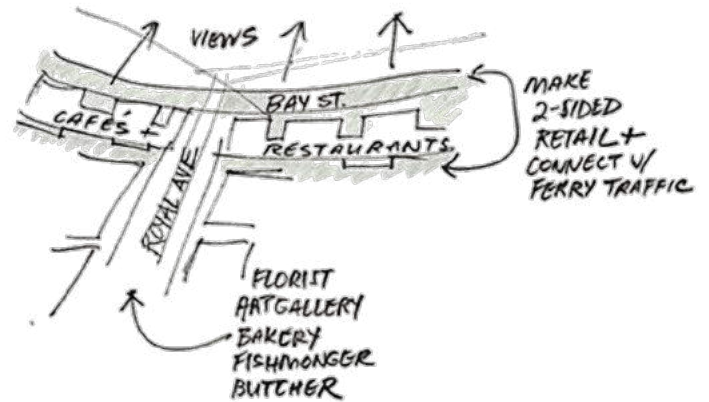


3. Recognize we are many things

- Horseshoe Bay is both a close-knit community and is a visitor destination, a place of discovery and of departure, an active waterfront and a residential neighbourhood.
- The LAP should reflect this plurality through multipurpose spaces.

4. Enhance our commercial village

- The ferry terminal supports a “visitor economy” that also benefits residents, but additional commercial offerings would enhance the village as a more complete local hub.
- The LAP should enable the creation of day-to-day shops and services.



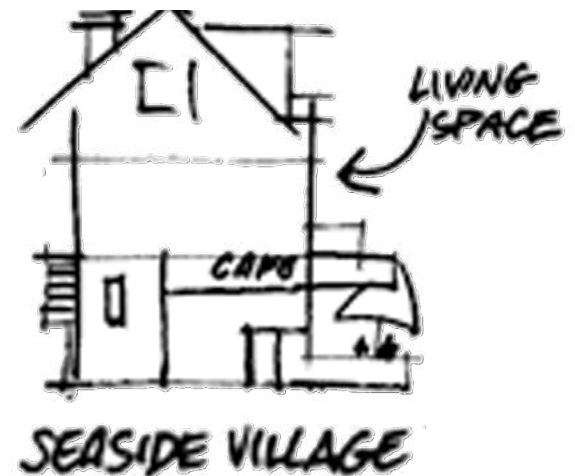
5. Identify opportunities for more diverse housing

- Existing housing options are generally limited to single-detached, duplex, and mid-rise apartments.
- The LAP should “fill in the gaps” with diverse housing for different life stages by prioritizing missing options in appropriate locations.



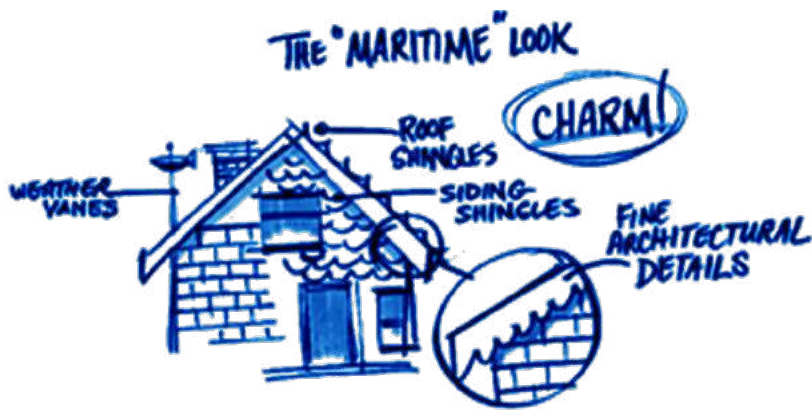
6. Prioritize low-rise forms

- Horseshoe Bay’s built form “fabric” is comprised of low-rise buildings, with larger buildings in restricted and appropriate locations.
- The LAP should limit height to 3- or 4- storeys and consider additional height only in limited circumstances and for demonstrable community benefits.



7. Keep it “kooky”, don’t make it “cookie cutter”

- Horseshoe Bay is neither generic nor uniform, there is a particular charm: it is and it feels “different” here.
- The LAP should promote land use patterns and built form guidelines that reflect this character.



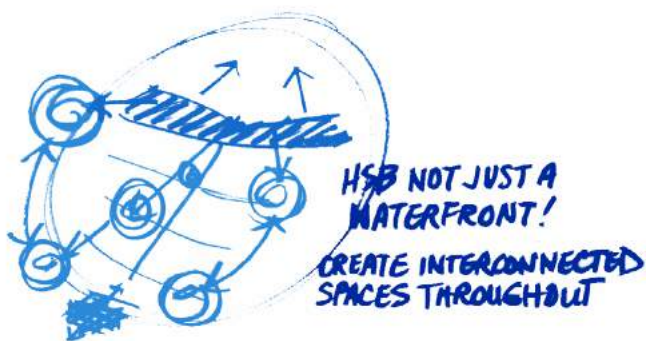
8. Celebrate and work with nature

- Horseshoe Bay enjoys a rare setting, settled in a basin, sloping down to a north-facing waterfront, framed by forested mountains.
- The LAP should respond to these natural and physical attributes.



9. Connect and gather

- Horseshoe Bay serves as a social hub for western neighbourhoods and as a place for local interaction.
- The LAP should support formal and informal gathering spaces that contribute to community well-being.



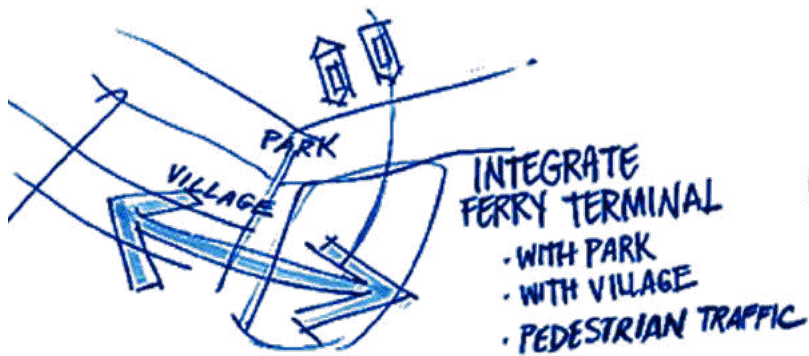
10. Getting here and being here

- Horseshoe Bay balances the needs of those who visit and pass through the village, and those who live and spend time there.
- The LAP should address access to and through the village.



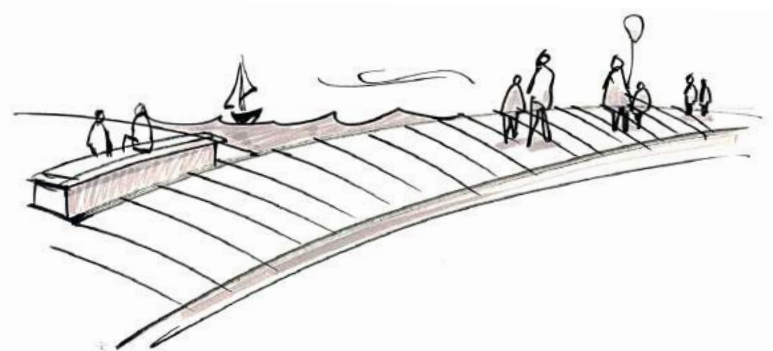
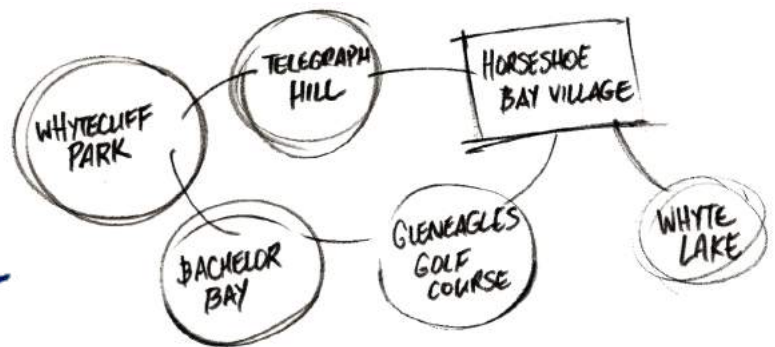
11. Make a good first impression

- Horseshoe Bay is our western gateway, but the arrival points into the village are often weak or confusing.
- The LAP should improve the “welcome experience”.



12. Situate village within broader context

- Horseshoe Bay is a distinct location defined by natural and physical boundaries that is also part of a wider social context.
- The LAP should guide land use changes, while situating Horseshoe Bay in a wider context connected to nearby social assets and transitioning sensitively to adjacent land uses outside the LAP.





Land Use Designations & Policies

3.1 Building to Principles

Section 2.2 defines principles to deliver the community’s vision of a thriving future for Horseshoe Bay. A central theme of these principles is the scale and feel of a village highlighting neighbourliness, plurality, diversity, kookiness and responsiveness to the site and context.

The LAP supports a range of ground-oriented housing forms to enable the delivery of the vision. These forms share the approach that each dwelling has a front door to the street, lane or courtyard, without the shared use of enclosed stairwells or corridors. Often referred to as the “missing middle”—larger than single-family houses but smaller than apartment-style buildings—these types comprise only a small share of housing today, contributing to the limited housing choice available in the community. Without this diversity of multifamily housing forms, including infill, multiplex, rowhouse, courtyard rowhouse, townhouse and stacked townhouse, there are fewer options for residents seeking housing options to fit their current and future needs.

Adding to this housing diversity, some forms support suites and coach houses, or rental lock-off and live-work units in appropriate areas. Finally, the LAP envisions additional mixed-use buildings in the Village itself with apartment units above more vibrant and diverse street level retail uses. Considered together, a range of housing types, shops and services will complete the continued quality of life for those calling Horseshoe Bay home.

