



**DISTRICT OF WEST VANCOUVER**  
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

## COUNCIL REPORT

Date:	April 21, 2021
From:	David Hawkins, Senior Manager of Community Planning and Sustainability
Subject:	Horseshoe Bay Local Area Plan and Design Guidelines
File:	2560-07

**RECOMMENDATION**

THAT opportunities for consultation on the proposed Official Community Plan amendment, with persons, organizations, and authorities, as outlined in the report from the Senior Manager of Community Planning & Sustainability dated April 21, 2021, be endorsed as sufficient consultation for purposes of section 475 of the *Local Government Act*.

**RECOMMENDATION**

THAT proposed “Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021” be read a first time.

**RECOMMENDATION**

THAT proposed “Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021” be presented at a public hearing scheduled for June 1, 2021 at 6 p.m. in the Municipal Hall Raven Room, and that statutory notice be given of the scheduled public hearing.

**RECOMMENDATION**

THAT the Horseshoe Bay Local Area Plan: Phase 4 Public Engagement Summary, attached as **Appendix A** to the report from the Senior Manager of Community Planning & Sustainability dated April 21, 2021, be received for information.

**RECOMMENDATION**

THAT staff be directed to prepare zoning amendments for lands with Neighbourhood Designations as listed in proposed “Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2020”, subject to adoption of the proposed Official Community Plan amendment bylaw, to be considered by Council subsequently in fall 2021.

### 1.0 Purpose

To initiate Official Community Plan (OCP) adoption procedures for the Horseshoe Bay Local Area Plan and Design Guidelines (LAP) bylaw, attached as **Appendix B**).

## 2.0 Legislation/Bylaw/Policy

The District's OCP Bylaw No. 4985, 2018 provides the policy context for local area planning.

As LAPs will form part of the OCP, *Local Government Act* (LGA) requirements for OCP content apply. Notably, OCPs must identify the "approximate location, amount, type and density of residential development" and the "approximate location, amount, and type of present and proposed commercial" uses.

Additionally, the designation of development permit areas within an OCP enables the District to guide "the form and character" of commercial and multifamily residential development. The proposed LAP includes area-specific design guidelines and the proposed designation of a development permit area (DPA).

## 3.0 Council Strategic Objective(s) / Official Community Plan

### *Council Strategic Plan*

Council's strategic objective 2.2 is to "complete the Local Area Plan for Horseshoe Bay". As proposed, the LAP would also advance a range of other strategic objectives:

- 1.1 and 1.2 – approving housing (including rental and accessible) and incentivizing 'missing middle' options;
- 2.1 and 2.5 – providing economic development and strengthening relationships with the local business community;
- 3.1 – reducing energy use and carbon emissions; and
- 4.3 – expanding and improving active transportation options.

### *Official Community Plan*

Adoption of the Horseshoe Bay LAP represents a significant implementation opportunity for a wide range of OCP policies relating to housing diversity, local economic vitality, mobility improvements, environmental protection, and community connectedness. OCP policies that contain specific reference to Horseshoe Bay are as follows:

2.1.13 Create capacity for [...] new housing units through local area plans for the following areas, subject to provision 2.1.14 of this plan [...]:

- c. Horseshoe Bay (200-300 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;
- 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 multifamily forms (e.g., townhouses, duplexes) to transition to adjacent single-family neighbourhoods.
- 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.
- 2.3.22 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.
- 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.

## 4.0 Financial implications

Adoption and subsequent long-term implementation of the LAP is expected to have positive financial implications for the District. These would include: an incrementally increased residential and commercial tax base; off-site improvements from private development; the receipt of Development Cost Charges for District roads, utilities and parks; and opportunities for Community Amenity Contributions through rezoning applications. Any changes to the District's capital project plans would be determined as appropriate or necessary, and as supported by the revenue opportunities associated with new development.

## 5.0 Background

### 5.1 Previous Decisions

At the March 11, 2019 Council meeting, Council passed the following resolutions:

*“THAT*

- 1. The Horseshoe Bay Local Area Plan Terms of Reference attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated February 18, 2019, be approved; and that*
- 2. Staff be directed to commence the Horseshoe Bay Local Area Planning process in accordance with these Terms of Reference.”*

At the July 22, 2019 Council meeting, Council passed the following resolutions:

*“THAT*

- 1. The Horseshoe Bay Local Area Plan: Phase 1 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated July 8, 2019, be received for information; and that*
- 2. Staff be directed to proceed to Phase 2 of the Horseshoe Bay Local Area Plan process in accordance with the next steps outlined in this report.”*

At the January 27, 2020 Council meeting, Council passed the following resolutions:

*“THAT*

- 1. The Horseshoe Bay Local Area Plan: Phase 2 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated January 6, 2020, be received for information; and*
- 2. Staff be directed to proceed to Phase 3 of the Horseshoe Bay Local Area Plan process in accordance with the next steps outlined in this report.”*

At the September 14, 2020 Council meeting, Council passed the following resolutions:

*“THAT*

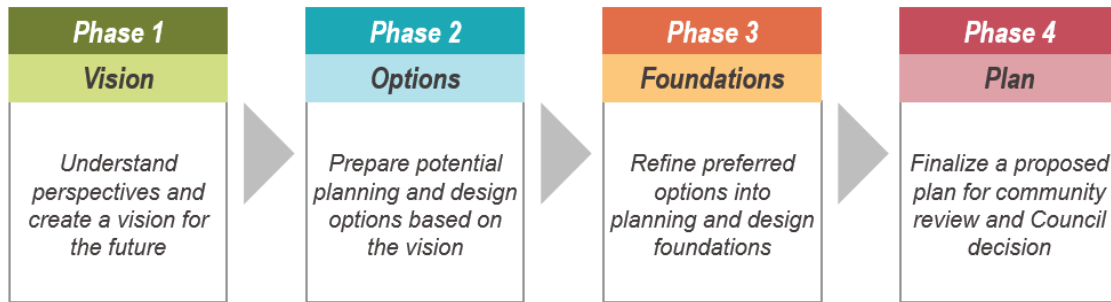
- 1. The Horseshoe Bay Local Area Plan: Phase 3 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated August 30, 2020, be received for information; and*
- 2. Staff be directed to proceed to Phase 4 of the Horseshoe Bay Local Area Plan process in accordance with the next steps outlined in this report.”*

## 5.2 History

In 2018, Council adopted a new OCP to provide high-level District-wide objectives and policies around land use. This OCP calls for the preparation of more detailed LAPs for key centres and corridors.

The existing land use provisions in Horseshoe Bay have been in place since the mid-twentieth century. On March 11, 2019, Council determined Horseshoe Bay would be the first LAP to follow the new OCP and directed staff to begin its preparation in accordance with an approved Terms of

Reference. These Terms and Reference included the engagement and planning process (which has been followed) as illustrated below:



Phase 4 of the process has been completed and staff now recommend adoption of the Horseshoe Bay LAP.

## 6.0 Analysis

### 6.1 Discussion

#### Application and Scope

The proposed LAP forms Schedule F of the proposed OCP amendment bylaw (**Appendix B**), which would rescind and replace existing area-specific policies and development permit requirements for Horseshoe Bay. The LAP confirms the gradual addition of 200-300 net new housing units through updated, comprehensive, and contextually responsive directions to manage local land use change, new forms of development, and public realm improvements over the coming decades. District-wide OCP policies would continue to guide any changes to the much wider western area around the LAP boundaries.

#### Vision and Principles

The **vision**, established in Phase 1 of the LAP, provides the overarching objective: *“In 2041, Horseshoe Bay will thrive as a charming and livable seaside community and a vibrant and welcoming destination village.”*

The following **12 planning and design principles** support the achievement of this vision and form the foundation of the plan’s subsequent more detailed policies and design guidelines:

1. Respect our roots and heritage;
2. Maintain our neighbourliness;
3. Recognize we are many things;
4. Enhance our commercial village;
5. Identify opportunities for more diverse housing;
6. Prioritize low-rise forms;
7. Keep it “kooky”, don’t make it “cookie cutter”;
8. Celebrate and work with nature;
9. Connect and gather;
10. Getting here and being here;
11. Make a good first impression; and

12. Situate village within broader context.

Land Use Map and Designations

Lands within the LAP are assigned heights, densities, and uses in response to the natural and physical conditions of Horseshoe Bay (as shown in Figure 1 below). The designations enable a diverse and fine-grain range of residential and commercial uses to support a more complete community. Designated maximum heights prioritize low-rise (two-to-four storey) building forms that transition gently with the slope, with only two small areas of exception: lands on and adjacent to the existing six-storey Libby Lodge site maintain this maximum (Nelson Avenue Apartment), and one site adjacent to the ferry terminal may achieve up to five storeys in the instance either a modest grocery or rental housing are included (Keith Road Mixed-Use).



Figure 1: Land Use Designations

Land Use Policies

The land use policies contained in the LAP provide guidance on implementing the land use designations towards community goals.

**Support History and Sense of Place:** Horseshoe Bay is an established, unique waterfront community with a significant First Nations and maritime history. LAP policies support First Nations cultural locations (who were contacted through Draft LAP engagement), the preservation of character homes, and adaptive re-use of buildings.

**Manage the Rate and Amount of Change:** The LAP provides guidance on gradual, incremental change over a 20-year horizon. Policies specify

conditions on achieving densities and heights, the use of rezoning to manage development responsively, and the requirement to monitor and report every five-years on plan implementation and progress.

**Expand Housing Diversity:** The LAP addresses missing housing types by supporting new neighbourhood zoning, diversifying tenure and unit sizes, and allowing flexibility and choice of housing form – while limiting lot consolidation to control for building size. This expanded diversity supports different life stages, from single-level downsizing units to fee-simple family options, with a strong emphasis on “missing middle” housing.

**Encourage a Vibrant and more Complete Village:** Horseshoe Bay is a hub for local residents and western neighbourhoods, and also a regional connector and destination. LAP policies support enhanced year-round vibrancy and a greater mix of shops and services for residents. Priorities include small- and medium-sized local businesses, active street level uses, the potential for a boutique grocer, and live-work opportunities.

**Optimize the Parks System:** LAP policies support local and destination parks by implementing the Horseshoe Bay Park Revitalization Concept Plan, managing Douglas Park as a neighbourhood park, providing guidance on potentially repurposing portion(s) of Tantalus Park to optimize its functionality or achieve other benefits, and notably identifying opportunities to acquire a Tye Point waterfront trail and viewpoint as a new signature feature of Horseshoe Bay.

**Integrate a redeveloped BC Ferries Terminal:** Ferries form a key component of Horseshoe Bay’s identity, history, and function as a working waterfront. LAP policies would guide future terminal redevelopment to achieve better layout and design, a more complementary integration with the village and Waterfront Park, and multi-modal transportation network improvements (including access to Highway 1).

**Transition sensitively to Horseshoe Bay’s wider context:** The LAP provides direction for new development within LAP boundaries, while acknowledging the need for a sensitive transition to the wider, primarily single-family home area outside the LAP. As such, it confirms District-wide OCP policies apply outside the LAP and recommends built forms that are compatible with the LAP’s infill designation adjacent to LAP boundaries.

#### Design Guidelines for the Form and Character of New Buildings

The design guidelines in the LAP acknowledge the place-based identity of Horseshoe Bay by outlining localized design intent and criteria, while allowing for flexibility and individuality in architectural responses.

**Site Planning and Site Design:** LAP guidelines ensure buildings respond sensitively to natural and adjacent conditions and promote creative design responses (e.g. articulation of corners, presenting larger buildings as a collection of diverse forms, offsetting frontages to create visual depth, landscaping to promote livability and interest).

***Building Form and Building Design:*** LAP guidelines support the character of Horseshoe Bay through eclectic, ‘kooky’ building designs and a stronger relationship between frontages and streets (e.g. pedestrian-scale of built form through articulated unit entries, varied rather than uniform designs and materiality, architecturally integrated roofs and balconies, universal accessibility for street level uses).

***Sub-Areas and Special Conditions:*** LAP guidelines provide specific design direction for the residential only Neighbourhood sub-area and mixed-use Village sub-area (e.g. private residential outdoor spaces, commercial unit design, retail “streetwall” experience). Particular design guidance is provided to support the unique character and role of key streets (i.e. Bay, Royal, Little Bay, Keith, and Nelson).

#### Public Realm Guidelines

Public realm guidelines in the LAP acknowledge the importance of spaces in between buildings to enhance the quality of life and connectedness of Horseshoe Bay.

***Streetscape, Public Art, and Place-making:*** Improvements to the public realm would be an important outcome of new development. Guidelines support sense of place and community through gathering spaces, streetscape improvements, street furniture and local public art strategies to create a more welcoming and interesting village environment.

***Multi-Modal Network, Streets, Parking, and Access:*** Horseshoe Bay’s geography, seasonal popularity, and role as a regional connector place demand on the transportation network and parking. The LAP identifies multi-modal network improvements and linkages, provides for significantly increased off-street parking and enhanced on-street parking and street conditions, and requires transportation impact assessments to accompany rezoning considerations in the Village.

#### Implementing the Plan’s Vision

The LAP includes direction for the delivery of community benefits to be secured as gradual development occurs in support of LAP objectives and goals. Ongoing administration requirements to direct land use change and new development in accordance with the LAP include monitoring its success by reporting on progress five years after its proposed adoption.

## 6.2 Sustainability

The Horseshoe Bay LAP provides a significant opportunity to advance a neighbourhood-specific response to the District’s environmental, social, and economic, and cultural sustainability objectives. New buildings would meet the District’s leading energy performance standards, locating new homes for all demographics in proximity to shops, services, public facilities and jobs, in a more walkable location served by rapid transit.

### 6.3 Public Engagement and Outreach

Public engagement and outreach have been central to all phases of the LAP process. Engagement in Phase 4 was a sharing and listening exercise involving two rounds of dialogue with the community, responding to feedback and concerns, and balancing a range of input to produce the LAP now proposed for Council's consideration.

At the start of Phase 4, staff met with stakeholder groups to debrief on the Phase 3 survey findings before preparing a Draft LAP. This led to the following key changes to what had formed Phase 3 Foundations:

- Lowering maximum building heights on mixed-use and apartment sites from 5-6 storeys down to 4-5 storeys, 2-4 storeys, or 2-3 storeys;
- Lowering the maximum building height on transitioning townhouse sites from 3-4 storeys down to 2-4 storeys, or 2-3 storeys;
- Linking these maximum permitted heights to community objectives such as having a local grocery store, securing rental housing, and creating live-work or lock-off units; and
- Adding multiple design guidelines to reflect village character, control building massing and site size, and soften the transitions between different forms of development.

Subsequently, a Draft LAP was made available for public and stakeholder comment between January 28 and February 26, 2021. More than 500 comments were received, with the 10 most frequently cited types of input grouped by categories below:

- 60 in support of draft LAP (e.g. excited by the prospect, feel previous issues have been addressed, appreciate process, support growth);
- 56 specifically supporting the range of housing and the opportunities for more local shops/services (note: 8 mention a grocery);
- 51 in support of place-making, alternatives to the car, walking and cycling connections, attractive streets, and gathering spots like patios;
- 49 not in support of draft LAP or its process, concerns with growth, want fewer units (*note: 12 relate to already approved Sewell's site*);
- 47 in support of design guidelines, character, proposed heights (or suggesting buildings could in fact be higher);
- 39 not in support of design guidelines, fear loss of character, feel buildings too high;
- 39 requests for information (e.g. potential build out of new units);
- 30 concerns with traffic (e.g. fear growth will worsen parking, increase traffic and pressure highway access, already have Sewell's in stream);
- 30 comments on optimizing parks system (e.g. acquire Tyee Point, add dog park at Tantalus, enhance greenspaces, maintain water access); and
- 25 comments on how to improve road and transportation infrastructure (Provincial, Federal, BC Ferries, Municipal).

Based on extensive feedback on the Draft LAP, staff have made further adjustments to finalize the LAP now being proposed for adoption. The most significant changes made include:

- The two draft “Keith Road Mixed-Use” sites have been reduced to one site only, and on this site 4-5 storeys would only be considered in conjunction with a boutique grocery store and/or rental tenure housing;
- The commercial component of the draft “Bay Street Choice of Use” has been removed, changing this designation to “Bay Street Residential” and lowering heights from 2-4 storeys down to 2-3 storeys;
- Additional portions of the draft Village Townhouse designated sub-area have been re-designated to the lower density Neighbourhood Rowhouse to better transition with the slope on the eastern portion of Bruce Street;
- Policies have been added to monitor the rate of change to support contextual and incremental plan implementation;
- The policy identifying the potential re-opening of Douglas Street to Nelson Avenue has been removed (from text and map);
- Generalized edits to text have been made to policies and guidelines to clarify intent, streamline reading, and remove redundancies; and
- Extensive additions to visual graphics have been made to comprehensively illustrate design intent and objectives.

