

DISTRICT OF WEST VANCOUVER

OFFICIAL COMMUNITY PLAN

westvancouver



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1 INTRODUCTION

1.1 Background and History

West Vancouver is located on the traditional territory of Coast Salish peoples, including the Squamish, Tsleil-Waututh and Musqueam First Nations. Since the incorporation of our municipality in 1912, the District of West Vancouver has grown to become a collection of distinct neighbourhoods set within nature. Together these neighbourhoods form an oceanfront community extending along Burrard Inlet from Howe Sound to the Capilano River.

The North Shore Mountains define much of our terrain and serve as the backdrop to our community. We share our borders with the District of North Vancouver and the unincorporated area of the regional district. The Trans-Canada Highway spans the Capilano River between West Vancouver and North Vancouver, and the historic Lions Gate Bridge provides a direct link to Stanley Park and downtown Vancouver. West Vancouver is the departure point for major regional ferry connections to Vancouver Island and the Sunshine Coast, and the Sea-to-Sky Highway joins West Vancouver with the Howe Sound communities including Whistler.

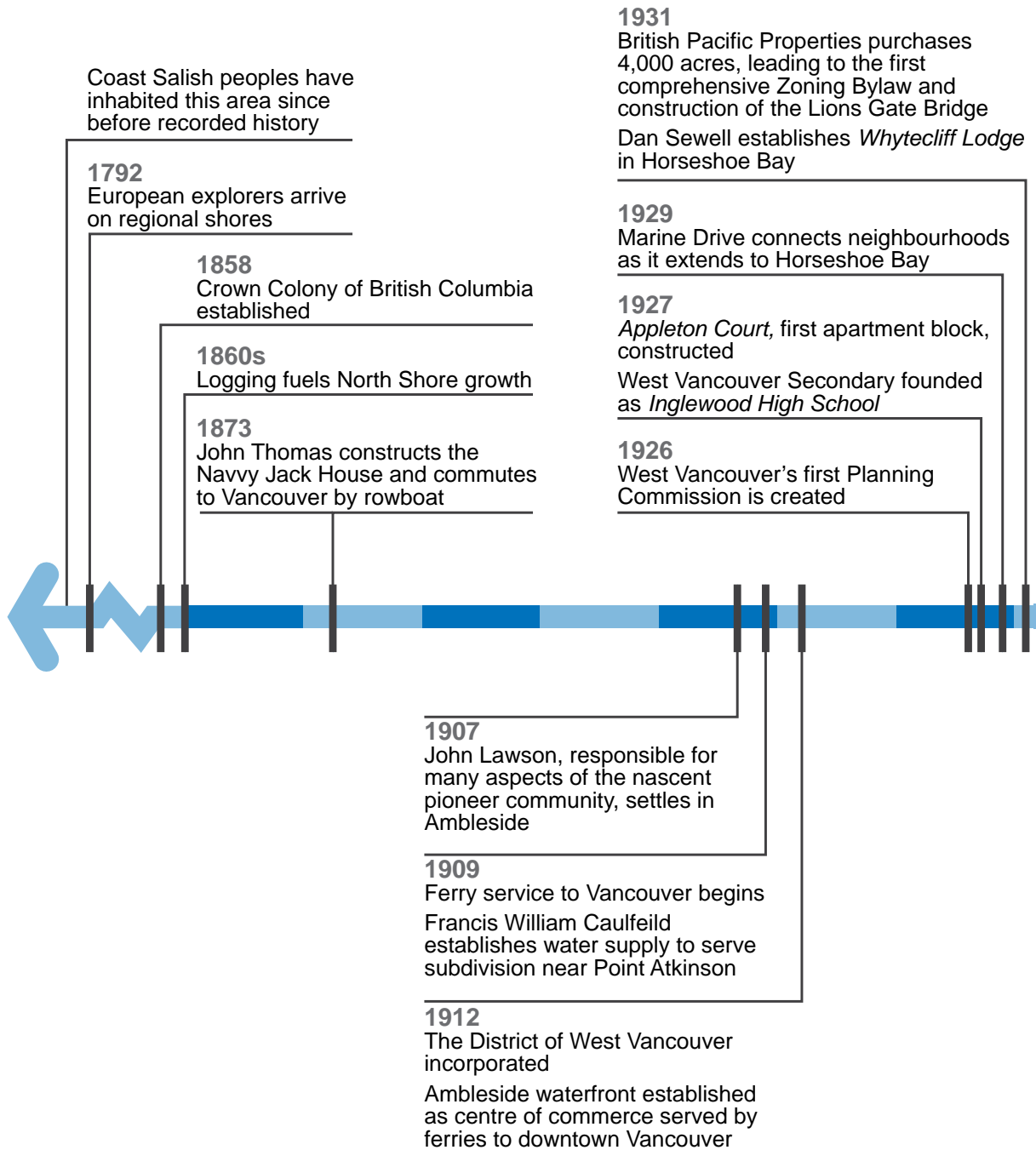
Our residents enjoy, and are stewards of, many natural features and amenities. We have significant park and conservation areas ranging from shoreline beaches and marinas to hiking trails, cycling and ski areas on Mount Strachan, Black Mountain and Hollyburn Ridge. Extensive Upper Lands wilderness, protected old-growth forests and an array of watercourses contribute to one of the region's highest provisions of parkland per resident.

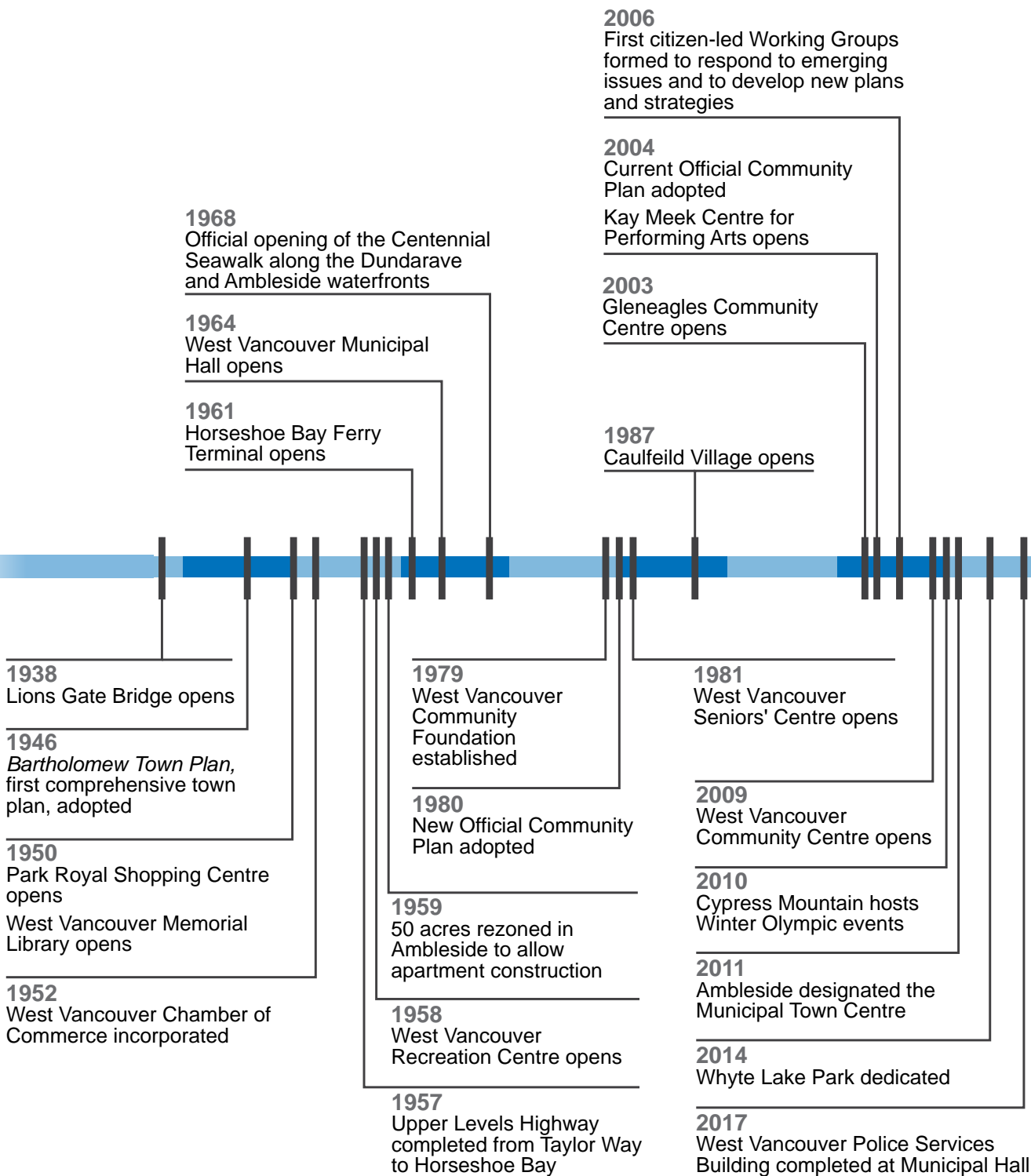
Ambleside Municipal Town Centre is the heart of civic, social, economic and cultural activities in the community. Other notable commercial areas include the Park Royal regional shopping centre, and Dundarave and Horseshoe Bay villages. Along with our town and village centres, West Vancouver's many neighbourhoods provide distinct places to live, go to school, and enjoy parks or other valued amenities.

These important physical and social characteristics support our community's enjoyment of a high quality of life. Our natural setting has shaped how we have developed and grown over a century, and it will also inform our opportunities and responsibilities as we plan for the future.



West Vancouver Milestones



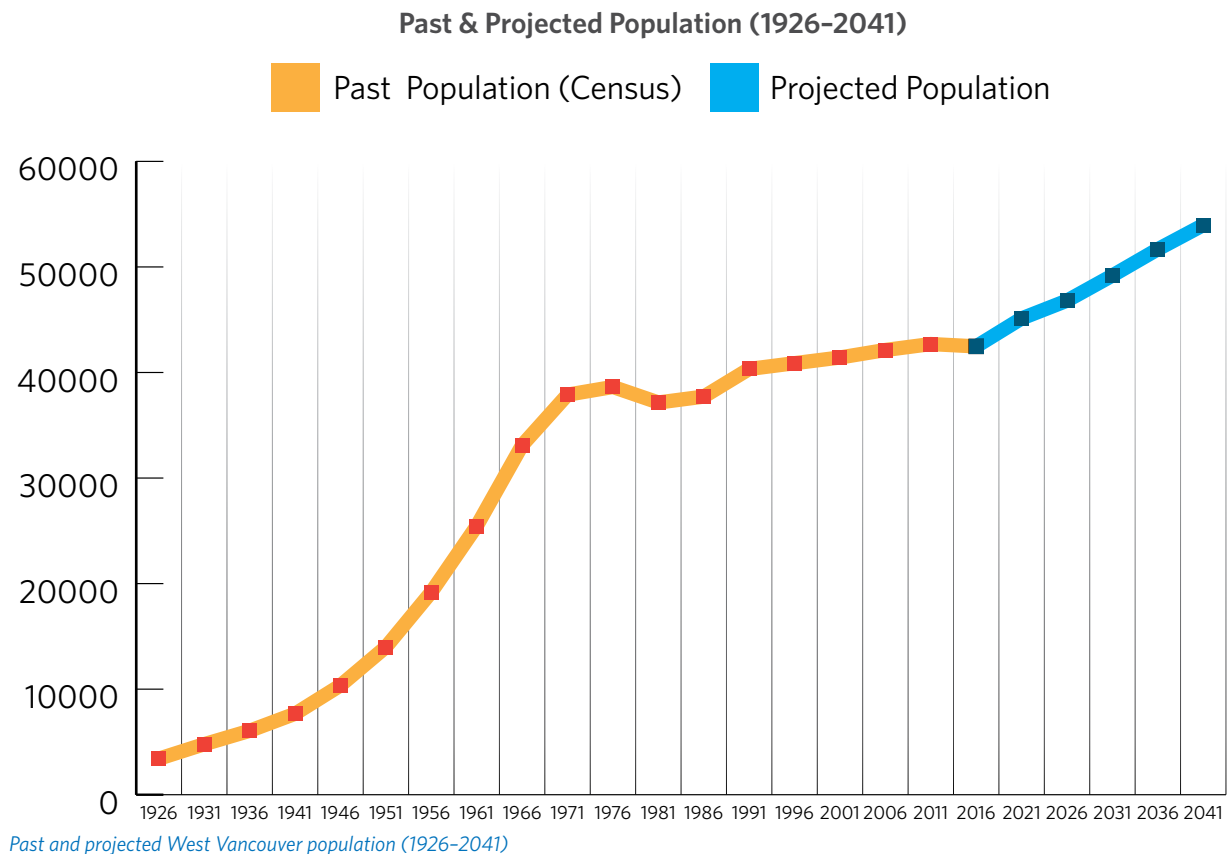


1.2 Community Context and Key Trends

West Vancouver is shaped by the mountains, forests and coasts that define our sense of place. Our cultural and social assets, recreational opportunities, local businesses, transportation infrastructure, neighbourhoods and town and village centres define our community within this natural setting. Considered together, these features create the quality of life that is cherished and that we look to protect. However, no community is static, and many changes are occurring in West Vancouver, with challenges that extend to the region and beyond. Some key trends are highlighted below. Long-term planning is an essential tool to ensure that we protect what is valued while continuing to thrive into the future.

Aging population and loss of young families

In 2016, West Vancouver was home to approximately 42,500 people (2016 Census). While our community growth rate has fluctuated over time, it has remained relatively low in comparison to the region. This slower growth is related to our aging population, as the community has fewer births and our housing stock has limited options for seniors to downsize or for young families to move here. The following chart illustrates our historical and projected growth.¹

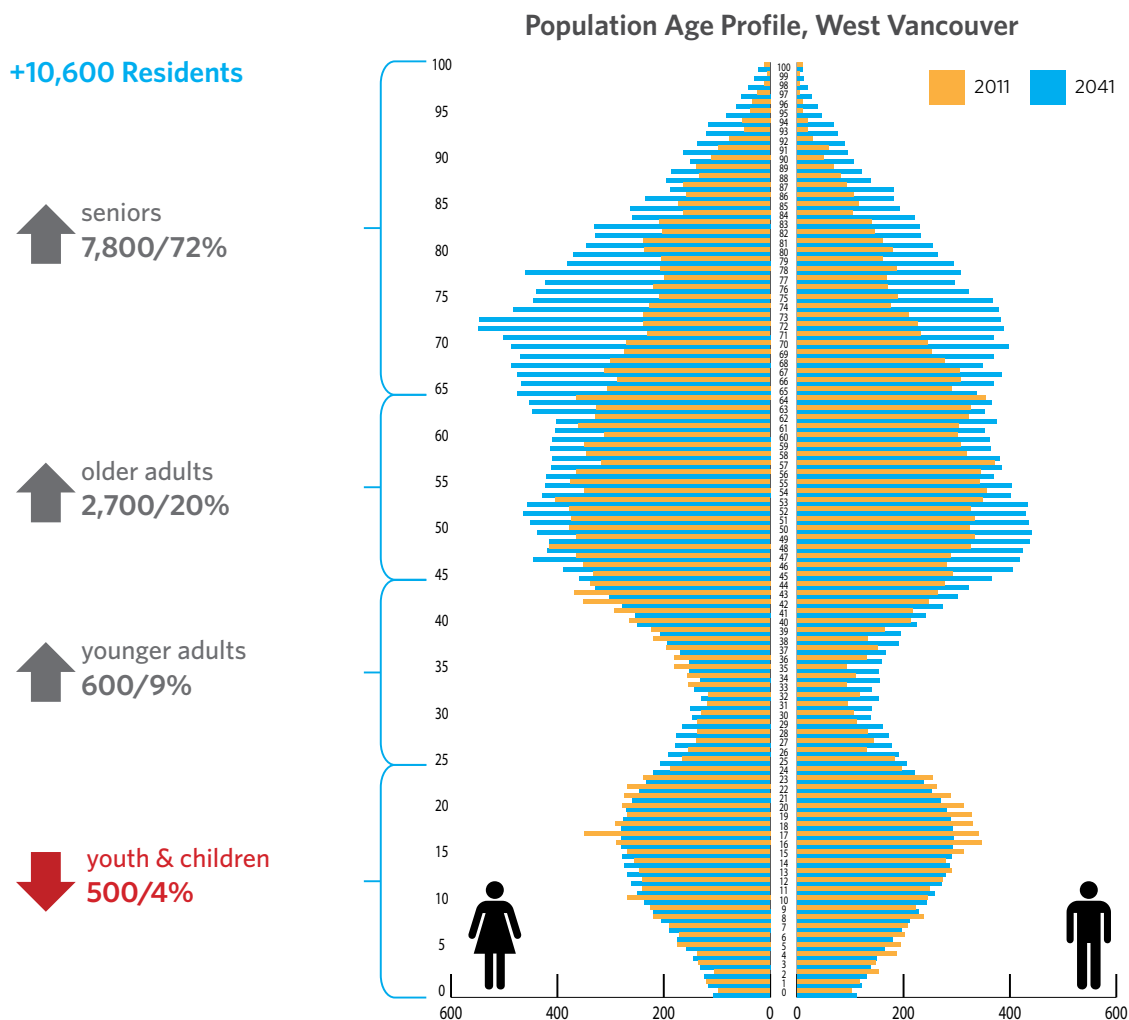


¹ Demographic, Housing and Employment Projections: District of West Vancouver (Urban Futures, 2016).

A handful of key factors define our population today:

- More than one in four residents (28%) is over the age of 65, 27% of whom are living alone;
- 7% of our population are empty nesters between the ages of 55 and 64;
- Younger families with children and parents between 35 to 54 account for 14% of the population, down from 21% in 2011;
- There is a “missing generation” of younger adults without children between the ages of 25 and 34, accounting for only 2% of the population;
- The share of children under the age of 14 has fallen from 30% of the population in 1961 to 14% in 2016;
- The average household size is declining and is lower than the regional average; and
- West Vancouver is the only municipality in the region with a declining population, losing 0.5% between 2011 and 2016 while the region grew by 6.5%.

Within two generations, West Vancouver’s demographic profile has shifted from a population of younger families with children, to a more distributed demographic, to the community of today that is primarily older residents. While this trajectory is not new, the result is increasingly pronounced if we consider the life of this plan. By 2041, half of our population will be over 55 years old, and one in three residents will be over the age of 65. The diagram below depicts what our community’s demographic profile has been projected to look like in 2041.



Who will be in our community by 2041? (Figures rounded to the nearest hundreds to indicate these are estimates only)

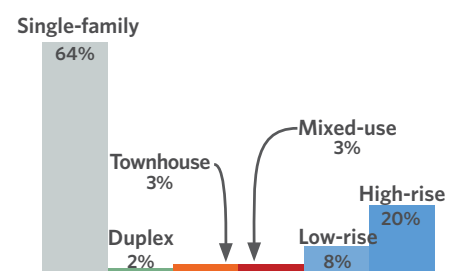


West Vancouver’s population trends influence how we plan for the future. For example, the preference among many seniors to age in place in the community in which they are familiar suggests a need to ensure that there is appropriate housing and services available. This includes age-friendly, adaptable, single-level living, more supportive transportation options and accessible services that are conveniently located. At the same time, if we wish to encourage a more balanced demographic, we will need to provide more housing options for younger adults to lay down roots here and provide land uses that support our local economy and local employment opportunities.

Housing affordability and diversity

Housing affordability is a principal challenge across Metro Vancouver. Within this context, West Vancouver has the highest average housing costs for both homeowners and tenants. The median household income in our community—the highest in the region—is only half that required to finance the average apartment and roughly one-sixth that required to finance the average single-family home. With the region’s lowest rental vacancy rate (0.4% in 2017)² it is difficult to find rental accommodation in West Vancouver. This constrained supply results in higher overall rental costs than in other Metro Vancouver municipalities.

These issues are exacerbated by the limited housing diversity in our community. Nearly two-thirds of our housing stock is single-family dwellings, with apartment options mostly limited to aging buildings constructed in the 1960s and 1970s. The result is that there are not enough options for seniors to downsize, adult children to stay close to their families, or young families to move into West Vancouver. Put simply, the housing choices presented to people today are increasingly expensive single-family homes or increasingly aging apartment buildings.



Housing by building form (2016)

² A healthy rental vacancy rate is considered to be between 2% and 3%.



The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being. Nearly three-quarters of our workforce and approximately one-quarter of our school students commute into West Vancouver every day. This contributes to traffic congestion, road maintenance costs, pedestrian safety concerns, and greenhouse gas (GHG) emissions, especially when considering the additional impacts of West Vancouver residents who work, close to 80% of whom drive to work in and through the community.

The dearth of local housing options accessible to our workforce creates a perennial challenge for local schools, services and businesses to hire and retain staff—and indeed the community has been losing jobs at a time when there has been robust economic growth at the regional level. The result is reduced services available to residents since employment options elsewhere in the region offer similar wages but shorter commutes.

The resulting trend has led to concerned community voices expressed throughout the Official Community Plan (OCP) Review process and a desire for actionable policies. Although housing affordability in the community and in the region are driven by a number of factors, including market economics and demand, this OCP can help reduce the pressure of constrained supply and enable the development of desired forms of housing to increase housing options in our community.

Over the life of this plan, a focus on housing diversity can deliver smaller homes—ranging from coach houses, duplex, triplex, townhomes and apartment units and including seniors, market and non-market rental—that are relatively more attainable than our housing stock today and that better match our evolving needs.

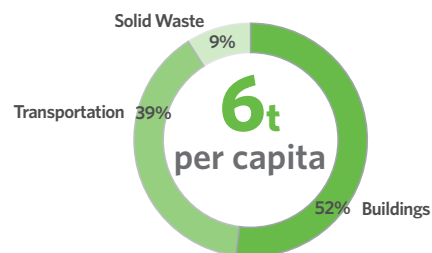
Climate change

A changing climate presents one of the greatest challenges of our time. While the scientific understanding continues to evolve, there is broad agreement that GHG emissions resulting from human activities intensify climate change and its associated impacts. While an effective response requires action at the national and international level, local communities have a role to mitigate GHG emissions. This includes creating compact, complete and energy-efficient communities that support reduced fossil fuel consumption and associated emissions.



Our community contributes approximately 235,000 tonnes of GHG emissions each year from three primary sectors: burning of natural gas for space heating and cooling and hot water in buildings; fuel to power our cars and other transportation; and decomposition of our solid waste. We are responsible for more GHGs per capita than the regional average (six versus five tonnes per person). The District adopted GHG reduction targets and climate strategies in 2016 to mitigate West Vancouver’s contribution to climate change. The land use, transportation, and infrastructure policies of this OCP are aligned with this path. By addressing GHG emissions, the community can also support improvements to air quality and the associated health effects.

This OCP also recognizes that climate change impacts, such as sea level rise and more frequent extreme weather events, are being observed around the world. Flooding from king tides, summer droughts and increased wildfire risk are all hazards understood to be impacted by our changing climate. In response, the OCP identifies new policy directions to enable our infrastructure—and our community—to remain resilient.



GHG emissions by sectors



1.3 Regional Context

West Vancouver is one of 21 member municipalities within the Metro Vancouver region, and—along with Lions Bay, the City and District of North Vancouver, and Squamish and Tsleil-Waututh First Nations’ lands—forms the North Shore sub-region. West Vancouver contributes to and enjoys benefits and services from its involvement with its role in this “liveable region”.

West Vancouver and the other municipalities in the region adopted the Regional Growth Strategy—“Metro Vancouver 2040—Shaping our Future” (Metro 2040 hereafter)—in 2011 in order to support a vibrant, diverse, prosperous and sustainable region. This strategy includes five key goals to guide municipal and regional actions:

- create a compact urban area
- support a sustainable economy
- protect the environment and respond to climate change impacts
- develop complete communities
- support sustainable transportation choices

Metro 2040 provides population, dwelling units and employment projections for the region and each municipality to inform planning efforts. For the region, these estimates are:

	2011	2021	2031	2041
Population	2,356,000	2,788,000	3,152,000	3,443,000
Dwelling Units	890,000	1,112,000	1,287,000	1,423,000
Employment	1,209,000	1,424,000	1,626,000	1,773,000

Projected Population, Housing and Jobs for Metro Vancouver (Metro Vancouver, 2011)

For West Vancouver³, these are:

	2011	2021	2031	2041
Population	46,300	51,000	56,000	60,000
Dwelling Units	18,400	20,600	23,100	24,500
Employment	18,700	24,000	27,000	29,000

Projected Population, Housing and Jobs for Metro Vancouver (Metro Vancouver, 2011)

Based on these projections, West Vancouver's population is expected to increase by approximately 14,000 people from 2011 to 2041. This increase represents approximately one per cent of the overall population growth projected for the region. The resulting annual growth rate for West Vancouver is 0.87%, which is roughly two-thirds of the 1.27% rate anticipated for the region as a whole.

Metro 2040 includes the Squamish Nation lands in its projections for West Vancouver. The District completed a separate analysis in 2016 to provide a more specific projection for our municipality's own anticipated population, housing, and employment growth⁴:

	2011	2021	2031	2041
Population	43,500	45,000	49,000	54,000
Dwelling Units	17,000	18,000	20,000	22,000
Employment	14,500	16,500	18,500	21,000

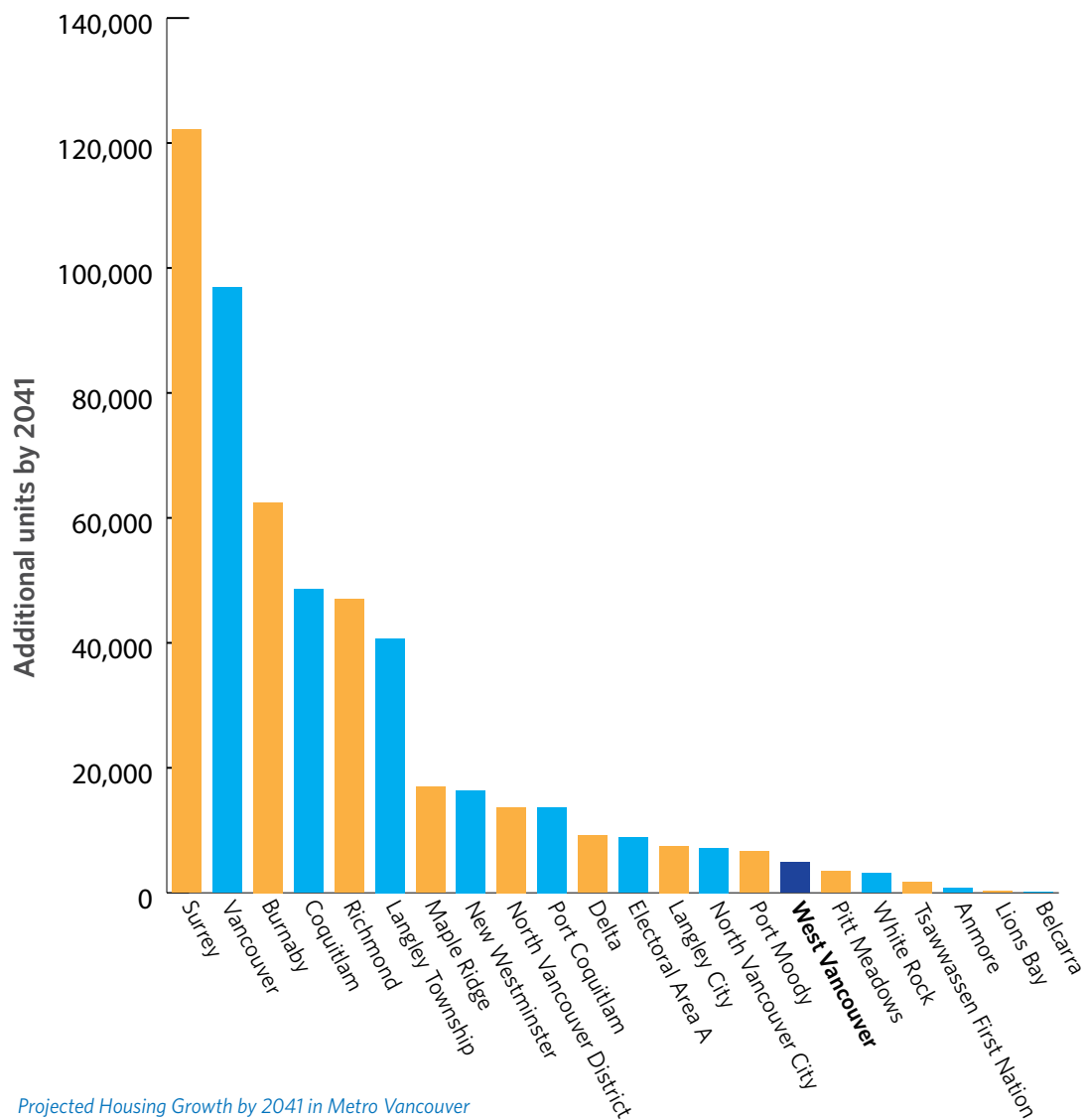
Projected Population, Housing and Jobs for West Vancouver (corrected for municipal estimation⁵) (Urban Futures, 2016)

West Vancouver's population is expected to increase by approximately ~10,000 people by 2041, which represents an annual growth of 0.74%. West Vancouver will require approximately ~5,000 additional dwelling units to accommodate this growth. While this increase is one of the lowest housing growth projections in the region (where over 500,000 new units are projected by 2041), it does represent a shift for West Vancouver, which has been resistant to change and growth in past years.

³ Estimates include Squamish Nation lands located within West Vancouver municipal boundary.

⁴ Estimates exclude Squamish Nation Lands located within West Vancouver municipal boundary. Since the analysis, new Census data have been published and indicate that the population of West Vancouver was approximately 42,500 and the occupied dwelling units was approximately 17,000 in 2016.

⁵ Figures rounded to the nearest 500 to indicate these are estimates only.



Projected Housing Growth by 2041 in Metro Vancouver

This plan indicates how ~5,000 new housing units could be accommodated by 2041. These 5,000 new units are estimated to be comprised of ~500 infill units (e.g., coach houses), ~1,000 ground-oriented multi-family units (e.g., townhouses), and ~3,500 apartment units, which would include ~500 seniors’ housing units. Around 20% of all units are expected to be rental units. The overall figure of 5,000 new units is a projection, and the breakdown of housing types are estimates, both intended as a guide to plan for the housing needs of our community. Actual growth numbers and housing types will depend on further community planning and subsequent implementation, market forces, and Council decisions.

Our OCP is required to demonstrate general consistency with Metro 2040 through a Regional Context Statement. The purpose of a Regional Context Statement is to describe the relationship between the OCP and Metro 2040 and to demonstrate how the OCP contributes to the achievement of regional goals. The District’s Regional Context Statement is included as Schedule i of this plan.

1.4 OCP Scope and Legislative Context

An Official Community Plan (OCP) lays out a high-level decision-making framework for the future. It is a general statement of objectives and policies to guide planning and land use changes. As such, it will serve as a tool to guide Council decisions and municipal administration.

Our plan has set 2041 as the target year to facilitate decision-making that extends beyond shorter-term interests, and to align this planning horizon with that of Metro 2040. This 20+ year planning horizon also means that implementation of this plan's policies can be managed in a way that responds to emerging issues and community input over the coming years.

The purpose and effects of an OCP are defined by the Local Government Act (Act), the Provincial legislation articulating the powers of British Columbia municipalities and districts. Section 473 of the Act requires that plans include statements and map designations for a range of elements within the area covered. This includes:

- residential development required to meet anticipated housing needs
- commercial, industrial, institutional, recreational and public utility land use
- any proposed new major roads or infrastructure
- land restricted due to hazardous conditions or environmental sensitivity
- public facilities, including schools and parks

The Act further specifies that an OCP must include policies respecting affordable, rental and special needs housing and targets, policies and actions to reduce GHG emissions. It also allows for the inclusion of policies relating to social needs and well-being, as well as the preservation, restoration and enhancement of the natural environment.

While the OCP provides the overarching land use objectives and policies of the community, specific guidance would benefit areas where more substantial change is anticipated. This more detailed planning is appropriate for West Vancouver's centres and corridors and is the subject of Local Area Plans (LAPs). The community planning processes for these more detailed plans will be informed by the higher-level community-wide OCP.

Similarly, restrictions on development to protect environmentally sensitive lands and hazardous conditions are provided in area-specific development permit guidelines. This OCP also includes policies that provide the community-wide framework and intent for ongoing protection and restoration, as well as directions for future reviews to address emerging issues such as climate change.

Existing area-specific policies and guidelines are retained and included in Schedule ii of this OCP. These guidelines will be reviewed as necessary and will be appended to the OCP with formal Council consideration and Public Hearings as they are updated over time.

1.5 OCP Review Process



The OCP Review Process

This Official Community Plan (OCP) will set the course until 2041, so it is critical that the plan reflect our community's input. Community engagement informed and guided every stage in the review process. With the support and advice of the District's Community Engagement Committee, the process reached out by going to meet stakeholders, residents and workers where they are through a variety of different engagement approaches, seeking to bring diverse voices into the dialogue throughout the four phases of the review process:

- **Phase 1** "Objectives" identified core community objectives;
- **Phase 2** "Ideas" invited the community to generate ideas to meet these objectives;
- **Phase 3** "Directions" evaluated and refined the emerging directions; and
- **Phase 4** "Plan" built on previous phases by drafting, reviewing and then proposing plan policies.

This plan could not have been prepared without the aggregate contribution of the community.

1.6 OCP—Action and Vision

The OCP reflects the community's long-term vision. It is a guide for working through existing and foreseeable changes and presents a framework for current and future actions required to maintain and enhance our quality of life.

Early in the OCP Review Process, the community gathered to discuss and describe their hopes for a revised OCP. These early conversations were expanded upon in subsequent phases and provide a framework for the development of this plan.

What do we value most about West Vancouver today?

Our natural assets, our waterfront and mountain location, our high quality amenities and facilities, and the character of our neighbourhoods and centres.

What challenges do we need to overcome?

We need to respond to unaffordable and limited housing options, an aging and declining population, lack of employment opportunities, transportation challenges, and climate change impacts.

What is our vision for an even better West Vancouver?

We should build upon our extraordinary assets to become a more complete, connected and inclusive community with diverse housing, a vibrant economy, and outstanding amenities so that we can ensure our social, economic and environmental sustainability.

Our long-term social, cultural, economic and environmental sustainability and resiliency are the foundations of our community's vision for the future. Our community's overall quality of life can only be ensured when the community is able to meet the social, cultural, economic, and environmental needs of the present without compromising the ability of future generations to meet their own needs in these areas.

Achieving long-term success requires the active involvement and contribution from all sectors of our community, including its residents, workers, businesses, community organizations, schools, governments, and all other stakeholders. The District has a central role to play within the bounds of the Local Government Act in order to effect positive change and address local challenges.

During the OCP Review Process, the community identified objectives for the following areas which it desires the District to address in this plan:

- **Housing & Neighbourhoods**
- **Transportation & Infrastructure**
- **Local Economy**
- **Parks & Environment**
- **Social Well-Being**








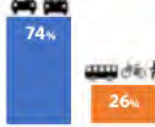



In each of these areas, the community identified specific directions to meet their values and objectives. Acting in accordance with these directions will contribute towards the long-term social, cultural, economic and environmental success and sustainability of the community, and thus help maintain and enhance our quality of life.



2041 OCP targets

As we plan towards 2041, we can continuously review the success of the actions directed through this plan, by setting and examining key measurable performance indicators on a regular basis. This will help us stay on track over the coming years and provide a basis for policy adjustments to ensure the long-term success of our community.

The following table provides key targets for 2041 and the most recent available baseline data. While these key indicators provide a foundational basis for measuring our performance, there may be other indicators that can supplement these measurements over time as implementation of the Official Community Plan proceeds.

	Our baselines are ...	We aim to ...	Which means by 2041...
 HOUSING & NEIGHBOURHOODS	 <p>~2/3 detached single-family remaining one-third are multi-family homes (2016)</p>	<p>↑30% more diverse housing</p>	 <p>~50-50 split between single-family and multi-family homes</p>
 LOCAL ECONOMY	 <p>33 jobs per 100 residents (2011)</p>	<p>↑5% increase in our jobs-to-residents ratio</p>	 <p>38 jobs per 100 residents</p>
 TRANSPORTATION & INFRASTRUCTURE	 <p>26% of trips by walking, cycling or transit (2017)</p>	<p>↑8% increase in walking, cycling and transit trips</p>	 <p>34% of trips by walking, cycling or transit</p>
 PARKS & ENVIRONMENT	<p>Community GHG emissions (2010)</p> <p>=258,000 t co2e</p>	<p>↓75% GHG emissions from 2010 levels</p>	<p>Community GHG emissions</p> <p>=64,500 t co2e</p>
 SOCIAL WELL-BEING	<p>Participation in District services and programs (2017)</p> <p>=1.8 million</p>	<p>↑20% greater participation in services and programs</p>	<p>Participation in District services and programs</p> <p>=2.15 million</p>

It is important to note that these key targets represent a District-wide average. This means that we can expect that the contribution of each target may be higher in some locations, while in others it may be lower. For example, our centres would likely see higher ratios of multi-family dwellings, more jobs, and more people walking, cycling and taking transit, when compared to our single-family neighbourhoods. Therefore, we can expect to see centre-specific targets to be developed during local area planning processes to support these District-wide targets.



Plan structure and organization

This OCP is organized into three main sections and includes three subsequent schedules:

- Section 1** Introduction: provides community background and context for the OCP.
- Section 2** Community-Wide Directions: includes high-level, District-wide policies divided between five OCP topics:
 - **Housing & Neighbourhoods**
 - **Local Economy**
 - **Transportation & Infrastructure**
 - **Parks & Environment**
 - **Social Well-Being**
- Section 3** Plan Management: outlines the OCP implementation and monitoring process.
- Schedule i** Regional Context Statement: describes the relationship between this plan and the Metro Vancouver Regional Growth Strategy.
- Schedule ii** Area-Specific Policies and Guidelines: includes policies and guidelines for specific areas and Development Permit Area policies and built-form guidelines.

These policies and guidelines will be updated over time as necessary (e.g., through the adoption of new local area plans or the updating of environmental guidelines to ensure best practices are met).
- Schedule iii** Glossary: provides descriptions for key terms used throughout this plan.

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

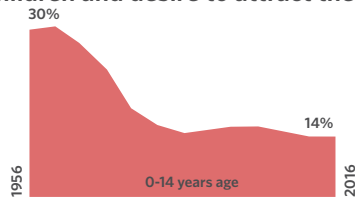
West Vancouver is a scenic oceanfront community of individual, unique neighbourhoods situated in a narrow band of development between the water and the mountains. From the cottages and cabins of the early 1900s, West Vancouver neighbourhoods have been shaped by their distinct natural landscapes and through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

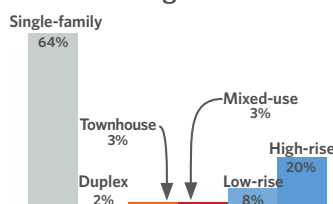
(Vital Signs 2017, West Vancouver Foundation)

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:

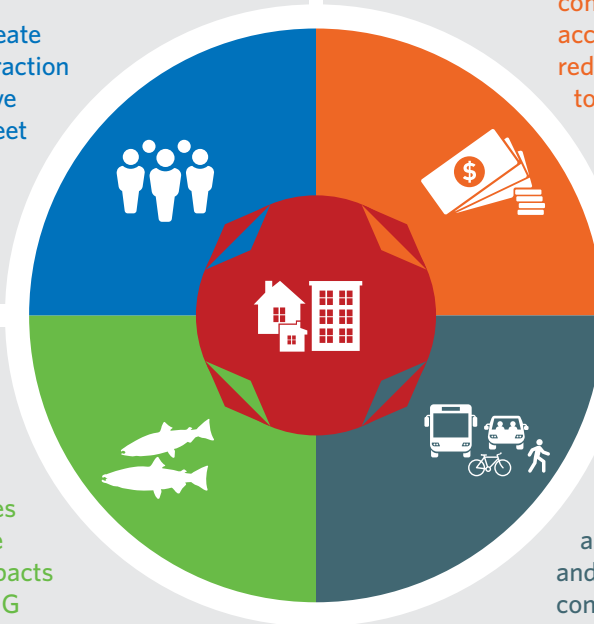
- regenerate our primarily detached, single-family home oriented neighbourhoods with sensitive infill options, such as smaller houses on smaller lots, coach houses and duplexes;
- expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and 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.

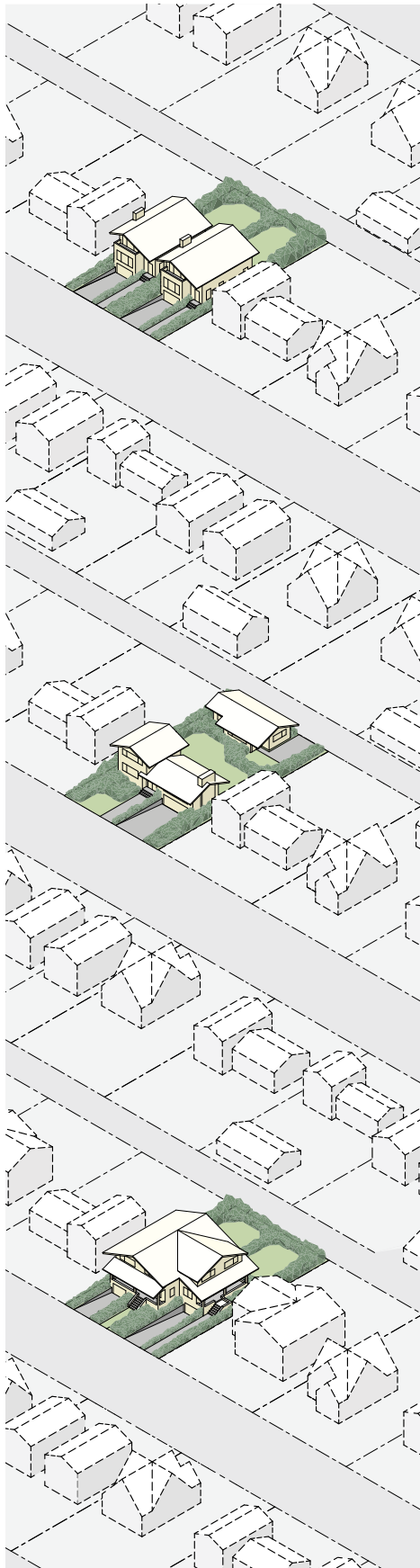
Housing that is well connected to transit, jobs, services and amenities can increase walkability and the use of active transportation, and reduce the need to drive and overall transportation and congestion costs.



POLICIES

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

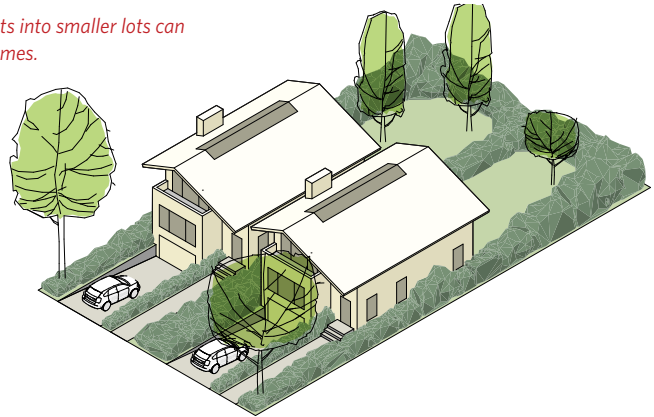
- 2.1.1 Amend neighbourhood subdivision standards (including consideration of site-specific applications) and consider alternate site configurations, such as panhandle lots, to enable the development of smaller houses on smaller lots in existing detached residential areas (see Map 1).
- 2.1.2 Update 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.

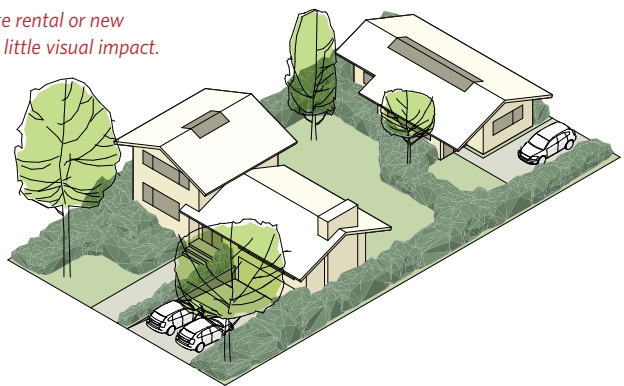
Subdivision

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



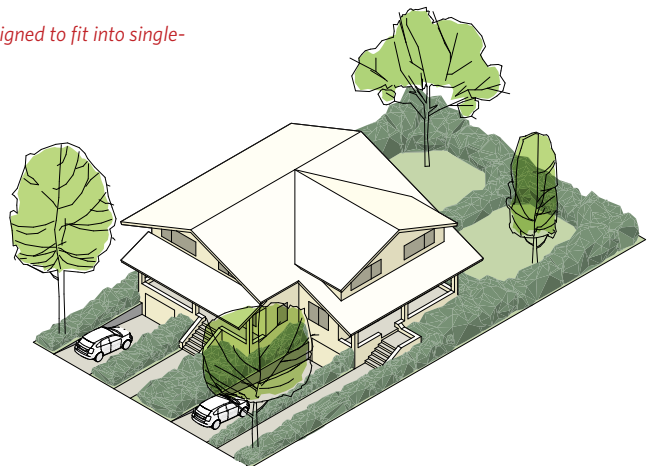
Coach house

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



Duplex

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

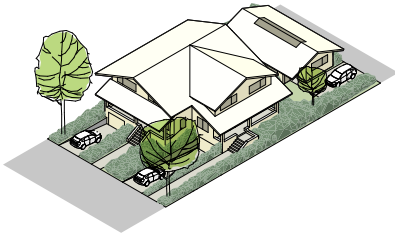


(Images provided for illustrative purposes only.)

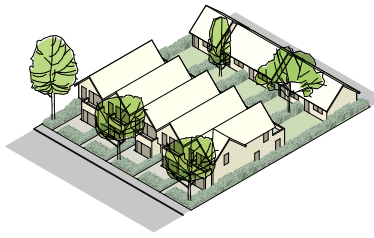
Expanding missing middle (e.g., triplex, townhouse, mixed-use) options with an estimated 300-350 new units

- 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.

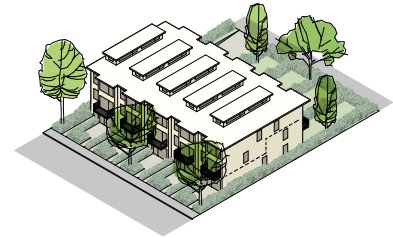
The following illustrations show examples of triplex, rowhouse and townhouse units—some of the missing middle housing types provided for in this plan.



Triplexes 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

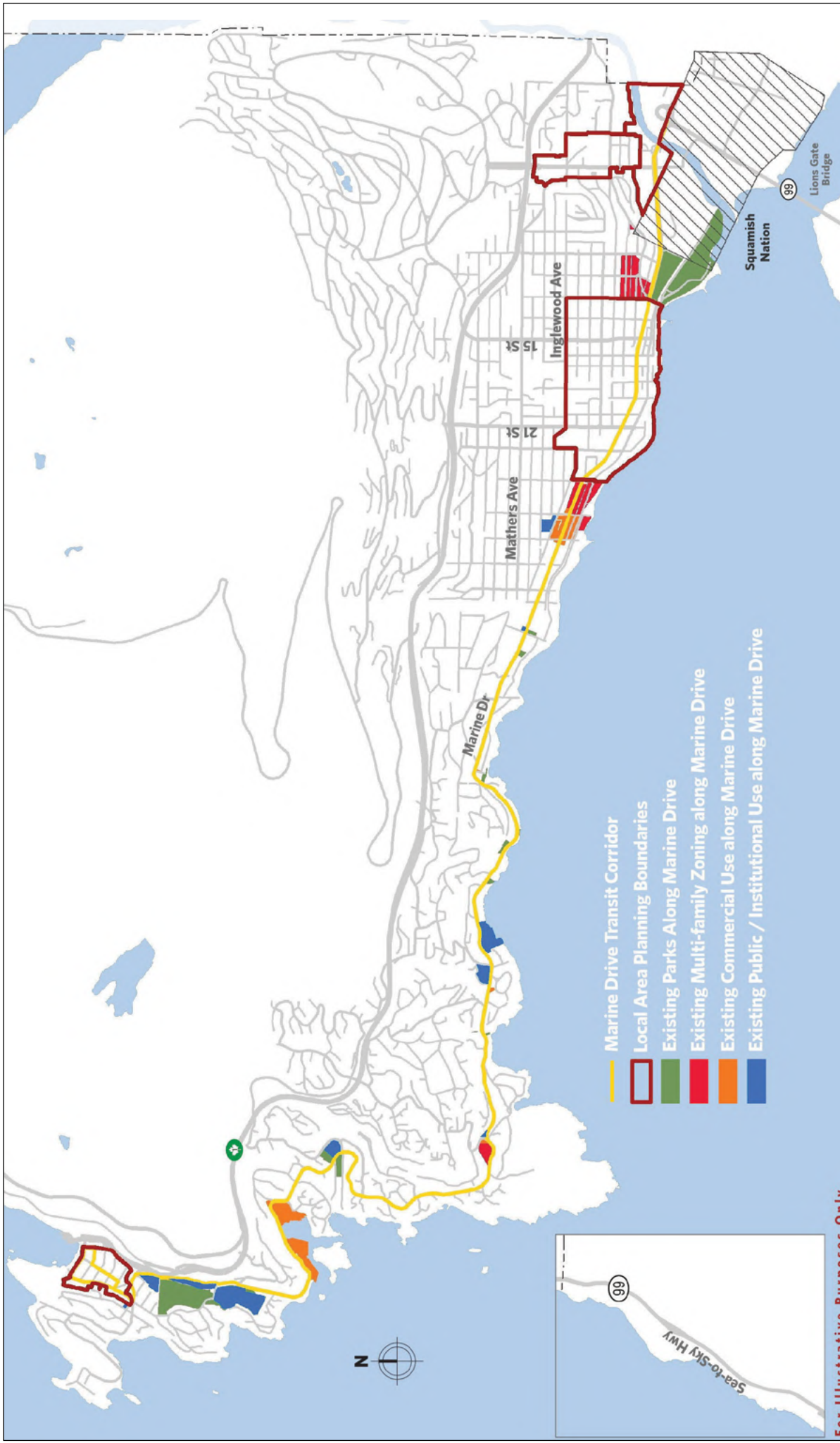
- 2.1.8** Ensure that new single-family dwellings respect neighbourhood character by:
- Reviewing regulations controlling the scale of new single-family dwellings;
 - Applying and updating built-form guidelines, as relevant, in regards to neighbourhood context and character, streetscape and natural features, 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 Caufield 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



For Illustrative Purposes Only

MAP 2. MARINE DRIVE TRANSIT CORRIDOR



For Illustrative Purposes Only

Strengthening our centres and corridors through local area plans

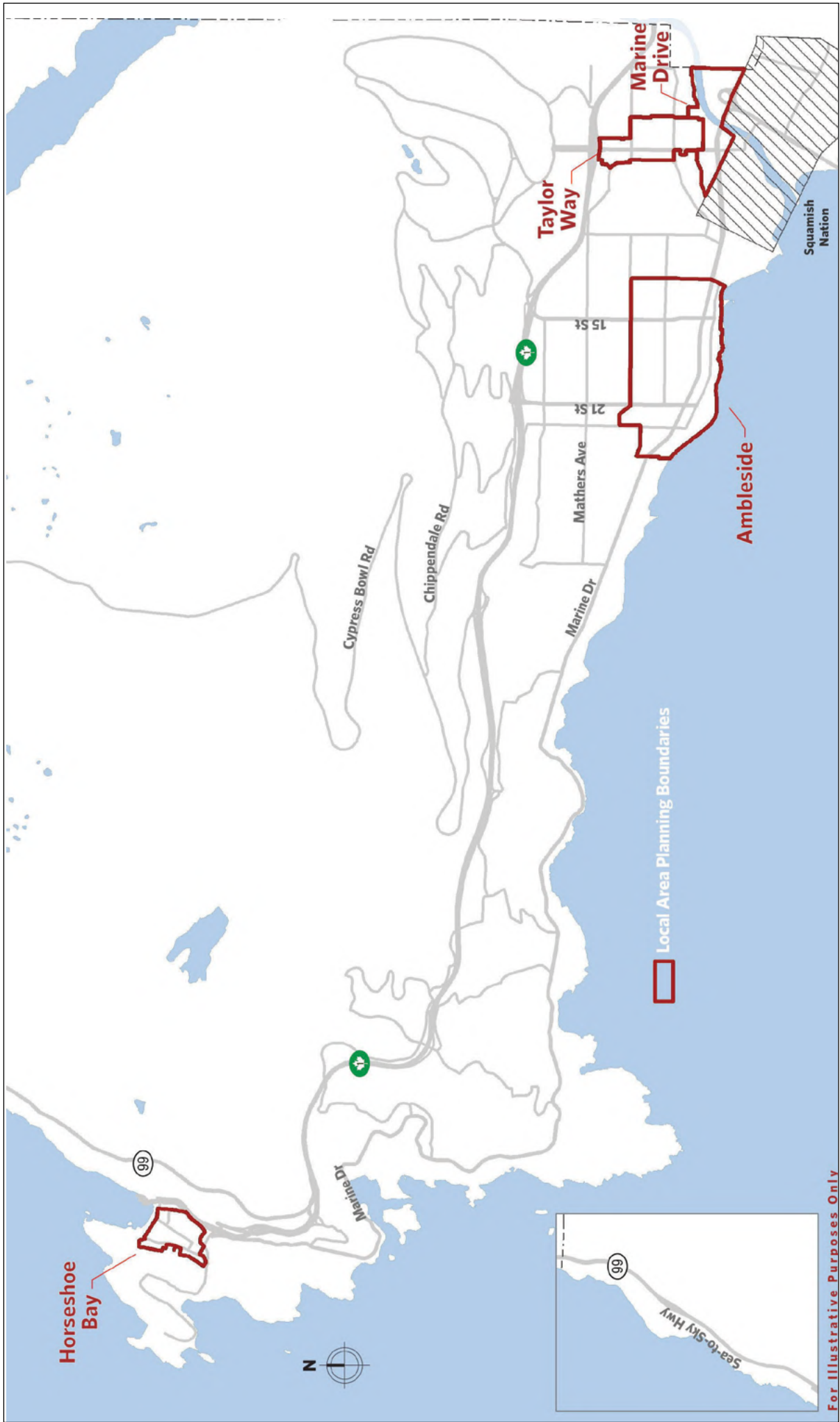
- 2.1.12 | Implement local area plans for the following areas:
 - a. Marine Drive Local Area Plan (estimated 500-750 housing units, see Map 4); and
 - b. Horseshoe Bay Local Area Plan (estimated 200-300 net new units, see Map 6).
- 2.1.13 | Create capacity for an estimated 1,500-1,800 net new housing 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.

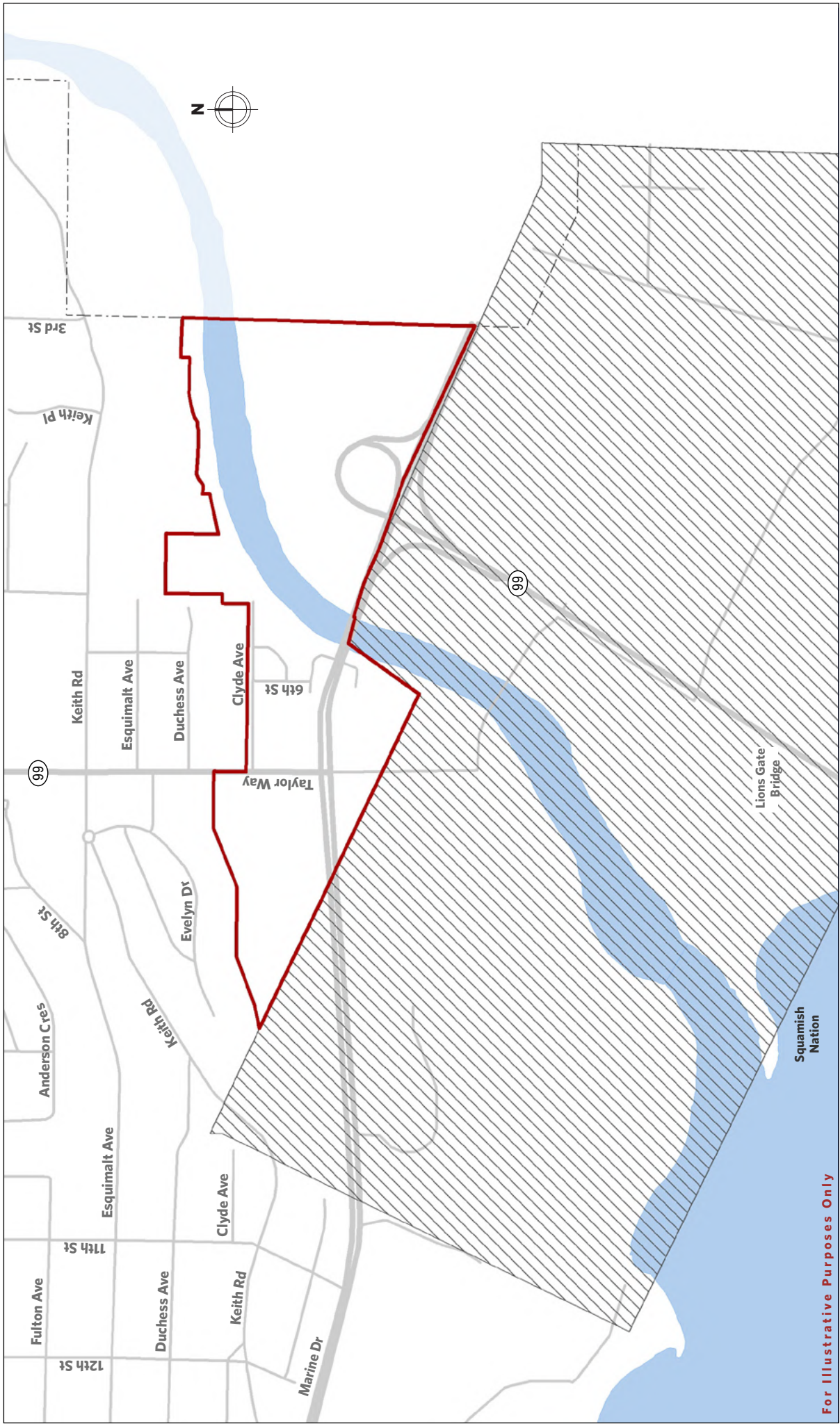
- 2.1.17 Secure new purpose-built market and non-market rental, seniors and supportive housing units in appropriate locations close to transit and amenities by:
- Incentivizing new rental units through bonus density, increased height, and available zoning tools;
 - Considering cash-in-lieu contributions 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 Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character.
- 2.1.23 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.
- 2.1.24 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



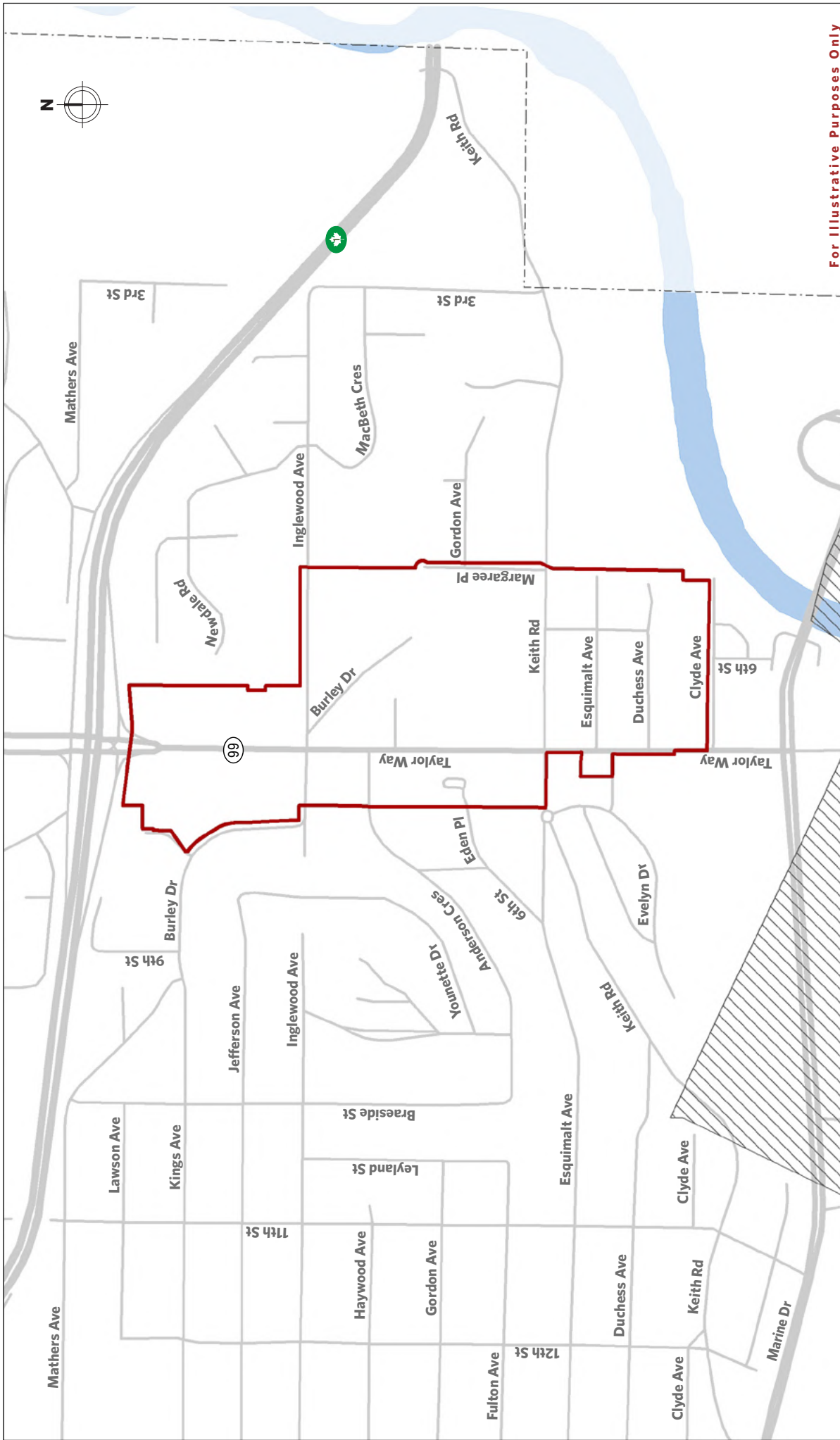
For Illustrative Purposes Only

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.

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 Lands

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

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

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

Key OCP actions

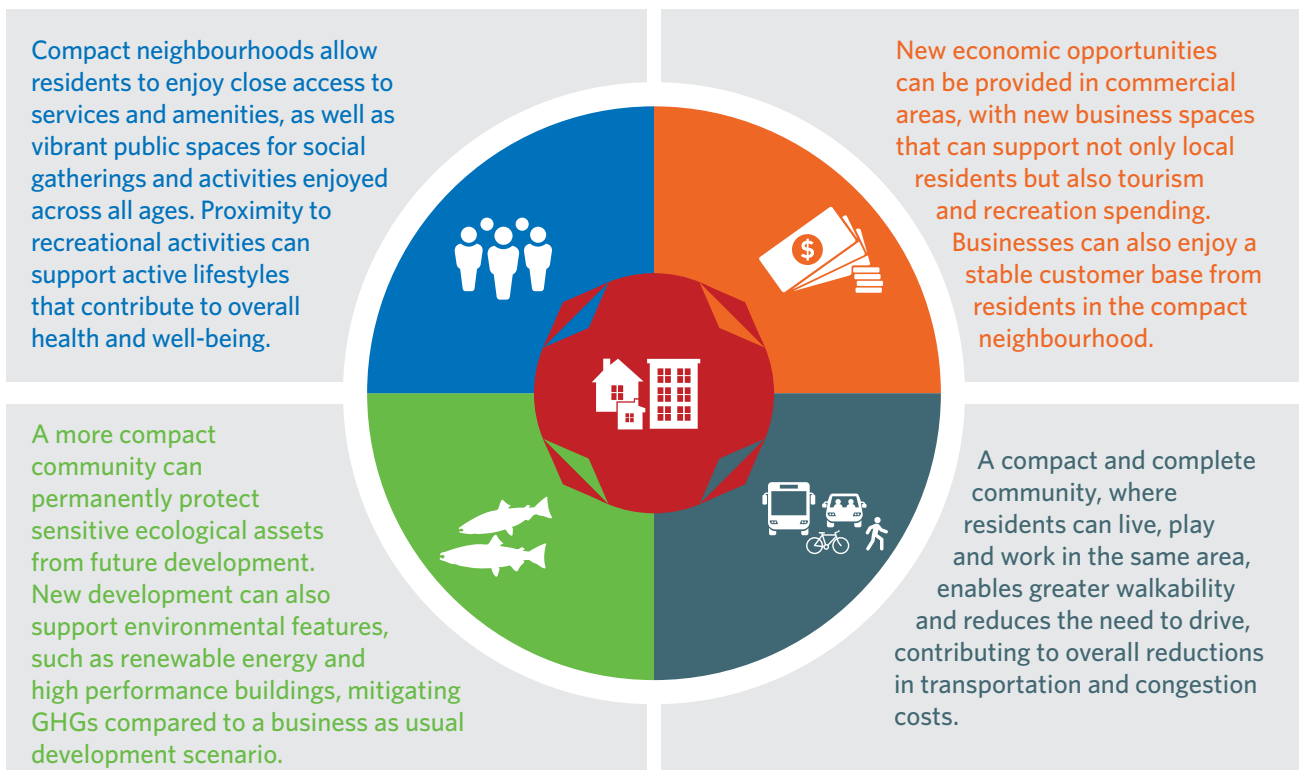
This OCP recommends the transfer of development potential away from higher value ecological and recreational assets to cluster new housing close to existing infrastructure in the compact and complete future neighbourhood(s) of Cypress Village and Cypress West. This would allow a much larger area to become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

How these future neighbourhoods actions support overall community objectives



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; 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.¹

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).
- 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 Lands; and
 - b. The Cypress West planning area (between Cypress and Eagle Creeks) as a secondary community supporting Cypress Village.

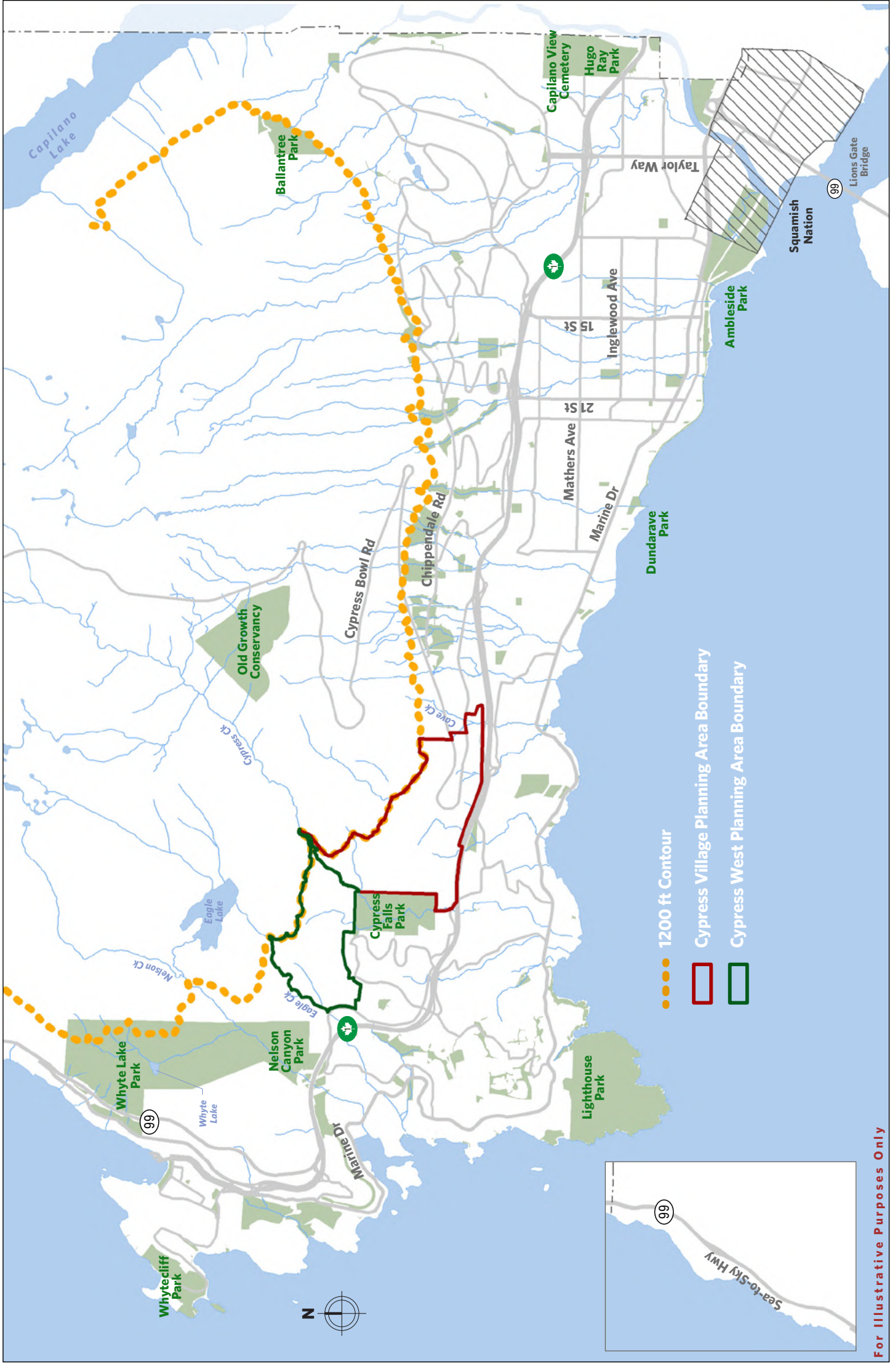
⁶ Development has historically averaged up to 70 units per year in the Upper Lands. This figure is provided for information only; actual pace of development and build out of area development plans will depend on market forces, the housing mix to be determined, and other factors.

- 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 Village 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) 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).

MAP 8. UPPER LANDS PLANNING FRAMEWORK



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.