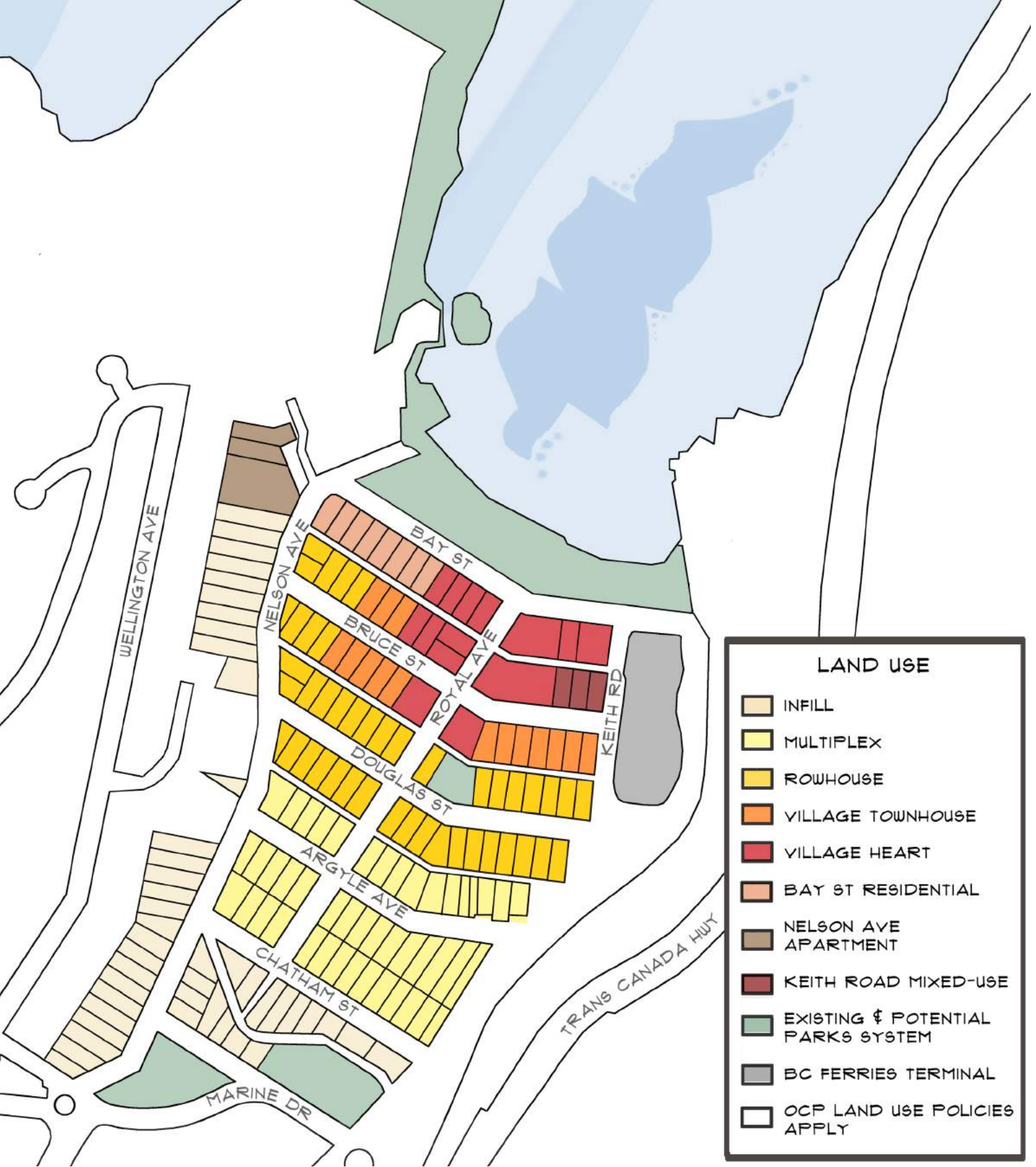


Figure 3.1 Land Use Designations

3.2 Neighbourhood & Village

The vision recognizes Horseshoe Bay in both its role as a charming and livable seaside community, and as a vibrant and welcoming destination village. These two roles—and their physical locations—together define Horseshoe Bay historically, today and in the future under this LAP. Recognizing their differences, much of this LAP is specific to future building and public realm improvements in either the Neighbourhood or Village shown in **Figure 3.2** and **Figure 3.3**.

The residential Neighbourhood of Horseshoe Bay comprises most of the LAP. The LAP defines a series of incremental housing designations to support a transition from the surrounding single-family context to the Village. The heart of Horseshoe Bay is centred along the waterfront itself. This is reflected today in both scale and use. Destination public spaces such as Horseshoe Bay Park and a working industrial waterfront with one of the busiest ferry terminals in Canada dovetail with the Village, comprised of a range of retail, dining and services, and larger multifamily and mixed-use buildings.

New buildings will reinforce these two classifications that together define Horseshoe Bay. A mix of retail, office, live-work and multifamily residential uses will increase the year-round vibrancy of the Village. The surrounding Neighbourhood will include an increased choice of housing in a range of building forms, but all guided by this LAP to support the friendly residential character of these blocks.

3.3 Use, Density & Height

Lands within the LAP are assigned the designations as shown in **Figure 3.1**. The LAP also defines maximum heights for new buildings under each designation. Horseshoe Bay is defined by its topography set against the backdrop of the surrounding forests. The waterfront has attracted people to this area since before recorded history, and it remains the heart of the community. Tyee Point forms the basin that shelters the bay itself from Howe Sound and cradles the Village between steep terrain to the west past Nelson Avenue and east towards the Trans-Canada Highway. The Neighbourhood extends along the comparatively gradual slope to the south.

The LAP prioritizes those building forms that strengthen rather than contrast with the natural terrain. It seeks to maintain the human-scale and preserve the low-rise character of the Neighbourhood. The natural topography directs building heights with modestly higher buildings framing the heart of the Village from the periphery. Building heights incrementally lower in the residential blocks south of the Village to provide a gradual entrance into Horseshoe Bay and to support gentle transitions between land use designations within the LAP and its surrounding context.

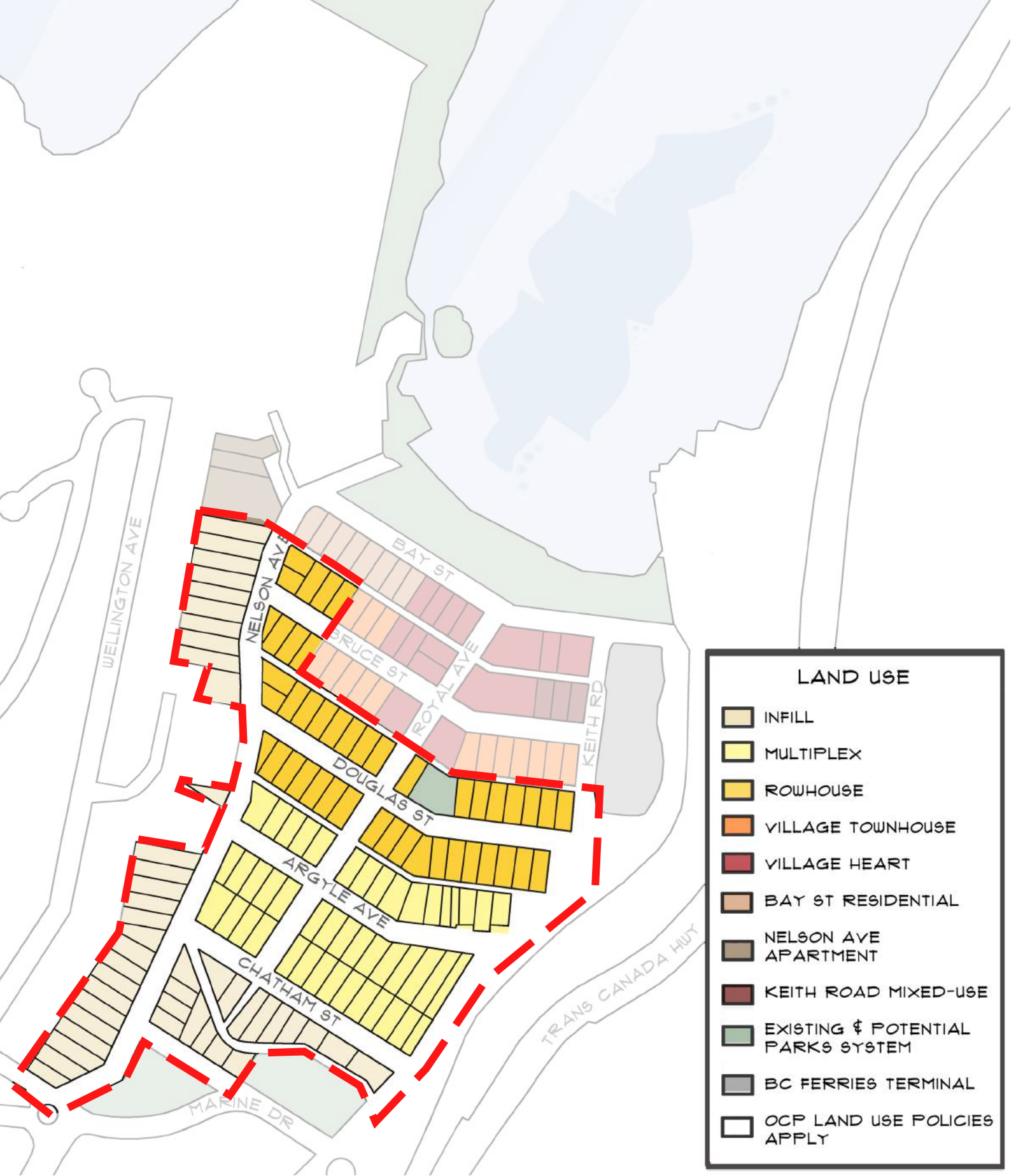


Figure 3.2 Land Use Designations - Neighbourhood

3.4 Neighbourhood Designation

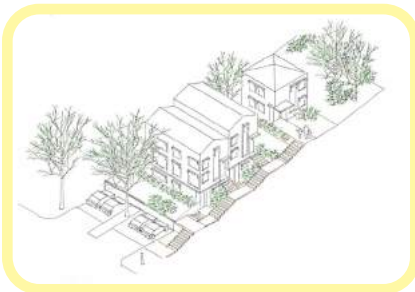
Future buildings will introduce a diverse range of ground-oriented, multifamily dwelling units to Horseshoe Bay. Neighbourhood designations are listed by intended use and specify floor area ratio (FAR) and height:



- 3.4.1 Characterized by steep terrain and trees, this designation encourages smaller “infill” homes working with the site conditions and reminiscent of the seasonal cottage history of Horseshoe Bay. New buildings within lands designated:

Infill

should be detached residential use with more than one principal unit per lot, a density of 0.6 FAR and a height of 2 storeys.



- 3.4.2 Inclusive of a diverse range of ground-oriented housing such as coach house, duplex, triplex or fourplex, this designation allows flexibility to respond to deep lots with limited lane access. New buildings within lands designated:

Multiplex

should be multifamily residential use with a density of 0.8 FAR and a height of 2 storeys.



- 3.4.3 Defined by attached homes—sometimes arranged around a courtyard—fronting the street or “wrapping” around corner lots, this designation responds to moderate grades and a consistent lot pattern. New buildings within lands designated:

Rowhouse

should be multifamily residential use with a density of 1.0 FAR and a height of 2-3 storeys.