Across the two stages of responsive dialogue in Phase 4 described above, the community continued to participate in the LAP process via phone, email, and video conference, in addition to the comment forms received on the Draft LAP. An outline of Phase 4 activities (their purpose and participation levels) follows:

<b>Activity</b>	<b>Purpose and Participation</b>
<ul style="list-style-type: none"><li>• Stakeholder &amp; Community Outreach</li></ul>	<ul style="list-style-type: none"><li>• Encourage community involvement and maintain working relationships with local stakeholders.</li><li>• Promotion included posters in Horseshoe Bay businesses, District website, dedicated westvancouverITE project webpage, email subscription, social media campaign, and sharing through local stakeholder networks.</li><li>• ~2,500 unique webpage views, and social media posts reaching almost 13,000 people in Phase 4.</li><li>• Stakeholder meetings conducted with:<ul style="list-style-type: none"><li>○ the Western Residents Association (x2);</li><li>○ the Horseshoe Bay Business Association (x2);</li><li>○ the Public Art Advisory Committee (x1);</li><li>○ BC Ferries (x1);</li><li>○ Design Review Committee (x1); and</li><li>○ the Advisory Committee on Disability Issues (x1).</li></ul></li><li>• 64 participants at 8 meetings with over 160 pieces of input received.</li></ul>

- Horseshoe Bay LAP Advisory Roundtable
  - Incorporate local expertise and insights and act as a “sounding board” to assist staff.
  - Two meetings held:
    - September 22, 2020 – video conference discussion on Phase 3 survey findings for land uses, building heights, connectivity, and managing change; and
    - February 2, 2021 – video conference discussion on early Phase 4 engagement input and how the Draft Plan responds to feedback received.
  - Almost 90 pieces of input collected from 23 participants over two meetings.
  
- Phase 4 Draft Local Area Plan Community Feedback
  - Collect feedback on the Draft LAP policies and guidelines.
  - 80 comment forms, 20 phone calls, 60 emails, and over 20 pieces of Council correspondence received between January 28 and February 26, 2021.

As with all previous phases, a summary of the engagement process and an analysis of findings for Phase 4 is attached as **Appendix A**, with a full transcript of engagement (comment forms, emails, committee meeting minutes, Council correspondence) also available online at: [www.westvancouverite.ca/plan-hsb](http://www.westvancouverite.ca/plan-hsb).

The webpage above has remained the portal for all LAP reports and updates throughout this two-year process. Across Phases 1 to 4, engagement has been thorough, inclusive, and locally representative with over 6,900 pieces of input received from events and meetings, survey responses, comment forms, and ongoing correspondence. A large portion of all LAP participants (78%) live, work, or both live and work in Horseshoe Bay. This number increases to 92% when including those living in other Western neighbourhoods (Figure 2). Participation across all phases has also closely represented the age diversity of Horseshoe Bay (Figure 3).

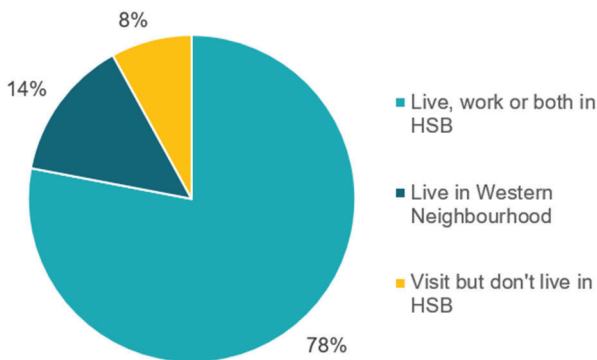


Figure 2: Geographic Distribution of Participants: Phases 1-4

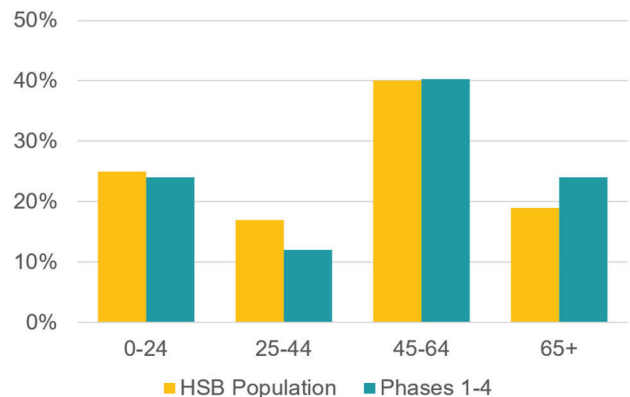


Figure 3: Demographic Distribution of Participants: Phases 1-4

#### 6.4 Other Communication, Consultation, and Research

Staff from Engineering, Finance, and Parks provided input to the LAP. Should Council give the proposed LAP first reading, as recommended in this report, the proposed OCP Bylaw no. 4985, 2018, Amendment Bylaw No. 5120, 2021 would move to a public hearing, in accordance with statutory notice and procedures.

### 7.0 Options

#### 7.1 Recommended Option

That Council give first reading to the proposed OCP amendment bylaw, set the date for public hearing, receive the Phase 4 engagement summary for information, and direct staff to prepare subsequent Neighbourhood zoning amendments.

#### 7.2 Considered Option

That Council provide alternative direction (to be specified).

### 8.0 Conclusion

The Horseshoe Bay Local Area Plan and Design Guidelines have been prepared following a two-year planning and engagement process. Feedback received through public engagement has been presented to Council at the end of each of the four Phases, with Council direction provided to move on to the subsequent phase. The proposed LAP builds on each previous phase and has been adjusted in response to Phase 4 feedback. Staff now recommend formal OCP adoption of the LAP.

Author:



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David Hawkins, Senior Manager of Community Planning & Sustainability

**Appendix A:** Horseshoe Bay Local Area Plan: Phase 4 Public Engagement Summary

**Appendix B:** Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021

# Horseshoe Bay Local Area Plan:

Phase 4 Public Engagement Summary | April 2021

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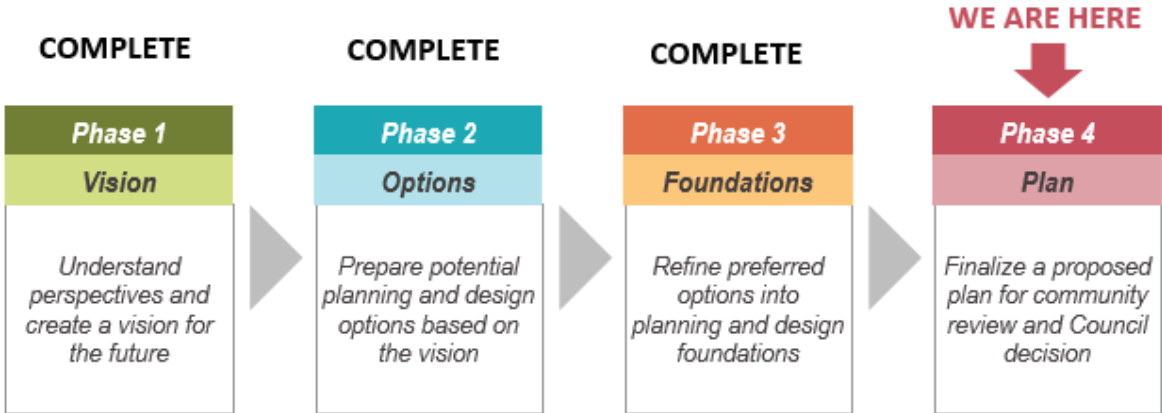
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# 1. INTRODUCTION & OVERVIEW

At its meeting on March 11, 2019, Council directed staff to commence the Horseshoe Bay Local Area Plan (LAP) process to create a new LAP for Horseshoe Bay in accordance with an approved Terms of Reference. If adopted the LAP will become part of the Official Community Plan (OCP). Since 2019, the District has been collaborating with the community in preparing the local policy response to meet long term local goals, contribute to District wide objectives, and embed place-specific policies into the OCP.

The LAP process includes four phases and has reached the final stage, Phase 4 “Plan”, as illustrated below:



The Draft LAP incorporates the vision and principles for the future as established in Phase 1. In Phase 2 the community discussed higher-level options to meet its objectives. These were then evaluated during Phase 3 via an online survey, where the community validated and/or suggested modifications to emerging planning and design foundations. From these four phases a Draft LAP was prepared for review and input.

Phase 4 involved working with the community and local stakeholders in two stages. The first stage involved obtaining local insight on how to interpret Phase 3 survey results to better understand how to prepare a Draft LAP. The second stage was to receive feedback and comments on the Draft LAP.

Phase 4 engagement opportunities were designed to provide citizens with a range of ways to learn about the Draft LAP and to provide feedback, including stakeholder video conference meetings, an online comment form, as well as telephone calls and emails.

This report describes Phase 4 engagement activities and summarizes comments received to provide a concise record of community input. A full transcript of Phase 4 engagement activities is available as a separate report online at [www.westvancouverite.ca/plan-hsb](http://www.westvancouverite.ca/plan-hsb).

## Phase 4 Highlights

### **Understanding Phase 3:**

#### **How can we dig deeper into Phase 3 survey results before preparing a Draft LAP?**

- Local insight informed interpretations from Phase 3 survey results to better understand how to prepare a Draft LAP;
- 4 stakeholder meetings with the Advisory Roundtable, the Horseshoe Bay Business Association, the Public Art Advisory Committee, and the Western Residents Association, reaching around 30 attendees; and
- The Advisory Roundtable continued to assist staff as a “sounding board” through Phase 4 and were the first conversation around what conclusions to draw from Phase 3 survey results to better understand how to prepare a Draft Plan.



### **Outreach:**

#### **How can we promote awareness, retain community interest and assist with learning about and receiving comments on the Draft LAP?**

- Promotion included posters in Horseshoe Bay businesses, District website, dedicated westvancouverITE project webpage, email subscription, social media campaign, and sharing through local stakeholder networks; and
- ~2,500 unique webpage views, and social media posts reaching almost 13,000 people.



### **Engagement on the Draft Plan:**

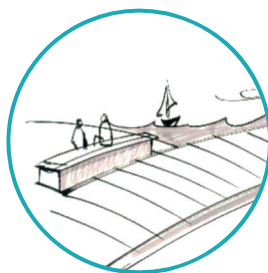
#### **What does the community think about the Draft LAP?**

- Review the Draft LAP to answer questions, and gain input and feedback;
- Online comment form available between January 28, and February 26, 2021;
- Over 150 respondents generated over 500 individual comments providing significant input on the Draft LAP;
- Online Background and Summary document available for download on the project webpage; and
- 6 stakeholder meetings with the Advisory Roundtable, BC Ferries, the Design Review Committee, the Horseshoe Bay Business Association, the North Shore Advisory Committee on Disability Issues, and the Western Residents Association, reaching around 60 attendees.

## 2. DEBRIEFING FROM PHASE 3 TO SHAPE A DRAFT PLAN

Phase 4 began by debriefing on Phase 3. Four meetings were held with stakeholder groups to discuss Phase 3 survey results and receive ideas for preparing a Draft LAP, reaching around 30 attendees. Meetings included a brief overview from staff about Phase 3 survey findings, which led to focused discussions around key topics such as:

- supporting a more vibrant and varied local economy (mixed-use buildings, active, engaging street-level shops and services, small but varied commercial unit sizes, second-storey offices);
- supporting expanding housing options (enable housing choices for homeowners, smaller, flexible, and varied living options);
- questions and concerns around maximum building heights to achieve housing and village goals (e.g. 6-storey mixed-use sites catalyze revitalization, but are higher than some people support);
- the need to avoid architectural uniformity with design controls (aesthetic diversity, articulation, rhythm, not wanting a “tunnel effect”, promoting neighbourliness, etc.);
- celebrating the bay’s distinct maritime identity and quiriness (varied building forms and rooflines, sensitive transitions, complement natural topography, massing);
- opportunities to connect the village with public spaces and a better street experience (patios, mid-block connections, public art, heritage);
- prioritizing parks objectives (balance between potential Tyee Point trail and Tantalus Park);
- evaluating objectives for specific roads/lanes (Little Bay, Douglas, Argyle): and
- managing overall amount and rate of change over 20 years.



Subsequent pages provide a summary of discussions held with stakeholder groups regarding Phase 3 survey results and how to inform a Draft Plan:

**Advisory Roundtable, September 22, 2020.**

- Two roundtable members indicated concerns with any new developments in the village exceeding 3-4 storeys, or “not much more” than 4 storeys, and that Galleries should set the precedent.
- All other members spoke in favour of maintaining 5-6 storeys on the previously identified sites as a reasonable increase in height in sensible locations to meet community objectives.
- Several members suggested that the Draft LAP should situate proposed policies for new buildings and heights in terms of “why” and “how” they deliver community objectives, to inform people’s understanding of change.
- Several members also stressed that change would be gradual and planned for to cater to the community that lives here not the ferry traffic, with stores, housing and area-wide improvements for residents.
- Members discussed the rationale for directing higher buildings close to existing or approved higher buildings (Libby Lodge, Sewell’s) and to the Ferry Terminal interface indicating that height on the edge of “Little Bay” supports wider setbacks from the lane, thus more space for pedestrians and commercial loading, in addition to desired grocery uses.
- Two roundtable members expressed that they are not in support of 4 storey townhouses.
- Other members stated that 4 storey townhouses make sense at naturally lower elevations (i.e. higher heights at lower levels), offering sensitive transitions from the commercial periphery to residential areas up the slope.
- Another member added that the community does not wish to see repetitive building forms, so the key will be to prepare design guidelines to meet this objective by providing the community with a mix of styles, minimal lot consolidations, managing volumes and densities while accommodating desired housing types.
- Some members spoke toward the opportunity of acquiring Tye Point as a major public asset, that public access should still be prioritized as a parks objective.
- No members opposed opening Douglas and Argyle streets enabling a more connected community, to provide maximum traffic circulation for the whole village.

**Public Art Advisory Committee, October 13, 2020.**

- All members agreed that this is a significant opportunity in terms of expressing Horseshoe Bay’s identity and supporting a village through arts and culture.
- Members agreed with the themes focusing on First Nations history, marine geography and village ambiance.

- Members discouraged too much emphasis on potential locations to allow for “threading” public art throughout the area rather than identifying specific individual locations.
- Members suggested to include a section on a public art plan in the Draft LAP including the themes, and opportunities for public art.

**Western Residents Association, October 13, 2020.**

- Members indicated support for housing diversity and the desire to ensure architectural delineation between frontages to avoid “tunnel” effect.
- A member brought forward concerns around 6-storey heights in Phase 3.
- Members generally indicated that identifying maximum heights will be a key element of the Draft LAP that the community will want to consider.
- Members indicated recognition that achieving community “wants” like a grocery store and housing diversity requires an enabling plan that provides enough development opportunity for these things to happen.
- It was suggested that consideration to see some adjustments in Phase 3 heights would be appreciated as this will indicate recognition that the “support with modifications” responses received during the Phase 3 survey mean both support and concern, and the Draft LAP could seek a middle ground.
- A member indicated very specific and strong concern with re-opening Douglas Street from local residents living there.

**Horseshoe Bay Business Association, October 29, 2020.**

- Members identified a positive, creative, collaborative process that is supportive to local considerations.
- Members deliberated on if the concern with 6 storeys are views, density, sunlight, or skylines. Adding that the natural light from the unique north facing aspect is important to residents but that the locations proposed in Phase 3 (e.g. abutting mountain slopes and BC Ferries) create minimal impact; however, if 6 storey heights are an obstacle, there is benefit in adjusting to maintain the positive direction of the process.
- Members recognize that the delivery of community benefits and economic feasibility to enable development, and adjustments to heights should still ensure viability.
- The group sought to ensure that a variety of stores could be enticed to the community (i.e. artisan stores and a boutique grocer) through delivering a range of small to medium sized commercial units, and the Draft LAP must provide for that as part of Horseshoe Bay’s future.
- Members agreed that changes should offer a more pleasant pedestrian experience through public realm improvements, and expressed how everyone also loves informal gathering spaces that are “gritty” and unique (e.g. lanes, alley ways) in addition to more formal patios.