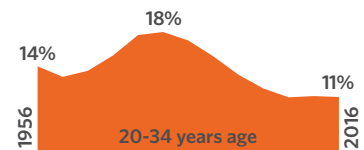
We have very limited commercial land and tax base

<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



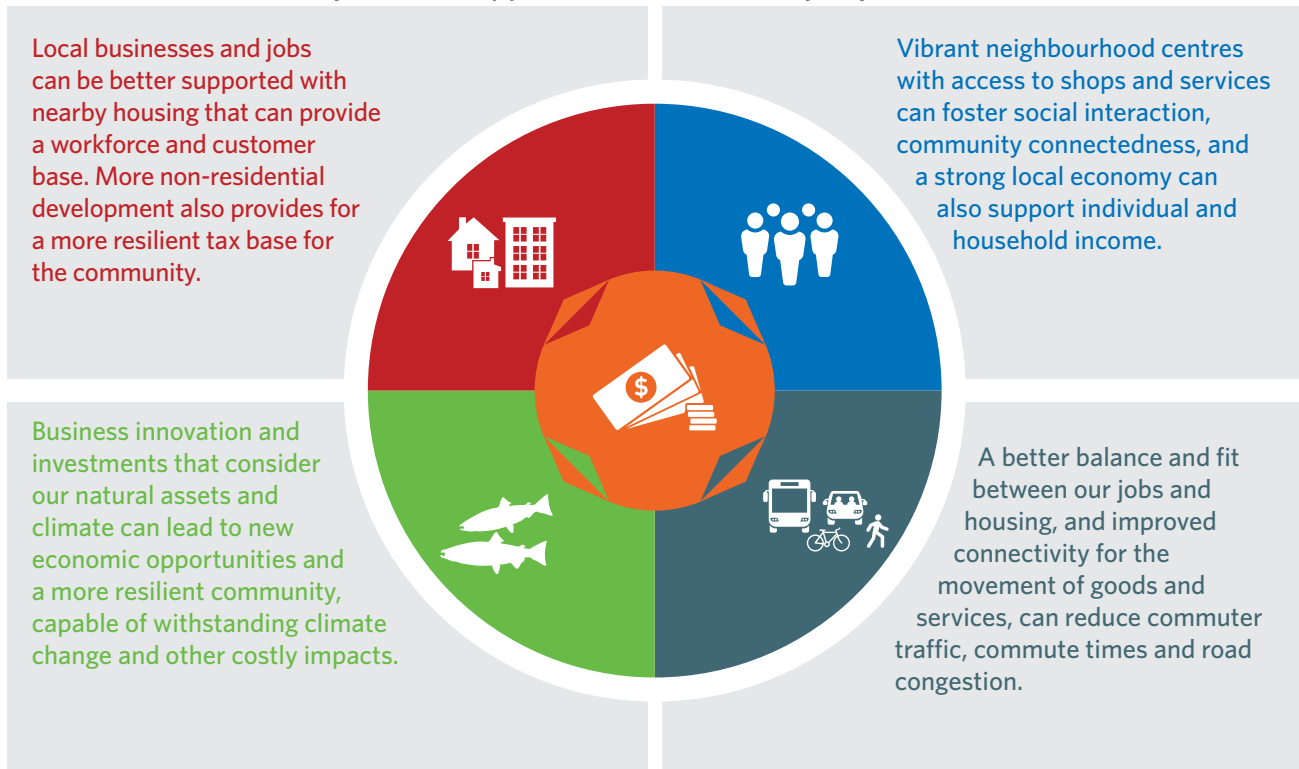
Key OCP actions

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



LOCAL ECONOMY

For Illustrative Purposes Only



C TRANSPORTATION & INFRASTRUCTURE

2.4 Mobility and Circulation

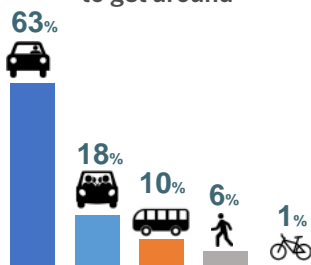
West Vancouver's transportation network consists of approximately 90 km of sidewalks, 5 km of bike routes, 135 km of trails, and a transit system, that provide alternative connections around our community and to the rest of the North Shore and downtown Vancouver. Horseshoe Bay is also the location of 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:

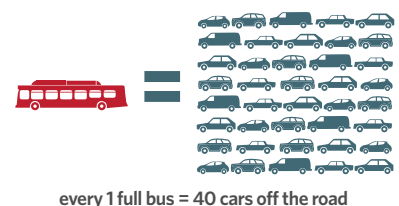
Our residents typically drive to get around



Many of our workers and students commute here



Significant transit investments are occurring



Key OCP actions

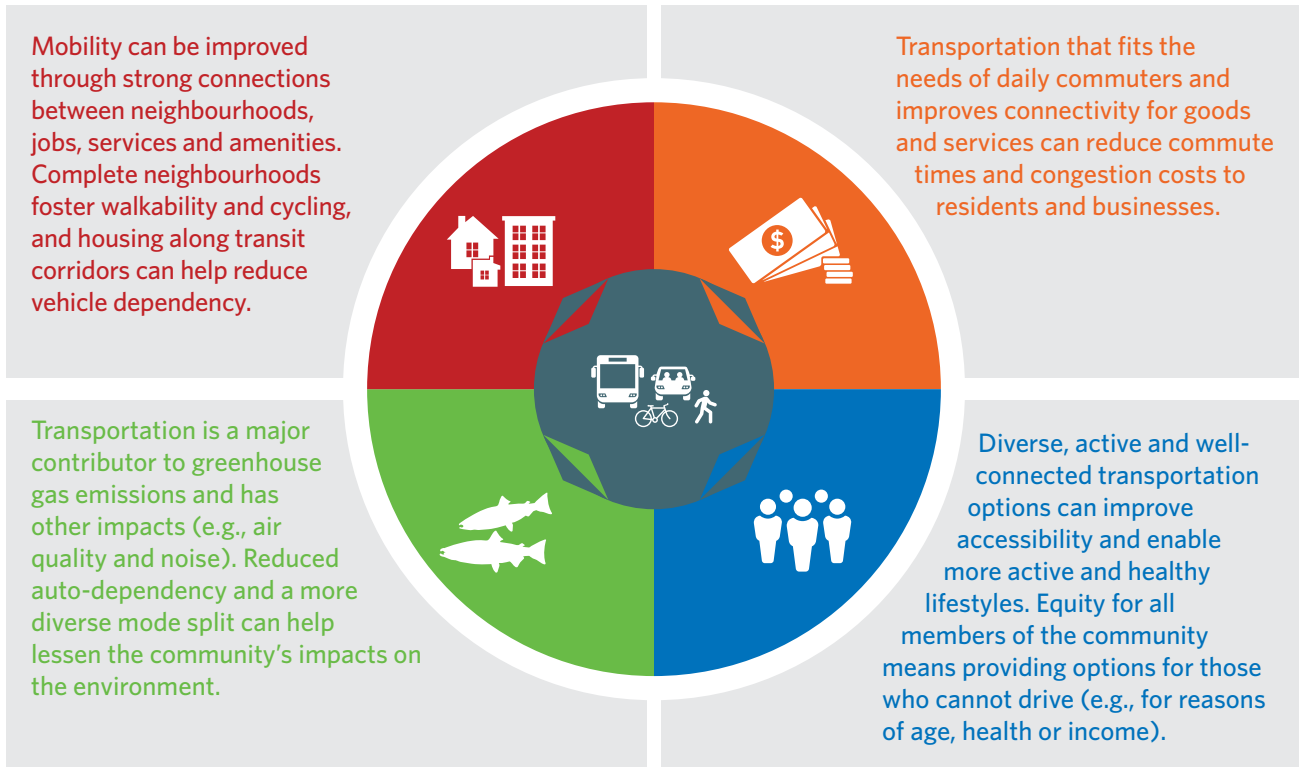
While specific operational guidelines and project decisions around transportation infrastructure are directed through more detailed network plans, the OCP provides high-level policies to guide the approximate locations and scale of future transportation systems in the community. These policies provide 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



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 proposed 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 11. ACTIVE TRANSPORTATION



For Illustrative Purposes Only

MAP 12. TRANSPORTATION NETWORK



For Illustrative Purposes Only

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.

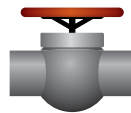
These services provide part of the foundation for living in West Vancouver, and are often connected to regional systems, such as Metro Vancouver's regional water system which provides the main water supply for the community (supplemented by the municipal Eagle Lake system). Here are some facts about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

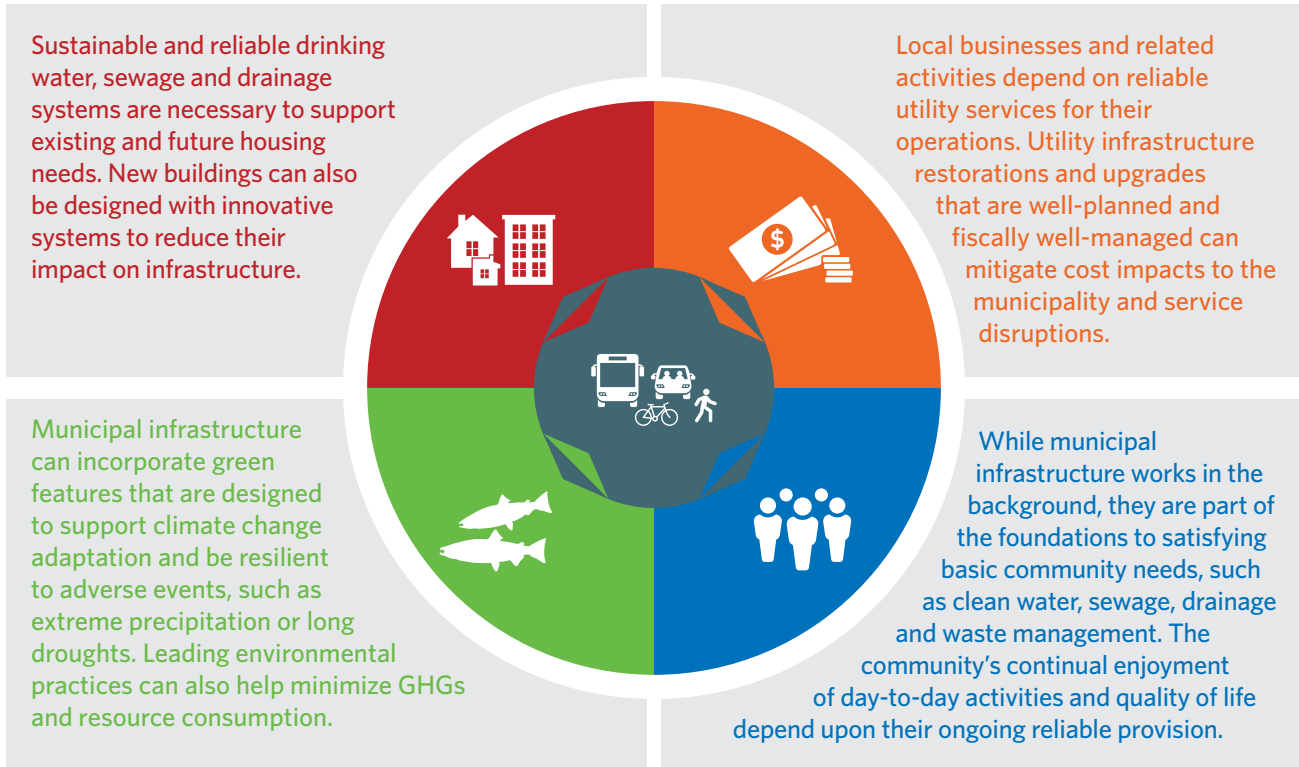
- Less predictable water supply, increasing the importance of demand management and water conservation strategies;
- Greater need to manage greenhouse gas emissions sourced from solid waste through recycling and waste diversion initiatives; and
- More extreme and frequent weather events and precipitations,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



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.

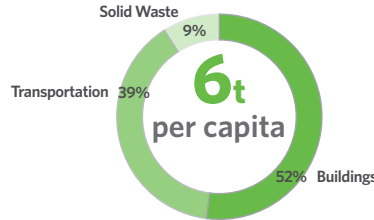
The community also needs to proactively plan and respond to climate change by mitigating its contribution to GHGs and adapting to climate change impacts. For example: as we protect our forests and oceans, they act as carbon storage and help regulate local climates; and our land use decisions influence 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:

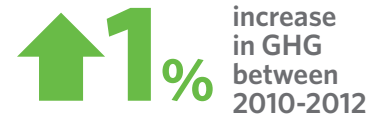
We value our legacy of stewardship



Our per capita GHG emissions are higher than the regional average



We are emitting more GHG over time



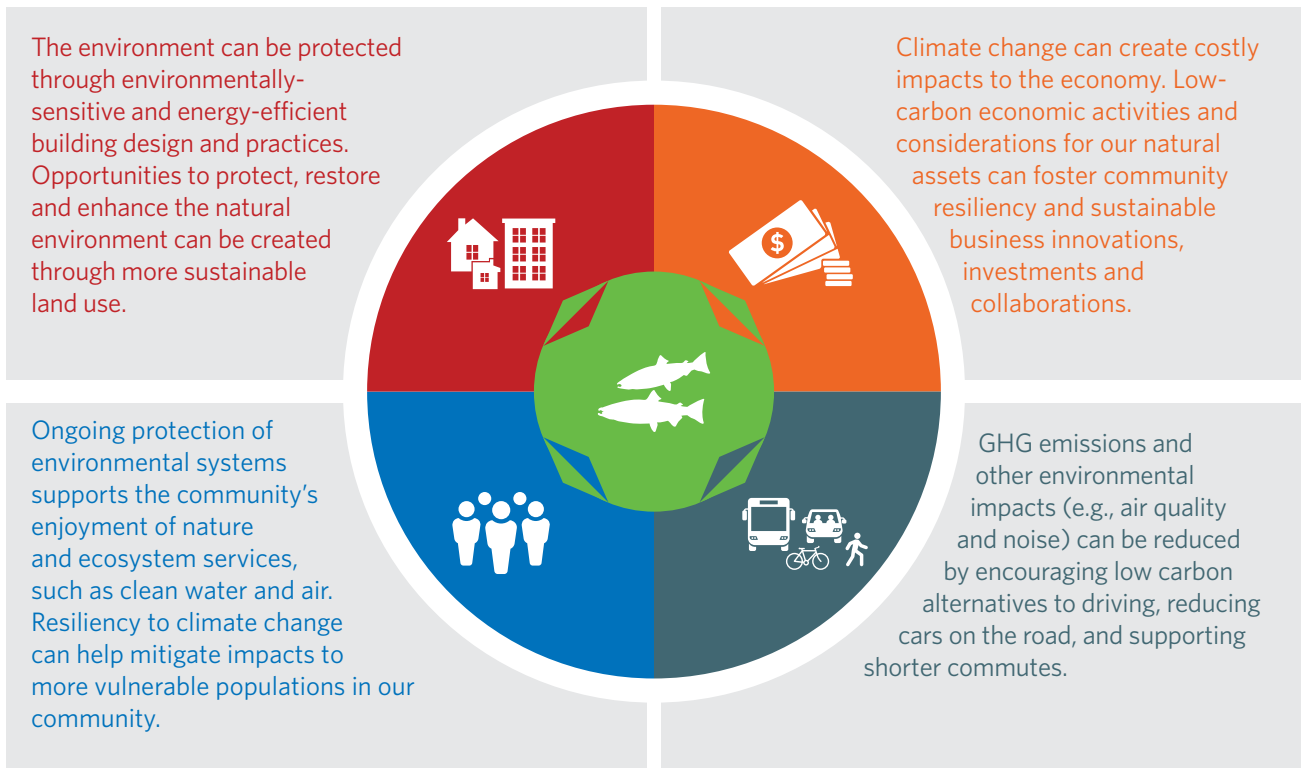
Key OCP actions

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



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 encroachment except where required for access; 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.

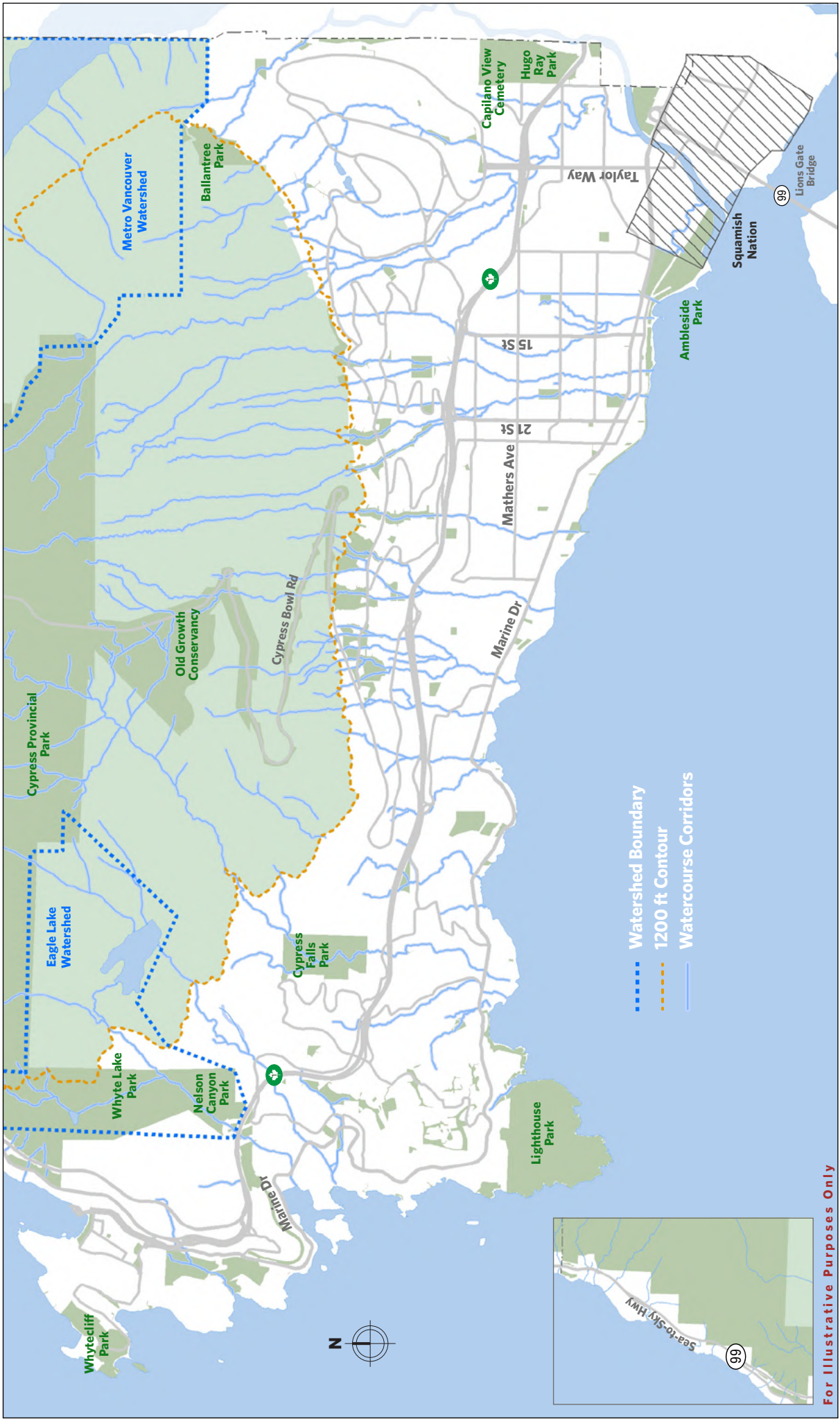
iii. Sensitive habitats and natural assets

- 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 community



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 nature

135 KM
of trails
and more expected to come

Our community enjoys a remarkable supply of parkland

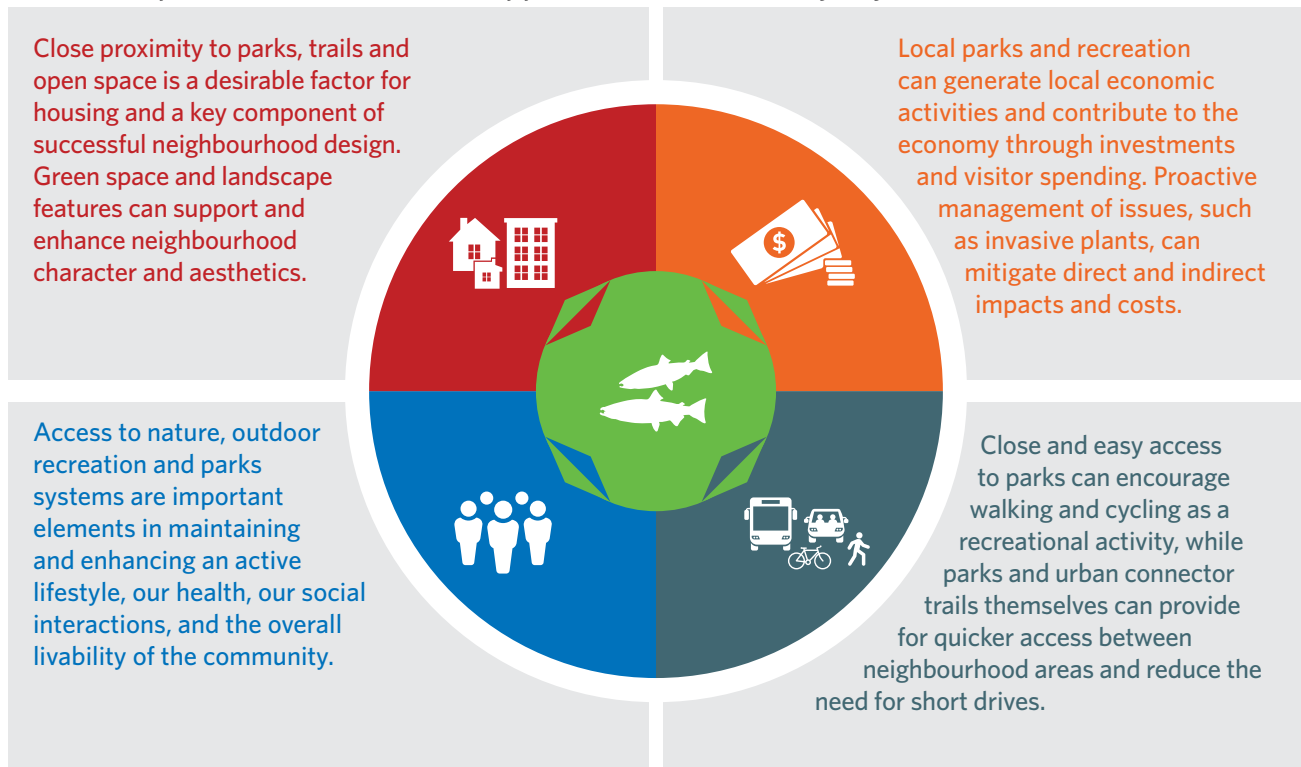
220+
hectares of parkland

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;
 - ▶ Eagleridge (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).

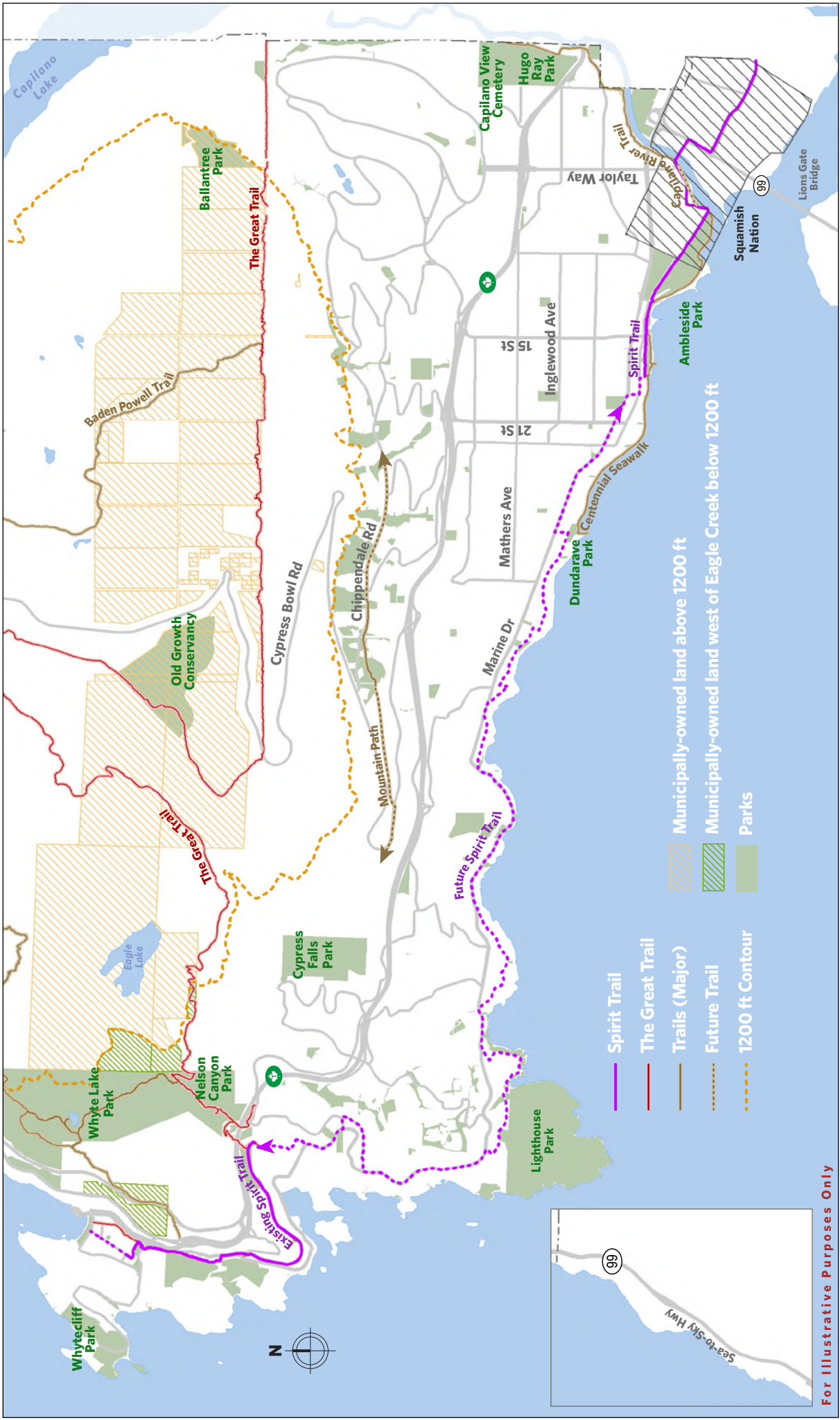
Protecting the Upper Lands natural assets

- 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 through the Cypress Village Area Development Plan process.
- 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;
 - 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.

MAP 14. PARKS AND MAJOR TRAILS



For Illustrative Purposes Only



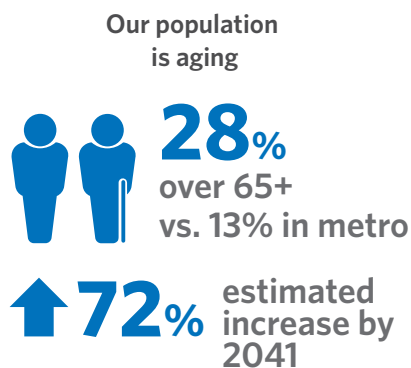
E SOCIAL WELL-BEING

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:

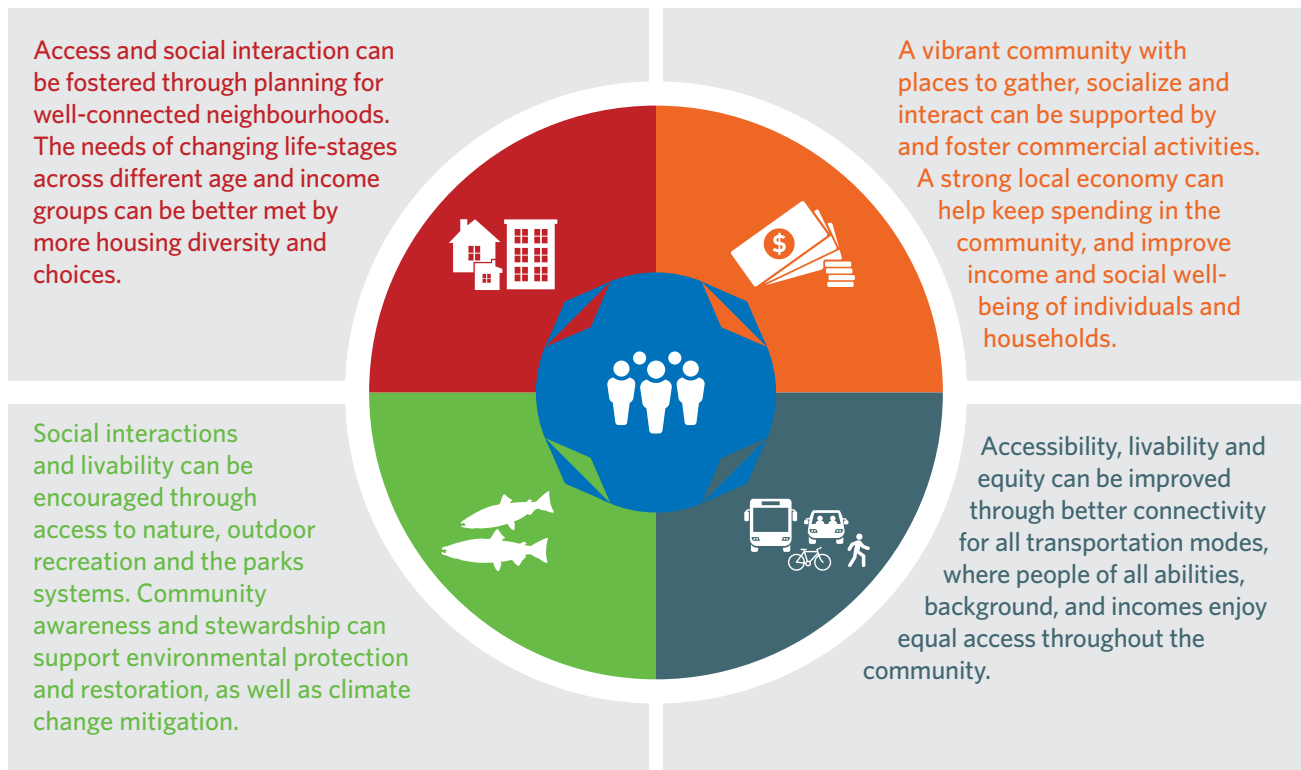


Key OCP actions

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

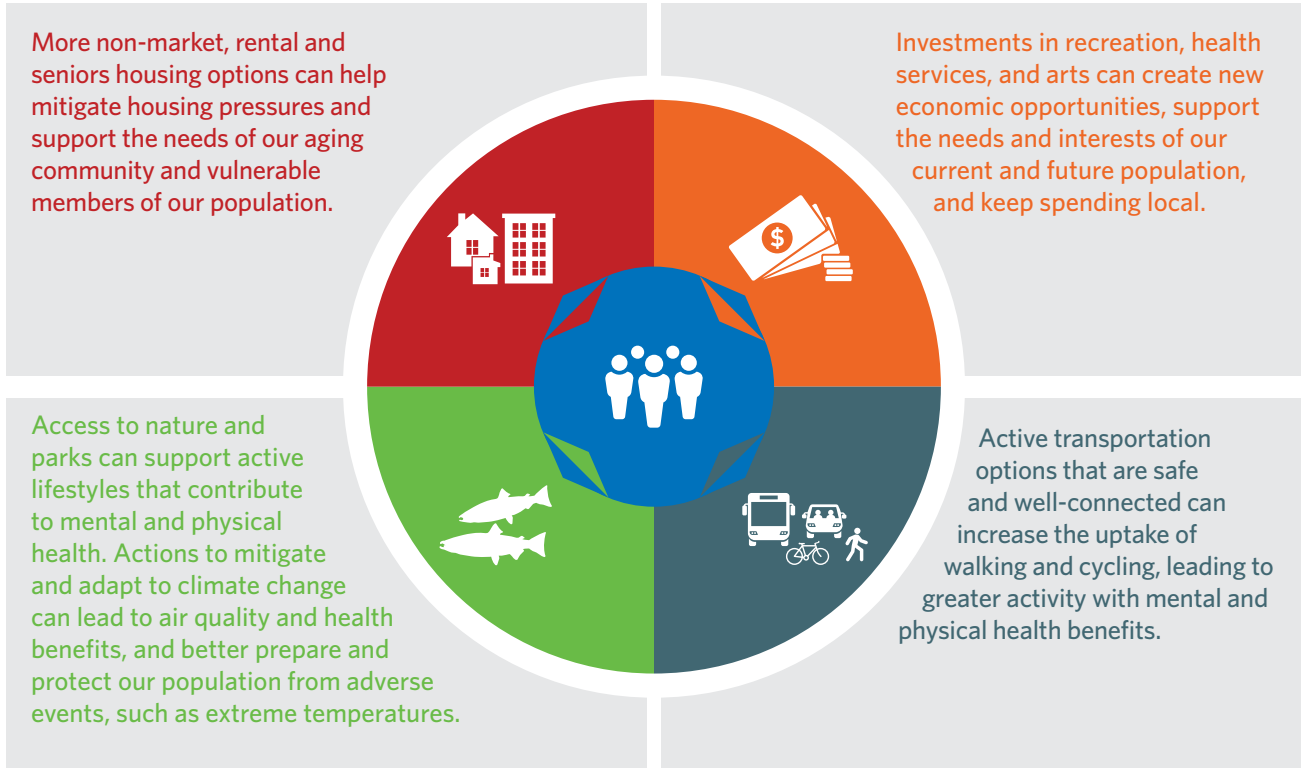
Key OCP Actions

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.

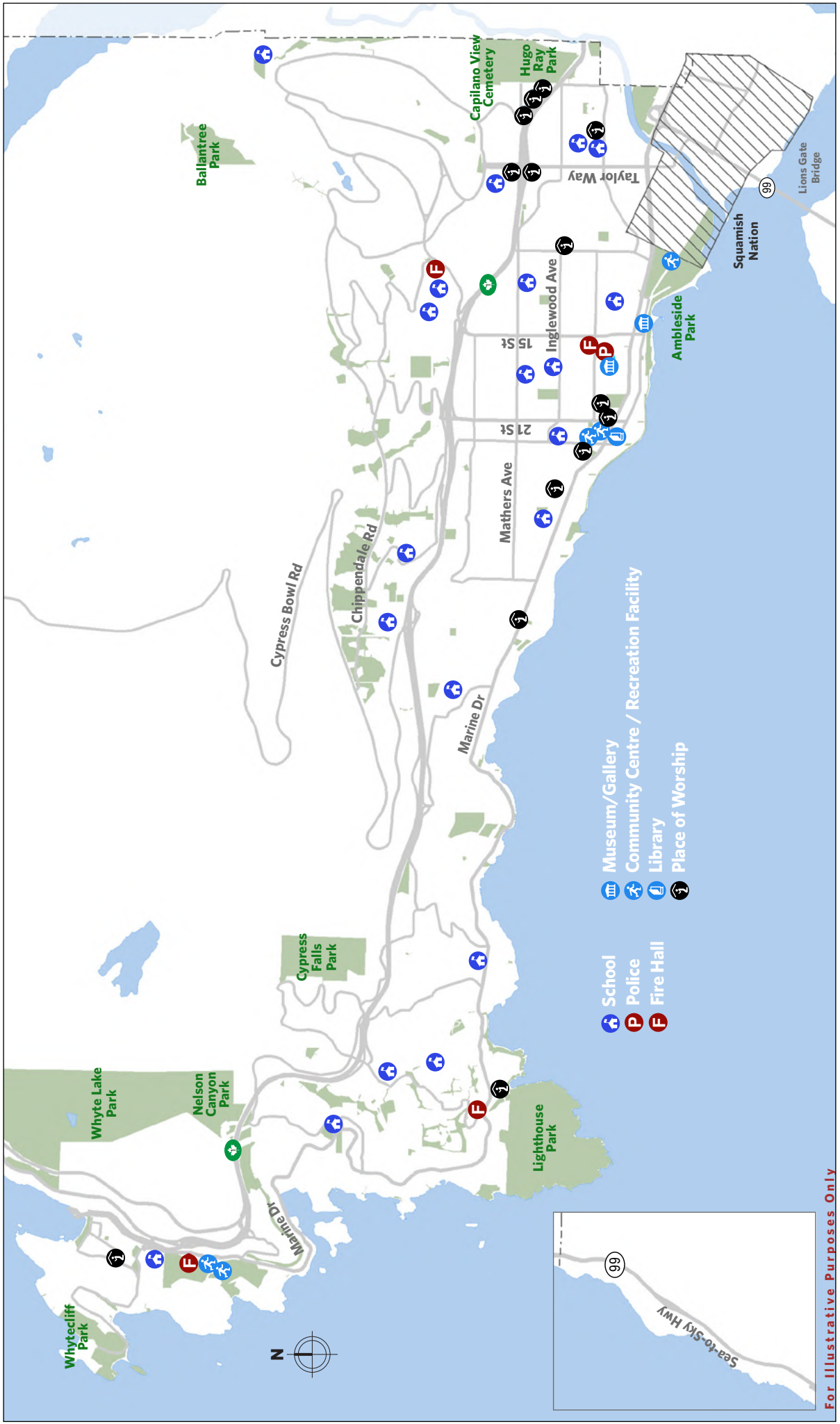
Embracing arts, creativity and lifelong education

- 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



SOCIAL WELL-BEING

For Illustrative Purposes Only

3 PLAN MANAGEMENT

3.1 Plan Implementation

Meeting long-term, community-wide plan objectives requires the collective efforts of many individuals and organizations. In addition to residents, businesses, and workers in our community, stakeholders include senior levels of government, community groups, boards and agencies. OCP policies are implemented through a range of strategies, regulations and plans that are approved through decisions of West Vancouver Council, including local area plans, housing strategies, transportation plans, and park management plans. Section 478 of the Act clarifies that an OCP does not commit or authorize a municipality to proceed with any project specified in the plan. However, all bylaws and works must be consistent with the OCP upon its adoption. As the District moves forward with this OCP, Council decisions and community input opportunities can ensure key OCP implementation strategies and plans continue to meet the community’s needs over the coming years.

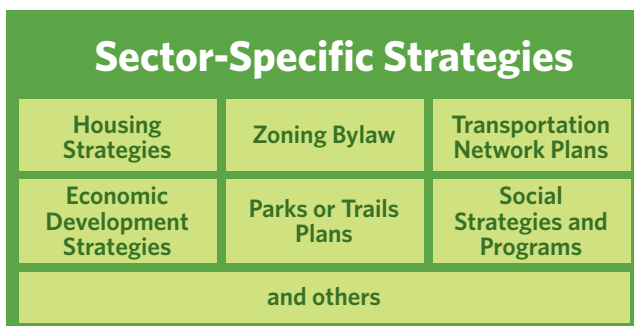
The relationship between the OCP and other District policies is illustrated below:



OVERARCHING VISION

The OCP includes community-wide policies, which provide a framework of overarching objectives and policies to guide decisions on planning and land use management.

The OCP also houses area-specific policies, built-form guidelines, and environmental permit requirements, which would be updated to provide more detailed guidance to support the implementation of the OCP. Updates to these guidelines would require subsequent OCP amendments.



SECTOR-SPECIFIC IMPLEMENTATION

Policies, plans, and regulatory documents to address sector-specific issues in more detail would be implemented/updated/developed in a manner consistent with the framework set out by the OCP.

Financial planning process

Section 477 of the Act requires that when a proposed OCP is prepared it must be considered in conjunction with the municipality’s financial plan. Following adoption, the District’s annual planning and budget process would then be conducted in alignment with this plan.

Financing public amenities

To manage growth and the associated demand in public amenities and servicing, the Local Government Act enables municipalities to collect Development Cost Charges from developers to contribute to off-site infrastructure (e.g., utilities like sewage, water, and drainage) to maintain and enhance our municipal services. Growth and development can also lead to additional demand and provide opportunities for other forms of amenities (e.g., community facilities and new or improved public space). The District has an adopted Public Amenity Contribution Policy, which establishes the

framework to guide securing amenities as public benefits. Examples of such public amenities include public realm enhancements, arts and cultural facilities, public art, parks and environment, heritage conservation, non-market housing, adaptable design features, child care, and similar features or facilities. The District expects to review and update its amenity contribution policy periodically. In addition to District-wide policy, area-specific public benefit strategies will be prepared through local area planning processes to reflect the specific nature of growth, the need for amenities, and the planning objectives of these centres and corridors. Operational and asset management costs of public amenities secured by the District will be incorporated to future financial plans.

Land speculation and plan estimates

As an overarching, community-wide plan, the OCP expresses our objectives and policies. While it indicates types and approximate locations of land uses anticipated over the long-term, it does not confer development rights. Land use and density are determined by the District's Zoning Bylaw, itself amended from time to time to maintain consistency with the OCP policy directions. Any future land use change requiring a rezoning would be the result of a formal bylaw amendment requiring Council approval following a Public Hearing, and would also include (where legislatively appropriate) the provision of development costs, off-site works and amenity contributions. The District cautions against speculation based on this plan.

Similarly, the projected population and expected housing demand and supply are based on best available analysis and assumptions (e.g., growth rates, regional projections and estimates, policy absorption rates). In particular, the estimated new dwelling additions to centres and corridors are to be confirmed by the respective local area planning processes. Additionally, the OCP does not legislatively commit or authorize a municipality to proceed with any project specified in this plan. Instead, the OCP provides objectives and policies for our community to work towards, and a framework for future decisions by Council.

1.2 Plan Monitoring

3.2 OCP is a long-range planning document with a 2041 planning horizon. In order to monitor our progress towards achieving the District's objectives over the coming decades, a measurable target for each theme is identified in Section 1.6 of this plan. The District is committed to monitoring these indicators to track the performance of its OCP policies and actions on a regular basis. Although this plan is based on our best understanding of issues today, these considerations will change over time. The ongoing monitoring process will help evaluate current realities against past trends and future directions in order to aid decision-making and help determine whether adjustments are needed in the future.

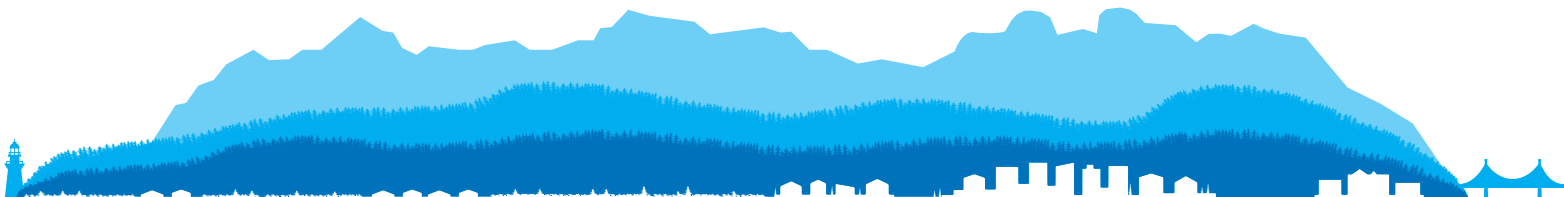
As a long-term plan, the OCP is not expected to be revised on a frequent basis. However, the OCP is not static. It is a living document to serve the community of West Vancouver, and it is expected that the plan will evolve to address emerging issues and changes in legislative requirements, or to better reflect changing community needs and values from time to time. Official Community Plans are typically reviewed every ten or so years to ensure the ongoing validity of the policies and to track progress towards long-term community objectives.

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SCHEDULE i

REGIONAL CONTEXT STATEMENT

west vancouver



SCHEDULE i

REGIONAL CONTEXT STATEMENT

The District of West Vancouver is required, under section 446(1) of the *Local Government Act*, to include a Regional Context Statement in its Official Community Plan. The Regional Context Statement is the component of the Official Community Plan that links the District's land use plans and policies to the Regional Growth Strategy. It must identify the relationship between the Official Community Plan and the approved Regional Growth Strategy. If applicable, it must also identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

Metro Vancouver 2040—Shaping our Future (Regional Growth Strategy Bylaw 1136, 2010) (hereafter, Metro 2040) was endorsed by the District of West Vancouver in March of 2011, and was adopted by the Metro Vancouver Regional Board as the Regional Growth Strategy for Metro Vancouver in July of 2011. The District's Regional Context Statement was updated in March of 2015 to reflect its Official Community Plan's compliance with Metro 2040.

Metro 2040 sets out five goals to guide the Region's own actions, and those of its member jurisdictions, in achieving a vibrant, diverse, prosperous and sustainable region. These goals are to:

1. create a compact urban area
2. support a sustainable economy
3. protect the environment and respond to climate change impacts
4. develop complete communities, and
5. support sustainable transportation choices.

The Regional Context Statement describes how the Official Community plan addresses the five major goals and the strategies of Metro 2040; how the District of West Vancouver will fulfill its required municipal roles; and how the District will address the population and employment projections set by Metro Vancouver.

Due to its history as a community of residential neighbourhoods, and its natural setting and topography, the District of West Vancouver does not contain agricultural lands, and has no industrial land base. It cannot, therefore, address all of the strategies set out in Metro 2040. However the goals set out in the District's Official Community Plan, where they do apply, are consistent with the vision and policies of Metro 2040.

To assist in long range planning, Metro 2040 has provided projections for population and employment for all municipalities within Metro Vancouver. These projections include a population of 60,000, a total of 24,500 dwelling units and an employment level of 29,000 jobs within the District and Squamish Nation lands located within our municipal boundary by the year 2041. This Regional Context Statement describes how the District will work towards aligning with a portion of these projections for lands within the District's jurisdiction over time.

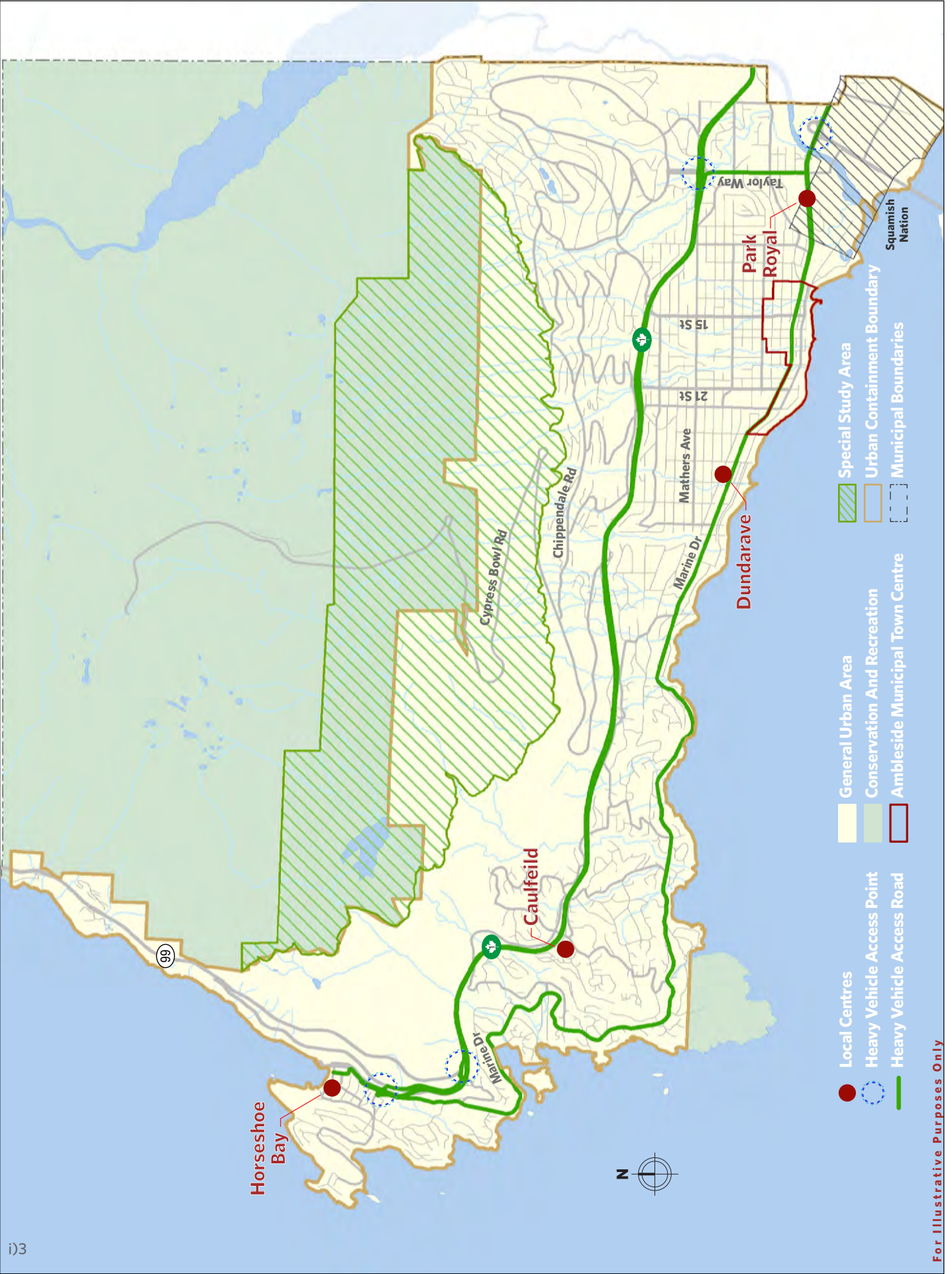
Metro 2040 sets out broad land use designations for all of Metro Vancouver. The "Regional Land Use Designations" map (Map 16) illustrates how the Regional designations apply to the District of West Vancouver. It also illustrates the Urban Containment Boundary, the boundary of the Ambleside Municipal Town Centre and the boundary of Squamish Nation lands (Capilano Indian Reserve No. 5), which are located within West Vancouver's municipal boundaries.

The District of West Vancouver may amend this Official Community Plan to adjust the boundaries of the Ambleside Municipal Town Centre on completion of the local area planning process for Ambleside, provided such adjustments satisfy the requirements set out in section 6.2.8 of Metro 2040, and meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). The District will also notify Metro Vancouver of such adjustments, as per the requirements set out in section 6.2.9 of Metro 2040.

Metro 2040 includes a number of “Special Study Areas” where municipalities are undertaking work that could result in changes to regional designations or in a change to the location of the Urban Containment Boundary. West Vancouver’s Upper Lands are identified as one of the “Special Study Areas”, as shown in the “Regional Land Use Designations” map (Map 16). This “Special Study Area” currently includes undeveloped lands that span east to west above 1,200 feet in elevation. As indicated in this OCP, the District has policy to concentrate future Upper Lands development into compact and complete neighbourhood(s) in and around the Cypress Village and adjacent Cypress West areas, through the preparation of Area Development Plan(s). This would significantly reduce the area of land developed, and permanently protect areas with greater environmental and recreational values above the 1,200-foot contour and west of Eagle Creek below 1,200-foot contour from future residential development. The current “Special Study Area” will remain until Council has sufficient policy in place to guide future development in the Upper Lands with adopted Area Development Plan(s) for Cypress Village/Cypress West. At that time, the District anticipates working with Metro Vancouver to remove Metro 2040’s “Special Study Area” as appropriate to reflect and implement Council’s direction and seek to re-designate those newly protected lands west of Eagle Creek below 1,200 feet as well as Special Study Area lands above the 1,200 foot contour as Conservation & Recreation Land Use in Metro 2040.

The “Statement of Alignment between the Policies of the OCP and Metro 2040” identifies how the policies of the Official Community Plan comply with Metro 2040, and where applicable, describes how the plan will be brought into “alignment” over time.

MAP 16. REGIONAL LAND USE DESIGNATIONS



Statement of Alignment between the Policies of the OCP and Metro 2040

Goal 1: Create a Compact Urban Area

The District of West Vancouver is a community of residential neighbourhoods defined by historic patterns of development and natural landscape features. The coastline and rugged mountain terrain create natural limits to development. New development will consist of infill or redevelopment within existing neighbourhood areas and strengthening existing centres and corridors, with the exception of the Upper Lands. There, lands within the Urban Containment Boundary will be subject to comprehensively planned future neighbourhoods in and around the future Cypress Village, subject to detailed Area Development Plans which direct development to lands most suitable for development and protect environmental and recreational assets.

Metro 2040 Strategies	Official Community Plan																																								
<p>1.1.3 a Depict the Urban Containment Boundary on a map.</p>	<p>The Urban Containment Boundary is shown on the 'Regional Land Use Designations' map (Map 16).</p>																																								
<p>1.1.3 b Provide dwelling unit and employment projections with reference to Guidelines in Table A.1. Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</p>	<p>In Table A.1 of Metro 2040, projections for the District of West Vancouver, including the Squamish Nation land, are:</p> <table border="1" data-bbox="435 842 1203 1020"> <thead> <tr> <th></th> <th>2011</th> <th>2021</th> <th>2031</th> <th>2041</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>46,300</td> <td>51,000</td> <td>56,000</td> <td>60,000</td> </tr> <tr> <td>Dwellings</td> <td>18,400</td> <td>20,600</td> <td>23,100</td> <td>24,500</td> </tr> <tr> <td>Employment</td> <td>18,700</td> <td>24,000</td> <td>27,000</td> <td>29,000</td> </tr> </tbody> </table> <p>Analysis conducted by the District of West Vancouver in 2016, specific to the area within the municipality's jurisdiction, produced the following growth projections:</p> <table border="1" data-bbox="435 1119 1203 1297"> <thead> <tr> <th></th> <th>2011</th> <th>2021</th> <th>2031</th> <th>2041</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>43,500</td> <td>45,000</td> <td>49,000</td> <td>54,000</td> </tr> <tr> <td>Dwellings</td> <td>17,000</td> <td>18,000</td> <td>20,000</td> <td>22,000</td> </tr> <tr> <td>Employment</td> <td>14,500</td> <td>16,500</td> <td>18,500</td> <td>21,000</td> </tr> </tbody> </table> <p>These projections are generally consistent with Metro 2040. West Vancouver is expected to increase by ~10,000 people by 2041. This represents an annual growth rate of 0.74%.</p> <p>Since the analysis, new Census data have been published and indicate that the population of West Vancouver was approximately 42,500 and the occupied dwelling units was approximately 17,000 in 2016.</p>		2011	2021	2031	2041	Population	46,300	51,000	56,000	60,000	Dwellings	18,400	20,600	23,100	24,500	Employment	18,700	24,000	27,000	29,000		2011	2021	2031	2041	Population	43,500	45,000	49,000	54,000	Dwellings	17,000	18,000	20,000	22,000	Employment	14,500	16,500	18,500	21,000
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Metro 2040 Strategies	Official Community Plan
<p>1.1.3 b</p> <p>Provide dwelling unit and employment projections with reference to Guidelines in Table A.1.</p> <p>Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</p> <p><i>continued...</i></p>	<p>Section 2 A “Housing & Neighbourhoods” describes where new dwelling units will be developed to achieve the estimated increase in population. New housing units are expected to increase by 5,000 by 2041. Population growth will be accommodated entirely within the Urban Containment Boundary in areas shown on Map 16 ‘Regional Land Use Designations’:</p> <p>Within these areas:</p> <ul style="list-style-type: none"> ▪ Section 2 A “Housing & Neighbourhoods” 2.1 “Existing Neighbourhoods” contains policies to develop 300 to 400 sensitive infill units consisting of smaller houses on smaller lots, rental and strata coach houses, duplexes and basement suites, and to support 300 to 350 ground oriented multi-family and mixed-use units along the Marine Drive Transit Corridor, adjacent to “neighbourhood hubs” and through limited site-specific zoning changes in keeping with the policies of the Plan; ▪ Section 2 A “Housing & Neighbourhoods” Policies 2.1.12 and 13 provide 500 to 750 units in the Marine Drive Local area Plan, 1,000 to 1,200 units in the Ambleside Town Centre, 500 to 600 units in the Taylor Way Corridor and 200 to 300 units in Horseshoe Bay; and ▪ Section 2 A “Housing & Neighbourhoods” 2.2 “Future Neighbourhoods” provides for an overall residential density of 2.5 residential units per gross acre of undeveloped public and private land identified below the 1,200 foot contour, which, through the transfer of development rights, and the approval of Area Development Plans for Cypress Village and Cypress West, will provide for a range of housing types, tenures and unit sizes in these new neighbourhoods. <p>Section 2 B “Local Economy” 2.3 “Local Economy and Employment” contains policies to strengthen commercial centres and nodes at Ambleside, Park Royal and Horseshoe Bay, to regenerate Dundarave and Caulfeild Village Centres and to plan for a range of commercial uses in the new Cypress Village. Policies call for expansion of commercial and mixed use zones to broaden economic opportunities and the expansion of retail and services in local commercial nodes, to support home based businesses, support visitor accommodations and tourism, encourage versatile spaces such as live-work and production retail that support arts and culture sector development and encourage entertainment and cultural and special events. Policies 2.3.16 to 2.3.21 speak to enhancing employment through promoting opportunities and innovation in sectors such as health care, technology, research, film, and through partnerships, collaborations and support for small business.</p> <p>All land outside of the Urban Containment Boundary is designated for Conservation and Recreation uses. All Residential Neighbourhoods as shown on Map 1 and Local Planning Areas as shown on Maps 3 through 9 are within the Urban Containment Boundary.</p>

Metro 2040 Strategies	Official Community Plan
<p>1.2.6 a</p> <p>Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas (FTDAs) as set out in Table 2.</p>	<p>The Ambleside Municipal Town Centre is designated as a Municipal Town Centre in Metro 2040. Its boundaries are identified on Map 16 'Regional Land Use Designations'.</p> <p>A Local Area Plan for the Ambleside area is estimated to accommodate 1,000 to 1,200 new units as set out in Section 2 A "Housing & Neighbourhoods" Policy 2.1.13. This represents a 20-24% municipal share of planned dwelling unit growth that will contribute to achieving the regional target for growth in Urban Centres. Detailed dwelling unit and employment projections, as well as the municipal shares of regional growth targeted for Urban Centres for the Ambleside Municipal Town Centre will be prepared in conjunction with the Local Area Plan Review.</p> <p>The District has not designated Frequent Transit Development Areas (FTDAs)</p>
<p>1.2.6 b</p> <p>Include policies for Urban Centres which:</p>	
<p>(i) Identify Urban Centre locations and boundaries;</p>	<p>The Ambleside Municipal Town Centre is identified as a Municipal Town Centre on Map 16 'Regional Land Use Designations'. Adjustments may be made to the boundaries of the Ambleside Municipal Town Centre upon the completion of the Local Area Plan Review, as provided for by Policy 6.2.8 of Metro 2040.</p>
<p>(ii) Focus growth and development in Urban Centres generally consistent with Table 3 - Guidelines for Urban Centres;</p>	<p>The District's highest residential densities are centred in the Ambleside Town Centre, followed by the commercial areas of Park Royal, Dundarave, and Horseshoe Bay.</p> <p>Section 2 A "Housing & Neighbourhoods" Policy 2.1.13 calls for an estimated increase of 1,000 to 1,200 new units in the Ambleside Municipal Town Centre area.</p> <p>Section 2 B "Local Economy" 2.3 "Local Economy and Employment" emphasizes the Ambleside Municipal Town Centre as the heart of West Vancouver with commercial, arts and culture, office, civic, visitor accommodation and waterfront recreation uses.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.17 calls for the development of parking management strategies in town and village centres, which includes the Ambleside Municipal Town Centre, to meet the community's needs and support more sustainable modes of travel.</p> <p>Schedule ii "Area-Specific Policies & Guidelines", Guidelines BF-C3 "Ambleside Village Centre", Policy BF-C 4.2 call for a more intense, interesting commercial area, and a more vibrant core encouraging a concentration of commercial, retail and restaurant uses. Policy BF-C 4.4 is to increase the proportion of residential use, particularly in the periphery of the current commercial area, emphasizing its role as a "living" centre for civic and cultural activities.</p>
<p>(iii) Encourage office development in Urban Centres through policies and/or incentives;</p>	<p>Section 2 B 2.3 "Local Economy" Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices. Specific policies on office development will be addressed in conjunction with the Local Area Plan Review.</p>

Metro 2040 Strategies	Official Community Plan
<p>(iv) With the provision of transit, reduce residential and commercial parking where appropriate.</p>	<p>Section 2 A “Existing Neighbourhoods” Policy 2.1.16 and 2.1.17 provide for the reduction of off-street parking requirements to support existing rental housing and promote new market and non-market rental, seniors and supportive housing close to transit and amenities.</p> <p>Policy 2.1.23 calls for advancing community energy efficiency by supporting alternative transportation through housing location and parking requirements.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guideline BF-C 3 for Ambleside Municipal Town Centre strongly encourages shared parking, especially surface parking areas off lane, with adequate signage to inform the public of share arrangements.</p>
<p>1.2.6.c</p> <p>Include policies for Frequent Transit Development Areas (FTDAs) to identify and focus growth and development in these areas</p>	<p>Not applicable (FTDAs have not been identified at this time).</p>
<p>1.2.6 d</p> <p>Include policies for General Urban areas which:</p>	
<p>(i) Identify General Urban areas;</p>	<p>General Urban areas are identified on the “Regional Land Use Designations” Map (Map 16).</p>
<p>(ii) Ensure development in the General Urban areas outside of the Urban Centre is lower density;</p>	<p>Policy 2 A “Housing and Neighbourhoods” Policy 2.1.13 provides estimates for new units in Ambleside Town Centre and other local area plans.</p> <p>Policy 2.1.14 states that mixed-use and apartment forms are prioritized in core areas and ground-oriented multi-family forms such as townhouses and duplexes are forms to transition to adjacent single-family neighbourhoods.</p> <p>Policy 2 A “Housing and Neighbourhoods” 2.1 “Existing Neighbourhoods” limits development to sensitive infill units, such as smaller units, coach houses and duplexes.</p>
<p>(iii) Identify small scale Local Centres where appropriate;</p>	<p>Map 16 ‘Regional Land Use Designations’ identifies Horseshoe Bay, Dundarave, Caulfeild, and Park Royal as Local Centres.</p> <p>Section 2 B 2.3 “Local Economy and Employment” Policies 2.3.2 to 2.3.4 describe the role of each: Park Royal as a regional shopping centre; Horseshoe Bay Village Centre with a visitor accommodation and tourism element; Dundarave and Caulfeild Village Centres with small-scale retail and service, mixed residential and commercial uses.</p>

Metro 2040 Strategies	Official Community Plan
<p>(iv) Exclude non-residential, major trip generating uses from areas outside Urban Centres and FTDA's;</p>	<p>Commercial uses are identified in Section 2 B "Local Economy". Map 10 'Commercial and Tourist Areas' identifies all existing and future areas of commercial use, including marine commercial, Cypress Mountain and the future Cypress Village. The existing non-residential major trip generating uses of municipal and cultural facilities are already established inside the Municipal Town Centre. Other established non-residential major trip generating uses outside of the Municipal Town Centre include existing marine commercial, the Cypress Mountain ski and recreation area and the BC Ferries Horseshoe Bay terminal, as well as Park Royal Shopping Centre located on the transit network.</p> <p>The District's OCP policies to guide future land use change do not support new non-residential major trip-generating uses of an industrial nature, business parks, or shopping malls which would be likely to generate a significant number of new trips. New non-major residential major trip-generating uses, such as primary office use or major civic institutions, are not contemplated outside of the Municipal Town Centre.</p> <p>The District does not have FTDA's.</p>
<p>(v) Encourage infill development by directing growth to established areas;</p>	<p>Map 1 'Neighbourhood Infill Opportunities' identifies existing neighbourhoods where infill development is to be directed.</p> <p>Section 2 A "Housing & Neighbourhoods" Policy 2.1.1 calls for amending subdivision standards to allow smaller houses on smaller lots, and Policy 2.1.2 calls for updating zoning provisions to increase the supply of coach houses in existing detached residential areas.</p> <p>Schedule ii "Area-Specific Policies & Guidelines", Guidelines BF-B 11 identifies locations in established areas for duplex development. Guidelines BF-B 12 identifies the Evelyn Drive Planning area, immediately adjacent to Park Royal, as a neighbourhood redevelopment area providing for a variety of housing types, built forms and densities. Guidelines BF-B 13 identifies the block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street as an "Infill" area suitable for a combination of smaller single-family dwellings, coach houses, duplexes, and triplexes.</p>
<p>1.2.6 e Ensure Regional Industrial, Mixed Employment and Recreation and Conservation designations prevail in Urban Centre and FTDA's.</p>	<p>The Ambleside Municipal Town Centre is completely within the General Urban designation.</p> <p>FTDA's have not been identified at this time.</p>

Metro 2040 Strategies	Official Community Plan
1.2.6.f For Urban Centres, FTDA's and General Urban areas, include policies which:	
(i) Minimize impacts of urban uses on industrial activities;	Not applicable (there are no areas designated for Industrial use).
(ii) Encourage safe and efficient transit, cycling and walking;	Section 2 C "Transportation & Infrastructure" Policies 2.4.1 to 2.4.6 speak the completion of a safe, accessible and connected pedestrian and cycling network integrated to town and village centres. Policy 2.4.4 calls for the development of minimum pedestrian and cyclist design and infrastructure guidelines for new private and public development projects.
(iii) Implement transit priority measures where appropriate;	Section 2 C "Transportation & Infrastructure" Policy 2.4.8 contains policies to expand bus priority measures and transit-supportive road treatments along Marine Drive to increase efficiency of transit service.
(iv) Support district energy systems and renewable energy generation;	Section 2 A "Housing & Neighbourhoods" Policy 2.1.23 encourages the development of renewable energy generation to advance community energy efficiency and reduce GHG emissions. Section 2 D "Natural Environment" Policy 2.6.23 supports the incorporation of renewable energy in public and private buildings, and the development of renewable energy systems as opportunities arise.
1.3.3 a Identify Rural Areas.	Not applicable (there are no Rural designated areas).

Goal 2: Support a Sustainable Economy

Section 2 B “Local Economy” of the West Vancouver Official Community Plan contains policies to strengthen commercial centres and nodes, to support tourism, to promote opportunities and innovation, and to support a vibrant and diverse local economy.

Metro 2040 Strategies	Official Community Plan
<p>2.1.4 a</p> <p>Include policies that support appropriate economic development in Urban Centres, FTDAs, Industrial and Mixed Employment areas.</p>	<p>Section 2 B “Local Economy” “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal town Centre as the heart of the District, supporting commercial land uses including retail, service, office, arts and culture, civic services and facilities, visitor accommodation and recreation.</p> <p>Policy 2.3.6 calls for the expansion of commercial and mixed-use zones to broaden economic opportunities and stimulate employment growth.</p> <p>Policy 2.3.10 supports the development of visitor accommodation including boutique hotel(s) in the Ambleside Town Centre.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contain directions to create a more intense and vibrant commercial, civic and service area, to increase its growing role as a home for civic and cultural activities, to strengthen connections to the waterfront increase cultural and recreational activity, encourage mixed-use projects and create a sense of place that will reinforce the role of Ambleside as West Vancouver’s Town Centre.</p> <p>The District does not have FTDAs, Industrial or Mixed Employment areas.</p>
<p>2.1.4 b</p> <p>Support the development of office space in Urban Centres through policies and incentives.</p>	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices.</p>
<p>2.1.4.c</p> <p>Include policies that discourage major commercial and institutional development outside of Urban Centres and FTDA.</p>	<p>Section 2 B “Local Economy” specifies that commercial areas consist of Ambleside as the Municipal Town Centre, as well as Park Royal regional shopping centre, the existing local commercial centres of Dundarave, Caulfeild and Horseshoe Bay, and dispersed smaller commercial sites. Map 10 ‘Commercial and Tourism Areas’ identifies all major existing and future commercial areas, including the proposed future Cypress Village commercial area, and Map 15 ‘Major Community Social Assets’ identifies all major institutional uses. Major commercial and institutional developments will be limited outside of the above-noted areas.</p> <p>Section 2 B “Local Economy” Policy 2.3.1 identifies Ambleside Municipal Town Centre as the civic heart of West Vancouver. While commercial and institutional development may be appropriate in General Urban Areas outside of the Urban Centres, major commercial and institutional development will be discouraged outside of the Ambleside Municipal Town Centre.</p> <p>The District has not identified FTDA.</p>

Metro 2040 Strategies	Official Community Plan
<p>2.1.4 d</p> <p>Show how Special Employment Areas are supported through land use and transportation policies.</p>	<p>This section is not applicable, as the District of West Vancouver does not contain hospitals, or post-secondary institutions.</p>
<p>2.2.4 a to 2.3.6.a</p> <p>Identify Industrial, Mixed Employment and Agriculture areas.</p>	<p>These sections are not applicable as there are no Industrial, Mixed Employment or Agricultural designated areas within West Vancouver.</p>
<p>2.3.6 b</p> <p>Include policies to support agricultural viability.</p>	<p>Although there are no areas in West Vancouver within the Agriculture designation, Policy Section 2 E “Social Well-Being” Policy 2.9.12 supports urban agriculture, community gardens, farmers’ markets and related initiatives.</p>

Goal 3: Protect the Environment and Respond to Climate Change Impacts

The Official Community Plan describes the context of the District as a collection of distinct neighbourhoods set within nature, defined by the terrain of the North Shore Mountains, numerous watersheds and a rugged coastline. Over 60% of the land base in West Vancouver is designated for major parks and for watershed protection. Section 2 D “Parks & Environment” promotes the protection and management the District’s natural resources and preservation of its sensitive ecosystems. The Plan contains policies, development permit area designations and guidelines to protect and enhance natural areas, to ensure the safety of people and property from natural hazards and to respond to the impacts of climate change.