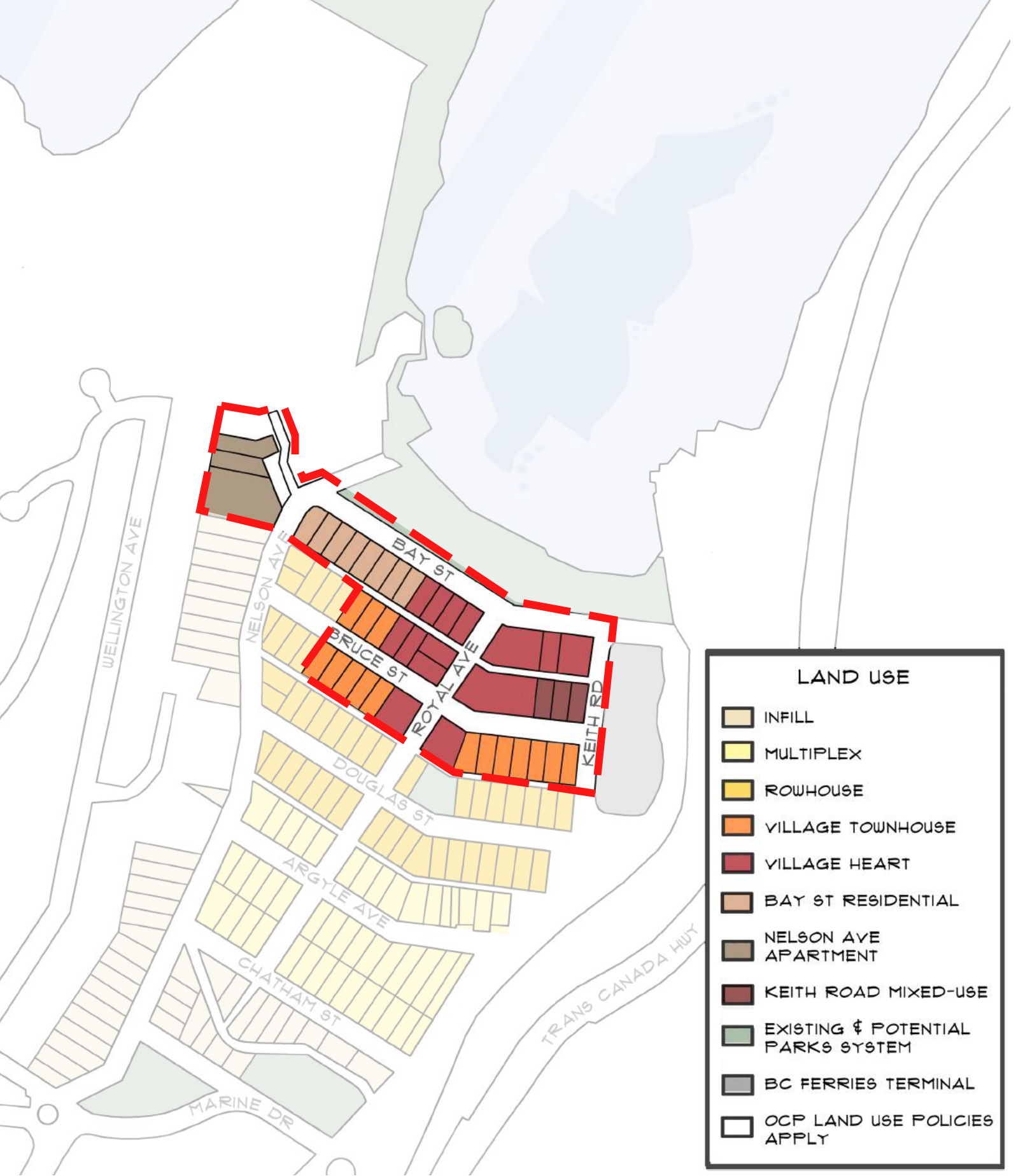


Figure 3.3 Land Use Designations - Village

3.5 Village Designation

Horseshoe Bay's vibrancy is best served by a mix of uses and range of building forms. New buildings will augment those existing in the Village by contributing to greater diversity. Village designations are listed by intended use and specify floor area ratio (FAR) and height:



- 3.5.1 Serving as the transition between the Neighbourhood and the retail and service centre of Horseshoe Bay, this designation supports the active use of the ground floor to shape the streetscape. New buildings within lands designated:

Village Townhouse

should be multifamily residential use with a:

density of 1.2 FAR and a height of 2-3 storeys; or,

density of 1.4 FAR and a height of 3-4 storeys with the inclusion of live-work and/or lock-off suites at street level.



- 3.5.2 Extending out from the intersection of Bay Street and Royal Avenue, this designation is the mixed-use building form that defines the Village. Active retail at the ground floor supports the vibrancy and livability of Horseshoe Bay. New buildings within lands designated:

Village Heart

should be commercial and multifamily residential use with a:

density of 1.75-2.0 FAR and a height of 3-4 storeys with commercial use at street level and residential above.



- 3.5.3 Connecting the shops and services of Sewell's Marina with the Village Heart, this designation provides for housing with particular attention given to the relationship of buildings to Bay Street and the active waterfront. New buildings within lands designated:

Bay Street Residential

should be multifamily residential use with a:

density of 1.2 FAR and a height of 2-3 storeys.



3.5.4 Characterized by steep terrain and trees, this designation allows for multifamily buildings and incentivizes rental housing at a scale compatible with existing buildings. New buildings within lands designated:

Nelson Avenue Apartment

should be multifamily residential use with a: density of 0.6-0.7 FAR and a height of 2-3 storeys; or, density of 1.2-1.4 FAR and a height of 5-6 storeys where limited exclusively to rental housing.



3.5.5 The eastern edge of the basin is defined by the BC Ferries terminal with the highway elevated above. This designation serves as a transition to this large-scale infrastructure, with a focus on incentivizing the specific retail use of a boutique grocer and/or rental tenure housing. New buildings within lands designated:

Keith Road Mixed-Use

should be commercial and residential use with a: density of 1.75-2.0 FAR and a height of 3-4 storeys, with commercial use at street level and residential above; or, density of 2.25-2.5 FAR and a height of 4-5 storeys, with the inclusion of a grocery store at street level and/or where residential use is limited exclusively to rental housing.

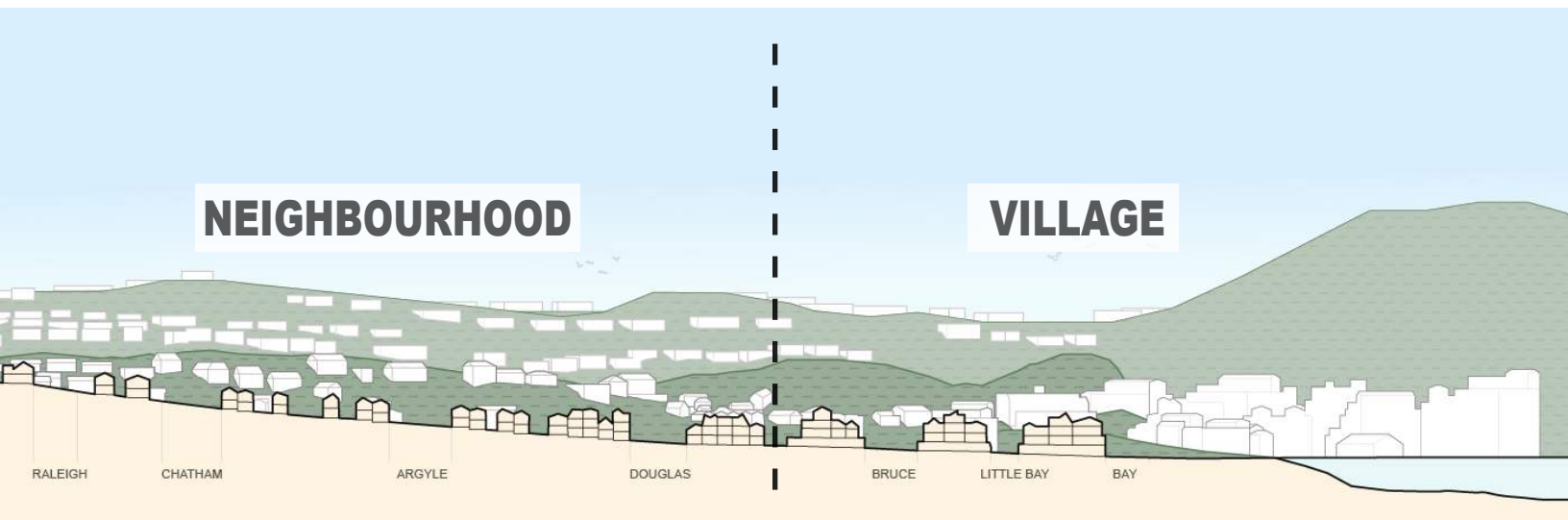


Figure 3.4 Transect of land use designations looking west





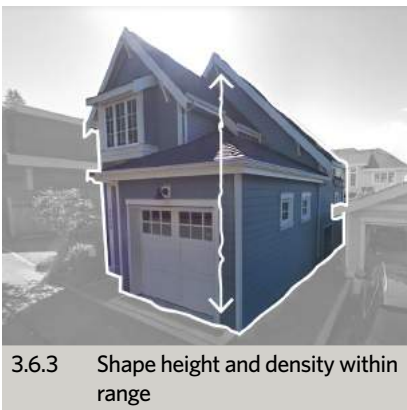
3.6.1 Celebrate and embody key locations



3.6.2 Support a mix of old and new



3.6.2 Enable the adaptive re-use of existing buildings



3.6.3 Shape height and density within range

3.6 Land Use Policies

The land use designations provide an overarching direction about the appropriate types of development that support the vision and principles. The land use policies of this section refine the implementation of these uses to better contribute to the sense of place and local vibrancy of Horseshoe Bay.

Support History and Sense of Place

Horseshoe Bay is shaped by the layers of history that together define this place today. Anchored in First Nations' history of the waterfront and surrounding forest, it is further articulated by more than a century of development: early industry; seasonal recreation; regional connector; and, an important centre of West Vancouver's surrounding neighbourhoods. Development of public and private lands should reinforce the significant history of Horseshoe Bay and continue to contribute to its sense of place.

- 3.6.1 Reflect traditionally significant site and cultural elements by:
 - a) working with First Nations on new buildings and site alteration in accordance with applicable legislation; and,
 - b) celebrating and embodying the key locations, stories and place names of First Nations.

- 3.6.2 Support a dynamic mix of the "old and new" with the preservation of built and natural assets of heritage merit as well as other character buildings by:
 - a) enabling the adaptive re-use of existing buildings;
 - b) encouraging the use of Heritage Revitalization Agreements and supporting protection of heritage elements through land use, parking and design consideration; and,
 - c) allowing a flexible response to guidelines.

Manage the Rate and Amount of Change

The land use designations allow for the long-term redevelopment of lands within the LAP to meet the vision for 2041 as guided by this LAP. It is recognized that change should be gradual, incremental, responsive and monitored over the anticipated two decade horizon of this plan.

- 3.6.3 Where land use designation heights and densities are provided as a range, the maximum allowed for a development proposal will be determined by site characteristics, adjacent conditions, and other project specifics—including its contribution to LAP objectives— noting that the:

- a) lower number of storeys and FAR are not considered a minimum requirement; and,
- b) higher number of storeys and FAR are not considered an outright approval.

3.6.4 Monitor the rate of change and report to Council at five-year increments on the net new addition of residential units and other relevant plan implementation metrics.

3.6.5 Require rezonings with associated public input and Council adoption procedures to guide implementation of:

- a) Village designations (i.e. Village Townhouse, Village Heart, Bay Street Residential, Nelson Avenue Apartment and Keith Road Mixed-Use);
- b) policies regarding optimizing the parks system; and,
- c) policies regarding integrating a redeveloped BC Ferries terminal.

Expand Housing Diversity

Through its focus on underrepresented, ground-oriented housing forms and mixed-use buildings, the land use designations address an existing gap in housing supply in both Horseshoe Bay and West Vancouver. These policies further contribute to the rich diversity of these housing forms, supporting both family-friendly housing as well as buildings that support residents aging in place over time.