- Several members agreed that a craft brewery offering a unique experience and restaurants and patios orientating toward the sea view or for sunlight, would be welcome in the community.
- A member expressed that the safety of all users of Little Bay should be considered, street lights and a wider pedestrian area could be used.
- Members agreed that Tye Point would serve the community and visitors at large and that acquisition or access to Tye Point should be considered through the potential development of some of Tantalus Park, while maintaining some park area (e.g. as off leash dog).
- Members indicated that Argyle and Douglas should both be open as they were closed when the ferry traffic used to run through Argyle and this is no longer the case. It was added that these streets should be utilized for the enhanced flow of traffic for the community at large. Members indicated that opposition might be met from those neighbours and their concerns could be accommodated with traffic calming measures.
- Another member added that so much of what has been discussed through phases to date is still true – more shops and housing, variation, wider pedestrian orientated streets, getting cars underground to assist the traffic flow.
- A member indicated that gradual and incremental change is important to the community where growth is managed and controlled, and that the community is kept up to date and informed of new local initiatives and development.

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hear from you,  
Horseshoe Bay!**

Share your feedback on  
the Draft Local Area Plan



### 3. ENGAGEMENT & INPUT ON THE PHASE 4 DRAFT PLAN

#### 3.1 Stakeholder Engagement

A Draft LAP was prepared, including many adjustments from the Phase 3 survey to incorporate input from Phase 3 debrief meetings.

As part of the Draft LAP release, six meetings were held with stakeholder groups to review and provide feedback on the Draft LAP, reaching around 60 attendees. These meetings were also an opportunity for stakeholders to learn about the Draft LAP, seek answers to any questions, and to encourage participation among their networks. Staff continued to be available to talk or connect virtually with interested individuals to answer any questions and take input on the Draft LAP.

Meetings included a brief overview of the Draft LAP and staff reminded stakeholders that while overall balance of interpretations from previous stakeholder meetings regarding Phase 3 results was positive, some concerns and suggestions for modifications were provided. That the Draft LAP seeks to integrate responding to this input in a way that is consistent with the wider community vision, principles and objectives – and the previous phases of the LAP process. Staff highlighted the most notable changes that had been incorporated in the Draft LAP including:

- lowering maximum building heights on select mixed-use sites from 5-6 storeys down to 4-5 storeys or 2-4 storeys;
- lowering the maximum building height on select townhouse sites from 3-4 storeys down to 2-4 storeys or 2-3 storeys;
- linking these maximum permitted heights to community objectives such as having a local grocery store, securing rental housing, and creating live-work or lock-off units; and
- adding multiple design guidelines to reflect village character, control building massing and site size, and soften the transitions between different forms of development.

Staff invited participants to engage in an open dialogue on the most notable changes, while indicating that the discussion was not limited with participants encouraged to share perspectives on any topic of interest. Staff took the opportunity to thank attendees for their continued commitment and involved participation throughout each of the four phases of this process. Further to this, staff acknowledged that community group members are also individuals and active citizens, and invited participants to share comments via the online feedback form as well as through stakeholder meetings.

Subsequent pages provide a summary of open discussions held with stakeholder groups regarding comments and feedback received on the Draft LAP:

### **Advisory Roundtable, February 2, 2021.**

- The majority of members indicated that they support all policy directions in full in the Draft LAP. That the policy directions of the Draft LAP are comprehensive and reflect Roundtable and community input. That the Draft LAP and design guidelines are impressive in meeting wide community objectives, and that the level of detail makes a significant impact on the end result, and the ongoing and future success of the village.
- All members agreed that the integrity of the process is clearly expressed through a Draft LAP that seeks to benefit the community at large (e.g., grandparents, grandchildren, and young families) creating a livable community for now, but also in the future beyond the role of the Roundtable.
- Some members informed the group that the community will have differing opinions. That some folks are resistant of change to anything that is not familiar (e.g. new forms of housing that are not single family or duplex), but that change is inevitable so the role is to shape that change – and the Draft LAP has achieved this.
- Some members indicated that the estimate of total growth is of importance to the community. That this should be understood to span the coming decades and deliver gradual change toward creating a more livable community, expressing that failing to plan for the future would mean a failure of the LAP process.
- One member indicated that the majority of members supported all heights as proposed and recognized the reasoning for this; however that on a personal level heights above the Galleries is not a proposal that this member supports.
- Other members indicated support for all heights delivering community benefits. Although 6-storeys was clearly supported by the overall Roundtable in previous phases, members were pleased to see the lowering of heights to reflect other community perspectives.
- Two members expressed the reference to indigenous origins and history is one that the community value.
- Members agreed that the possibility of gaining Tyee Point as a public asset remains a worthwhile endeavour that should not be lost as background.
- Members agreed that traffic flow for the whole community will always need to be monitored and managed, but that development can secure associated infrastructure upgrades.
- It was noted that interpretation of the waterfront park (indicated through the use of the colour green on the land use map) seemed to cause confusion in the community that the boat ramp maybe removed and suggested to add further visual clarity regarding this matter in the final LAP by including the park concept plan.

### **Western Residents Association, February 9, 2021.**

- A member indicated that 6 storeys does not enhance village character as HSB is a unique community (*note: heights on Keith Road had already been lowered to maximum 5 storeys in the Draft LAP*).
- It was indicated that the new forms of buildings proposed will evolve overtime as the LAP spans the coming decades where incremental changes will be controlled and guided by the LAP.
- It was noted that construction and further disturbance from noise is a concern (due to the ongoing Sewell's development) and compounded by the recent bike lane upgrades along Royal, leading to discussion around the importance to the community that the rate of change be controlled and growth regulated (gradual and incremental).
- It was brought forward by a member that local resident input should be prioritized versus non-resident input, leading to discussion that resident input has been central through all phases of the process and that is still the case.
- It was suggested that accountability in maintaining the intent of this community plan would be a welcomed inclusion in the final LAP, so no rezonings occur beyond whatever the final uses and building heights of the LAP are.

### **BC Ferries, February 10, 2021.**

- Attendees acknowledged that BC Ferries (BCF) is part of Horseshoe Bay's identity, and that the LAP should be able to guide and ensure complementary integration of the future terminal redevelopment.
- BCF will review capital plan timelines and scope in light of COVID-19 and committed to working closely with the community and District of West Vancouver staff as and when terminal redevelopment occurs. Updates to stakeholders and residents will be provided when available.
- The management and delivery of adequate off-street parking will be re-addressed and considered in greater detail once terminal redevelopment resumes, and the LAP should provide high-level guidance on that.

### **Horseshoe Bay Business Association, February 11, 2021.**

- All members agreed that prioritizing flexibility in commercial unit sizes is imperative to the success of a range of business types and operations.
- Multiple members noted that the Draft LAP should provide greater opportunity for the inclusion of smaller commercial spaces (e.g. 500 sq. ft. – 600 sq. ft.) to accommodate the "mom and pop" / craft businesses and stores.
- It was noted that partnering with Vancouver Coastal Health in the delivery of an urgent care practice would be welcome in the community.
- Members agreed that reference to historical and 1st Nations heritage are well received.
- Members indicated that the management of traffic and parking to alleviate congestion is of high priority to the community, leading to discussion of provisions for adequate and new parking (e.g. underground new buildings) for

visitors in the commercial area as essential to viability, to alleviate congestion, and enhance the pedestrian retail experience.

- Members indicated that ongoing bike lane construction along Royal Avenue is currently a very contentious issue in the community and there are concerns over existing conditions and the final build out along this frontage.
- It was noted that some members of the community were surprised to hear that the LAP process is not yet complete and that further engagement and continued involvement was still necessary given engagement to date, in contrast to others who are still seeking opportunities to engage. This led to a discussion on timelines and when the LAP could be brought forward to Council.

#### **Design Review Committee, February 18, 2021.**

- Draft Plan is commendable in delivery of community principles, (e.g. housing diversity, live-work opportunities, small scale housing, flexible spaces, pedestrian porosity, mid-block opportunities, enhanced public realm improvements, and landscaping).
- Success of a village is determined by attracting people to come here, emphasis on the promenade and waterfront, pedestrian orientation and linkages, so that it is a “place”.
- Design controls are comprehensive; there is also a need to allow opportunity for creative solutions.
- Consider any potential conflicts between expectations for building articulation and energy performance.
- Include strategies for visitor accommodations, (e.g. hotels, bed and breakfast accommodations).
- Provide for private outdoor spaces and ensure no net loss of green space.
- Preserve the unique, quaint, eclectic nature of Horseshoe Bay.
- Ensure commercial village is viable (e.g. encourage a diversity of retail and residential).

#### **North Shore Advisory Committee on Disability Issues, February 18, 2021.**

- All members agreed that the range of housing choices in the Draft LAP are comprehensive and commendable, (particularly single level units), leading to discussion that change is gradual and guided by the LAP.
- All members encouraged adequate streetscapes founded in best practices to be brought forward as being imperative to delivering an accessible community for all, suggesting that the LAP provide stronger accountability in delivering this mandate.
- All members agreed that acquiring Tyee Point would be a beneficial asset to bring to the public realm and further to support all users with an accessible multi use pathway, clear of barriers, and with minimal signage.
- All members indicated support for public realm improvements with a desire for mid-block connections, gathering and open spaces, street furniture and modified lanes to be accessible for people with disabilities.

- Members were pleased to see that public art is prioritized and expressed consideration for public art that is barrier free (e.g. murals and tactile murals).
- Members indicated that upgrades to interface/integration should include accessible features and infrastructure (e.g. accessible parking stalls, bus stops, e-bikes storage, wayfinding signage, signal crossings), at Keith Road, Waterfront Park and Ferry Terminal Building.



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### 3.2 Comment Forms, Emails and Telephone Calls

The main component of Phase 4 public engagement was the Draft LAP comment form. The comment form was available on the District website between January 28, 2021 and February 26, 2021 (inclusive) to allow the community to provide their feedback. The comment form was open-ended enabling residents to provide as much feedback as they wanted and address as many, or as few, sections of the Draft LAP as they were interested in. In addition to the comment form residents could also provide feedback via email or telephone. A background and summary document of the Draft LAP was also available. It served as a background for those intending to review the Draft LAP in its entirety, or as a summary of the key land use directions for those wanting to stay up to date with a quick “snapshot”.

Over 150 submissions were received during Phase 4: 80 comment forms, 60 emails and 20 telephone calls. Total input amounts to 523 comments received. Feedback has been analyzed according to the top ten most frequently cited types of input and grouped by categories. Similar perspectives within each category are outlined and ranked by frequency. A selection of representative quotes is also included.



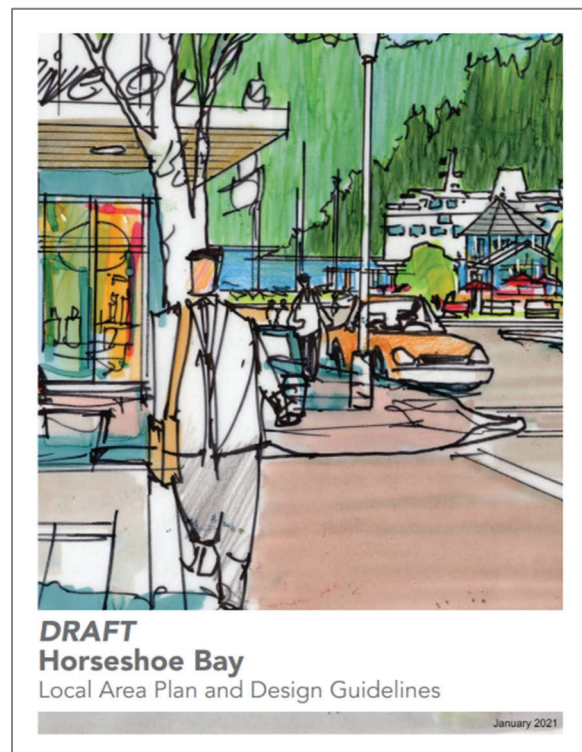
~80 Comment Forms



~20 Phone Calls



~60 Emails



## 1. Support for Draft LAP, its process, and population growth

A total of 60 comments were received in support of the process, the Draft Plan it led to, and in favour of population growth. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Support for Draft LAP	Support and compliments on Draft LAP (e.g., a well drafted and detailed document, appreciate effort and work involved in bringing forward) (12)  Praise to Council for beginning LAP process in HSB, approach and intent is right, LAP will successfully guide HSB toward its future vision, will achieve community goals (11)  Welcome change and vibrancy to the community, recognize changes and adjustments already made (5)	28
2. Excited by Prospect	Specifically expressed excitement toward future and potential changes to come, a realized vision, move forward with implementation	13
3. Positive Process	Praise for professional guidance, an inclusive process, many opportunities to get involved, reflective of broad community input, public leadership from an involved community	10
4. In favour of Population Growth	Population growth and new residents are welcome in HSB, (e.g., new residents sustains and supports the community and commercial area)	9

### Example Quotes:

***“I’ve lived here since 1988, the village does need revitalization. Looking forward to seeing this LAP take shape.”***

***“Get the LAP adopted ASAP, and get the zoning changes to the neighbourhood area adopted ASAP also.”***

***“Finding consensus as to the future of such a special location was always going to be a challenge, but staff provided numerous opportunities for community input, listened carefully, adjusted the plan where appropriate.”***

***“I must congratulate the authors of the report they have made some changes that recognize concerns that were expressed in the initial feedback.”***

***“The LAP is a wonder approach for future HSB. As residents of HSB, me and my wife are both fully supporting the plan.”***

***“A lot of thought has clearly gone into it and a diversity of voices captured. The Bay will become an even more lovely place to live.”***

## 2. Support for a range of housing choices and a variety of local businesses

A total of 56 comments were received specifically supporting the range of housing choices, and opportunities for more local shops and services. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar Perspectives	#
1. Support a range of Housing Choices	<p>Diversity of housing is appreciated (e.g., range of housing choices, smaller, more affordable options for downsizers, first time buyers and young families) (17)</p> <p>Specific comments on delivering missing middle housing and apartments, enables people to live here and supports the community (e.g., apartments, rowhouses/townhouses) (8)</p> <p>Support infill housing types (e.g., infill area, coach houses should be a District wide option) (5)</p> <p>Options for rental housing is important (3)</p>	33
2. Support a variety of Local Shops & Services	<p>Specifically mentioned desire/support for a grocer (8)</p> <p>Enhance commercial village with a variety of shops and services, to meet local community needs (e.g., medical, offices, retail, “mom &amp; pop” shops, brewery) (8)</p> <p>Capitalize on maritime village identity (e.g., working marina, open air markets) (5)</p> <p>Flexibility of sq. ft. to accommodate a range of commercial units – including small shops, restaurants along waterfront (2)</p>	23

### Example Quotes:

***“A lot of people can not afford a house, but condos are easier to buy, for retired downsizers or first time buyers, or people working on ferries, or having to take the ferries everyday to work. I would like to see higher density.”***

***“I look forward to an “enhanced commercial village” to serve the local community, particularly the opportunity for a modest but full service grocery store.”***

***“I hope progress continues for our benefit of younger generations.....The mixed use, apartment and row housing proposals would make this a viable, realistic and attractive option for young people and downsizers. As a local resident, I support this plan.”***

***“I fully support the LAP, especially the inclusion of a diverse range of housing, more densification, which will bring in more business opportunities, yet keeping the uniqueness.”***

### 3. Support for place-making, alternatives to driving, enhanced pedestrian realm

A total of 51 comments were received in support of place-making, trails to walk and cycle, patios to spend time in, and providing alternatives to the car. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Promote Alternative Modes	<p>Prioritize and promote alternatives to driving (e.g., become less car dependent, enable all users not just vehicles, Bay St. to accommodate pedestrians and cyclists, ensure safe access for all users of Little Bay) (10)</p> <p>Improve walking connections and access (e.g., from Bay to Gleneagles and HWY1), open and connect trail system to wider regional trails (10)</p> <p>Improve and upgrade cycling routes in and out of Bay, connect with wider area cycle routes, reimagine Royal Ave. cycle lane (10)</p>	30
2. Attractive Streetscapes	Streetscape improvements are welcome (e.g., bury cable lines, incorporate references to cultural heritage, improved landscaping, wider sidewalks)	17
3. Enhance Pedestrian Realm	Enhance pedestrian experience (e.g., outdoor dining opportunities, public squares, gathering spots, community gardens)	4