Metro 2040 Strategies	Official Community Plan
<p>3.1.4 a</p> <p>Identify Conservation and Recreation areas and their boundaries on a map.</p>	<p>Conservation and Recreation areas and their boundaries are shown on the Map 16 ‘Regional Land Use Designations’.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.1.4 b (i) to (vi):</p> <p>Include policies to protect Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses and limited agriculture.</p>	<p>Policy 2 D “Parks & Environment” 2.6 “Natural Environment” “Sensitive habitats and natural assets” contains policies to identify ecological important assets and develop strategies to protect and manage these features through a variety of conservation tools, and to protect the ecological value of Telegraph Hill and Tye Point.</p> <p>Policy 2 D “Parks & Environment” Policies 2.7.1 to 2.7.6 contain policies to acquire, maintain and care for the District’s parks and open spaces, and to support compatible activities in parks and open spaces to advance environmental stewardship.</p> <p>Policy 2 D “Parks & Environment” 2.7 “Parks and Trails” “Protecting the Upper Lands natural assets” contains policies to manage Limited Use and Recreation lands above 1,200 feet by dedicating district owned land as parkland, assessing specific recreational opportunities on private land, and seeking to acquire land with high environmental value or recreation potential. The policies also protect environmental values below 1,200 feet in the Upper Lands by prioritizing areas of significant ecological values and transferring development density to future neighbourhoods in and around Cypress Village. Policies seek to balance recreation uses with environmental and cultural values, and allow recreational access on authorized trails.</p> <p>Policy 2 D “Parks & Environment” contains policies to protect watercourse corridor and riparian areas (Policy 2.6.7) and to protect the foreshore (Policy 2.6.10).</p>
<p>3.1.4 c</p> <p>Buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>Section 2 D “Parks & Environment” Policy 2.7.5 contains policies to use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads.</p> <p>Section 2 D “Parks & Environment” Policy 2.7.9 calls for a ‘soft edge’ of development and appropriate urban-forest interface and buffer to sensitive features.</p>
<p>3.2.4</p> <p>Include policies and/or maps to illustrate management of ecologically important areas and natural features.</p>	<p>Map 13 ‘Natural Environmental Resources’ identifies creek corridors, major parks and land above the 1,200 foot contour.</p> <p>Section 2 D “Parks & Environment” Policy 2.6.7 contains policies to protect the ecological value of watercourse corridors and riparian areas and Policy 2.6.13 to identify and protect sensitive habitats and natural features.</p> <p>Policy 2 D “Parks & Environment” “Managing our valuable parks system” and “Protecting the Upper Lands natural assets” contain policies to acquire and protect significant environmental areas.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.2.5</p> <p>In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>Section 2 D “Parks & Environment” “Promoting trails and access to nature” contains policies to manage and improve the trails network on public lands, improve connectivity to regional networks, and advance the multi-use trail linkages between municipalities on the North Shore.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.4.11 calls for partnerships with stakeholders, including TransLink, neighbouring municipalities, and Metro Vancouver to advance connectivity for all travel modes.</p>
<p>3.2.6</p> <p>Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and eco-gifting).</p>	<p>Section 2 D “Parks & Environment” 2.6 “Natural Environment” identifies policies to protect, enhance and restore the environment, including sensitive ecosystems, including watercourse, riparian corridors, foreshore areas, and sensitive habitats. Policy 2.6.14 calls for using conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting ecologically important assets.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines NE 13 establishes watercourse protection and enhancement areas to protect and enhance watercourses and wetlands in West Vancouver’s existing neighbourhoods.</p>
<p>3.2.7</p> <p>Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.9 calls for implementing recommendations of integrated stormwater management plans for District watersheds and updating plans to meet evolving needs and incorporate best practices overtime.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.13 to 2.5.17 identifies policies to enable and support protection of watershed health when pursuing bylaw and policies changes on municipal sewage and drainage system management.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.3.4 a</p> <p>Identify land development and transportation strategies to meet GHG reduction targets.</p>	<p>Section 1.1.3 “Key Trends” “Climate Change” advises that the District adopted GHG reduction targets and climate change strategies in 2016 and the land use, transportation and infrastructure policies of the Official Community Plan are aligned with this path. Policy 2 D “Parks & Environment” Policy 2.6.19 seeks to implement the community reduction target of 40% below 2010 levels by 2040 through the land use, housing, transportation and infrastructure policies of this plan.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.5.19 is to implement corporate energy and emissions reduction initiatives to advance toward the Districts corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050.</p> <p>Section 2 A “Housing & Neighbourhoods” focuses on infill, regenerating neighbourhoods, increasing multi-family housing options and strengthening centres and corridors. Policy 2.1.23 calls for supporting transportation alternatives through housing location.</p> <p>Policy section 2 C “Transportation & Infrastructure” 2.4 “Mobility and circulation” focuses on the completion of the active transportation network and improvements to provide attractive alternatives to driving.</p>
<p>3.3.4 b</p> <p>Identify land use and infrastructure policies, programs to reduce energy consumption and GHG emissions and improve air quality.</p>	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.23 and 2.1.24 advance community energy efficiency and reduce GHG emissions by supporting transportation alternatives through housing location, parking requirements, efficient building forms, standards and designs, and supporting building retrofit, and call for the review of regulations to promote climate adaptation measures in new housing and site design. Initiatives to support GHG emissions will also contribute to improved air quality for the community.</p>
<p>3.3.4.c</p> <p>Focus infrastructure and amenities in Urban Centres and FTDA’s, and at appropriate locations along TransLink’s Frequent Transit Network.</p>	<p>Section 2 C “Municipal Operations and Infrastructure” Policy 2.5.2 contains policies to optimize existing infrastructure systems prior to new system development. Policies 2.4.2, 2.4.8 and 2.4.9 calls for improved transit infrastructure in town and village centres, which includes the Ambleside Municipal Town Centre and the Marine Drive Local Area, where the FTN is located.</p> <p>Section 2 E “Social Well-Being” Policies 2.8.10 and 2.8.14 focuses on locating community amenities and public spaces in central, transit-accessible areas and town and village centres.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contains policies to provide street design improvements to enhance the pedestrian environment and to provide connections to the Argyle waterfront to enhance the town centre.</p> <p>Area-specific public benefit strategies, which addresses amenity needs, will be prepared for the Ambleside Municipal Town Centre through a detailed local area planning processes.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.3.4 d</p> <p>Identify policies, strategies to support integrated storm water management and water conservation.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.9 contains policies to implement integrated stormwater management plans for District watersheds.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.6 to 2.5.8 seek to monitor water usage, encourage practices and designs and systems to reduce water consumption and encourage conservation through leak detection metering and community-wide education.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines NE 13 “Watercourse Protection and Enhancement Areas” apply development permit guidelines to neighbourhoods that contain watercourses and wetlands to ensure that they are not negatively impacted by development.</p>
<p>3.4.4</p> <p>Minimize risk associated with climate change and natural hazards.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.19 to 2.6.23 contain policies to employ regulations and structure and non-structural measures to reduce potential impacts on public safety and property from sea level rise and storm surge, to enhance creek corridors to accommodate for and reduce impacts from flood and slope hazards and extreme weather events, to expand the use of green infrastructure through public and private development, and to support the development of renewable energy system as opportunities arise.</p> <p>Policy 2 D “Parks & Environment” Policy 2.6.18 calls for the review of development requirements to address risks of natural hazards.</p> <p>Section 2 E “Social Well-Being” Policies 2.9.13 supports measures to increase community resiliency during emergencies, disasters and extreme weather events.</p>
<p>3.4.5</p> <p>Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets, and operations.</p>	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.24 calls for regulatory reviews to advance climate adaptation measures in new housing and site design.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.4, 2.5.5, 2.5.17, and 2.5.19 calls for planning and managing municipal infrastructure and operations with consideration for climate change and its associated impacts.</p> <p>Section 2 D “Parks & Environment” Policies 2.6.11, 2.6.17, 2.6.18, 2.6.20, 2.6.21, and 2.6.22 identifies policy actions to address and adapt to climate change and natural hazards during planning and development.</p>

Goal 4: Develop Complete Communities

The District of West Vancouver is a residential community served and supported by the Ambleside Municipal Town Centre, by convenient local commercial centres at Dundarave, Caulfeild and Horseshoe Bay, and by the major regional shopping centre at Park Royal. These commercial areas and a broad array of recreational, social and cultural services and amenities provide a complete range of services and facilities for West Vancouver residents.

Metro 2040 Strategies	Official Community Plan
<p>4.1.7 a</p> <p>Work toward meeting estimated housing demand (Table A.2 of RGS):</p>	<p>Table A.2 of Metro 2040 identifies demand for 1,500 ownership and 500 new rental units to be provided between 2016 and 2026. Of this, over 300 units will be required for households with low or very low income.</p> <p>As set out in Section 1.1.3b above, the estimated housing demand will be met through infill in existing neighbourhoods, increased opportunities for triplex, townhouse and mixed use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans, with policies specifically to include non-market and rental housing.</p> <p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.16 calls for support of purpose-built rental housing stock and renter households by encouraging additional rental units through bonus density, retaining purpose-built rental housing stock, and securing market and non-market rental housing through Housing Agreements. Policy 2.1.17 promotes new market and non-market rental, seniors and supportive housing units through a variety of techniques. Policy 2.1.18 calls for the update and regular review of the District’s housing action plan to monitor local market conditions and respond to housing priorities and needs as required over time.</p>
<p>(i) Ensure the need for diverse housing options is articulated in municipal plans and policies;</p>	<p>Section 2 A “Housing & Neighbourhoods” 1.2 “Existing Neighbourhoods” encourages a diverse range of housing options from respecting neighbourhood character by controlling the scale of new single-family dwellings (Policy 2.1.8), protecting heritage buildings, promoting sensitive infill units (Policy 2.1.9), supporting triplexes, townhouse and mixed use options (Policy 2.1.4), new housing in centres and corridors (Policy 2.1.12 and 2.1.13), and prioritizing mixed-use and apartment forms in core areas and ground oriented multi-family forms transitional to single-family neighbourhoods (Policy 2.1.14).</p> <p>Section 2 A “Housing & Neighbourhoods” Policy 2.2.14 states that the future Cypress Village and Cypress West Neighbourhoods are to include a range of housing types, tenures and unit sizes to meet the needs of residents of different ages and incomes.</p>
<p>(ii) Increase supply through infill, compact forms and increased density;</p>	<p>As set out in Metro 2040 Section 1.1.3b above, housing supply will be increased through infill in existing neighbourhoods, increased opportunities for smaller houses on smaller lots, coach houses, triplex, townhouse and mixed-use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans.</p>
<p>(iii) Work with senior governments to provide affordable rental housing;</p>	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.19 contains policies to work with non-profit groups and senior levels of government to maintain and create non-market rental, senior and supportive housing, particularly in areas close to transit service.</p>

Metro 2040 Strategies	Official Community Plan
<p>(iv) Encourage affordable housing through municipal measures.</p>	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.16 to 2.1.17 advance affordability by prohibiting stratification of rental buildings exceeding four units, encouraging rental units through bonus density and securing non-market housing through housing agreements, and using other incentives to promote new market and non-market rental, seniors and supportive housing.</p> <p>Policy 2.1.21 calls for the use of surplus district-owned lands to increase availability of more diverse and affordable housing.</p>
<p>4.1.8 a - f Prepare and implement a Housing Action Plan.</p>	<p>The District adopted a Housing Action Plan in February 2013 and implementation policies are contained in Section 2 A “Housing & Neighbourhoods”. Policy 2.1.18 calls for a periodic review and update of the Housing Action Plan as required to closely monitor and address community housing priorities and needs over time.</p>
<p>4.2.4 a Support compact, mixed-use, transit, cycling and walking oriented communities.</p>	<p>The OCP focuses new development in the Ambleside Municipal Town Centre and the Marine Drive Corridor, in increased mixed-use developments, infill in established neighbourhoods, and the new Cypress Village and Cypress West Neighbourhoods that are clustered around a mixed-use village centre.</p> <p>Policy 2 C “Transportation & Infrastructure” 2.4 “Mobility and Circulation” promotes the completion of a pedestrian and cycling network with integration to transit, town and village centres, community facilities, and parks, and calls for working with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit service, prioritizing connections between Park Royal, Ambleside and Dundarave centres.</p> <p>Schedule ii “Area-Specific Policies & Guidelines” contains detailed guidelines BF-C 3 to create a compact, pedestrian-friendly Ambleside Municipal Town Centre, BF-C 5 to support pedestrian scale and pedestrian access in the Dundarave Village Neighbourhood Centre, and BF-C 6 in the Horseshoe Bay Neighbourhood Centre.</p>
<p>4.2.4 b Locate cultural, recreational, institutional facilities in Urban Centres or with good transit access.</p>	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises Ambleside Municipal Town Centre as the heart of the District, including arts and cultural spaces, civic services and facilities.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.14 calls for maintaining public spaces in town and village centres and establishing centre-specific public realm guidelines for art, culture and diversity.</p> <p>Map 15 ‘Major community Social Assets’ identifies cultural, institutional and recreational facility uses immediately in and adjacent to the Ambleside Municipal Town Centre.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, BF-C 3 for Ambleside Municipal Town Centre calls for strategies to integrate arts and encourage the provision of culture and to integrate the Centre with the Argyle Waterfront to increase cultural and recreational activity.</p>

Metro 2040 Strategies	Official Community Plan
<p>4.2.4 c</p> <p>Provide public spaces for social interaction.</p>	<p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide services, programs and facilities inclusive of all ages and abilities. Policy 2.8.9 speaks to maintaining and optimizing civic facilities including community centres and libraries, managing space to meet changing needs. Policy 2.8.13 seeks to use placemaking strategies to promote public space animation, enhancement and management. Policy 2.8.14 seeks to maintain public spaces in town and village centres with public realm guidelines considering art, culture and diversity.</p> <p>Key public facilities are shown on the Map 15 ‘Major Community Social Assets’.</p> <p>Schedule ii “Area-Specific Policies & Guidelines” contain specific development permit guidelines related to placemaking and ensuring opportunities for social interaction.</p>
<p>4.2.4 d</p> <p>Support active living.</p>	<p>Section 2 D “Parks & Environment” “Managing our valuable park system” calls for the maintenance and care of parks and open spaces to promote and support active living.</p> <p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide barrier-free access to services and resources inclusive of all ages and abilities. “Enabling an active community” Policies 2.9.1 to 2.9.5 support maintaining and optimizing the use of recreation facilities to facilitate participation in sport, leisure and active recreation, and encourage physical and mental wellness.</p>
<p>4.2.4 e</p> <p>Support food production and distribution.</p>	<p>While there are no agricultural lands in West Vancouver, the District supports urban agriculture and food security initiatives through Policy Section 2 E “Social Well-Being” Policy 2.9.12 which supports development of an integrated food system with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers’ markets and related initiatives.</p>
<p>4.2.4 f</p> <p>Assess health implications of plans and infrastructure.</p>	<p>The OCP is focused on infrastructure that protects significant environmental features and promotes an active transportation system of bike and pedestrian routes (Map 11) and a system of parks, trails and facilities. Section 2 D “Parks & Environment” 2.7 “Parks and Trails” “Managing our valuable parks system” promotes the maintenance of parks and opens spaces with the intent to and support active living, health and social and spiritual well-being.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.4.25 and 2.5.5 contains policies to consider potential community health, climate change and natural hazard risks when planning for transportation and municipal infrastructure.</p> <p>Section 2 E “Social Well-Being” Policy 2.9.14 calls for incorporating design principles in private and public spaces to support community health and public safety.</p>
<p>4.2.4 g</p> <p>Support universally accessible community design.</p>	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.20 calls for increasing the minimum provision of accessible and adaptive units.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.4.14 contains policies to incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.2 to incorporate universal accessibility design in public space and programs to allow barrier-free access.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, BF-C 3 for Ambleside Town Centre Policy BF-C 4.9 encourages accessible units.</p>

Metro 2040 Strategies	Official Community Plan
4.2.4 h Identify small-scale local centres.	Map 16 'Regional Land Use Designations' identifies Dundarave, Horseshoe Bay, Park Royal and Caulfeild as 'Local Centres'.
4.2.4 i Recognize Special Employment Areas.	This section is not applicable as there are no Special Employment Areas within West Vancouver.

Goal 5: Support Sustainable Transportation Choices

Section 2 C of the Official Community Plan seeks to provide attractive alternatives to driving by completing a pedestrian and cycling network integrated to transit, providing new connections, working for improved transit infrastructure and making improvements to pedestrian environments. The objective is to prioritize sustainable transportation options and seek to reduce auto dependency.

Metro 2040 Strategies	Official Community Plan
5.1.6 a Encourage a greater share of trips by transit, HOVs, cycling, walking and support the Frequent Transit Network.	Map 11 'Active Transportation' identifies the road and trail network, including major bike routes, the Spirit Trail and future pedestrian and cycling connections. Section 2 C "Transportation & Infrastructure" Policies 2.4.1 call for the completion of the pedestrian and cycling network shown on Map 11, with integration to transit, town and village centres, community facilities, parks and trail systems, enhancing safety, accessibility and connectivity for pedestrian and cyclists, expanding urban connector trails, developing minimum pedestrian and cyclist design and infrastructure guidelines for private and public development. Map 2 'Marine Drive Transit Corridor' identifies the main transit spine through the District. Section 2 C "Transportation & Infrastructure" Policy 2.4.7 to work with TransLink to improve transit infrastructure, frequency and efficiency and support expansion of bus priority measures, and Policy 2.4.21 and 2.4.22 to prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.
5.1.6 b Support transportation system and demand management strategies.	Section 2 C "Transportation & Infrastructure" Policy 2.4.17 contains policies to develop parking management strategies in town and village centres to meet community needs and support more sustainable modes of travel. Policy 2.4.8 calls for expanded bus priority measures. Policies 2.4.21 to 2.4.23 prioritize alternatives to single-occupant vehicles. Section 2 A "Housing & Neighbourhoods" Policy 2.1.23 supports alternative transportation through housing location and parking requirements.

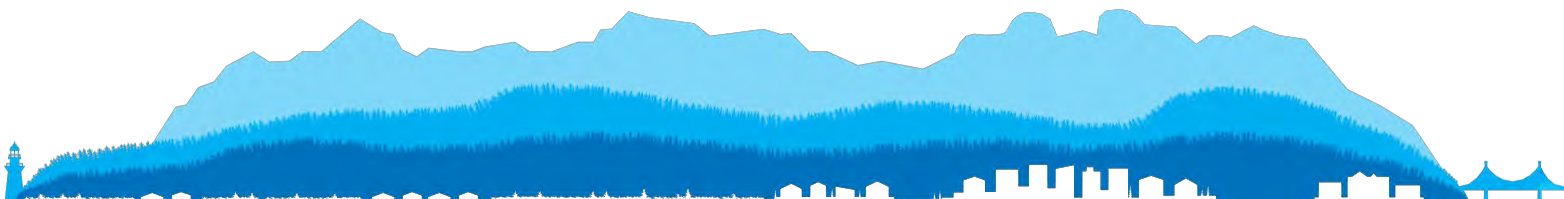
Metro 2040 Strategies	Official Community Plan
<p>5.1.6 c</p> <p>Manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and walking.</p>	<p>Map 2 'Marine Drive Transit Corridor' shows this corridor from Horseshoe Bay to Taylor Way.</p> <p>Map 11 'Active Transportation' shows existing and future pedestrian and bike routes.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.21 and 2.4.22 prioritizes sustainable transportation options to reduce auto dependency; Policy 2.4.23 supports bike sharing, car and ride sharing; and Policy 2.4.24 contains policies to provide infrastructure for electric and low emission vehicles.</p> <p>Section C "Transportation & Infrastructure" 2.4 "Mobility and Circulation" also contains policies to improve transit supportive road treatments along Marine Drive, and improve streetscape design to support transit and active transportation in town and village centres and neighbourhood hubs.</p>
<p>5.2.3 a</p> <p>Map goods movement routes.</p>	<p>The goods movement routes are identified in Map 16 'Regional Land Use Designations'.</p>
<p>5.2.3 b</p> <p>Support the efficient movement of vehicles for passengers and goods and services.</p>	<p>Policy 2 C "Transportation & Infrastructure" Policy 2.4.11 contains policies to partner with TransLink, BC Ferries, First Nations, neighbouring municipalities and senior governments to advance connectivity for all travel modes.</p> <p>Policy 2.4.12 contains policies for road safety and reliability, and seeks to include connections including the Low Level Road to bypass the Lions Gate Bridge.</p>
<p>5.2.3 c</p> <p>Support the development of transportation system management strategies.</p>	<p>Section 2 C "Transportation & Infrastructure" Policy 2.4.18 facilitates effective and efficient goods movement on the transportation network.</p> <p>Policy 2.4.20 calls for collaboration with neighbouring jurisdictions and senior governments to improve transportation safety and facilitate the movement of people and goods.</p> <p>Policy 2.4.8 contains policies to expand bus priority measures and transit supportive road treatments along Marine Drive to support increased efficiency of transit service, and Policy 2.4.9 is to develop and refine streetscapes to support transit and active transportation prioritization in town and village centres and neighbourhood hubs.</p>
<p>5.2.3 d</p> <p>Support the protection of rail rights-of-way and access to navigable waterways.</p>	<p>Map 12 'Transportation Network' identifies the BC Rail right-of-way, the BC Ferry Terminal and a potential Ferry Terminal/Water Taxi location.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.10 supports rail and ferry transport services.</p>

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SCHEDULE ii

AREA-SPECIFIC POLICIES & GUIDELINES


west vancouver



AREA - SPECIFIC POLICIES & GUIDELINES

KEY MAP – Residential Area Designations

GENERAL EXEMPTIONS from Development Permits

POLICIES & GUIDELINES for Neighbourhoods

BF-B 3	Altamont Neighbourhood
BF-B 3.1	Coach House Development in Existing Neighbourhoods

POLICIES & GUIDELINES for Development Permit Area Designations

Multiple Family Areas

BF-B 4	Ambleside Apartment Area
BF-B 5	22nd Street and Gordon Avenue
BF-B 7	Kiwanis Lands
BF-B 8	Other Multiple Family Sites
BF-B 9	Deer Ridge West
BF-B 10	Sunset Highlands
BF-B 11	Duplex Areas
BF-B 12	Evelyn Drive
BF-B 13	Block bounded by Esquimalt Avenue, 20 th Street, Fulton Avenue, and
Street BF-B 14	21 st Northwest corner of Taylor Way and Keith Road
BF-B 15	Tantalus Gardens

Commercial Areas

BF-C 3	Ambleside Village Centre
BF-C 5	Dundarave Village
BF-C 8	Local Commercial Sites
BF-C 9	Marina Sites
BF-C10	Sewell's

New Neighbourhood Areas

BF-D 1	Whitby Estates
BF-D 4	Clyde Avenue Area

NATURAL ENVIRONMENT AND HAZARD POLICIES & GUIDELINES for Development Permit Area Designations

NE 1	Wildfire Hazard Development Permit Area Guidelines
NE 2	Foreshore Development Permit Area Guidelines
NE 5	Telegraph Hill/Tyee Point
NE 6	Sites With Difficult Terrain
NE 13	Watercourse Protection and Enhancement Areas in Existing Neighbourhoods

UPPER LANDS POLICIES & GUIDELINES for Development Permit Area Designations

UL 8	Future Neighbourhoods & Rodgers Creek Area
UL 9	Limited Use and Recreation Area

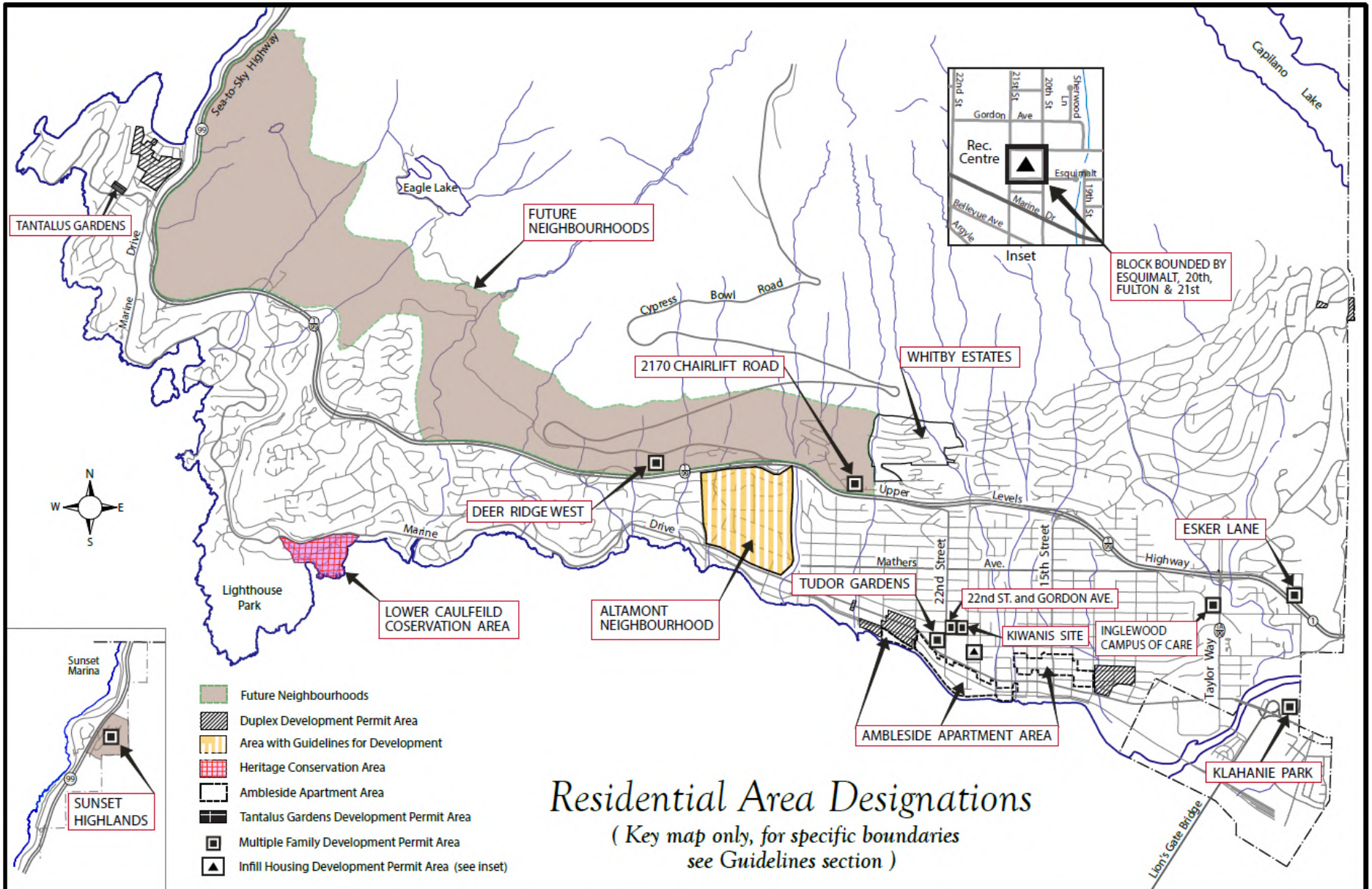
HERITAGE CONSERVATION AREA POLICIES & GUIDELINES

HE 6	Lower Caulfeild Heritage Conservation Area
------	--------------------------------------------

MARINE DRIVE LOCAL AREA PLAN & DESIGN GUIDELINES

HORSESHOE BAY LOCAL AREA PLAN & DESIGN GUIDELINES

GUIDELINES



GENERAL EXEMPTIONS FROM DEVELOPMENT PERMITS

The following works are exempt from obtaining a development permit required under section 488 (1) of the *Local Government Act*:

The construction, repair, and maintenance of works, parks and facilities by the District or its authorized agents and contractors except: where works are on lands located within a development permit area designated under section 488 (1) (a) or (b) of the Local Government Act, works are exempt from obtaining a development permit only where works are carried out in accordance with the assessments and recommendations of a qualified professional.

Works undertaken by or on behalf of the District in order to remove or mitigate an immediate danger or hazard to the natural environment or to the safety of persons or property.

BUILT FORM GUIDELINES FOR NEIGHBOURHOODS

GUIDELINES BF-B 3

ALTAMONT NEIGHBOURHOOD

Policy BF-B 3

Retain the park like qualities of the Altamont Area.

- Promote maintenance of the “country estate” characteristics such as large lots, mature trees, narrow roads and houses set within a landscaped environment;
- Encourage natural landscaping of boulevards; promote a sense of privacy between properties; and create a pedestrian orientated environment.
- Adopt regulations that recognize the importance of boulevards to the landscape of Altamont.
- Guidelines BF-B 3 for the Altamont Area as illustrated by the Altamont Area Map BF-B 3 are established for information purposes to guide the redevelopment of existing homes and landscaping within the area.





Altamont Neighbourhood Guidelines Map BF-B 3

The following guidelines are intended to encourage the preservation of the character of the Altamont area by providing guidelines for Council decisions and information to local residents contemplating changes.

- a. Maintain the large lot, mature rural landscaped character of Altamont in new developments;
- b. Encourage natural landscape treatments of the public boulevard in harmony with on-site landscaping;
- c. Maintain the pedestrian orientation of the streetscape;
- d. Discourage continuous high fences, walls, and gates along the street front property line and continuous hedges directly adjacent to the paved surface of the streets;
- e. Discourage paved public parking in the public boulevard;
- f. Minimize unscreened hard-surface treatments adjacent to the boulevard or neighbouring properties;
- g. Encourage the preservation of healthy trees, shrubs and hedges, or where necessary, their replacement with suitable plantings to preserve privacy and the overall natural green character of the area;
- h. Encourage new construction to be sited and designed to minimize site disturbance, hard surfaces, and changes to natural grade;
- i. Encourage a sense of privacy between properties; and
- j. Minimize the use of decks, patios, balconies and large expanses of side-facing windows where such structures or windows may impact the privacy of adjacent property owners.

GUIDELINES BF-B 3.1

COACH HOUSE DEVELOPMENT IN EXISTING NEIGHBOURHOODS

District of West Vancouver

Coach House Guidelines



June 2021

District of West Vancouver

*Please contact the District of West Vancouver's
Planning and Development department for
additional information.*

604.925.7055

planningdepartment@westvancouver.ca

cover images / lanefab.com

Development Permit Area Designation and Interpretation

Policy BF-B 3.1

Ensure that coach houses (detached secondary suites) meet a high quality of building and landscape design, and are compatible both with the principal dwelling on the lot, and the built form character of the local neighbourhood.

Development Permit Area Designation BF-B 3.1

Coach House Design Guidelines	Category:	Local Government Act s. 488 (1) (e), (h), (i) and (j)
	Conditions:	<p>The development permit area designation is warranted to provide for the compatibility of intensive residential development with the established built form character of existing neighbourhoods.</p> <p>The Development Permit Area Designation is applicable to:</p> <ul style="list-style-type: none"> » coach houses that are two storeys (with or without basement) and one storey plus basement; and » coach houses requiring a zoning variance.
	Objectives:	<ul style="list-style-type: none"> › to provide for the successful integration of coach houses with the built form and landscape character of existing neighbourhoods; › to minimize site alteration and retain natural site features; › to promote a high standard of design, construction and landscaping; and › to promote energy and water conservation and the reduction of greenhouse gas emissions.
	Guidelines Schedule:	Guidelines BF-B 3.1 shall apply to coach houses that are two storeys (with or without basement), one storey plus basement, or any coach house requiring a zoning variance. However, applicants are encouraged to review and consider the guidelines for all coach house proposals.
	Exemptions:	<p>Development may be exempt from the requirement for a Development Permit if the proposal:</p> <ul style="list-style-type: none"> › is for a one storey coach house without a basement that is zoning compliant; › is for a renovation or small addition to a coach house 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 Guidelines BF-B 3.1.



Fig 0.1: High quality materials and details in a contemporary coach house.

photo: christopherrollett.com / design: alexlegg.com

Welcome

Welcome to the District of West Vancouver’s Design Guidelines for coach houses.

Coach houses are explicitly referenced in the District’s Official Community Plan as a form of housing capable of regenerating primarily detached, single-family neighbourhoods, without significantly changing the character of the neighbourhood. Coach houses provide rental opportunities, multi-generational housing options for family, more compact and affordable housing in existing neighbourhoods close to amenities, efficient use of existing services and infrastructure, potential supplemental income opportunities for homeowners, increased safety and beautification of lanes, and support the ongoing renewal and revitalization of established neighbourhoods. They are typically found at the rear of a lot and are often referred to as laneway houses or garden suites.

The guidelines are organized to provide guidance at three scales - the neighbourhood, the site, and the coach house.

Contents

1.0	THE NEIGHBOURHOOD	
		07 Neighbourhood Character Considerations
		07 ‘Good Neighbour’ Considerations
2.0	THE SITE	
		09 Siting
		10 Frontage
		11 Topography + Grade
		12 Landscaping
		14 Parking + Driveways
		16 Pedestrian Access
		16 Environmental
3.0	THE COACH HOUSE	
		17 Architectural Expression
		18 Design Elements

There are many things to consider when building a coach house, including understanding how it will fit with the character of your neighbourhood, how it can be situated on your lot to retain natural landscapes and maintain the privacy of adjacent properties, and how to design it to an appropriate scale and with quality materials.

The Neighbourhood

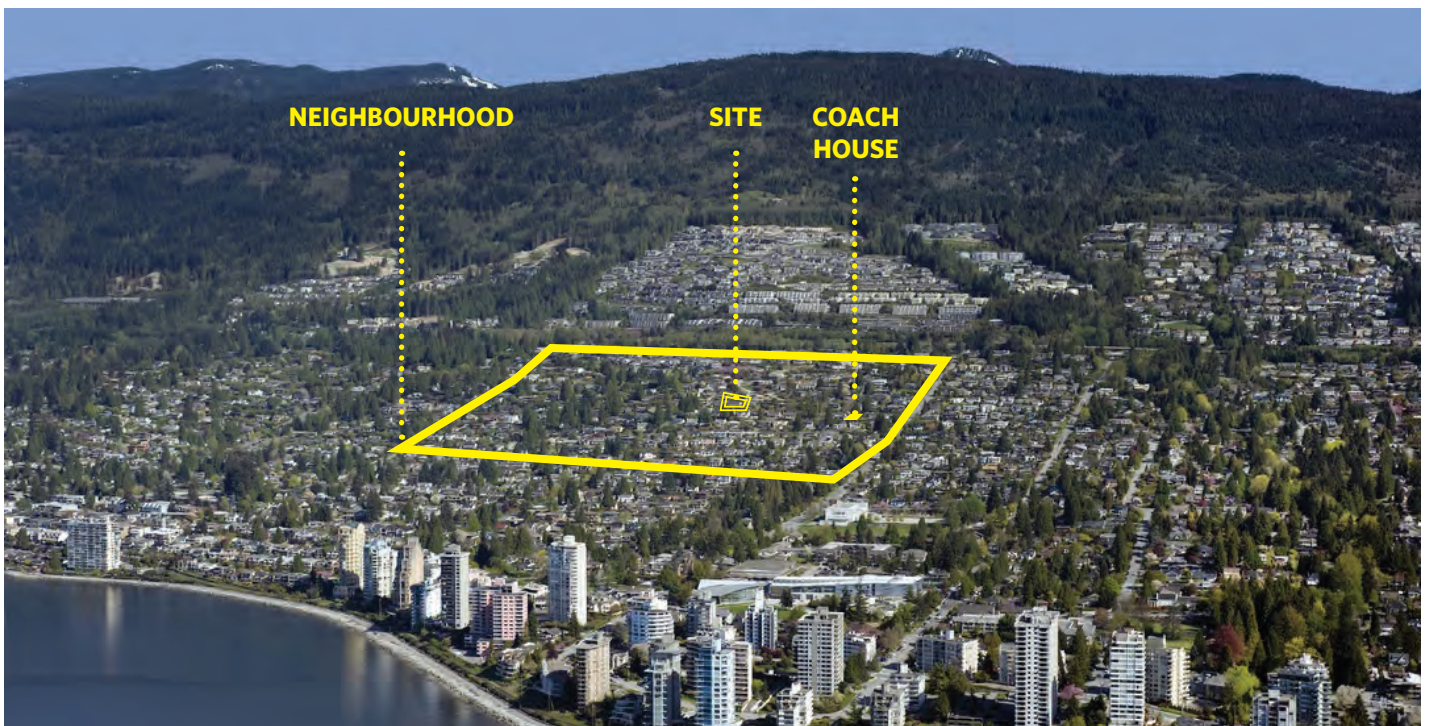
What needs to be considered at the neighbourhood scale? How is my coach house going to complement and contribute to the neighbourhood? What about my neighbourhood will help inform my coach house design?

The Site

What needs to be considered at the site scale? What are the qualities of my site that I should incorporate into my design? Does it suggest where I should put my coach house on the lot?

The Coach House

What needs to be considered at the building scale? What style of coach house am I considering and how will the materials and design I've selected contribute to neighbourhood character? How does the coach house relate to my main house? Does it complement the primary house?



1.0 The Neighbourhood

This section encourages the applicant to think about the neighbourhood character, its characteristics and qualities that contribute to its sense of place and reflect on these when considering a coach house.

1.1 NEIGHBOURHOOD CHARACTER CONSIDERATIONS

Coach houses contribute to the residential character of a neighbourhood. They should be designed to be sensitive to the built-form patterns already established by existing houses, streets, and landscapes, and should be respectful of the principal dwelling.

Some key ways coach houses can contribute to the neighbourhood include:

- › providing a welcoming ‘face’ to lanes from front doors, windows, and landscaping that reinforce the residential character;
- › being of a scale that reinforces a residential neighbourhood with buildings that aren’t too high, or too bulky;
- › designing to allow for personal expression and to respond to the site and climate;
- › emphasizing sustainable landscapes; and
- › respecting adjacent properties and private open space.



Fig 1.1: Example of a well detailed, modest coach house that illustrates residential character and identity.

1.2 ‘GOOD NEIGHBOUR’ CONSIDERATIONS

It’s important for coach houses to consider adjacent buildings and surrounding sites - to be ‘good neighbours’. When first considering a new coach house you should understand how it impacts your neighbours, including:

- › siting your coach house to avoid overlook into adjacent properties and to minimize shadow impacts;
- › siting your coach to respect established views from surrounding properties, both near and far;
- › locating windows where they minimize overlook onto a neighbouring property especially into bedrooms and outdoor space such as patios;
- › organizing building massing to respect any unique characteristics of neighbouring properties such as large setbacks or open space; and
- › respecting how entrances are handled, especially for coach houses accessed by a lane.

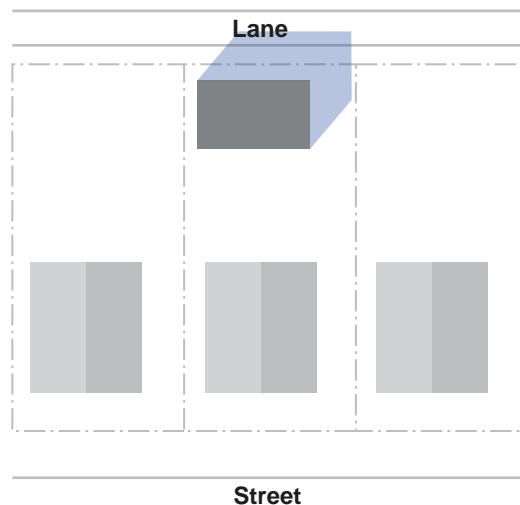


Fig 1.2: Consider the impact of shadows on adjacent properties when starting your design process.



Fig 2.0: For corner lots, the main entry should be oriented towards the flanking street.

[/ smallworks.ca](http://smallworks.ca)

2.0 The Site

This section encourages the applicant to think about their lot. To consider how the coach house sits on the lot and how the coach house will fit best considering site constraints and opportunities.

2.1 SITING

Siting - where the coach house is situated on the lot - is an important consideration for the successful introduction of coach houses in established neighbourhoods. There are generally two types of lots: those accessed by a rear lane and those accessed by a fronting street. In addition, lots can be regular or irregularly shaped.

In general, coach houses should be located in the rear portion of the lot. However, if site constraints do not permit the construction of a coach house in the rear, front yard coach houses may be considered but they must still adhere to the design guidelines.

Alternative siting proposals that require a variance but ultimately lead to a better outcome, should be considered:

- › to avoid significant grade alterations and use of retaining walls on sloping lots or to encourage retention of natural site features;
- › to address other unique site conditions such as irregularly-shaped lots.

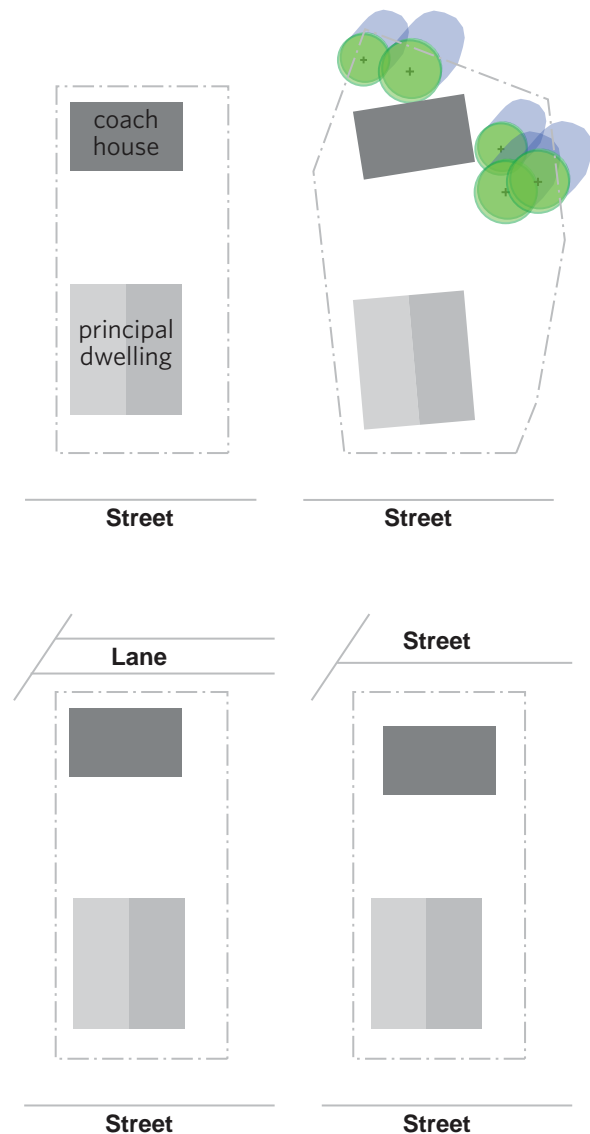


Fig 2.1: Coach houses should generally be located in the rear of the lot with the final location respectful of natural site features and landscapes.

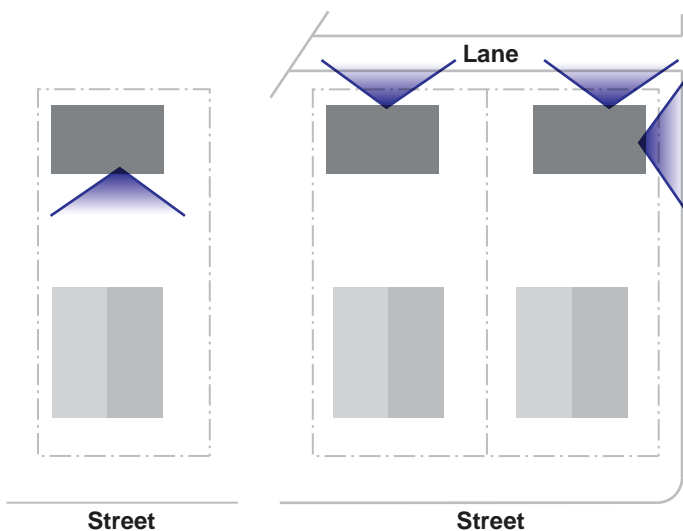


Fig 2.2: General siting of coach houses at the rear of a lot. For sites without a lane, the building front towards the interior yard. For sites with a lane, the building should front towards the lane.

2.2 FRONTAGE

How the coach house faces the lane or street is important to how it contributes to the activities and vibrancy of the lane and in turn, the neighbourhood.

- › **Lots with a lane:** For sites with a lane, the coach house should face the lane (i.e. entry off lane).
- › **Lots without a lane:** For sites without a lane, a coach house should be accessed by a walkway from the fronting street. The walkway should be visible and provide direct access to the coach house from the front of the property.
 - » For sites with an existing driveway to a rear yard garage, direct access to the coach house should be via the driveway or if space allows, a separate pedestrian path. In both cases, effort should be made to minimize impermeable surfaces.
- › **Corner sites:** For corner sites, the coach house should be designed to take advantage of the dual frontage with the entry fronting the street or the lane.
- › **Site fronting two streets:** On through (or double-fronting) lots, a coach house should be located in the yard opposite the principal dwelling and present a frontage to the secondary street.

2.2.1 Setbacks and Separation

Setbacks (rear yard and side yard) and separation distance from principal dwelling must adhere to the District of West Vancouver Zoning Bylaw.

- › Zoning variances for setbacks and separation distance can be considered to protect natural site features such as mature landscapes and trees.
 - » Where variances are considered, care must be given to minimizing overlook onto adjacent properties.

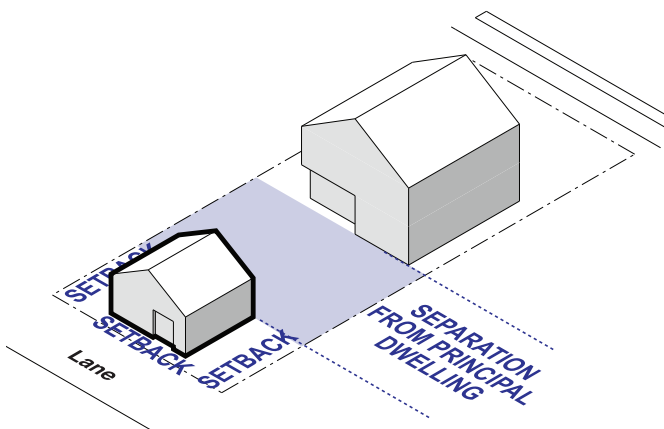


Fig 2.3: Setbacks are prescribed distances from property lines around your lot; separation from principal dwelling means a clear zone between the coach house and principal dwelling.

- › A minimum distance is required between the coach house and principal dwelling to maintain privacy and sun access between the two buildings.
 - » A reduction of 1m may be considered to accommodate thicker energy efficient walls, facilitate the retention of an existing tree or natural feature, or to facilitate a single storey accessible unit.

On larger lots, where space permits, generous setbacks should be provided to minimize overview and privacy impacts on neighbours.

2.3 TOPOGRAPHY + GRADE

The hillside nature of West Vancouver is one of its most distinguishable characteristics. Many lots benefit from south-facing views and increased access to sunlight. Careful consideration should be given to the role that topography plays when planning a coach house.

The existing topography and natural grade should be respected as much as possible when designing a coach house:

- › alterations of existing grades and natural site features should be minimized;
- › site clearing and excavation that includes significant removal of earthworks should be avoided;
- › ground floors should reflect the site's existing grade and should not be unduly excavated for at-grade access.

Basements are permitted and should be designed to be as livable as possible and with access to natural light. To that end, basement should generally be no more than 1.8m below grade.

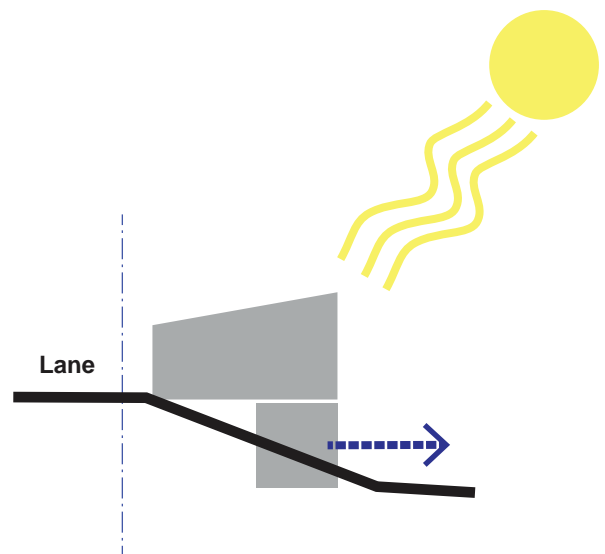


Fig 2.4: Basements are permitted, however they should address livability by seeking opportunities to have direct access to outdoor space and natural light.

2.3.1 Sloped Lots

Moderating the scale and massing of the new coach house will ensure it remains compatible with the principal dwelling and neighbourhood.

- › Retaining walls at the property line are discouraged.
- › Coach houses on uphill lots should minimize exposed foundations unless they are architecturally considered.
- › Coach houses on downhill lots should consider how effective unit planning can reduce the need for excavation to facilitate usable outdoor space at grade. For example, locating living space on the upper floor to match exterior grade on the lot should be considered.

Where a lane exists, massing should respect the grades to reduce the visual impact of the coach house on the lane (i.e. upper storey setback).

Where possible, coach houses should be fully accessible.

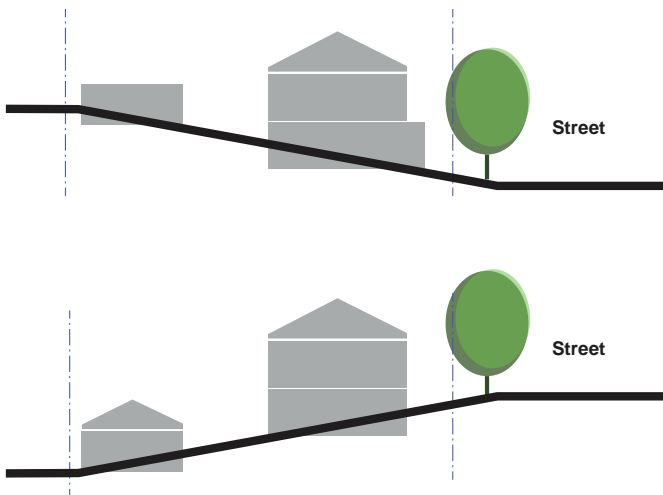


Fig 2.5: On both uphill and downhill lots, coach houses need to consider massing implications from the fronting street and the lane, and seek to minimize excavation and exposed foundation walls.

2.4 LANDSCAPING

The retention of existing mature trees, vegetation, and natural landscape features should inform early siting and landscape design concepts.

Access to outdoor space, such as to a yard or patio, is an important consideration for the livability of coach houses and dedicated space for the coach house residents - distinct from the principal dwelling's open space - needs to be accommodated.

All areas adjacent to the coach house should be landscaped and designed to:

- › reflect the principles of sustainability and include permeable paving materials for outdoor patios, walkways, and driveways;
- › incorporate established vegetation and rock outcrops into the design;
- › incorporate rainwater collection systems (rain barrels) where irrigation is required and utilize rain gardens or bioswales to facilitate natural filtration of rainwater into the ground;
- › strategically provide screening or definition between different outdoor spaces and between neighbouring properties; and
- › reflect best practices regarding low-irrigation to limit maintenance and to support sustainable landscapes.

2.4.1 Plant Selection

Low maintenance landscapes should be incorporated wherever possible to minimize the use of potable water for irrigation purposes.

Yards should be landscaped with a variety of species including trees, shrubs, and grasses. Sufficient planting medium and irrigation are essential to the long-term health of the landscape and should be considered in the selection of landscapes.

- › Include indigenous and native plant species.
- › Include a diverse selection of plants to improve the biodiversity of residential landscapes.
- › Encourage edible landscapes.

2.4.2 Private Open Space

Private outdoor space for the coach house should be provided and should be:

- › located directly adjacent to the coach house and be at-grade and accessible;
 - » where lot configuration or natural grade make this challenging, a combination of at-grade, on structure (deck) and ground floor open space may be combined to achieve the minimum space requirement, as long as both are accessible from the ground floor.
- › separate from the open space for the principal dwelling through vegetative screening or other means;
- › designed to maintain the privacy of each unit and minimize overlook onto adjacent properties; and
- › designed to maximize access to a natural environment and should include a mixture of hard space for exterior passive enjoyment and soft landscaping.

Planting, architectural elements such as low ornamental fencing, and changes in grade should be used whenever possible for natural screening of outdoor space.

Where walls or fences are required, they should be combined with soft landscaping to provide visual depth and layering.

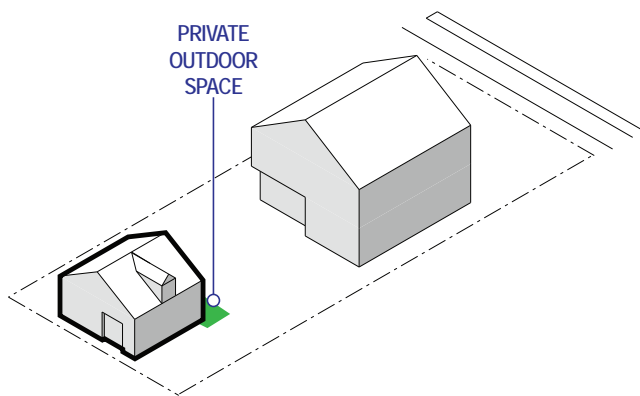


Fig 2.6: Private outdoor space that respects the privacy of neighbouring houses is to be provided and should demonstrate a commitment to biodiversity and sustainable landscapes.

2.4.3 Lane Treatment

Landscaping within the lane setback is required to enhance the quality of the lane environment. Where the coach house is set back sufficiently from a rear lane, consideration should be given to more extensive landscaping adjacent to the lane, including shrubbery and modest-size trees. It should be designed with CPTED (Crime Prevention Through Environmental Design) principles.

Other elements to improve the quality of the pedestrian environment should be included, such as:

- › lighting that illuminates the entry;
- › bollard lighting that adheres to dark sky compliant guidelines; and
- › planting to transition between grades where necessary.

Areas for waste and recycling containers should be provided on the lot with convenient access, shared with the principal dwelling, and should be located away from outdoor space and the lane.

External mechanical equipment and utility meters should be located on a side or back wall of the coach house, not facing the street or the principal dwelling on the lot.

- › Any visual or noise impacts on adjacent properties should be avoided where possible, and otherwise mitigated.

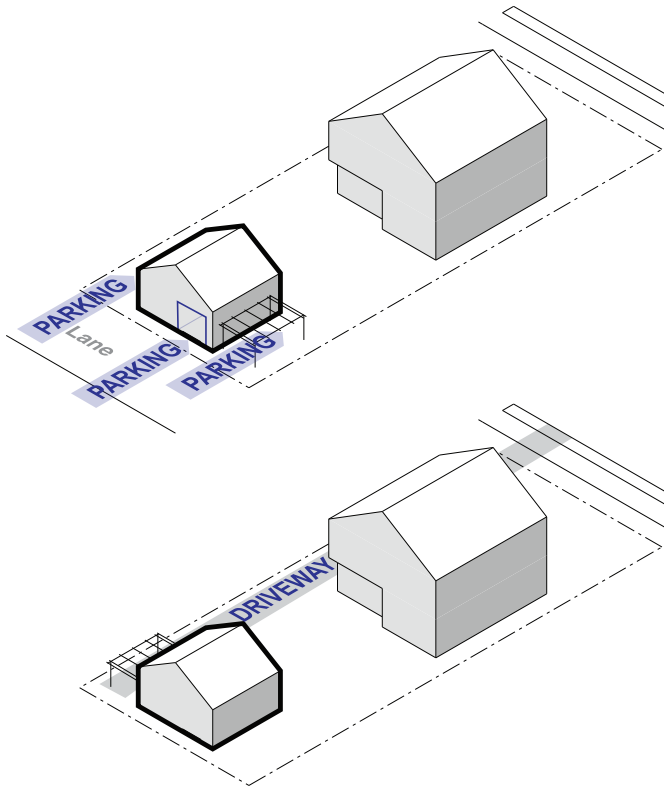


Fig 2.7: Parking should be provide in a surface space or in an enclosed garage in the coach house provided at least 30% of the gross floor area is located on the ground floor.



Fig 2.8: Where driveways are required, consider alternative paving materials that reduce runoff.

2.5 PARKING + DRIVEWAYS

To optimize open space, minimize unnecessary bulk facing the lane, and to retain sufficient ground level habitable floor area and residential character, parking should be managed appropriately:

- › only one driveway access should be provided on each lot;
- › for lots within 400m of a bus stop, no off-street parking is required;
- › off-street coach house parking may be:
 - » a surface parking space, unenclosed but may be covered;
 - » enclosed in a garage integrated with the coach house; or
 - » a dedicated space within the principal dwelling's attached garage.
- › for corner sites, exterior surface parking should be located at the interior side yard;
- › parking pads must consist of permeable materials such as pavers, gravel, grass-crete or landscape strips;
 - » the requirement for a fully permeable space may be waived to enable full accessibility for persons with disabilities.
- › for sites with a rear lane, parking should be accessed via the lane, however, if no lane exists, parking may be accessed via a shared driveway from the street provided:
 - » there is access to an existing garage; and
 - » the driveway does not require excessive excavation or retaining walls through the property.

2.5.1 Garage Expression

Garages integrated into a couch house should be designed to minimize their visual presence by emphasizing residential living space and designing the garage door to be a secondary element on the facade.

2.6 PEDESTRIAN ACCESS

On lots without a lane, coach houses should be directly accessible from a street via a pathway for emergency responders and visitors.

- › Access should be clearly provided by a pathway and integrated with the side yard. It should be well-lit and as direct as possible given the dimensions of the lot, location of the coach house, and site grading.
- › Avoid stairs that limit accessibility to the coach house.

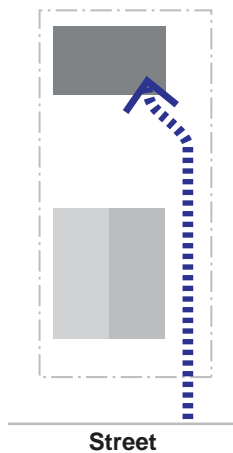


Fig 2.9: On lots without a lane, a clear pedestrian path should be provided from the fronting street to the coach house. For lots with a lane, access should be from the lane.

2.7 ENVIRONMENTAL

A coach house should be sited and designed to preserve existing trees, including those on neighbouring properties and District property. Variances to zoning, setbacks and parking requirements may be considered in order to retain significant trees or natural features (i.e. water courses).

- › Tree retention should be maximized including trees covered by the District's Tree Bylaw as well as trees that are smaller than the minimum size protected but still contribute to the health and biodiversity of the neighbourhood.

Natural features (e.g. creeks) should be incorporated into a project's site planning stage to minimize the impact on natural water courses consistent with the District's policy. Landscape design should incorporate stormwater management features and mitigation strategies.



Fig 3.0: Single-storey coach house with high quality materials and functional outdoor space allows for aging in place.

/ photo + design: studionorth.ca

3.0 The Coach House

This section encourages the applicant to think about the design of the coach house itself, its architectural expression, scale, and materiality to address the design principles.

3.1 ARCHITECTURAL EXPRESSION

Coach houses are ground-oriented dwellings that should express a residential use. Building massing and composition should respond to the scale of the lane or street on which they face, or where none exists, to the neighbouring properties and principal dwelling. Single storey coach houses may be more compatible in urban neighbourhoods by limiting overlook onto adjacent properties.

- › A minimum of 30% of the frontage facing the lane should communicate the residential uses within, such as in the use of windows and doors.
 - » At least one window no smaller than 1.1m² must face the lane.
- › Garage doors should be designed to minimize their visual appearance on the lane through sensitive detailing and appropriate sizing to emphasize the living space within.

Coach houses should be designed to complement and respect the architecture of the principal dwelling where appropriate, however, in certain circumstances it might be preferable to depart from the style of the principal dwelling.

Regardless of the architectural expression pursued, a clear and demonstrable adherence to a single design philosophy should guide the design, from conception to execution. The coach house should respond to its context and take advantage of a lot's natural environment, sun access, and relationship to adjacent properties.

The guidelines will help to ensure a consistent and harmonious project is realized, one that suits the site and neighbourhood.

3.1.1 Massing

Massing should minimize shadowing onto adjacent properties especially onto outdoor social space such as seating areas.

For lots with a lane, coach houses should be articulated to reduce the scale on the lane by using stepbacks and recesses.

- › Roof design and orientation should be considered to minimize apparent scale.

For sites without a lane, the massing should be sensitive to the appearance and scale as seen from the street as well as surrounding properties.

On sloping sites, the building form should follow the natural slope of the lot.

3.1.2 Composition

Coach houses should express a one storey or one-and-a-half storey form to minimize the impact of the upper storey. As such:

- › the upper storey shall be limited to no more than 60% of the main floor area for sloped roofs, and limited to 50% of the main floor area for flat roofs.

Building elements should be well-considered and coordinated to present an appropriate scale to one another and to the whole. The scale should be mindful of the surrounding context, including streets and lanes, natural features, and adjacencies.

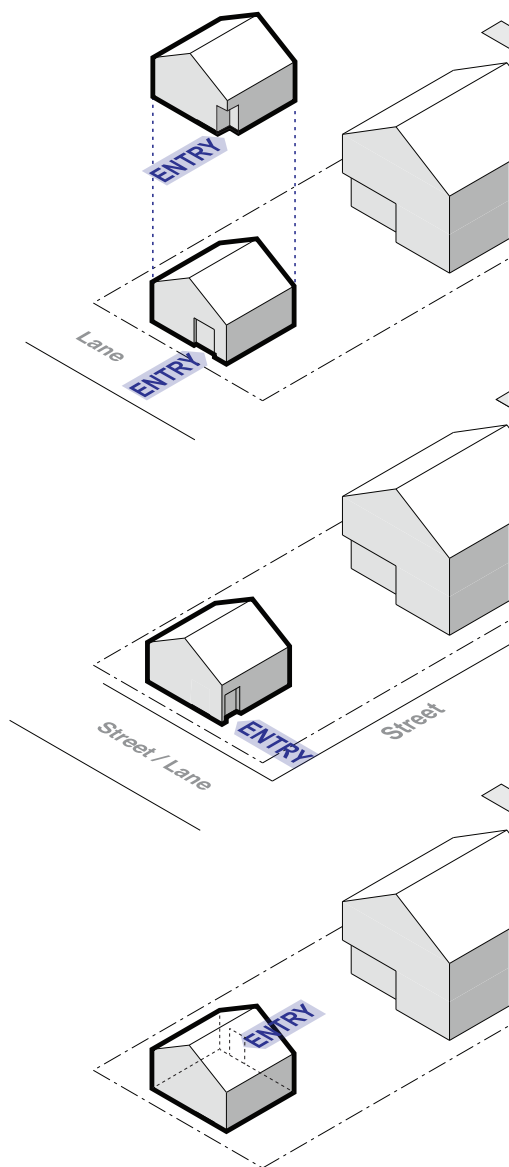


Fig 3.1: For lots with a lane or street, the entry should be oriented towards, or be visible from, the lane or street. For lots without a lane, the entry should be located on the side or interior yard.

3.2 DESIGN ELEMENTS

Coach houses should be well considered and designed in a thoughtful manner.

3.2.1 Entry

To reinforce ground-oriented housing, the entry and face of the coach house should be oriented towards the rear lane, the exterior side yard on corner lots, or interior lot where no lane exists. The entry may be oriented towards the side yard if it is:

- › at least 3m from the side yard property line, and;
- › within 1m of the street- or lane-facing wall of the coach house to ensure the visibility of the entry.

The entry should be set back from the rear property line to allow safe access and to provide a recess. Minor grade changes to the entry are permitted to help with a sense of privacy, however, accessibility should be a key design objective of the entry (i.e. minimize stairs and grade transitions).

The entry should be identified in some way such as with an awning, focused lighting, or similar entry feature.

Weather protection should be designed for functionality and comfort, and to emphasize entry to the building.

- › Overhangs should be no more than 1.8m from the coach house.
- › Entries should be expressed with a recess of at least 0.5m and/or a canopy integrated with the design.
- › Where a street exists, entries may be located along the interior yard to maintain comfortable access.

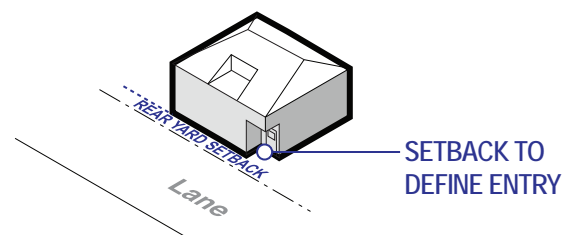


Fig 3.2: An entry facing the lane should be set back from the rear property line to allow for safe access.

3.2.2 Roof Massing and Expression

Roofs should be part of a single architectural expression (avoid multiple or overly complex roof lines) and should generally be simple in nature.

Roofs should complement the principal dwelling and should be expressed as a secondary building element to the main coach house to convey a pedestrian scale and reduce the overall height of the coach house. As such:

- › the spring height (intersection of wall plane and roof plane) for sloped roofs should be no more than 4m;
- › upper floor areas are required to be integrated into the roof form on gabled roofs;
- › the roof should not visually dominate the coach house massing, but should be scaled appropriately for the size of building; and
- › roof designs that accentuates the upper massing should be avoided.

Where dormers are used to provide interior room height:

- › the exterior face of the dormer may be flush with the exterior wall edge;
- › they should be designed to maintain appropriate building and roof proportions; and
- › they should be sloped and must be set back from the end elevation by a minimum of 1.5m.

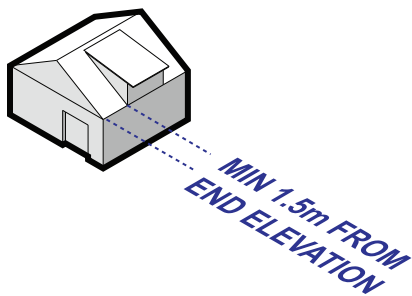


Fig 3.3: To manage scale, dormers should be sloped and be set back from the end elevation.

3.2.3 Privacy and Overlook

Second storey balconies are permitted to face the lane or the street on corner lots. Where no lane exists, they may face the interior yard if privacy impacts on neighbouring properties can be mitigated.

- › To reduce overlook, upper balconies are not permitted within 4.9m of a side yard property line where a lane exists, or rear property line if there is no lane.
- › They should have a minimum dimension of 1.5m.
- › They should be screened to prevent overlook onto adjacent properties.

Upper decks must be contained within the footprint of the coach house to avoid adding bulk to the building. They should read as secondary elements to the building form and not overwhelm the massing.

Rooftop outdoor space is not permitted in order to mitigate privacy concerns.

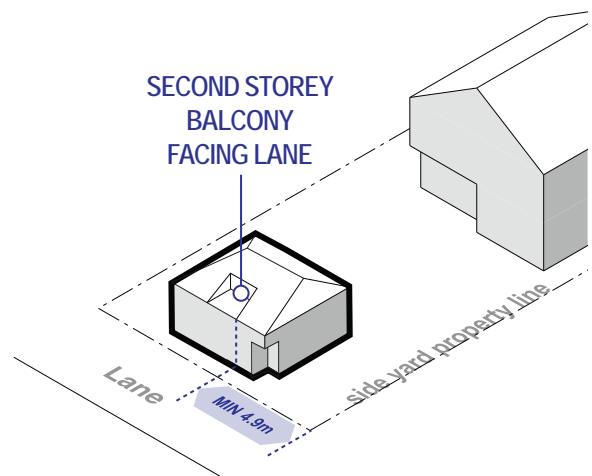


Fig 3.4: Upper decks should be oriented towards the lane where applicable and set back from side yards to avoid overlook onto adjacent properties.



Fig 3.5: High quality materials can be used across a variety of architectural styles.

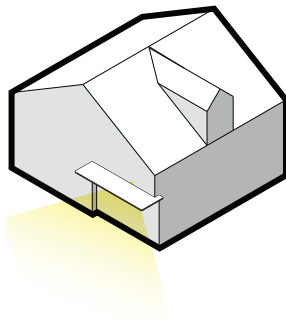


Fig 3.6: Lighting should be strategically located to minimize light pollution and impact on adjacent properties.

3.2.5 Materiality

High-quality materials will ensure a sense of timelessness and fit with the neighbourhood. Cladding materials should be durable and robust, and consistently applied across the coach house. Vinyl siding should be avoided.

Transitions in materials should only occur on inside corners.

- › Outside transitions or transitions across flush faces should be avoided.
- › Materials should extend to all sides of the coach house to provide a balanced and logical application of materials.

Materials as thin veneer should be avoided.

3.2.6 Exterior Lighting

Exterior lighting should be used to enhance outdoor space, improve wayfinding and safety along pathways, and contribute to the pedestrian experience.

Soffit lighting or uplighting of the coach house is not permitted so as to avoid glare into neighbouring properties, reduce light pollution, and allow the building massing to retreat against the night sky.

Modest, downcast lighting is permitted on pathways and entries to ensure safe access. For coach houses with lane access:

- › focused lighting should be directed on the entry but scaled to minimize light pollution and light spillage onto adjacent properties; and
- › minor, architectural landscape feature lighting is permitted if it complies with the guideline above.

3.2.7 Windows

The general orientation of windows should be away from neighbouring properties. Windows on upper storeys should also respect the privacy of adjacent properties.

For coach houses on a lane:

- › windows from living spaces towards the lane should be provided to support animation of the lane;
- › secondary windows may face the side yard to enhance livability, however, they should be designed to minimize overlook onto neighbouring properties.

For sites without a lane:

- › the primary windows should face the interior of the property, or the flanking street where available;
- › secondary windows may face the side yard and rear yard to enhance livability, however, they should be designed to minimize overlook onto adjacent properties.

Skylights and clerestory windows should be considered to provide natural light to living areas.

All dormers are required to have windows.

3.2.8 Other Design Considerations

Adequate space for bicycle parking and storage should be considered in the design of a coach house.



photo: Hayden Pattullo / design: studionorth.ca



/ smallworks.ca



/ smallworks.ca



photo: christopherrollett.com / design: alexlegg.com



/ smallworks.ca

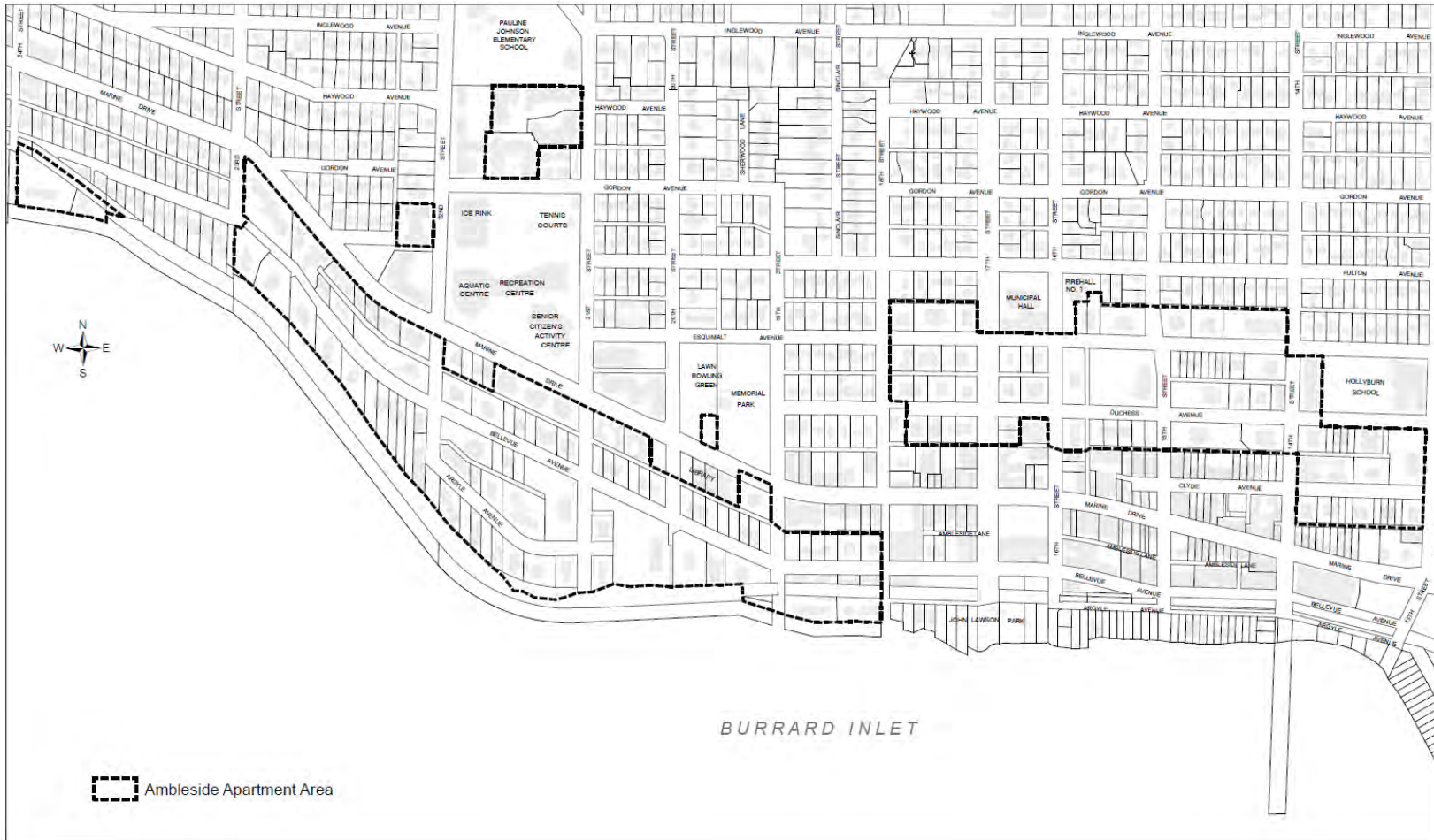
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AMBLESIDE APARTMENT AREAS



Ambleside Apartment Area Development Permit Area Designation Map BF-B 4

AMBLESIDE APARTMENT AREA GUIDELINES BF-B 4

Policy BF-B 4

Ensure that new development in the Ambleside Apartment Area has a high quality of design and is in keeping with surrounding development.

Development Permit Area Designation BF-B 4

The Ambleside Apartment Area, as defined and illustrated by The Ambleside Apartment Area Development Permit Area Designation Map BF-B 4 , is designated a Development Permit Area.

Ambleside Apartment Area BF-B 4	Category	Local Government Act s. 488 (1)(e) and (f)
	Conditions	The development permit area designation is warranted due to the area's high residential density.
	Objectives	<ul style="list-style-type: none"> ▪ to promote a high standard of construction, ▪ to integrate new development with existing views, circulation and the character of existing buildings, and ▪ to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 4 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 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 Guidelines BF-B 4, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 4.

Policy BF-B 5

There will be no expansion of the boundaries of the Ambleside Apartment Area to extend the high density, high rise development area.

Policy BF-B 6

A site within a high density multiple dwelling zone in the Ambleside Apartment Area that does not qualify for a high rise building may be considered for rezoning to a low rise multiple dwelling category.

I CONTEXT AND SITE DESIGN

- a. Encourage renovation and conservation of buildings and features of heritage character;
- b. Situate buildings to maximize views while minimizing impacts to surrounding buildings' views.
- c. Minimize obstruction of views from public pedestrian areas, common living areas of other developments, and from existing residential units.
- d. Enhance the quality of streetscapes through the overall design of development.
- e. Encourage pedestrian amenities, such as courtyards, within and adjacent to apartment developments.
- f. Link ground level open spaces to adjacent streets, sidewalks and pathways.
- g. Encourage the use of integrated public art compatible with adjacent development and street patterns to enhance the pedestrian experience.
- h. Bury utility wires underground where economically feasible.