3.6.6 Balance compatibility and diversity by:

- a) allowing flexibility to improve the contextual response to the specific site;
- b) providing for a range of complementary building forms within the density and height specified by the land use designations;
- c) assigning the density applied to land consolidations of lots with different designations as the weighted average of the constituent lot areas;
- d) permitting forms within Neighbourhood designated areas with lower assigned density in areas with higher assigned density (e.g. Multiplex in Rowhouse designated area); and,
- e) permitting forms within Village designated areas with lower assigned density in areas with higher assigned density (e.g. Townhouse in Village Heart designated area with the provision of appropriate commercial use).



3.6.4 Monitor the rate of change



3.6.6 Provide a range of complementary building forms



3.6.6 Permit forms with lower assigned density



3.6.6 Balance compatibility and diversity

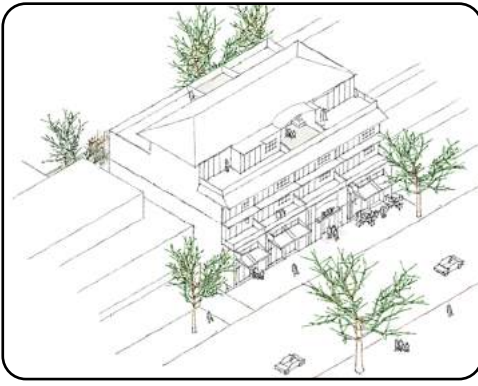
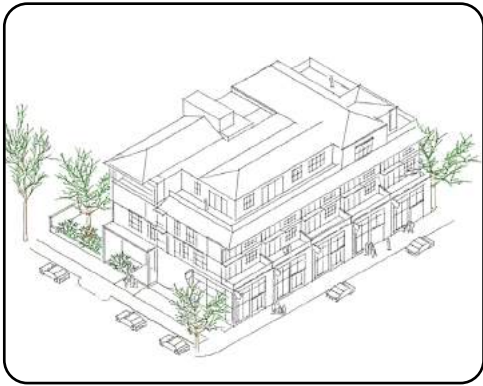
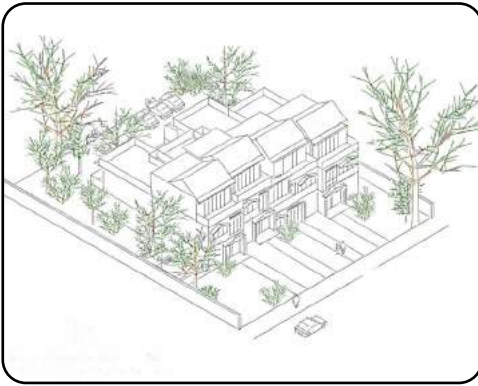
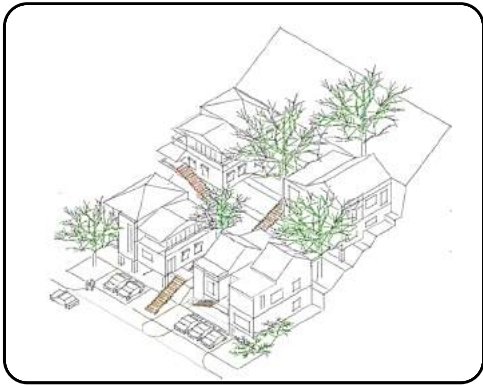
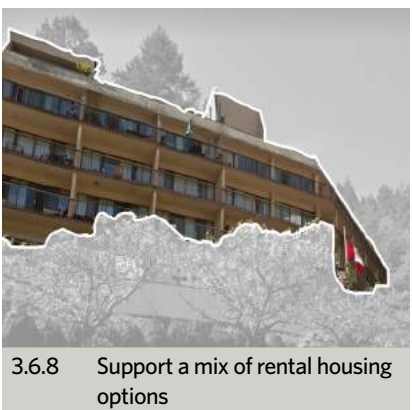


Figure 3.5 Designations support housing and design diversity



3.6.7 Encourage a mix of housing types

- 3.6.7 Encourage a mix of housing types by prioritizing:
- a) 2-, 3- and 4-bedroom dwelling units in Neighbourhood designations;
 - and,
 - b) studio, 1- and 2-bedroom dwelling units in Village designations.



3.6.8 Support a mix of rental housing options

- 3.6.8 Encourage a mix of housing tenure by:
- a) supporting rental apartment units;
 - b) prohibiting rental restrictions in new strata apartment units;
 - c) excluding from floor area calculation accessory rental basement suites within Infill, Multiplex and Rowhouse designations; and,
 - d) enabling both rental and strata coach houses.

- 3.6.9 Limit lot consolidation to a maximum combined width of:
- a) 40 m (131.2 ft) in Neighbourhood and Village Bay Street Residential areas;
 - b) 50 m (164.0 ft) in Village Townhouse areas; and,
 - c) 65 m (213.3 ft) in other Village areas.

- 3.6.10 Enable fee-simple multifamily forms to support housing diversity by:
- a) removing minimum lot sizes;
 - b) allowing zero lot line setbacks along the new lot line internal to the development; and,
 - c) supporting easements, where appropriate subject to engineering and servicing review and with no greater density than a consolidated development under the same designation.



3.6.11 Define zones to facilitate smaller developments

- 3.6.11 Prepare a Zoning Bylaw amendment that defines zones for smaller-scale and diverse forms of housing in Neighbourhood designations (i.e. Infill, Multiplex, and Rowhouse) in order to:
- a) improve the ability for individual homeowners to make decisions about future development;
 - b) provide more detailed direction and increase predictability for neighbours; and,
 - c) support incremental delivery and/or financial contribution to the public realm.



3.6.12 Encourage local businesses

Encourage a Vibrant and more Complete Village

The unique, waterfront Village set within the forests and mountains is the heart of Horseshoe Bay for residents, businesses and visitors alike. The Village provides a mix of shops, offices and services expected to continue to expand and diversify under this LAP. New buildings within the Village will contribute to lively, welcoming streetscapes and a more complete and vibrant Village centre.

- 3.6.12 Encourage small- and medium-sized local businesses by providing a range of commercial unit sizes generally between 50 m² (538 ft²) and 350 m² (3,767 ft²) in Village Heart and Keith Road Mixed-Use designated areas, with the potential inclusion of a unit generally between 500 m² (5,382 ft²) to 1,000 m² (10,764 ft²) to support a modest-scale grocery use in Keith Road Mixed-Use.



3.6.13 Prioritize active, street level uses

- 3.6.13 Prioritize active, street level uses such as retail, restaurants and services by:
- a) reinforcing the scale of walking, shopping streets—with particular attention to Bay Street and Royal Avenue—by means of unit frontages that are generally 5 m (16.4 ft) to 12 m (39.4 ft); and,
 - b) limiting a continuous frontage in the instance of a modest-scale grocery use in Keith Road Mixed-Use with smaller retail units fronting the street and/or other architectural responses.



3.6.13 Reduce the continuous frontage of a modest-scale grocery



3.6.14 Direct office use to second storey



3.6.15 Encourage visitor accommodation



3.6.16 Activate streetscape with live-work use



3.6.17 Continue revitalization of Horseshoe Bay Park

3.6.14 Support a wide range of commercial uses, while generally directing less active uses such as medical services, professional offices and child care to the second storey.

3.6.15 Encourage provision of visitor accommodation where a building or substantial portion of a building is used for lodging purposes by:
 a) allowing this use in lieu of others; and,
 b) considering an appropriate ground floor design that remains compatible with the street character.

3.6.16 Contribute to a vibrant streetscape, provide opportunities for flexible workspaces and soften the transition between the Village Heart and Keith Road Mixed-Use retail frontages and the Neighbourhood by locating live-work use on the ground floor aligned with the applicable form and character provisions of this LAP.

Optimize the Parks System

Horseshoe Bay’s combination of destination and local park spaces provide important gathering and recreational opportunities that contribute to West Vancouver’s overall system.

3.6.17 Continue to improve Horseshoe Bay Park in accordance with the approved Horseshoe Bay Park Revitalization concept plan (**Figure 3.6**).

3.6.18 Manage and maintain Douglas Park as a neighbourhood park and gathering space, including the adjoining boulevard.

3.6.19 Pursue the District’s adopted policy to secure the dedication or acquisition of Madrona Ridge by:
 a) prioritizing public access or acquisition of Tye Point trail and viewpoints;
 b) working with landowner(s) to consider appropriate land use change(s) or development option(s) that support access or acquisition policy objectives; and,
 c) considering other funding opportunities.



Figure 3.6 Horseshoe Bay Park Revitalization Concept Plan

- 3.6.20 Review opportunities to repurpose portion(s) of Tantalus Park by:
- a) considering the potential of some residential development on appropriate portion(s) of the existing park;
 - b) maintaining portion(s) of existing park area(s) for local use, such as playground, dog-walking, and trails; and
 - c) evaluating the benefit of potentially repurposing portion(s) of Tantalus Park in terms of both appropriate housing options and the generation of funds to support public access or acquisition of a Tye Point trail and viewpoint(s), considering the overall quality and net amount of space in the parks system.

Integrate a redeveloped BC Ferries Terminal

The ferry terminal is a principal component of Horseshoe Bay's identity as a working waterfront, connecting residents to other regions and attracting visitors who support the vibrancy of the Village.

- 3.6.21 Work with BC Ferries on the proposed redevelopment of the ferry terminal to:
- a) achieve a better-functioning and coordinated layout and design of terminal functions;



3.6.18 Manage Douglas Park as a neighbourhood park



3.6.19 Prioritize Tye Point trail and viewpoints



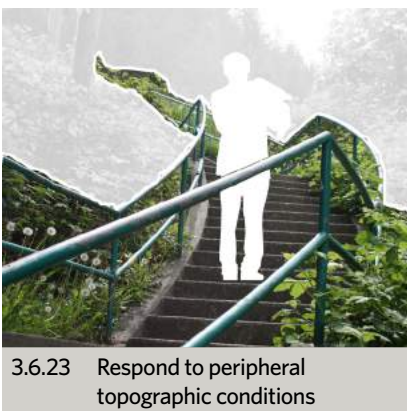
3.6.20 Support the use of Tantalus Park



3.6.21 Integrate BC ferry terminal to complement Village centre



3.6.22 Improve the multi-modal transportation network



3.6.23 Respond to peripheral topographic conditions

- b) integrate any on-site ancillary land uses (e.g. commercial retail or services) to complement the wider Village centre;
- c) advance the revitalization and integration of the eastern portion of Horseshoe Bay Park; and,
- d) consider opportunities for the provision of any appropriate and compatible community amenities.

3.6.22 Align the proposed redevelopment of the ferry terminal with transportation improvements by:

- a) creating a more attractive, integrated and efficient multi-modal network;
- b) enhancing the provision and/or management of off-street parking; and,
- c) improving right-of-ways and connections to the Village and to Highway 1.