#### Example Quotes:

*“Better off-highway bike and walking connections.....this might alleviate some traffic and parking issues, but mainly it would enhance the livability in the areas and increase the feeling of connection between the different residential, commercial, educational, leisure and recreational areas in the area.”*

*“Horseshoe Bay is a uniquely important transportation hub for commuters.....There should in future be bus service to Sea-to-Sky from here, and also bicycle parking and a better park and ride.”*

*“Limitation of car use is important as we enter the active phase of climate change and decline of fossil fuel use for mobility.”*

*“Good architecture, nice streetscapes, little squares and small community gardens will really make us a destination community that people will want to call home, all year around.”*

#### 4. Not supportive of Draft LAP or its process, concerns with growth, reduce units

A total of 49 comments were received specifically not in support of the Draft LAP or its process, concerns with growth, and wanting fewer units. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar Perspectives	#
1. Not in favour of Population Growth / Fewer Units	Specific concerns with Sewell's plus LAP units, village cannot accommodate more units, Sewell's plus 300 is too much (12)  Overall too much density, reduce units, too much focus on housing without amenities (13)	25
2. Not supportive of Draft LAP	Unsatisfactory proposal, against any further development - yet want more community amenities (8)  Specifically not supportive because Sewell's has impacted the village character and charm (4)	12
3. Do not support Process	Concerns around LAP process (e.g., not reflective of beliefs, low-rise buildings have not been prioritized, questioning support level for Phase 3 survey, staff lack local knowledge, slow process down)	12

#### Example Quotes:

***"I'm extremely disappointed by the Horseshoe Bay Local Area Plan. Four years ago, the peace of the village was destroyed with the approval of the Sewell's Landing Monstrosity"***

***"Taking away the atmosphere of The Bay!! We're not in Hollywood!! This is our small village and no one likes change!"***

***"In my opinion progress and growth are a good thing but when you ask for too much you get a lot of resistance. Less is more when it comes to HB."***

***"Overall I do understand the need more housing options in our beloved neighbourhood. It would be nice for our kids to be able to raise families here too! (Though this feels a bit like too much density)"***

***"The main issue for me is the density and why we are having to agree to what looks like an excessive amount of new units in addition to West Bank."***

## 5. Support for design guidelines, the form and character, and building heights

A total of 47 comments were received in support of the design guidelines, their management of form and character, and the proposed heights (or suggestions for higher heights). Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Design Guidelines Enhance & Protect Character through Building Design	<p>Appreciation for design guidelines (e.g., attention to detail and character, good design preserves character, serve as a model for other LAP's, will enhance maritime character) (9)</p> <p>Streamline guidelines to ensure design innovation and provide more visuals (e.g., maritime imagery, cross sections, and transects of proposed building forms) (6)</p> <p>Retain village character and encourage aesthetic diversity (e.g. avoiding uniformity through varied massing, limiting lot consolidation, delineated frontages) (5)</p> <p>Enhance natural light and unique north facing aspect (e.g., limit shading with view corridors, tapered building heights, articulation and stepped back upper storeys) (4)</p> <p>Building forms to complement and protect natural topography, and terrain, protect steep slopes and trees, enhanced landscaping (4)</p>	28
2. Support for heights as proposed, or even higher	<p>Support for all heights as proposed in LAP (5)</p> <p>Periphery of the bay can support higher buildings, Nelson abutting cliffs, BC Ferries side (4)</p> <p>Bay St. East – recognition height tied to delivery of community benefit in the form of a grocer (3)</p> <p>Bruce St. should be higher or the same as townhouses 2-4 storeys (3)</p> <p>Bruce St. West could be higher to same as Choice of Use 2-4 storeys (2)</p> <p>Douglas St. could be higher 6-7 storeys or same as Choice of Use 2-4 storeys (2)</p>	19

### Example Quotes:

***“Horseshoe Bay is finally going to get a much needed facelift while still retaining many of the qualities that we love about this area.”***

***“I appreciate the priority given to low rise forms, and found the concept of “keeping it kooky”, with a focus on a maritime look, very appealing.”***

***“I think it is a respectful increase to density while maintaining reasonable maximum building heights.”***

**6. Concerns with a loss of character and proposed design guidelines, prefer to see lower heights**

A total of 39 comments were received not in support of the design guidelines, fearing character will be lost and that building heights are too high. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Lower Heights	<p>Lower rise building forms have not been prioritized (e.g., heights have not been lowered, generally want lower heights, view and character concerns, do not support mid-rise or high-rise buildings) (10) <i>(Note: heights in the Draft LAP had been lowered since Phase 3 and no high rises were proposed).</i></p> <p>Lower heights at Keith Rd. mixed-use, (e.g., concern around heights being increased later at a rezoning proposal stage, not convinced 5 storeys will deliver a grocer) (5)</p> <p>Lower heights at Bay St. West (e.g., same as Westbank townhouses, protect views, access to light quality of life and property values) (3)</p> <p>Bay St. 3 storeys max. (3)</p> <p>Townhouses 3 storeys max. (1)</p> <p>Lower Royal Ave. to 2 storeys to maintain pedestrian feel. (1)</p>	23
2. Character will be lost, do not support Design Guidelines	<p>Concerns around loss of green space (e.g., tree retention, too much concrete, limit blasting, discourage assemblies, no zero lot lines) (6)</p> <p>Village Character is not enhanced, Sewell's not in keeping, too large (6)</p> <p>No value placed on heritage in LAP, no methodology to protect heritage (2)</p> <p>LAP should refer to Neighbourhood Character Working Group recommendations (2)</p>	16

**Example Quotes:**

***“Is so far removed from the concept of A VILLAGE..... the Sanctuary completely dominates the Bay”***

***“Please consider reducing the height of the buildings and amount of units proposed. I feel 4 floors should be the Maximum allowed”***

## 7. Information Requests

A total of 39 informational requests were received. Similar questions are ranked by frequency and outlined below:

Comments	Outline of similar questions	#
1. Draft Plan	Questions regarding LAP process, overall population growth and unit count, implementation	14
2. Transportation	Questions on traffic patterns, parking and circulation	9
3. Public Realm/Amenities	Questions regarding Community Amenities and Trails	7
4. Housing & Character	Questions regarding Village Character and Building Design	5
5. Commercial	Questions regarding Local Shops and Services	4

### Example Quotes:

*“Will there be collaboration between the District and BC Ferries? How will the terminal expansion impact the LAP?”*

*“Where do you expect the children to play?”*

*“Why were the boundaries moved?”*

*“What is the present population and what is projected in the next 20 years and beyond? Who will want to live in HSB and why?”*

*“Will we get a larger school, more green park spaces, a sports field, a church, a larger community meeting space, a larger medical centre, a larger firehall, an ambulance station, a small police station?”*

*“How much public parking will be available once the LAP is put into place?”*

*“How will people live and “work” and where will they travel on a daily basis? What will the word “work” mean in 20 years?”*

## 8. Do not support population growth due to traffic concerns

A total of 30 comments were received regarding traffic concerns associated with population growth. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Traffic Concerns	Traffic associated with population growth and visitors is not supported (e.g., increased parking pressure and congestion, don't want to be like Deep Cove, increased pollution) (11)  Impact of increased traffic and parking pressures have yet to be realised from Sewell's (4)	15
2. Bay entry and exit, in and around Bay	Entry and exit of Bay and roads in and around village cannot accommodate increase in traffic from new residents, limited infrastructure cannot support population growth	11
3. Federal & Provincial Infrastructure	Highway infrastructure and transit are insufficient, cannot accommodate further growth on North Shore	4

### Example Quotes:

*"I agree that HB Bay needs to be revisioned, I strongly oppose the density that would be created by the current plan. Traffic in and out of Horseshoe Bay along with the ferry traffic is already bad enough in the peak season and that's not including the Sewell's development"*

*"We have limited infrastructure to support this level of expansion - we still have no idea what traffic flow will be like when Sewell's Landing comes into operation"*

*"I'm tired of all the development on the North Shore and how it has increased the traffic terribly"*

*"My major concern is traffic ingress and egress"*

*"Roads are not able to handle the density that more floors will bring"*

## 9. Suggestions and comments on optimizing the parks system

A total of 30 comments were received on optimizing the parks systems and suggestions for improvements. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Improvements	<p>Improve Tantalus Park (e.g., off leash dog park, waste disposal, playground, drainage upgrades) (8)</p> <p>Enhance the waterfront (e.g., relocate washrooms, marine bollards, improvements needed) (4)</p> <p>Protect and provide more green spaces (3)</p> <p>Ensure maintenance and upkeep of Douglas Park. (1)</p>	16
2. Support for acquiring Tyee Point	<p>Prioritize public access to Tyee Point (e.g., beneficial to community at large, should not be taxpayer borne, Tantalus Park is underutilized, worth repurposing Tantalus Park)</p>	14

### Example Quotes:

***“With the proposed increased density I believe it is critical to ensure that the park area nearby be protected and their green spaces enhanced”***

***“I am pleased to see prioritizing public access or acquisition of Tyee Point..... This land as park is a key community benefit if Horseshoe Bay is to be more than a ferry terminal.”***

***“I suspect that Tyee Point offers one of the finest views in West Vancouver, and it would be wonderful to make that site available to the public.....if implemented, would be a wonderful legacy for any Council that was able to achieve it.”***

***“We have many well utilized parks in our area, but the closest off-leash dog park is Ambleside.....please consider giving the neighbourhood an off-leash dog area in Tantalus Park.”***

***“I have often wondered why the best location and view in Horseshoe Bay is held by the public toilets, surely they should be elsewhere”***

## 10. Suggestions and comments to improve road and transportation infrastructure (Provincial, Federal, BC Ferries, Municipal)

A total of 25 comments were received noting a variety of infrastructure improvements to roads and transportation infrastructure. Similar perspectives are ranked by frequency and outlined below:

Comments	Outline of similar perspectives	#
1. Senior Government Infrastructure	Would like to see improvements to senior government infrastructure (e.g., enhance HWY merges, village access, improve transit, improve vehicle access to BC Ferries, provide rail)	8
2. Parking	Ensure adequate parking for visitors and residents (e.g., underground parking, flexible parking, time restrictions, motor cycle parking)	8
3. Traffic Calming Measures	Mitigate speeding concerns (e.g., enhance pedestrian experience with traffic calming along Royal, Nelson, Marine)	6
4. Circulation Improvements	Improve traffic flow (e.g., circulation in and around the village, avoid bottle necks, create a traffic loop)	3

### Example Quotes:

***“Improving vehicle access via the BC ferries terminal can go a long way towards easing traffic load on residential roads and Nelson/Royal Avenue and past the Gleneagles school.”***

***“Traffic on marine for ‘joy/pleasure riding’ is increasing, dangerous for pedestrians and bikes ..... Traffic calming will need to be thought through.”***

***“Underground parking is critical for these structures as parking is already a nightmare in this area.”***

***“When density and traffic increases, design traffic flow in a loop so it doesn’t become a bottle neck.”***

***“I share you enthusiasm for updating Horseshoe Bay. Cohesive appearance and improved flow would be a plus for small businesses in the area..... Transit and Parking should be the first item on your list to be fixed”***

## 11. Additional Comments

The remaining comments received (97), provided input on a variety of other topics (in lower quantities than those presented in the top ten). They are outlined below:

Other topics receiving over 10 comments:

- Do not support opening Douglas St. to Nelson Ave. (e.g., cul de sac is used by residents, concerns around safety with increase of vehicles and visitors looking for parking) (22)
- Do not support a range of housing options (e.g., housing growth should be District-wide not specifically in HSB, too many housing options to choose from, do not wish to see new types) (18)
- Comments on future LAP implementation (e.g., consultation with community and collaboration with local initiatives e.g., BC Ferries, Streetscape Plan, 1st Nations, local community amenity contributions) (12)

Topics with 9 or less comments:

- Suggestions for specific edits to Draft LAP (e.g., typographical edits, update images) (8)
- Support for previously proposed Tantalus Gardens rezoning (7)
- Do not open Argyle St. to Nelson Ave. (5)
- Do not support acquiring Tyee Point (5)
- Seeking indoor amenities (e.g., museum, meeting rooms, ice rink, library) (5)
- Do not support a variety of local businesses (e.g., HSB already has cafés) (4)
- Seeking outdoor amenities (e.g., sports field, skate park) (4)
- Do not support previously proposed Tantalus Gardens rezoning (3)
- Do open Douglas St. to Nelson Ave. (1)
- Do open Argyle St. to Nelson Ave. (1)
- Protect residents from BC Ferries LNG storage (1)
- Update building design ventilation systems in response to Covid (1)

### 3.3 Council Correspondence

Some respondents provided feedback through direct email correspondence to Mayor and Council (22). Below outlines common themes of this correspondence:

- Do not support overall growth / reduce growth (e.g., overall growth is too much for this small area, topography of Bay does not lend itself to more buildings, aware some change will occur but overall this is too much).
- Not in favour of process (e.g., process has been too rushed, not enough community engagement, Phase 3 input has been misrepresented, Draft LAP does not reflect mine or my neighbours beliefs).
- Information requests (e.g., reasoning for undertaking a local area planning process?, why is there a rush to complete this?, please define infill?, who will live here?, how will the Ferry Terminal redevelop?, what new infrastructure will accommodate new traffic?).
- Concerns around impact of Sewell's (e.g., Sewell's units should have been included in total unit counts, wait for completion of Sewell's, impact from new residents has yet to be realised, Sewell's is too large and already damaged the character).
- Do not support proposed heights, building design and fear character loss (e.g., protect views, single family neighbourhood character will be lost, village character will be destroyed, do not support any increase in heights, concern Council will permit higher than Draft LAP suggests).
- Traffic concerns (e.g., new residents will bring congestion and parking issues, do not want to be like Deep Cove).

## 4. METRICS

### 4.1 Outreach

In order to raise awareness of the Horseshoe Bay LAP process and Phase 4 engagement opportunities throughout the local community and stakeholder groups, a Communications Plan was developed and implemented with a wide range of promotional and outreach activities, including:

- Mail out post card to about 500 addresses within the Horseshoe Bay area;
- Posters at Horseshoe Bay Businesses;
- District’s website and westvancouverITE project page;
- Newspaper advertisements in The North Shore News;
- District’s project email subscription list including westvancouverITE;
- Social media and targeted promotional Instagram and Facebook campaigns; and
- Promotion through local stakeholder networks and through phone and email exchanges.

The westvancouverITE project webpage launched Phase 4 on January 28, 2021 with the publication of a progress update to the community, the Draft LAP, and a background and summary document. The website continues to serve as the main portal for up-to-date information for the public and is updated with new information as documents are completed (e.g., Council reports and engagement summaries) and provides the opportunity to subscribe to email updates. At the time of writing this report, the project website has generated ~2,500 unique webpage views since Phase 4 launch.

The Phase 4 Communications Plan included social media campaigns using Facebook, Twitter and Instagram. These were developed to promote the online comment form, reaching ~13,000 people from 14 posts on the District’s social media accounts between January 28, 2021 and February 26, 2021.

**We want to hear from you, Horseshoe Bay!**

Share your feedback on the Draft Local Area Plan

*westvancouver*

**Help shape the future of Horseshoe Bay**

Early in the engagement process, the community established their vision for Horseshoe Bay in 2041:

*"Horseshoe Bay will thrive as a charming and livable seaside community and a vibrant and welcoming destination village."*

From our extensive conversations with you—and with this vision in mind—a Draft Local Area Plan is ready for your review and feedback.

604-921-3459 | [hsb@westvancouver.ca](mailto:hsb@westvancouver.ca)

Share your feedback by February 26.

Scan me

Visit [westvancouverite.ca/plan-hsb](http://westvancouverite.ca/plan-hsb) or scan this QR code with your phone.