II BUILDING DESIGN

- a. Vary building mass to minimize its scale.
- b. Address the compatibility of scale between new buildings and existing adjacent buildings.
- c. Encourage the use of high quality materials.
- d. Detailing should be designed in keeping with the character of the building and landscape.
- e. Use building mass to emphasize the entrance to buildings.
- f. Entries should be visible, clearly articulated, and accessible.
- g. Encourage terraced buildings adjacent to the shoreline.
- h. Avoid blank or undifferentiated facades at the ground level.
- i. Screen roof top mechanical equipment from neighbouring properties.
- j. Encourage private outdoor living space for each unit.
- k. Design buildings and landscape elements to minimize shading, and intrusion on privacy of adjacent buildings.
- l. Provide detailing and articulation, especially at eye level.
- m. Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.

III LANDSCAPE DESIGN

- a. Integrate landscape features and elements with the adjacent streetscape, use established vegetation where feasible, and provide a mature and varied appearance upon construction completion.
- b. Avoid landscaping elements that inhibit pedestrian or barrier-free access along sidewalks or towards buildings.
- c. Maximize the use of roof spaces for roof gardens and common areas.
- d. Minimize the scale of apartment buildings at ground level with the use of trelliswork and other landscape features.
- e. Minimize glare and light spill to surrounding properties through design and siting of exterior lighting.

IV. CIRCULATION / PARKING

- a. Locate parking underground to maximize ground level open spaces for landscape elements and treatments.
- b. Encourage underground garage entries to provide an appealing entrance from the streetscape with the use of planters and/or trellis structures.
- c. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street. Where ground level parking is needed, provide landscape elements such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- d. Design underground residential parking to be readily accessible and easily used by residents.
- e. Ensure that site circulation is accessible to persons with disabilities.
- f. Share access/curb cuts between buildings where possible.
- g. Minimize the width of curb cuts where possible.
- h. Design and situate garage doors so that they are not a dominant feature of the streetscape.
- i. Encourage the use of bicycles and the provision of bicycle storage areas.

GUIDELINES BF-B 5

22ND STREET AND GORDON AVENUE

Policy BF-B5

Promote the siting and design of multiple family development, and an adult day centre, that reflects quality building design, materials and landscaping. The buildings should have their own stand-alone character and relate to one another through a common architectural expression.

- The lands shown in the area map on Policy BF-B5 are zoned to enable the development of three multiple family buildings (Buildings A, B and C), and allow for an adult day centre to be incorporated into Building A.
- The three buildings shall accommodate a maximum combined Floor Area Ratio (FAR) of 2.8.
- The buildings shall be located generally as illustrated in Figure 1: Conceptual Site Plan.
- Buildings A and B, shall be a maximum of 6 storeys in height.
- Building C shall be a maximum of 8 storeys in height.
- The specific form and character of development will be determined by Council in the context of the guidelines and objectives, outlined in Policy BF-B5, for the 22nd Street and Gordon Avenue development, in Council's consideration of the Development Permits.



**22nd Street and Gordon Avenue
Development Permit Area Designation
Map BF-B5**

22nd Street and Gordon Avenue BF-B5	Category	Local Government Act s. 488 (1)(f)(h)(i)(j)
	Conditions	The development permit area designation is warranted to ensure that development for multiple family housing, and an adult day centre, is compatible with surrounding uses.
	Objectives	<ul style="list-style-type: none"> • to promote the siting and design of the buildings and landscaping in accordance with the 22nd Street and Gordon Avenue guidelines • to ensure quality building design, materials and landscaping • to ensure that the massing, scale, orientation, character and articulation of the buildings is responsive to the neighbourhood context • to create a pedestrian-friendly streetscape • to ensure that the buildings have their own stand-alone character and relate to one another through a common architectural expression • to promote an inviting public realm • to promote energy conservation, water conservation and the reduction of greenhouse gases
	Exemption	<p>Development may be exempted from the requirement for a Development Permit if the proposal:</p> <ol style="list-style-type: none"> i. does not involve the construction of any new buildings or structures; ii. is for a renovation 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 Policy BF-B5; or iii. is for a renovation that is considered to be minor in nature, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee, or an equivalent body appointed by Council, and conforms to the Policy BF-B5.

I. CONTEXT AND CHARACTER

- Design should be responsive to the neighbourhood context.
- Design buildings to have their own stand-alone character and relate to one another through a common architectural expression.
- Situate buildings to maximize north-south unit orientations and to allow for light penetration through the site.
- Provide well-designed outdoor spaces that are livable, accessible and functional.
- Promote an inviting public realm including public-private space that is responsive to the civic uses south across Gordon Avenue.
- Encourage the provision of integrated public art to enhance the pedestrian experience.

II. BUILDING DESIGN

- Buildings A, B and C should be sited as generally illustrated in Figure 1: Conceptual Site Plan.
- Despite the above, alternative building configurations and siting may be considered if a superior urban design is demonstrated resulting in a better development overall.
- Buildings A and B shall not exceed a maximum height of 6 storeys.
- Building C shall not exceed a maximum height of 8 storeys.
- All buildings shall form a consistent street wall to articulate clearly expressed building bases.
- As shown in Figure 2, the uppermost 1-2 storeys of Buildings A, B and C shall be setback a minimum of 2.0 metres from the building face to reduce the visual effect of the building and to articulate facades.



Figure 2: Conceptual Sketch of Street Wall and Building Massing Along 22nd Street



Figure 1: Conceptual Site Plan

- g. Minimum building separations have been outlined as reflected in Figure 1 and Figure 2.
- h. To provide improved privacy between units and the adjacent development to the east balconies shall not be located along the east elevation of all buildings, with the exception of balconies that wrap the corner of the buildings. The length of the balconies that wrap the buildings shall not extend beyond 2.0 metres along the east elevations. Windows should be minimized along the east elevation of all buildings.
- i. The scale of the buildings should be visually broken using architectural design elements and blank walls shall be avoided. Architectural design elements may include finer-grain architectural detailing, fenestration, balconies and changes in materiality (see examples within Figures 4 through 7).
- j. Individual functional elements should be expressed to create identity, rhythm and variety to help reduce visual scale.
- k. Building massing should be articulated through projections and recesses into the building envelope.
- l. Rooftop outdoor amenity areas are encouraged on all buildings. The height of the elevator machinery atop the buildings shall be minimized.
- m. Lobby entrances shall be clearly identifiable and accessible from the public realm with Crime Prevention Through Environmental Design (CPTED) principles taken into account.
- n. Ground-oriented individual residential unit entrances shall be provided for all units at grade.
- o. Individual entrances shall be distinguished in plan and elevation and may include elements such as projecting bays, vertical framing, individual roofs, visible addressing and entry canopies, as shown in the examples in Figure 3.
- p. Entrances should be clearly identifiable through the use of low walls, steps, special paving, and special planting, as shown in the examples in Figure 3.
- q. A pathway shall connect the unit entries to a common sidewalk or walkways. Entry doors should be aligned with the pathway.



Figure 3: Examples of Separation of public and private space and Pedestrian Friendly Ground-Oriented

!!!. BUILDING MATERIALS

- a. Quality materials shall be selected that are appropriate to the building face orientation for sun, wind, noise, view.
- b. Natural colours are preferred and should be derived from the materials used for the primary surfaces of the buildings.
- c. Accent and/or secondary finish material colours should complement the primary materials.
- d. Where appropriate the use of wood as a feature material is encouraged.
- e. Materials shall include but are not limited to:
 - Natural Stone
 - Cementitious siding or panels
 - Brick or cast-stone masonry
 - Terracotta panelling
 - Exposed architectural-finish concrete
 - Wood, particularly in protected locations
- f. Materials shall not include:
 - Vinyl siding
 - Stucco
 - Exterior Insulated Finishing System
 - Mirrored or heavily tinted glass

Figure 4: Artistic Rendering Looking North Illustrative example of a potential form of development



Figure 5: Artistic Rendering Looking North - Illustrative example of a potential form of development



Figure 6. Artistic Rendering Looking South - Illustrative example of a potential form of development



Figure 7: Artistic Rendering Looking South - Illustrative example of a potential form of development



IV. WEST COAST CONTEMPORARY EXPRESSION

Buildings should be grounded in West Coast Contemporary expression, as shown in Figure 8.

a. Contemporary expressions include:

- Simple structures in wood, concrete or steel
- Clear glazing, especially in connection with outdoor spaces
- Concrete or stone walls, stairs, and platforms
- Wood, metal, brick, cast stone and cementitious wall panels
- Wood or metal doors and railings
- Metal or fiberglass windows
- Latticed wood or metal screens



Figure 8. Examples of West Coast Contemporary Architecture

II. ADULT DAY CENTRE

- a. An adult day centre shall have its own separate entrance, with clear wayfinding, and be located within close proximity to a pick-up and drop off area.
- b. The entry to the adult day centre should be architecturally articulated by means of detailing, canopies, materiality or colour.
- c. An adult day centre should have a pick-up and drop off area, generally as shown in Figure 1.
- d. An adult day centre should have canopies and awnings incorporated into the building design to provide weather protection and a covered walk extended to the curb line of the pick-up and drop off area nearest to the lobby.
- e. An adult day centre shall have a secured outdoor area incorporated adjacent to the adult day centre and generally as reflected in Figure 1.

III. ROOFTOPS

- a. Rooftop outdoor amenity areas are encouraged to be provided on all buildings.
- b. Rooftop mechanical rooms, units and equipment, elevator penthouses and other rooftop devices should be integrated into the building massing and should be grouped and screened with materials and finishes compatible with the building.

IV. SUSTAINABLE BUILDING DESIGN

- a. All buildings must meet or exceed requirements of the Sustainable Buildings Policy, or its equivalent.
- b. Parking shall be compliant with electric vehicle charging requirements as outlined under the Sustainable Buildings Policy, or other applicable policy.
- c. Sustainable design initiatives should be considered and may include:
 - Balcony areas and overhangs that offer effective shading, especially along the south and west elevations.
 - Solid and punched walls providing increased thermal value.
 - Selected areas of glazed walls and/or triple-pane glazing.
 - Exterior sun-shading devices.

V. LANDSCAPE DESIGN

- a. Paving materials for plazas and public spaces must include cast concrete, stone or concrete pavers.
- b. The landscaped areas shall be accessible to wheelchairs and walkers.
- c. Provide well-designed shared outdoor spaces that are substantial, livable, accessible and functional, as generally shown in Figure 9.
- d. Promote an inviting public realm including public-private space that is responsive to the civic uses on the south side of Gordon Avenue.
- e. Encourage the provision of integrated public art to enhance the pedestrian experience.
- f. Native, adaptive and drought tolerant plants should be prominent in planting design.

- g. Appropriately choose tree species to support their function while considering aesthetic qualities including seasonal change.
- h. Siting of outdoor amenity areas should be located near or integrated with indoor amenity areas, seating areas, and areas with high levels of visual overlook and should offer opportunities for intergenerational activities.
- i. Elements such as arbors, trellises, paving materials and texture, low wall elements, bollards and planting are encouraged to create transitions between public, semi-private, and private pedestrian realms (see Figure 3).
- j. Accessible rooftop amenity areas are encouraged. Roofscapes may include a combination of useable areas, green roof and urban agriculture (See Figure 10).
- k. A lighting plan, which incorporates LED lighting and down-lighting to improve wayfinding and safety, shall be included as part of Development Permit review.
- l. Employ best practices for landscape design for the adult day centre including a secure, screened, non-climbable perimeter, accessible walkways and social spaces.
- m. The underground parking ramp should be discrete, screened and may include a trellis to provide screening from above.
- n. Pad Mounted Transformers (PMTs) should be provided a landscaped perimeter/buffer and be located away from busy pedestrian areas or preferably located underground.

VI. **CIRCULATION/ PARKING**

- a. Parking access should be consolidated within a single shared ramp to underground parking to reduce potential impacts to both vehicle and pedestrian traffic.
- b. The single underground parking entrance shall be located along 22nd Street.
- c. All required parking, besides temporary loading stalls, must be located underground.
- d. At grade areas for refuse/recycling removal staging areas must be appropriately screened with elements such as trellises, arbours, fences and/or landscaping.
- e. Visitor bicycle parking should be secure, located near main entrances, and should be visible to the public and be sited in well-lit areas.
- f. Ground floor residential units with outdoor access should include residential bicycle parking that is readily accessible, secure and weather protected to encourage daily use.



Figure 9: Landscaped courtyard with mature trees & defined pathways



Figure 10: Rooftop amenity area with greenery and urban agriculture

GUIDELINES BF-B 7
KIWANIS LAND

Policy BF-B 7.1

The area generally known as the Kiwanis Lands may be used for the development of a publicly funded multi-level care facility, not for profit or publicly funded uses for the care and well-being of senior citizens, not for profit or publicly funded health and social services and low cost rental housing for senior citizens.

- The Floor Area Ratio for the portion of the site used for a care facility or for seniors' low cost housing shall not exceed 1.5.



Policy BF-B 7

Ensure that developments providing for rental housing for senior citizens and publicly funded health and social service uses are sensitive to adjacent residential, institutional and recreational uses.

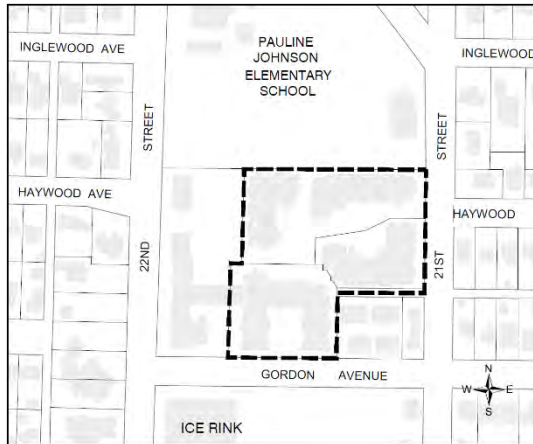
Development Permit Area Designation BF-B 7

The site generally known as the Kiwanis Lands as defined and illustrated by the Kiwanis Lands Development Permit Area Designation Map BF-B 7 is designated as a Development Permit Area.

Kiwanis Lands BF-B 7	Category	Local Government Act s. 488 (1) (f)
	Conditions	The development permit area designation is warranted to ensure that development for multiple family housing, multi-level care and health and social services is compatible with surrounding uses.
	Objectives	<ul style="list-style-type: none"> ▪ review the massing, scale, orientation, character and articulation of buildings proposed for the site in relation to adjacent development, ▪ minimize the impact of a care facility on residential uses, ▪ limit the height of buildings generally to three storeys in height and provide for the consideration of buildings of up to four storeys to encourage the provision of open space and meritorious design alternatives, subject to detailed examination to determine that views from existing residential areas are not significantly reduced, the overall appearance of buildings set within the landscape is enhanced by such additional height and that sunlight available to existing dwelling units is not unduly impeded, and ▪ encourage the provision of a mid-block pedestrian connection between the elementary school and the site or other appropriate location where the impact on seniors' privacy is acceptable. ▪ Encourage projects which incorporate adaptable residential design.

	Guidelines Schedule	Guidelines BF-B 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or 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 Guidelines BF-B 7; or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 7.

The Multiple Family Sites Guidelines BF-B 8 apply.



Kiwanis Lands Development Permit Area Designation Map BF-B 7

GUIDELINES BF-B 8

OTHER MULTIPLE FAMILY SITES

Policy BF-B 8

Ensure that multiple family dwellings located throughout the municipality meet a high quality of building design and landscaping in keeping with their sites and neighbourhood context.

Development Permit Area Designation BF-B 8

The multiple family sites described as: Tudor Gardens, 843-22nd Street, Lot I, Block 5, DL 554, Plan LMP 1268; Esker Lane, 1253-1275 3rd Street, DL 1074 Strata Plan LMS 2681; 2170 Chairlift Road, Lot 21 Exc. Part on Highway Plan 122, Block B, DL 815, Plan 9624; and, 2100 Block Gordon Avenue, Lots 13, 14, 15 and 16 DL 775 are designated a Development Permit Area.

Other Multiple Family Sites BF-B 8	Category	Local Government Act s. 488 (1)(f)
	Conditions	The development permit area designation is warranted to provide for the compatibility of multiple family development with adjoining single family and other land uses.
	Objectives	<ul style="list-style-type: none"> ▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing views, circulation and the character of surrounding buildings and uses
	Guidelines Schedule	Guidelines BF-B 8 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 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 Guidelines BF-B 8, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 8.

V. CONTEXT / SITEDESIGN

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> a. Design should be compatible with adjacent uses and any special circumstances created by proximity to other uses. b. Situate buildings to maximize views while minimizing impacts to surrounding buildings' views. c. Minimize obstruction of views from public pedestrian areas, common living areas of other developments, and from | <ul style="list-style-type: none"> existing residential units. d. Enhance the quality of streetscapes through the overall design of development. e. Encourage open space amenities, such as ground level courtyards f. Link ground level entries and open spaces to adjacent streets, |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

sidewalks and pathways.

g. Locate utility wires underground where economically feasible.

VI. BUILDING DESIGN

- a. Vary building mass to minimize its scale.
- b. Address the compatibility of scale between new buildings and existing adjacent buildings.
- c. Use building mass to emphasize the entrance to buildings.
- d. Entries should be visible, clearly articulated, and accessible.
- e. Avoid blank or undifferentiated facades at the ground level.
- f. Avoid long, continuous roof lines.
- g. Provide private outdoor living space for each unit.
- h. Encourage the use of high quality materials.
- i. Design detailing to be in keeping with the character of the building and landscape.
- j. Design buildings and landscape elements to minimize shading, and intrusion on privacy of adjacent buildings.
- k. Provide detailing and articulation, especially at eye level.
- v. Screen roof top mechanical equipment from neighbouring properties.
- w. Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- x. Encourage residential buildings which incorporate adaptable design.

VII. LANDSCAPE DESIGN

- a. Integrate landscape features and elements with the adjacent streetscape.
- b. Use established vegetation where feasible to provide a mature and varied appearance upon construction completion.
- c. Avoid landscaping elements that inhibit pedestrian or barrier-free access along sidewalks or towards buildings.
- d. Consider the use of roof spaces for roof gardens and common areas.
- e. Minimize the scale of buildings at ground level with the use of trelliswork and other landscape features.
- f. Minimize glare and light spill to surrounding properties through design and siting of exterior lighting

VIII. CIRCULATION / PARKING

- a. Locate parking underground, where feasible, to maximize ground level open spaces for landscape elements and treatments.
- b. Encourage underground garage entries to provide an appealing entrance from the streetscape with the use of planters and/or trellis structures.
- c. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street. Where ground level parking is needed, provide landscape elements such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- d. Design underground parking for residential uses to be readily accessible and easily used by residents.
- e. Ensure that site circulation is accessible to persons with disabilities.
- f. Share access/curb cuts between buildings where possible.
- g. Minimize the width of curb cuts where possible.
- h. Design and situate garage doors so that they are not a dominant feature of the streetscape.
- i. Encourage the use of bicycles and the provision of bicycle storage areas.

GUIDELINES BF-B 9

DEER RIDGE WEST

Policy BF-B 9

Promote the siting and design of high density multiple family dwelling units in the Deer Ridge West area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive residential streetscape.



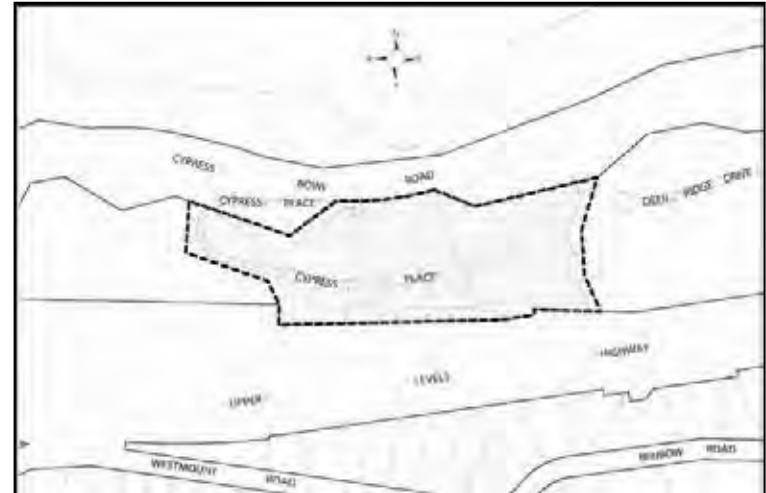
- In the area shown on Residential Area Designations Map, a multi-family development up to 112 units generally known as Deer Ridge West may be approved. In order to retain the natural character of the area, the total lands involved shall be not less than 44.8 acres, of which at least 34.8 acres should be set aside for public use and for this purpose should be owned by the District.
- The multiple family development site shown on the Plan as Deer Ridge West may be approved for three apartment buildings of up to thirteen storeys
 - In height and accessory amenity buildings and parking structures.
 - The specific form and character of development of a multi-family site will be determined by Council in the context of the guidelines and objectives for the Deer Ridge Area in its consideration of a Development Permit. Application requirements shall include a description of the project's compliance with the policies and guidelines of this Plan and building siting as indicated on the Map.

Development Permit Area Designation BF-B 9

The Deer Ridge West area, as defined and illustrated by Deer Ridge West Development Permit Area Designation Map BF-B 9, is designated as a Development Permit Area.

Deer Ridge Area BF-B 9	Category	Local Government Act s. 488 (1)(a), (b) and (f)
	Conditions	The development permit area designation is warranted due to the area's steep slopes, proximity to a watercourse, forested character and high residential density.
	Objectives	<ul style="list-style-type: none"> ▪ to provide for the siting and design of buildings and landscaping that respond compatible to the site and minimize visual impact on the hillside in accordance with the Deer Ridge guidelines, and ▪ to retain the natural forested character of the site in accordance with landscape and tree management plans.
	Guidelines Schedule	Guidelines NE 6, UL 1 and BF-B 9 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 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 Guidelines BF-B 9, or (iii) is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines in NE 6, UL 1 and BF-B 9.

- a. The siting and design of the internal access road should respond to the steep slope of the site, its high visibility from distant viewpoints and its proximity to major highways.
- b. Materials, finishes and colours should be in keeping with and **minimize the buildings' visual impact in the forest setting.**
- c. The design and construction of the internal access road and boulevard landscaping should promote a park-like character by:
 - minimizing pavement width,
 - preserving and highlighting natural features such as rock outcroppings and retaining a landscaped character and screening,
 - providing access to clearly marked surface visitor parking spaces that are located and treated so as to reduce the total amount of pavement exposed to street view,
 - including appropriate lighting at the entrance and along the street in keeping with a pedestrian-oriented streetscape.
- d. Any retaining walls visible from the street should be constructed or faced with natural materials such as rock or heavily screen with vegetation and should have an overall natural character;
- e. Landscaping and tree retention measures should:
 - encourage the reinstatement of an overall forested character by limiting tree cutting prior to the time of development,
 - include submission of a Tree Management Plan prior to approval of the development of a multiple family site. The tree management plan would provide for long term management of the site and minimize potential visibility of the buildings as seen from distant viewpoint while providing for views from the residential units,
 - restore areas disrupted by construction to recreate a natural appearance suitable for a forest setting and encourage replanting with native trees and shrubs compatible with the Tree Management Plan,
- f. All services, including mechanical equipment, recycling and garbage bins, should be sited and screened to minimize visual and acoustical impacts on residential units and the streetscape;
- g. Pedestrian connections should be provided to connect with adjacent public and private lands;
- h. Any creek crossings for pedestrians or services should minimize impact on the creek and have a bridge or bridge-like design.



Deer Ridge West Development Permit Area Designation Map BF-B 9

GUIDELINES BF-B 10
SUNSET HIGHLANDS

Policy BF-B 10

Promote the siting and design of low density multiple family dwelling units in the Sunset Highlands area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive, residential streetscape.

Development Permit Area Designation BF-B 10

The Sunset Highlands area as defined and illustrated by the Sunset Highlands Development Permit Area Designation Map BF-B 10 is designated as a Development Permit Area.

Sunset Highlands Area BF-B 10	Category	Local Government Act s. 488 (1)(a), (b), and (f)
	Conditions	The development permit area designation is warranted due to the area's very steep slopes, mountain watercourses, bedrock and rock outcroppings (including large boulders), and native forest. Such a designation will ensure that development of duplexes and townhouses respects the special conditions of the site's proximity to Highway 99, distance from municipal services, and siting above an existing single family neighbourhood.
	Objectives	<ul style="list-style-type: none"> ▪ to promote development that respects the terrain, vegetation, drainage courses and constraints related to the mountainous environment of the site, ▪ to ensure that the development does not impose an undue burden on municipal services, given the remote location, ▪ to promote the siting of buildings and designs that respond to the steep slope and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, ▪ to encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining common properties that will, to the extent possible, minimize the impact of roads and driveways on the steep topography and promote a park like character, and ▪ to encourage the reinstatement of an overall forested character by limiting tree cutting before development starts and by encouraging replanting with native trees and shrubs.
	Guidelines Schedule	Guidelines BF-B 10 and NE 6 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ol style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or 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 Guidelines BF-B 10, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 10 and NE 6.





Sunset Highlands Development Permit Area Designation Map BF-B 10

The following guidelines for development of the Sunset Highlands site should apply:

- Development should be clustered to minimize the impact of development on the steep slope.
- Building facades should be designed to provide an attractive, articulated appearance and materials used should minimize the visual impact of the building on the sloping forested site.
- Any development should protect or provide for the restoration of the native forest in the areas adjacent to the creek zones and extreme slopes as defined by detailed survey at the time of Council consideration of a development application.
- Landscaping should emphasize native vegetation to minimize water requirements and in keeping with the forested setting.

GUIDELINES BF-B 11

DUPLEX AREAS

Policy BF-B 11

Ensure that duplexes enhance the character of a neighbourhood and meet a high quality of building and landscape design in keeping with the site and neighbourhood context.

Development Permit Area Designation BF-B 11

The duplex areas as defined and illustrated by the Duplex Development Permit Area Designation Maps BF-B 11 (1 through 3 inclusive) are designated a Development Permit Area.

Duplex Areas BF-B 11	Category	Local Government Act s. 488 (1)(e)
	Conditions	The development permit areas designation is warranted to provide for the compatibility of two family dwellings and landscaping with adjoining single family dwellings and other land uses.
	Objectives	<ul style="list-style-type: none"> ▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing site conditions (such as steep slopes) and the character amenities of the surrounding area.
	Guidelines Schedule	Guidelines BF-B 11 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, ii. is for a renovation or 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 Guidelines BF-B 11, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all the requirements of the zoning bylaw or includes minor variances to the zoning bylaw.



Duplex Development Permit Area Designation Map BF-B 11 (1 of 3)



Duplex Development Permit Area Designation Map BF-B 11 (2 of 3)

I. CONTEXT AND CHARACTER

- a. Situate new developments in keeping with the surrounding residential context.
- b. Provide a character that creates a strong and coherent residential streetscape.

II. SCALE

- a. Configure building massing to reflect a single family residential character.
- b. Address the compatibility of scale between new buildings and existing adjacent buildings.
- c. Moderate scale by:
 - incorporating elements such as porches, canopies, bay windows and roof gables;
 - introducing variation in facades and setbacks;
 - providing deep roof overhangs;
 - appropriate use and combination of materials; and avoiding box like structures and undifferentiated or blank walls.

III. DEFINITION OF ENTRANCE

- a. Provide clear separation between public and private areas.
- b. Accentuate and highlight pedestrian entrances
- c. Garages should be designed to:
 - be accessed from rear lanes or side streets where appropriate;
 - complement the residential character; and
 - not impact the usability of open spaces.



Duplex Area Development Permit Area Designation Map BF-B 11 (3 of 3)

IV. USE OF APPROPRIATE MATERIALS

- a. Use cladding materials that are appropriate to smaller scale residential housing.
- b. Articulate building facades through the utilization of trellises, railings, columns, and similar elements.
- c. Posts, railings and similar elements should be in keeping with the character and materials of the building and landscape.
- d. Encourage the use of wood framed windows and doors.
- e. Use roof materials appropriate for the style of architecture.
- f. Finish exposed flashing to be compatible with the primary colour of the building.

V. LANDSCAPE DESIGN

- a. Design landscape elements to be complementary and consistent with building design.
- b. Provide private outdoor open spaces for each unit.
- c. Use landscape elements such as gateways, trellises, lighting, planting areas and paving to create an understandable progression from public through to private space, thereby creating a sense of entry.
- d. The landscape design should:
 - enhance the overall streetscape;
 - contribute to overall project quality;
 - reduce the apparent mass of buildings; and
 - incorporate hard and soft elements.

GUIDELINES BF-B 12 EVELYN DRIVE

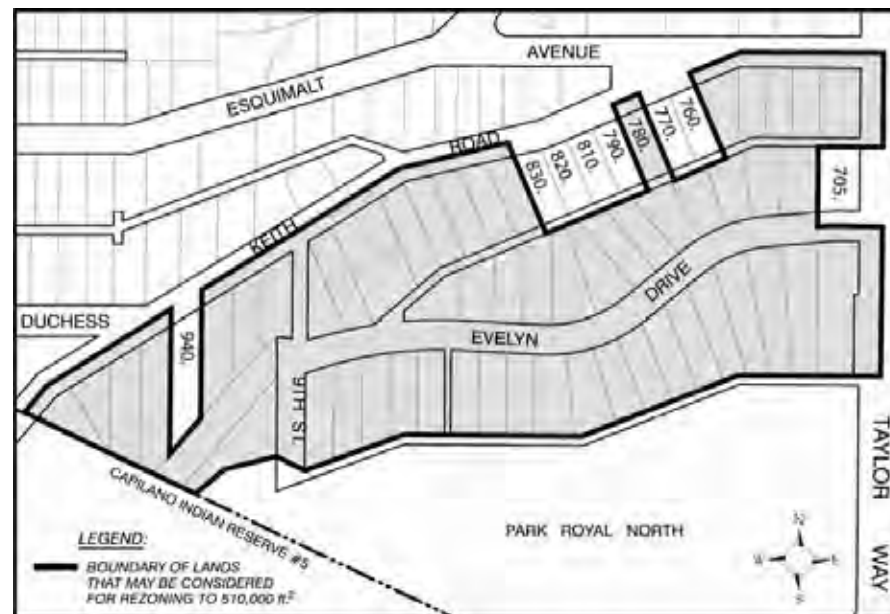
Policy H 2

The Evelyn Drive Planning Area, as shown on Map BF- B12, is located immediately north of Park Royal Shopping Centre, south of Keith Road and west of Taylor Way. It is 20.78 acres in size including road right- of-way. At October 2006 the area was composed of 65 lots and, with one exception, zoned for single family housing.

The Planning Area may be rezoned to permit redevelopment to single-family, two-family, cluster housing and apartment buildings compatible with and providing a sensitive transition to the adjacent low-density single-family neighbourhood to the north. The new neighbourhood will be characterized by a diversity of housing including variety in housing types, built form and dwelling sizes, and will include rental housing and accessible housing.

While most of the lots in the Planning Area will be redeveloped, several existing single-family homes will remain and will contribute to the diversity of housing. Key to redevelopment will be at least one new road connection to Keith Road and additional public walkways linking the neighbourhood to the larger community of West Vancouver.

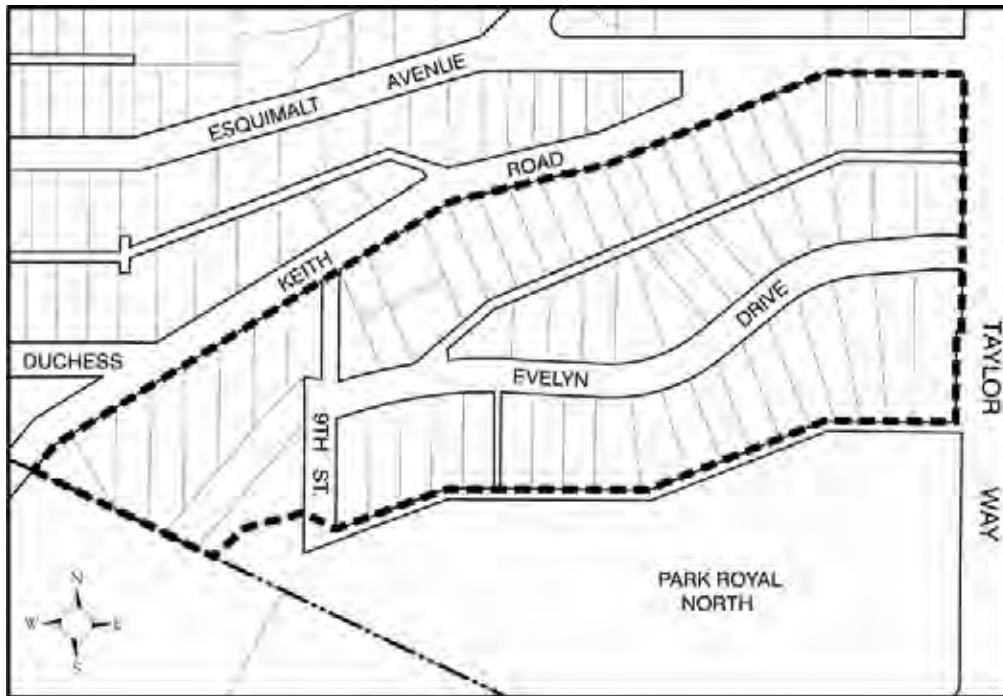
A zoning amendment is necessary to implement this policy. The lands shown shaded on the map below may be considered for rezoning to provide for approximately 510,000 sq. ft. of housing and up to 350 dwelling units. Applications may be considered for rezoning of 940 Keith Road and 705 Evelyn Drive for Two-family housing.



Development Permit Area Designation BF-B12

The Evelyn Drive Planning Area, as described in Policy H2 and as defined and illustrated by the Evelyn Drive Development Permit Area Designation Map BF-B12, is designated a Development Permit Area.

Evelyn Drive Planning Area BF-B12	Category	<i>Local Government Act s. 488 (1)(a), (b), (e) and (f)</i>
	Conditions	The development permit area designation is warranted due to the area's moderate to steep slopes and redevelopment to a greater residential density.
	Objectives	<p>The objectives of this designation are:</p> <ul style="list-style-type: none"> ▪ to promote the siting of buildings, building design and site works that respond appropriately to the slope condition; ▪ to minimize the visual impact on properties to the north; ▪ to encourage visually attractive development at this entry to West Vancouver; ▪ to promote a high standard of design, construction and landscaping; and ▪ to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 12 shall apply.
	Exemption	<p>Development may be exempted from the requirement for a Development Permit if the proposal:</p> <ul style="list-style-type: none"> iv. deals with property zoned RS5; or v. does not involve the construction of any new buildings or structures; or vi. is for a renovation or 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 Guidelines BF-B 12; or vii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-B12.



Evelyn Drive Development Permit Area Designation Map BF-B12

1. CONTEXT AND SITE DESIGN

1.01 The new Evelyn Drive neighbourhood will be a showcase for West Vancouver's commitment to sustainability and innovation, with standards such as Leadership in Energy and Environmental Design (LEED) or the equivalent used for the evaluation of sustainability. The West Coast setting of this hillside neighbourhood will be communicated through buildings that respond to a rainforest climate. Buildings and landscape structures will blend natural materials such as wood and native rock of the West Coast with concrete, metal and glass. The development will convey a rich and full connection to the land and a strong sense of neighbourhood. Buildings will fit comfortably to the existing topography, roads will be people friendly, and the streetscape will reflect an attractive, intimate friendly neighbourhood.

1.02 Built form should:

- complement the terrain and natural conditions, and
- integrate sympathetically with Sentinel Hill, which is a significant visual land form within the community.

1.03 Development including site and building design should accommodate persons of varying ability levels, including the physically challenged.

1.04 Site, building and landscape design should:

- be sensitive to the privacy, security and liveability of residential units including private outdoor spaces, and
- provide 'eyes on street' and opportunities for people to easily view what is happening around them.

1.05 Public seating and other furnishings should be situated to take best advantage of views, sun, shade and informal day-to-day meeting places for pedestrians.

1.06 Adequate sunlight penetration should be provided to all public walkways and open spaces.

2. BUILDING DESIGN AND SERVICES

- 2.01 Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, green roofs, high performance materials and geo-exchange should be used to create 'green' buildings that reduce energy consumption, enhance sustainability and create a healthy living environment.
- 2.02 Single-family, Two-family and Cluster housing designs should be varied to add neighbourhood character and individual identity.
- 2.03 Apartment buildings should be:
- architecturally distinct,
 - varied in their expression towards the street, and
 - designed to breakdown massing and to prevent a pedestrian scale to the street, walkways, and semi-private open space
- 2.04 Buildings over 3 storeys in height should be sculpted, articulated and terraced to:
- reduce building mass,
 - avoid buildings appearing to top out at the same or near same height,
 - create a transition in form between Park Royal Shopping Centre and single and two family residential buildings, when viewed from the south, and
- provide interest to the overall design of the building.
- 2.05 Multi-family buildings should be sensitive to issues of privacy/overlook to and from adjacent properties.
- 2.06 Building entrances should be designed to be highly visible and with a distinct identity from the street.
- 2.07 Weather protection should be provided to the primary common entry of a multi-family building.
- 2.08 Blank or undifferentiated facades are to be avoided.
- 2.09 Rooftop mechanical equipment and hydro utility boxes and similar equipment should be located and concealed to minimize visual and acoustical impacts on adjacent properties, the streetscape and views.
- 2.10 All dwellings units should be provided with adequate storage areas, including convenient, secure bicycle storage.
- 2.11 Common garbage and recycling areas for multi-family housing should be:
- sited in a convenient location for residents, and
 - located within the building, or contained within a roofed/walled enclosure coordinated with the overall design of the development and screened from public view.

3. LANDSCAPE DESIGN

- 3.01 Through a combination of preservation of existing trees and mature vegetation and the selection of sustainable plants, landscaping should, upon project completion, convey the image of a well-established lush landscape.

- 3.02 Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material.
- 3.03 Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.
 - a. Ensure that landscape character complements the character and design of buildings.
 - b. Differentiate public from intended private spaces.
 - c. Provide clearly defined, barrier-free access along sidewalks, and walkways to building entrances. Street furniture, merchandise displays and landscaping should not inhibit pedestrian or barrier-free access along sidewalks or to buildings.

4. CIRCULATION AND PARKING

- 4.01 Driveways should be consolidated and widths minimized to reduce disruption to pedestrian movement and to not limit the provision of street trees, landscaping or furnishings in appropriate locations.
- 4.02 Underground parking should be readily accessible by residents, and designed and finished to enhance safety and security.
- 4.03 Access to garage structures for all uses should be from narrow driveways and building design should ensure that garage doors are not a dominant feature of the streetscape.

GUIDELINES BF-B 13

BLOCK BOUNDED BY ESQUIMALT AVENUE, 20TH STREET, FULTON AVENUE AND 21ST STREET

Policy BF-B13

Ensure that infill housing development enhances the character of the local neighbourhood and meets a high quality of building and landscape design.

Policy BF-B13.1

The block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street (as shown on Map BF-B13) may be considered for rezoning to enable development of ground-oriented infill housing, not exceeding a density of 0.61 Floor Area Ratio (FAR).

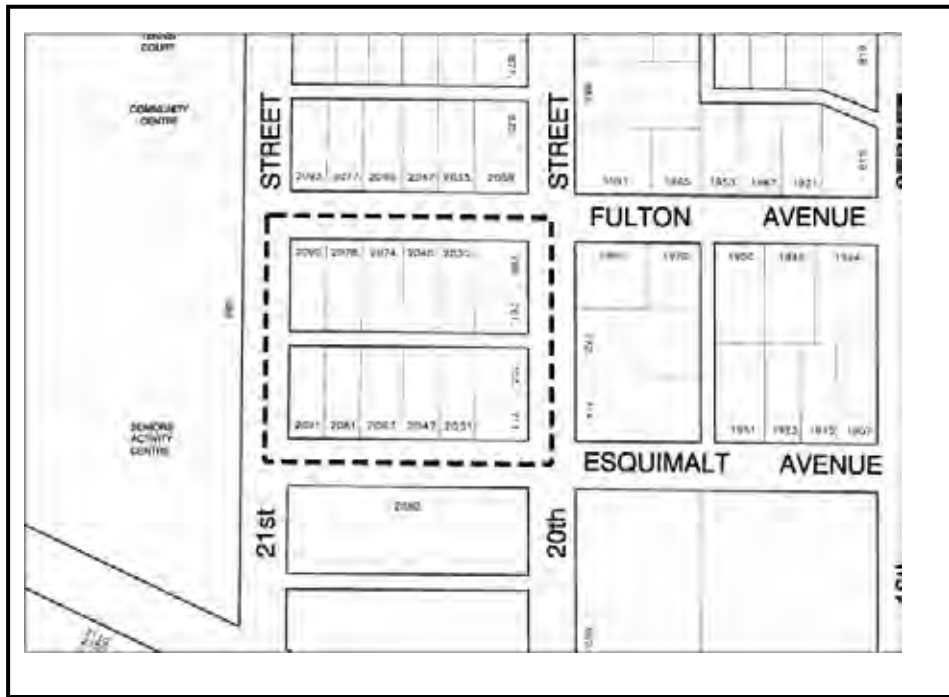
Development proposals may include consolidation of individual lots where established neighbourhood character is maintained in terms of form, massing and pattern of buildings and structures.

Infill housing types may include: smaller single-family dwellings, coach houses, duplexes, triplexes, and/or combinations thereof.

Development Permit Area Designation BF-B13

The block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street as defined and illustrated by the Development Permit Area Designation Map BF-B13 is designated as a Development Permit Area.

Category:	Local Government Act s. 488 (1) (e), (h), (i), and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of new infill housing units within an established neighbourhood.
Objectives:	<ul style="list-style-type: none">▪ To integrate intensive residential development with existing site features, and the built form and landscape character of the surrounding area;▪ To promote a high standard of design, construction and landscaping; and▪ To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B 13 shall apply.
Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ol style="list-style-type: none">I. is for the construction or renovation of or small addition to a single-family building; orII. is for a renovation or 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 Guidelines BF-B13.



**Block Bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street
Development Permit Area Designation Map BF-B13**

I. CONTEXT AND CHARACTER

- a. New development should respect the pattern, scale and height of existing buildings, and the established landscape character of the neighbourhood.

II. BUILDING DESIGN

- a. The massing of street-oriented units should be configured to reflect a 'single-family' residential character.
- b. Roof volumes should be used to conceal top floor living spaces, where possible, to reduce the overall bulk and massing of a building.
- c. Coach houses should:
 - i. be subordinate in size and massing to the principal building on the property;
 - ii. be designed to complement rather than replicate the principal building;
 - iii. respect the scale and built form of neighbouring properties;
 - iv. not have significant overlook and shadowing impacts on neighbouring properties; and
 - v. have articulated facades and include habitable space at ground level to animate the lane.
- d. Garages should be designed and situated so that they are not a dominant feature of the lane, and should be finished with detailing that is consistent with the architecture of the buildings on the site.

- e. A 'building wall' along the lane should be avoided through variations in rear yards.
- f. Balconies and decks should be screened and located to provide privacy and minimize overlook onto adjacent units or neighbouring properties.
- g. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, high performance materials, and geo-exchange should be used to create buildings that reduce greenhouse gas emissions and energy consumption, enhance sustainability, and create a healthy living environment.
- h. All dwelling units should have adequate indoor storage areas, including convenient and secure bicycle storage.
- i. All dwelling units should have areas for the storage of garbage and recycling.

III. LANDSCAPE DESIGN

- a. Each unit should be provided with private outdoor space.
- b. The area between a public street and private indoor space should be established as a transitional area that is visually interesting to pedestrians while clearly privately owned, rather than walled/fenced off from public view.
- c. Driveways, parking areas, patios and walkways should be finished with pervious material.
- d. The landscape design should reduce the apparent mass of buildings.
- e. Prominent healthy existing trees and landscape features should be retained and protected where appropriate.
- f. Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.

IV. CIRCULATION AND PARKING

- a. Coach house units should have principal pedestrian access from the street.
- b. All parking should be located within the rear portion of the lot, with direct access from the lane.

GUIDELINES BF-B 14

NORTHWEST CORNER OF TAYLOR WAY AND KEITH ROAD

Policy BF-B14

Ensure that the seniors' rental housing and assisted living and memory care residence integrates within the existing neighbourhood and meets a high quality of building and landscape design in keeping with the site and neighbourhood context.

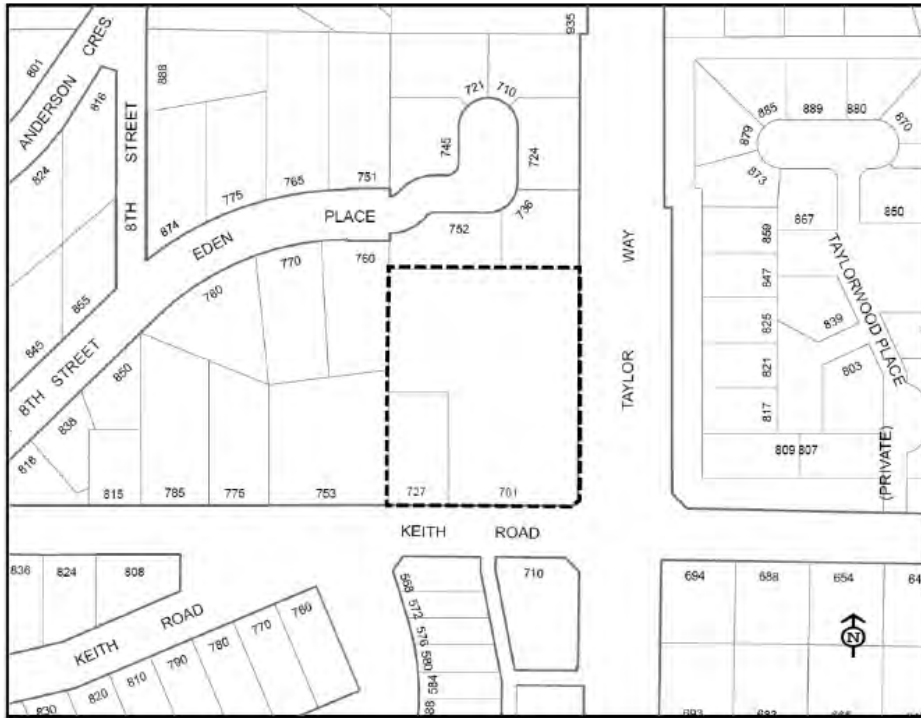
Policy BF-B14.1

The northwest corner of Taylor Way and Keith Road (as shown on map BF-B14) may be considered for rezoning to enable the development of seniors' rental housing and assisted living and memory care residences.

Development Permit Area Designation BF-B14

The Northwest corner of Taylor Way and Keith Road as defined and illustrated by the Development Permit Area Designation Map BF-B14 is designated as a Development Permit Area.

Category:	Local Government Act s. 488 (1)(f), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of seniors' rental housing and assisted living and memory care residences within an established neighbourhood.
Objectives:	<ul style="list-style-type: none"> • To integrate seniors' rental housing and assisted living and memory care residences with existing site features, and the built form and landscape character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B14 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> <i>i.</i> does not involve the construction of any new buildings or structures; or <i>ii.</i> 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 Guidelines BF-B14; or <i>iii.</i> is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee, and conforms to Guidelines BF-B14.



**Northwest corner of Taylor Way and Keith Road
Development Permit Area Designation Map BF-B 14**

I. CONTEXT AND CHARACTER

- a. New development should minimize visual impacts of development to the surrounding residential neighbourhood through siting and design.

II. BUILDING DESIGN

- a. The majority of the building mass should be set into the natural site grade, where appropriate.
- b. Building at the north end of the site should be recessed into the existing site topography to create an appropriate interface with the northern residential neighbourhood.
- c. Service-related functions within the building (i.e. main kitchen, laundry services) should be located closer to Taylor Way and away from the northern residential neighbourhood.
- d. Roof volumes should be horizontal planes for lower building profile to reduce visual impact and overshadowing.
- e. Elements of the facade should include generous use of wood and glazing.
- f. The use of natural stone and timber structures should be used to give the building a classic West Coast expression.
- g. A natural colour palette should be used to blend the building into the surroundings.
- h. 'Green' building technologies should be used including but not limited to lower-flow plumbing fixtures for water reduction and strict insulation and glazing measures, optimized mechanical systems, green vegetated roofing systems to reduce heat-island effects, and wherever possible, locally and regionally sourced construction materials.
- i. All roof top mechanical equipment shall be screened.

III. LANDSCAPE DESIGN

- a. The overall landscape strategy is to provide a calming natural environment for the use and enjoyment of residents and visitors. The front yard should reflect some of the character of Taylor Way by including some ornamental plantings in the design.
- b. The corner of Keith Road and Taylor Way should provide a balance of a strong corner treatment with the provisions of some views for the residents. Low retaining walls and site signage should be clad in natural stone.
- c. Prominent healthy existing trees and landscape features should be retained and protected where appropriate.
- d. The landscape design should integrate retained mature trees and vegetation with the new landscape design to help reduce the apparent mass of the building.
- e. Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.
- f. Driveways, parking areas, patios and walkways should be finished with pervious material.

IV. CIRCULATION AND PARKING

- a. Principal pedestrian access should be from Keith Road.
- b. The majority of parking should be located within an enclosed underground parkade and surface parking should be located toward the south end of the site, away from adjacent properties.
- c. All garbage, recycling, and kitchen waste should be located within the enclosed underground parkade.

GUIDELINES BF-B 15
Tantalus Gardens

Policy BF-B15

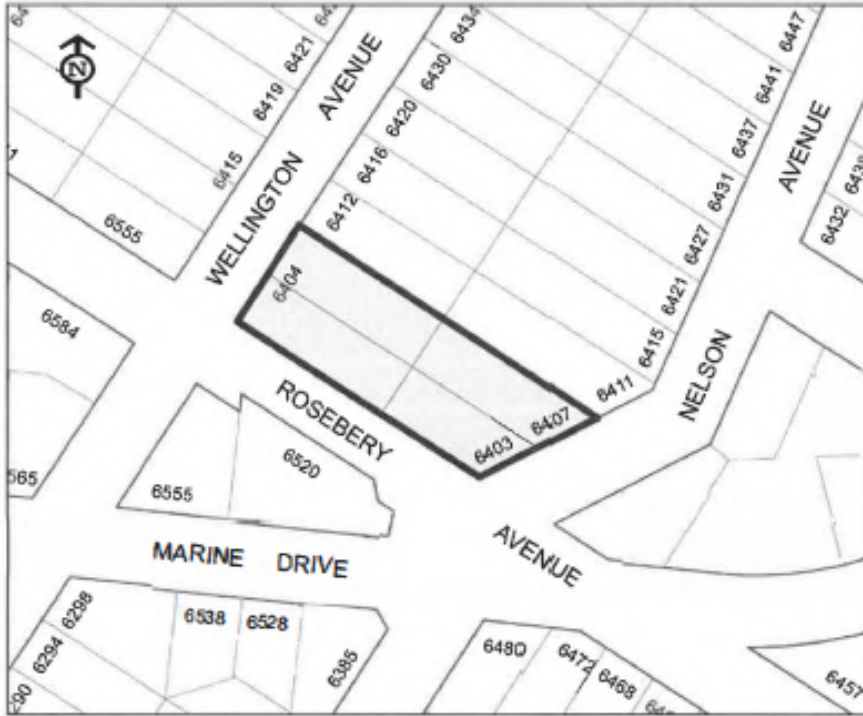
Promote the siting and design of low density housing in the Horseshoe Bay area that integrates within the existing neighbourhood and meets a high quality of building and landscape design to create an attractive, residential streetscape.

Policy BF-B15.1

The lots as shown on map BF-B15 that are bounded by Wellington Avenue, Rosebery Avenue and Nelson Avenue may be considered for rezoning to enable development of ground oriented infill housing types that may include single family dwellings and duplexes and/or combinations thereof to address the missing middle.

Development Permit Area Designation BF-15

Category:	Local Government Act s. 488 (1)(e), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of infill housing units to address the missing middle within an established neighbourhood.
Objectives:	<ul style="list-style-type: none"> • To integrate intensive residential infill with existing site features, and the built form and landscape character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B15 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> <i>i.</i> is for the construction or renovation of or small addition to a dwelling unit; or <i>ii.</i> 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 Guidelines BF-B15.



**Tantalus Gardens Development Permit Area
Designation Map BF-B 15**

I. CONTEXT AND CHARACTER

- a. A new development should respect the pattern, scale, and height of existing buildings and the established landscape character of the neighbourhood.

II. BUILDING DESIGN

- a. The massing of the units should be configured to reflect a "single-family" residential character.
- b. Buildings and structures should demonstrate variety in terms of form and character, architectural massing and roof forms while maintaining a cohesive approach to the overall design.
- c. Roof forms should be "buried" into roof slopes with large overhangs to reduce the appearance of height.
- d. Finishing materials should be varied and of natural materials to provide interest and texture.
- e. A 'building wall' along the rear property line should be avoided through a combination of design, setbacks, heights measured from grade, and the retention of mature trees and landscaping where possible.
- f. Balconies and decks should be screened and located to provide privacy and minimize overlook onto neighbouring properties.
- g. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures and high performance materials should be used to create buildings that meet or exceed District sustainability targets.
- h. All dwelling units should have access to adequate indoor storage areas, including convenient and secure bicycle storage.

III. LANDSCAPE DESIGN

- a. Each unit should be provided with private outdoor space.
- b. Common private gathering areas should be connected to the neighbourhood and encourage socializing through the installation of landscape features such as gardening boxes, garden furniture or other common outdoor amenities or activities.
- c. Exposed concrete walls or parkade should be faced with natural stone to blend them into the landscape.
- d. The area between a public street and private space should be designed as a transitional area that is visually interesting to pedestrians while clearly privately owned rather than walled or fenced off from public view.
- e. Plant materials should create a lush natural garden environment with some ornamental character, however should promote sustainability overall through the use of native and drought tolerant plants and the integration of storm water management strategies such as a rain garden.
- f. The landscape design should enhance the neighbourhood, compliment the development and reduce the apparent mass of buildings.
- g. Healthy trees and landscaping should be retained and protected where appropriate. Opportunities for transplanting existing landscaping materials and integrating them into the new design is encouraged.
- h. Special attention should be taken along the north property line to address screening and maximize tree retention between the adjacent properties. Additional screening and landscaping should be supplemented where required to provide additional privacy to adjacent residents.
- i. Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.

IV. CIRCULATION AND PARKING

- a. All required parking shall be located within attached garages designed to have a minimal presence on the streetscape.
- b. Street-orientated units should have principal pedestrian access from the street.
- c. Interior-orientated units should have principal pedestrian access from a shared connection through the site to the street.
- d. Areas for the storage of garbage and recycling should be located and screened to minimize their visibility from the street.



Policy BF-C 3

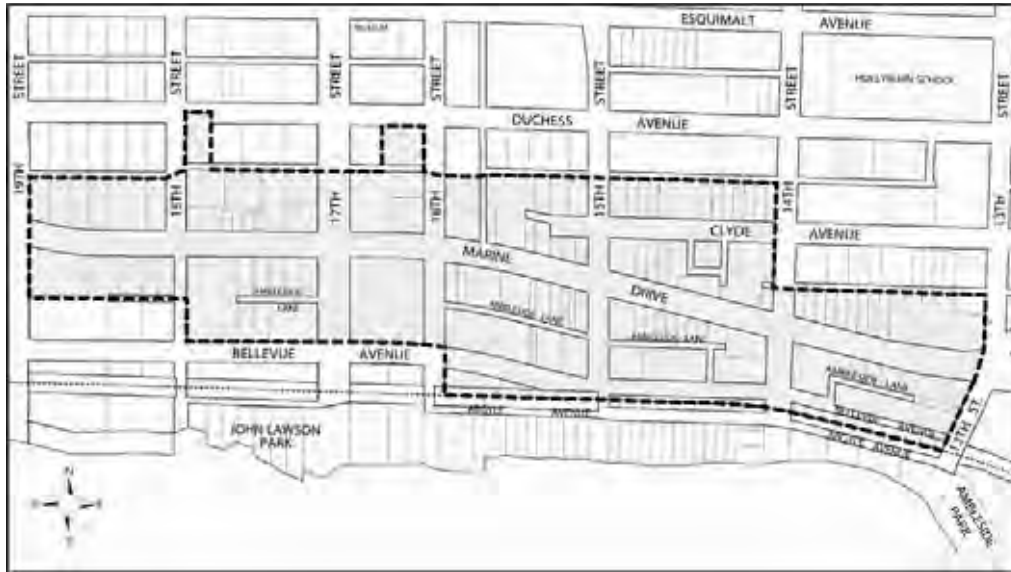
Enhance Ambleside Village Centre as West Vancouver's recognized Town Centre.

Development Permit Area Designation BF-C 3

The Ambleside Village Centre as defined and illustrated by the Ambleside Village Centre Development Permit Area Designation Map BF-C 3 is designated as a Development Permit Area.



Ambleside Village Centre BF-C 3	Category	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated and constructed with quality materials to improve the quality of building stock and provide a sense of longevity appropriate to a Village Centre.
	Objectives	<ul style="list-style-type: none"> ▪ enhance the area's main street character and promote the area's role as a Village Centre ▪ provide for a scale and massing of buildings that promotes an enjoyable living, pedestrian, working, shopping and service experience, ▪ use appropriate architectural features and detailing of buildings and landscapes to define area character, ▪ improve existing streets and sidewalks to promote alternative transportation, ▪ facilitate pedestrian movement into and within the area, and ▪ promote construction of new buildings and structures that are compatible with the character of these areas, recognize established amenities and contribute to business viability and economic growth.
	Guidelines Schedule	Guidelines BF-C 3 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 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 Guidelines BF-C 3.



CONTEXT

1. Buildings along Marine Drive, from 14th Street to 18th Street, should:
 - o form a consistent street wall by being sited parallel to the sidewalk, and
 - o create a volume and massing for the first two floors that is vertical in form, drawing on the elements of traditional small town buildings.
2. In each block, buildings should be designed to avoid a continuous east-west building wall above the 3rd storey.
3. Mid-block pedestrian connections to lanes, parking, adjacent streets and the waterfront are encouraged.
4. On north-south streets 'active' ground floor commercial uses are strongly encouraged to create interesting pedestrian experiences and improve connections to the waterfront.

5. On corner sites, buildings should:

- maintain a presence on both streets with particular emphasis on a design that addresses the corner, have the same attention to detail on the side street elevation, at ground level and at the upper storeys, as the "Main Street" elevation, and
- o at 13th and Marine Drive, the gateway to the community, provide a visually prominent 'landmark' piece of architecture.

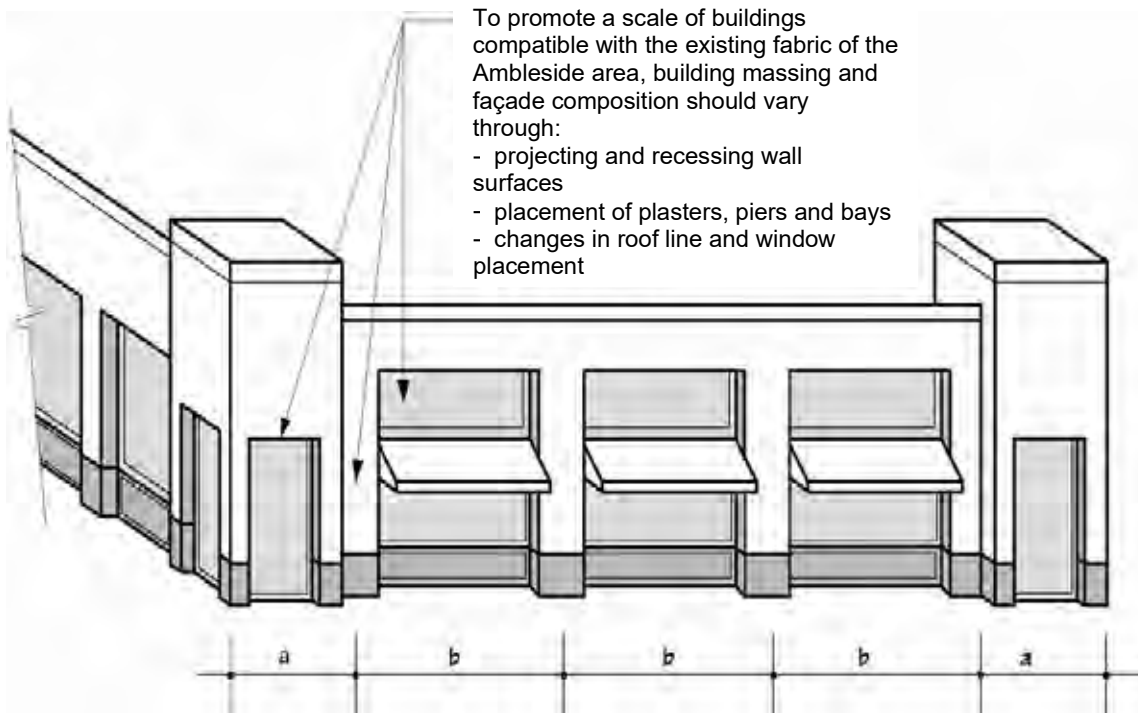
6. Buildings should provide an interface between new and existing adjacent structures to form a harmonious transition between the two.
7. Variations in setbacks will be considered to enhance building articulation and where commercial floors face commercial floors across a lane.
8. For non-sloping sites consideration will be given to a fourth storey when the following criteria are met:
 - o avoid continuous 4th storey volumes along any frontage
 - o provide variety in roof form
 - o maintain localized view corridors
 - o maintain sunlight to the street and lane
 - o articulate building massing
 - o provide outdoor space for residences

BUILT FORM AND DESIGN

8.1 Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, green roofs, high performance materials and geo- exchange should be used to create 'green' buildings that reduce energy consumption, enhance sustainability and create a healthy living environment. e.g. LEED (silver) standard or equivalent (e.g. Built Green)

9. Buildings should:

- step back from the front property line on the upper most floors to reduce building mass, minimize shadowing, create outdoor space and maintain a pedestrian scale to the street,
- be sited parallel to the street and front property line,
- be architecturally distinct,
- be varied in their expression towards the street
- be designed to facilitate "eyes on the street",
- be articulated above street level through recessing and projecting wall surfaces,
- include cornice or other detailing at the top of the storefront storey, where the upper storeys are stepped back and at the roofline, and
- designed to avoid blank walls, particularly on the first two storeys of a building that faces a street or pedestrian pathway. Where solid walls are unavoidable, building mass, variation of the façade, textured surfaces, or architectural detailing should be used to reduce the impact of any solid wall.



3.0 Building Composition
(graphic images form part of
guideline requirements)

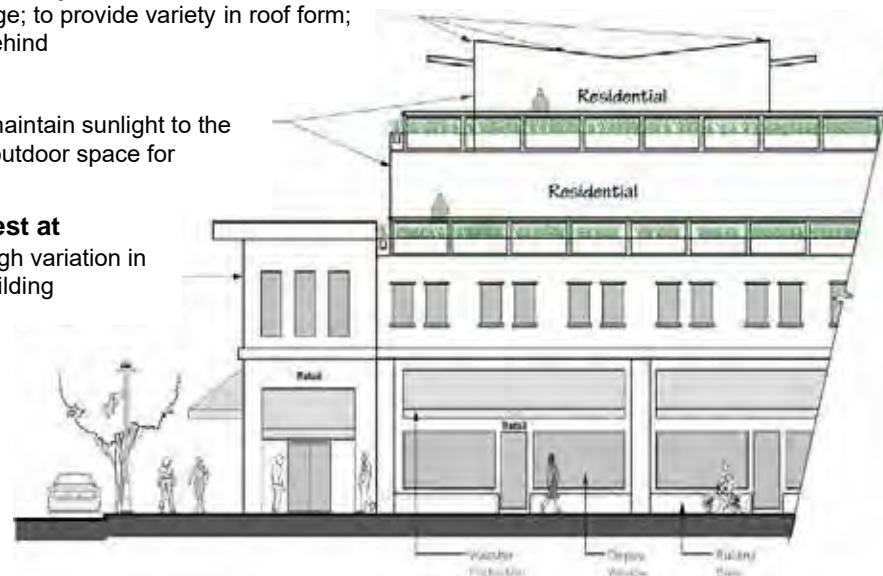
BUILT FORM AND DESIGN CONT.

10. Site and building design should accommodate persons of varying ability levels, including the physically challenged.
11. In mixed use buildings, the residential use should have:
 - o a separate pedestrian entrance that is visible from the street, and
 - o parking that is separate from non-residential parking, although access may be shared.
12. As an objective, fourth storey volumes, where applicable, should be modulated to permit some strategic views from the main living area of residential units in adjacent buildings. The fourth storey volumes should occupy a combined maximum width of approximately 60% of the overall block. View analysis should be provided.
13. Front Elevations should include:
 - o a building base approximately 18-24" above the adjacent sidewalk and below the display windows. The materials should be visually heavier than the materials of the walls i.e. tile, stone or brick
 - o storefront display windows or glass doors for a minimum 60% of the building façade; upper storey, windows may be smaller in size and scale than street level
 - o small-scale retail fronts in building design modules of approximately 25 feet that provide visual diversity, re-inforce a human scale and enhance pedestrian interest.
14. Rear elevations should be detailed and articulated to be compatible with the front and sides of the building, with landscape treatment, as lanes are utilized by pedestrians and require visual interest.
15. Where there are complex building volumes and window and door patterns, simple exterior wall surfaces are preferred. If the massing and windows are simple, greater detailing of exterior walls should be provided through building articulation and textured materials.

Modulate the 4th storey volume for larger developments: to avoid continuous 4th storey volume along the street frontage; to provide variety in roof form; to maintain localized view corridors from buildings behind

Step back building on upper storeys: to maintain sunlight to the street; to articulate building massing; to provide outdoor space for residential units

Provide interest at corners: through variation in massing and building composition



4.0 Mixed Use building elevation diagram (graphic images form part of guideline requirements)

16. Rooftop mechanical equipment, restaurant venting, hydro utility boxes and similar equipment should be located to minimize visual, odour and acoustical impacts on adjacent properties or other users in the building, the streetscape and views. Where a structure is used to conceal such equipment, it should be kept consistent in detailing with the architecture of the building.
17. All signs associated with commercial buildings should:
 - o be directly integrated into building facades and/or hung perpendicular to building facades, and
 - o avoid signage illumination spillage to adjacent properties.
18. Where street level commercial is provided, the adjacent sidewalk should be provided with continuous weather protection via awnings, canopies or architectural overhangs that extend a minimum 6 ft. (recommended) from the face of the building and are located approximately 8 ft. above the sidewalk. The materials, colours and forms of the weather protection feature should provide a continuous, architecturally integrated building frontage.
19. Where awnings are proposed, the following design features are encouraged:
 - o woven canvas or acrylic fabric with UV protected surface stretched over a mounted frame,
 - o screening of the underside of the awning with a woven canvas or acrylic sheet unless there are building features that warrant exposure and the frame is a design element in itself, and
 - o a valance along the foot of the awning
20. Garbage and recycling areas should be located:
 - o off a lane,
 - o in a convenient location
 - o in an underground parking/service area or contained within a roofed/walled enclosure coordinated with the overall design of the development

Where a lane is unavailable, garbage and recycling areas should be located in an underground parking/service area.

RESTORATION, RENOVATION AND ADDITIONS

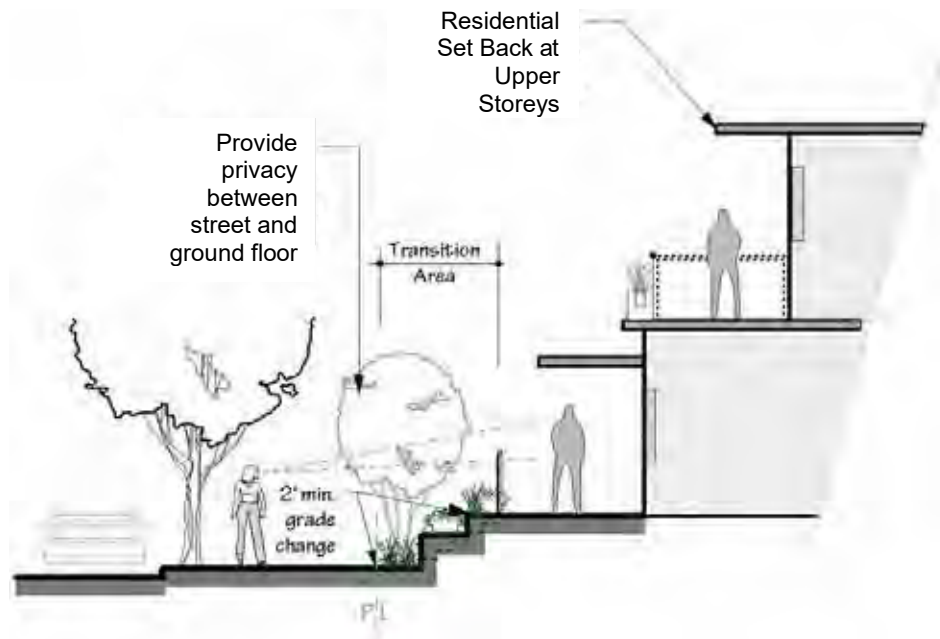
21. Where renovation of a building with heritage character is proposed, the architectural lines, rhythms and detailing of the original building should be maintained, extended and enhanced including spacing of entrances, windows and bay spacing, cornice heights, window opening proportions, operating type signage etc. where appropriate and feasible.
22. Consideration will be given to varying the parking standards for renovations with small additions (up to 10% sq. ft. of gross)

PARKING

23. Parking areas should be accessed from rear lanes or, where no lane exists, from side streets, rather than from Marine Drive.
24. Garage entrances should be designed and situated so that they are not a dominant feature of the streetscape and should be finished with detailing that is consistent with the architecture of the building.
25. Where surface parking is provided adjacent to a street, incorporate landscape elements to visually break up and screen parking from the street and improve natural drainage i.e. provide pervious surface.
26. Parking areas, both surface and underground, should be readily accessible by customers and residents, and designed and finished to enhance safety and security.
27. Shared parking areas are strongly encouraged, especially surface parking areas off a lane. Shared parking arrangements should provide adequate signage to inform the public of the share arrangements.

LANDSCAPING

28. Public spaces should be clearly differentiated from intended private spaces.
29. Change of use of outdoor space such as patios, walkways and driveways should be reinforced through variations in the colour and texture of materials.
30. Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material.
31. Balcony and rooftop gardens are encouraged.
32. Street furniture, merchandise displays and landscaping should not inhibit pedestrian or barrier-free access along sidewalks or to buildings.
33. Pedestrian amenities such as seating areas are encouraged, particularly in areas where it is not possible to provide continuous storefronts along a street.
34. Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.



1.0 Residential Building Diagram
(graphic images form part of guideline requirements)

CONTEXT

1. Buildings should provide an interface between new and existing adjacent structures to form a harmonious transition between the two.
2. Within any street block, built form variety should be provided in order to create an interesting and diverse streetscape. This could be achieved through:
 - stepping back or terracing building masses
 - variation of building materials, colours, roof lines and architectural features
 - articulating building facades into smaller components

BUILT FORM & DESIGN

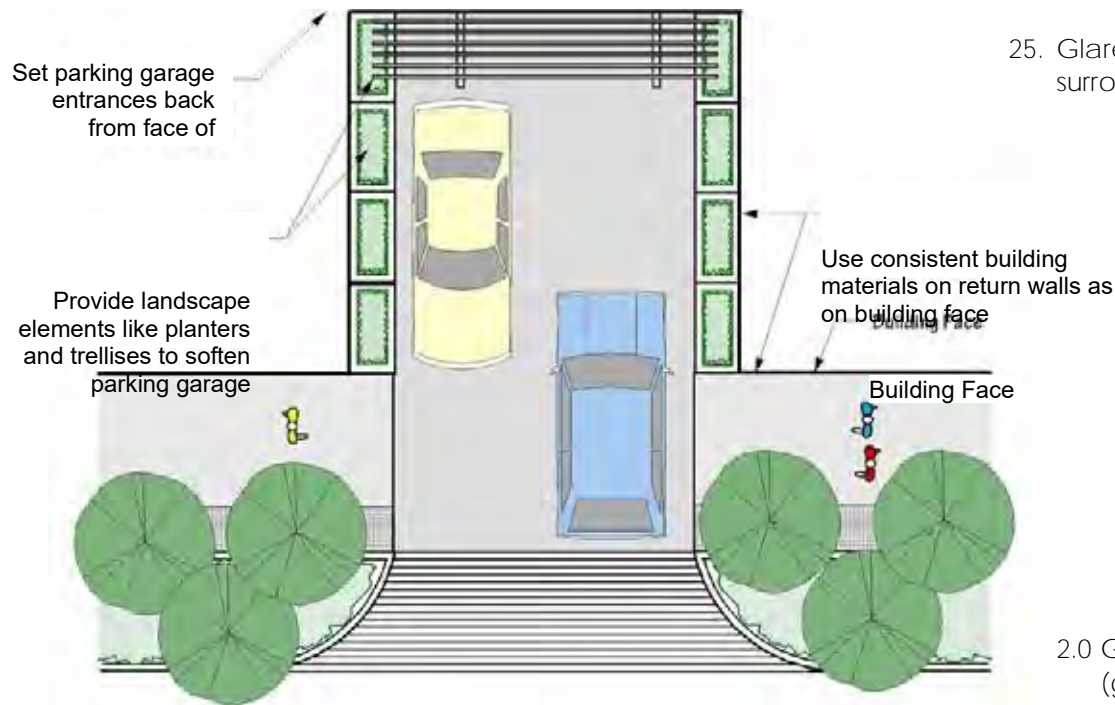
3. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, green roofs, high performance materials and geo-exchange should be used to create 'green' buildings that reduce energy consumption, enhance sustainability and create a healthy living environment. e.g. LEED (silver) standard or equivalent (e.g. Built Green).
4. Site and building design should accommodate persons of varying ability levels, including the physically challenged.