Transition sensitively to Horseshoe Bay’s wider context

Figures 3.2 and 3.3 demarcate the Village and Neighbourhood boundaries that together form the extent of this LAP and indicate the various land use designations to guide new development within these two sub-areas. It is also recognized that this overall planning area is part of a broader context that extends beyond the LAP’s boundaries.

3.6.23 Manage transitions between sites within the LAP boundaries and adjoining sites outside the LAP boundaries to ensure a sympathetic integration with the surrounding area by:

- a) applying relevant District-wide OCP policies to areas outside of the LAP boundaries;
- b) reviewing proposed developments that are outside but adjacent to the LAP on the western boundary with particular attention to built forms that are compatible with the LAP’s Infill designation that generally forms this boundary; and,
- c) ensuring that any potential changes to optimize the parks system, as provided for in policies 3.6.19 and 3.6.20, respond to peripheral topographic and land use conditions.



General Guidelines

4.1 Application



Figure 4.1 General Guideline Applicability

These guidelines provide direction so that new buildings collectively support the LAP principles and deliver the community’s vision for Horseshoe Bay. They provide detailed design intent, criteria and a rationale to guide, evaluate and support decision-making on the overall form and character of new buildings. This framework supports responses that vary across the different land use designations defined by this LAP. The guidelines are flexible to allow for a diverse range of responses that reflect the individuality of a particular site and to encourage distinct architectural expression.

Design topics are illustrated to support the intent and provide examples of how the design guidelines can be implemented. Applicants are expected to demonstrate compliance with the applicable guidelines, and to provide a rationale where a project varies from guidelines due to site conditions or other reasons specific to the proposed development.

The following guidelines apply to new buildings located anywhere in the LAP as shown in **Figure 4.1**. Guidelines applicable to only the Neighbourhood, Village or to other sub-areas of the LAP are considered in Section 5. Direction for the public realm is considered in Section 6.



4.2.1 Limit building width and depth



4.2.2 Soften transition between land use designations



4.2.3 Address both streets on corner lots



4.2.6 Step buildings along slope

4.2 Site Planning

4.2.1 Communicate incremental development and encourage eclectic, creative and diverse design responses by:

- a) presenting larger buildings as collections of diverse building forms;
- b) limiting building width and depth to reduce the perceived scale in context; and,
- c) offsetting buildings on the same lot across the width of the site.

4.2.2 Soften transitions between land use designations, particularly across a common lot line, by:

- a) expressing increased massing towards the higher adjacent designation and away from the lower adjacent designation;
- b) giving particular attention to developments that comprise lots with varied designations; and,
- c) limiting building height in the Townhouse designated area to three storeys within 12 m (39.4 ft) of the rear lot line.

4.2.3 Address all frontages, with particular attention to corner lots, by:

- a) having no blank end walls visible from the public realm;
- b) creating individual unit entries along each frontage, where appropriate; and,
- c) providing clear unit identification, private and semi-private outdoor spaces, and purposefully designed and unimpeded pathways that meet emergency response standards.

4.2.4 Design buildings and landscaping to prioritize frontages from highest to lowest:

primary street (Bay Street, Royal Avenue, Nelson Avenue, Keith Road); fronting street; flanking street; and lane; with particular attention to lots adjoining public spaces such as parks and trails.

4.2.5 Minimize disruption of the public realm due to vehicle access by:

- a) providing a single driveway entrance from the lowest classified frontage per Guideline 4.2.4 except where grades are prohibitive or where garages are directly accessed from a lane;
- b) sharing access through driveway easements, parking right-of-ways and/or dedication of new lanes, where appropriate;
- c) locating parking to minimize driveway length and designing parkade ramps to limit site impact;



Figure 4.2 Artist's illustration of Infill designated area

- d) maximizing the distance between a driveway and intersection on corner lots;
- e) providing the minimum acceptable driveway widths and garage entrances; and,
- f) considering alternative parking solutions for residential parking in developments subject to rezoning.

4.2.6 Respond to steep grades, mature vegetation and other natural features by:

- a) minimizing changes in the natural grade;
- b) stepping buildings along the slope, with the lowest floor partially below grade, to minimize exposed foundations and to mitigate the appearance of significantly greater building massing from downslope;
- c) integrating prominent, existing trees and landscape features with removal only where there is conflict with utilities and services, no reasonable accommodation within the building envelope, and/or confirmation by a certified arborist of disease or hazard; and,
- d) providing the appearance of a natural, urban forest over time where disruption is not reasonably avoided.

4.2.7 Reduce front and rear yard setbacks to:

support a range of ground-oriented housing forms; allow differentiation across frontages; and/or contribute to the pedestrian experience of the public realm.

4.3 Site Design



4.3.1 Integrate prominent trees and landscaping



4.3.2 Delineate spaces with landscaping and finishes



4.3.4 Limit fence heights to support neighbourliness



4.4.1 Articulate each building face

4.3.1 Highlight the natural forested qualities of Horseshoe Bay by:

- a) minimizing impervious surfaces;
- b) providing extensive onsite landscaping with plantings that are native and regionally adaptive with distinct and place-making characteristics; a diverse range of coniferous and deciduous; edible fruit and food producing; low maintenance, perennial, drought tolerant and durable; and/or, modest height with the exception of high-branched trees and plantings that provide privacy along interior lot lines;
- c) reducing stormwater runoff with active and/or passive green roofs, on-site infiltration and/or rainwater barrels that conserve water for landscaping; and,
- d) considering wildlife impacts including urban habitat improvement and alignment with bird-friendly design strategies.

4.3.2 Delineate public from semi-public and private space with landscaping and finishes, and, with the exception of commercial uses, maximize landscaping along the street right-of-way by:

- a) limiting adjacent paving and structures such as stairs;
- b) setting back ground level decks and porches beyond a planted buffer;
- c) reducing the length of the frontage defined by structures; and,
- d) protecting public infrastructure through installation of a rigid root barrier, where appropriate.

4.3.3 Minimize and soften the appearance of exposed concrete retaining walls and foundations with:

integrated planters in guardrails or other structures on the top of walls allowing plants to overhang; active green walls; and/or stepped planters with shrubbery or climbing vines growing from the base; each with the installation of an appropriate irrigation system.



Figure 4.3 Artist's illustration of Multiplex designated area

4.3.4 Ensure that any fencing supports neighbourliness by:

- a) limiting height;
- b) encouraging passive surveillance of the public realm through visual openness and clear sightlines where located within the required setback adjacent to the street; and,
- c) integrating landscaping such as trellises and planted screens where located elsewhere on the lot.

4.3.5 Support privacy by:

- a) avoiding direct alignment of windows of different dwelling units;
- b) setting back windows of habitable rooms from parking areas along the street and/or lane with particular attention to the interface;
- c) arranging exterior stairs close to the entry doors to which they provide access; and,
- d) locating private and semi-private outdoor spaces to be adjacent to the ground level windows under the same unit, where appropriate.



4.4.2 Modestly raise ground floor entrances



4.4.5 Set back terraces to reduce overlook concerns



4.4.5 Architecturally integrate balconies and projections



4.5.1 Visual interest through diverse styles and rooflines

4.4 Building Form

- 4.4.1 Create architectural interest through building articulation, with particular attention to street-facing facades and corner lots.
- 4.4.2 Reflect a pedestrian scale to the public realm by:
- a) expressing an incremental rhythm of unit entries across the street façade in multifamily buildings;
 - b) avoiding entrances significantly lower than the adjacent grade level; and,
 - c) raising ground floor entrances a modest height above the adjacent grade level.
- 4.4.3 Appropriately scale spaces for their intended use by:
- a) limiting interior floor-to-floor height for residential uses with the exception of common lobbies, amenity and live-work spaces; and,
 - b) providing sufficient floor-to-floor height in mixed-use buildings at street level to accommodate commercial use (such as retail and restaurants) to activate the streetscape.
- 4.4.4 Architecturally integrate exposed basements by:
- a) communicating active use;
 - b) incorporating the visible extent as part of the building façade; and,
 - c) considering site design, minimizing the distance from grade and avoiding presentation as a full storey from the public realm.
- 4.4.5 Architecturally integrate roofs, balconies and projections to avoid increasing overshadowing, overlook and the apparent scale of the building by:
- a) setting back and/or incorporating the upper storey into sloped roof forms;
 - b) stepping the roof line in response to grades, where appropriate;
 - c) limiting overhangs to those required for solar and rain protection;
 - d) prohibiting balconies that are and/or present as enclosed;
 - e) allowing a limited projection into setbacks for stairway access to residential units, where appropriate; and,
 - f) considering the location and extent of rooftop access and terraces.



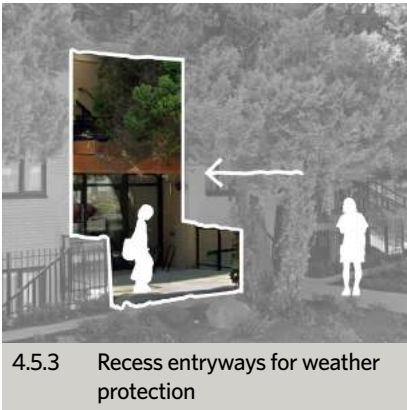
Figure 4.4 Artist's illustration of Village Heart designated area

4.5 Building Design

- 4.5.1 Reflect Horseshoe Bay's eclectic and historical identity both as a working waterfront and a recreational seaside cottage destination by:
- demonstrating individuality while contributing to a harmonious streetscape;
 - creating visual interest through diverse styles and rooflines;
 - using materials and bright colours to create purposeful accents; and,
 - presenting contemporary façades that avoid visual clutter and the use of ornamental elements such as trim.
- 4.5.2 Increase access to light and ventilation, create visual interest and improve livability by:
- limiting building depth;
 - articulating building façades with vertical windows;
 - providing each unit operable windows on at least two exterior walls with different exposures, where appropriate; and,
 - specifying visually open guardrails except for balconies and decks near grade or on live-work frontages where privacy may be a concern.



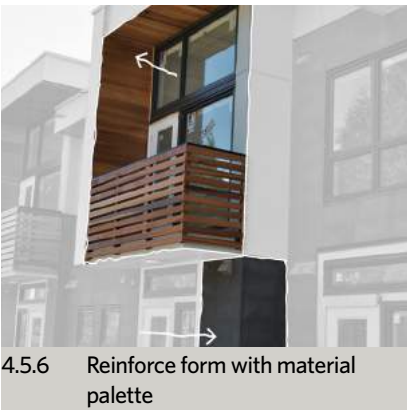
4.5.2 Facilitate access to light and ventilation



4.5.3 Recess entryways for weather protection



4.5.4 Design street level dwelling units for accessibility



4.5.6 Reinforce form with material palette

- 4.5.3 Support weather protection by partially recessing entry porches, balconies, patios, stairs and stair landings in building massing, where appropriate.
- 4.5.4 Encourage single-storey, street level dwelling units to be designed to support universal accessibility.
- 4.5.5 Provide visually appealing garage and parkade entrances by:
- a) reducing their presence through the use of planters and/or trellis structures;
 - b) finishing accessory buildings to be compatible to the remainder of the site; and,
 - c) articulating garage entries along the lane through setbacks and/or materiality.
- 4.5.6 Specify a purposeful material palette that contributes to the overall design of the building by:
- a) reinforcing form with an application of materials that communicates depth across the façade, emphasizes unit identity, articulates building separations and expresses a relative visual weight between lower and upper storeys;
 - b) incorporating natural, substantial and durable materials that express warmth and interest, such as rough stone, non-pressure treated wood shingles, shiplap siding, and board and batten;
 - c) anticipating and incorporating the impacts of weather with wood applied in weather protected areas such as soffits and entries; and,
 - d) avoiding imitative or faux applications to represent building elements with materials such as vinyl or fiber cement siding, stucco and cultured stone.
- 4.5.7 Make material transitions at an inside corner rather than on the same plane.