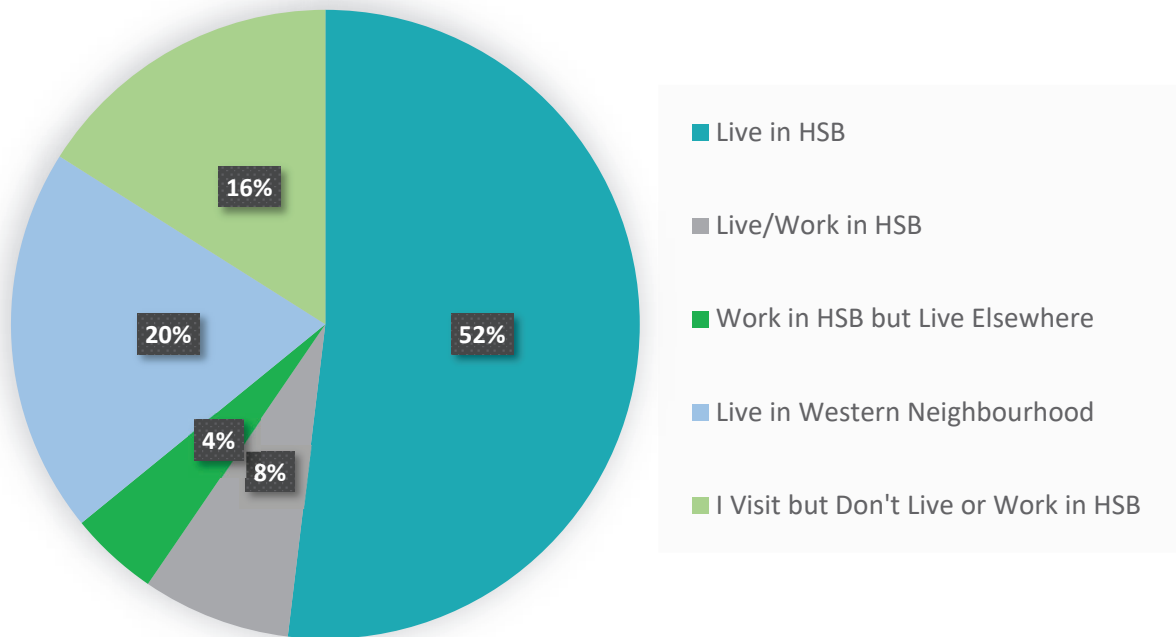
*westvancouver*

## 4.2 Demographic Information

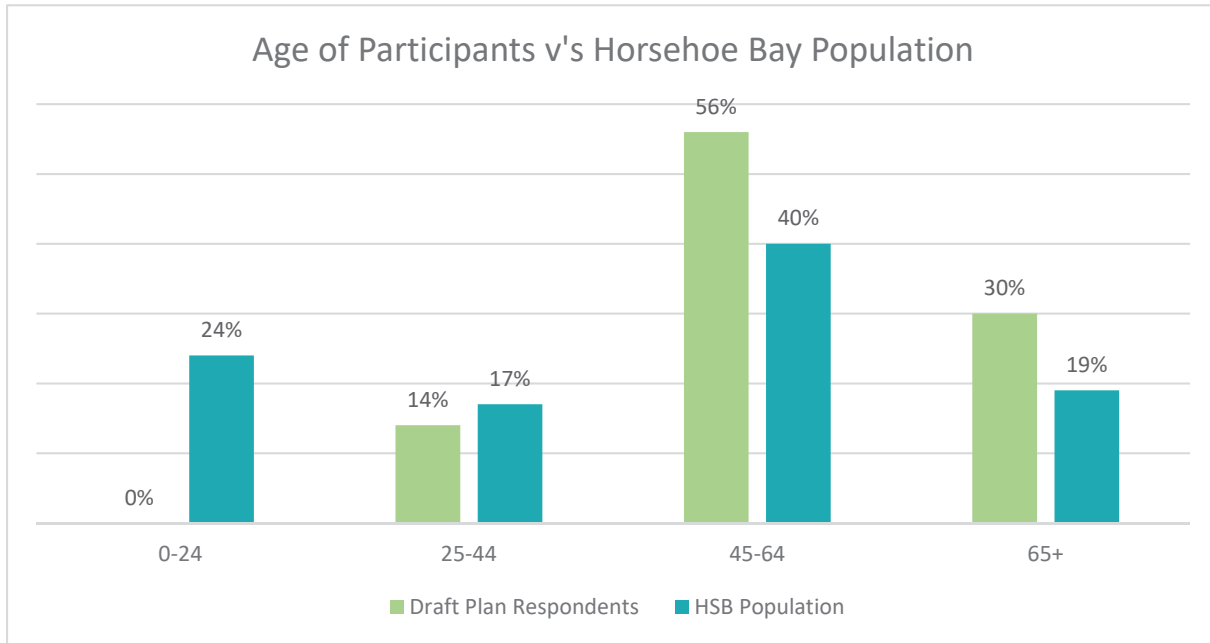
The Draft LAP comment form (delivered through the westvancouverITE system) included optional demographic questions for survey respondents, specifically regarding their relationship to Horseshoe Bay and their age.

132 respondents chose to provide their geographical relationship to Horseshoe Bay. 64% either live, work, or both live and work in Horseshoe Bay. Local focus increases to 84% when those living in other western neighbourhoods are included (e.g., Whytecliff, Sunset Beach, Eagle Ridge, Eagle Harbour, Gleneagles, Caulfeild).

### Participants' Place of Work/Residence



For respondents who provided responses to the optional demographic questions (80 respondents), age diversity as it relates to the local community is provided below. Note: due to Covid restrictions, staff were not able to conduct school classroom outreach (as was done in Phases 1 and 2), so there is lower representation of younger residents.



Respondents were also asked where they heard about how to get involved in Phase 4 (80 respondents):

Outreach method	%
District webpage, email and / or e-newsletter	60%
Social media (e.g., Facebook, Twitter, Instagram)	14%
Community associations / memberships	12%
District outreach (e.g., postcard, facility poster, staff)	9%
Word of mouth	5%

## 5. NEXT STEPS

Many thanks to all those who participated in Phase 4 and shared their comments on the Draft LAP and Design Guidelines. All input received has been carefully reviewed by staff. A finalized Proposed Local Area Plan and Design Guidelines has been prepared and includes many adjustments from the Draft LAP based on community input. The proposed LAP will be presented to Council for consideration of adoption into the District's Official Community Plan. More information about this project, the process to date, and any updates can be found online at <https://www.westvancouverite.ca/plan-hsb>.



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## **Appendix B**

**Official Community Plan Bylaw No. 4985, 2018,  
Amendment Bylaw No. 5120, 2021**



District of West Vancouver

# **Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021**

Effective Date:

**Official Community Plan Bylaw No. 4985, 2018,  
Amendment Bylaw No. 5120, 2021**

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District of West Vancouver

## **Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021**

A bylaw to adopt the Horseshoe Bay Local Area Plan and Design Guidelines.

Previous amendments: Amendment bylaws 5008, 5045, 5054, 5057, 5064, 5074 and 5076.

WHEREAS the Council of The Corporation of the District of West Vancouver deems it expedient to provide for the designation of a development permit area for the purposes of revitalization of an area and establishment of objectives for the form and character of development;

NOW THEREFORE, the Council of The Corporation of the District of West Vancouver enacts as follows:

### **Part 1 Citation**

- 1.1 This bylaw may be cited as Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5120, 2021.

### **Part 2 Severability**

- 2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

### **Part 3 Amendment to Section 2 [Community-Wide Directions]**

Schedule A of Official Community Plan Bylaw No. 4985, 2018, is amended by:

- 3.1 Replacing “Map 2. Marine Drive Transit Corridor” and replacing it with the map as shown on **Schedule A** attached to this bylaw;
- 3.2 Replacing provision 2.1.12 with:  
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).
- 3.3 Replacing provision 2.1.13 with:  
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).
- 3.4 Replacing “Map 3. Local Area Planning Boundaries” and replacing it with the map as shown on **Schedule B** attached to this bylaw;
- 3.5 Replacing “Map 6. Horseshoe Bay Local Area Planning Boundary” and replacing it with the map as shown on **Schedule C** attached to this bylaw;

## **Part 4 Amendment to Schedule ii [Area-Specific Policies & Guidelines]**

Schedule A of Official Community Plan Bylaw No. 4985, 2018, is amended by:

- 4.1 Replacing “Residential Area Designations” key map with the map as shown on **Schedule D** attached to this bylaw.
- 4.2 Deleting “Duplex Area Development Permit Area Designation Map BF-B 11 (3 of 4)” and renumbering the remaining BF-B 11 maps and renumbering reference to the maps.
- 4.3 Deleting “Guidelines BF-C 6” for “Horseshoe Bay Neighbourhood Centre” in their entirety.
- 4.4 Replacing “Commercial Development Permit Area Designations” key map with the map as shown in **Schedule E** attached to this bylaw.
- 4.5 Adding “Horseshoe Bay Local Area Plan and Design Guidelines”, attached as **Schedule F** to this bylaw, following section “Marine Drive Local Area

Plan and Design Guidelines”.

- 4.6 Reconciling the “Area-Specific Policies & Guidelines” table of contents accordingly.

## **Part 5 Offence and Penalty**

- 5.1 Every person who violates a provision of this bylaw, or who consents, allows or permits an act or thing to be done in violation of a provision of this bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this bylaw, is guilty of an offence and is liable to the penalties imposed under this bylaw, and is guilty of a separate offence each day that a violation continues to exist.
- 5.2 Every person who commits an offence is liable on summary conviction to a fine or to imprisonment, or to both a fine and imprisonment, not exceeding the maximum allowed by the *Offence Act*.

## **Schedules**

- Schedule A – Map 2. Marine Drive Transit Corridor  
Schedule B – Map 3. Local Area Planning Boundaries  
Schedule C – Map 6. Horseshoe Bay Local Area Planning Boundary  
Schedule D – Residential Area Designations Key Map  
Schedule E – Commercial Development Permit Area Designations  
Schedule F – Horseshoe Bay Local Area Plan and Design Guidelines

READ A FIRST TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

PUBLICATION OF NOTICE OF PUBLIC HEARING on

PUBLIC HEARING HELD on

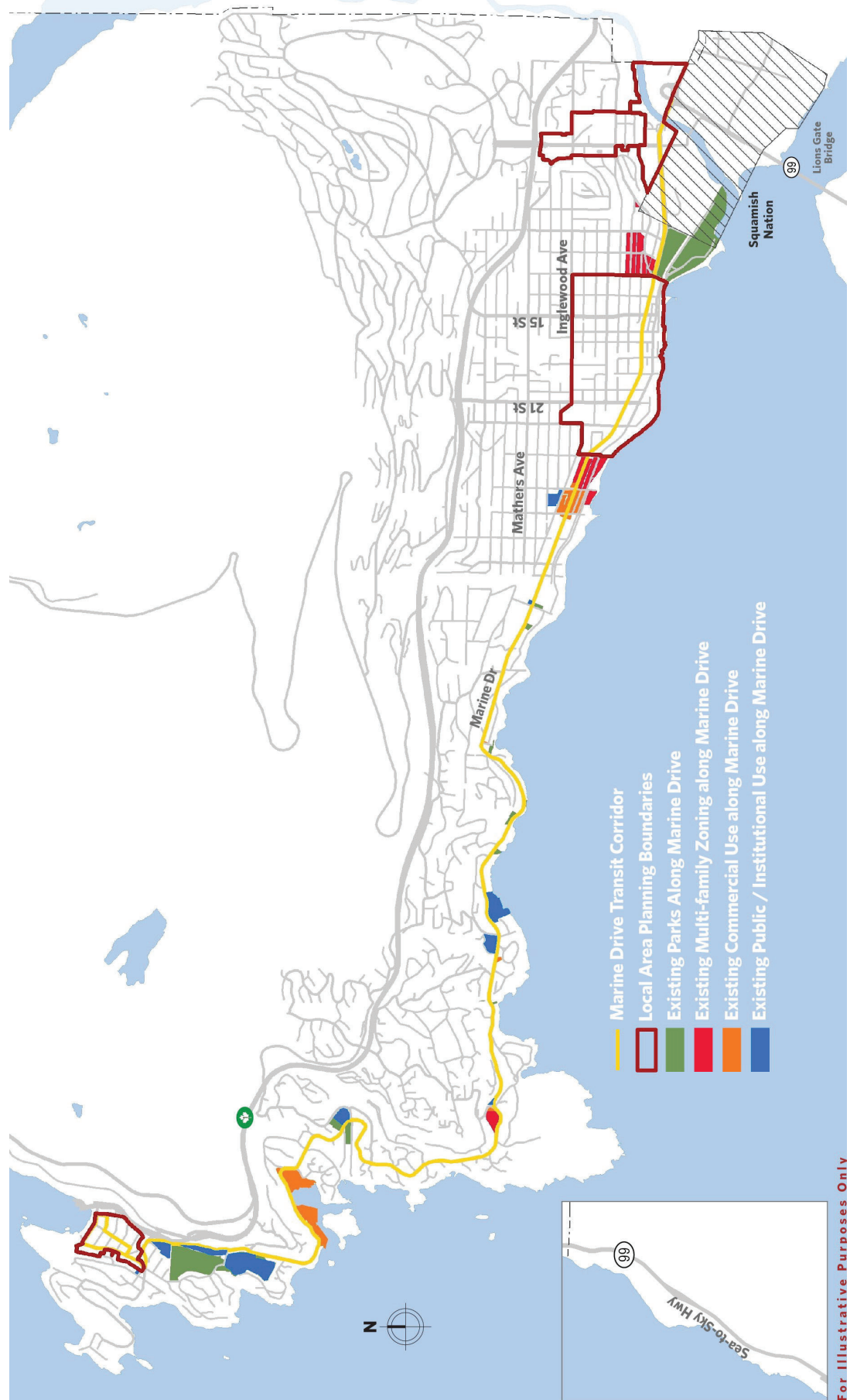
READ A SECOND TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

READ A THIRD TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

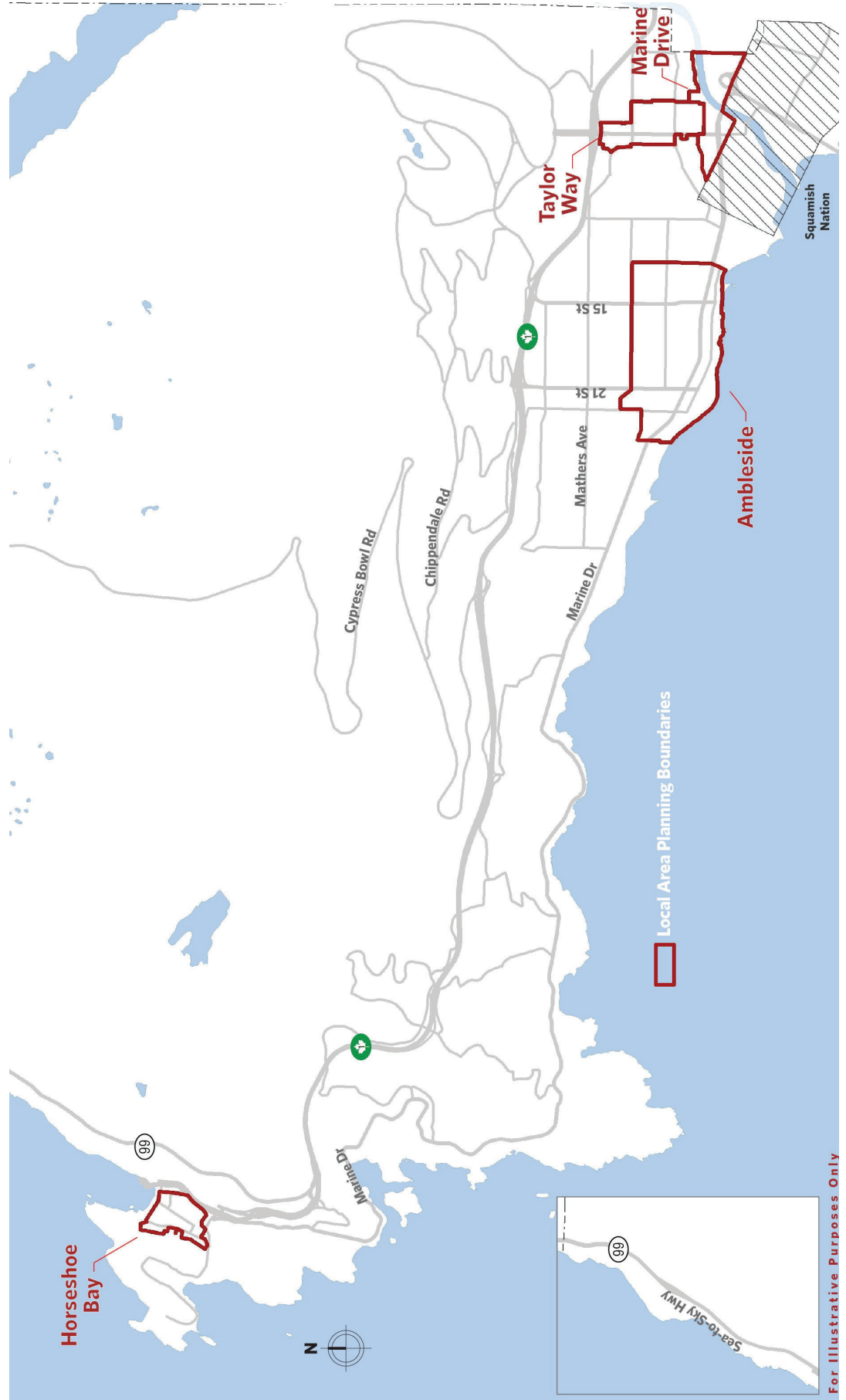
ADOPTED by the Council (MAJORITY VOTE IN THE AFFIRMATIVE) on .