BUILT FORM & DESIGN CONT.

5. Site, building and landscape design should:
 - o be sensitive to the privacy/overlook, security and liveability of residential units including private outdoor spaces,
 - o be sensitive to acoustic and odour sources from adjacent properties, and
 - o **provide 'eyes on the street' and opportunities for people to easily view what is happening around them**
6. Buildings should:
 - o step back from the front property line on the upper most floors to reduce building mass, minimize shadowing, create outdoor space and maintain a pedestrian scale to the street
 - o be sited parallel to the street and front property line,
 - o complement the rhythm of small storefronts found in the commercial area of the Town Centre
 - o be architecturally distinct, and
 - o be varied in their expression towards the street
7. Fourth storey volumes massing and configuration should be modulated to provide visual design interest, to consider views from common living areas in adjacent buildings where applicable and to limit the overall east/west widths of fourth storeys, combined, to approximately 60% of any block.
8. Ground oriented residential units should have individual **'front doors' accessed from the street and, if applicable, a second entrance accessing central corridors, rear yards and/or courtyards.**
9. Ground-oriented residential units fronting public areas should be elevated a minimum 2 feet above the finished elevation of the public area to ensure a degree of privacy and to allow residents to view activity on the street.
7. Weather protection should be provided to the primary common entry of a multi-family building.
8. Where there are complex building volumes and window and door patterns, simple exterior wall surfaces are preferred. If the massing and windows are simple, greater detailing of exterior walls should be provided through building articulation and textured materials.
9. Long expanses of uninterrupted roof should be avoided.
10. Rooftops and balconies should be designed as visually attractive areas from the street and from surrounding higher buildings.
11. Rooftop mechanical equipment, hydro utility boxes and similar equipment should be located to minimize visual, odour and acoustical impacts on adjacent properties, residential units within the building, the streetscape and views. Where a structure is used to conceal such equipment, it should be kept consistent in detailing with the architecture of the building.
12. Common garbage and recycling areas for multi-family housing should be sited in a convenient location for residents, located within the building or contained within a roofed/walled enclosure coordinated with the overall design of the development and screened from public view.

PARKING

16. Parking areas should be accessed from rear lanes or side streets.
17. Parking should be located in underground parkades, or behind buildings in garages or on small surface lots.
18. Underground parking should be readily accessible by residents, and designed and finished to enhance safety and security. (See graphic 2.0)
19. Garage entrances should be designed and situated so that they are not a dominant feature of the streetscape and should be finished with detailing that is consistent with the architecture of the building.



LANDSCAPING

20. The area between a public street and private indoor space should be established as a transition area that is visually interesting to pedestrians while clearly privately owned, rather than walled/fenced off from public view. (see Graphic 1.0)
21. Balcony and rooftop gardens are encouraged.
22. Change of use of outdoor space such as patios, walkways and driveways should be reinforced through variations in the colour and texture of materials.
23. Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material
24. The choice of materials should be quality materials compatible in scale and character to the adjacent residential
25. Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.

2.0 Garage Entrances
(graphic images form part of guideline requirements)

Policy BF-C 4

Consider buildings over four storeys on three special sites along Marine Drive – 1300 block south, 1400 block north and 1600 block south

- The size and configuration of these larger sites can provide greater design opportunity, and flexibility to consider proposals with varying height is considered to be in the public interest.
- Notwithstanding building guidelines applicable in Ambleside, buildings on these special sites shall remain at two storeys as provided for in the zoning bylaw and increases in height would be considered as part of a rezoning application for specific site development.
- Any such application shall include an illustration of the development that could occur within the same four storey height and Floor Area Ratio of 1.75 that could be approved on sites elsewhere in Ambleside. A process of preliminary evaluation of the development proposal in comparison to this standard shall occur involving the local residential and business community and advisory committees of Council. Based upon that preliminary assessment, Council will decide whether to proceed with further review and formal consideration of bylaw amendments and development permits.
- height in excess of four storeys would only be considered if it resulted in a superior building and site design, including increased open spaces or public squares, walkways and enhanced view corridors. A variation in FAR above 1.75 would only be considered in relation to offsetting the cost of providing assets such as community space for an art gallery, civic meeting space, additional public parking and rental housing.
- The site specific public amenity contribution for inclusion in the new zoning would be negotiated as part of the application.
- Following a community consultation process, Council in 2013 resolved that the special site bounded by 13th Street, 14th Street, Marine Drive, and Bellevue Avenue (known as 1300 block Marine Drive, south side) may be considered for comprehensive development providing for a mixed-use commercial/residential development not to exceed a density of 2.94 Floor Area Ratio and height of 7 storeys, exclusive of roof-top elevator overruns.

Policy BF-C 4.1

Two to three storey buildings would be provided for on typical smaller sites. A fourth storey would be permitted or considered in limited situations.

- Four storey buildings may be permitted on sites that have substantial width and depth, and a slope that can accommodate four storeys within a stepped profile that is considered to reflect a three storey height in relation to the immediately adjacent grade – all as may be defined in the Zoning Bylaw and in accordance with Design Guidelines BF – C3.
- On non-sloping sites, and where four storeys is not permitted under the Zoning Bylaw, Council may consider permitting a fourth storey at its discretion by way of a Development Permit variance. The fourth storey would be expected to produce a superior design compared to a three storey alternative (such as greater open space at grade or setbacks of upper storeys) and the evaluation criteria in Guidelines BF-C3 would apply.

Policy BF-C 4.2

Create a compact, more intense, convenient and interesting commercial area.

- Focus on a more vibrant core by encouraging the concentration of commercial, retail and restaurant uses between 14th and 18th Street.
- Require commercial use on the second storey facing Marine Drive within this core to ensure adequate supply of office space and avoid conflicts with Marine Drive activities.
- Where redevelopment is not considered to be the preferred alternative, or is not feasible, encourage renovation of quality existing small scale buildings to provide variety in scale, continuity and visual interest. Include consideration of parking exemptions and minor variances in setbacks and permitted square footage.
- Consider rezoning of Clyde Avenue to permit commercial and mixed commercial residential uses in addition to, or as an alternative to the legacy service industrial uses.

Policy BF-C 4.3

Support more vibrant and attractive commercial, civic and service components.

- Encourage specialty and niche retail opportunities that complement existing retail stores.
- Limit the length of street level frontage occupied by financial institutions and real estate offices along Marine Drive within the core area between 14th and 18th Street. Encourage such current uses to provide more pedestrian interest in use and window displays.

Policy BF-C 4.4

Increase the proportion of residential use, particularly in the periphery of the current commercial area, emphasizing its role as a “living” Village Centre.

- In the 1300 and 1800 blocks of Marine Drive:
 - allow the option of primarily or solely residential use;
 - encourage flex space (commercial spaces on the ground floor as part of development or unit, or more flexible “home occupation” use of residential units);

Policy BF-C 4.5

Enhance Ambleside Village Centre’s sense of place and uniqueness, including its growing role as a home for civic and cultural activities.

- Encourage provision of cultural and community use spaces as a community benefit in larger new development
- Achieve a sense of entry / gateway at the entrances to Ambleside.
- Encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures
- Provide multiple opportunities for community meeting places and the use of streets and plazas as venues for civic events, including extended open spaces and landscaping on 14th Street and 17th Street below Marine Drive and civic spaces on the larger special development sites identified in policy BF-C4. Such civic streets would be

beautified and provide open visual connections to the waterfront recreation and cultural facilities, but remain as normal traffic streets except for occasional community events. Access and use of adjacent private lands would form part of negotiations during rezoning applications.

Policy BF-C 4.6

Strengthen the connections between the waterfront and the Village Centre, with increased cultural and recreational activity and stronger functional links.

- Encourage commercial activities on the north/south streets to increase pedestrian interest and activity, and to draw people both from the waterfront and down to the waterfront
- Use arts and culture as a vehicle for linking the commercial area to the waterfront
- Use the north/south streets and maintain landscaping to provide visual access to the waterfront

Policy BF-C 4.7

Manage the Argyle Waterfront in a manner which complements and enhances the Ambleside Village Centre.

- **Public Ownership:** Public ownership of the waterfront from 13th to 18th Streets is a community value, and the District should continue to acquire the remaining privately-owned waterfront lots for public use as opportunities become available. Public uses unique to the waterfront setting might include walkways, bikeways, open space, recreation, event space, arts and cultural facilities, waterfront and arts related commercial, food services, picnic areas, and children's play areas. Privately owned lands may continue to be used for residential purposes.
- **Waterfront Destination:** The Argyle Waterfront should be managed as an urban waterfront destination adjacent to the Ambleside business area serving as the premier open space for community use and enjoyment by all.

Continuous Public Walkway: A continuous public walkway for pedestrians and cyclists should be provided as a primary use and recreational function through the waterfront area. Consider eliminating, over the long term, when other facilities are provided, public parking and vehicular access on all or parts of Argyle Avenue. A secondary pedestrian only path adjacent to the water will further build upon the variety of experiences along the waterfront.

- **Shoreline Edge:** An enhanced shoreline should be established which may include seawalls but also features a naturalized edge and shoreline protection to benefit the upland area, protect against sea level rise and be ecologically productive.
- **Arts and Culture:** Arts and culture should serve as a driver for Ambleside revitalization and for linking the waterfront to the commercial area. Arts and cultural facilities are recognized as an important waterfront use, but should be secondary to the overall waterfront park use.
- **Community Arts:** Community arts development and programming should be an integrated use within the waterfront area. This could include the relocation of functions to a new building (1600 Block of Bellevue Avenue) and/or improvements to buildings (Ferry Building Gallery, Silk Purse, Music Box and John Lawson Studios).
- **Heritage Values:** Heritage values of the Navy Jack House and the Ferry Building should be preserved. Residential use of the Navy Jack House should be maintained while also allowing for other uses within the building.
- **Waterfront Related Commercial Activities:** Waterfront related commercial activities, including boat rental, waterfront and arts related commercial and food services, have a role in creating diversity and enhancing vibrancy

and vitality along the waterfront and should be encouraged.

- **Accessibility:** Public street ends (where the street meets the water) provide both physical and visual accessibility to the waterfront for those of all abilities and should be enhanced. Future transit and ferry connections should be explored and encouraged.
- **Sailing Club:** Sailing Club activities (i.e. youth programming, small non-motorized boat launching) are a valuable community asset along the waterfront and future relocation should improve the functionality of the Sailing Centre and open up the waterfront to public access.
- **Building Scale and Character:** Building scale and character should reflect and capitalize on the waterfront landscape and location, i.e. buildings nestled into the larger landscape and waterfront environment.

Policy BF-C 4.8

Provide street design improvements and parking facilities that complement and enhance the Ambleside Village Centre.

- Create a sense of arrival at 13th and 19th through medians and signage
- Consider re-aligning 13th to straighten (at right angles) the intersection at 13th Street and Marine Drive and to move traffic further away from the Sailing Centre and boat ramp
- Enhance the pedestrian environment by way of wider sidewalks, landscaping and curb extensions at crosswalks to provide priority for pedestrians
- Use new buildings to shape and define the street as a pedestrian space
- Create attractive pedestrian and cycle links between Ambleside, Park Royal and the Civic Centre Area
- Encourage access to retail on the lanes and side streets
- Maintain the existing street vehicular circulation within the Village Centre while enhancing parking:
 - consider varying the parking times throughout Ambleside;
 - secure additional public parking in new developments where construction of excess space is physically and economically feasible;
 - negotiate to open up currently reserved private spaces for public parking use;
 - consider more angled parking where feasible;
 - review the possibility for public parking structures given the improvements listed above;
 - periodically review parking in Ambleside and make adjustments to policy as required;
- Provide a mechanism to allow consideration of minor additions to existing buildings without requiring additional off-street parking
- Consider developing and implementing a parking reserve fund for minor variations in parking, where an owner could contribute money in lieu of parking and the funds used to provide common or improved parking elsewhere in Ambleside
- *Ensure that future developments along Bellevue consider the issue of under-grounding the overhead lines along the railway corridor as part of a community benefit package*

Policy BF-C 4.9

When considering rezoning applications or new buildings, encourage rental and accessible units.

Policy BF-C 4.10

The current Masonic Hall site located at 1763 Bellevue Avenue is somewhat isolated adjacent to the parking structure of a high-rise building and across the street from a major hydro substation. Consider allowing a building of up to five storeys to allow uses that could offset the location constraints and add to the community such as a stand-alone office use, seniors housing and ground level community use, or added public parking.

Policy H 4.a

Lot 13 of District Lot 775 Plan 4595 may be considered for low-density multiple family uses such as duplex, triplex, or townhouse use without further amendment to this Plan.

Policy LE 2

Reinforce the role of Ambleside as West Vancouver's Town Centre.

- Consider rezoning to allow a residential-only use on the mixed commercial-residential zoned property fronting 13th Street, north of Marine Drive, known as 445 – 13th Street, and legally described as: Lot A, Block 15, District Lot 237, Plan 7625.

Policy LE 2.1

Integrate strategies for the Village Centre, Arts and Culture, Ambleside Park and the Argyle Waterfront.

Policy LE 3

Encourage mixed commercial and residential redevelopment projects in commercial centres where consistent with ongoing commercial activity.

Policy BF-D 5

The approximately 4,900 sq. m. lot at the northwest corner of 22nd Street and Marine Drive may be used for the development of rental seniors housing which offers housing and a variety of services including: a common resident dining room and appropriately-sized kitchen facilities; housekeeping services; and social and recreational areas. Limited commercial and institutional land uses, not directly associated with the seniors housing, are also permitted in conjunction with the residential use of the property.

The lot may be considered for rezoning to provide for:

- a maximum 117,500 sq. ft. (10,916 sq. m) of housing; and
- a maximum 8,000 sq. ft. (744 sq. m.) of building area for other permitted land uses; and
- floor area, additional to these maximums, that is used for common facilities, parking areas and ancillary spaces associated with the permitted uses.

Further, building height from Marine Drive shall not exceed 7 storeys, exclusive of roof-top development.

Policy A 3

Explore the role that arts and culture can fulfill as part of the vision for the Argyle Avenue waterfront.

- Examine the potential relationship between the Argyle waterfront and the Ambleside Town Centre in enhancing the enjoyment of the arts.
- Link the Kay Meek Centre for the Performing Arts to Ambleside and the waterfront through accessible transit, signage and walkway connection.

GUIDELINES BF-C 5

DUNDARAVE VILLAGE NEIGHBOURHOOD CENTRE

Policy BF-C 5

Build upon the local village character of Dundarave Village Neighbourhood Centre.

Development Permit Area Designation BF-C 5

The Dundarave Village Neighbourhood Centre, as defined and illustrated by the Dundarave Village Neighbourhood Centre Development Permit Area Designation Map BF-C 5, is designated a Development Permit Area.

Dundarave Village Centre BF-C 5	Category	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to build upon the local village character.
	Objectives	<ul style="list-style-type: none"> ▪ preserve the "village commercial" character of Dundarave, ▪ encourage upgrading of building facades to enhance the village theme, ▪ promote and enhance the pedestrian scale of development, ▪ promote a high quality of building design and landscaping, and ▪ facilitate pedestrian access along the street, through blocks, from parking to shops and down to the waterfront.
	Guidelines Schedule	Guidelines BF-C 5 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 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 Guidelines BF-C 5, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to Guidelines BF-C 5 and has been reviewed and recommended for support by the Design Advisory Committee.



**Dundarave Village Neighbourhood Centre
Development Permit Area Designation Map BF-C 5**

I. CONTEXT / SITE DESIGN

- a. Encourage a “village” character by providing specialty, niche market and boutique styles of retail at street level and commercial or residential uses on the second floor.
- b. Provide a continuous storefront street-wall along Marine Drive.
- c. Provide streetscape features such as colourful banners, distinctive awnings, updated signage and enhanced landscaping on “gateway” sites at the entries to Dundarave.
- d. Encourage pedestrian orientation of buildings with storefronts parallel to the sidewalk.
- e. Encourage the conservation and renovation of buildings and features with heritage character.
- f. Provide accessible, pedestrian friendly uses at street level, particularly at intersections.
- g. Provide accessible walkways and patios for public use, where applicable.
- h. Provide interfaces between retail, service oriented commercial and residential activities by clearly defining the public areas from the semi-public and private areas of a development.
- i. Address the compatibility of scale between new buildings and the existing adjacent buildings.
- j. Encourage the provision of integrated public art that is compatible to adjacent development and street patterns to enhance the pedestrian experience.
- k. Site and screen loading areas, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- l. Bury utility wires underground where economically feasible.

II. BUILDING DESIGN

- a. Permit a maximum height of building façade of three storeys at any point along Marine Drive. If considered, taller building elements should be set back from the street to maintain the lower profile along Marine Drive. Special architectural features which exceed this limit may be considered in order to accentuate corner developments or gateway development sites.
- b. Encourage a variety of roof forms on new buildings.
- c. Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street.
- d. Break up the mass of longer buildings into smaller sections or groupings with the use of bays, columns and other architectural features.
- e. Encourage upper storey setbacks from the street to provide sunlight penetration to the street, especially on the south side of Marine Drive.
- f. Encourage high performance ("green building") design.
- g. Provide decks, eating areas and improved rear access.
- h. Provide building detailing and articulation, especially at street level.
- i. Discourage unarticulated blank or solid walls visible from the street.
- j. Encourage upgrading of building finishes to include the use of wood siding, stone facing, articulated wood entry doors and glazing.
- k. Provide continuous street-front elements such as awnings and commercial windows. Continuous awnings are also encouraged along rear lanes.
- l. Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- m. Provide coherent and inviting signage in keeping with the village character of Dundarave and the scale of building.
- n. Encourage wall-mounted signage along streets and lanes.

III. LANDSCAPE DESIGN

- a. Ensure that landscape character complements the character and design of buildings.
- b. Encourage landscaped areas adjacent to the sidewalk to include elements such as small gardens, clay flowerpots and hanging flower baskets at store entries.
- c. Encourage street furniture, merchandise displays and on-site landscaping without inhibiting pedestrian or barrier-free access to buildings, or creating unsafe conditions along sidewalks.
- d. Design landscape elements and features to minimize potential view impacts.
- e. Encourage private outdoor space for each unit in buildings with a residential component.
- f. Minimize the overlook of adjacent properties.
- g. Minimize glare and light spill to surrounding properties through exterior lighting design and siting.
- h. Subdue signage illumination.
- i. Minimize glare and light trespass from exterior to surrounding properties.

IV. CIRCULATION / PARKING

- a. Ensure that site circulation is accessible to persons with disabilities.
- b. Provide easy and convenient pedestrian movements into and within the area.
- c. Encourage mid-block connections to lanes, parking, adjacent streets and the waterfront.
- d. Encourage the use of alternative transportation modes by providing convenient, secure bicycle storage.
- e. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street. Where ground level parking is provided, landscaping is encouraged to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- f. Design underground parking for commercial areas to be readily accessible and easily used by customers.
- g. Encourage the provision of additional parking in a coordinated manner, as long as it does not detract from pedestrian oriented neighbourhood village qualities.
- h. Consider lanes as part of the pedestrian circulation pattern, through the use of rear building entries, patios, signage, lighting, awnings, landscaping, and street furnishings.
- i. Design underground parking for commercial uses to be readily accessible to and easily used by customers. If there is a residential component to the building, unsecured commercial parking should be separate from secured residential parking areas.
- j. Design and situate garage doors so that they are not a dominant feature of the streetscape.

GUIDELINES BF-C 8

LOCAL COMMERCIAL SITES

Policy BF-C 8

Encourage compatible development of local commercial sites within their residential settings.

Development Permit Area Designation BF-C 8

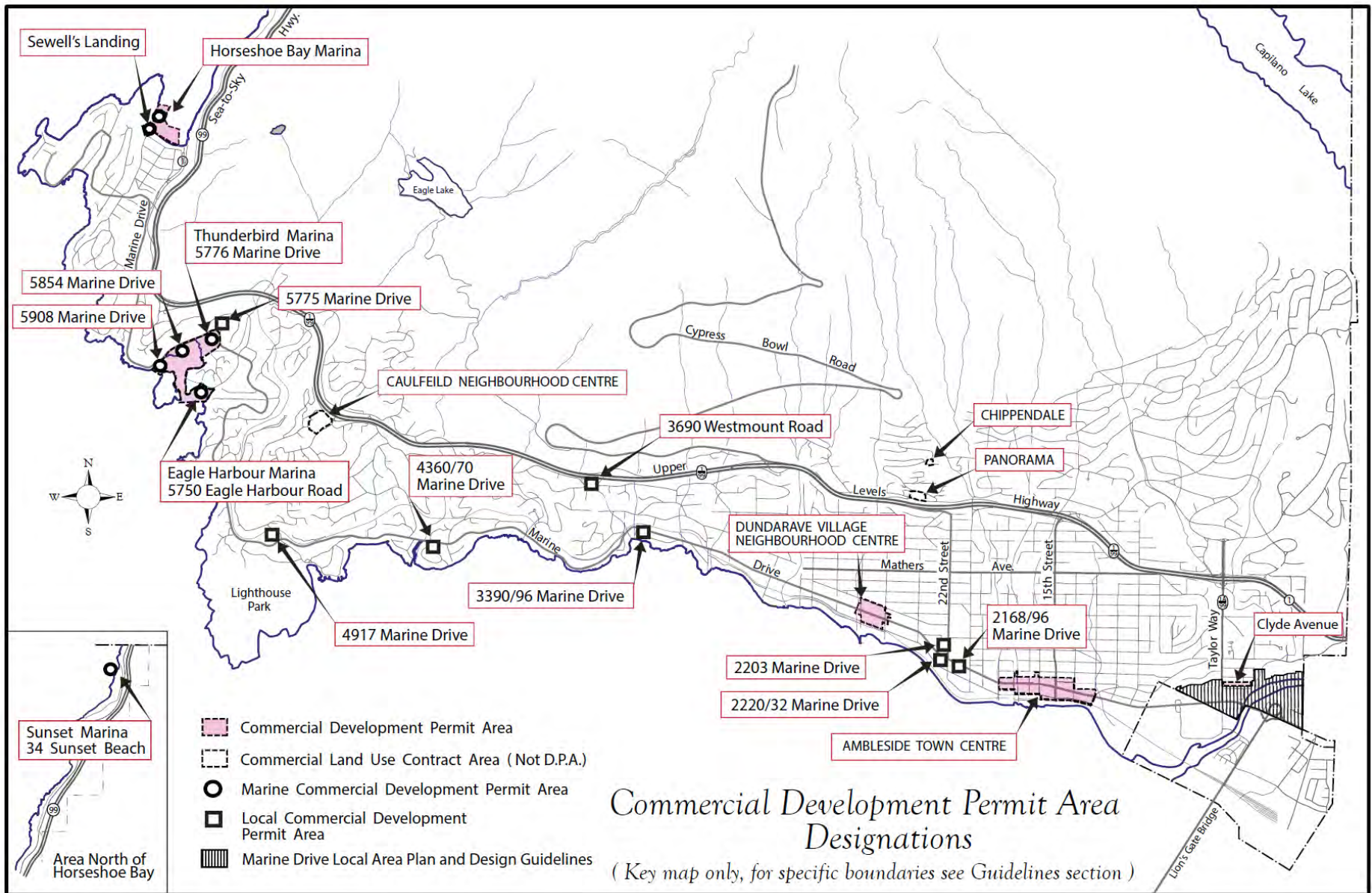
The Local Commercial sites illustrated on the Development Permit Area Designations Key Map 1 and described as follows are designated as Development Permit Areas:

Bylaw No. 4937

- 2168 72 and 2198 Marine Drive, (Lots 1 4 of 12 Bl. 7 12 DL775 Pl.4595);
- 2220 Marine Drive (Lot 1 Bl. 4 & Bl. 5 E Part of DL 554 Pl.13733);
- 2232 Marine Drive (Lot C of Lot 20 Bl. 4 DL 554 Pl.4468);
- 3390 and 3396 Marine Drive (Lots 1 and 2 Bl.2 DL 557 Pl.4979);
- 4360 and 4370 Marine Drive (Lots A and B Bl. 5 DL 582 Pl.11087);
- 4917 Marine Drive (Lot B Bl. 18 DL 811 Pl. 21806);
- 5775 Marine Drive (Lot 1 Bl. 15 DL 772 Pl. 12573); and
- 3690 Westmount Road (Lot 2, Except Part on Highway Pl.169, Bl. 28 DL 558 Pl.12501).



Local Commercial Sites BF-C 8	Category	Local Government Act s. 488 (1)(f)
	Conditions	The development permit area designation is warranted to guide local commercial redevelopment within a residential setting.
	Objectives	<ul style="list-style-type: none"> ▪ promote a high quality of building design and landscaping, and ▪ to minimize visual, noise and traffic impacts in the residential setting.
	Guidelines Schedule	Guidelines BF-C 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. is for a renovation or addition to an existing building, with an area of less than 10% that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises, or conforms to guidelines BF-C 8 and has been recommended for support by the Design Advisory Committee.



I. CONTEXT AND SITE DESIGN

- a. Respect the residential scale and character through appropriate siting and design.
- b. Encourage the provision of patios adjacent to the street in the 2100 and 2200 blocks of Marine Drive.

II. BUILDING DESIGN

- a. Construct new buildings to a maximum height of three storeys at any point.
- b. Design buildings and structures to have a low, unobtrusive scale.
- c. Face ground floor commercial space toward the street and provide high pedestrian accessibility.
- d. Express commercial entrances through the use of building volume.
- e. Discourage the use of unarticulated blank walls and large, undifferentiated expanses of metal, glass or concrete when visible from public areas.
- f. Minimize the impact of on-site services, including loading areas, mechanical equipment and garbage bins on adjacent properties and the streetscape, by their location within a building or, where not possible, visual and acoustical screening.
- g. Design and locate garage doors so that they are not a dominant feature of the building.
- h. Design signage to be compatible with the building design and residential setting.

III. LANDSCAPE DESIGN

- a. Design landscaping to be consistent with the site context, complement the character and design of buildings and minimize potential view impacts and overlook of adjacent properties.
- b. Utilize the natural attributes of the site.
- c. Construct or face retaining walls with natural materials such as stone, where they are visible from publicly accessible areas.
- d. Screen buildings and parking areas from adjacent residential properties. Use landscaping to visually break up parking, improve natural drainage, and highlight pedestrian routes.
- e. Clearly differentiate public from private spaces.
- f. Encourage the use of landscape features that reduce the visual scale of the building.
- g. Provide private outdoor open spaces for residences in developments with a residential component.
- h. Minimize glare and light spill to surrounding properties from exterior lighting and signage.

IV. CIRCULATION AND PARKING

- a. Minimize traffic impacts on local residential streets.
- b. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street.
- c. Separate commercial from residential parking areas in mixed-use buildings.
- d. Design commercial underground parking to be readily accessible to and easily used by customers.

GUIDELINES BF-C 9 MARINA SITES

Policy BF-C 9

Retain existing marinas and yacht clubs and encourage their improvement or redevelopment compatible with their waterfront and residential settings.

Development Permit Area Designation BF-C 9

The marina and yacht club sites illustrated on the Development Permit Area Designations Key Map 1 and described as follows are designated as Development Permit Areas:

6695 Nelson Avenue (Lot C DLs 430 and 3840 Pl. 43225; Lot 30 DL 430 Pl. 2103; and Lot 3436 Bl. A)

- 5750 Eagle Harbour Road (Lot 1 Bl. 6 & A DL 772 Pl.7217; and DLs 5983 and 6905);
- 5776 Marine Drive (Lots 2 & 3 Bl. 15 DL 772 Pl.12573; and DL 5840);
- 5908 Marine Drive (Lot 1 DLs 771, 6598 and 7610 Pl.22032; Lot B Bl. 1 DL 771 Pl.17868; Lot A, exc. part in Ref.Pl.2729, Bl.1 DL 771 Pl.6051; Bl. 3, exc. part in Ref.Pl.2729, DL 772 Pl.5340; and DLs 2134, 5761 and 6598);
- 5854 Marine Drive (Lot A Bl. 2 DL 772 Pl.17027; Lot B Bl. 2 DL 772 Pl.5340; Lots A & B of DL 1015; and DLs 6264, 6339, 6467, 6960, 6872, and 6873); and
- 34 Sunset Beach (Lot A Bl. B DL 2365 Pl.13985; and DLs 2382 and 6868).

Marina Commercial Sites BF-C 9	Category	Local Government Act s. 488 (1)(a) and (f)
	Conditions	The development permit area designation is warranted to provide for protection of the waterfront and to guide local commercial redevelopment within a residential and waterfront setting.
	Objectives	<ul style="list-style-type: none"> ▪ promote a high quality of building design and landscaping, ▪ to be sensitive to the waterfront environment, and ▪ to minimize visual, noise and traffic impacts on adjacent residential areas.
	Guidelines Schedule	Guidelines BF-C 9 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. is for a renovation or addition to an existing building, with an area of less than 10 % of the existing building, or for a replacement marine fuel storage and dispensing facility on Fisherman's Cove Marina [DLs 2134, 6598 and 5671] provided the storage tanks are located adjacent to each other, do not exceed a capacity of 45,000 litres, and are setback a minimum 15 feet from the High Water Mark and 60 feet from Marine Drive; and ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-C 9.



I. CONTEXT AND SITE DESIGN

- a. Respect the residential scale and character of surrounding areas by minimizing over-shadowing, view, privacy, traffic, and noise impacts on adjacent homes through appropriate siting and design of buildings and structures.

II. BUILDING DESIGN

- a. Construct new buildings to a maximum of three storeys at any point.
- b. Encourage the use of design and materials to reflect the nautical function and character for marine buildings and structures.
- c. Provide high pedestrian accessibility.
- d. Utilize the design and materials of buildings and structures to create a low, unobtrusive scale for marina facilities.
- e. Highlight entrances through the use of building volume, with visibility from the water and the street.
- f. Discourage the use of unarticulated blank walls and large, undifferentiated expanses of metal, glass or concrete when visible from public areas such as the streetscape or the waterfront.
- g. Minimize the impact of on-site services, including loading areas, mechanical equipment and garbage bins on adjacent properties and the streetscape, by their location within a building or, where not possible, visual and acoustical screening.

III. LANDSCAPE DESIGN

- a. Design landscaping to be consistent with the waterfront context and to complement the character and design of buildings.
- b. Maintain and restore the area adjacent to the foreshore to a natural state where feasible.
- c. Preserve existing site characteristics including natural terrain, vegetation, rock outcroppings, drainage patterns, and, where possible, utilize the natural attributes of the site in building design.
- d. Minimize the use of retaining walls directly adjacent to the waterfront. Walls or portions of walls that are normally visible above the high tide water line should be constructed of, or faced with, stone.

IV. CIRCULATION AND PARKING

- a. Minimize traffic impacts on residential streets resulting from site access and parking.
- b. Discourage large expanses of ground level asphalt paved parking, particularly when visible from or directly adjacent to a street or waterfront. Provide landscape features such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- c. Minimize the use of impervious paved surfaces directly adjacent to the waterfront.

SEWELL'S LANDING

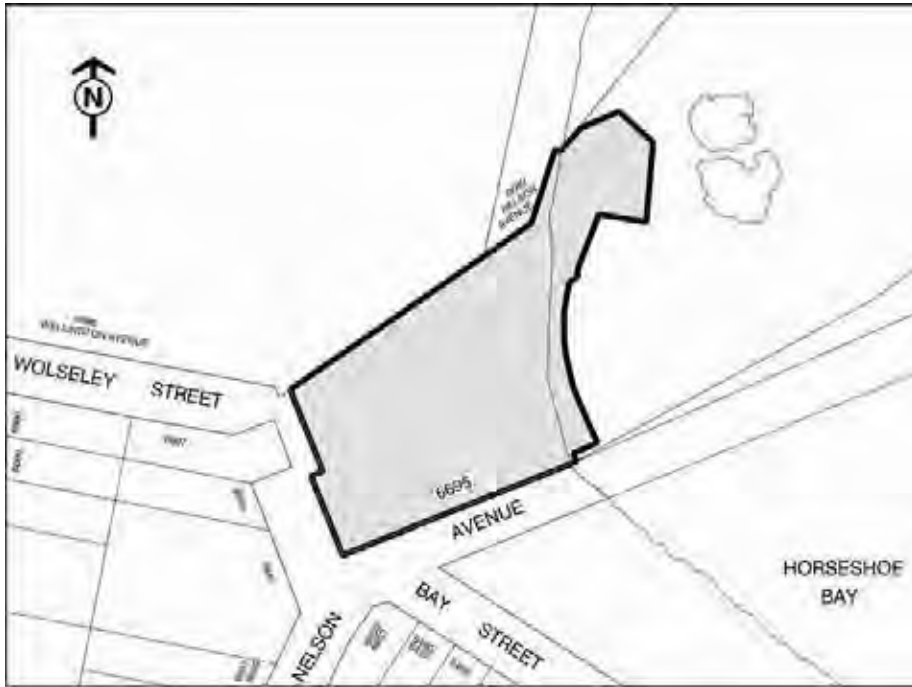
Policy BF-C10

Promote the siting and design of mixed commercial and residential development at Sewell's Landing in Horseshoe Bay that reflects a West Coast village stepping from the hillside to ocean, creates community connections to the Village of Horseshoe Bay by expanding public access to the waterfront, supports the working waterfront marina, and creates an attractive public realm.

- The lands shown in the area on map BF-C 10, may be considered for rezoning to enable the development of mixed commercial and residential uses, up to a maximum of 160 residential units and 1,300 square metres of commercial floor area with a Floor Area Ratio (FAR) up to 2.8.
- The mixed commercial and residential development site shown on the plan as Sewell's Landing may be approved for subdivision six parcels consisting of six mixed commercial and residential buildings of up to 12 storeys in height, accessory amenity buildings, and underground parking structures.
- The specific form and character of development of the mixed commercial and residential site will be determined by Council in the context of the guidelines and objectives for the Sewell's Landing development in its consideration of a Development Permit. Application requirements shall include a description of the project's compliance with the policies and guidelines of this Plan and building and siting as indicated on map BF-C 10.

Sewell' s Landing Horseshoe Bay BF-C 10	Category	Local Government Act s. 488 (1)(a), (e) and (f)
	Conditions	The development permit area designation is warranted due to the area's moderate to steep slopes and proximity to the ocean, and to a mixed commercial and intensive residential development.
	Objectives	<ul style="list-style-type: none"> • To promote for the siting and design of buildings and landscaping that responds to the village character of Horseshoe Bay and its setting adjacent to the hillside and ocean in accordance with the Sewell's Landing Horseshoe Bay guidelines, • To encourage the appropriate siting, finishes, materials colours of buildings and structures that are reflective of the site's West Coast setting, and • To encourage an attractive commercial and residential streetscape, including lane design and landscape treatments and adjoining common properties that connect to public areas to promote a village character.
	Guidelines Schedule	Guidelines BF-C 10 shall apply.
	Exemption	<p>Development may be exempted from the requirement for a Development Permit if the proposal:</p> <ol style="list-style-type: none"> does not involve the construction or any new buildings or structures; or is for a renovation or 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 Guidelines BF-C 10; or is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-C 10.

I. CONTEXT AND CHARACTER



**Sewell's Landing Development Permit Area
Designation Map BF-C10**

- a. Support the "maritime village" of Horseshoe Bay by extending public access to the waterfront, from Horseshoe Bay Park, through the site along the grand boardwalk and out onto Madrona Island.
- b. Support the viability of the adjacent working waterfront through active marine commercial tenancies, and allow for accessory uses such as parking, storage and support spaces for the adjacent marina operations.
- c. Enhance the "village" character of Horseshoe Bay by providing complementary, niche market and boutique styles of retail at the street level with commercial uses on the ground floor.
- d. Create a congregation of smaller building elements, beginning on the Nelson Street frontage with townhouse elements having a fine texture on this street as it climbs west.
- e. In mixed commercial and residential buildings, the residential use should have a separate pedestrian entrance that is visible from a lane (either shared or separated pedestrian and vehicles).
- f. Provide a storefront street-wall on Parcel 1 facing Horseshoe Bay.
- g. Provide a necklace of retail uses by linking storefront street-walls from the east half of Nelson Avenue and along the waterfront.
- h. Provide accessible, pedestrian friendly uses at street level.
- i. Provide accessible walkways and patios for public use, where applicable.
- j. Encourage pedestrian orientation of buildings with storefronts parallel to the sidewalk where commercial use occurs.
- k. Provide interfaces between retail, service oriented commercial and residential activities by clearly defining the public areas from these semi-public and private areas of the development.
- l. Encourage the provision of integrated public art that is compatible to adjacent development and street patterns to enhance the pedestrian experience.

II. BUILDING DESIGN

- a. Buildings should reflect a West Coast village, stepping from the hillside to the ocean in a specific response to the terrain of West Vancouver through the integration of each building ground plane with terrace levels, then seamlessly flow to adjacent streets.
- b. Create separate buildings each with particular massing in order to continue the tradition of Horseshoe Bay plurality of structures rather than consolidation.
- c. Consider new buildings with a variety of building heights, with higher buildings up to 12 storeys, set along the side of the mountain edge, with the scale of development scaling down to shorter buildings ranging from three to four storeys in height on the Nelson Street frontage.
- d. Finishing materials shall be high-quality and durable.
- e. Provide a variety of roof forms, including flat roofs, landscaped terraces, low pitched slopes.
- f. Articulate building facades through the utilization of trellises, railings, columns, exterior walkways, planters, terraces and decks, and other similar elements.
 - a. Rear elevations shall be detailed and articulated to be compatible with the front and sides of the building, and with adjacent buildings.
 - b. Residential entries that are pedestrian oriented should be clearly defined, accentuated and highlighted.
 - i. Provide subtle separation between public and private areas.
 - j. Mechanical equipment and hydro utility boxes and similar equipment should be located underground where feasible. Any rooftop mechanical equipment, restaurant venting, or surface hydro or utility boxes or similar equipment should be located to minimize visual, odour and acoustical impacts to adjacent buildings or other users in the building, the streetscape and views. Where a structure is used to conceal such equipment, it should be kept consistent in detailing with the architecture of the building and integrated into the landscape character.

III. LANDSCAPE DESIGN

- a. The overall landscape strategy should be a robust contemporary modern expression that takes inspiration from the rugged coastline of Horseshoe Bay, the industrial marine history of Sewell's Marina and the arbutus-covered mountain backdrop.
- b. Characterized the layered aspects of the development through stepping terraced plateaus, beginning at the waterfront and stepping back through the development. Each terraced plateau should be integrated with the next, but are each unique and serve different functions. They are:
 - i. Waterfront – this plaza is defined by a wood boardwalk activated with various furnishings such as seating, zones of native planting, tables and chairs, and retail signage.
 - ii. Commercial Plaza – this plaza is defined by a retail edge that surrounds the central plaza, which feeds into a narrower shared vehicular-pedestrian lane. This plaza connects to waterfront boardwalk via a pedestrian loop along the base of the mountain edge. Stone pavers leading to stone steps integrate with native plantings serving to mediate the grade changes between terraces. Plantings and street furniture are used to activate the edges of the plaza.
 - iii. Residential Plaza – the plaza is characterized by a shared vehicular and pedestrian lane that accesses the underground residential parking and is covered with stone and concrete pavers.
 - iv. Residential Gardens – this plaza features a residential open space characterized by vegetated spaces, open lawn, a stepped wooden seatwall and access pathways.

III. LANDSCAPE DESIGN (...continued)

- c. Ensure that the landscape components complement the character and design of the buildings including the utilization of cobbled or textured stone pathways, streets and plazas.
- d. Encourage the landscaped areas adjacent to open space plazas, sidewalks and pathways, private patios and other pedestrian-oriented places to include elements such as small scale gardens, dry-stacked stone walls or stone-faced retaining walls, flower pots, and hanging baskets.
- e. Utilize tree plantings and species to define edges or as focal points in urban spaces.
- f. Secure and convenient bike storage should be provided for the public and customers of the commercial and marina users. Bike storage for residents should be provided in secured areas within the underground parkade.

IV. CIRCULATION AND PARKING

- a. Encourage shared pedestrian and vehicular roadways and pathways that privilege the pedestrian, yet accommodates vehicular traffic.
- b. The majority of parking and loading for the development should be within an underground parkade that is designed to be accessed from three hierarchical points: primary access via the waterfront boardwalk; secondary access via the commercial plaza; and tertiary access via the residential plaza.
- c. Surface parking shall be limited to short-term and temporary parking and limited loading. Surface parking and loading areas should be landscaped and visually broken up from shared vehicular and pedestrian roadways.
- d. Residential parking shall be secured and separate from commercial and public parking areas within the parkade, although access may be shared.
- e. The boardwalk is to remain a public thoroughfare serving access to dockside services, public access to Madrona Island and the resident's amenity building.
- f. All garbage, recycling, and restaurant waste (including grease bins) should be located within the enclosed underground parkade.

Policy BF-D 1

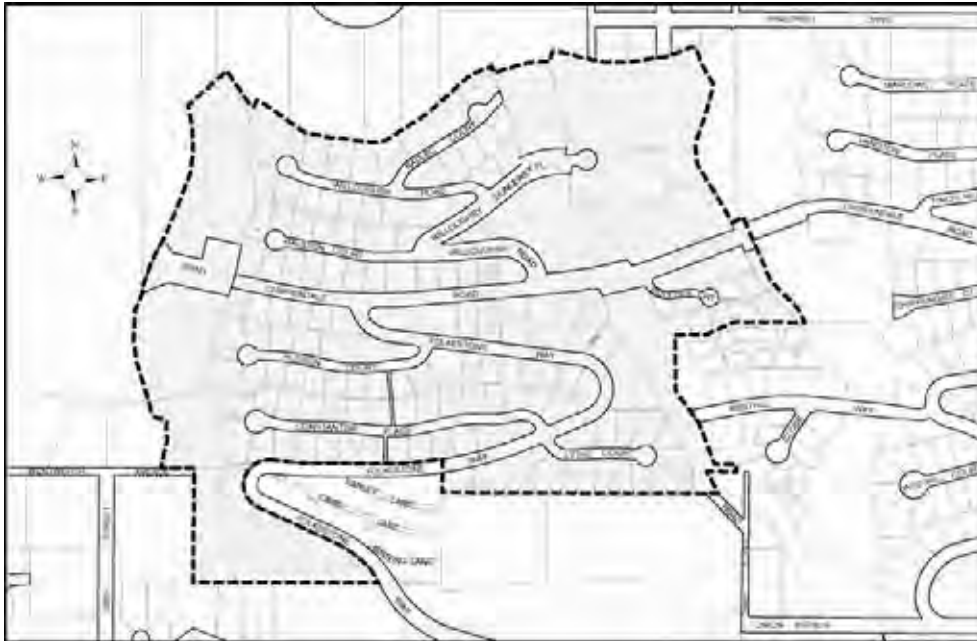
Provide for development of the Whitby Estates neighbourhood in accordance with a comprehensive plan that respects the natural setting and creates a variety of housing types and uses appropriate for the sloping site.

- Provide for multiple family developments that respect the natural setting and create a variety of housing types and forms appropriate for the sloping sites.
- The creek corridors comprise lands considered to be integral to the creek environment based on comprehensive consideration of the topography, natural environment and adjacent development. The creek corridor boundaries shall be precisely defined at the time of subdivision. However, the west bank of Marr Creek shall be determined at the time of development consideration for the area to the west of Marr Creek. A creek corridor, in specific circumstances, of a different dimension than the Creek Protection Area.
- New development shall be limited to lands below the 1200 foot contour with the exception that rear yards may be located above this elevation.
- The Plan provides for the development of the following housing types:
 - up to 34 low density ground-oriented duplex or townhouse units on an approximately 3.8 acre site south of the existing Folkestone Way;
 - up to 9 cluster housing units and up to 40 apartment units which shall include provision of local commercial or community use space on an approximately 3.4 acre site south of the extension to Chippendale Road;
 - up to 45 ground-oriented duplex or townhouse units on an approximately 5.3 acre site located between the west and main branches of McDonald Creek;
- single family housing of varied lot sizes on the remainder of the site.
- Development within multi-family areas shall be restricted to a maximum density of up to 128 multi-family or cluster dwelling units.
- Any subdivision within the single family lot area or an equivalent phasing approved by Council shall meet the following requirements:
 - all lots shall have a minimum lot size of 10,000 sq.ft. ,
 - a minimum of 15% of lots within each subdivision shall be larger than 20,000 sq.ft.
 - a minimum of 5% of lots within each subdivision shall be no smaller than one acre in lot size.
- The specific form and character of development of a multi-family site will be determined in the context of the guidelines and objectives of the Development Permit Area Designation BF-D 1. Application requirements shall include the provision of a scaled model and description of compliance with the policies and guidelines of this Plan and building siting.
- The design concept for the school and the park shall be subject to Council approval at the time of development to ensure that it meets the specific needs of an elementary school, provides for pedestrian connections and vehicular access, responds to the slope of the site and conforms to the general objectives for the neighbourhood.

Development Permit Area Designation BF-D 1

Whitby Estates, as defined and illustrated by the Whitby Estates Development Permit Area Designation Map BF-D 1 is designated a Development Permit Area.

Whitby Estates BF-D 1	Category	Local Government Act s. 488 (1)(a), (b), (e) and (f)
	Conditions	The development permit area designation is warranted to provide for development that respects the natural setting and site slopes and creates a variety of housing types and uses.
	Objectives	<ul style="list-style-type: none"> ▪ protect the natural environment, ▪ establish creek corridors and the public ownership of the creek areas, ▪ encourage the reinstatement of an overall forested character by limiting tree cutting prior to the time of development and replanting with native trees and shrubs, ▪ ensure that creek crossings minimize impact on the creeks through bridge or bridge like design, ▪ provide for a variety of housing types within the overall density restriction set for the Whitby Estates neighbourhood, ▪ provide a focus for the neighbourhood with a centrally located school site, community or commercial space, multiple family development and adjoining parks, ▪ promote the siting of buildings and designs that respond to the sloping setting and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, ▪ encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining private yards which will, to the extent possible, minimize the impact of the road on the natural environment and promote a park like character, and ▪ provide for the sequence and timing of development in phases to ensure that adequate off site municipal sewers and infrastructure including, without limitation, streets, roads, bridges, sidewalks, water, sewer, landscaping, school and parks are concurrently provided to support the phased development.
	Guidelines Schedule	Guidelines BF-D 1 and NE 6 shall apply.
	Exemption	<p>Development Permits will not be required for developments to which section 489 of the Local Government Act is not applicable.</p> <p>Development may be exempt from the requirement for a Development Permit:</p> <ul style="list-style-type: none"> i. If the proposal is for a renovation or addition to an existing building, with an area of less than 10 % that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-D 1. iv. under s488 (1) (e) of the <i>Local Government Act</i>, if the proposal is for renovation or construction of a single detached house or accessory buildings and structures on the same lot.



**Whitby Estates
Development Permit Area Designation Map BF-D 1**

- a. The siting and design of roads should respond to the slope of the neighbourhood and visibility from near and distant viewpoints, and promote a park-like character by:
 - minimizing pavement width,
 - restoring a landscaped character
 - providing access to clearly marked, surface visitor parking, which is located and treated to minimize the amount of pavement visible from the street
 - including appropriate pedestrian scale lighting at site entrances and along streets.
- b. The form and character of buildings should: include materials, finishes and colours compatible with the forest setting to minimize visual impact. ,
 - consider the use of varied building heights and massing.
- c. Landscaping and tree retention measures should:
 - encourage an overall forested character by limiting tree cutting prior to the beginning of construction,
 - provide for ornamental and native plant material on single family lots,
 - include submission of a Tree Management Plan prior to approval of the development of a multiple family site. The Plan would provide for long term management of the site and minimize potential visibility of the buildings as seen from distant viewpoints while providing for views from the residential units,
 - restore areas disrupted by construction to recreate a natural appearance suitable for a forest setting and encourage replanting with native trees and shrubs consistent with the Tree Management Plan,
 - all services including mechanical equipment, recycling and garbage bins, should be sited and screened to minimize visual and acoustical impacts on residential units and the streetscape.
- d. Any creek crossings for roads, pedestrians or services should minimize impact on the creek environment and have a bridge or bridge-like design.
- e. Pedestrian trails should be designed with a natural character, minimize the impact on the natural environment, to be low maintenance, and to avoid requirements for the construction of steps wherever possible.

GUIDELINES BF-D 4

CLYDE AVENUE AREA EAST OF TAYLOR WAY

Policy BF-D 2

Allow for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses including residential, mixed commercial residential buildings with street oriented commercial uses at grade, commercial office buildings, hotels and specialized residential facilities.

- Require that any redevelopment contribute to improvements within the Clyde Avenue and 6th Street road allowances to reduce the amount of paved surfaces, create a park like streetscape and enhance pedestrian connections to the riverfront walkway.



Policy BF-D 3

Provide incentives for development to encourage property consolidation to create larger parcels of land with better opportunities for design and for improvements to the public street areas, and to encourage uses that would have defined community benefit.

- Provide for consideration of redevelopment of the existing hotel on a larger, more flexible site, possibly including the relocation of 6th Street.
- Allow for a density of development with a Floor Area Ratio (FAR) of up to:
 - 1.75 on properties of 20,000 sq. ft. or greater, and
 - 1.0 on smaller properties.
- A density bonus of up to 0.25 FAR may be considered for proposals that provide seniors' care services, rental accommodations, public parkland, community use facilities (for example, child or adult daycare) or assisted and congregate care housing, subject to the registration of specific restrictions on title that will ensure retention of such use over the long term.

Policy LE 6

Encourage redevelopment of the Clyde Avenue Area East of Taylor Way by providing for consideration of commercial, mixed use commercial/residential and specialized residential uses within the area.

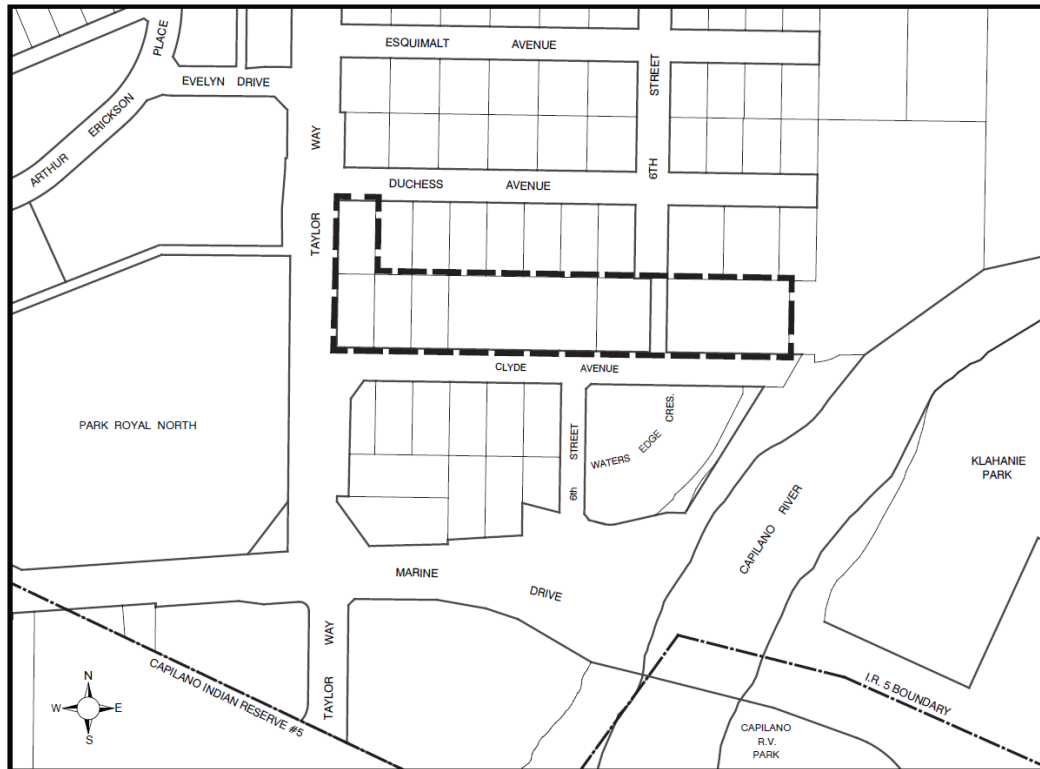
Policy BF-D 4

Encourage the highest quality of design in redevelopment of the Clyde Avenue area east of Taylor Way which reflects the mix of uses, the need for a landscaped setting adjacent to the Capilano River and to address the proximity of regional through traffic and major shopping area.

Development Permit Area Designation BF-D 4

Clyde Avenue as defined and illustrated by Clyde Avenue East of Taylor Way Development Permit Area Designation Map BF-D 4 is designated a Development Permit Area.

Clyde Avenue Area BF-D 4	Category	Local Government Act s. 488 (1)(e) and (f)
	Conditions	The development permit area designation is warranted because of its location adjacent to the Capilano River at the entrance to the Municipality; and to regulate the redevelopment of the area for high quality residential, commercial, mixed commercial and residential and specialized housing uses within a landscaped setting.
	Objectives	<ul style="list-style-type: none"> ▪ to guide redevelopment to encourage appropriate relationships between commercial, office, hotel and residential uses, ▪ promote reconstruction of the street and boulevard and landscaping of private properties to create a park like character, ▪ maintain and enhance landscaping and screening, ▪ ensure high quality building design, ▪ coordinate development and its impact on sunlight, views and streetscape, ▪ to promote an interesting pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-D 4 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 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 Guidelines BF-D 4, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to the Guidelines BF-D 4 and has been reviewed and recommended for support by the Design Advisory Committee.



**Clyde Avenue East of Taylor Way
Development Permit Area Designation Map BF-D 4**

I. CONTEXT AND SITE DESIGN

- a. Create an overall appearance of a mixed commercial and residential area within a landscaped setting.
- b. Provide sufficiently detailed, site-specific information to evaluate the appropriate siting, height, scale, massing and treatment of development in consideration of the potential impacts on the character of the street, the riverside setting and adjacent residential areas.
- c. Provide detailed information to indicate the influence of proposed developments on adjacent major roads.
- d. Provide for a separation and screening of buildings from existing housing to the north by retention and enhancement of the forested bank parallel to Clyde Avenue. Review their massing, scale, and orientation to minimize impact on views, privacy and the bank.
- e. Bury utility wires underground where economically feasible

II. BUILDING DESIGN

- a. Encourage high performance or “green” buildings.
- b. Situate buildings within a landscaped setting.
- c. Step back from the street, floors above the second storey, , and introduce planters, exterior balconies, and building articulation to create interest and complement the landscaped character.
- d. Design pedestrian scale ground floor spaces oriented to Clyde Avenue.
- e. Recognize the potential contribution of building massing, design and character to the gateway image of West Vancouver.
- f. Orient building entrances to face the street with high visibility and pedestrian accessibility.
- g. Consider the impact on privacy of adjacent homes on the north side of Clyde Avenue. Outdoor patios and balconies should generally be south facing.
- h. Encourage the use of sloped roofs or components.
- i. Site and screen loading areas, mechanical equipment and garbage bins, within the building, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- j. Provide signage compatible with a mixed-use area and designed to fit and complement buildings.

III. LANDSCAPE DESIGN

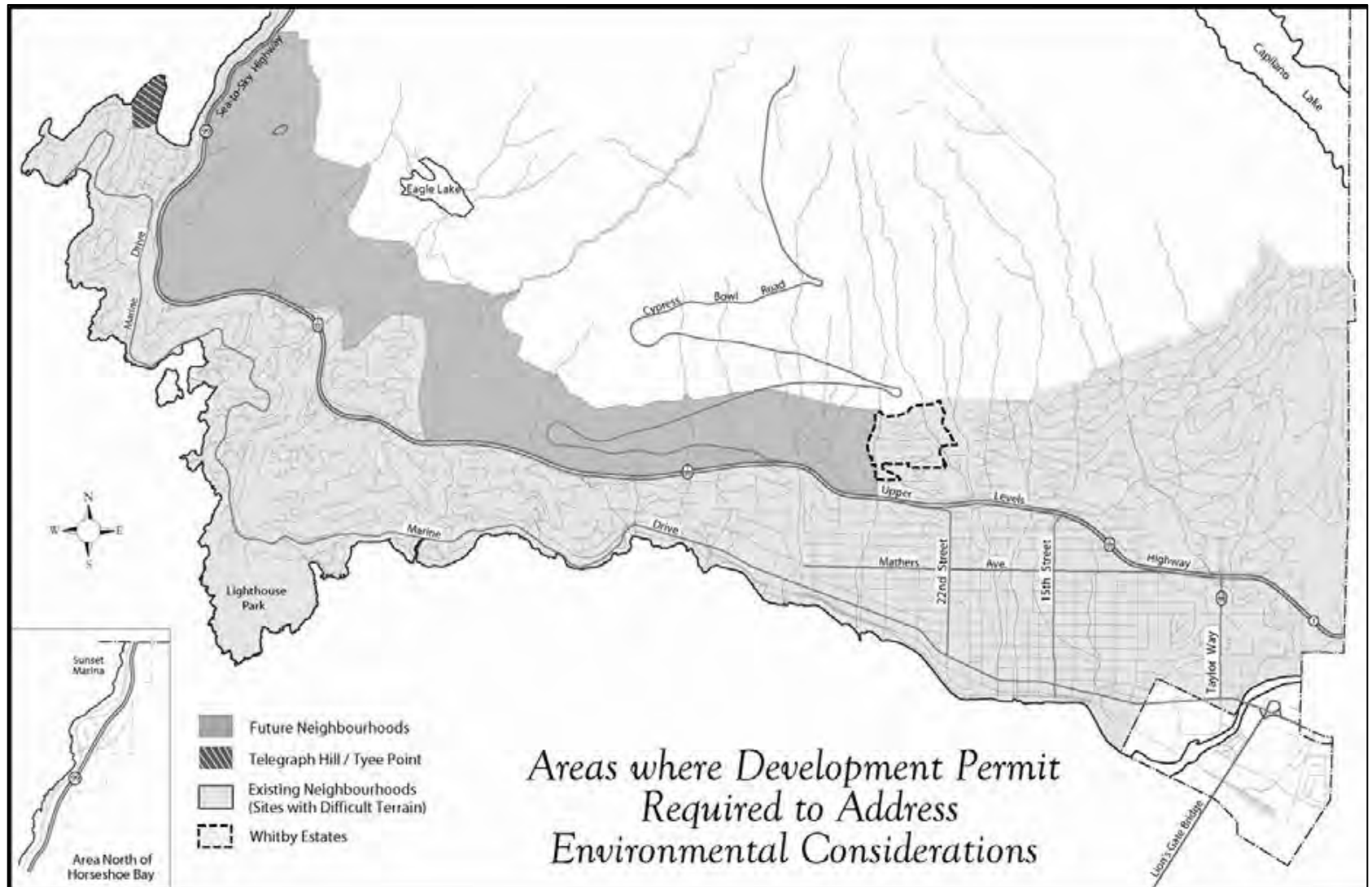
- a. Create an overall park like character for the landscape treatment.
- b. Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
- c. Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed commercial / residential development from the low density residential area to the north. A geo-technical report addressing the potential impact of a proposed development on the stability of the bank and groundwater flows should be provided.
- d. Maintain and restore the edge adjacent to the Capilano River walkway in a natural state. Impervious paved surfaces, fencing or walls directly adjacent to the walkway should be minimized.
- e. Provide useable common open space.
- f. Locate the common area landscaped open space in a courtyard, side yard or rear yard depending on the building configuration.
- g. Incorporate landscape elements in and around the entire site with planting beds, planters, hanging baskets, and pots located at the ground level.
- h. Provide a cohesive pattern of concrete or brick paving for pedestrian walkways.
- i. Minimize retaining walls visible from the street. Where unavoidable, retaining walls should be constructed or faced with natural materials such as rock or heavily screened with landscaping.
- j. Design landscaping to minimize potential view impacts.
- k. Minimize exterior lighting glare and light spill to surrounding properties.

IV. CIRCULATION AND PARKING

- a. Locate parking underground to maximize ground level open spaces for landscape elements and treatments. Where a building has ground level parking, screen the parking from a public streets and neighbouring properties with the use of low walls, fences and landscape treatments. Improve natural drainage, and highlight pedestrian routes in ground level parking areas.
- b. Encourage garage entries that provide a visually appealing entrance from the street with the use of planters or trellis structures. Combine driveway access wherever possible.
- c. Design underground parking for commercial uses to be readily accessible to customers. If there is a residential component to the building, commercial parking should be separate from secured residential parking areas.

GUIDELINES

NATURAL ENVIRONMENT AND HAZARD GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS



GUIDELINES NE 1

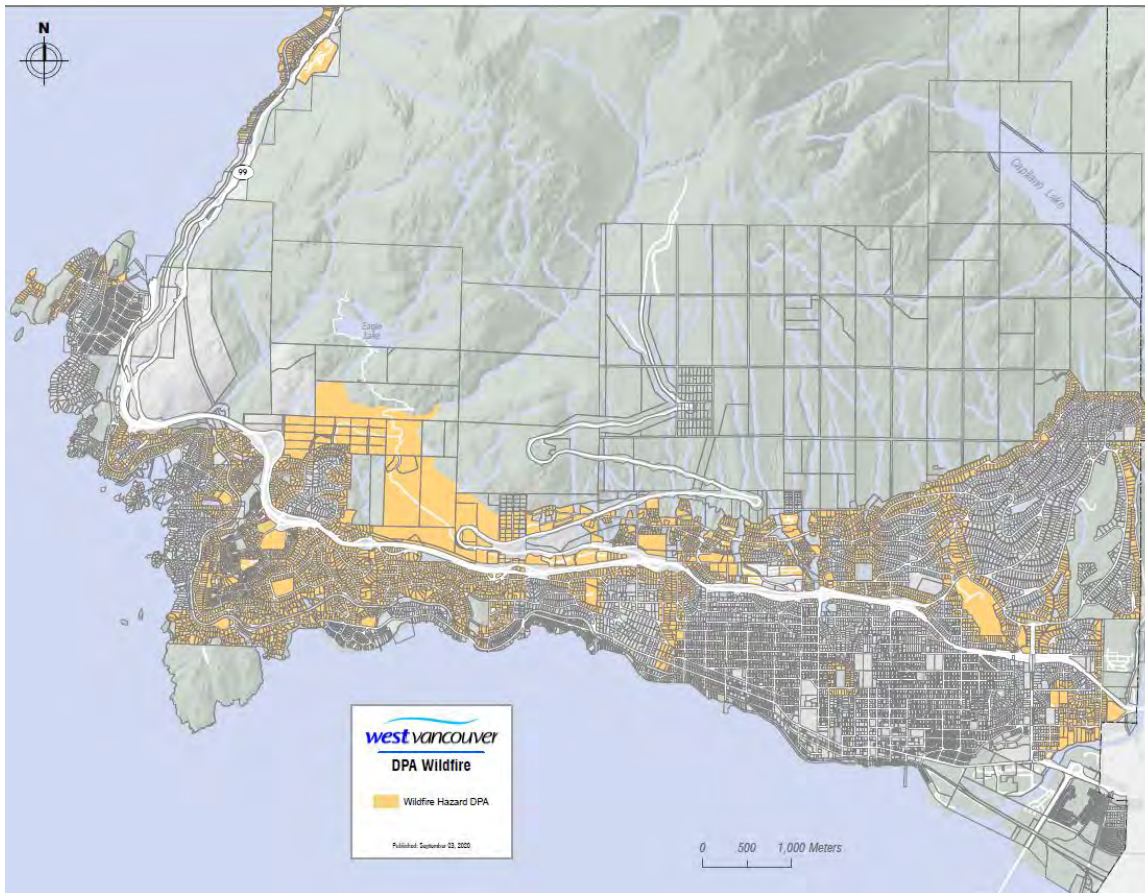
WILDFIRE HAZARD DEVELOPMENT PERMIT AREA GUIDELINES

Policy NE1

Development Permit Area Designation NE1

All lands shown as shaded yellow in the Wildfire Hazard Development Permit Area Designation Map NE 1 is designated as a Wildfire Hazard Development Permit Area

WILDFIRE HAZARD DEVELOPMENT PERMIT AREA NE 1	Category	Local Government Act Section 488 a) and b)
	Background	The development permit area designation is warranted to control the combustible elements of both buildings and landscape in order to minimize the potential for the spread of fire and the resultant destruction of property and threat to life.
	Objective	To protect development from the risks of wildfire hazard by taking appropriate precautionary measures, informed by professional studies and assessments to guide safe development, forest management, building design, construction and long-term maintenance and monitoring. The Development Permit Area (DPA) will: <ol style="list-style-type: none"> 1. Manage development to: <ul style="list-style-type: none"> • Minimize risk to people and property from wildfire hazards; • Minimize the risk of fire to the District's forests and parks; and • Promote management activities to reduce wildfire hazards and protect the environment. 2. Assist in proactively managing conditions affecting potential fire behavior. 3. Reduce the risk of post-fire hazards including landslides, debris flows, and erosion. 4. Conserve the ecological, aesthetic, and recreational assets of the District's forests and parks for the benefit of present and future generations.
	A Development Permit is required for:	<ol style="list-style-type: none"> i. Subdivision of land, including alteration of land; or ii. Development of land with the installation of a new Single or Multi-Family Dwelling, Duplex, or Detached Secondary Suite, with habitable space, as defined under the District's Building Bylaw No. 4400, 2004, as amended from time to time.
	Exemption	New development is exempted from the requirement for a Development Permit if the parcel of land is subject to a covenant registered on title under Section 219 of the Land Title Act with Wildland Fire Management Requirements for construction of new buildings.



Wildfire Hazard Development Permit Area Designation Map NE 1

Where applicable, Guidelines NE 1 shall be applied in the issuance of development permits in the Development Permit Area, as follows:

I. BUILDINGS AND STRUCTURES

For applications for construction of buildings, the following requirements must be addressed:

- a. All new buildings and structures must be located as far away from the forest interface as is reasonably possible with a minimum required distance of 10 m (defensible space), or at least as far away from the forest interface as any existing permanent structures, if present on the property. The distance should be measured from the outermost part of the building.
- b. The following fire resistive materials and construction practices are required for all buildings and structures:
 - i. Fire retardant roofing materials (Class A or B, or Class A by assembly) must be used: asphalt or metal roofing is preferred.
 - ii. Exterior walls must be sheathed with fire-resistive materials.
 - iii. Decks, porches, balconies, and patios must use fire resistive decking materials, such as composite decking boards or fire resistive treated wood.

- iv. All eaves, attics, roof vents, and openings under floors must be screened to prevent the accumulation of combustible material, using 3-mm, non-combustible wire mesh, and vent assemblies should use fire shutters or baffles.
- v. All chimneys and wood-burning appliances must have spark arrestors.
- vi. Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.
- vii. New hydro servicing must be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

II. SUBDIVISION

Subdivisions should be designed to address the following requirements for servicing and site layout:

- a. Firebreaks should be designed and installed where it is reasonably feasible or possible, which may be in the form of cleared parkland, roads, or utility right-of-ways.
- b. Locations for new building sites should be at least 10 m (defensible space) from any forest interface.
- c. Development shall be set back a minimum of 10 metres

III. LANDSCAPING

Applications for new buildings shall include a landscaping plan to address the following requirements:

- a. Firebreaks should be designed and installed where it is reasonably feasible or possible, which may be in the form of cleared land, roads, or utility right-of-ways while protecting natural features and ecosystems in accordance with District bylaws.
- b. The defined defensible space around structures must be maintained by:
 - i. The use of non-combustible landscaping materials;
 - ii. The use of fire-resistant native plants (using low-density plantings);
 - iii. The removal of trees, limbs or shrubs overhanging roofs or growing under eaves of buildings;
 - iv. The pruning of coniferous trees so that there are no branches to a height of 2.5m (live branches may be left on smaller trees);
 - v. The maintenance of existing hedges below a height of 2m (the planting of cedar and juniper hedges is discouraged);
 - vi. The storage of piled debris (e.g. firewood, building materials, and other combustible materials) during and post construction, be kept outside of this defensible space;
 - vii. Required maintenance including the annual removal of surface litter and hazardous trees (in

from the top of ridgelines, cliffs, or ravines.

- d. Buildings shall be sited and road access designed in order to accommodate fire fighting vehicles and equipment. Subdivisions should consider opportunities to improve road access for first responders and emergency equipment
- e. All utility servicing must be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

- viii. Increased beyond 10m if required due to site or topographic considerations; and
 - ix. Any additional recommendations for the defensible space as determined by the Qualified Professional.
 - c. Determine any additional landscaping recommendations for the remainder of the property, beyond the defensible space, including:
 - i. Thinning the tree canopy and understory and pruning lower branches to further reduce fuel loads;
 - ii. The spacing of existing trees and if maintenance or tree removal is required to achieve a canopy spacing of a minimum of 3m;
 - iii. The removal of dead or dying trees (in accordance with other District bylaws);
 - iv. The disposal of all slash created by maintenance through removal from the site; and
 - v. Any additional recommendations as determined by the Qualified Professional.
 - d. If removal of trees or vegetation is deemed necessary by the Qualified Professional for the purpose of reducing wildfire risk, **District approval is required under the District's Interim Tree Bylaw No. 4892, 2016, as amended from time to time.** Replacement trees or vegetation may be required by the District in accordance with the guidelines above. The District may request the applicant submit supplemental information including a tree assessment and tree retention and restoration plans.

- e. All wood, vegetation, construction debris, or other combustible materials identified in the Qualified Professional's report must be removed within three months of permit issuance or immediately during high fire risk seasons.

IV. Where a Qualified Professional has undertaken an assessment and determined the fire hazard to be low provided specific conditions are met, the requirements noted in Sections I through III may be relaxed. Any relaxation of guidelines requires that provisions are in place to ensure that development is carried out in accordance with the conditions noted in the Qualified Professional's assessment.

V. Require the provision of security to be applied by the District to the cost of works, construction, or other activities required in the circumstances described in s.502 of the *Local Government Act*.

VI. DEFINITIONS

"Building" means any structure used or intended for supporting or sheltering any use or occupancy.

"Defensible space" means the area around a structure where fuel and vegetation should be managed to reduce the risk of structure fires spreading to the forest or vice versa and to provide safe working space for fire fighters.

"Development" means any of the following:

1. Construction of, addition to, or alteration of a building or other structure, including, without limitation:
 - a. New building construction; or
 - b. Building additions and alterations, including alterations to exterior materials.
2. Alteration of land, including, without limitation:
 - a. Site clearing or removal of vegetation;
 - b. Landscaping, including planting and clearing;
 - c. Site grading;
 - d. Tree cutting;
 - e. Placement of fill, or disturbance of soils, rocks or other native materials;
 - f. Creation of impervious and semi-impervious surfaces (such as patios and driveways);
 - g. Installation, construction or alteration of flood protection or erosion protection works;
 - h. Installation, construction or alteration of roads, trails, docks, wharves or bridges; or
 - i. Installation, construction or maintenance of drainage, hydro, water, sewer or other utilities or utility corridors, including underground sprinkler or irrigation systems.