Sub-Area Guidelines

5.1 Application

These guidelines provide direction so that new buildings are more responsive to specific conditions identified as important by the community within the overall LAP. Along with the direction provided by the General guidelines, they provide detailed design intent, criteria and a rationale to guide, evaluate and support decision-making on the form and character of new buildings. The following guidelines apply to new buildings located within the named sub-areas shown in **Figure 5.1a-g**. Lands within multiple sub-areas (e.g. Village and Bay Street) are considered against the combined guidelines established for those respective sub-areas, while still encouraging a diverse range of responses that reflect the individuality of a particular site.

By prioritizing a diversity of compatible building forms through incremental development, **Neighbourhood** guidelines provide additional guidance to ground-oriented residential development that supports greater housing choice over time. **Village** guidelines direct townhouse, apartment, mixed-use and Bay Street residential buildings to contribute to the vibrant streetscape and strong identity of Horseshoe Bay.

Guidelines specific to the **Waterfront, "Little Bay", and Royal, Keith and Nelson** consider these important public streets and lanes that are central to place-making. They encourage the bay as the central focus—as well as the approach, arrival and departure—to collectively support the identity of Horseshoe Bay as a vibrant seaside village.



Figure 5.1a Neighbourhood sub-area

5.2 Neighbourhood

The guidelines in this section apply to those lands within the LAP assigned a Neighbourhood designation as shown in **Figure 5.1a**. They should be considered in concert with the other applicable policies and guidelines of this plan.

- 5.2.1 Present multifamily buildings as assemblies of ground-oriented units by,
- ensuring that each unit is visible from and has a pedestrian path to a public street or lane, although upper storey units may be accessed directly from a courtyard and lock-off units from a different façade;
 - providing particular attention so that units that do not front a street, such as back-to-back dwelling arrangements, have strong unit identify, sufficient wayfinding and clear access from the street or lane;
 - designating private outdoor space;
 - varying colour, material, setback and/or design to strengthen unit identity and to support a pedestrian scale from the street; and,
 - encouraging wood-framed structures such as arbours, gates and pergolas to identify pedestrian entrances from the public realm.



5.2.1 Present building as assemblies of individual units

- 5.2.2 Soften transitions between area designations, encourage the pedestrian scale of streets and lanes, and respond to slopes by considering building heights in context.



Figure 5.2 Artist's illustration of Rowhouse designated area

5.3 Village

The guidelines in this section apply to those lands within the LAP assigned a Village designation as shown in **Figure 5.1b**. They should be considered in concert with the other applicable policies and guidelines of this plan.

- 5.3.1 Increase Village vibrancy with reference to the Horseshoe Bay Streetscape Design Guidelines by:
- a) encouraging compatibility on streets where a retail character is already established;
 - b) maximizing open space for active uses and landscaping;
 - c) supporting continuous weather protection of the sidewalk with consideration for tree canopy impacts; and,
 - d) allowing outdoor seating on public and/or private property subject to a Street Occupancy Permit, where appropriate, with a compatible response in the Bay Street Residential designated area reflecting its residential use.

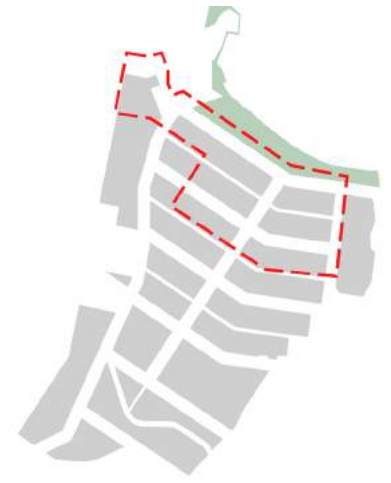


Figure 5.1b Village sub-area



5.3.1 Include seating in the public-private interface



Figure 5.3 Artist's illustration of Bay Street



5.3.2 Articulate commercial and encourage pedestrian interest

- 5.3.2 Articulate commercial uses and increase pedestrian interest with reference to the Horseshoe Bay Streetscape Design Guidelines by:
- a) including extensive fenestration and avoiding blank walls;
 - b) considering roll-up and/or foldaway doors;
 - c) providing exterior illumination; and,
 - d) limiting commercial signage to forms that are coordinated architecturally, located and scaled for a pedestrian audience, and that avoid backlighting, self-illumination and electronic messaging.



5.3.3 Provide pedestrian mid-block connections

- 5.3.3 Encourage, particularly where there is a longer, continuous streetwall and/or nearby uses that generate activity (e.g. retail, public spaces and transportation centres), the provision of agreeable pedestrian mid-block connections by:
- a) considering daylighting and openness with increased width and upper storey setbacks, where appropriate;
 - b) narrowing at the street to minimize disruption of the retail frontage and/or wrapping retail frontages from the street;
 - c) supporting universal accessibility;
 - d) including appropriate landscaping, signage and lighting; and,
 - e) securing access with a statutory right-of-way.



5.3.4 Use materials to identify live-work frontages

- 5.3.4 Identify live-work frontages, with particular attention to Bruce Street, by:
- a) varying materials and finishes, including a higher proportion of fenestration than the overall façade;
 - b) limiting the difference in height between the entrance and the adjoining grade;
 - c) providing a clear path to the public realm with purposeful landscaping supporting the use; and,
 - d) integrating signage that reflects the blended commercial and residential character of the street.



5.3.5 Set back residential above street level commercial

- 5.3.5 Ensure the livability and compatible scale of larger buildings in context by:
- a) articulating frontages with varied building setbacks and changes in materiality;
 - b) distinguishing different tenure with particular attention to mixed-use buildings by setting back and limiting the length of residential above street level commercial, where appropriate;

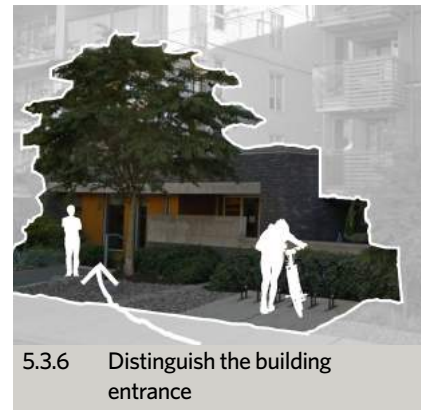
- c) incorporating elements such as bay windows and recessed balconies, with particular attention to podium roofs and other terraces;
- d) encouraging varied and articulated rooflines with architecturally integrated mechanical and access projections;
- e) increasing access to light and ventilation with building layouts that have more than four corner units per floor, where possible; and,
- f) considering shared interior corridors that have access to natural light and ventilation with lengths limited by placement of vertical circulation and interconnecting stairs designed to encourage active use.



5.3.5 Increase access to light and ventilation

5.3.6 Highlight the semi-public use of common lobbies and amenity areas for buildings with interior corridors by:

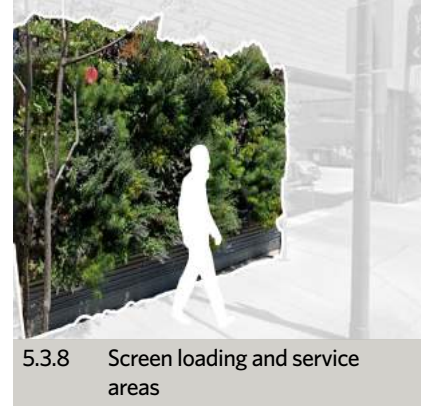
- a) varying the entrance depth from the adjoining building façade facing the street;
- b) increasing the entrance floor-to-floor height, where appropriate;
- c) integrating convenient, universal access from the public realm into the landscape design;
- d) providing signage, weather protection and lighting; and,
- e) locating amenity areas to overlook an adjoining public street, lane or pedestrian connection.



5.3.6 Distinguish the building entrance

5.3.7 Support active retail and live-work streetscapes by allowing zero lot line development in:

- a) Village Heart and/or Keith Road Mixed-Use designated areas; and,
- b) Village Townhouse designated areas where the combined lot width does not exceed 50 m (164.0 ft).



5.3.8 Screen loading and service areas

5.3.8 Provide effective loading and parking infrastructure by:

- a) designing clear access and signage from the lane;
- b) enhancing security through separate residential and commercial parking areas;
- c) considering flexible use of visitor and commercial parking spaces;
- d) integrating ramps, gates, docks and surface parking with the building and landscaping; and,
- e) screening loading and other service areas, where appropriate.



5.3.8 Integrate parkade entry into lane façade

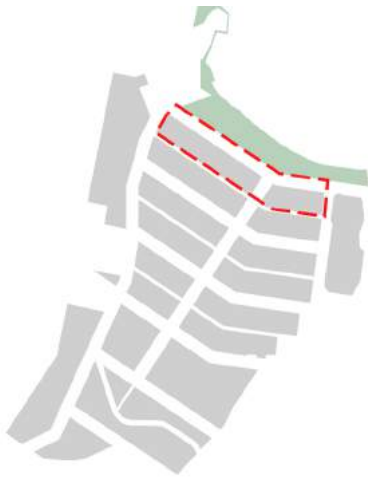


Figure 5.1c Waterfront sub-area

5.4 Waterfront

Specific consideration is expected for new building proposals with a Bay Street frontage. This is where the village meets the public waterfront. As the focus for residents, workers and visitors alike, Bay Street merits special consideration for new buildings, with particular attention to how they will contribute to this defining feature. The guideline in this section applies to those lands within the Waterfront sub-area as shown in **Figure 5.1c**. It should be considered in concert with the other applicable policies and guidelines of this plan.



5.4.1 Present a continuous street wall with strong unit identity



5.4.1 Prioritize public space and the pedestrian realm



5.4.1 Facilitate the expansion of restaurants and cafés

- 5.4.1 Emphasize Bay Street as the primary commercial street with reference to the Horseshoe Bay Streetscape Design Guidelines by:
- a) presenting a continuous streetwall with strong unit identity;
 - b) prioritizing the pedestrian realm in conjunction with future investment in Horseshoe Bay Park;
 - c) facilitating the expansion of restaurants, cafés and similar storefronts where commercial use is permitted by increasing outdoor dining opportunities; and,
 - d) introducing mid-block pedestrian connections between Bay Street and “Little Bay” to increase access to the waterfront from the Village and Neighbourhood.