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Officer

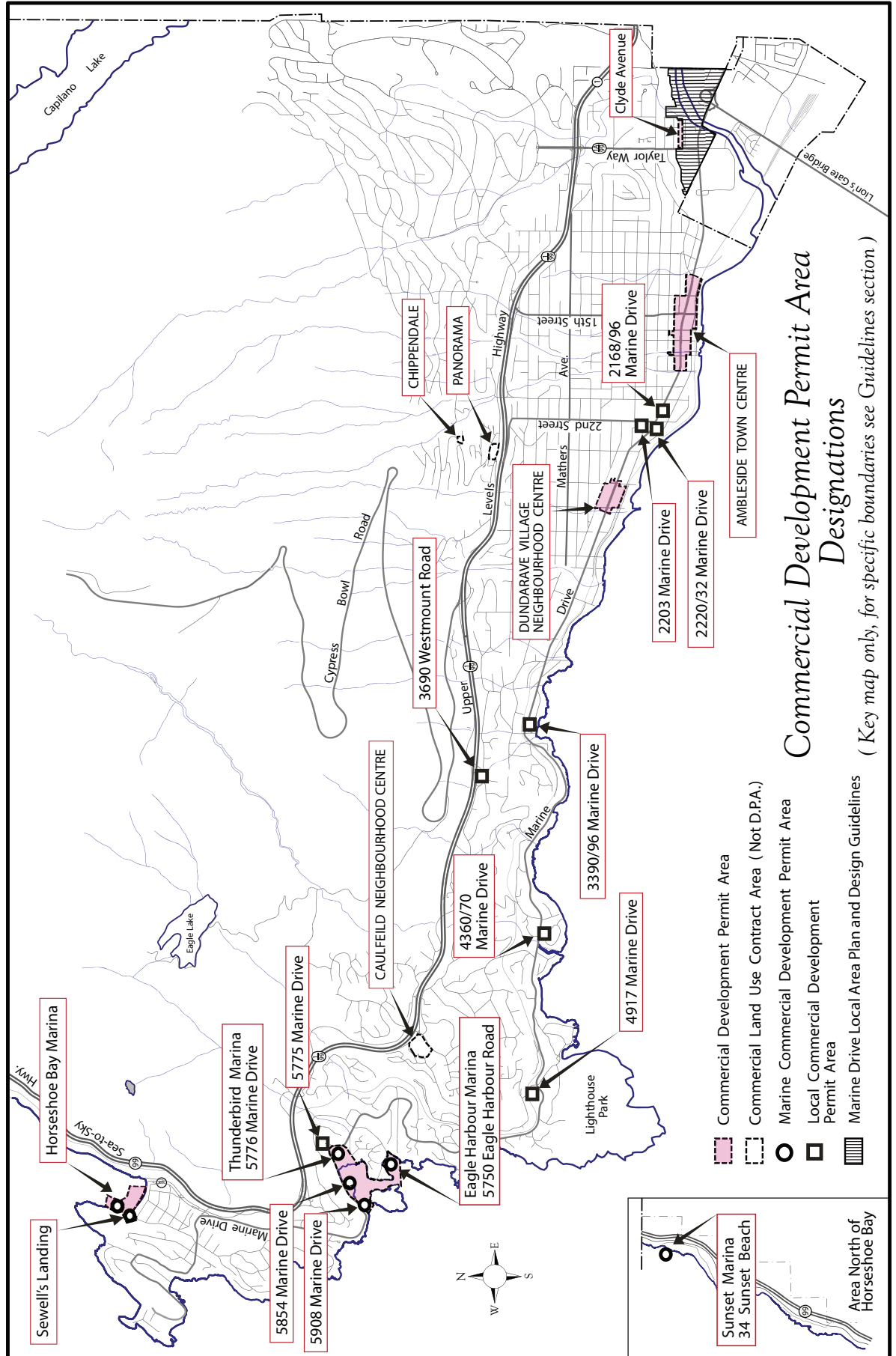


For Illustrative Purposes Only









**Commercial Development Permit Area Designations**  
 (Key map only, for specific boundaries see Guidelines section)



# 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	<b>Category</b>	Local Government Act s. 488(1)(d), (e) and (f)
	<b>Conditions</b>	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.
	<b>Objective</b>	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.
	<b>Guidelines</b>	Planning Area Design Guidelines shall apply.
	<b>Exemption</b>	Development may be exempt from the requirement for a Development Permit if the proposal: <ul style="list-style-type: none"> <li>i. does not involve the construction of any new buildings or structures; or</li> <li>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.</li> </ul>

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.

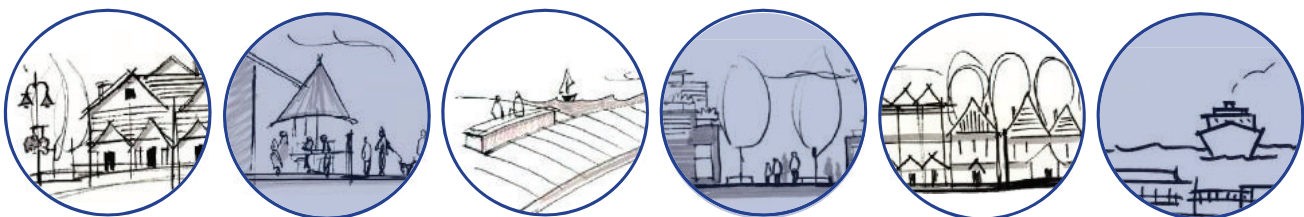
Horseshoe Bay has a unique character that is valued by those who live, work and play there, and is one of the most recognizable and known places in West Vancouver. Future buildings should not replace this identity, but rather contribute to and strengthen the character of Horseshoe Bay through purposeful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

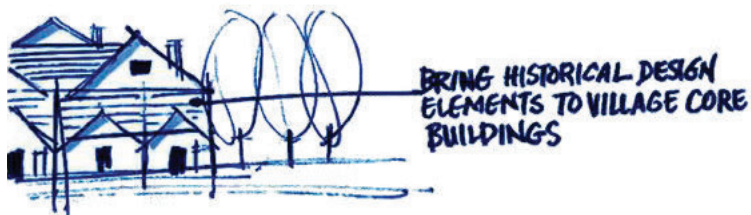


## 2.2 Principles

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.

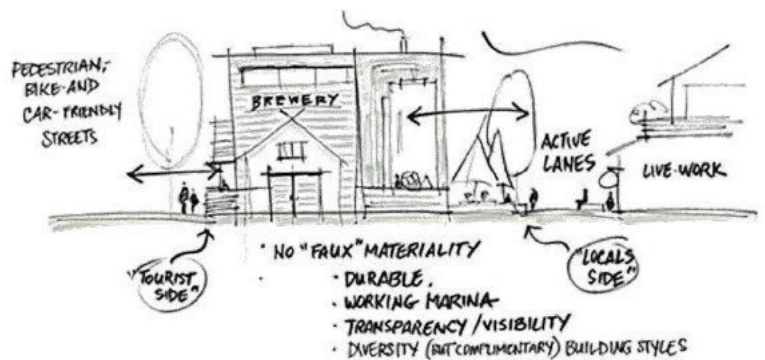
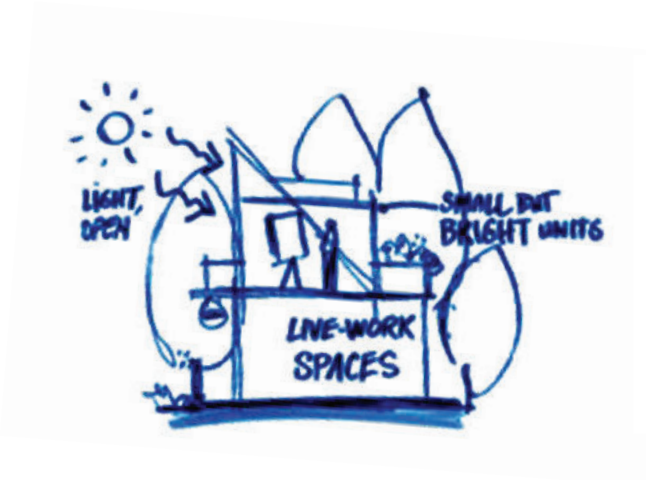
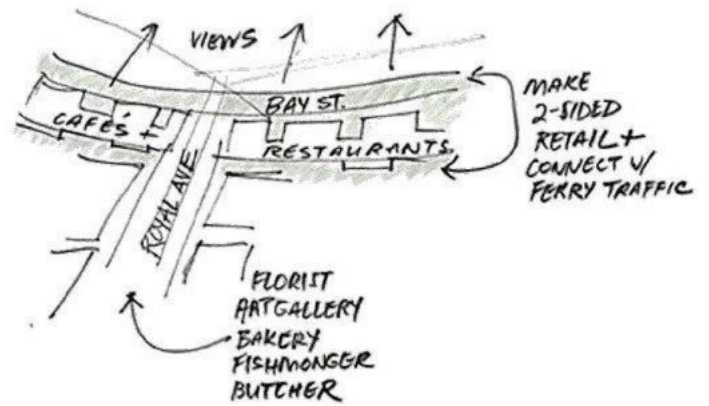


### 3. Recognize we are many things

- 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.



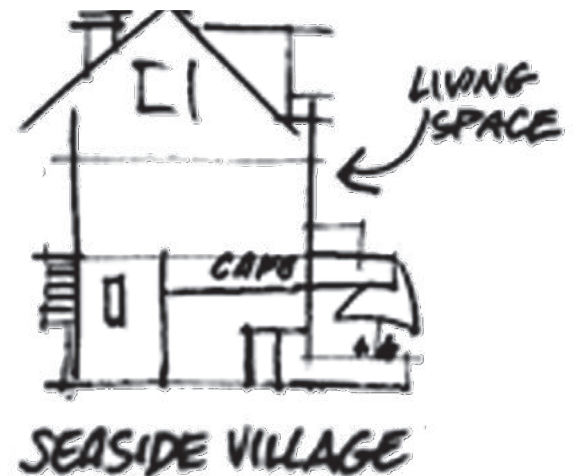
## 5. Identify opportunities for more diverse housing

- 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.



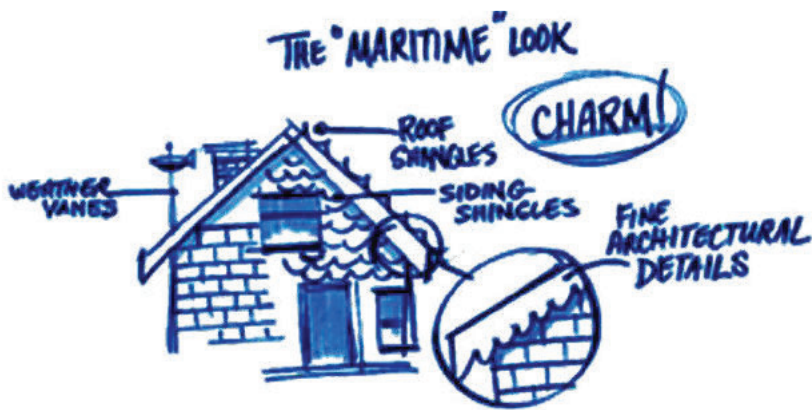
## 6. Prioritize low-rise forms

- 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.



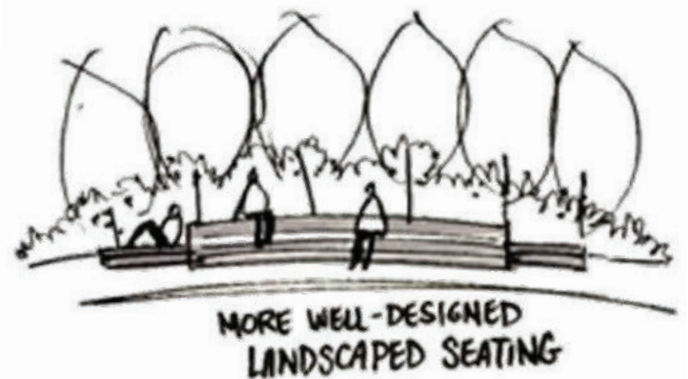
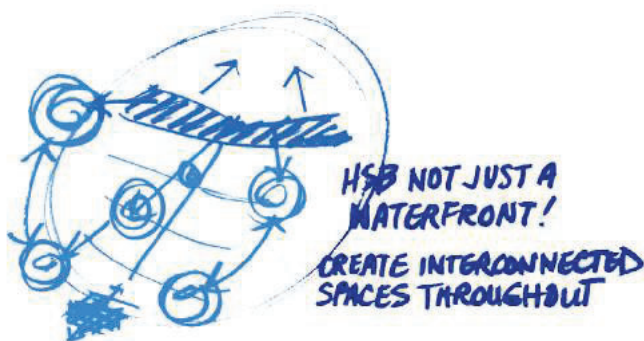
## 9. Connect and gather

- 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.



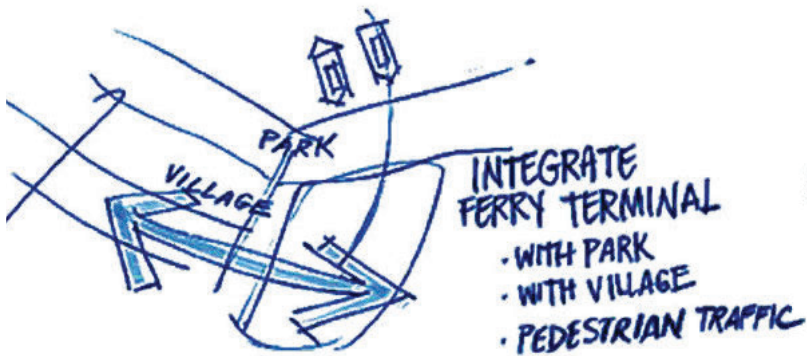
## 10. Getting here and being here

- 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.



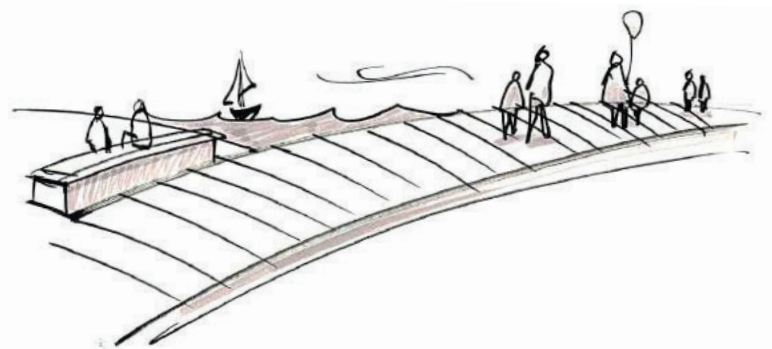
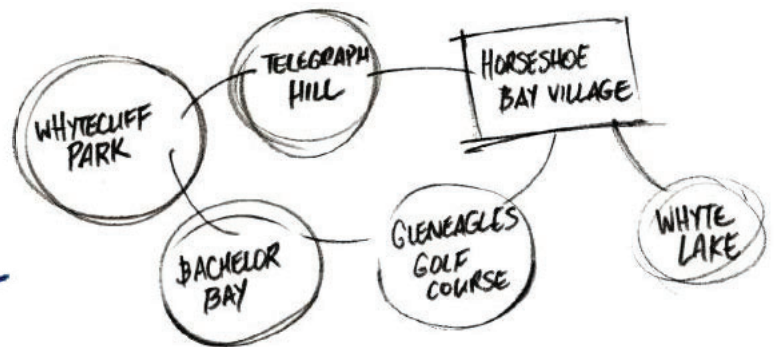
## 11. Make a good first impression

- 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.