"Fire-resistive materials" means materials resistant to fire, such as stucco, metal, brick, rock, stone, lumber treated for fire resistance and cementitious products (including hardiplank), but excludes, without limitation, untreated wood, aluminum and vinyl products.

"Fire retardant roofing" means Class A and Class B roofing as specified in the Homeowners FireSmart Manual, BC Edition, 2004, Province of B.C.

“Forest interface” means an undisturbed area or park area that is forested directly adjacent to the wildland urban interface.

“Fuel” means a combustible material.

“Habitable space” means any room or space within a building or structure, which room or space is or can be used for human occupancy, commercial sales, or storage of goods, personal property or mechanical or electrical equipment (including furnaces), and which room or space would be subject to damage if flooded.

“Qualified Professional” means a Professional with appropriate education, training and experience, fully insured and in good standing with the relevant Professional association, and means:

- a. For the purpose of slope hazard assessments (Development Permit Area Designation NE 6 Sites with Difficult Terrain), a Professional Engineer or Professional Geoscientist, as appropriate, with experience or training in geotechnical and geohazard assessments;
- b. For the purpose of the watercourse assessment (Development Permit Area Designation NE 13 Watercourse Protection and Enhancement Areas in Existing Neighbourhoods), a Registered Professional Biologist with training in riparian area assessments; and
- c. For the purpose of the wildfire hazard assessments (Wildfire Hazard DPA), a Registered Forest Professional Qualified by training, with at least two years experience in the assessment, fuel management prescription and mitigation of wildfire hazards in British Columbia.

“Structure” means any construction supported on the ground or on water and includes: buildings, pools, retaining walls, garden walls, but excludes fences and retaining walls less than 1.2 m in exposed height.

“Wildland Urban Interface” means the zone of transition between the forest interface (unoccupied land) and areas of development, in which conditions result in the potential for their ignition from flames and firebrands/embers of a wildfire.

FORESHORE DEVELOPMENT PERMIT AREA

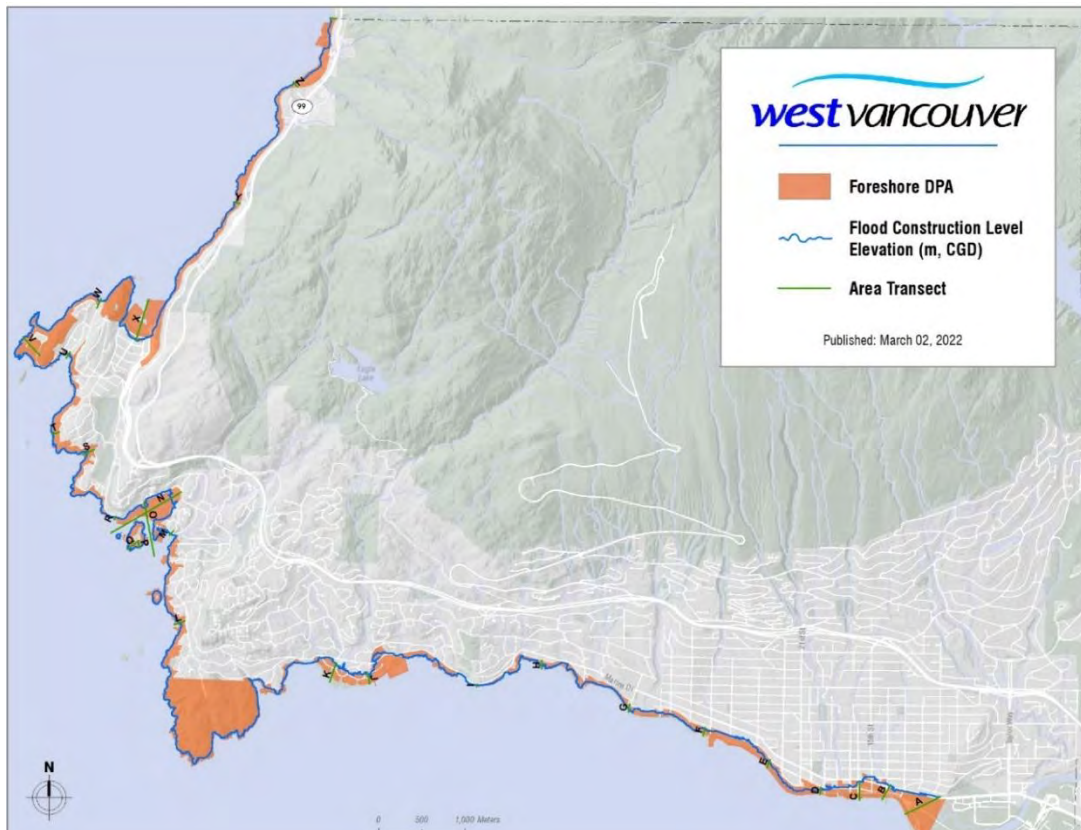
Policy NE2: Sites within the Coastal Floodplain Area

Development Permit Area Designation NE2

Sites at an elevation that may be at risk to coastal flooding, as defined in the Foreshore Development Permit Area Designation Map NE 2, are designated as a Development Permit Area.

Category	Local Government Act Section 488(1) (a) and (b)
Conditions	The Development Permit Area (DPA) has been designated pursuant to the following sections of the <i>Local Government Act</i> : 1. 488(1)(a) protection of the natural environment, its ecosystems and biological diversity 2. 488(1)(b) protection of development from hazardous conditions
Objective	The Foreshore DPA is established to: 1. Minimize risk to people and property from coastal hazards including sea level rise, storms, wave effects, and flooding 2. Support coastal management in reducing flooding risks 3. Preserve and enhance the integrity of the intertidal habitat of the foreshore and minimize shoreline erosion
Guidelines Schedule	NE 2
A Development Permit is required for:	<ol style="list-style-type: none"> 1. Subdivision of land 2. Construction of, or alteration, or addition to a dwelling 3. Construction of, or alteration or addition to all other non-dwelling buildings and structures, including pools, hot tubs, sheds, retaining walls, and other structures within 15 metres of the natural boundary of the ocean 4. Alteration of land within 15 metres of the natural boundary of the ocean (i.e., the riparian area of the foreshore), including, and without limitation: <ul style="list-style-type: none"> • site clearing or grading • cutting of trees • placement of fill, or disturbance of soils, rocks or other native materials for purposes other than routine maintenance of existing landscaping • creation of impervious and semi-impervious surfaces (such as patios and driveways) • installation, construction, or alteration of flood protection or erosion protection works • installation, construction, or maintenance of drainage, hydro, water, sewer, or other utilities
Exemptions from the requirement of a Development Permit:	<ul style="list-style-type: none"> • Interior renovations to existing buildings • Exterior renovations, repairs, or alterations to existing buildings or structures except when the following is within 15 m of the natural boundary of the ocean: <ul style="list-style-type: none"> o an increase in the size of the existing structures; or o Removal and reconstruction of structures

	<ul style="list-style-type: none"> • Installation of fences that allow for passage of water and does not require removal of trees • Emergency works, including tree cutting, necessary to remove an immediate danger or hazard, as certified by an Arborist
Exemptions from the requirement to meet the Flood Construction Level (FCL):	<ul style="list-style-type: none"> • Recreation shelters, stands, washrooms and other outdoor facilities designed to withstand periodic flooding • Renovation of an existing building or structure. • Construction of a portion of a building or structure that is used as a carport or garage • Accessory buildings such as storage buildings, porches, and domestic greenhouses that is not habitable space • An addition, below the minimum FCL elevation that would increase the size of the building or structure by less than 25 percent of the existing floor area • Commercial space



Foreshore Development Permit Area Designation Map NE 2

GUIDELINES

I. For the purpose of reducing the risk from coastal flood hazards on upland property and development, the following guidelines for buildings and construction shall apply:

- a) All development should be located in the least hazardous portion of a property.
- b) The setback for a dwelling should be the greater of 15 metres from the future estimated natural boundary of the ocean at Year 2100, or landward of the location where the natural ground elevation contour is equivalent to the Year 2100 Flood Construction Level (FCL), calculated by a Professional Engineer, using the Provincial guidelines ([Sections 3.5 & 3.6 of the Flood Hazard Area Land Use Management Guidelines](#)) as amended from time to time.
- c) For subdivisions, either through the layout of the subdivision or through conditions in the Development Permit that supplement the District's Zoning Bylaw, the permitted building envelope for every lot should be the greater of 15 metres from the estimated natural boundary of the ocean at Year 2100, or landward of the location where the natural ground elevation contour is equivalent to the Year 2100 FCL, calculated by a Professional Engineer, using the Provincial guidelines ([Flood Hazard Area Land Use Management Guidelines](#)) as amended from time to time.

- d) The assessment by the Professional Engineer must be in accordance with the Provincial guidelines ([Flood Hazard Area Land Use Management Guidelines](#)), including without limitation, the requirement to account for any secondary sources of flooding when calculating an FCL.
- e) In addition to the calculation of the FCL, the Professional Engineer must also provide other recommendations for safe use of the dwelling, to ensure that the proposed development is protected from the natural hazard.
- f) For commercial space where the FCL is not applied, a Professional Engineer must provide recommendations to minimize damage to property and safety hazards during a flooding event.
- g) All major mechanical and electrical infrastructure susceptible to damage should be located above the FCL or within flood-proofing measures as recommended by the Professional Engineer.
- h) Egress/ingress to buildings should be located above the FCL.
- i) A Flood Hazard and Risk Assurance Statement must be submitted by the Professional Engineer.
- j) The onsite stormwater management plan must account for the FCL if the outlet is to the marine environment. The plan must include mitigation measures against sea level rise and future submerged outlet conditions.
- k) Construction of septic tanks and deposit fields must be located outside of 15 metres of the natural boundary of the ocean.
- l) Construction and construction materials shall adhere to Provincial [Environmental Best Management Practices for Land Development](#) as amended or replaced from time to time, to ensure no deleterious substances entering the sensitive environment of the foreshore area and water.
- m) Should imported fill be required for site grading, the fill should be clean and free of debris and deleterious substances and adhere to fill specifications outlined by a Geotechnical Engineer.
- n) If any landfill is proposed, it should be adequately compacted, and the face of the landfill slope should be adequately protected against erosion from flood flows, wave

action, ice or other debris. The fill must not adversely impact neighbouring properties by increasing the surface water elevation or directing flows toward those properties.

- o) Consider zoning bylaw variances in order to construct a home at the elevation of the calculated FCL or 15 metres from the future estimated natural boundary of the ocean at Year 2100, whichever is greater (see Guideline I(b)). Variances may include, but are not limited to, height and setback variances. Requested variances shall consider proximity to adjacent dwellings, as well as privacy and view impacts for neighbours.
- p) Where changes in site grading are proposed to mitigate coastal flooding, landscaping shall address grade differences to adjacent properties to consider privacy including light, view, and overlook and proximity issues between properties. In addition, site grading should consider the topography of a site, reducing the need for major site preparation or earthwork, maintenance or enhancement of desirable site features (natural vegetation, trees, natural shoreline, or rock outcrops/bluffs). The use of exposed retaining walls shall be minimized with specific consideration for exposed retaining walls facing adjacent properties.

- II. For the purpose of these guidelines, unless a Year 2100 FCL is established by a Professional Engineer in accordance with Guidelines I(b) and (c), the FCL for a property is set out in the following table with the Area Transects (delineated in the Foreshore Development Permit Area Designation Map NE 2).

Area Transect	Area Description	FCL (metre, Canadian Geodatic Datum)
A	Ambleside Beach	4.63
B	Ferry Building to 16th Street	4.79
C	16th Street to 19th Street	4.66
D	19th Street to 22nd Avenue	6.82
E	22nd Avenue to Dundarave Beach	7.53
F	Dundarave Beach to 29th Street	6.63
G	29th Street to West Bay Beach	6.79
H	West Bay Beach to Sharon Drive	7.32
I	Sharon Drive to Ferndale Avenue	6.87
J	Ferndale Avenue to Cypress Creek	5.71

K	Cypress Creek to Pitcairn Place	5.61
L	Pitcairn Place to Eagle Creek	8.67
M	Eagle Creek to Eagle Harbour Yacht Club	6.03
N	North side of Eagle Island, Abode Island, Seaview Place to 5800 block Marine Drive	4.70
O	East side of Eagle Island, Eagle Harbour Road across from Eagle Island, 5800 block Marine Drive	4.75
Q	Southwest area of Eagle Island	6.47
P	South side of Eagle Island	4.96
R	5900 block Marine Drive to Larson Bay Park	7.15
S	Larson Bay Park to St. Georges Crescent	7.56
T	St. Georges Crescent to Batchelor Bay Park	7.54
U	Batchelor Bay Park to Arbutus Road	5.94
V	Arbutus Road to Copper Cove Road	7.36
W	Copper Cove Road to Horseshoe Bay	6.42
X	Horseshoe Bay to Pasco Road	7.08
Y	Pasco Road to Lawrence Way	6.74
Z	Lawrence Way to DWV Boundary	6.70

III. If the proposed dwelling is above the elevation of the area-specific FCL (in Guideline Section II), without any landfill or structural support to achieve that elevation, the proposed building is exempt from Guideline Sections I(a) to (i).

IV. For the purposes of protecting or enhancing the intertidal habitat of the foreshore, the following guidelines apply to proposed work within 15 metres of the natural boundary of the ocean:

- a) Locate development in the least environmentally sensitive areas (e.g., areas that have been previously disturbed) to minimize impact to the ecology of the intertidal habitat.
- b) Encourage the preservation of healthy trees, shrubs, and hedges, or where necessary, their replacement with suitable species to the coastal environment.
- c) Where possible, natural or soft landscaping materials shall be used to protect the property and foreshore area, and create resiliency to coastal flooding.

- d) The use of retaining walls and other “hard” surfaces such as seawalls and riprap armouring shall only be supported where a Professional Engineer has determined that “soft” approaches to shoreline stabilization are not appropriate given site-specific conditions and shall not increase scour and erosion of the foreshore area.
 - e) Consideration should be given to removing hard structures when not required and replacing with natural features to enhance the foreshore habitat.
 - f) For any reduction in the 15 metres setback from the natural boundary of the ocean, to allow for placement of a structure, an Environmental Assessment by a QEP shall be completed and include recommendations for protection and/or restoration required to minimize disruption to the physical and biological processes of the foreshore habitat.
 - g) Where native plant species or plant communities dependent on a marine shoreline habitat are identified as sensitive, rare, threatened, or endangered, and have been identified by a QEP for protection, their habitat areas shall be left undisturbed.
- V. For work within 15 metres of the natural boundary of the ocean or on the public foreshore for access to the upland property, a Construction Environmental Management Plan will be required to define mitigation and protection measures during construction activities.
- VI. All proposed structures and works should be located upland of the natural boundary of the ocean on private property, and not on the public foreshore, where possible. For any work proposed on the public foreshore, including work on existing encroachment structures, the District's Zoning Bylaw 4662, 2010, applicable to the public foreshore, and conditions of the Head Lease with the Province shall apply. Additional information may be required to meet the requirements of the Head Lease.
- VII. Any works must account for and protect any municipal infrastructure and necessary mitigation measures applied to the project, as determined by the District.

DEFINITIONS

“commercial space” means buildings that are used for commercial purposes, including office buildings, retail buildings, and restaurants.

“construction environmental management plan” means a guidance document to measure and achieve compliance with the environmental protection and mitigation requirements of a project as required by all levels of government, and includes specific mitigation measures for contractors to follow during construction phases of a project in order to protect the natural environment.

“designated flood” means a flood, which may occur in any given year, of such magnitude as to equal a flood having a 200-year recurrence interval, based on a frequency analysis of unregulated historic flood records or by regional analysis where there is inadequate streamflow data available.

“designated flood level” means the observed or calculated elevation for the designated flood and is used in the calculation of the flood construction level.

“dwelling” means a building or portion of a building having two or more rooms used or intended to be used together for the domestic purposes of one or more persons and including at least one living room, one cooking facility and one bathroom and not rented or available for rent or occupation for periods of less than 30 days.

“fence” means a vertical structure used as an enclosure or a screen of all or part of a site, not exceeding 0.08 metre in thickness, excluding posts and rails, but shall not include a garden wall.

“flood construction level” means the designated flood level plus the allowance for freeboard and is used to establish the elevation of the underside of a wooden floor system or top of concrete slab for habitable buildings.

“freeboard” means a vertical distance added to the designated flood level, used to establish the flood construction level.

“floodplain” means a lowland area that is susceptible to flooding from an adjoining watercourse, ocean, lake or other body of water and for administration purposes is taken to be that area submerged by the designated flood plus freeboard.

“flood-proofing” means the alteration of land or structures either physically or in use to reduce flood damage and includes the use of building setbacks from water bodies.

“foreshore” means the part of a shore between high and low water marks.

“geotechnical engineer” means a Professional with appropriate education, training and experience, fully insured and in good standing with the relevant Professional association, for the purpose of soil and rock assessments, with experience or training in geotechnical and geohazard assessments;

“habitable space” means any room or space within a building or structure, which room or space is or can be used for human occupancy, or storage of goods, personal property or mechanical or electrical equipment (including furnaces), and which room or space would be subject to damage if flooded.

“intertidal” means the zone above water level at low tide and underwater at high tide (i.e., the area within the tidal range).

“natural boundary” means the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself.

“professional engineer” means a professional with appropriate education, training and experience, fully insured and in good standing with the relevant professional association and for the purpose of the coastal flood hazard assessments and shoreline protection projects, an engineer who, as required by the Engineers and Geoscientists British Columbia (EGBC) Guidelines, has appropriate training and experience to prepare the report in view of the terrain characteristics, the type of potential flood hazard, and the type of mitigative works potentially needed.

“qualified environmental professional” means a professional with appropriate education, training and experience, fully insured and in good standing with the relevant professional association, for the purpose of evaluating biological impacts on the foreshore, a registered professional biologist, with experience in the assessment of intertidal marine habitat, the impact pathways associated with

development, and mitigative measures to minimize impact to the environment.

“riparian” means the zone upland the intertidal area, which consists of vegetation and features that influence the aquatic ecosystem of the intertidal area.

TELEGRAPH HILL AND TYEE POINT

Policy NE 5

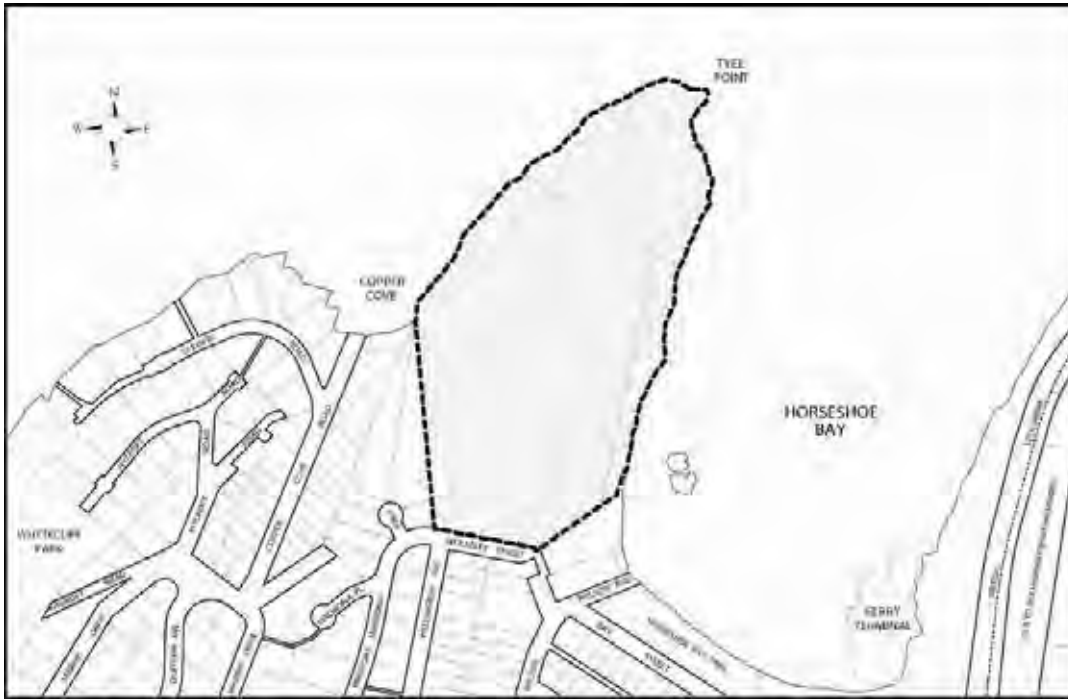
Provide for the evaluation and protection of visually sensitive areas and special ecological areas

- Identify significant environmental features and develop means to preserve and protect them in long-range plans or through regulatory amendments.
- Recognize the value of ecosystems located in the western area of the Municipality that are unique to the Lower Mainland that contain fragile flora or fauna, significant landforms, cultural landscapes or areas of historic interest such as Arbutus Ridge, Telegraph Hill and Tyee Point areas.
- Restrict the zoning density for Telegraph Hill and Tyee Point in recognition of extreme terrain and severe environmental and access constraints in order to:
 - avoid creation of hazardous conditions in new development, and
 - provide for suitable development compatible with the natural environment and steep topography of the area.

Development Permit Area Designation NE 5

The Telegraph Hill and Tyee Point portion of Madrona Ridge, as defined and illustrated on the Telegraph Hill and Tyee Point Development Permit Area Designation Map NE 6, is designated a Development Permit Area

Telegraph Hill and Tyee Point NE-DPA-5	Category	Local Government Act s. 488 (1)(a) and (b).
	Conditions	The development permit area designation is warranted due to the area's very steep slopes, extensive exposed bedrock terrain, severity of grades for access, impacts resulting from construction of access, sensitive environmental conditions including unique and endangered species of flora, and severe environmental implications and site disturbance if development occurs on steep lands.
	Objectives	To ensure that development is sited, and site works are designed and undertaken, in a manner which avoids steep terrain, minimizes the impact on existing natural terrain and vegetation and protects areas with rare or unusual vegetation.
	Guidelines Schedule	Guidelines NE 5 and NE 6.



**Telegraph Hill and Tye Point
Development Permit Area Designation Map NE 5**

The following measures apply to address the combination of existing conditions and environmental objectives:

- a. In general, land with slopes exceeding 35% should remain free of development, including the construction of roads, driveways and/or buildings. Recognizing the difficulty of a precise slope calculation and boundaries of areas containing such slopes, Council may allow for development on lands within 100 feet of areas calculated as having a slope under 35% provided that Council is satisfied that the overall area of such development is primarily within these slope limits, and that such consideration is necessary to allow for a reasonable configuration of building and associated development. In addition, areas of existing development, including existing driveway access, are permitted to be used and maintained.
- b. All development, including driveway and pedestrian access, should preserve and protect the unique vegetation such as the manzanita trees and the endangered ground cone (*Boschniakia hookeri*), and restrict disturbance of the existing vegetation to the less sensitive areas close to Wellesley Avenue and to the areas already disturbed by existing development on Tye Point. Council will permit the disturbance of such vegetation to the extent that it may be unavoidable in order to accommodate construction of one single- family house on each lot, to provide for reasonable light, air and view access, and to avoid tree hazards.

Note: Guidelines NE 6 also apply.

SITES WITH DIFFICULT TERRAIN

Development Permit Area Designation NE 6

Sites with Difficult Terrain within the Existing Neighbourhoods (Existing Neighbourhoods as defined and illustrated by the Natural Environment Development Permit Area Designation Map NE 6), are designated as a Development Permit Area.

Development Permit Area Designation NE 6	Category	Local Government Act s. 488 (1)(a) and (b).
	Conditions	The development permit area designation is warranted due to the steeply sloping terrain throughout West Vancouver.
	Objectives	<ul style="list-style-type: none"> • avoid hazardous conditions • ensure greater environmental compatibility of development on sloping sites • protect the natural environment on difficult terrain • minimize site disturbance and blasting during construction.
	Guidelines Schedule	Guidelines NE 6
	Exemption	<p>No development permit is required where:</p> <ul style="list-style-type: none"> i. there is no subdivision application involved; or <ul style="list-style-type: none"> • a subdivision application is involved but • no lot in the proposed subdivision involves difficult terrain (difficult terrain involves situations where more than one-fifth of the total allowable building envelope on any lot has an existing grade exceeding 35%); or • no lot in the proposed subdivision has a driveway grade that would be required to exceed 20%. (This judgment is based on existing or approved road or lane elevations immediately adjacent to the proposed lot, the existing ground elevation at the various points along the minimum garage front yard setback requirement, and the least steep driveway possible to join those two locations.) • the subdivision will not create any additional lots (e.g. realignment of a lot line between two lots).

The objective of Council is to control or restrict new subdivisions to avoid hazardous conditions and to protect the natural environment on "Difficult Terrain." Difficult Terrain includes any situation where construction might occur on slopes exceeding 35% and/or where driveway grades cannot be provided at less than 20% using existing topography. Nothing in this Schedule requires Council to issue a development permit where it remains concerned that the hazardous conditions have not been satisfactorily addressed, or to issue a development permit that varies from Municipal bylaws. These Guidelines supplement, but do not in any way affect or diminish the powers of the Approving Officer to refuse subdivision under section 86 of the Land Title Act.



Natural Environment Development Permit Area Designation Map NE 6 for Existing Neighbourhoods

Guidelines to alleviate steep site conditions may include, but are not limited to the following:

- Restrict foundation work;
- Avoid construction on more extreme slopes;
- Design and construct a smaller house size or house footprint;
- Restrict or share driveway access;
- Minimize the creation of artificial grades;
- Vary the setbacks from regulation setbacks;
- Preserve existing site landscape features; and/or
- Provide for site restoration measures.

GUIDELINES NE 13

**WATERCOURSE PROTECTION AND ENHANCEMENT AREAS
IN EXISTING NEIGHBOURHOODS**

Policy NE13

Development Permit Area Designation NE13

Areas of land in the Existing Neighbourhoods that contain watercourses and wetlands, (Existing Neighbourhoods as defined and illustrated on the Watercourse Protection Development Permit Area Designation Map NE 13), are designated a Development Permit Area.

Category	<i>Local Government Act s. 488 (1)(a).</i>
Conditions	The development permit area designation is warranted to protect and enhance watercourses and wetlands in West Vancouver's existing neighbourhoods.
Objectives	<ul style="list-style-type: none"> To ensure that development does not negatively impact watercourse or wetland environments or, where such impacts are unavoidable due to the existing configuration of parcels of land in relation to watercourses or wetlands, to ensure that development does not result in a net loss of productive fish habitat.
Guidelines Schedule	Guideline NE 13.
Development may be exempt from the requirement for a Development Permit if the proposal is for:	<ul style="list-style-type: none"> i. renovation to interiors; ii. regular and emergency District maintenance activities for drainage control conducted in a manner that is consistent with the objectives of the Development Permit designation; iii. construction and maintenance activities carried out by, or on behalf of, the District and designed to enhance the coexistence of natural habitats and public trails;
	iv. construction and maintenance activities carried out outside of 15 metres of top of watercourse bank or edge of wetland;
	v. emergency works, including tree cutting, necessary to remove an immediate danger or hazard;
	vi. maintenance of the existing landscape conditions; or
	vii. the implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction.



**Natural Environment Development Permit Area Designation Map NE 13
for Existing Neighbourhoods**

Where applicable, Guidelines NE 5 and NE 6 shall also be applied in the issuance of development permits in this area.

- a. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and water services;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.

- b. Locate development on portions of the site that are least environmentally sensitive.

- c. For permanent watercourses and wetlands:
 - (i) Avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland.
 - (ii) Within 15 metres of the top of the watercourse bank or edge of wetland, locate new development, described in sections a(iii) and a(iv) above, at least as far from the watercourse or wetland as any existing development.
 - (iii) Keep free of new development, described in sections a(iii) and a(iv) above, the area within 5 metres of the top of the watercourse bank or edge of the wetland.
 - (iv) Consider zoning bylaw variances in order to prevent loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland, including reduced building setbacks.
 - (v) Where it is not practical to avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland, provide compensatory habitat approved by the District of West Vancouver to achieve no net loss of riparian habitat, by replanting or restoring a similar area on the same watercourse or wetland, or contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- d. Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.
- e. Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality from uplands to inlets.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines as proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Development Procedures Bylaw No. 4940 2017.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.502 of the *Local Government Act*.

Policy NE14

Development Approval Information Area Designation NE14

Areas of land in the vicinity of watercourses and wetlands, as illustrated on the Watercourse Protection Development Permit Area Designation Map NE13, are also designated a Development Approval Information Area.

Category	Local Government Act s.488.
Objectives	The objective of the designation of Development Permit Area NE13 is to ensure that development does not negatively impact watercourse environments or, where such impacts are unavoidable due to the configuration of parcels of land in relation to watercourses, to ensure that development does not result in a net loss of productive fish habitat. The objective of the designation of Development Approval Information Area NE14 is to ensure that an accurate, site-specific information base is available to guide the application of the relevant development permit guidelines.
Procedures	Development approval information requirements and procedures are set out in a separate bylaw enacted under s.491 of the Local Government Act.

UPPER LANDS GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES UL 8

FUTURE NEIGHBOURHOODS

Policy UL 8

Require detailed analysis of development opportunities and constraints and the creation of a Comprehensive Management Plan to avoid or mitigate potential environmental impacts in the implementation of new development.

Development Approval Information Area Designation UL 8

The Future Neighbourhoods Area, as defined and illustrated by the Upper Lands Development Permit Area and Development Approval Information Area Map UL 8, is designated as a Development Approval Information Area.

Future Neighbourhoods Area UL 8	Category	Local Government Act s.488 (1)
	Conditions	The special conditions that justify such designation include difficult terrain, sensitive environmental conditions, numerous watercourses and the need to coordinate the provision of various public services and facilities, including roads and transit.
	Procedures	Detailed information is required for the creation of Area Development Plans and for consideration of developments requiring Development Permits
	Requirements	The information is required to outline the anticipated impact of the proposed activity or development. Information required by the Municipality may include an environmental and visual impact analysis report with plans, an assessment that identifies the impact of development on the site and demonstrates how the site's natural features have been taken into account. The submission must locate and describe important natural features of the site, proposed changes to the natural topography, vegetation and the potential visual impact of such changes. The report must also identify features that are intended for retention, define the measures by which site disturbance can be minimized and outline plans for the restoration of disturbed areas.

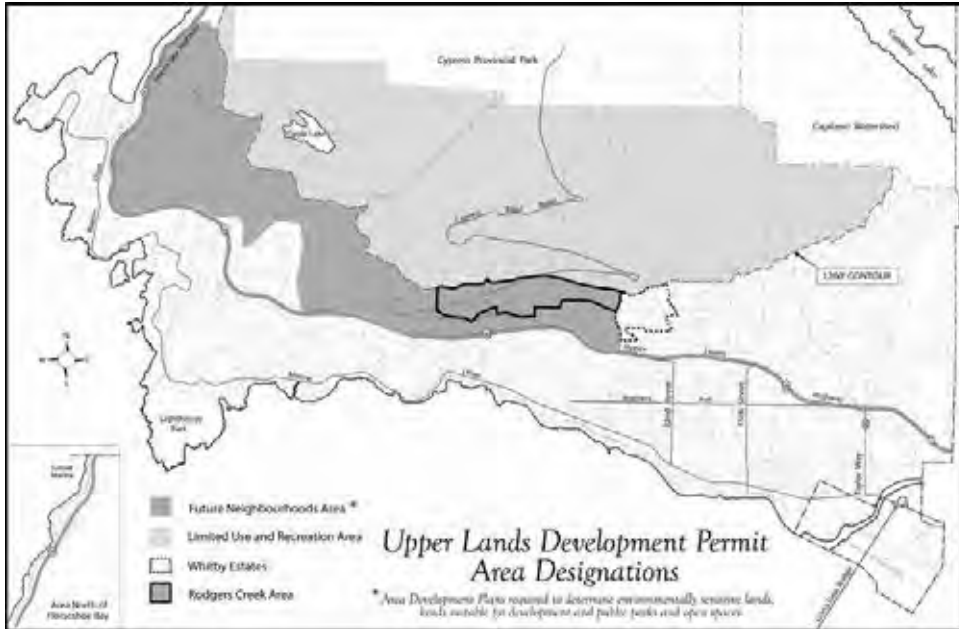


Development Permit Area Designation UL 8

The Future Neighbourhoods Area, as defined and illustrated by the Upper Lands Development Permit Area and Development Approval Information Area Map UL 8, is designated a Development Permit Area.

Future Neighbourhoods Area UL 8	Category	Local Government Act s.488 (1)(a), (b), (e) and (f)
	Conditions	<p>The Development Permit Area is warranted due to the following characteristics of the area:</p> <ul style="list-style-type: none"> • a range of slopes including extensive steep lands that require variations and restrictions to site and building layout in order to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, • extensive mature forest cover that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and flood hazard, • difficult terrain, which requires carefully planned and cost-effective provision of municipal services, roads and other infrastructure, as well as appropriate control of phasing and design of new developments, • variations in siting of land uses and other regulations that can ensure that new development is supportive of, and compatible with, the other policies contained in this Plan, • a range of climate conditions that may affect appropriateness of building form, • extensive creek areas that require appropriate setbacks and control or prohibition of development within the creek sensitive zones. <p>These characteristics warrant a compact mix of residential and commercial uses, whose form and character, recognize the constraints of the terrain, and show sensitivity to the mountain setting and its environment. Development should minimize site disturbance and visual impact from within and outside the site.</p>
	Objectives	<ul style="list-style-type: none"> • provide for the protection of the natural environment, its ecosystems and biological diversity; • provide for the protection of development from hazardous conditions; • regulate the form and character of intensive residential, multifamily and commercial development;
	Guidelines	Guidelines UL 8 and NE 6 shall apply.
	Exemptions	<p>Development maybe exempt from the requirement for a Development Permit:</p> <ol style="list-style-type: none"> i. If the proposal is for a renovation or addition to an existing building, with an area of less than 10 % that of the existing building; ii. meets all the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF - D 1. iv. under section s488 (1) (f) of the <i>Local Government Act</i>, if the proposal is for renovation or construction of an elementary, secondary or combined school use. v. under section s488 (1) (e) of the <i>Local Government Act</i>, if the proposal is for renovation or construction of a single detached house or accessory buildings and structures on the same lot.

The following guidelines shall apply to all lands in the Future Neighbourhoods, except the Rodgers Creek Area of the Upper Lands as defined on the Rodgers Creek Development Permit Area Designation Map UL 8.1:



Future Neighbourhoods Area Development Information Area and Development Permit Area Designation Map UL 8

- Establish siting and square footage variations on more difficult terrain to reduce the impact on the terrain. In general, the impact on a site created by the square footage of development and site coverage should be reduced as the proportion of site having slopes greater than 35% increases.
- Create a tree management scheme that identifies the means and extent of tree retention or replacement required to maintain a park-like character, ensure proper drainage and minimize view impacts.
- Provide storm water drainage detention where appropriate, and incorporate storm water management techniques that protect the environment.
- Minimize the width and impact of roads and associated services, and include the provision of selective on-street parking areas to fit the terrain.
- Encourage the integration of road and services layouts wherever possible.
- Consider materials and colour schemes on larger projects to blend buildings with the natural background.
- Avoid excessive levels of exterior lighting, including street lights.
- Consider environmentally sustainable and climate appropriate building design elements such as overhangs, strategic tree planting, and sun orientation.
- Allow for spacing between building clusters to provide opportunities for extensive landscaping.
- Encourage a natural appearance to built form compatible with the topography.
- Create neighbourhood layouts that provide a sense of identity and that incorporate focal points.
- Take measures to minimize wildfire hazards such as, restricting roofing materials used

Upper Lands Watercourse Protection Guidelines

The following guidelines shall apply to all lands in the Future Neighbourhoods, including the Rodgers Creek Area.

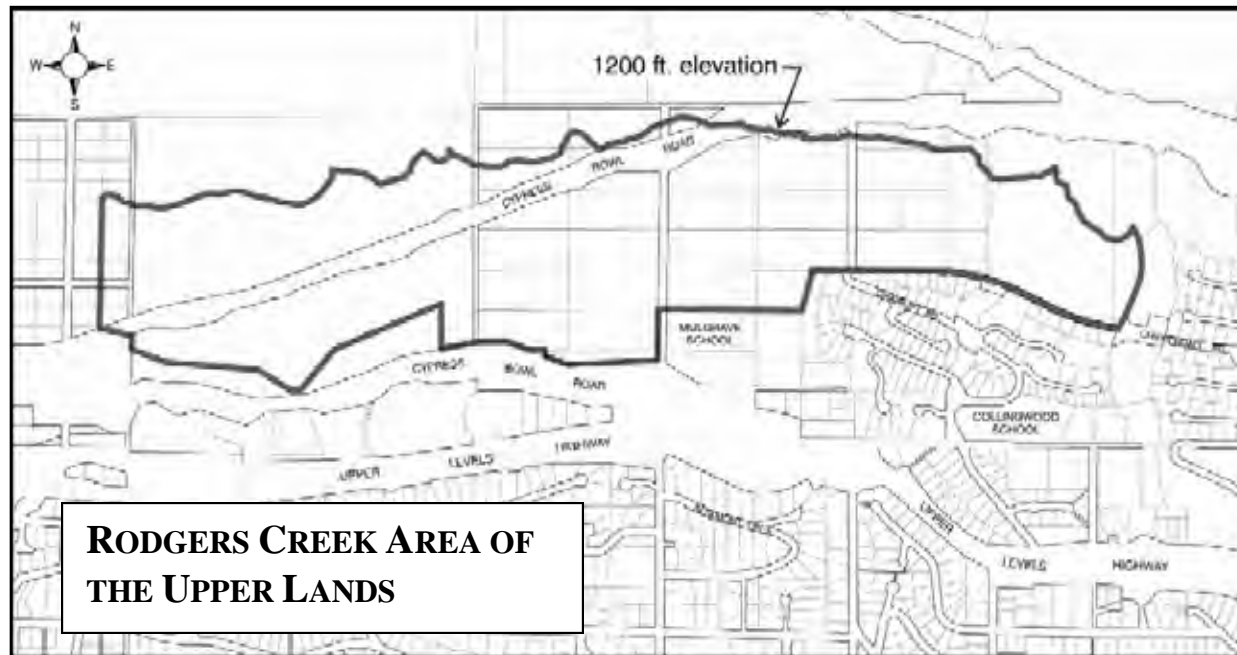
- a. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and waterservices;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.
- b. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- c. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.
- d. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.
- e. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by Fisheries and Oceans Canada, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.502 of the *Local Government Act*.

RODGERS CREEK AREA DEVELOPMENT POLICIES

The Rodgers Creek Area encompasses approximately 215 acres of land between Marr Creek and Cave Creek West, above the Upper Levels Highway and below the 1200 foot contour. It is accessed by Cypress Bowl Road and Chippendale Road. The planning area is part of the forested mountain slopes of the North Shore and part of a natural heritage of both the community and the region. It is undeveloped land of second growth forest, with:

- thirty watercourses of varying description and quality,
- difficult terrain,
- sensitive environmental resources and habitat,
- a logging past, and
- a long history of recreation use for hiking, skiing and more recently, mountain biking.

There are 41 lots in the Rodgers Creek Area, along with several unopened road allowances. All the lots are privately owned, with British Pacific Properties (BPP) owning all but 20 acres. These non-BPP 20 acres consist of four 5-acre parcels, each under different ownership.

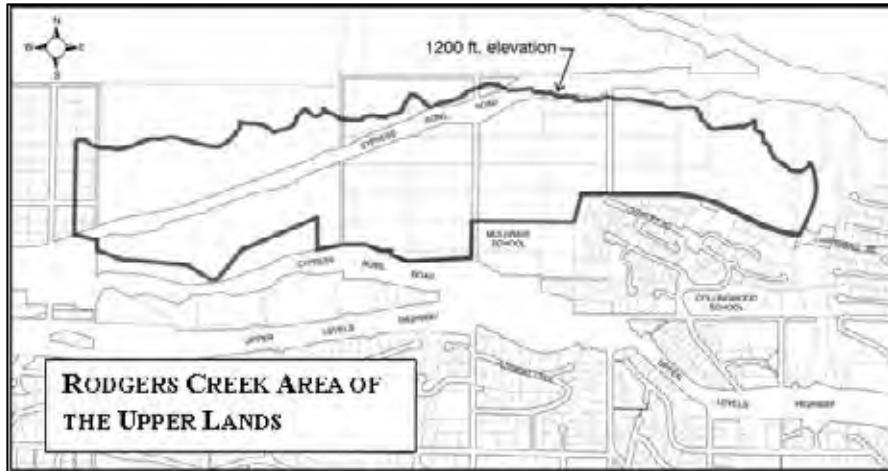


Policy UL 8.1

Provide for the development of the Rodgers Creek Area consistent with the following:

- a. Protect approximately 55% of the land area as environmentally protected green space including creeks and their riparian corridors, endangered species habitat, rock bluffs, steep slopes and large stands of forest. (i)
- b. Avoid fragmentation of environmentally sensitive lands by creating large, continuous forested/natural areas. (ii)
- c. Allow for a maximum 2,079,600 sq. ft. of floor area comprised of a maximum 1,217 housing units. (iii)
- d. Provide a diversity of housing in the planning area consisting of: no more than 126 single family and two family dwelling units; at least 100 cluster of townhouse dwelling units; and 30% of apartment units of 1000 square feet or less in size. i. Extend the 1000 foot connector northwest from Chippendale Road to connect to upper Cypress Bowl Road. Ensure that roads are functional, have a minimum footprint, are sympathetic to the terrain, minimize site disruption, and engender an ambiance that makes for charming and intimate neighbourhoods.
- e. Ensure that housing diversity includes apartment units with adaptable design elements. k. Provide a mountain pathway and trail network that connects the six development areas to one another, to a proposed future Cypress Village to the west of the Rodgers Creek Area, and to existing neighbourhoods.
- f. Provide a variety of housing types in each of the six neighbourhoods.
- g. Concentrate density and provide higher density built forms like apartments at the west end of the Rodgers Creek Area so as to be in proximity to the proposed future Cypress Village to the west, which is to include commercial, residential and civic land uses. Provide numerous and varied public places along the mountain pathway that support multiple activities by a variety of age groups and capabilities.
- h. Permit all or part of the development area between the future Chippendale extension and the north boundary of the existing Mulgrave School (located adjacent to but outside the Rodgers Creek Area) to be used by the school for school facilities, other than a full-sized sports field. A rezoning and development permit are necessary to implement this policy; and, in considering a school expansion proposal the District shall consider the following factors: ed Incorporate cultural heritage (such as logging and skillift history) and natural features (such as viewpoints, boulders and waterfalls) in activity nodes.
- n. Strive for innovative, green buildings and infrastructure; that is, buildings and infrastructure with lower energy and water consumption, lower greenhouse gas emissions, and that enhance sustainability and create a healthy living environment.

The following guidelines shall apply to the Rodgers Creek Area of the Upper Lands, as defined on the Rodgers Creek Area Development Permit Area Designation Map UL8.1:



1. CONTEXT AND SITE DESIGN

- 1.01 Neighbourhoods in Rodgers Creek will be designed to fit with the topography and landscape of the Upper Lands and to demonstrate West Vancouver's commitment to sustainability and innovation. Each neighbourhood will express a distinct architectural and landscape character that is suited to the forested setting and the climate.
- 1.02 Built form should:
 - o complement the terrain and integrate with natural features,
 - o minimize visual impacts, and
 - o employ site sensitive built forms.
- 1.03 Development, including site and building design, should accommodate persons of varying abilities, including the physically challenged.
- 1.04 Building and site development shall incorporate wildland fire management best practices including an interface with the forest edge which creates defensive space against wildland fires and appropriate building material.
- 1.05 Building and site development should contribute to a resilient natural environment including healthy properly functioning watercourses.
- 1.06 The use of retaining walls should be minimized, particularly along streetscapes and where used along streets should include green screening on walls through the use of plantings and landscape treatment.
- 1.07 Development should integrate with area-wide stormwater management strategies and features including cisterns, retention or detention features, and absorbent topsoil specifications.
- 1.08 A tree management plan should be provided to maintain the mountain forest character of the area, ensure proper drainage and provide for views and access to sun and shade.

2. BUILDING DESIGN AND SERVICES

2.01 Buildings in the Rodgers Creek Area should be designed to:

- use natural materials including wood and local rock in combination with glass, concrete and metal, and colours that harmonize with the forest setting
- be sensitive to the privacy and livability of residential interiors and private outdoor spaces
- provide sunlight penetration into public and semi-private open spaces and streetscapes
- reduce energy consumption and feature green building strategies, technologies, fixtures, and appliances such as utilizing natural cross-ventilation, low reflective glass, geo-exchange heating and cooling and building materials that will achieve a healthy living environment
- minimize the extent of impermeable surfaces
- have building entrances with a distinct identity and be visible from the street
- avoid blank and undifferentiated facades
- have adequate interior storage areas, including convenient and secure bicycle storage
- have areas for the storage of garbage and recycling that prevent access by bears and that are integrated into the overall design of the building and its landscape
- avoid having parking within structures being visible from adjacent streetscapes

2.02 Buildings in Areas 1 and 2 and large buildings in Areas 3 and 4 should have a contemporary alpine character which includes low-pitched roofs, large overhangs and materials and finishes dominated by natural wood.

2.03 Detached and townhome buildings in Areas 3 and 4 should have a character derived from one of the following four styles rather than a hybrid: Arts and Craft, European Hillside, Coastal Mountain and Prairie Craftsman.

2.04 Buildings in Area 5 should have a west coast modern character featuring flat slab roofs, big cantilevers, and a more horizontal form and detail, together with large wrap-around windows.

2.05 Buildings in Area 6 should have a west coast modern character with buildings set amongst existing and replacement trees.

2.06 Single-family, duplex, and triplex housing should be designed to minimize the driveway and garage appearance from the adjacent streetscape and to limit requirements for extensive cut and fill and retaining walls

- 2.07 Multiple-family housing should be designed to:
- be sculpted and articulated both vertically and horizontally to reduce apparent mass and provide visual interest
 - minimize view impacts on residents of adjacent buildings and on people viewing the hillside from vantage points around the community including at Dundarave Pier and Ambleside Beach in West Vancouver, and at Jericho Beach and Siwash Rock in Vancouver
 - address climate and solar orientation appropriately on each facade
 - minimize overlook into the private and semi-private open spaces of adjacent buildings
 - provide weather protection at the primary common entry
 - minimize visual and acoustic impacts of rooftop mechanical equipment, garage entrances, hydro utility boxes, and garbage and recycling areas
 - provide underground parking that is readily accessible to all residents, well lit, and designed for safety and security of use
 - provide places to sit and socialize informally at main building entrances

3. LANDSCAPING

- 3.01 An informal landscape aesthetic that complements the forest context should be provided.
- 3.02 Landscaping should be in keeping with wildland fire and bear management best practices.
- 3.03 Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized, as should spill upward to distract from enjoyment of the night sky.
- 3.04 Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material.
- 3.05 The use of locally quarried rock for constructing or facing retaining walls is encouraged.

GUIDELINES UL 9

LIMITED USE AND RECREATION AREA

POLICY UL 9

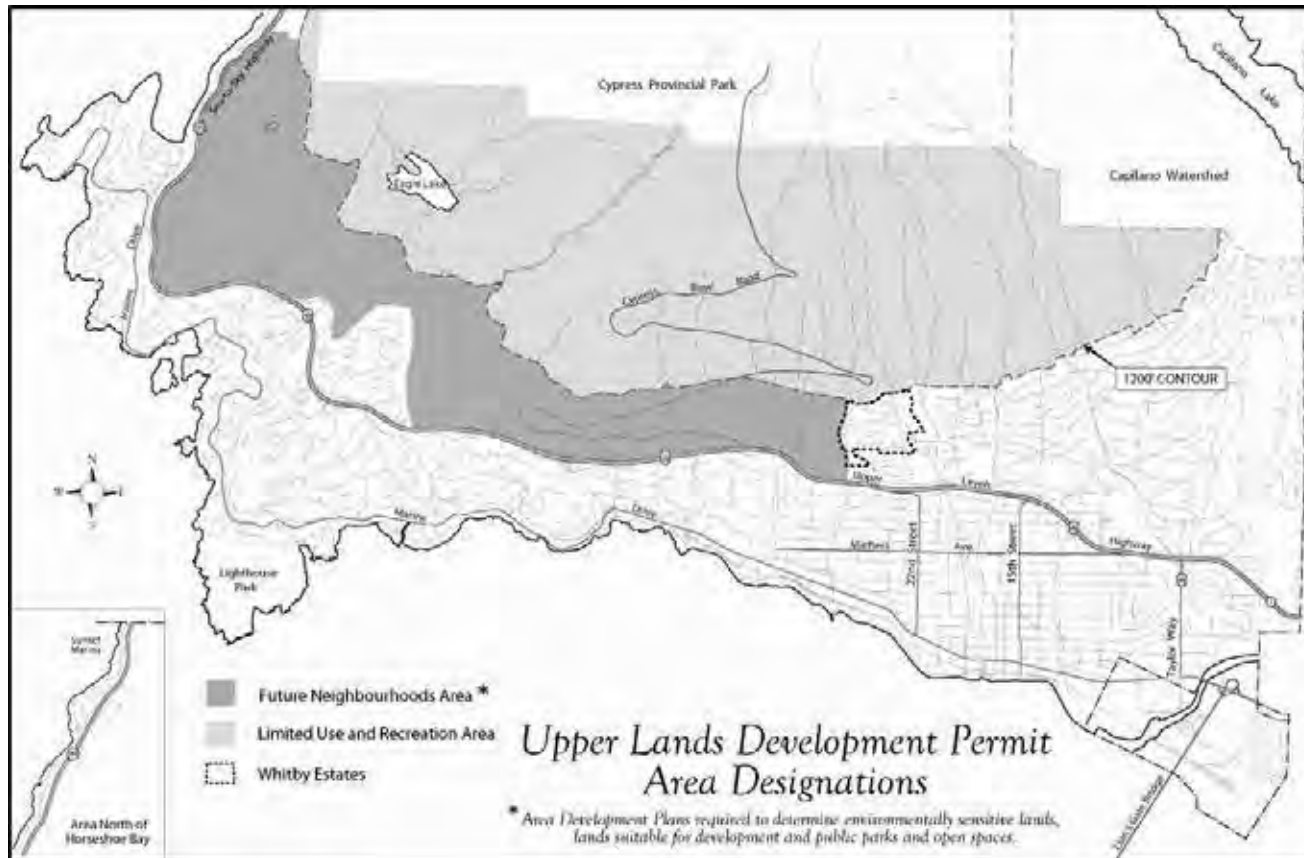
Protect the natural environment of the Limited Use and Recreation Area.

DEVELOPMENT PERMIT AREA DESIGNATION UL 9

The Limited Use and Recreation Area, as defined and illustrated by the Upper Lands Development Permit Area Designation Map UL 9, is designated as a Development Permit Area for the protection of the natural environment.

Future Neighbourhoods Area UL 9	Category	Local Government Act s. 488 (1)(a) and (b)
	Conditions	<p>The Development Permit Area is warranted due to the following characteristics of the area:</p> <ul style="list-style-type: none"> • A range of slopes including extensive steep lands that require site development to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, • extensive forest cover of high quality that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and floor hazard • difficult and remote terrain, which limited the provision of municipal services, roads, and other infrastructure • extensive creek areas that require appropriate setbacks, and control or prohibition of development within the creek sensitive zones
	Objectives	<ul style="list-style-type: none"> • provide for the protection of the natural environment, its ecosystems, and biological diversity; • provide for the protection of development from hazardous conditions
	Guidelines	Guidelines UL 9 shall apply.
	Exemptions	<p>development is exempted from the requirement for a Development Permit if the proposal is for tree, rock and soil handling and processing where:</p> <ul style="list-style-type: none"> (i) material originates from within District boundaries, and (ii) is for the purpose of constructing a development for which a development permit under this policy has been issued, and (iii) is located outside of 30 metres of top of permanent watercourse or wetland top of bank or 15 metres of top of non-permanent watercourse or wetland

In addressing the conditions and objectives in the Limited Use and Recreation Area, the following guidelines apply:



Limited Use and Recreation Area Development Permit Area Designation Map UL 9

- a. Minimize disturbance to existing terrain and vegetation.
- b. Maximize the retention of the native forest and other existing vegetation.
- c. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and water services;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.

- d. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- e. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the *Provincial Riparian Areas Protection Act*.
- f. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the *Provincial Riparian Areas Protection Act*.
- g. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by Fisheries and Oceans Canada, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- h. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14.
- i. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s. 502 of the *Local Government Act*.

HERITAGE CONSERVATION AREA GUIDELINES

GUIDELINES HE 6

LOWER CAULFIELD HERITAGE CONSERVATION AREA

Heritage Conservation Area Designation HE 6

The Lower Caulfeild Area, as defined and illustrated by the Lower Caulfeild Heritage Conservation Area Designation Map HE 6, is designated as a Heritage Conservation Area.

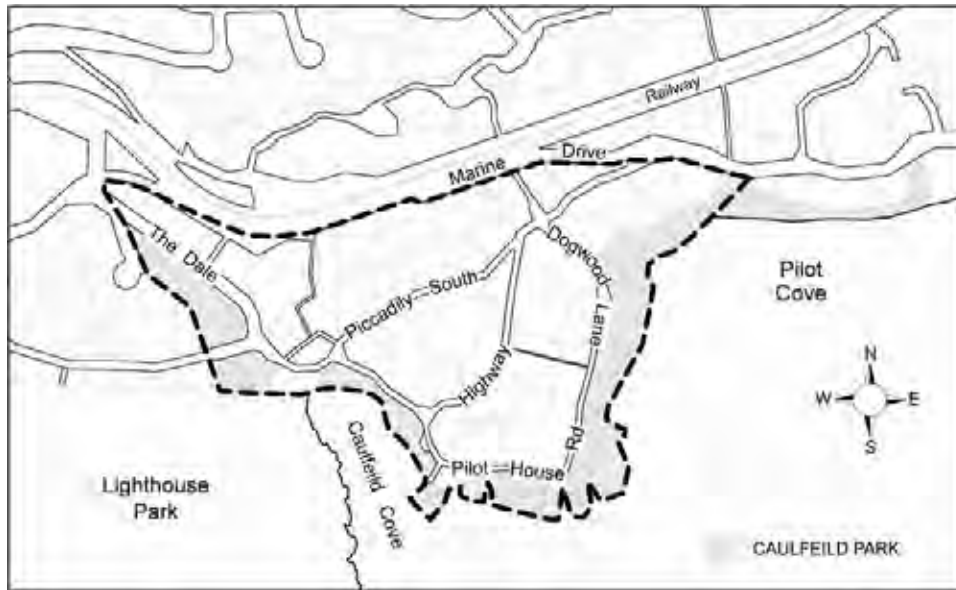
Lower Caulfeild Heritage Conservation Area	Category	Local Government Act s. 614 (1)
	Heritage Features and Characteristics	<p>Lower Caulfeild is the collection of private residences, St. Francis-in-the-Wood Anglican Church, and public lands (parks and streets) situated on the peninsula between Pilot Bay and Caulfeild Cove, just east of Lighthouse Park.</p> <p>The Lower Caulfeild area is important as an historic neighbourhood that combines the natural beauty of the coastal landscape with the picturesque English architectural and garden landscape traditions adapted by British settlers to coastal British Columbia.</p> <p>Originally part of a large parcel of land purchased in 1899, Lower Caulfeild was conceived by Francis Caulfeild as a village of good design set naturally in the landscape, with the coastline primarily reserved for public enjoyment. It was subdivided with properties of varying size and shape, irregularly arrayed along narrow, winding country lanes.</p> <p>The landscape of Lower Caulfeild is important for the prominence of its natural features. It has a mostly undisturbed coastline, with rocky promontories and a sandy cove; and there are rocky outcroppings throughout the neighbourhood. It is also important as a setting for native plant species (cedar, Douglas fir, vine maple, arbutus and dogwood) and coastal ecologies, as well as ornamental and naturalized gardens.</p> <p>The character-defining elements of Lower Caulfeild include:</p> <ul style="list-style-type: none"> • a residential neighbourhood edged by waterfront parkland; • a landscape of natural rock outcroppings and primarily native plant species; • narrow, winding lands with informal verges; • properties dominated by naturalized landscapes and rockeries in the English garden tradition; • houses lightly situated on and amidst undisturbed or lightly modified rock outcroppings; and • vistas east, west (Lighthouse Park), and south (water) from many points configuration of lots
	Objectives	<p>To maintain Lower Caulfeild's distinctive character as expressed by natural rock outcroppings, native trees, naturalized plants in domestic rock gardens, curving and narrow lanes, informal road edges, waterfront parkland, rocky shoreline, and sensitively-sited buildings.</p> <ul style="list-style-type: none"> • To conserve and enhance the heritage character of Lower Caulfeild through: <ul style="list-style-type: none"> - the retention and renovation of existing buildings; and - new development that is designed to fit with and retain natural site attributes
	Guidelines Schedule	Guidelines HE 6 shall apply.

Heritage Alteration Permits	<p>An Alteration Permit shall be required for development on private property involving:</p> <ul style="list-style-type: none"> • subdivision, including lot line realignment; • new buildings or structures; • alteration of and/or addition to an existing building or structure; and • alteration of natural landforms, site features, or established grade. <p>Nothing in this Policy requires Council or its delegate to issue a Heritage Alteration Permit if it believes that the Permit would allow development contrary to the guidelines of this Schedule. This Policy does not in any way affect or diminish the powers of the Approving Officer</p>
Exemptions for Heritage Alteration Permits	<p>An Alteration Permit shall not be required for:</p> <ul style="list-style-type: none"> • interior work that does not materially affect the external appearance of a building or increase the floor area; or • demolition of an existing building or structure; or • tree cutting or fence construction for which no municipal approval is required, except within any required yard abutting a road or public property; or <p>a renovation or addition to an existing building, comprising a floor area increase of less than 10% of the existing building, that is consistent with Guidelines HE 6, conforms to the Zoning Bylaw, and does not include other site alteration.</p>
Delegation of issuance of Heritage Alteration Permits.	<p>In accordance with the provisions of s. 617 of the Local Government Act, Council delegates to the Director of Planning, Lands and Permits the authority to issue or refuse a Heritage Alteration Permit if the proposed development is:</p> <ul style="list-style-type: none"> • a lot line realignment; or • construction of a new building or structure, or renovations to an existing building or structure, that is consistent with guidelines HE 6 and conforms to the Zoning Bylaw; or • construction of a new building or structure, or renovations or additions to an existing building or structure, that is consistent with guidelines HE 6 and in substantial conformity to the Zoning Bylaw, meaning that any variance is minor and compliance with the Zoning Bylaw would involve hardship or loss of heritage value or character; or <p>replacement of an existing building or structure that was lawfully constructed but does not conform to the current Zoning Bylaw, with a new building or structure that maintains the same siting and massing, and does not require any further variances to the Zoning Bylaw.</p>

Policy HE 6
Conserve the heritage value and character-defining elements of the Lower Caulfeild neighbourhood as shown on Map HE 6.

Policy HE 7
Any proposals for significant change by the District of West Vancouver within a park or public right-of-way, including boulevards, roads and walkways, shall require community consultation prior to plans being finalized.

Policy HE 8
Applications for the cutting of trees on public land shall comply with the Municipal Tree Policy and/or the Caulfeild Park Management Plan.



Lower Caulfeild Heritage Conservation Area Map HE 6

The following guidelines apply to development within the context of the objectives of HE 6. In specific situations, adherence to a particular guideline may not be appropriate to achieve the intent of the Conservation Area designation.

1. SITE AND LANDSCAPE DESIGN

- 1.1 Alteration of existing terrain should be avoided, or minimized where it is not practical to avoid disruption, to conserve a site's natural characteristics.
- 1.2 Healthy trees and vegetation should be retained, taking into account protection of existing views and vistas, and access to sunlight.
- 1.3 Natural rock outcroppings should be retained and incorporated into the landscape design.
- 1.4 The visual impact of swimming pools and deck areas should be minimized, and removal of rock outcroppings for swimming pools should be avoided.
- 1.5 Retaining walls, particularly those that would be visible from the property's road frontage or public lands should be avoided. If not practical to do so, mitigation measures should be implemented to reduce visual impacts of retaining walls, such as stepped construction and landscape screening. Retaining walls should be constructed of, or faced with, natural or split rock material.

2. ARCHITECTURAL DESIGN

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| <p>2.1 Where practical, new replacement buildings should be sited on previously disturbed areas of the property in order to retain remaining natural site features.</p> <p>2.2 Additions and renovations to existing buildings should be in keeping with the established architectural and landscape character of the property.</p> <p>2.3 The perceived scale of new development should be minimized through one or more of the following design considerations:</p> <ul style="list-style-type: none">• building massing• careful siting of buildings in relation to neighbouring buildings, roadway, and other public spaces• increased yards• sloping roofs• varied building forms | <p>2.4 Design and siting of new or renovated buildings or structures should take into consideration the primary views from neighbouring properties.</p> <p>2.5 Overlook of adjacent properties should be minimized when designing decks, balconies and windows.</p> <p>2.6 Traditional building materials and exterior finishes should be used – e.g., wood siding, wood-framed windows and doors, natural stone or brick masonry (including chimneys), and cedar shakes and shingles for roofing. Where stucco is proposed, it should be used in combination with other facing materials such as wood, stone, or brick.</p> <p>2.7 All mechanical equipment should be screened from view, and measures should be taken to reduce noise impacts.</p> |
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3. DRIVEWAYS AND GARAGES

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| <p>3.1 Minimize the visual impact of driveways and surface parking areas using techniques such as: single-width driveways on smaller lots; narrow, curved driveways on larger lots; and landscape screening.</p> | <p>3.2 Garages (integrated, attached or detached) should be designed in the same style and finished with the same materials as the house.</p> <p>3.3 Garage doors should be designed and located so as not to dominate the view from the public roadway.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

4. STREETScape CHARACTER

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| <p>4.1 To maintain the area's 'neighbourly' qualities, private properties should be bordered with soft landscaping, hedges, and/or ornamental fencing. Tall and solid fences, walls, and prominent security gates are discouraged.</p> <p>4.2 Public boulevards and adjacent private lands should be landscaped to maintain the 'naturalized' landscape character of the area.</p> | <p>4.3 Exterior lighting should be kept at a low level intensity and directed downward to preserve Lower Caulfeild's dark sky environment. Light pollution onto adjacent properties and public areas should be avoided.</p> |
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Marine Drive Local Area Plan and Design Guidelines

April 2017

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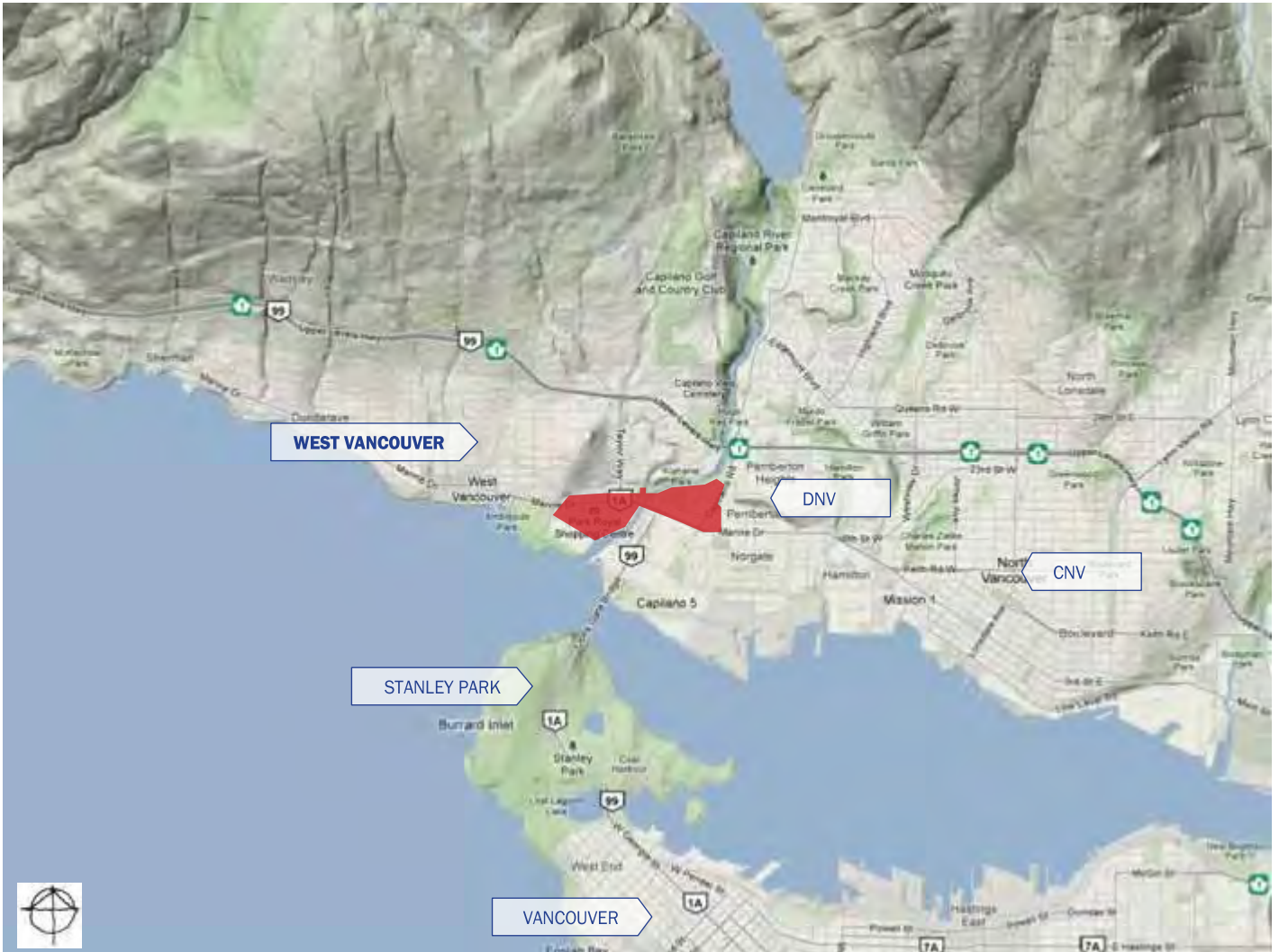


Figure 1.1 - Local Area Plan in context

1.0 Introduction

1.1 Purpose

A Local Area Plan (LAP) provides policy for a geographic area where a more detailed level of planning at a neighbourhood scale is required to guide land use change and development. Design Guidelines (DG) provide direction for the form, height, massing and character of new buildings as well as the public spaces and landscaping between.

Together they articulate an overall planning and urban design framework to guide future decisions over an approximate 20-year horizon related to land use, built form, urban design, public realm improvements, community amenities, transit integration, and transportation systems.

The Marine Drive LAP and Guidelines is intended to provide Council and staff with the context necessary to evaluate development applications, and to outline to the community and developers how growth in this part of West Vancouver (DWV) may be accommodated.

The purpose of the plan is to:

- » Describe the existing and emerging context of the Marine Drive corridor around Lions Gate Bridge and Park Royal, including lands beyond DWV's jurisdiction;
- » Situate DWV lands and anticipated redevelopment within this multi-jurisdictional context; and
- » Provide policy and guidelines to review development applications within the study area's boundaries, and under DWV's jurisdiction.

As the area develops, it is expected to become two vibrant, mixed-use centres that include a variety of local and destination services, support high-quality transit, and feature key public realm investments and community amenities making them complete places to live, work, and play. These two centres, referred to as the Park Royal - Clyde Avenue Sub-Area and Lions Gate - Klahanie Sub-Area are described in more detail in Section 1.2 with land use policy and guidelines presented in Section 3 of the plan.



local area plan boundary

Figure 1.2 - Local Area Plan area

12 Study Area

To provide the necessary land use and transportation context, a broad study area has informed the development of this plan. The study area is focused on lands around the Lions Gate Bridge, extending east and west from the bridgehead to include sites adjacent to and along Marine Drive. The corridor is a busy thoroughfare serving as a major connector between the neighbouring communities of West Vancouver, the Squamish Nation, and North Vancouver, as well as the primary access to the Lions Gate Bridge and Vancouver beyond. The area's most important natural feature, the Capilano River, bisects the study area and provides an amenity for local residents. Adjacent to the river is Klahanie Park, which includes sports facilities as well as treed access to the river's edge.

Lions Gate Sub-Area: To the east, a high density mixed-use centre is being developed around the intersection of Capilano Road and Marine Drive in accordance with the District of North Vancouver's (DNV) Lions Gate Town Centre Plan. This defines the multijurisdictional context for the easternmost edge of DWV and the study boundary.

Park Royal – Clyde Avenue Sub-Area: To the west, the study extends to the Park Royal Shopping Centre, an expanding destination retail and shopping experience set amidst an outdoor and landscaped pedestrian environment. The majority of the shopping centre south of Marine Drive is located on leased Squamish Nation lands, which provides the multijurisdictional context for the westernmost portion of the area.

Most of the land identified in the study area is outside the jurisdiction of the DWV. While the DWV has no authority over other lands, they are included in the study area to provide useful context and to promote coordinated development towards a more cohesive vision for this shared corridor.

While extensive development is anticipated in neighbouring jurisdictions, given existing land uses, commercial lease arrangements, ownership and age of current structures, only a handful of DWV sites within the study area are expected to be redeveloped over this plan's approximate 20 year horizon. These sites are examined in more detail in each of the sub-area sections. The directions in this plan are applicable should additional DWV sites come forward for redevelopment and would be used to inform the review of development applications and/or subsequent area planning. This plan is a living document that requires updating as the realities of land use, neighbourhood needs, and expectations change over time.

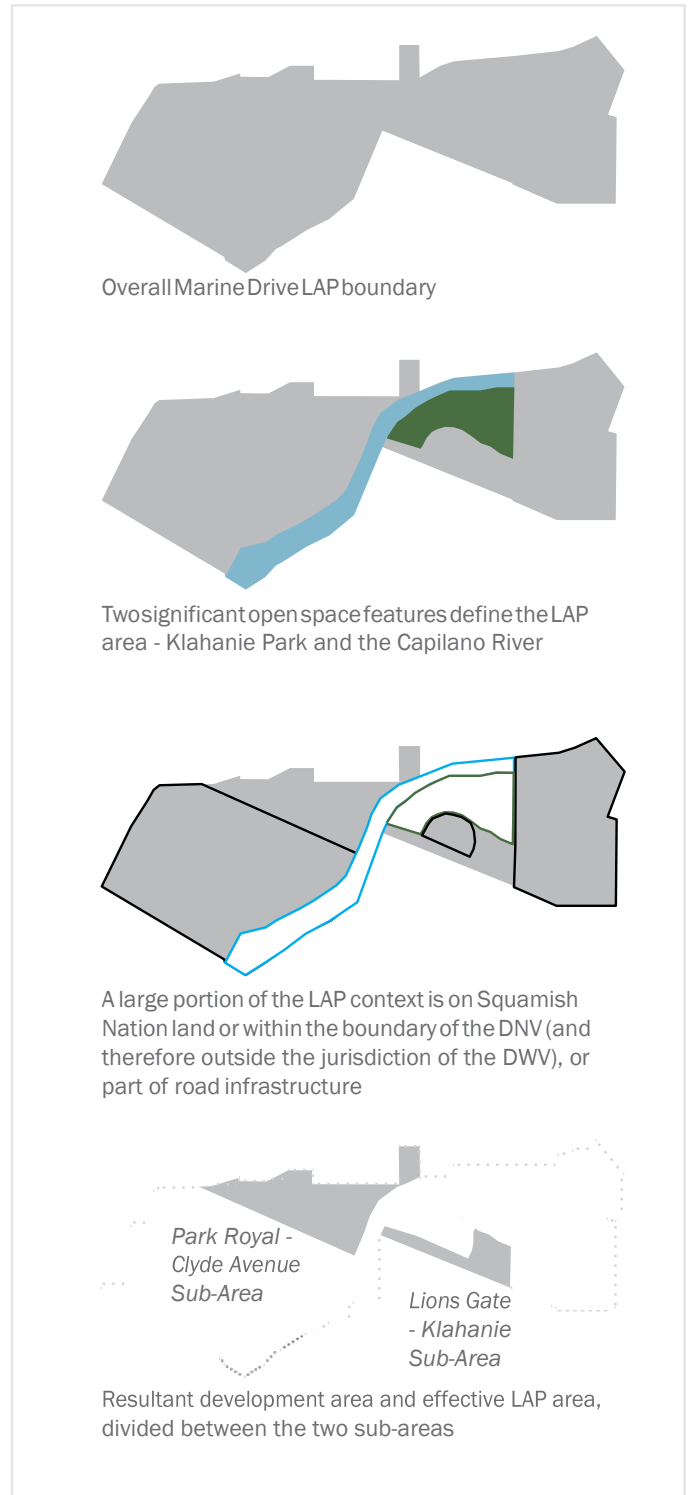


Figure 1.3- Effective LAP area when significant natural and jurisdictional boundaries are removed

13 Development Permit Area Designation and Interpretation

All lands within the Marine Drive Local Area Plan and Design Guidelines and illustrated by the Marine Drive Local Area Plan and Design Guidelines Map 1.4 are designated as a Development Permit Area.