5.5 “Little Bay”

Additional attention is also expected for new building proposals with a Village Heart or Keith Road Mixed-Use designation that share a lot line with the lane between Bay Street and Bruce Street. Known as “Little Bay”, this lane serves as the primary connection between the village and the BC Ferries terminal. Its eastern intersection with Keith Road is the entry to Horseshoe Bay for the large number of pedestrians arriving via ferry or rapid transit and; its intersection with Royal Avenue is a critical point of arrival prior to the waterfront. It also serves as the means for vehicle access and service provision to the many adjoining businesses. “Little Bay’s” significance as an enhanced, purposeful and welcoming connection for a broad range of users merits attention. The guideline in this section applies to those lands within the “Little Bay” sub-area as shown in **Figure 5.1d**. It should be considered in concert with the other applicable policies and guidelines of this plan.

5.5.1 Activate “Little Bay” by:

- a) considering commercial or live-work use fronting the lane;
- b) creating inviting entries by wrapping Keith Road and Royal Avenue retail frontages around corners onto “Little Bay”, and by providing opportunities for street corner patios at Royal Avenue;
- c) responding to future BC Ferries terminal upgrades and related transportation network investment by improving the pedestrian crossing at Keith Road;
- d) securing a wider public realm with a statutory right-of-way;
- e) delivering a comfortable pedestrian environment with quality materials, appropriate lighting, wayfinding, landscaping and street furniture; and,
- f) facilitating servicing by considering opportunities to maximize commercial parking, designing safe vehicle crossings of the pedestrian realm, and sharing loading and servicing infrastructure, where appropriate.

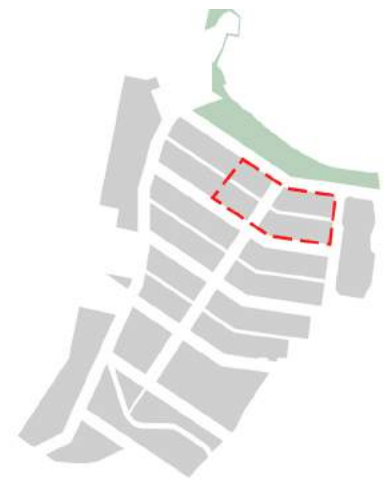


Figure 5.1d “Little Bay” sub-area



5.5.1 Create a comfortable pedestrian environment



5.5.1 Share loading and servicing infrastructure



5.5.1 Wrap retail frontages around corner

5.6 Royal, Keith & Nelson

Royal Avenue, Keith Road and Nelson Avenue share a place-making role as they collectively define the approaches to and departures from Horseshoe Bay.

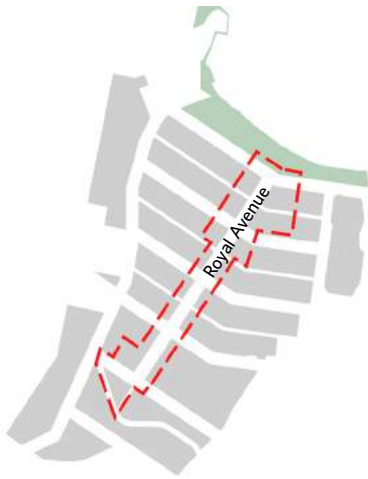


Figure 5.1e Royal Avenue sub-area

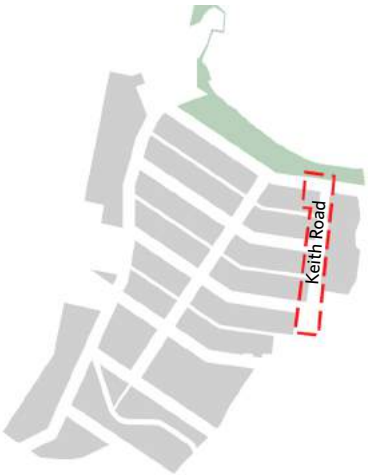


Figure 5.1f Keith Road sub-area



Figure 5.1g Nelson Avenue sub-area

Royal Avenue

The northward approach to the Village and the iconic visual axis to the waterfront. It is shared by drivers and local transit riders, as well as pedestrians and cyclists. For development along this approach that does not share a lot line with Royal Avenue, these guidelines apply to the lot line shared with Chatham Street.

Keith Road

The primary vehicle and transit connection to the broader region, including Bowen Island and the Sunshine Coast via Highway 1. It serves as the critical transition between the LAP and the BC Ferries terminal.

Nelson Avenue

It is both a point of departure and one of the most character-defining streets in Horseshoe Bay. Bordered by the dramatic rise of Madrona Ridge, it is defined by both trees and rocky outcrops that frame buildings.

Traveled by nearly every resident and visitor, these streets merit special consideration for their role in defining Horseshoe Bay. The guidelines in this section apply to those lands or assemblies within or partially within the Royal, Keith & Nelson sub-area as shown in **Figure 5.1e-g**. They should be considered in concert with the other applicable policies and guidelines of this plan.

- 5.6.1 In alignment with Guideline 4.2.4 and subordinate only to Bay Street, prioritize Royal Avenue, Keith Road or Nelson Avenue as the principal frontage of adjoining lots by:
- directing building massing, limiting unadorned walls and orienting entries towards this frontage;
 - highlighting maritime character by emphasizing unit identity with architectural delineation and colour; and,
 - strengthening the streetscape by considering vehicle access and boulevard improvements in alignment with public realm guidelines.

- 5.6.2 Create an incremental sense of arrival on Royal Avenue by:
- a) emphasizing through architectural response the Neighbourhood waterfront approach including the rhythm of frontages with rooflines stepping with the slope;
 - b) highlighting the transition between the Neighbourhood and Village through building forms and public space; and;
 - c) expanding the public-private interface at Village intersections including corner patios and public art opportunities.



- 5.6.3 Define the eastern edge of the Neighbourhood and Village on Keith Road by:
- a) reflecting the change in use and scale; and,
 - b) responding to future BC Ferries terminal upgrades and related transportation network investment.



- 5.6.4 Respond to the steep slope of Madrona Ridge along Nelson Avenue by:
- a) delivering Neighbourhood building forms with an architectural response to the historic cottages;
 - b) preserving the steeper, less accessible part of the slope for natural landscaping by minimizing setbacks from Nelson Avenue; and,
 - c) allowing parking adjacent to Nelson Avenue along with purposeful landscaping that supports the forested character of the street.





Directional signpost with arrows pointing left and right.

PEDESTRIAN
CROSSING
AHEAD

Vertical sign on a black post, possibly a 'No Parking' or 'No Stopping' sign.

Yellow and black striped caution sign on a wooden post.



Figure 6.1 Artist's illustration of "Little Bay"

Public Realm Guidelines

6.1 Application

The guidelines in this section apply to those lands within and proximate to the LAP as shown in **Figures 6.2** and **6.3**. They should be considered in concert with the other applicable policies and guidelines of this plan.

The physical features directed by this LAP are not limited only to buildings; they also include the spaces in between. Enhancement of the parks, streets, boulevards and adjoining private lands is critical to the continued place-making and quality of life in Horseshoe Bay. This, in turn, supports the strong sense of community by providing opportunities for interaction and improving the experience of the Village and Neighbourhood for residents, workers and visitors. By prioritizing the public realm, these guidelines support the place-making qualities of—both existing and future—private development and public infrastructure projects in Horseshoe Bay. Many are applicable to specific areas, enabling an improved response to those conditions identified as important by the community.

6.2 Public Realm

Streetscape



6.2.3 Improve trail system design and accessibility



6.2.3 Enhance wayfinding and trail identity



6.2.4 Use landscaping to enhance gathering spaces



6.2.5 Consider art to support wayfinding

- 6.2.1 Deliver public realm improvements incrementally through development and/or development contributions that maximize the ability of road right-of-ways to support LAP vision and principles.
- 6.2.2 Continue to implement objectives from the Horseshoe Bay Streetscape Design Guidelines and extend the application westwards along Bay Street to create a continuous street experience.
- 6.2.3 Prioritize frontages along the Spirit Trail and Trans Canada Trail by:
 - a) avoiding disruption due to vehicle access;
 - b) orienting buildings to have front doors facing the trail, where appropriate;
 - c) utilizing boulevards to meet trail system design and accessibility standards;
 - d) landscaping purposefully to contribute to the sense of place; and,
 - e) enhancing wayfinding and trail identity, where appropriate.
- 6.2.4 Encourage neighbourliness, interaction and gathering at important intersections and other special areas with:
 - a) public and public-private interface gathering spaces; and,
 - b) purposeful site furnishings, materials, public art and landscaping.

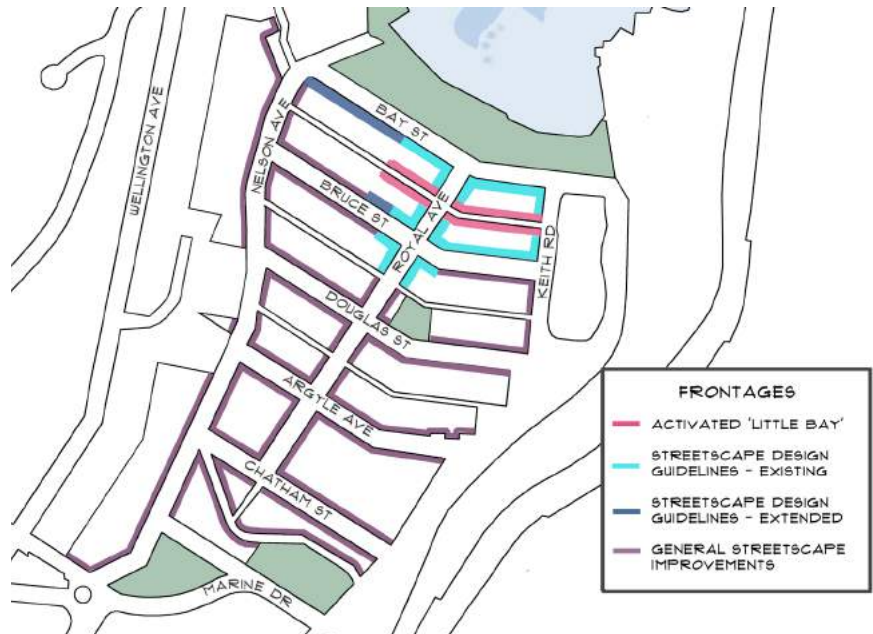


Figure 6.2 Streetscape

Public Art

- 6.2.5 Deliver public art through development that:
- a) reinforces Horseshoe Bay’s sense of place and communicates its continued evolution over time;
 - b) celebrates its historical, cultural and natural features; and,
 - c) supports broader place-making strategies including improved wayfinding, pedestrian experience and enhanced public spaces.
- 6.2.6 Locate and scale public art to:
- a) reflect the surrounding conditions;
 - b) express a hierarchy ranging from small, intimate art projects to a large signature work at the ferry terminal;
 - c) both shape and respond to a network of features that threads or weaves through the village;
 - d) create a sense of discovery or surprise that enhances Horseshoe Bay’s eclectic and quirky character; and,
 - e) respond to Village gateways and public spaces.