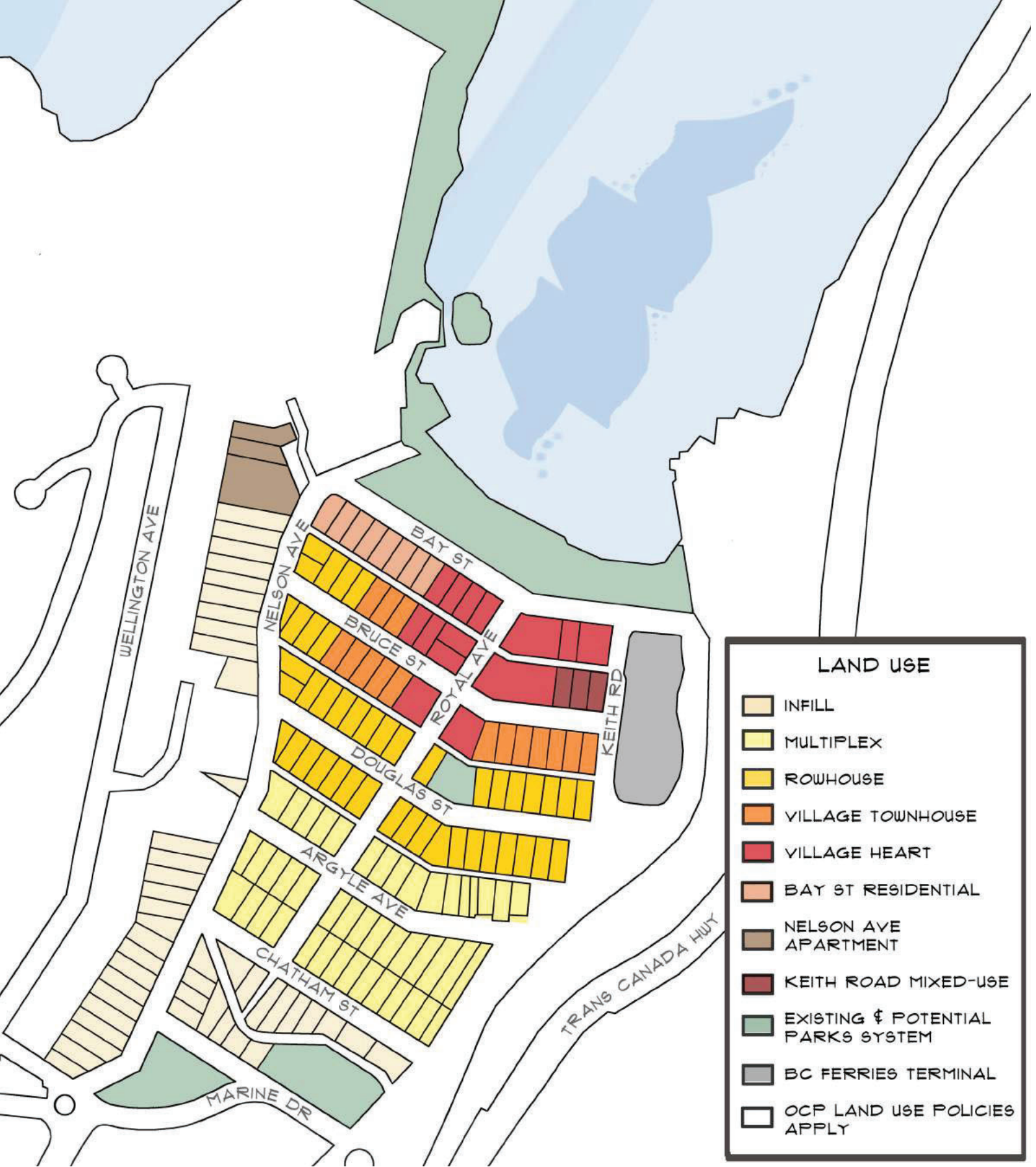
# Land Use Designations & Policies

## 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**.

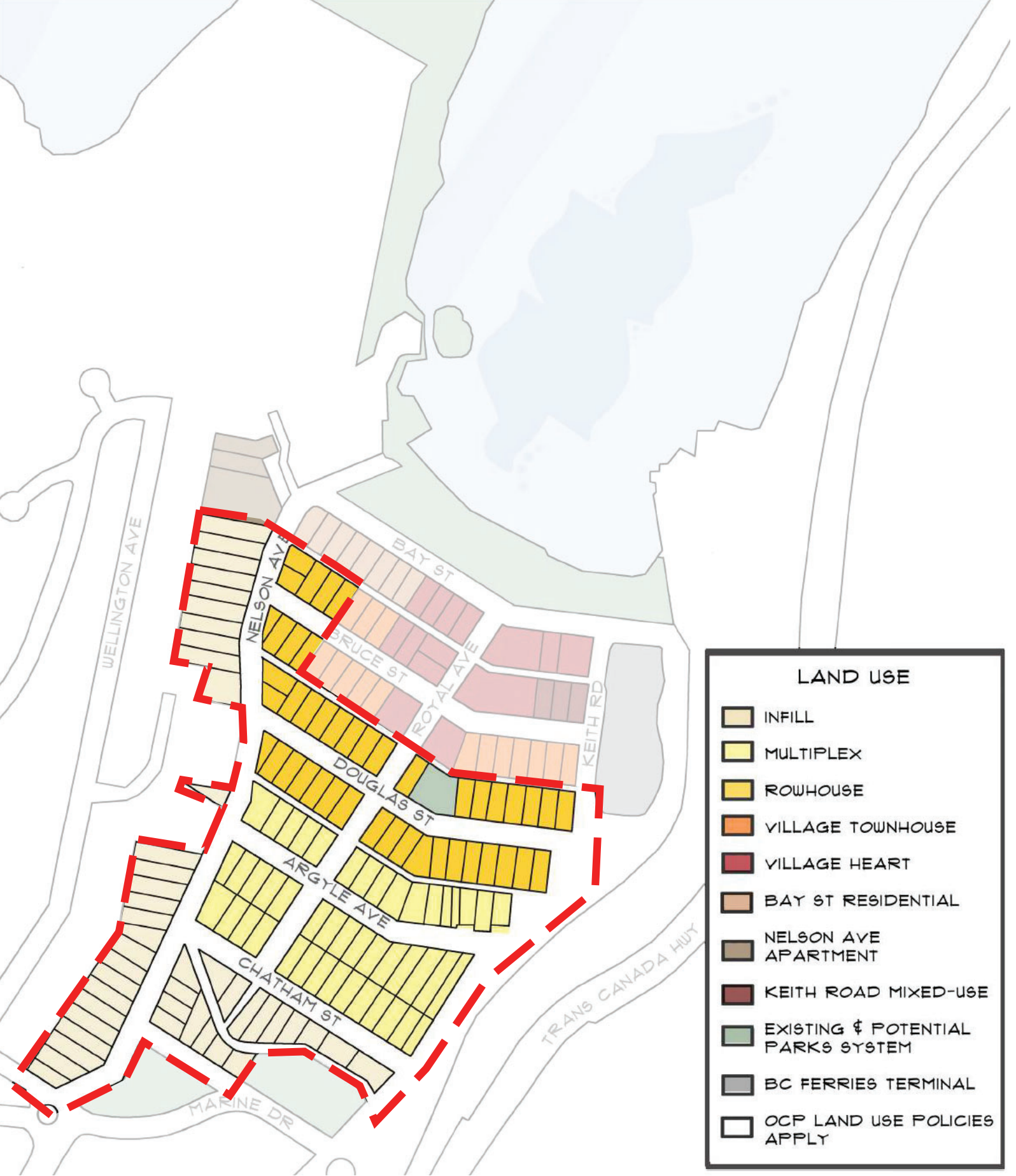
The residential Neighbourhood of Horseshoe Bay comprises most of the LAP. The LAP defines a series of incremental housing designations to support a transition from the surrounding single-family context to the Village. The heart of Horseshoe Bay is centred along the waterfront itself. This is reflected 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. Tye Point forms the basin that shelters the bay itself from Howe Sound and cradles the Village between steep terrain to the west past Nelson Avenue and east towards the Trans-Canada Highway. The Neighbourhood extends along the comparatively gradual slope to the south.

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



**Figure 3.2** Land Use Designations - Neighbourhood

## 3.4 Neighbourhood Designation

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



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

### **Infill**

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



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

### **Multiplex**

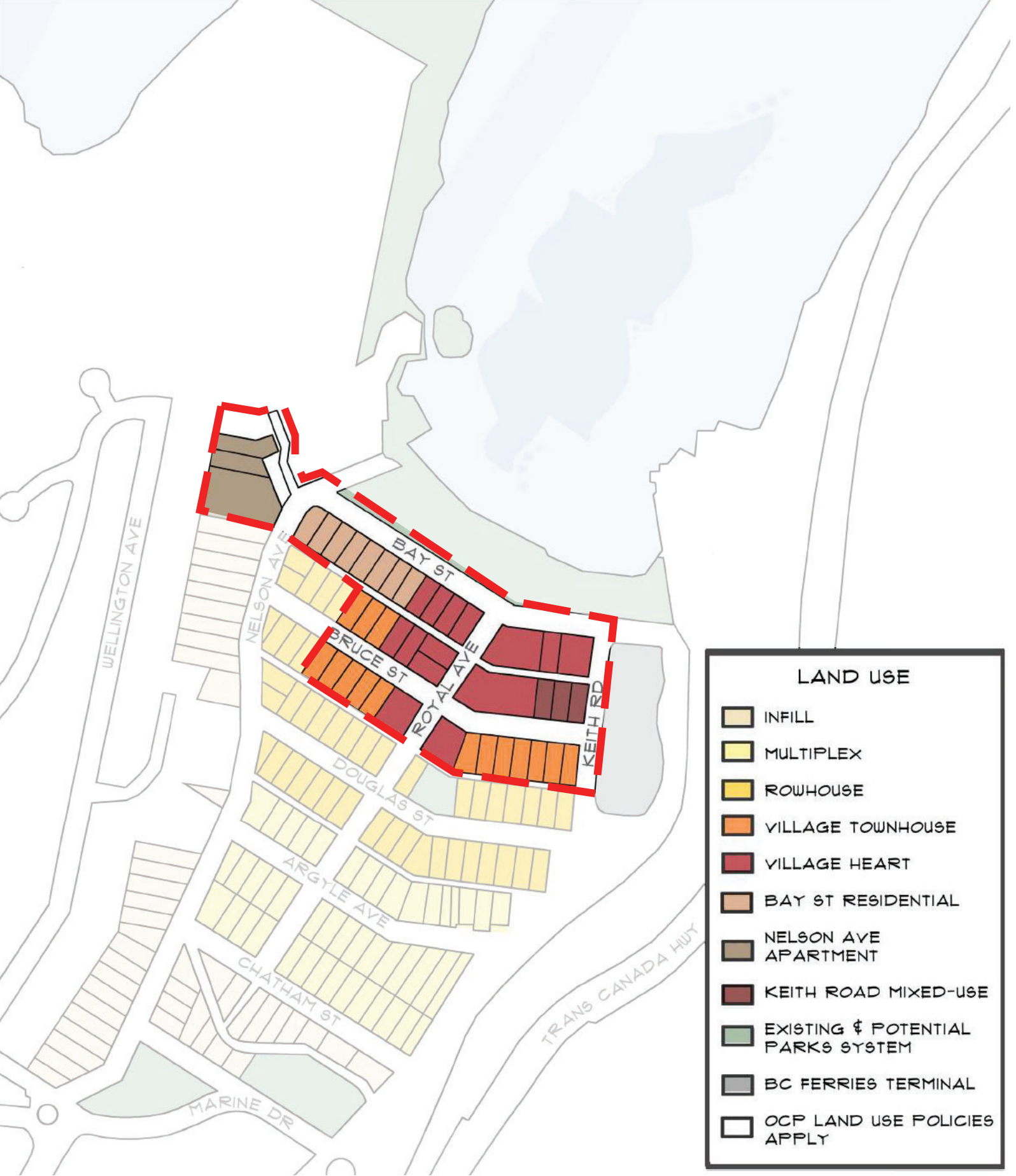
should be multifamily residential use with a density of 0.8 FAR and a height of 2 storeys.



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

### **Rowhouse**

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



**Figure 3.3** Land Use Designations - Village

## 3.5 Village Designation

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



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

### **Village Townhouse**

should be multifamily residential use with a:

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

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



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

### **Village Heart**

should be commercial and multifamily residential use with a:

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



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

### **Bay Street Residential**

should be multifamily residential use with a:

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



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

**Nelson Avenue Apartment**

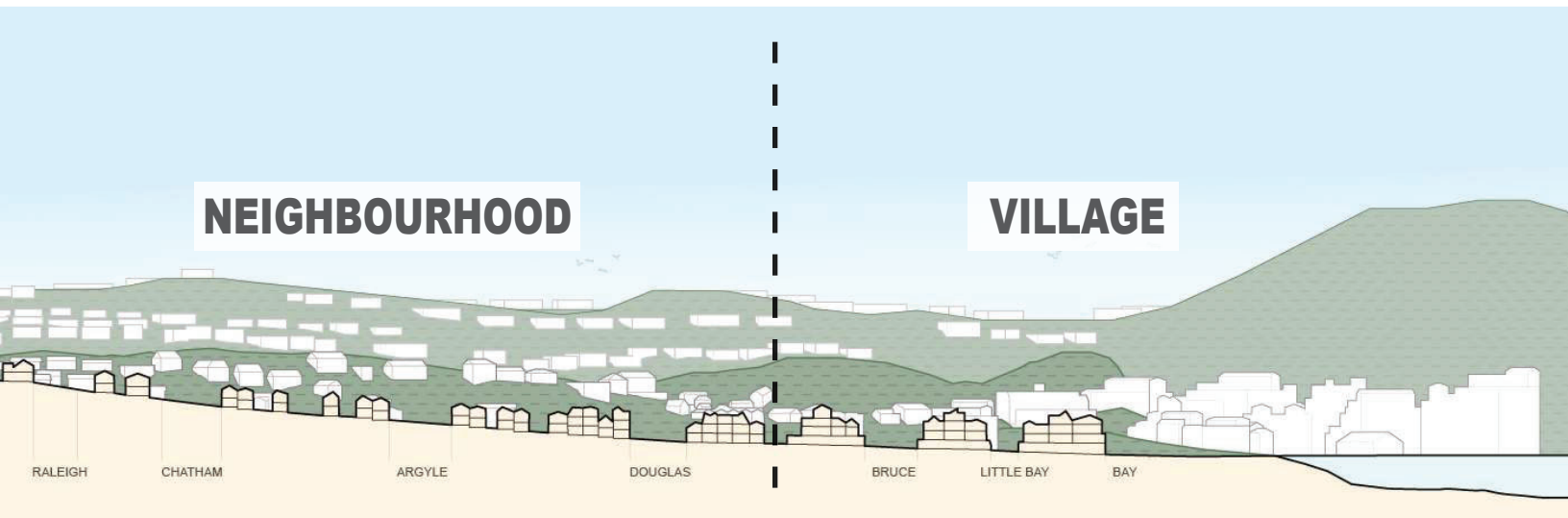
should be multifamily residential use with a: density of 0.6-0.7 FAR and a height of 2-3 storeys; or, density of 1.2-1.4 FAR and a height of 5-6 storeys where limited exclusively to rental housing.



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

**Keith Road Mixed-Use**

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



**Figure 3.4** Transect of land use designations looking west





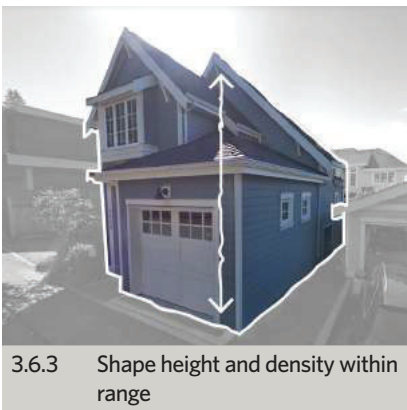
3.6.1 Celebrate and embody key locations



3.6.2 Support a mix of old and new



3.6.2 Enable the adaptive re-use of existing buildings



3.6.3 Shape height and density within range

## 3.6 Land Use Policies

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

### Support History and Sense of Place

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

- 3.6.1 Reflect traditionally significant site and cultural elements by:
  - a) working with First Nations on new buildings and site alteration in accordance with applicable legislation; and,
  - b) celebrating and embodying the key locations, stories and place names of First Nations.
  