Marine Drive Local Area Plan Development Permit Area	Category	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated, constructed with high quality materials and respond to the contextual circumstances of the Marine Drive area.
	Objectives	<p>Planning Objectives and Land Use Objectives are outlined in section 2.2 of the Plan, and are summarized below:</p> <ul style="list-style-type: none"> • reinforce the two urban centres focused around the Taylor Way intersection and the other associated with the Lions Gate Town Centre; • connecting the dots to facilitate pedestrian movement; • engage with the natural environment; • views and legibility from key public vantage points; • respond to context within the plan area, and beyond that of the jurisdiction of the DWV; • connect to Park Royal mall with emphasis on pedestrian movement; • meet housing objectives; • secure appropriate amenities; and • minimize trip generation.
	Guidelines	Planning Sub-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 conforms to the Planning Sub-Area Design Guidelines.



Map 1.4 - Marine Drive Local Area Plan and Design Guidelines

This Local Area Plan and Design Guidelines provide a framework for Council, staff, developers and the public to guide consideration of development proposals and public works.

All plans, drawings and sketches are conceptual in nature and are intended to illustrate possible outcomes of the plan's directions. 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 the Capilano River, the municipal boundary, or 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 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 or Development Permits.

existing Woodcroft towers

350 Klahanie Court
(existing BC Housing site
offering affordable family
housing)

303 Marine Drive
(Earl's site)

representation of approved
Lions Gate Town Centre built
form massing and form of
development (up to 22 storeys)

existing International
Plaza providing scale
context for Lions Gate
Town Centre (25 storeys)

CAPILANO RD

10 District of West Vancouver

MARINE DRIVE

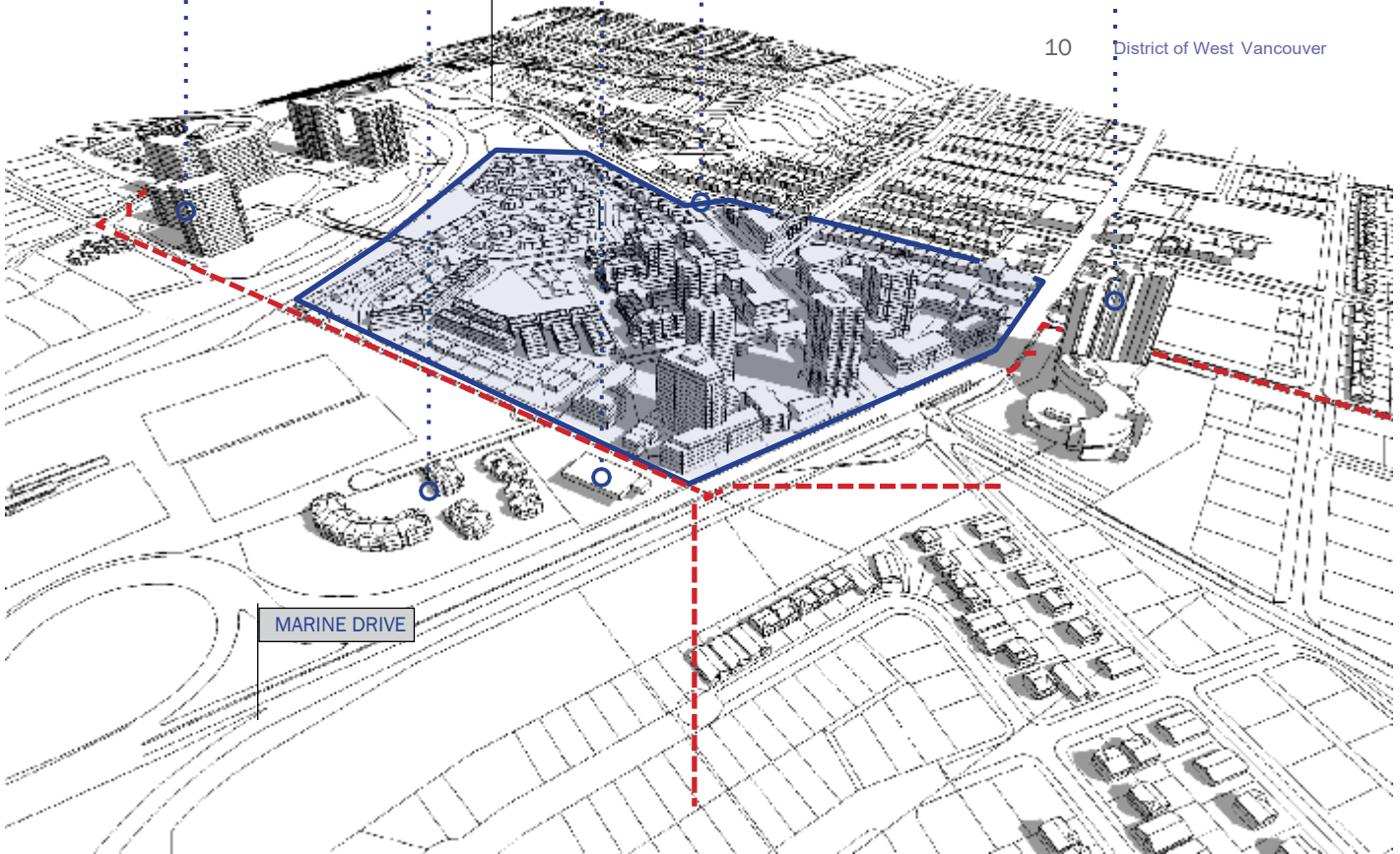
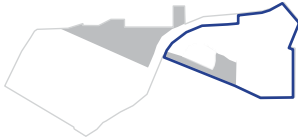


Figure 2.1 - Eastern Planning
Context
view from the
southwest

2.0 Planning Framework

21 Multijurisdictional Context



Lions Gate - Klahanie Sub-Area

The DNV's Lions Gate Town Centre precinct (formerly the Lower Capilano Marine Village Centre) shares the border with the DWV and provides the planning context for the study's eastern sub-area.

The adopted vision for the town centre is a vibrant, walkable neighbourhood with local-serving businesses, jobs, transit, amenities and recreation opportunities (including a new community centre) and a range of housing options. The plan describes the anticipated built form scale and land use for the village. Taller buildings are oriented towards the intersection of Capilano Road and Marine Drive, with transitional, lower buildings extending northwards. The scale defers to the existing tallest building - International Plaza at 25 storeys - at the southeast corner of the primary intersection. From there, building heights descend down from 22 to 10 storeys. Commercial frontages are focused around intersections, primarily the intersection of Capilano Road and the new village heart connecting to Belle Isle Park, and the intersection of Marine Drive and Capilano Road. Including Marine Drive as it extends eastwards from the village centre as far as CNV, approximately 2500 units are planned for Lions Gate Town Centre, in addition to new park space, amenities and shops.

With respect to West Vancouver's jurisdiction in this sub-area, there are two sites situated adjacent to DNV's Lions Gate Town Centre: 303 Marine Drive (current Earl's restaurant) and 350 Klahanie Court (current BC Housing site). As illustrated in Figure 2.1, the scale of these DWV sites (currently one to three storeys) is considerably lower than the emerging context.



Figure 2.2 - Lions Gate Town Centre concept plan (formerly the Lower Capilano Marine Village)

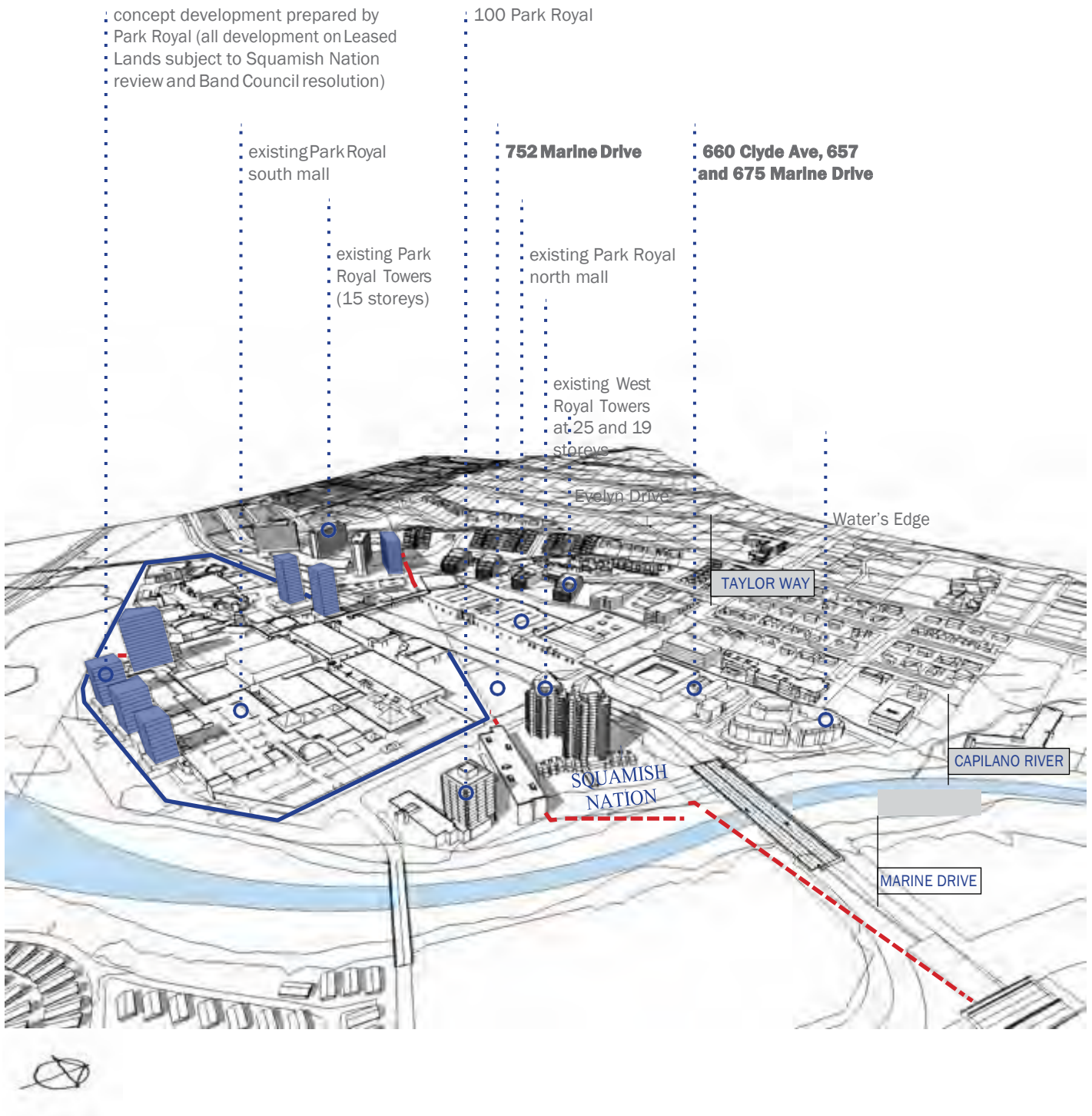
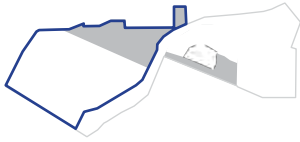


Figure 2.3 - Western Planning Context view from the southeast



Park Royal - Clyde Avenue Sub-Area

The Park Royal Shopping Centre provides much of the context for the west sub-area. Park Royal South is situated on leased Squamish lands, and Park Royal retains development rights in accordance with their lease, subject to Squamish Nation review and Band Council resolution. Conversely, Park Royal North falls under the jurisdiction of the DWV and is subject to the District's review and approval process. However, due to current lease arrangements between Park Royal and commercial tenants, significant redevelopment of the North Mall is not anticipated in the short term.

To complement the success of the mall and introduce residential uses, Park Royal has created a development concept that includes future residential tower development around the site's perimeter. While conceptual, Park Royal's preliminary ideas seek to cluster towers towards the western side of the mall site, associated with the existing Park Royal Towers to the north. Another cluster of towers is contemplated to frame the southern edge of the mall site and to take advantage of the southern view. Concept development indicates buildings up to 16 storeys.

In the northeast corner of the mall site, and within the DWV boundary, are the West Royal Towers, a notable pair of residential towers that dominate much of the views from the Lion's Gate Bridge. The towers, constructed in the early 90's, are organized parallel to Marine Drive and at the intersection with Taylor Way, marking the gateway to the western sub-area. The towers are 25 and 19 storeys tall, although the architectural expression of the roof effectively adds another two storeys to the overall height of the towers. These towers are situated opposite 752 Marine Drive (former White Spot restaurant), the only portion of Park Royal South within DWV jurisdiction.

In the northeast quadrant of this sub-area is Water's Edge, an existing five storey residential development overlooking the Capilano River and reinforcing the residential character of Clyde Avenue east of Taylor Way. The assembled site at 660 Clyde, 657 and 675 Marine Drive are partially vacant but also include an important Hollingsworth-Downs designed heritage resource at 660 Clyde Avenue.

22 Planning Objectives and Land Use Concept

The planning objectives respond to the multijurisdictional context, the area's transportation systems and opportunities, and its natural features and assets. They build upon existing District policies and priorities (e.g. housing, sustainability) and reinforce planning best practices. The Land Use Concept (Figure 2.4) illustrates the broader vision of two defined mixed use centres separated by natural features, yet connected by green links, active transportation networks and a shared transit corridor.

Objectives of the Local Area Plan are:

- » **Reinforce two centres.** Given the natural features bisecting the study area, reinforcing two centres will help to define an appropriate urban design structure for the corridor. The centres, one focused around the Taylor Way intersection and another associated with Lions Gate Town Centre, are equidistant from Lions Gate Bridge and are about a ten minute walk from one another. While there should be some consistent elements between the centres (e.g. public realm), each should respond to and express its distinct context and setting.
- » **Connect the dots.** Today, the ability for pedestrians to safely and comfortably navigate east and west along Marine Drive is a challenge. Additional pedestrian paths would encourage pedestrian movement between centres. In addition, Marine Drive is an undesirable environment for pedestrians and cyclists and should be improved to encourage alternatives to vehicle travel.
- » **Engage with the natural environment.** The existing Klahanie Park is a key community asset, providing public open space and active recreation facilities. Its relationship to Capilano River, and proximity to the town centres, could be enhanced. Work towards creating additional ways to access the park from key pedestrian routes along primary streets.
- » **Views and Legibility.** One of the more significant ways the Marine Drive corridor is experienced is from the Lions Gate Bridge. The view northward from the bridge reveals development to the east and west, set apart by a landscaped 'welcome mat'. Creating distinct town centres, therefore, will reinforce an existing pattern of development.
- » **Respond to context.** Lions Gate Town Centre and Park Royal Shopping Centre (including notable buildings such as International Plaza and Park Royal Towers), while outside the jurisdiction of the DWV, provide most of the context for each centre. Built form expression, materials, scale and composition, proportion, public space organization, and public realm treatment all contribute to the area's character and should be carefully considered in future development, and rooted in a clear design rationale.
- » **Connect to Park Royal mall.** The mall, by the nature of its 'outdoor shopping' character, creates patterns of pedestrian movement that should be reinforced as development occurs.
- » **Meet housing objectives.** Increasing density to provide for affordable or rental housing is appropriate within the study area (given proximity to employment, services, and amenities), where walking, cycling or taking transit can lower transportation costs for residents. Supportive housing is also appropriate, as the area is generally flat and highly accessible for mobility devices.
- » **Secure appropriate amenities.** In addition to rental and supportive housing, amenities should emphasize public realm improvements and connections to existing natural assets (Capilano River and Klahanie Park) and between different components of the study area. Public space should be secured in the form of open space / plazas, and for targeted appropriate uses (e.g. childcare in proximity to the employment hubs of downtown Vancouver and Park Royal).
- » **Minimize trip generation.** Commercial uses (office or retail) generate more traffic than residential uses, as visiting customers / clients outnumber resident trips over the course of a typical day. As well, residents in this location can meet their daily needs (employment, shops, services) on foot or by bus, taking pressure off the road system. Land use planning should therefore generally prioritize residential uses and seek to minimize required residential vehicle parking.

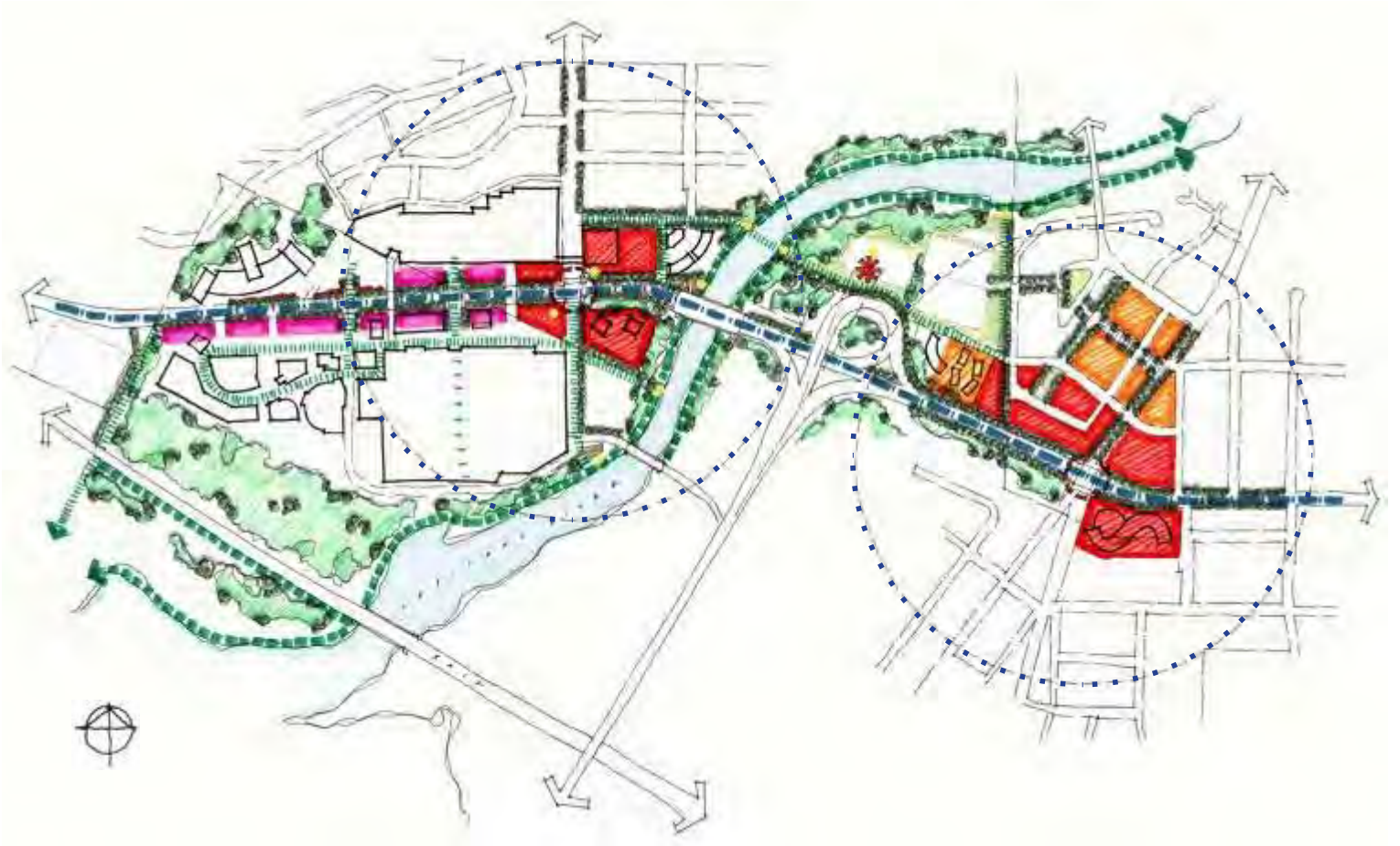


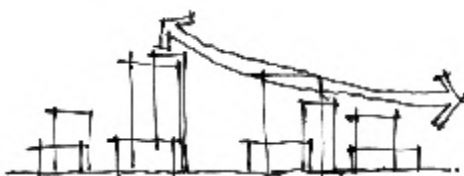
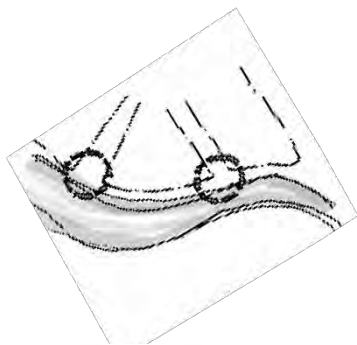
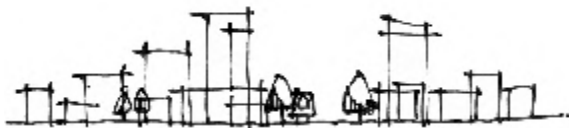
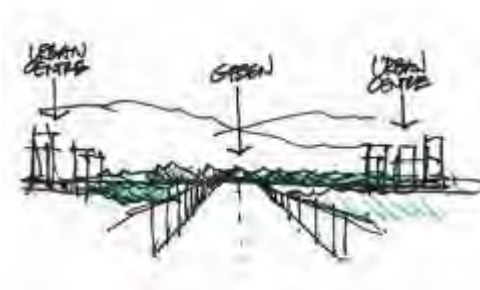
Figure 2.4- Land Use Concept illustrating two urban centres linked by open space and green connections, and supported by transit



23 Design Principles

The urban design principles for the plan area build on a contextual analysis and the inclusion of the planning objectives to provide a structure to direct new projects along the corridor. They address important elements such as public space, land use, pedestrian connections, placemaking, and built form that should be considered as the corridor evolves.

As with the planning objectives, these principles are not specific to either sub-area, but rather provide overall guidance for projects being considered in the District's jurisdiction. More specific direction related to urban design, land use, and built form considerations for each sub-area is found in the relevant sub-area section.



Distinct Centres

Create urban nodes that are concentrated around clusters of taller buildings. These nodes should be legible in the landscape and from a variety of vantage points including the Lions Gate Bridge, Marine Drive, and from further north.

Distinct Context

Each centre should respond to its immediate context. While there should be consideration for elements of continuity (i.e. public realm) that help to create a coherent vision for Marine Drive, each project should be 'of this place' and respond to its local context.

Transit Supportive Development

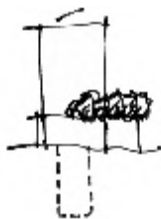
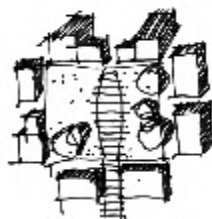
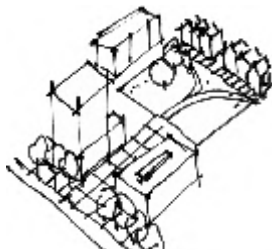
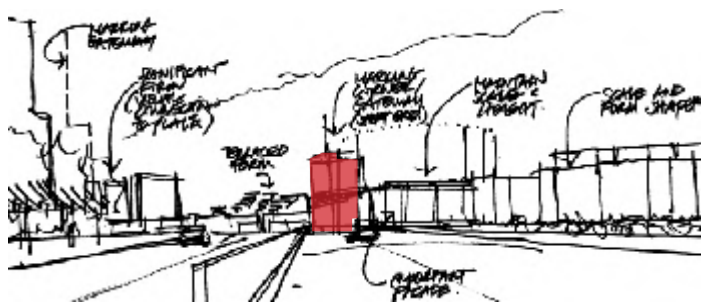
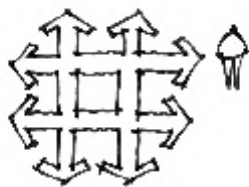
Development should respond to existing frequent (and planned rapid) transit service through transit-oriented design principles (TOD) and transportation demand management (TDM) strategies. This could include reducing resident parking requirements (to lower car ownership and use in this neighbourhood), promoting car share initiatives around the Park Royal hub, providing pedestrian and cycle infrastructure, and improving public realm connections to transit facilities.

Respond to the River

The Capilano River is a unique, natural amenity that the public realm should respond to. Improved public access along and to the river is encouraged.

Hierarchy

Each urban centre should demonstrate a clear hierarchy of buildings with appropriate transitions to surrounding lower scale. Taller buildings, given their prominence in the landscape, should demonstrate an excellence in architectural design and building efficiency.



Pedestrian Continuity

Primary consideration should be given to pedestrian movement within each of the town centres and connecting to the surrounding neighbourhood. Key connections to amenities and open space should be reinforced.

Express the Gateway

Gateways mark the transition from one distinct area to another, and help residents and visitors know when they have arrived at a particular destination. Features such as architecturally significant buildings, public gathering spaces, streetscape treatments, landscaping, signage, and public art all help to mark gateways.

Complete Communities

In consideration of other amenities (e.g. existing park, planned new community centre in DNV’s Lions Gate Town Centre), new development should contribute to the overall livability of the area by providing appropriate new public spaces. It should also increase both rental and ownership housing options to address current and future demands of DWV residents.

Public Space, Public Life

Public space should be defined and framed by buildings that complement the scale of the open space. Consideration for overshadowing and active uses at grade will ensure public space remains animated and well-used, and part of the daily life of residents.

Sustainable Design

Environmentally sensitive buildings use less energy. Whether through connectivity to district energy or by reducing building energy use, high performance buildings should promote environmental design features.



3.0 Planning Sub-Area Land Use Policies and Design Guidelines

This section outlines land use policies and design guidelines for each of the designated sub-areas. Within each sub-area, policy addressing land use is presented first with built form design guidelines presented for both the general sub-area and more specifically for the sites anticipated for redevelopment. Public realm and open space guidelines, which include direction for all aspects of the public realm including streetscape, pedestrian connections, plazas, new open space opportunities, and potential public art locations are also presented in a similar manner. For the Park Royal - Clyde Avenue Sub-Area, guidelines are further focused around Park Royal and Clyde Avenue east of Taylor Way specifically.

The public realm strategy for the Marine Drive streetscape has been designed to tie the entire planning area together in a cohesive and connected way, yet still allow for local conditions and context to be reflected. As a strategy that applies to the entire area, it is presented first with distinct sub-area policies and guidelines outlined in subsequent sections of the plan.

3.1 Marine Drive Public Realm Strategy

In addition to the quality and contribution of new development, the character of the street environment plays a key role in the success of a walkable neighbourhood. The streetscape - all the elements contained within the street from the face of one building to the face of the building opposite - allows for continuity across the plan area while providing for the opportunity for locally relevant and special features to be recognized. This plan considers how both the treatment of the ground plane (e.g. sidewalk design, bike lane integration, street trees) and the corresponding building use and design contribute to the quality and character of Marine Drive.

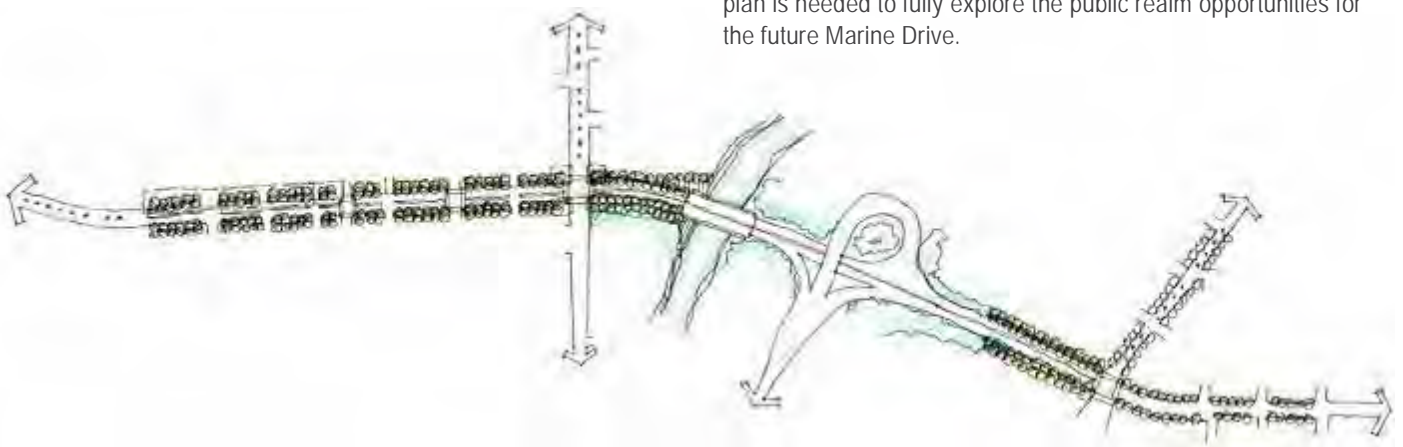
The following strategy helps guide the evolving character of Marine Drive, establishing a framework for a future public realm plan for the area. Three general street typologies are suggested for Marine Drive:

Urban. Urban street environment with hardscaping and wide sidewalks, street trees, and active ground-level uses located immediately adjacent to the sidewalk, forming a strong and vibrant edge to the street.

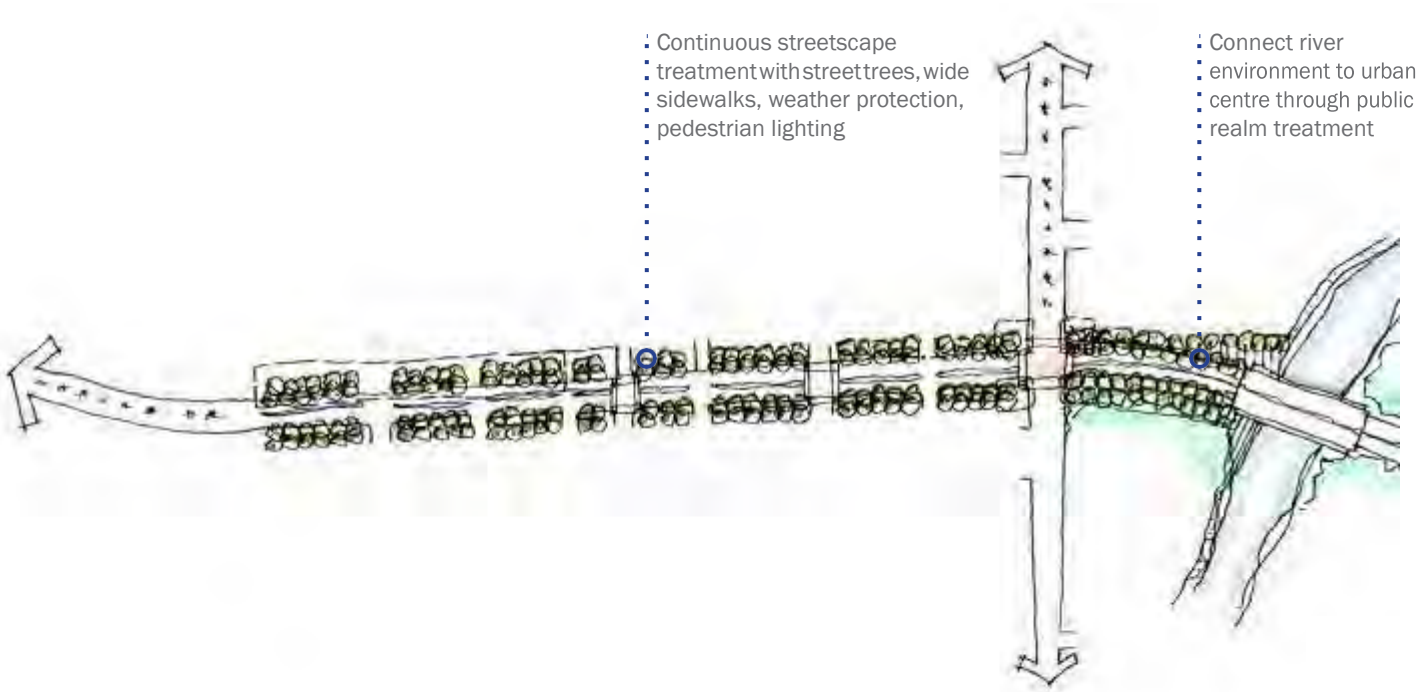
Green. Landscaped environment with wide sidewalks with residential at the ground level that is designed to engage with the public realm.

Transition. Transitional street environment with park and abundant landscaping at the street edge, and wide sidewalk connecting between the two urban centres.

Figure 3.1 illustrates the planned approach. Within each of the streetscape typologies, ideas are presented to help guide the evolving character of Marine Drive. A comprehensive public realm plan is needed to fully explore the public realm opportunities for the future Marine Drive.



Marine Drive strategy



Reflect an urban street condition (i.e. in the use of materials, design)

Improve street environment for pedestrians and support transit and cycling infrastructure

Create pedestrian nodes (with seating, public art, landscape features) along Marine Drive to encourage social interaction

Maintain and enhance crosswalks to encourage pedestrian mobility

Incorporate public art into public space design

Encourage ground-floor retail that engages with pedestrian realm of Marine Drive (i.e. front doors, transparent shopfronts)

Continuous weather protection

Pedestrian-scaled building blocks that encourage pedestrian movement

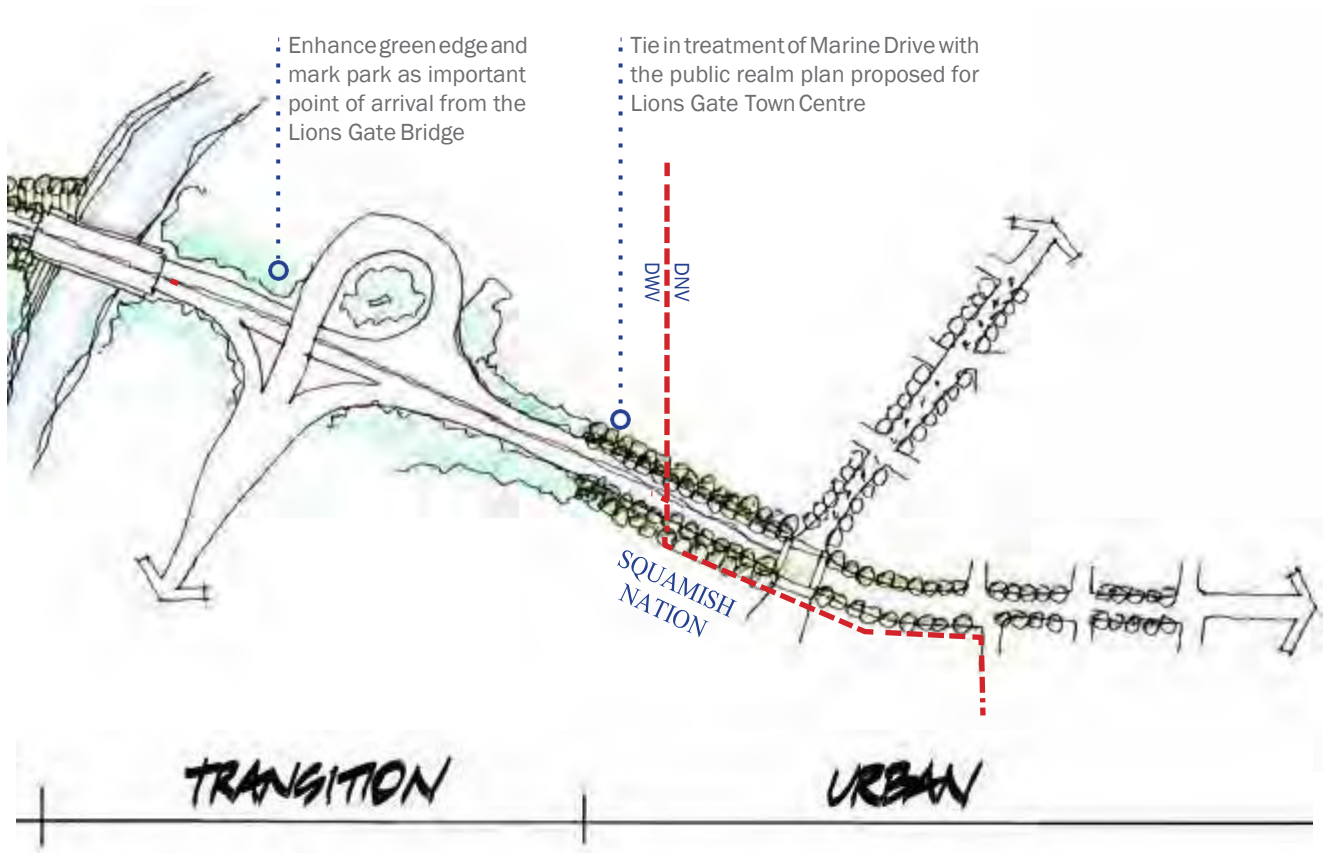
Introduce public space with new development where possible

Wayfinding and signage to reflect proximity to river and provide access points

Improve street environment for pedestrians and support transit and cycling infrastructure

Residential uses at-grade to help animate the street with front doors and porches addressing the sidewalk

Introduce public space at corner of Taylor Way and Marine Drive, connected to an enhanced riverfront walk



Improve street environment for pedestrians and support transit and cycling infrastructure

Connect to and celebrate Klahanie Park through public art, signage, pedestrian connections

Encourage a continued 'green edge' to Marine Drive to contrast with urban nodes

Reflect an urban street condition (i.e. in the use of materials, design)

Improve street environment for pedestrians and support transit and cycling infrastructure

Public realm treatment to reflect the public realm plan for Lions Gate Town Centre to ensure coordination of area pedestrian, cycling, and transit infrastructure

Residential uses at-grade to help animate the street with consideration for transparent materials and landscape design that supports a pedestrian environment

Introduce public space with new development where possible

Figure 3.1-Conceptual framework for the Marine Drive public realm

32 Lions Gate - Klahanie Sub-Area

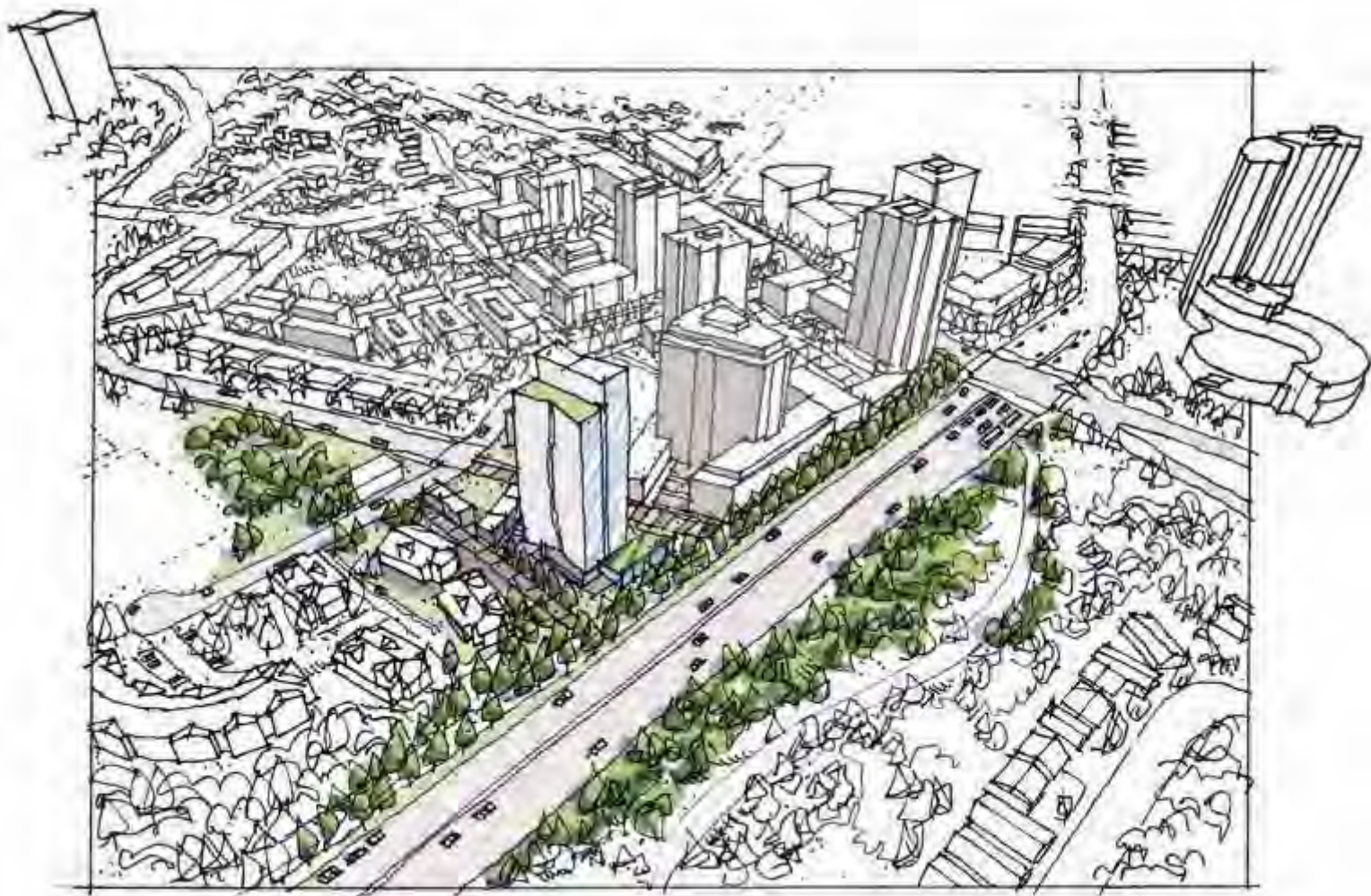


Figure 3.2 - Artist impression of a potential build out of the Lions Gate-Klahanie Sub-Area

The Lions Gate - Klahanie Sub-Area is envisioned as a transit-oriented community that is close to amenities and with a wide range of housing choice. The direction for land use within the jurisdiction of West Vancouver is to support the creation of North Vancouver's Lions Gate Town Centre with complementary development within the DWV boundary.

When complete, North Vancouver's centre will deliver commercial services and public amenities commensurate with a vibrant, urban village. Land within West Vancouver's jurisdiction is strategically located adjacent to a high frequency transit route and higher density in this location enables the delivery of objectives around housing choice and affordability.

3.2.1 Land Use Plan and Policies

- Residential use should be prioritized to meet housing objectives, generate less traffic than commercial uses, and not dissipate the planned commercial core in the adjacent Lions Gate Town Centre.
- Redevelopment of 303 Marine Drive should be up to a density generally compatible with the approved and planned densities in the core of the adjacent Lions Gate Town Centre (2.5 – 3.25 FAR gross), including the significant provision of rental and/or supportive units.
- The continued and/or expanded provision of affordable rental housing on the BC Housing site should be ensured, within the range of approved and planned densities in the periphery of the adjacent Lions Gate Town Centre.



Figure 3.3 - Land Use Concept for the Lions Gate - Klahanie Sub-Area

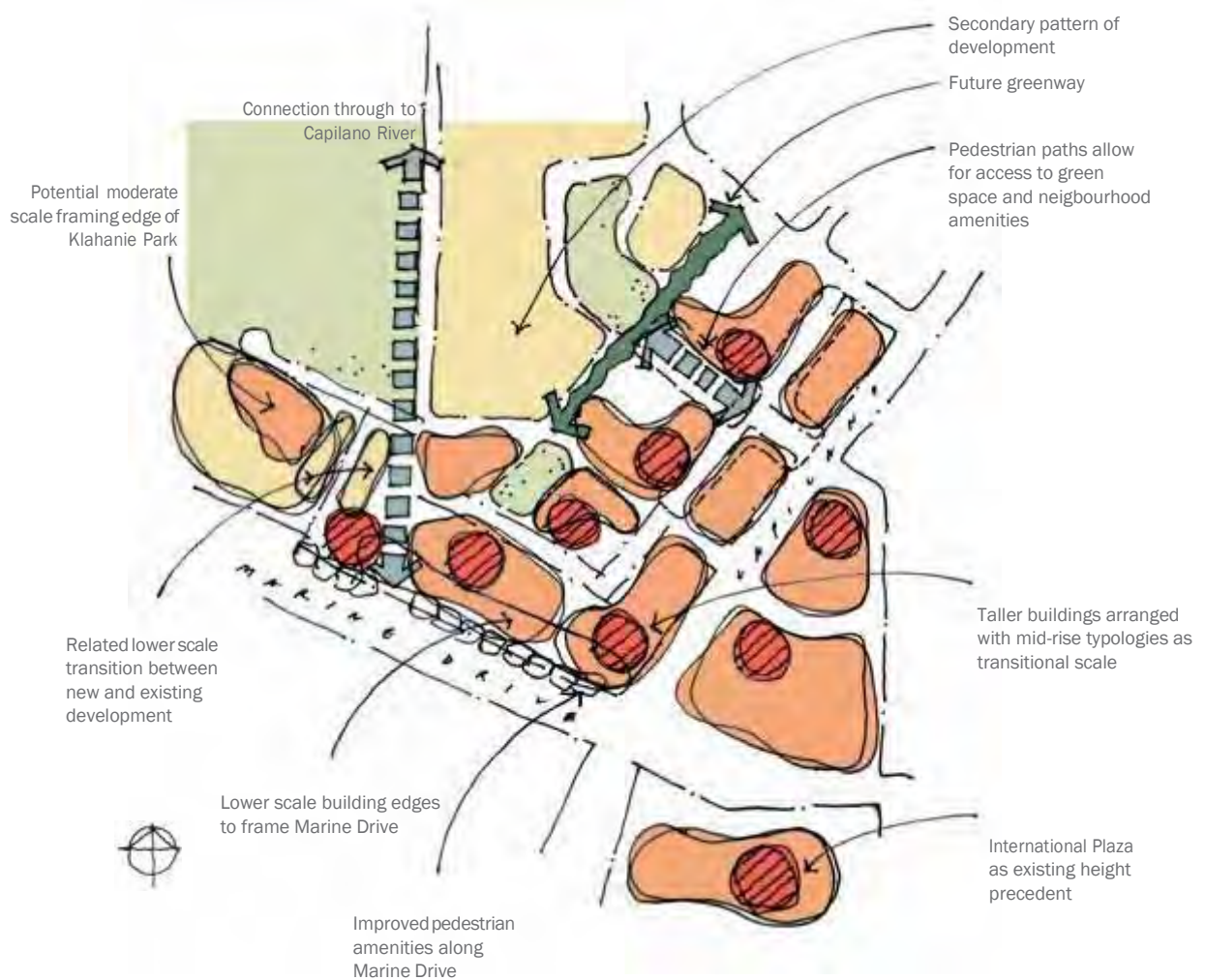


Figure 3.4-Diagram illustrating organization of taller and lower buildings and general public realm intent proposed as part of the Lions Gate-Klahanie Sub-Area and Lions Gate Town Centre

3.2.2 Built Form Design Guidelines

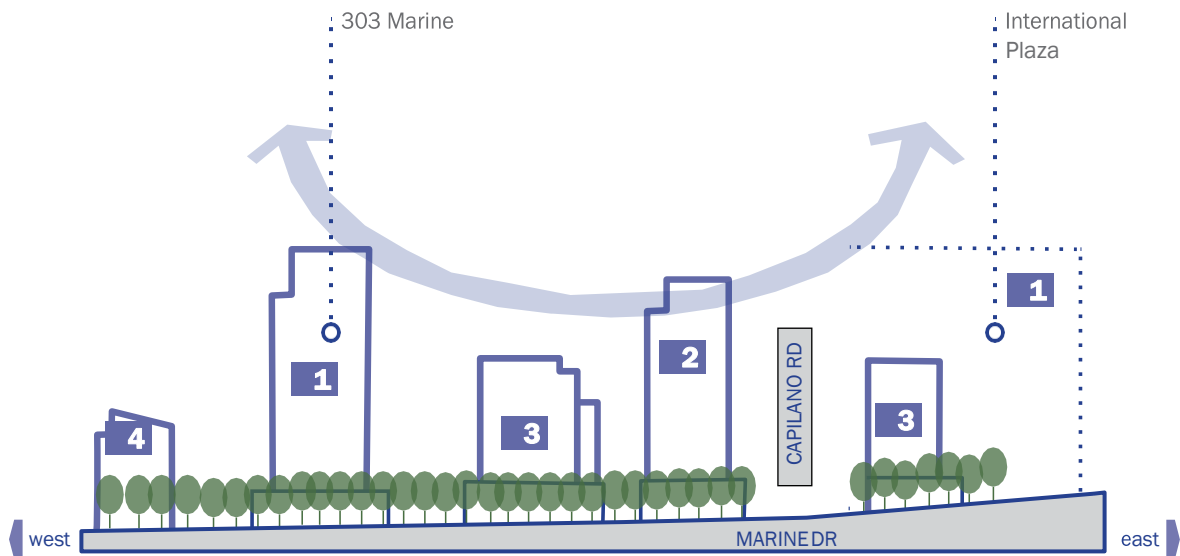
The design intent for the Lions Gate - Klahanie sub-area is for the DWV sites to participate as part of North Vancouver's emerging urban centre focused at Capilano Road and Marine Drive. As such, the built form should be compatible with the approved pattern of development envisioned there. Ultimately, the vision is for sites within the DWV's jurisdiction to read as part of this broader development, without a conspicuous delineation between jurisdictions.

Figure 3.4 represents the general arrangement of built form, open space, and connections that link the area together.

The built form guidelines respond to the design of Lions Gate Town Centre which proposes the stepping down of heights northward from International Plaza, with taller buildings arranged along Marine Drive. The direction for sites within West Vancouver's jurisdiction build on this design approach by proposing a tower fronting Marine Drive up to approximately the same height as International Plaza, with a lower scale along the street frontage to tie in with sites further east. Transitional scale buildings such as townhouses are expected to mediate between sites as they redevelop and provide pedestrian scaled frontages to the town centre's streets.

The suggested hierarchy and arrangement of building heights is derived from an urban design analysis and is proposed for a variety of reasons:

- » A range of tower heights helps to create built form variety and contributes to a diverse and sculpted skyline;
- » Taller, thinner built forms allow for the creation of open space at grade which will help pedestrian movement between Marine Drive and Klahanie Park;
- » A tower at a similar height to the International Plaza at the current restaurant site (303 Marine Drive) creates a balanced 'bookend' of buildings along Marine Drive. This reinforces the town centre in the landscape, while distinctively marking the centre's western extent;
- » Lower scale along Marine Drive and street frontages contributes to the comfort of the pedestrian environment and creates a continuity between this site and the other site in the town centre.



Number represents the hierarchy of building heights in the town centre, from the tallest to shortest.

Figure 3.5 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for Lions Gate Town Centre with taller buildings acting as 'bookends'

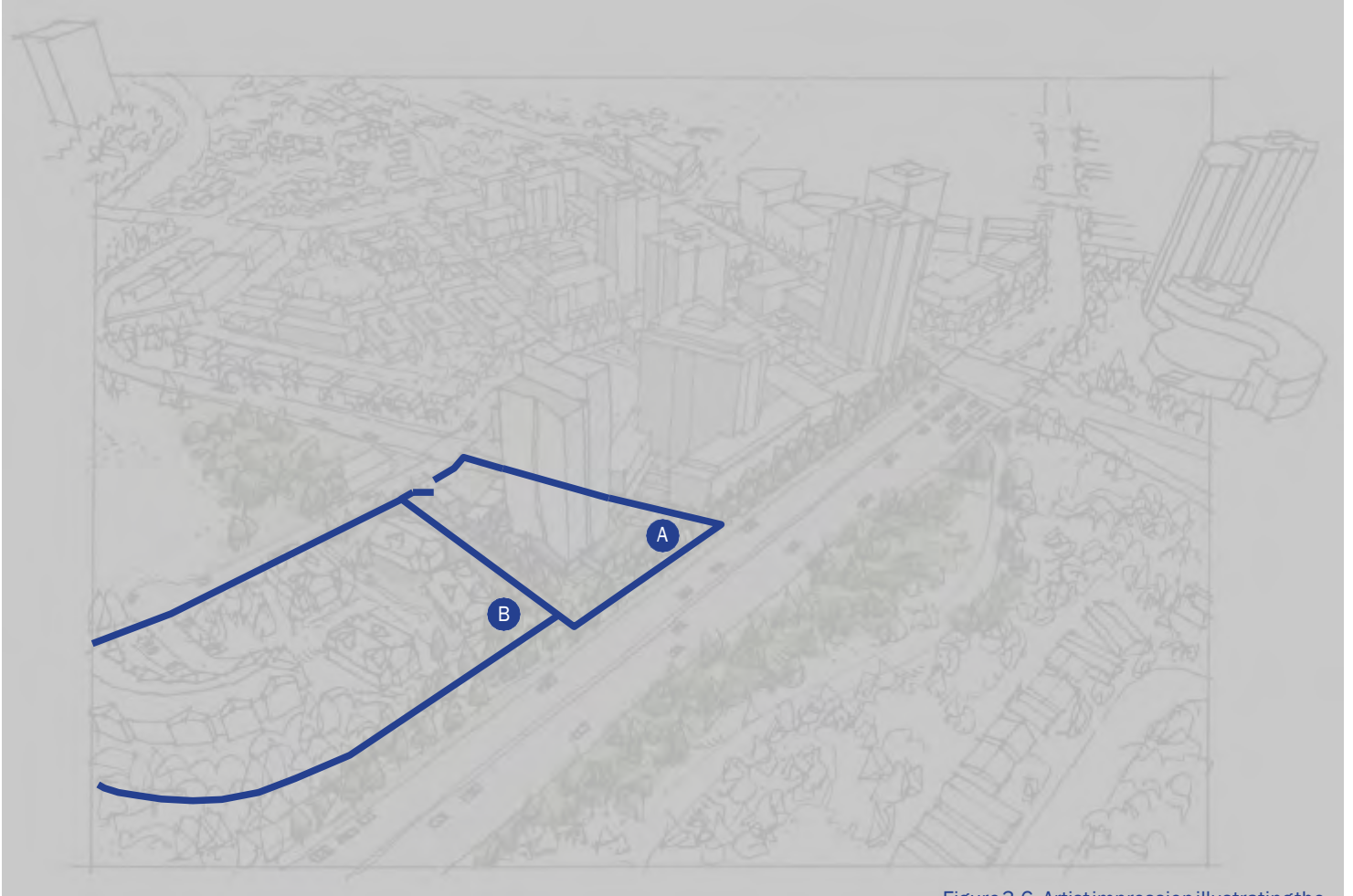


Figure 3.6-Artist impression illustrating the urban design consideration for the Lions Gate - Klahanie Sub-Area

General Sub-Area

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

Building Massing

- Vary building mass to minimize apparent scale.
- Address the compatibility of scale between new buildings and existing adjacent buildings.
- Use building mass to emphasize the entrance to buildings, entries should be visible, clearly articulated, and accessible.
- Avoid long, continuous roof lines.
- Design buildings to minimize shading on public space and to strengthen the definition of adjacent open space.
- Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Architectural Expression

- The design and expression of new buildings should reinforce a sense of place and reflect a well-considered and consistent design approach.
- Articulate the base of buildings with high-quality design elements that contribute to the pedestrian scale. Avoid blank or undifferentiated facades at the ground level.
- Encourage the use of high quality materials.
- Architectural detailing to be in keeping with the character of the building and landscape.
- Integrate roof top mechanical equipment into the design and massing of the upper floors.

Liveability

- Provide access to outdoor living space for each unit.
- Encourage residential buildings which incorporate adaptable design.

A 303 Marine Drive

The built form for the site at 303 Marine Drive should be consistent with the following guidelines:

- A single, slender tower with small floorplates of up to 7,500 square feet to mark the western edge of the town centre.
- The tower should be aligned with Marine Drive and respond to the eastward viewshed.
- Tower height should read as part of a collection of towers in the Town Centre that respond in scale to International Plaza (i.e. 24-26 storeys, subject to satisfying urban design analysis).
- The tower should contribute to the public realm as well as create a dynamic skyline through a considered approach to the tower base and top.
- A lower-scale building expression fronting Marine Drive should reinforce the mixed-use node at Capilano Road and Marine Drive.
- A transitional scale, such as townhouses, should be provided to the BC Housing site to the west.
- Massing and materials should reflect a coordinated architectural idea with the massing organized to mitigate the overall scale of the tower.
- View and shadowing impact analyses should be conducted as part of development review.
- Excellence in sustainable design and energy efficiency performance standards should be achieved.

B 380 Klahanie Court (BC Housing)

The built form for the BC Housing site should be consistent with the following guidelines:

- At a scale that mediates between the taller buildings in the core and the lower forms of development on the periphery, and is reflective of the height relationship illustrated in Figure 3.5.
- Development should respond to and complement the tower and mid-rise typology of the Town Centre, and include transitional scale (such as townhouses) towards the eastern edge of the site in response to redevelopment of 303 Marine Drive.

3.2.3 Public Realm and Open Space Guidelines

The public realm vision for the Lions Gate - Klahanie sub-area is to complement the variety of land uses and proposed built form with improved access to open spaces and a rich public realm that works to provide a more integrated and vibrant centre. Enhanced pedestrian connections to the commercial core, Klahanie Park, amenities, and transit will support a more complete and sustainable community.

The public realm and open space design should be consistent with the following general guidelines:

- Integrate landscape features and elements with the adjacent streetscape.
- Use established vegetation where feasible to provide a mature and varied appearance upon construction completion.
- Avoid landscaping elements that inhibit pedestrian or barrier free access along sidewalks or towards buildings.
- Consider the use of roof spaces for roof gardens and common areas.
- Minimize glare and light spill to surrounding properties through design and siting of exterior lighting.
- Enhance the quality of the streetscape through an integration with the building design.
- Encourage open space amenities, such as ground level courtyards.
- Link ground level entries and open spaces to adjacent streets, sidewalks and pathways.
- Design the landscape and building as a single composition, with strong physical and visual connections between interior common spaces and the outdoors.
- Locate utility wires underground where economically feasible.

303 Marine Drive

The public realm for 303 Marine Drive should be consistent with the following guidelines:

- A north/south public space connection between Marine Drive and Klahanie Park to facilitate pedestrian mobility and connections to transit, and to increase the visibility between the park and Marine Drive.
- Secondary connection to provide buffer between the site and existing BC Housing site.
- A public realm treatment along Marine Drive that corresponds to the planned treatment at Lions Gate Town Centre to provide a consistent streetscape environment and facilitate pedestrian and cyclist use.
- Dedicated land as part of development to share in the completion of Lions Gate Crescent.
- Broader, area-wide improvements to the pedestrian environment to facilitate access to services, amenities, natural assets, and transit.

3.3 Park Royal - Clyde Avenue Sub-Area

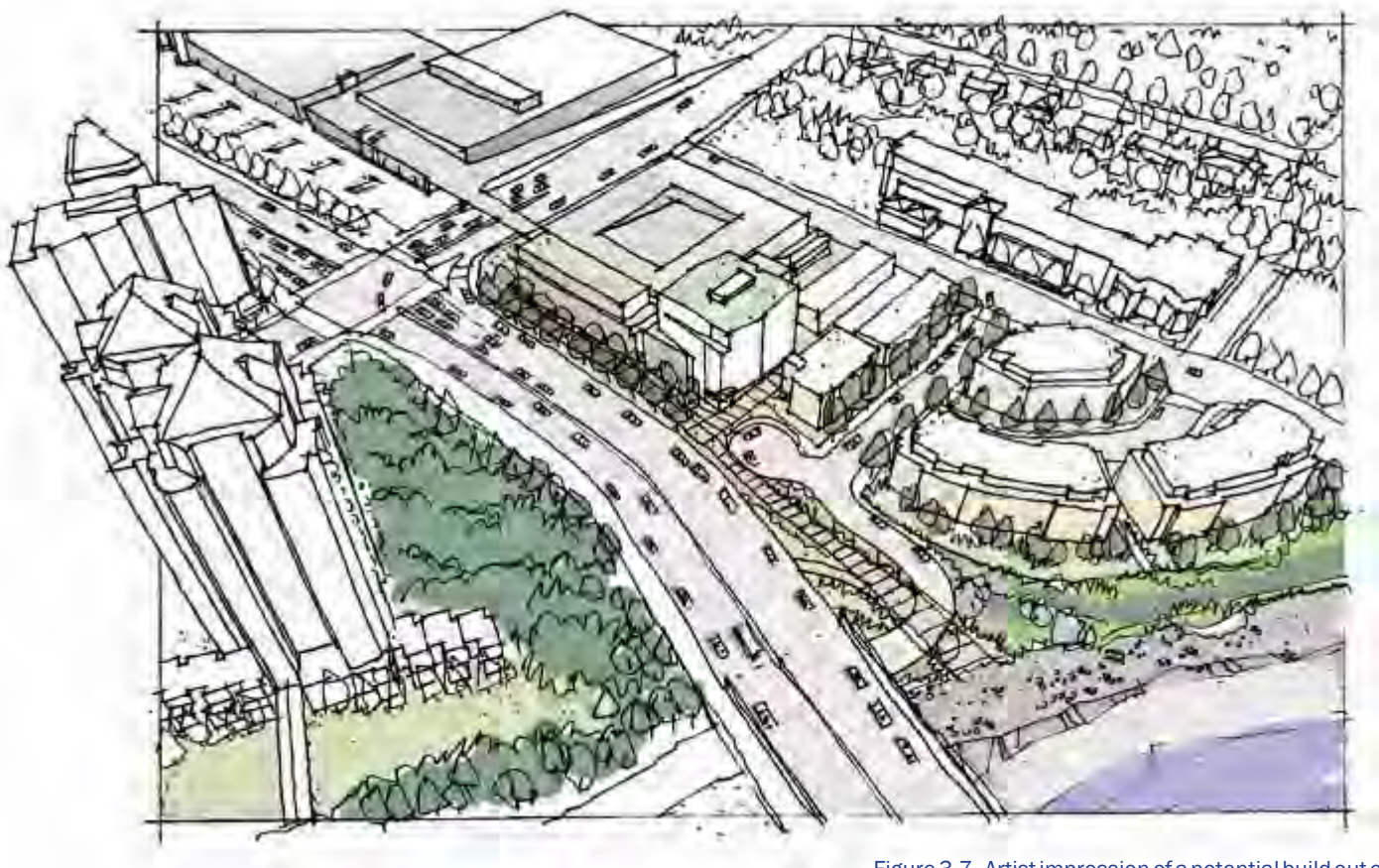


Figure 3.7 - Artist impression of a potential build out of the Park Royal-Clyde Avenue Sub-Area

The Park Royal-Clyde Avenue Sub-Area is envisioned as a mixed-use, transit-oriented, vibrant urban centre at the gateway to the District of West Vancouver. Land use within the District's jurisdiction should support the transition of the Park Royal mall from a regional shopping centre into a more complete community with housing and amenities, while enhancing the mall's function as an employment and service hub.

Existing policy adopted in 2004 is maintained for Clyde Avenue east of Taylor Way, in order to support the evolution of this area towards a primarily residential neighbourhood in a landscaped setting adjacent to Capilano River.

Street-fronting retail with improved pedestrian environment

Mixed-use development with active uses at grade and urban public space

Existing high-rise residential development

Urban residential with engaged frontage along Marine Drive and public space at corner



Figure 3.8- Land Use Concept for the Park Royal-Clyde Avenue Sub-Area

3.3.1 Land Use Plan and Policies

Park Royal Focus

- Recognize the role of the Park Royal Shopping Centre as the eastern “gateway” to West Vancouver.
- Support development that enhances Park Royal’s gateway location and minimizes generation of increased peak hour traffic.
- Cooperate with the Park Royal Shopping Centre owners and the Squamish Nation to integrate their future development and operational decisions into the larger community planning framework.
- Permit redevelopment inclusive of all uses and amenities up to 3.07 FAR gross calculated across the entirety of the site (DWV and the adjoining Squamish First Nation parcel)

Clyde Avenue East of Taylor Way Focus

Allow for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses, including residential, mixed commercial residential buildings with street oriented commercial uses at grade, commercial office buildings, hotels and specialized residential facilities.

- Consider options for rezoning the parking lot on the northeast corner of Clyde and Taylor Way for development in exchange for providing permanent public vehicular access across Taylor Way.
- Require that any redevelopment contribute to improvements within the Clyde Avenue and 6th Street road allowances to reduce the amount of paved surfaces, create a park like streetscape and enhance pedestrian connections to the riverfront walkway.

Provide incentives for development to encourage property consolidation to create larger parcels of land with better opportunities for design and for improvements to the public street areas, and to encourage uses that would have defined community benefit.

- Provide for consideration of redevelopment of the existing hotel on a larger, more flexible site, possibly including the relocation of 6th Street.
- Allow for a density of development with an FAR of up to:
 - » 1.75 on properties of 20,000 sq. ft. or greater, and
 - » 1.00 on smaller properties.
 - » A density bonus of up to 0.25 FAR may be considered for proposals that provide seniors’ care services, rental accommodations, public parkland, community use facilities (for example, child or adult daycare) or assisted and congregate care housing, subject to the registration of specific restrictions on title that will ensure retention of such use over the long term.
- Provide for the transfer of development potential within the area by considering rezoning applications in the following circumstances:
 - » from the service station site on the N/E corner Taylor Way and Marine Drive, if that property were converted to an attractive, permanent landscaped feature to screen the parking structure and beautify the entrance to the Municipality, and
 - » from the primary heritage listed site at 660 Clyde Avenue, subject to its designation as a heritage building.

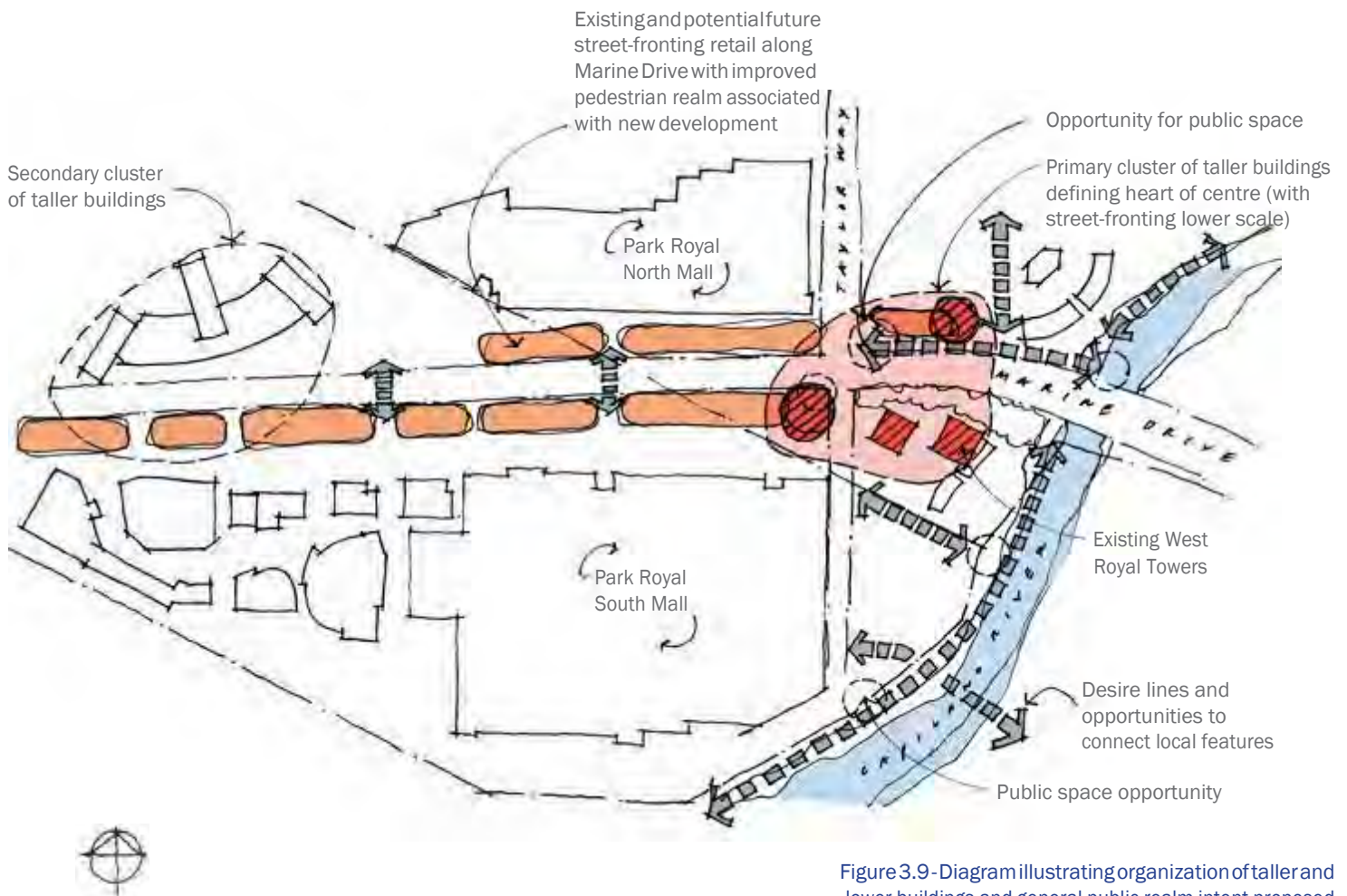


Figure 3.9-Diagram illustrating organization of taller and lower buildings and general public realm intent proposed around the Park Royal-Clyde Avenue Sub-Area

3.3.2 Built Form Design Guidelines

The design intent for the Park Royal - Clyde Avenue sub-area is to mark the gateway to West Vancouver and to complement the evolution of Park Royal Shopping Centre into a mixed-use urban centre. A varied and complementary village skyline, centred at the intersection of Taylor Way and Marine Drive, defers in scale to the existing West Royal Towers. Park Royal North should enhance the existing character of the shopping centre, noting that limited redevelopment is anticipated in the near term due to commercial zoning and lease arrangements. From Marine Drive, the scale of buildings should transition to meet the low-rise forms along Clyde Avenue. The diagram below represents the general built form and open space arrangement as well as the connections that define the Clyde Avenue sub-area.

The built form guidelines respond to existing buildings and established public view corridors. The design intent is to contrast new buildings to the scale and siting of the West Royal Towers. Building heights should cascade in approximately 6-storey increments: West Royal Towers (25 and 19 storeys), 752 Marine Drive (16-19 storeys) and 660 Clyde Avenue/657/675 Marine Drive (6-8 storeys). This direction is informed by an urban design analysis finding:

- The bulky appearance of West Royal Towers is due to both the floorplate dimensions and that there are no similarly scaled structures in the area;
- New, complementary buildings built at a lesser scale will help create a cogent centre;
- Variations in building height result in a “family” of structures that create a dynamic and interesting skyline;
- Mid-rise buildings transition between existing low- and high-rise forms, creating open space at grade and responding in character to surrounding uses and natural features;
- Building siting and height respond to and frame significant public views looking down Taylor Way and along Marine Drive.