6.2.6 Reinforce Horseshoe Bay’s sense of place via public art



6.3.1 Integrate a multi-modal network



6.3.2 Improve connections to local and regional destinations



6.3.3 Encourage appropriate transit infrastructure

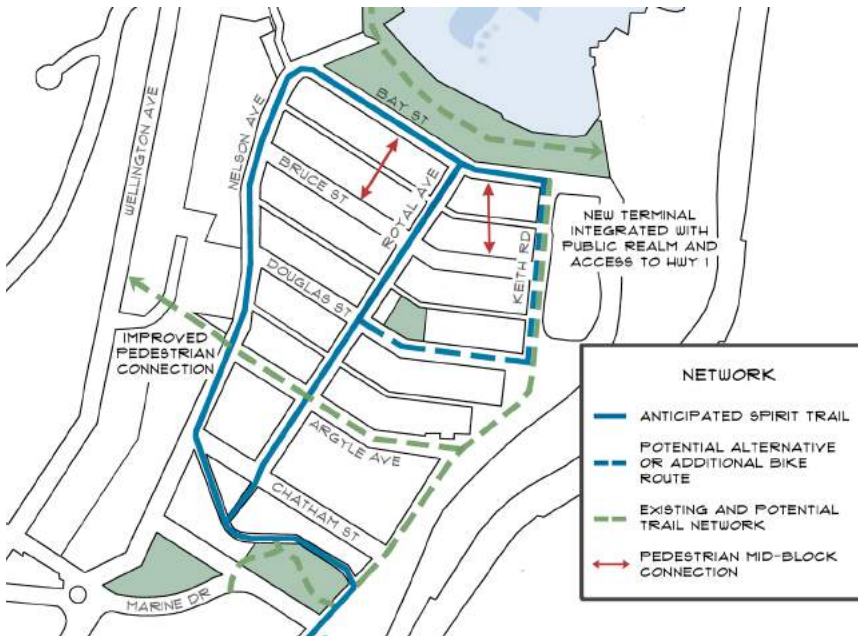


Figure 6.3 Connectivity

6.3 Connectivity

Multi-modal Network



6.3.4 Dedicate and open lanes where appropriate



6.3.5 Consider improvements to Highway 1 access



6.3.7 Enhance pedestrian connections



6.3.8 Provide appropriate and generous boulevards

6.3.1 Integrate infrastructure to create a multi-modal network supporting the full range of transportation modes (pedestrian, cycling, transit, marine and vehicle).

6.3.2 Improve the existing connections to local and regional destinations, and identify additional opportunities to enhance the network.

6.3.3 Encourage quality, accessible transit infrastructure with weather protected seating and lighting, where appropriate.

6.3.4 Dedicate and/or open lanes through development to improve site and neighbourhood access, support sensitive land use transitions and enhance the street frontage, where appropriate.

6.3.5 Require BC Ferries terminal redevelopment to:

- a) enhance pedestrian integration with the village;
- b) support a coordinated approach with existing and planned transit infrastructure and service delivery; and,
- c) consider village-wide vehicular circulation and Highway 1 access through any reconfiguring of the road network.

6.3.6 Direct rezoning applications for proposals with Village land use designations (townhouses, apartment and mixed-use) to include a Transportation Impact Assessment.

6.3.7 Enhance the pedestrian connection between Argyle Avenue and Nelson Avenue as part of Horseshoe Bay's trail system linking the Village and Neighbourhood with the surrounding community.

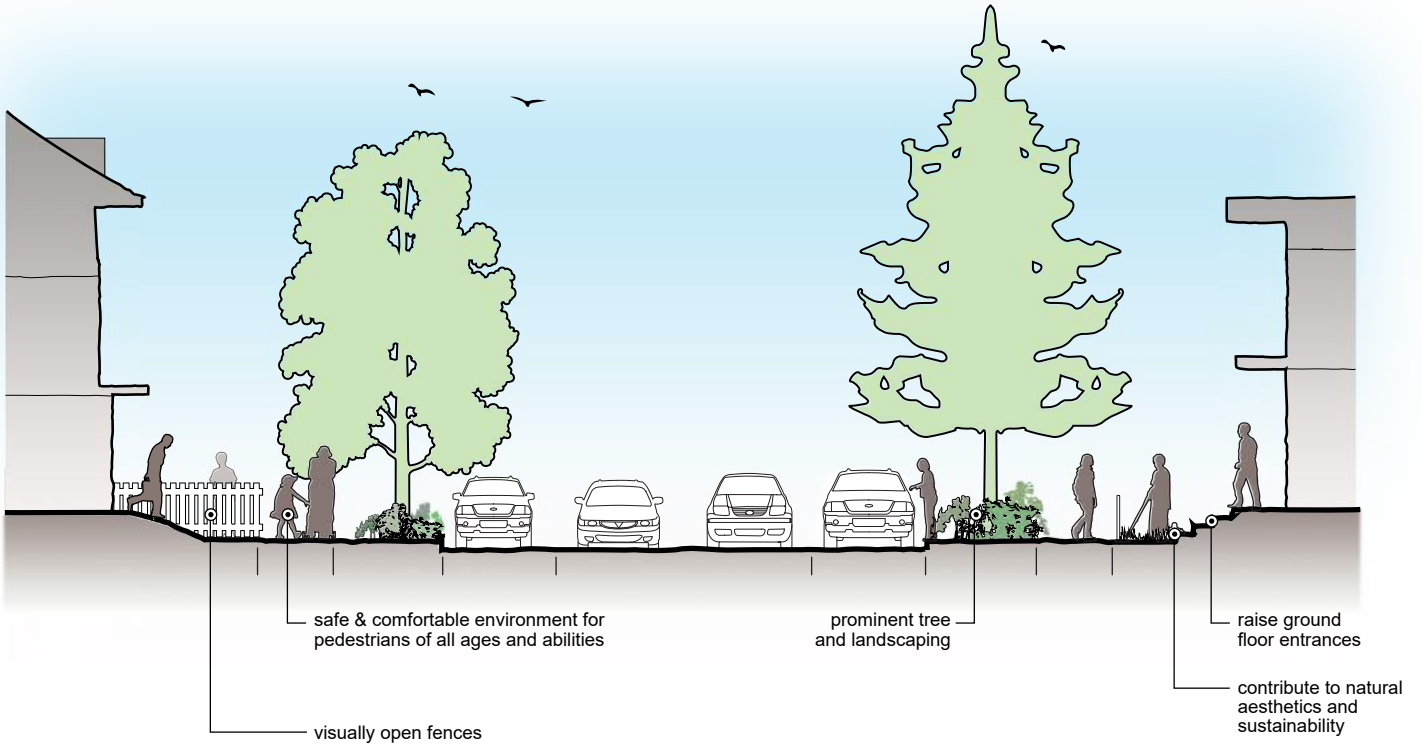


Figure 6.4 Illustrative Neighbourhood Section



Figure 6.5 Illustrative Village Section



6.3.9 Narrow street crossings to enhance safety & accessibility



6.3.9 Incorporate on-street parking with boulevard landscaping



6.3.10 Minimize widths to reduce impacts of parkade access



6.3.11 Increase availability of on-street parking

Streets

- 6.3.8 Ensure a comfortable, safe, and attractive environment for pedestrians of all ages and abilities by:
- a) providing appropriate and generous boulevard standards as sites redevelop;
 - b) minimizing disruption due to vehicle access including shared driveways, where appropriate;
 - c) prioritizing Spirit Trail and Trans Canada Trail road crossings;
 - d) increasing safety at crosswalks including pedestrian signals, where appropriate; and,
 - e) supporting safe and active routes to school in conjunction with West Vancouver School District 45.

- 6.3.9 Provide street and intersection conditions that communicate the residential character of the Neighbourhood and sense of arrival at the Village by:
- a) matching lane widths in accordance with street classification;
 - b) narrowing street crossings to enhance safety and accessibility, where appropriate; and,
 - c) incorporating on-street parking with boulevard landscaping.

Parking and Access

- 6.3.10 Reduce impacts of driveway and parkade access by:
- a) minimizing width; and,
 - b) incorporating access into the building façade and/or landscaping.
- 6.3.11 Maximize on-street parking supply and efficiency by:
- a) minimizing disruption due to vehicle access;
 - b) reviewing shortened time limits in the Village to encourage turnover as more off-street visitor parking becomes available through redevelopment; and,
 - c) supporting visitor parking for local residents in the Neighbourhood through appropriate measures.
- 6.3.12 Increase off-street parking supply by maintaining commercial parking requirements for new mixed-use development in the Village.



Implementing the Plan's Vision

7.1 Community Benefits

New development provided for in the Horseshoe Bay LAP will deliver community amenities related to the impacts of the project as negotiated at the time of rezoning application. The value of the amenity will be proportional to the increased potential under the LAP in comparison to that under existing zoning. General District-wide policy (as amended from time to time) defines a range of appropriate amenities. Additionally, and more specifically, through the policies and guidelines within this LAP—and in accordance with the guiding vision for Horseshoe Bay—community amenities delivered through new development are anticipated to focus on, but not be limited to:

- a) Public realm improvements, with reference to this LAP and the Horseshoe Bay Streetscape Design Guidelines, that extend beyond the required infrastructure improvements along all frontages of the development;
- b) Optimizing the parks system, with reference to this LAP—including policies regarding the potential dedication, acquisition and/or repurposing of public land—and the Horseshoe Bay Park Revitalization Plan;
- c) Public art, with reference to this LAP and general District-wide policy;
- d) Heritage preservation, with reference to this LAP and general District-wide policy;
- e) Housing affordability, including the delivery of finished units and/or contributions to the District's Affordable Housing Reserve Fund; and,
- f) Other in-kind or cash-in-lieu contributions identified and offered through the detailed development application review process.

7.2 Administration

The Horseshoe Bay LAP and Design Guidelines is a long-term planning document with a horizon that extends to 2041. It is intended to shape future development in support of the plan's vision, describing the expected land uses, built forms and public realm improvements to be delivered. Although the plan will be implemented incrementally as individual projects proceed, these projects will be situated within a coordinated consideration of the Village and Neighbourhood as a whole. The policies and guidelines in this document create the framework to ensure a cohesive and attractive vision for the area is realized for existing and future residents alike. As such, they are a principal resource in the review and permitting of developments in this area and will be a material consideration in the approvals process.

The plan and guidelines are a tool for Council, staff, the community and developers to guide change and establish expectations for development. However, the plan and guidelines do not constitute approval for any given project on any given site. Rezoning, subdivision, development or building permit approval results only following the full technical consideration—including environmental, structural and infrastructural—of an application at a site-specific level. Reflecting the specificity of individual sites, the policies and guidelines in this document structure the opportunity for each application to be considered on merit. A certain amount of flexibility and discretion is implicit in determining this merit, in light of the overall intent of the concepts set forward in the plan's policies and guidelines.

Monitoring and evaluation play a critical role in the implementation of any plan. The Horseshoe Bay LAP and Design Guidelines form part of the District's OCP. Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan and guidelines, and the broader OCP they form part of, are "living documents" that may need to be updated as the realities of land use, community needs and expectations change over time. Any proposed amendment to the LAP would require Council approval and would be considered and evaluated on its merit at that time. Within a five-year timeframe, the District will report back on development under the Horseshoe Bay LAP and Design Guidelines to date to assess the effectiveness of the plan.

End of Document