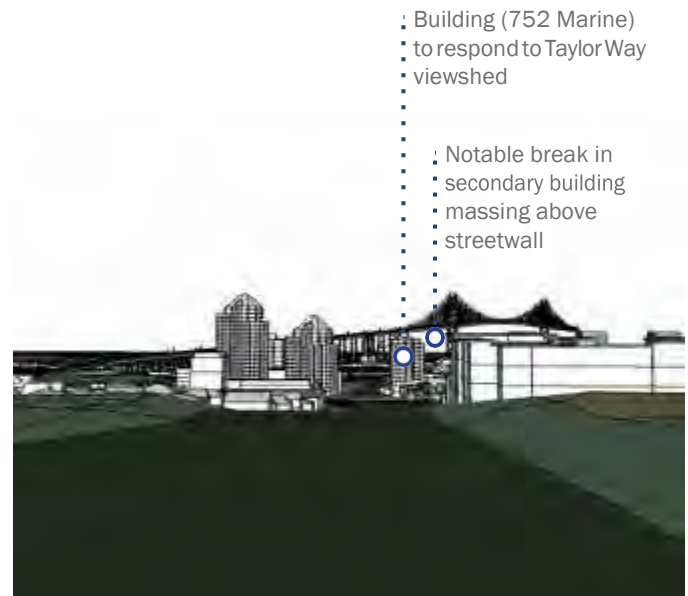


Figure 3.10 - Viewshed studies informing proposed massing

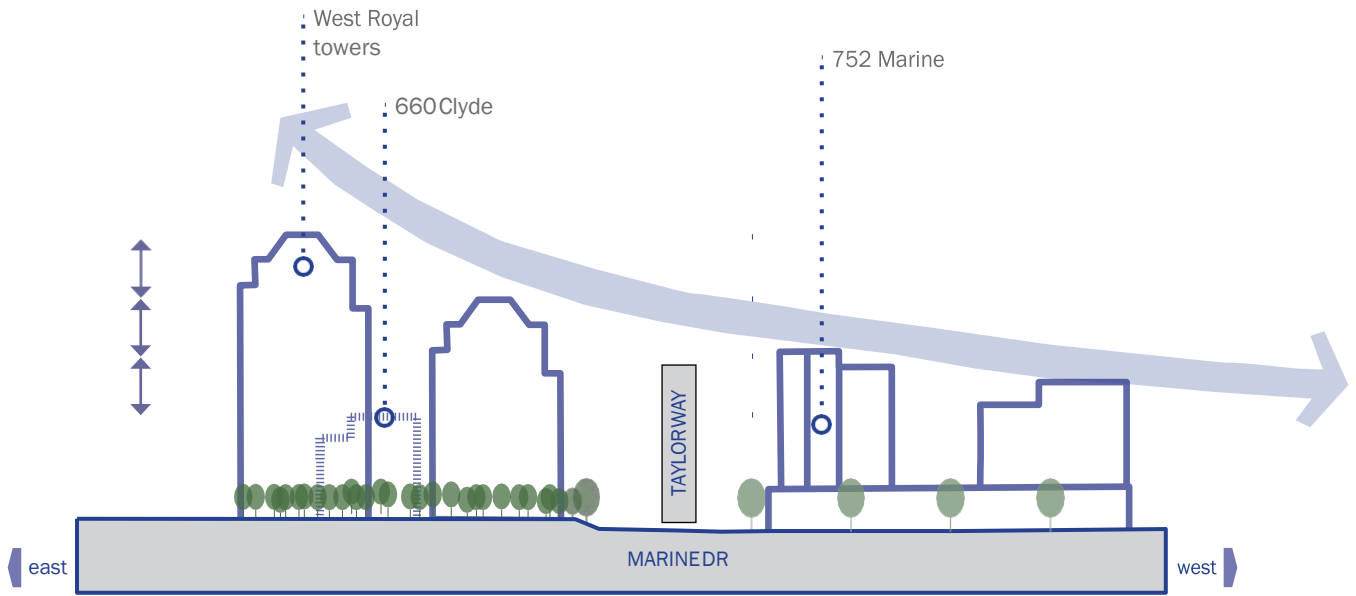


Figure 3.11 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for the Taylor / Marine intersection

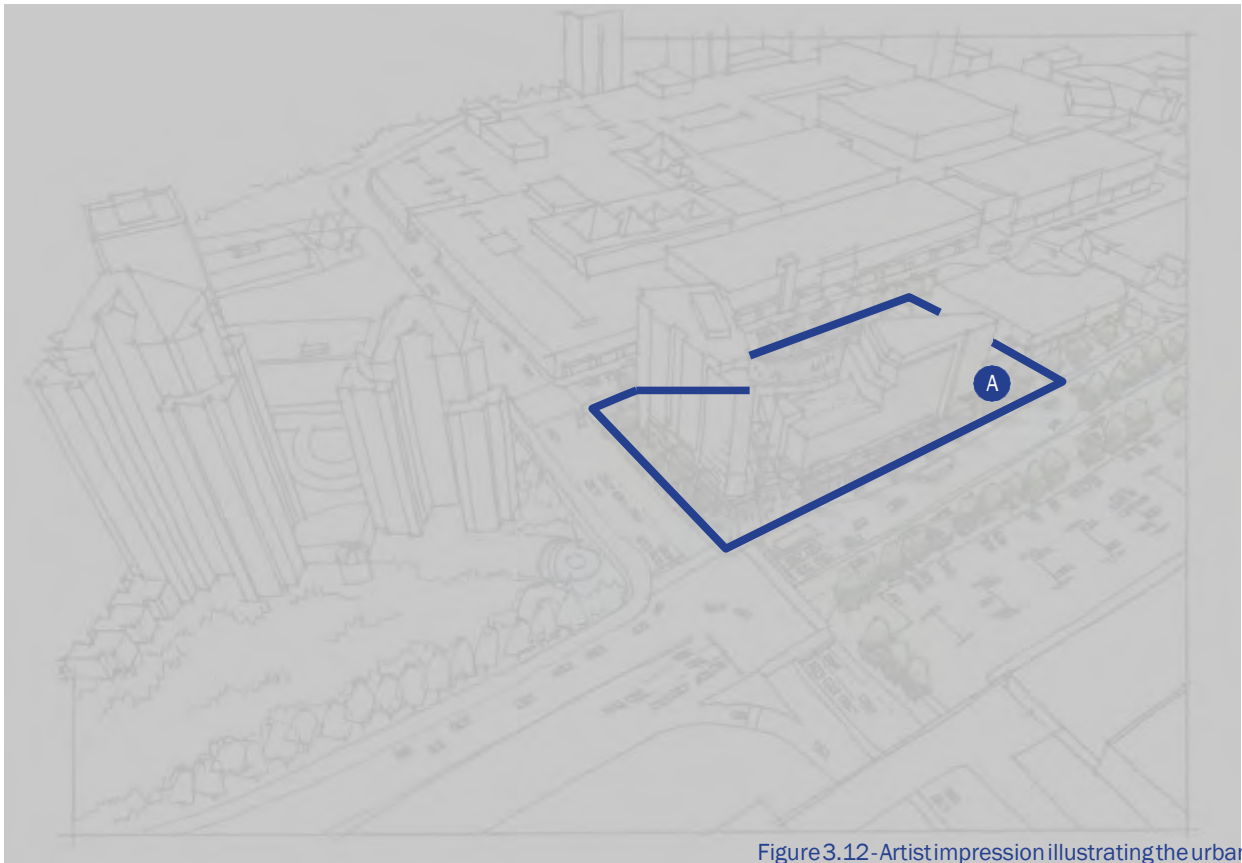


Figure 3.12 - Artist impression illustrating the urban design considerations for 752 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Park Royal Focus

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

- Enhance the appearance of Park Royal as a regional retail and service oriented shopping centre.
- Strengthen its role as the gateway to West Vancouver.
- Encourage a unique shopping district character for Park Royal.

Building Massing

- Take into account views from Marine Drive and Taylor Way in the exterior design of all buildings in their siting, massing and finish.

Architectural Expression

- Create a distinctive building and site design to augment the shopping district character.
- Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street frontages. Where street frontages are particularly long, the building should be detailed to break up the apparent length with the use of columns or other architectural features.
- Establish quality design through detailing, building articulation and choice of materials.
- Discourage unarticulated blank or solid walls visible from the street.
- Site and screen loading areas, mechanical equipment and garbage bins to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Liveability

- Encourage a pedestrian friendly character.
- Enhance pedestrian connections throughout the shopping area, to the Capilano River, to Ambleside and to existing and future residential areas.
- Encourage the provision of integrated public art that is in keeping with the setting, building and landscaping.
- Encourage high performance "green building" design.
- Provide outdoor seating and landscaping to enhance public enjoyment of the outdoors.
- Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- Provide signage that is coherent, unobtrusive, and projects an inviting image.

A 752 Marine Drive

The built form for the area south of Marine Drive within DWV's jurisdiction at 752 Marine Drive should be consistent with the following guidelines:

- Mark the south side of the Marine Drive and Taylor Way intersection with a primary, taller building (up to 19 storeys) that responds to the corner, and a secondary building with a lower height (up to 16 storeys) that responds to Marine Drive
- Building massing and expression to help shape public space including connections to and from Marine Drive, and between the corner and open space that relates to - and benefits from - southern exposure.
- Encourage forms distinct from, but complementary to, existing buildings with the West Royal Towers having the greatest visual presence.
- Orient principal flatiron building along Taylor Way with secondary lower building providing a strong presence on Marine Drive.
- Complete a view and shadowing impact analyses as part of development review.
- Reinforce Marine Drive axis and respond to the Burrard Inlet viewshed with particular consideration given to the view of the Lions Gate Bridge from the intersection of Taylor Way and Keith Road.

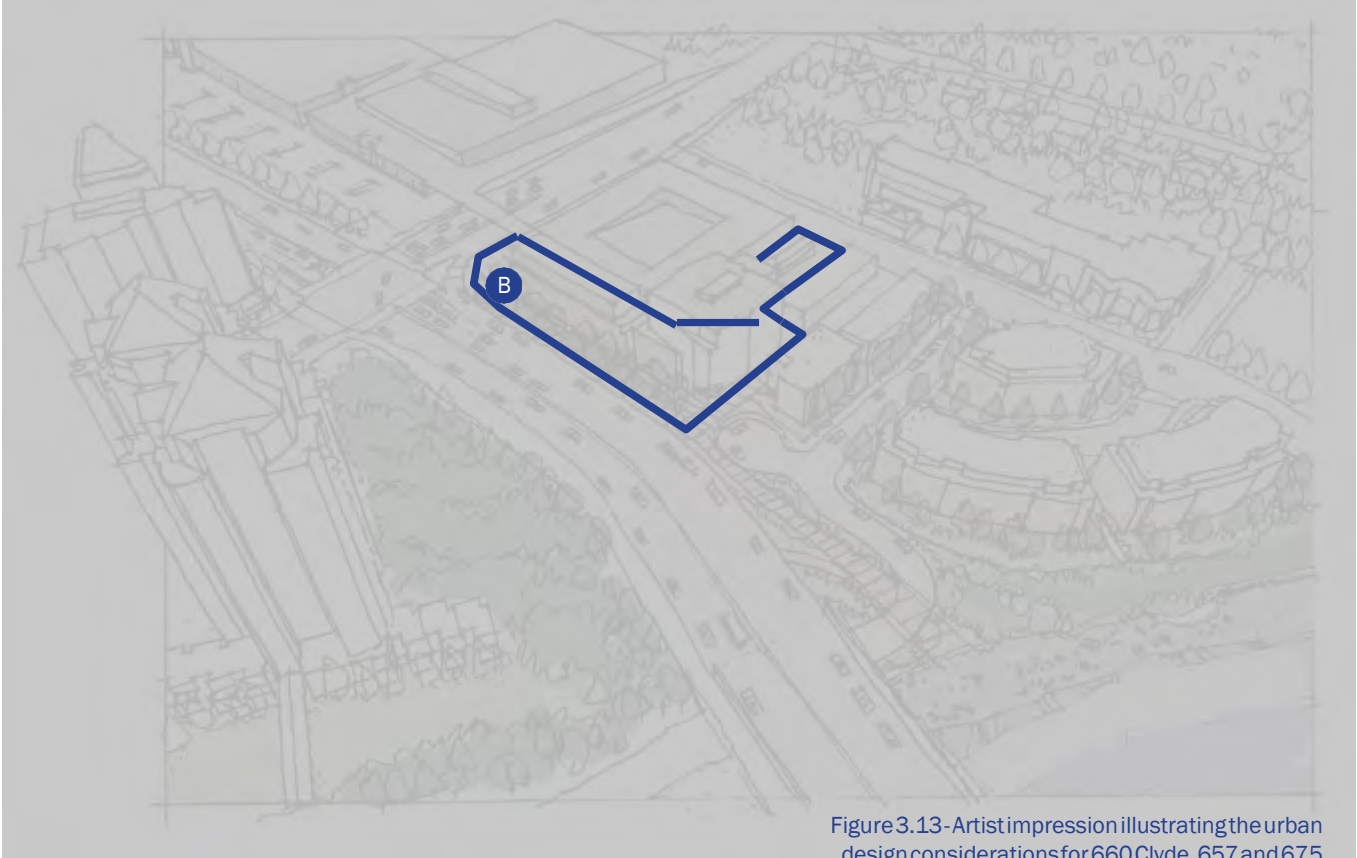


Figure 3.13 - Artist impression illustrating the urban design considerations for 660 Clyde, 657 and 675 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Clyde Avenue East of Taylor Way Focus

Building Massing

- Reinforce the character of this area as a low- to mid-rise environment (e.g. 4-8 storeys) with scale focused towards the intersection.
- Situate buildings within a landscaped setting.
- Step back from the street, floors above the second storey, and introduce planters, exterior balconies, and building articulation to create interest and complement the landscaped character.
- Recognize the potential contribution of building massing, design and character to the gateway image of West Vancouver.

Architectural Expression

- Create an overall appearance of a mixed commercial and residential area within a landscaped setting.
- Provide sufficiently detailed, site-specific information to evaluate the appropriate siting, height, scale, massing and treatment of development in consideration of the potential impacts on the character of the street, the riverside setting and adjacent residential areas.
- Orient building entrances to face the street with high visibility and pedestrian accessibility.
- Consider the impact on privacy of adjacent homes on the north side of Clyde Avenue. Outdoor patios and balconies should generally be south facing.
- Site and screen loading areas, mechanical equipment and garbage bins, within the building, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- Provide signage compatible with a mixed-use area and designed to fit and complement buildings.

Liveability

- Provide for a separation and screening of buildings from existing housing to the north by retention and enhancement of the forested bank parallel to Clyde Avenue. Review their massing, scale, and orientation to minimize impact on views, privacy and the bank.
- Bury utility wires underground where economically feasible
- Encourage high performance or “green” buildings.
- Design pedestrian scale ground floor spaces oriented to Clyde Avenue.

B 660 Clyde Avenue, 657 and 675 Marine Drive

The built form for the area north of Marine Drive at 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- Provide for a modest increase (6-8 storeys) in height to:
 - » Mediate between the scale of buildings on the north and south sides of Marine Drive and respond to the emerging character of the centre
 - » Enable the provision of open space and screening on the northeast corner of Taylor Way and Marine Drive, and the retention of the heritage structure at 660 Clyde Avenue
 - » Respond to the shift in the Marine Drive alignment at Taylor Way through massing, placement and expression of vertical circulation, and use of materials
 - » Provide variety in building height and form with a series of building volumes comprised of midrise elements oriented towards Marine Drive, framing the connection between Taylor Way intersection and the Capilano River
- Complete a view and shadowing impact analyses as part of development review.

3.3.3 Public Realm and Open Space Guidelines

The Park Royal-Clyde Avenue Sub-Area public realm should complement the mix of commercial and residential uses that comprise this area. It should improve access to existing amenities and open spaces, highlight new, signature public spaces, and feature art and landscaping to mark the gateway to West Vancouver. Enhanced pedestrian connections between proposed developments, the Spirit Trail, Capilano River and services at Park Royal Mall should result in a cohesive urban centre that extends across the Marine Drive and Taylor Way intersection.

Park Royal

Public realm and landscape design should generally:

- Provide clearly defined, barrier-free access along sidewalks and walkways to building entrances. Street furniture, merchandise displays and landscaping are encouraged but should not inhibit pedestrian or barrier free access along sidewalks or into buildings.
- Minimize glare and light trespass from the exterior of buildings to surrounding properties.
- Subdue signage illumination.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/Marine Drive intersection.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

752 Marine Drive

The public realm for 752 Marine Drive should be consistent with the following guidelines:

- A public plaza of significant size, located on the interior of the site and oriented to take advantage of southern sun exposure, with active uses at its edge.
- Public connection that visually and physically connects the northeast corner of the site to the plaza, and to public spaces further across the intersection, to recognize the prominence the corner has on the public realm.
- Generous sidewalks that reflect the urban character of Marine Drive and provide space for street trees and other public realm amenities to make a comfortable environment for pedestrians and transit users.
- Public art in locations that reflects its importance and contributes to the sense of place.

Clyde Avenue East of Taylor Way

Public realm and landscape design should generally:

- Create an overall park like character for the landscape treatment.
- Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
- Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed commercial / residential development from the low density residential area to the north. A geo-technical report addressing the potential impact of a proposed development on the stability of the bank and groundwater flows should be provided.
- Maintain and restore the edge adjacent to the Capilano River walkway in a natural state. Impervious paved surfaces, fencing or walls directly adjacent to the walkway should be minimized.
- Provide useable common open space.
- Locate the common area landscaped open space in a courtyard, side yard or rear yard depending on the building configuration.
- Incorporate landscape elements in and around the entire site with planting beds, planters, hanging baskets, and pots located at the ground level.
- Provide a cohesive pattern of concrete or brick paving for pedestrian walkways.
- Minimize retaining walls visible from the street. Where unavoidable, retaining walls should be constructed or faced with natural materials such as rock or heavily screened with landscaping.
- Design landscaping to minimize potential view impacts.
- Minimize exterior lighting glare and light spill to surrounding properties.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/ Marine Drive intersection.

- Extend the riverfront experience into the neighbourhood centre through a public realm strategy defining an east/west connection connecting Capilano River to Taylor Way with a public space near the Taylor Way/Marine Drive intersection.
- Pursue a connection over the Capilano River between Clyde Avenue and Klahanie Park, prioritizing pedestrian and cycling movement and access.
- Address the existing parkade edge with vertical landscape or hardscape elements to screen it from the planned public space.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

660 Clyde Avenue, 657 and 675 Marine Drive

The public realm for 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- A public open space oriented towards the intersection of Taylor Way and Marine Drive that provides a contrasting environment in an area lacking urban space.
- Public open space designed to encourage pedestrian use and benefitting from adjacent residential uses that engage with and contribute to the success of the public space.
- Vertical landscaping or hardscape elements to help screen the existing parkade from the open space at the corner.
- A notable and enhanced public walkway adjacent to Marine Drive that connects the new public open space with the Capilano River and draws from the character of the river environment.
- Public art in locations that reflects its importance and contribute to the sense of place.

4.0 Community Amenities

New developments provided for in the Marine Drive plan will deliver community amenities related to the impacts of new development. The value of the amenity will be proportional to the increased potential under the LAP in comparison to that under existing zoning. District policy defines a range of appropriate amenities. These include housing affordability and diversity, childcare and cultural facilities, heritage preservation, public art, and public space, parks and environment. In accordance with District bylaws, community amenities are in addition to the required infrastructure improvements and enhanced public realm along all frontages of the development.

The principal amenity focus will be the delivery of housing affordability and diversity. This will ensure that the Marine Drive housing stock continues to meet the needs of the range of District residents including families with children, working professionals, youth and seniors. This commitment is supported by the availability of community resources and services in the area including the transit network, parks and riverfront noted in this plan, as well as a new community centre under construction in the adjacent Lions Gate Town Centre neighbourhood. Public realm improvements will enhance access to these local assets and will be coordinated by the Design Guidelines and Streetscape Strategy included in this plan.

In order to offset the impact of new development and further the creation of a complete community, community amenity contributions will be applied to deliver:

- Rental and/or supportive housing units in this flat and transit accessible location;
- A childcare facility proximate to existing employment hubs;
- Improved existing and planned public trails, including connections to Capilano River, and spaces, including Klahanie Park;
- The North Shore Spirit Trail crossing from Park Royal to Welch Street;
- Heritage conservation of the Hollingsworth-Down designed building at 660 Clyde Avenue;
- Other in-kind or cash-in-lieu contributions identified and offered through the detailed development application review process.

5.0 Transportation

The Marine Drive area is ideally located for transportation access to the District and wider region. Its placement along a current frequent transit—and future rapid transit—network as well as the multi-use North Shore Spirit Trail supports good accessibility to jobs, shopping and recreation. Pedestrian and cycling use is further encouraged by the relatively flat terrain and existing park, trail, and riverfront amenities.

The reduction of minimum parking standards will support a number of initiatives. It will promote the alternative transportation methods noted above while minimizing the number of new single passenger vehicles that contribute to road congestion. It will also support housing affordability given the substantial cost of underground or structured parking provision in multifamily buildings, and will encourage access to car share in the District. Further restrictions to driveway access onto Marine Drive support alternative transportation as a means to improve circulation and access for existing and future residents. Parking reductions may also reduce massing and improve liveability of new buildings by supporting enhanced landscaping, site permeability and continuity of ground level dwellings and retail.

Transportation policies for the Marine Drive LAP include:

- Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities.
- Combine driveway access wherever possible.
- Anticipate and plan for right-of-way dedication for transportation improvements as part of site design.
- Remove existing driveways onto Marine Drive to enhance vehicular flow to the Lions Gate Bridge on-ramp.
- Require a Transportation Impact Assessment that compares the traffic impact of proposed development with that generated under current development.
- Contribute improvements to the Park Royal-Welch Street Bridge to complete the Spirit Trail.
- Support for Transport Canada's North Shore Trade Area Study (2008), which proposed the extension of the Low Level Road from North Vancouver across the Capilano River to create an east-west bypass to the Lions Gate Bridge (Figure 5.1)
- Strengthen bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions.

- Encourage the use of alternative transportation modes by providing bicycle storage for residential uses and end trip destination facilities in commercial buildings to encourage alternative modes of employee commuting
- Locate parking underground to maximize ground level open spaces for landscape elements and treatments. Where a building has ground level parking, screen the parking from public streets and neighbouring properties with the use of landscape treatments. Improve natural drainage, and highlight pedestrian routes in ground level parking areas.
- Design underground parking for commercial uses to be readily accessible to customers. If there is a residential component to the building, commercial parking should be separate from secured residential parking areas.
- Encourage garage entries that provide a visually appealing entrance from the street with the use of planters or trellis structures.
- Reduce residential vehicle parking requirements to approximately 1.25 stalls per unit and approximately 0.75 stalls per unit for purpose-built rental units
- Encourage the use of electric vehicles by providing plug-ins for electric vehicles and sizing electrical rooms with sufficient space to accommodate the future electrification of all parking spaces.



Figure 5.1 - Proposed western lower level route extension to Marine Drive

6.0 Administration

The Marine Drive Local Area Plan and Design Guidelines is a long-term planning document. It is intended to shape future development in support of the plan's vision, describing the expected land uses, built form, public realm and community amenities 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 area as a whole. The policies and guidelines in this document create this framework to ensure a cohesive and attractive vision for the area is realized for existing and future residents alike. As such, they should be considered the principal resource in the review of any proposed 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 in the planning area. However, the plan and guidelines do not constitute approval for any given project on any given site. Site-specific development approval results only after the full technical consideration at a site-specific level - including environmental, structural and infrastructural - completed through the development application review process as part of an application for rezoning, subdivision or development permit approval. Recognizing the specificity of individual sites, the policies and guidelines in this document structure the opportunity for each application to be considered on its own 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 Marine Drive Local Area Plan and Design Guidelines was prepared as part of a broader review of the District's Official Community Plan (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. Within a 5-10 year timeframe, the District will report back on development under the Marine Drive Local Area Plan and Design Guidelines to date to assess the effectiveness of the plan.

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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.

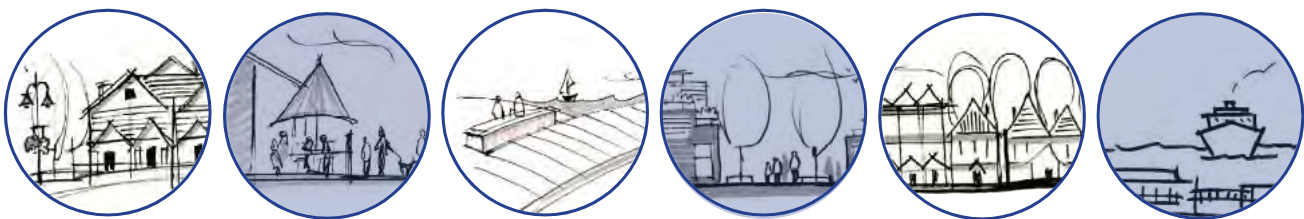
Horseshoe Bay has a unique character that is valued by those who live, work and play there, and is one of the most recognizable and known places in West Vancouver. Future buildings should not replace this identity, but rather contribute to and strengthen the character of Horseshoe Bay through purposeful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

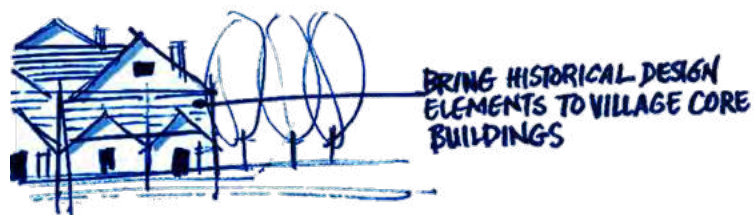


2.2 Principles

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.

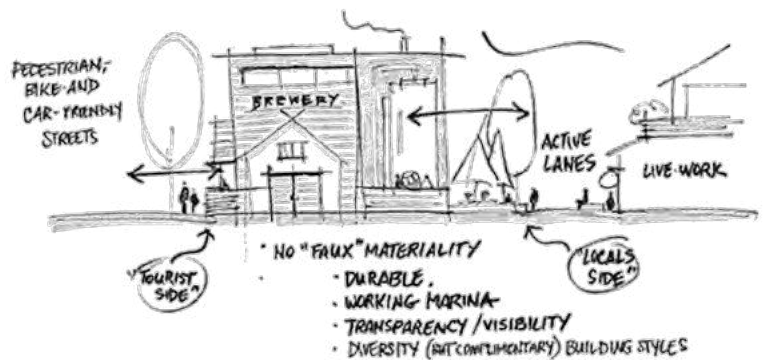
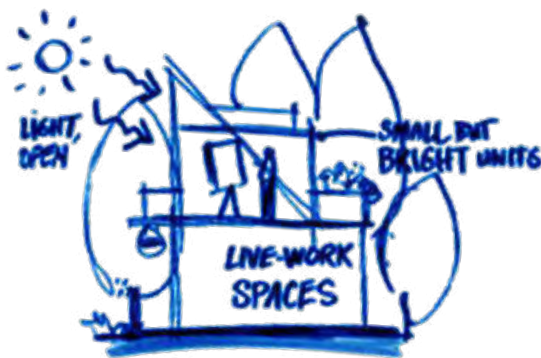
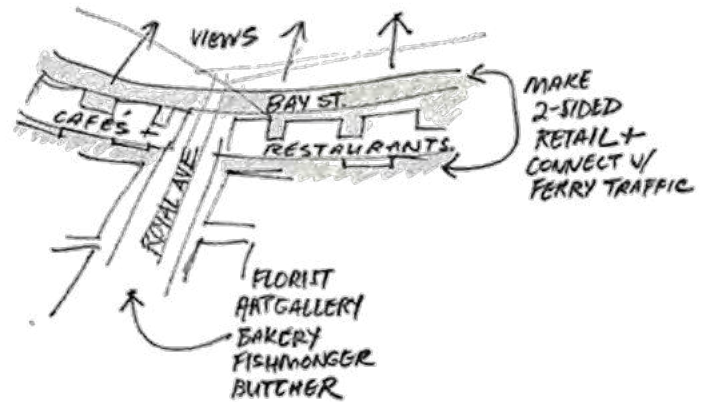


3. Recognize we are many things

- 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.



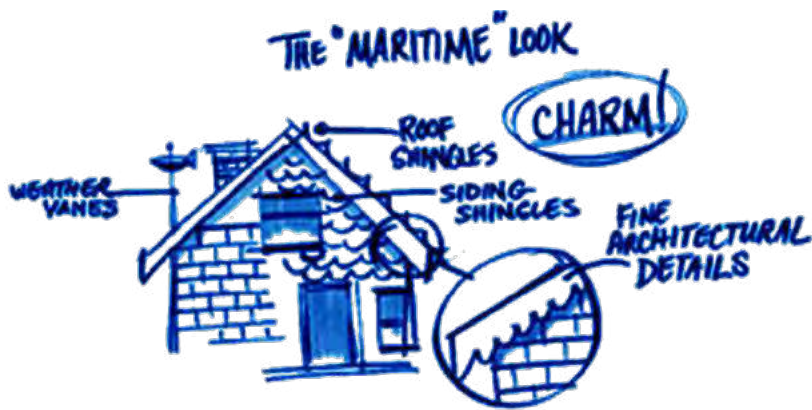
6. Prioritize low-rise forms

- 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.



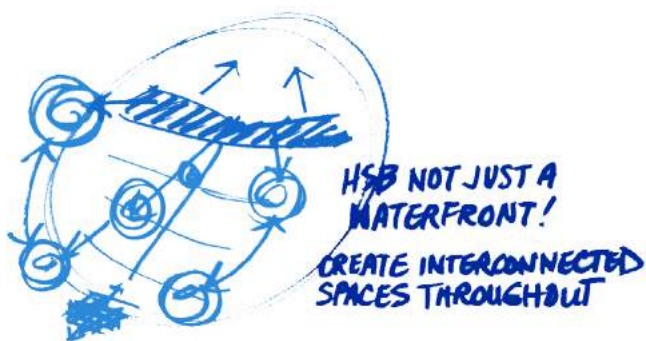
8. Celebrate and work with nature

- 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.



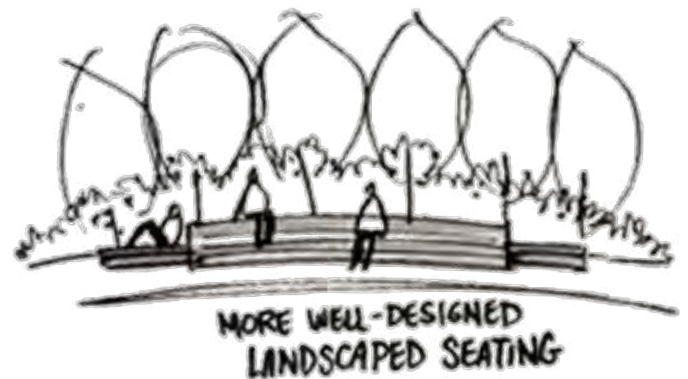
9. Connect and gather

- 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.



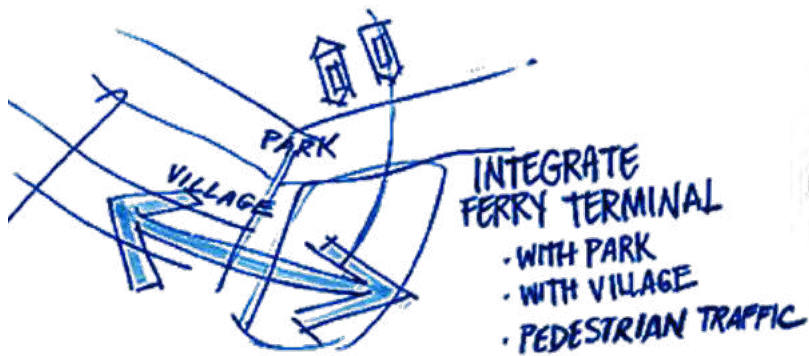
10. Getting here and being here

- 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.



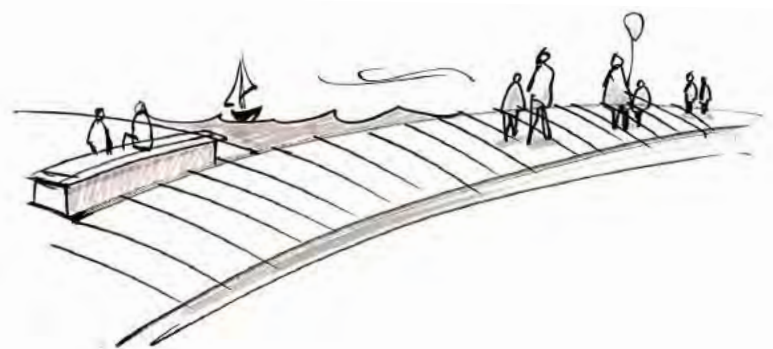
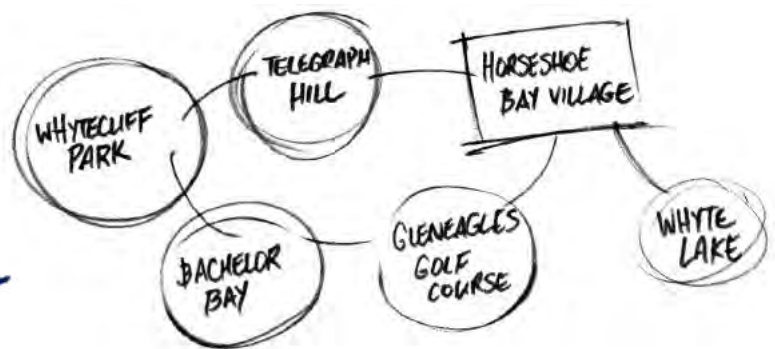
11. Make a good first impression

- 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.

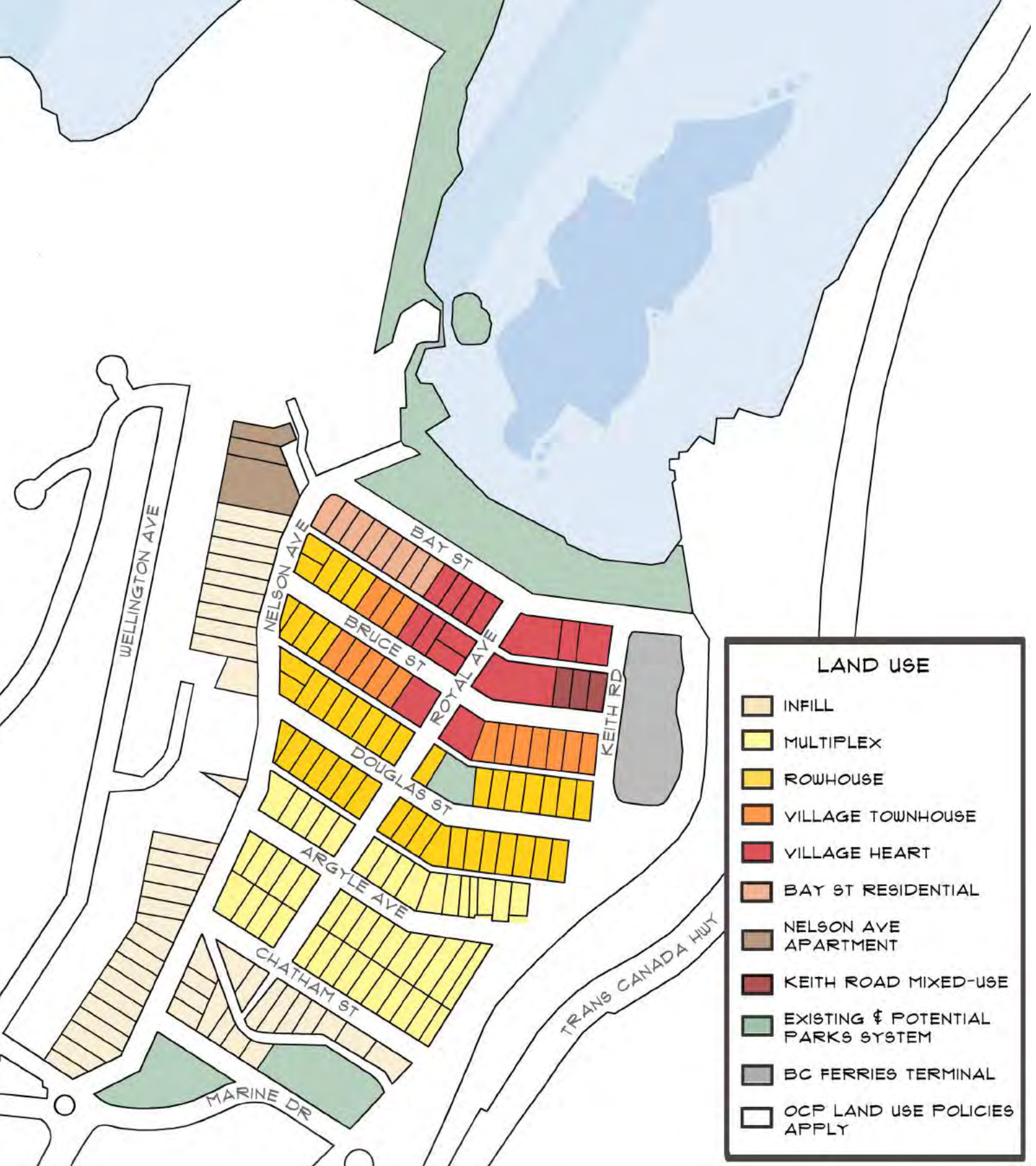


Figure 3.1 Land Use Designations

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.

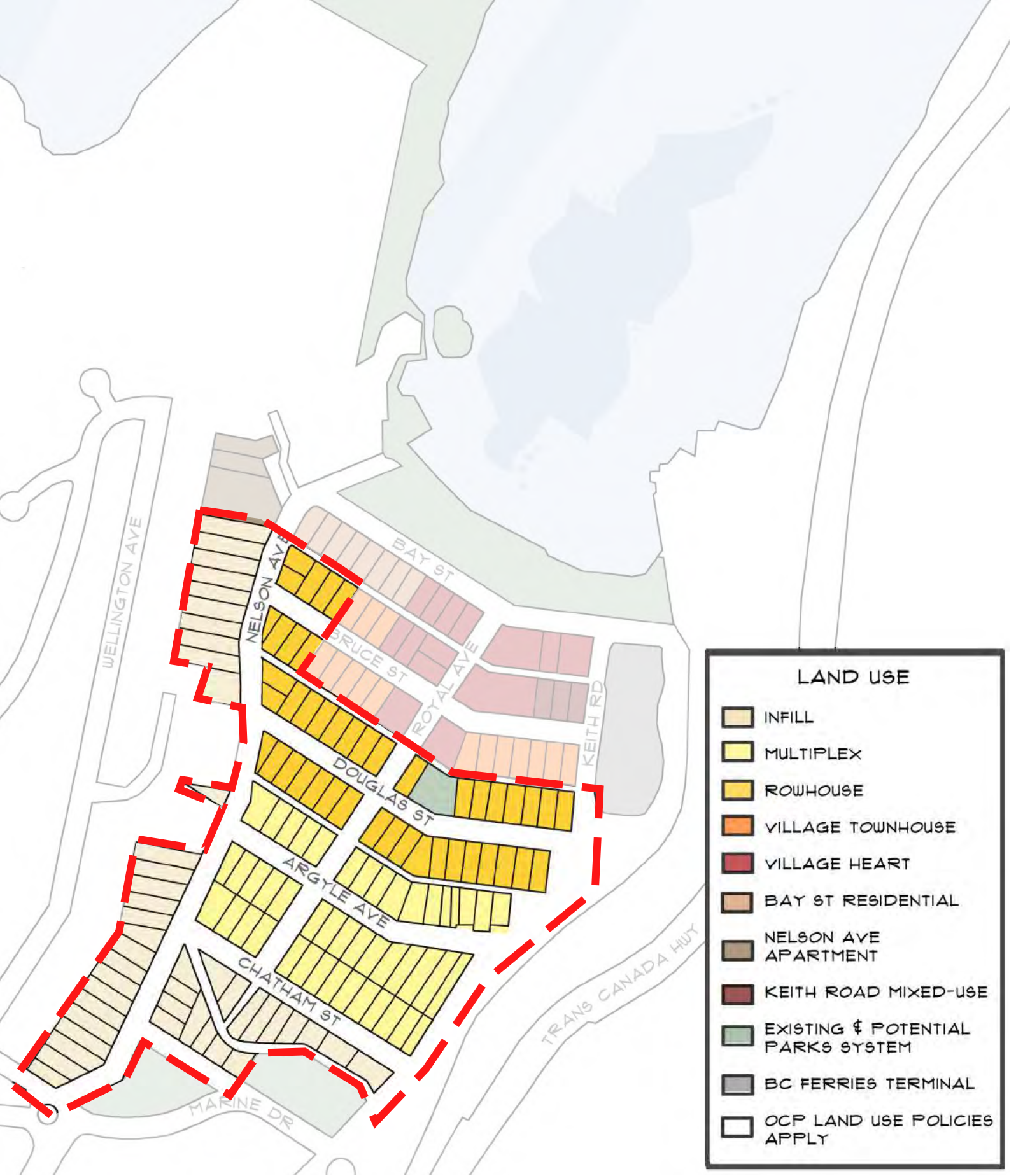


Figure 3.2 Land Use Designations - Neighbourhood

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.

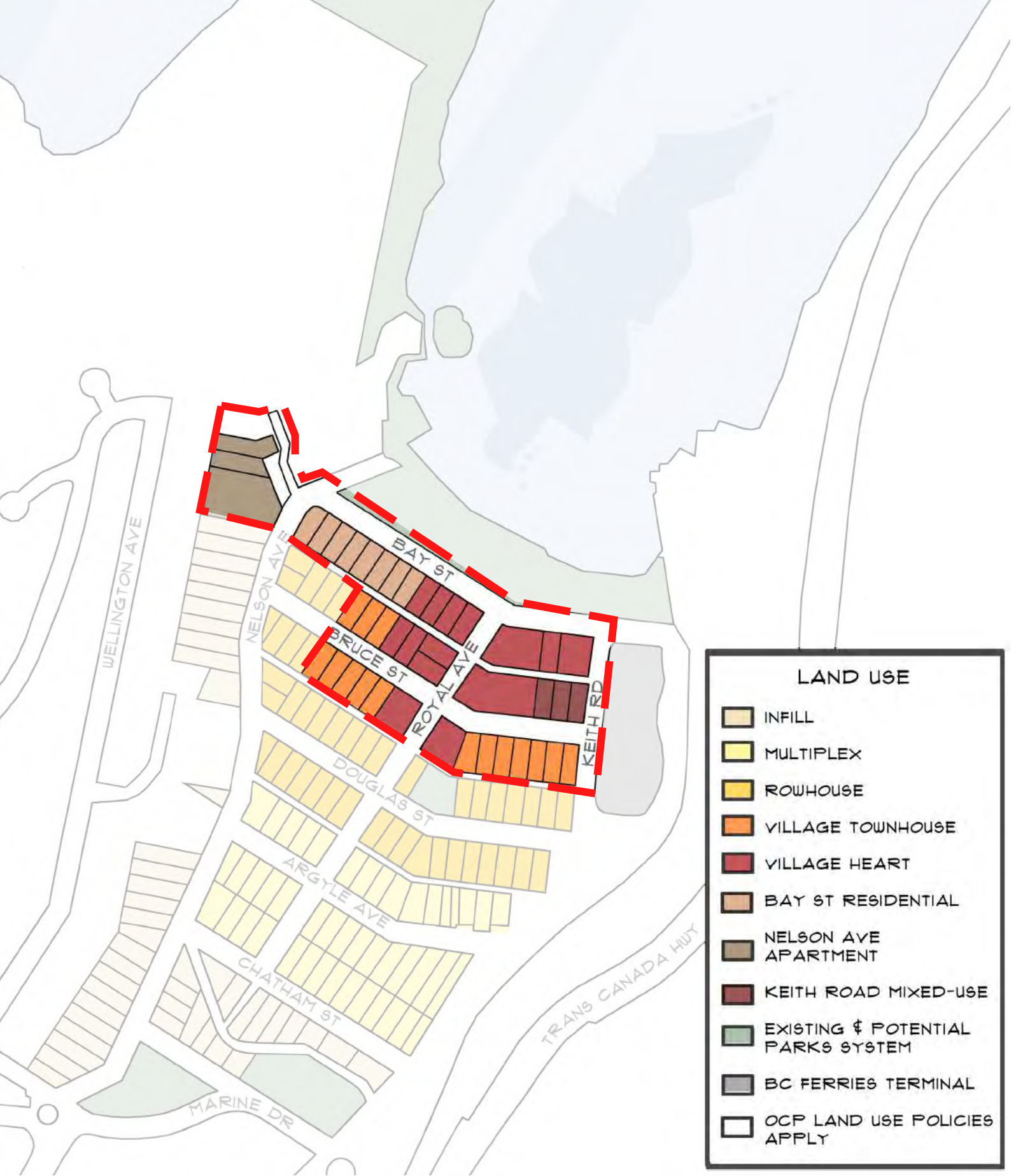


Figure 3.3 Land Use Designations - Village

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.

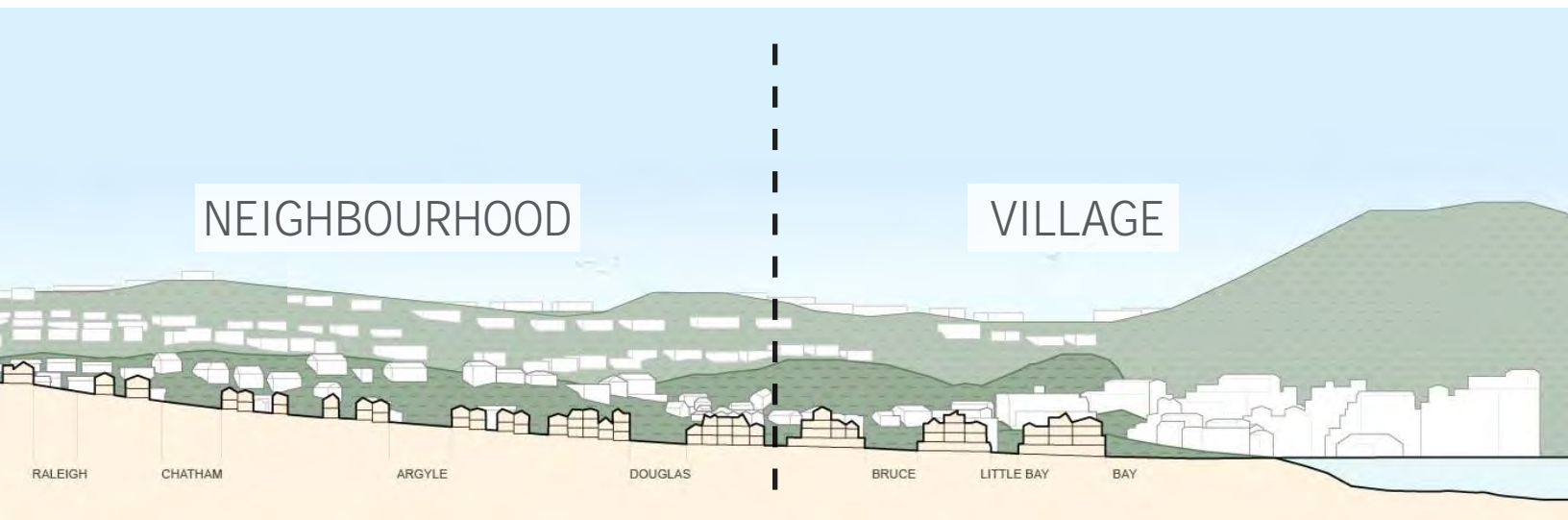


Figure 3.4 Transect of land use designations looking west





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:
- working with First Nations on new buildings and site alteration in accordance with applicable legislation; and,
 - 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:
- enabling the adaptive re-use of existing buildings;
 - encouraging the use of Heritage Revitalization Agreements and supporting protection of heritage elements through land use, parking and design consideration; and,
 - 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.



3.6.4 Monitor the rate of change

- 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 Provide a range of complementary building forms

- 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).



3.6.6 Permit forms with lower assigned density



3.6.6 Balance compatibility and diversity

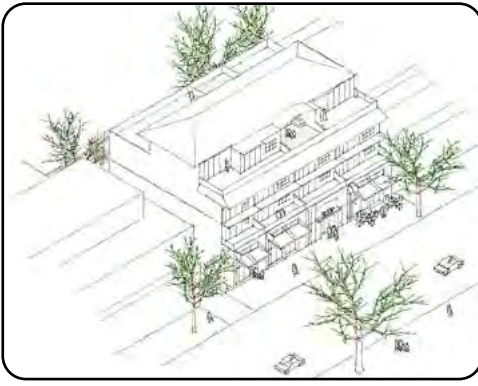
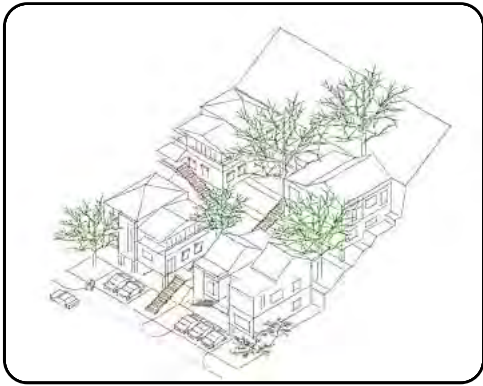


Figure 3.5 Designations support housing and design diversity



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.



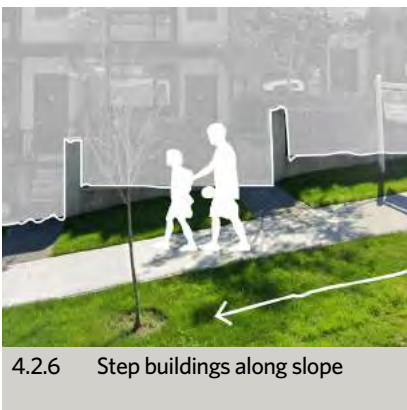
4.2.1 Limit building width and depth



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 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.



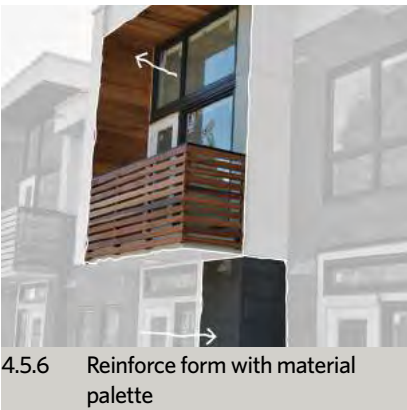
4.5.2 Facilitate access to light and ventilation



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:
- reducing their presence through the use of planters and/or trellis structures;
 - finishing accessory buildings to be compatible to the remainder of the site; and,
 - 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:
- 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;
 - 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;
 - anticipating and incorporating the impacts of weather with wood applied in weather protected areas such as soffits and entries; and,
 - 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



5.3.3 Provide pedestrian mid-block connections



5.3.4 Use materials to identify live-work frontages



5.3.5 Set back residential above street level commercial

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 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 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 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:

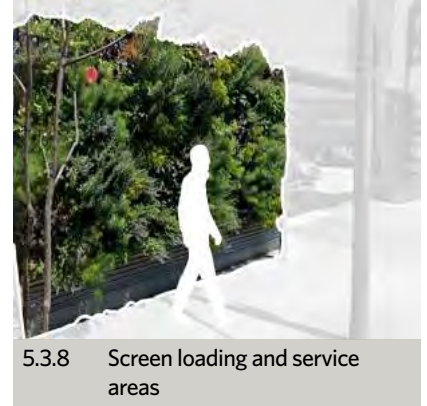
- a) varying the entrance depth from the adjoining building façade facing the street;
- b) increasing the entrance floor-to-floor height, where appropriate;
- c) integrating convenient, universal access from the public realm into the landscape design;
- d) providing signage, weather protection and lighting; 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

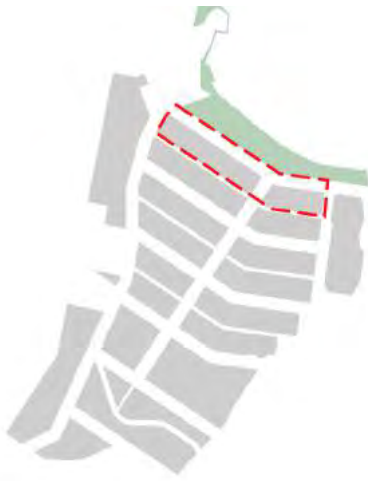


Figure 5.1c Waterfront sub-area

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



5.6 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

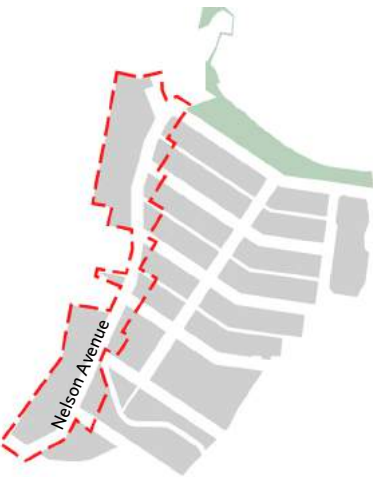


Figure 5.1g Nelson Avenue sub-area

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.







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.

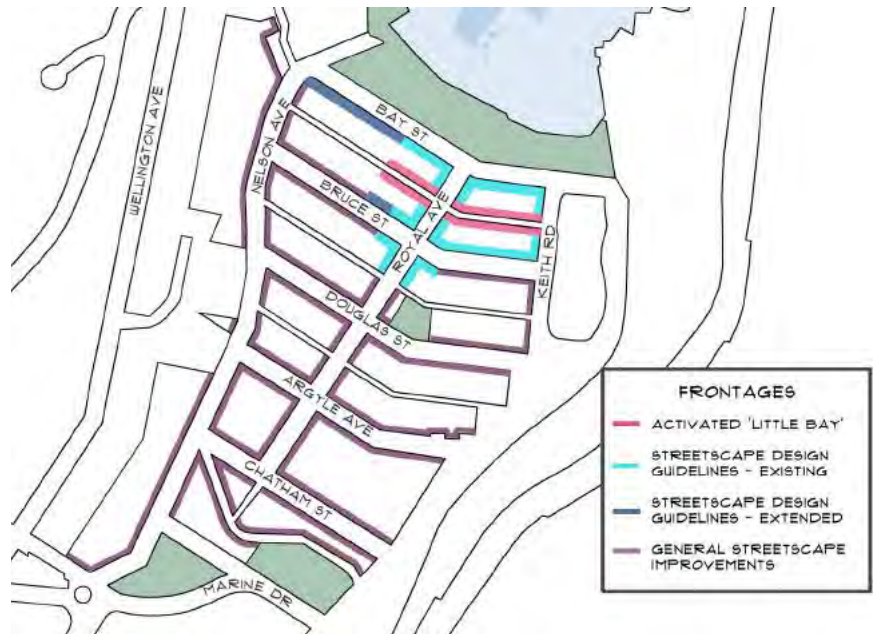


Figure 6.2 Streetscape

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



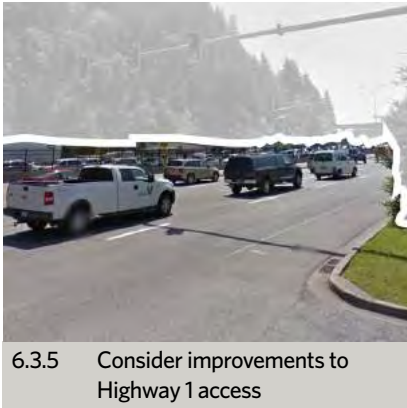
6.3.3 Encourage appropriate transit infrastructure



Figure 6.3 Connectivity

6.3 Connectivity

Multi-modal Network



6.3.1 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.

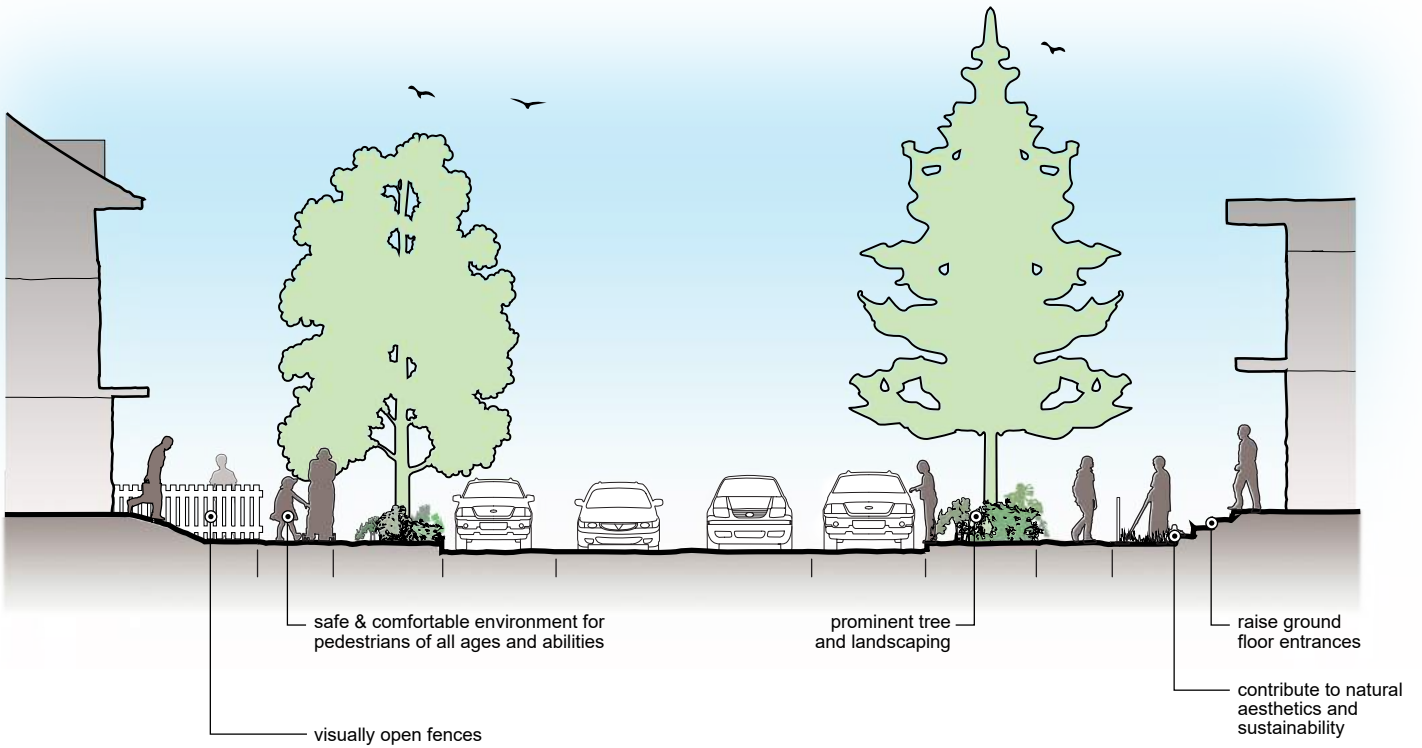


Figure 6.4 Illustrative Neighbourhood Section

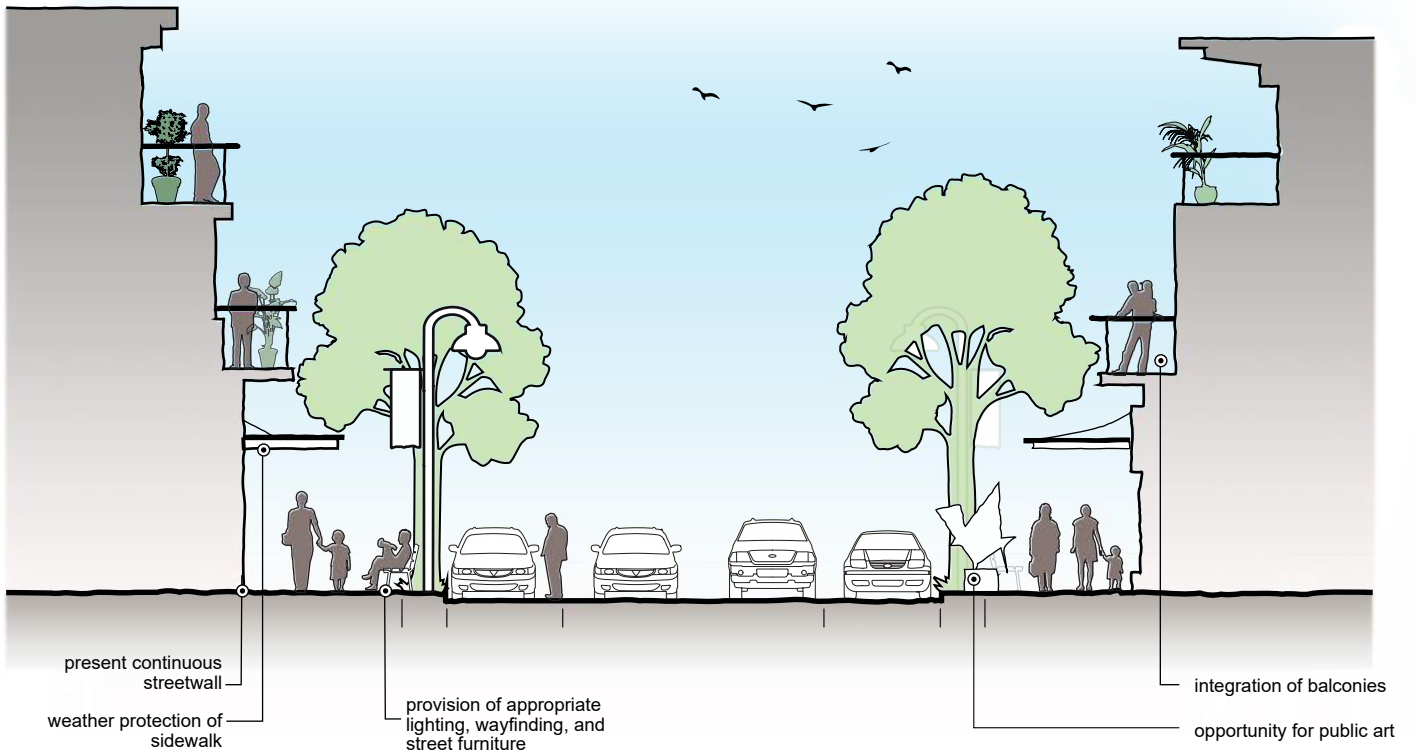


Figure 6.5 Illustrative Village Section



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.

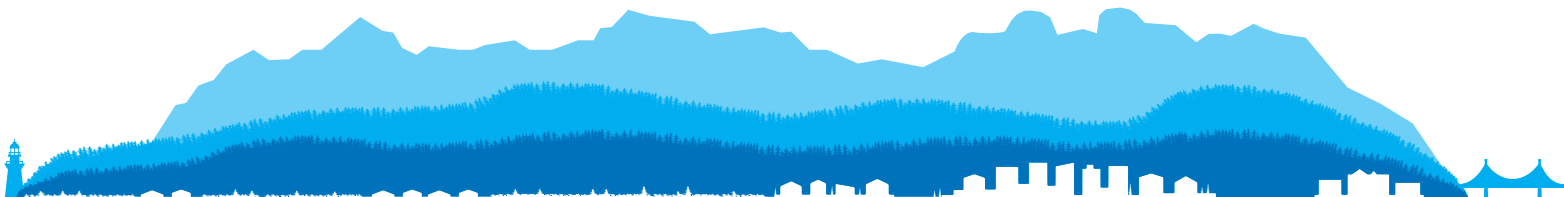
Monitoring and evaluation play a critical role in the implementation of any plan. The Horseshoe Bay LAP and Design Guidelines form part of the District's OCP. Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan 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

SCHEDULE iii

GLOSSARY

 *west vancouver*



SCHEDULE iii

GLOSSARY

The following provides general descriptions of some of the terminology used in the Official Community Plan (OCP) to assist readers. Legal definitions may be provided or determined as necessary in appropriate bylaws, regulations, or other legislative acts.

Accessibility/ Accessible	Easily reached, entered or used by the broad community, including children, the elderly, and persons with disabilities or reduced mobility, vision or hearing loss.
Active transportation	Non-motorized, human-powered modes, such as walking and cycling.
Adaptable design/ adaptable housing	Housing that accommodates a wide range of persons by means of accessibility features that are designed to be easily added, removed or adjusted to meet individual needs or preferences.
Affordable housing/ housing affordability	Affordability specifically refers to non-market housing (i.e. lower than market rates), and more generally may include the relatively lower cost of one housing form compared to another (e.g., a small townhouse compared to a large single-family home).
Area density variation	Partial or total reduction in development rights on one site, in conjunction with an increase on another site, in order to achieve public benefit under an area development plan.
Area Development Plan	Plan to guide development for large Upper Lands areas that identifies development constraints and objectives, sets out land use, housing, parks, and community facilities, and determines appropriate regulations and guidelines.
Biodiversity	Variety of plants, animals and other living organisms in a particular habitat or ecosystem.
Commercial node	Individual or clustered businesses located outside of larger centres that generally serve the immediate neighbourhood, or (where proximate to a harbour or water access) support boating including moorage, repair and related services.
Community Amenity Contribution (CAC)	In-kind or financial contribution agreed to by an applicant in a rezoning process to fund amenities or facilities not recoverable through a DCC or to otherwise benefit the community.
Community Heritage Register	List of buildings, structures, sites, features and resources that have aesthetic, historic, scientific, cultural or social importance.
Compact and complete community	Neighbourhood with—and in proximity to—a range of different uses and activities, providing convenient opportunities to live, work and play.

Covenant	Agreement between an owner and a designated individual, organization, or the District that is registered against the title of a property and binding on future owners.
Creek/watercourse	Waterbody—such as brook, spring, stream, river, pond, lake, or wetland—that contains water some or all of the time that supports fish or is connected by water flow to a waterbody that supports fish.
Creek/watercourse corridor	Watercourse and adjacent land extending to and beyond the top of bank to include any lands within the 100-year flood line, subject to hazardous conditions, sensitive to development, or integral to the corridor.
Creek/watercourse protection area	Land within 15 metres of the top of bank of any watercourse.
Density bonus	Option for a developer to build additional floorspace as an incentive to provide public amenities, specified housing or land uses, or to meet other conditions established in the Zoning Bylaw.
Density/ development transfer	Relocation of development rights from one site to another in order to achieve public benefit.
Development approval information	Information on the anticipated community impacts of a proposed activity or development, such as those related to transportation patterns, local infrastructure, public facilities, community services, or the natural environment.
Development approval information area/ circumstances	Designated land or situations where development approval information is required to address special conditions or objectives.
Development Permit (DP)	Authorization that may vary regulations or impose conditions on subdivision, construction, or the alteration of land or buildings in accordance with specified DPA guidelines.
Development Permit Area (DPA)	Designated land where guidelines direct development to address special conditions or objectives such as the natural environment, hazardous conditions, commercial revitalization, form and character, energy and water conservation, and GHG emissions reduction.
Development Cost Charge (DCC)	Fee imposed by bylaw and paid by a developer to offset infrastructure expenditures incurred to service a development, such as roads, parkland, and drainage, sewer and water systems.
Difficult terrain	Site condition where more than one-fifth of the total allowable building envelope has an existing grade exceeding 35%, or where driveways meeting regulations exceed a 20% grade.
Ecosystem	Functional unit comprised of living organisms and the non-living physical and chemical factors of their environment, linked through nutrient cycling and energy flow.

Environment management	Controlling, mitigating, preventing or restoring direct or indirect human-caused damage of natural systems to benefit ecological sustainability, natural diversity and habitat productivity.
Environmentally Sensitive Area (ESA)	Site that has—or with remedial action could reasonably achieve—desirable environmental attributes worthy of special care to benefit soil, water, vegetation, wildlife or other ecological functions.
Foreshore	Land between the high- and low-water marks of the tide.
Future neighbourhoods	Portion of the Upper Lands where future housing and development will occur as guided by the preparation of Area Development Plan(s).
Green building	Structure utilizing processes and materials that are environmentally responsible and resource-efficient throughout its entire life-cycle.
Green infrastructure	Strategies that provide or support ecosystems, such as green roofs, bioswales, daylighting watercourses, use of permeable surfacing, and natural landscape treatments.
Greenhouse gas (GHG)	Any gaseous compound that contributes to atmospheric warming by absorbing infrared radiation.
Greenway/greenbelt	Landscaped open space serving aesthetic, recreational, mobility or environmental purposes.
Heritage Revitalization Agreement (HRA)	Bylaw that supersedes land use regulations and agreed to by an owner and the District to protect a heritage building, property or feature.
Housing choice/options/diversity	Availability of a variety of housing forms—such as coach houses, single-family, duplexes, townhouses and apartments—that appeal to different households and lifestyles, that are attainable to a range of household incomes, and that offer various housing tenure.
Infill	Housing that is compatible with the form and character of an existing neighbourhood, such as coach houses, garden suites, duplexes, smaller homes on subdivided lots, and conversion of heritage buildings into suites.
Integrated Stormwater Management Plan (ISMP)	Comprehensive assessment of drainage servicing, land use planning and environmental protection to support growth that maintains or enhances watershed health.
Land use contract (LUC)	Agreement between an owner and the District—registered against the title of a property in the 1970s and binding on future owners—that will be terminated in accordance with more recent Provincial regulation.
Local Area Plan (LAP)	Planning and design consideration at the neighbourhood scale to provide more detailed guidance for land use change and development.
Neighbourhood character	Sense of place and its distinct aspects that cause a specific area to be familiar to the people associated with it and recognizable from other areas.

No-net loss	Restoration of habitat equivalent to that degraded by construction or landscaping where it is not practical to avoid established habitat loss.
Non-market housing	Housing with rents that are lower than the average rates of comparable market rental options.
Placemaking	Designing and managing spaces that facilitate diverse use, strengthen the connection between people and places, and respond and contribute to physical, cultural and social identities.
Renewable energy	Power to provide light and heat or to work machines from a source that is not depleted when used, such as solar, wind or heat exchange.
Riparian area	Land adjacent to a watercourse supporting plant species typical of inundated or saturated soil conditions that are distinct from plant species on adjacent, freely-drained, upland sites.
Stormwater	Water that originates from rain and melting snow and is infiltrated into the soil, evaporates or becomes surface runoff.
Stormwater management	Building and site design to mitigate the reduced infiltration due to development.
Stratification/ stratified	Establishment of a legal entity allowing individual ownership of a part of a property, along with shared ownership of the remaining portion not owned by any individual.
Streetscape	Natural and built fabric, including roadway, boulevards, sidewalks, trees, open spaces and adjoining buildings, that contribute to the visual character of the street.
Subdivision	Partition of land into multiple lots.
Supportive housing	Housing that provides on-site supports, features and/or services to enable residents to live independently or receive assistance as needed.
Sustainability	Environmental, social and economic well-being balanced in a manner that meets present needs without compromising the ability of future generations to meet their own needs.
Tenure	Conditions under which land or buildings are held or occupied, such as ownership or rental tenure.
Transportation alternatives	Options other than driving a personal vehicle alone, such as active transportation, carpooling, car sharing and taking public transportation.
Transportation Demand Management (TDM)	Strategies to make more efficient use of transportation resources by reducing travel demand or redistributing the mode or time of travel.
Underutilized site area	Area within a site that is utilized less than fully or below the potential use, so that usable area is available for development.

Universal design	Accessible building, site and public space consideration to facilitate a wide range of users—including people with and without disabilities—to be independent.
Upper Lands	Area comprised of the forested lands generally located between the Upper Levels Highway and Cypress Provincial Park.
Urban Connector Trail	Accessible, multi-use route, typically along a right-of-way, providing a connection between neighbourhoods.
Watershed	Land that forms a drainage basin—defined by the highest elevations from which stormwater drains towards a single point of a watercourse, lake or river—with a large watershed such as the North Shore Mountains comprised of a number of smaller watersheds.
Wetland	Land saturated with water for sufficient time to promote aquatic processes, indicated by poorly drained soils and biological activity adapted to a wet environment, such as a bog, marsh, swamp or riparian area.



District of West Vancouver Official Community Plan
2018