- 3.6.2 Support a dynamic mix of the "old and new" with the preservation of built and natural assets of heritage merit as well as other character buildings by:
  - a) enabling the adaptive re-use of existing buildings;
  - b) encouraging the use of Heritage Revitalization Agreements and supporting protection of heritage elements through land use, parking and design consideration; and,
  - c) allowing a flexible response to guidelines.

### Manage the Rate and Amount of Change

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

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

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

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



3.6.4 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:

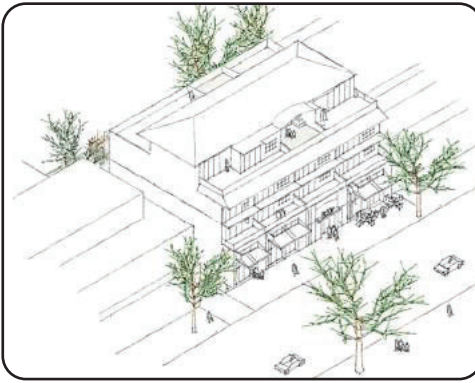
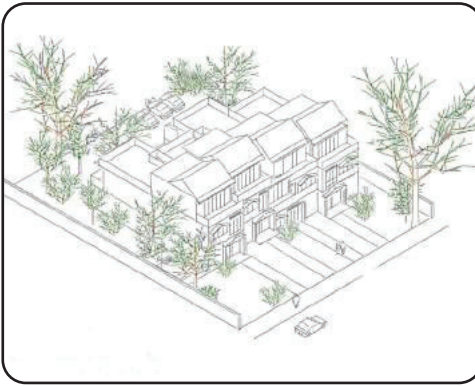
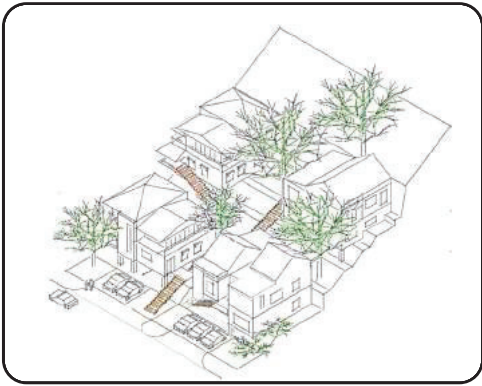
- a) allowing flexibility to improve the contextual response to the specific site;
- b) providing for a range of complementary building forms within the density and height specified by the land use designations;
- c) assigning the density applied to land consolidations of lots with different designations 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.

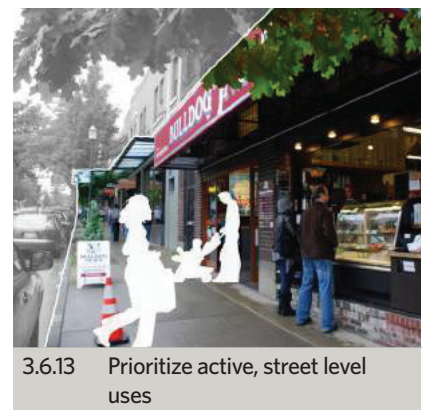


3.6.12 Encourage local businesses

**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 m<sup>2</sup> (538 ft<sup>2</sup>) and 350 m<sup>2</sup> (3,767 ft<sup>2</sup>) in Village Heart and Keith Road Mixed-Use designated areas, with the potential inclusion of a unit generally between 500 m<sup>2</sup> (5,382 ft<sup>2</sup>) to 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>) 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



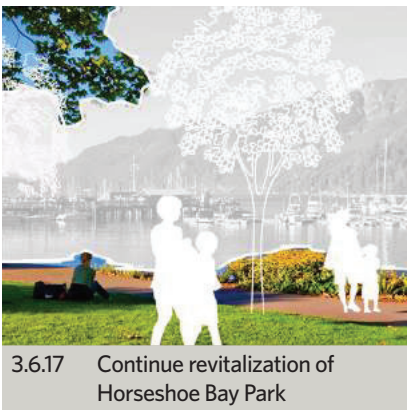
3.6.14 Direct office use to second storey



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:
- presenting larger buildings as collections of diverse building forms;
  - limiting building width and depth to reduce the perceived scale in context; and,
  - 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:
- expressing increased massing towards the higher adjacent designation and away from the lower adjacent designation;
  - giving particular attention to developments that comprise lots with varied designations; and,
  - 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:
- having no blank end walls visible from the public realm;
  - creating individual unit entries along each frontage, where appropriate; and,
  - 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:
- 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;
  - sharing access through driveway easements, parking right-of-ways and/or dedication of new lanes, where appropriate;
  - locating parking to minimize driveway length and designing parkade ramps to limit site impact;



**Figure 4.2** Artist's illustration of Infill designated area

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

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

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

4.2.7 Reduce front and rear yard setbacks to:

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

## 4.3 Site Design



4.3.1 Integrate prominent trees and landscaping



4.3.2 Delineate spaces with landscaping and finishes



4.3.4 Limit fence heights to support neighbourliness



4.4.1 Articulate each building face

4.3.1 Highlight the natural forested qualities of Horseshoe Bay by:

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

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

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

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

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



**Figure 4.3** Artist's illustration of Multiplex designated area

4.3.4 Ensure that any fencing supports neighbourliness by:

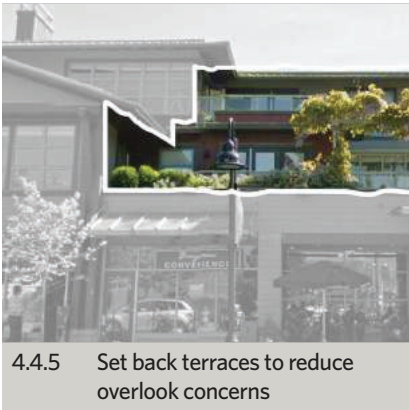
- a) limiting height;
- b) encouraging passive surveillance of the public realm through visual openness and clear sightlines where located within the required setback adjacent to the street; and,
- c) integrating landscaping such as trellises and planted screens where located elsewhere on the lot.

4.3.5 Support privacy by:

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



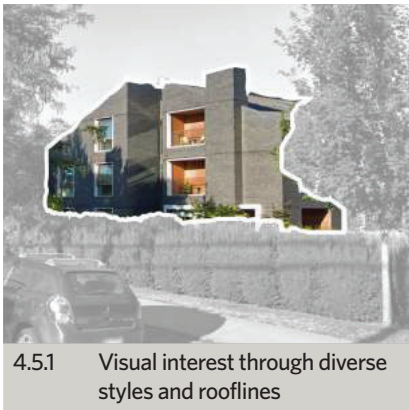
4.4.2 Modestly raise ground floor entrances



4.4.5 Set back terraces to reduce overlook concerns



4.4.5 Architecturally integrate balconies and projections



4.5.1 Visual interest through diverse styles and rooflines

## 4.4 Building Form

- 4.4.1 Create architectural interest through building articulation, with particular attention to street-facing facades and corner lots.
- 4.4.2 Reflect a pedestrian scale to the public realm by:
- expressing an incremental rhythm of unit entries across the street façade in multifamily buildings;
  - avoiding entrances significantly lower than the adjacent grade level; and,
  - raising ground floor entrances a modest height above the adjacent grade level.
- 4.4.3 Appropriately scale spaces for their intended use by:
- limiting interior floor-to-floor height for residential uses with the exception of common lobbies, amenity and live-work spaces; and,
  - 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:
- communicating active use;
  - incorporating the visible extent as part of the building façade; and,
  - 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:
- setting back and/or incorporating the upper storey into sloped roof forms;
  - stepping the roof line in response to grades, where appropriate;
  - limiting overhangs to those required for solar and rain protection;
  - prohibiting balconies that are and/or present as enclosed;
  - allowing a limited projection into setbacks for stairway access to residential units, where appropriate; and,
  - considering the location and extent of rooftop access and terraces.



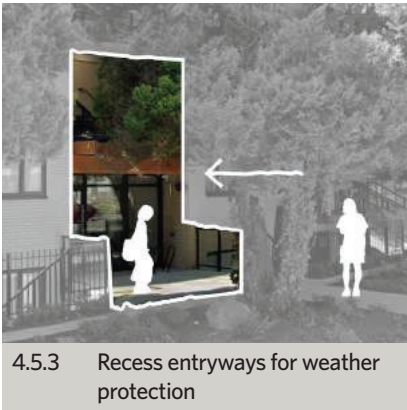
**Figure 4.4** Artist's illustration of Village Heart designated area

## 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

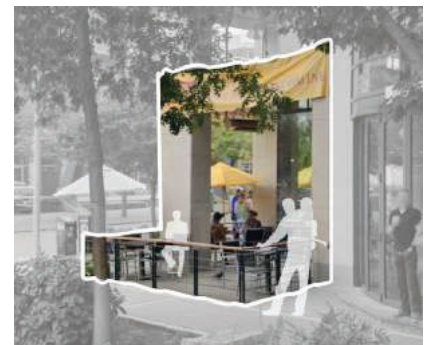
## 5.3 Village

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:
- including extensive fenestration and avoiding blank walls;
  - considering roll-up and/or foldaway doors;
  - providing exterior illumination; and,
  - 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:
- considering daylighting and openness with increased width and upper storey setbacks, where appropriate;
  - narrowing at the street to minimize disruption of the retail frontage and/or wrapping retail frontages from the street;
  - supporting universal accessibility;
  - including appropriate landscaping, signage and lighting; and,
  - securing access with a statutory right-of-way.
- 5.3.4 Identify live-work frontages, with particular attention to Bruce Street, by:
- varying materials and finishes, including a higher proportion of fenestration than the overall façade;
  - limiting the difference in height between the entrance and the adjoining grade;
  - providing a clear path to the public realm with purposeful landscaping supporting the use; and,
  - 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:
- articulating frontages with varied building setbacks and changes in materiality;
  - distinguishing different tenure with particular attention to mixed-use buildings by setting back and limiting the length of residential above street level commercial, where appropriate;

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



5.3.5 Increase access to light and ventilation

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

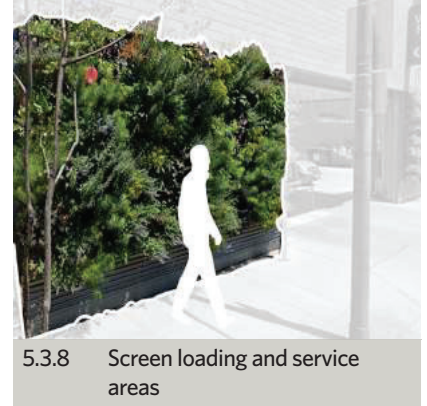
- a) varying the entrance depth from the adjoining building façade facing the street;
- b) increasing the entrance floor-to-floor height, where appropriate;
- c) integrating convenient, universal access from the public realm into the landscape design;
- d) providing signage, weather protection and lighting;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



5.3.6 Distinguish the building entrance

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

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



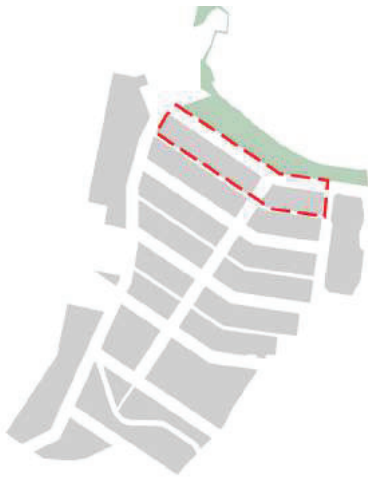
5.3.8 Screen loading and service areas

5.3.8 Provide effective loading and parking infrastructure by:

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



5.3.8 Integrate parkade entry into lane façade



**Figure 5.1c** Waterfront sub-area

## 5.4 Waterfront

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



5.4.1 Present a continuous street wall with strong unit identity



5.4.1 Prioritize public space and the pedestrian realm



5.4.1 Facilitate the expansion of restaurants and cafés

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

## 5.5 “Little Bay”

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

### 5.5.1 Activate “Little Bay” by:

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



**Figure 5.1d** “Little Bay” sub-area



5.5.1 Create a comfortable pedestrian environment



5.5.1 Share loading and servicing infrastructure



5.5.1 Wrap retail frontages around corner



**Figure 5.1e** Royal Avenue sub-area



**Figure 5.1f** Keith Road sub-area



**Figure 5.1g** Nelson Avenue 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.

### 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:
- a) directing building massing, limiting unadorned walls and orienting entries towards this frontage;
  - b) highlighting maritime character by emphasizing unit identity with architectural delineation and colour; and,
  - c) 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.

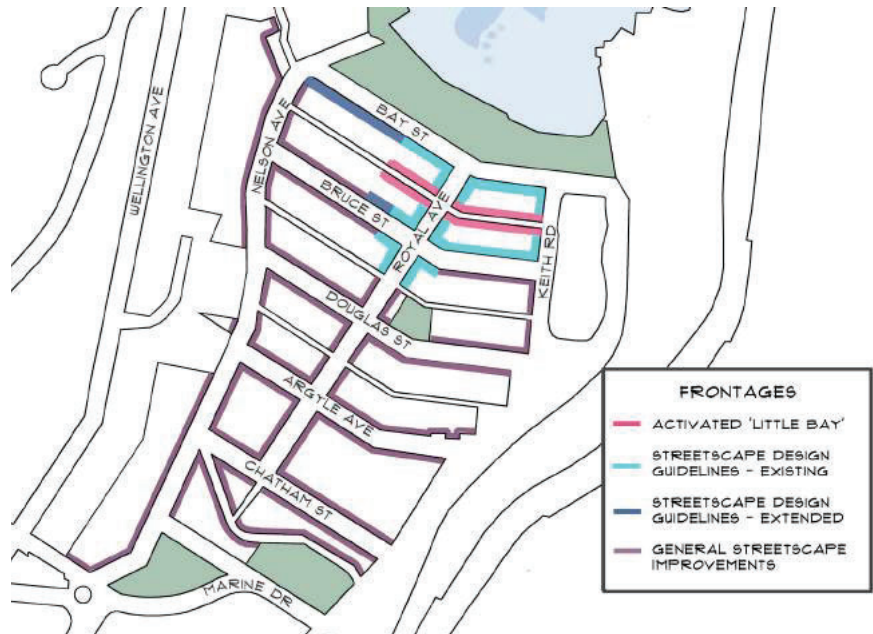


Figure 6.2 Streetscape

**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



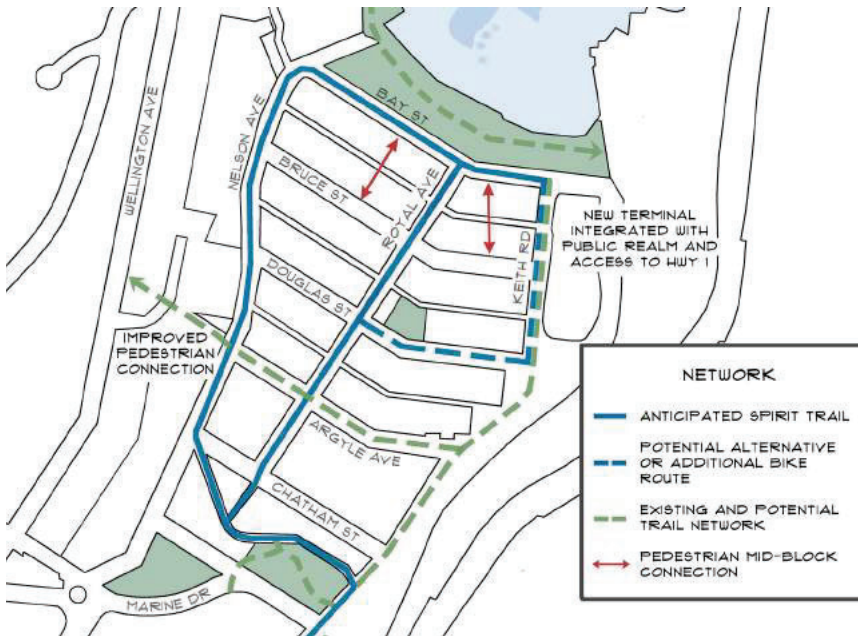
6.3.1 Integrate a multi-modal network



6.3.2 Improve connections to local and regional destinations



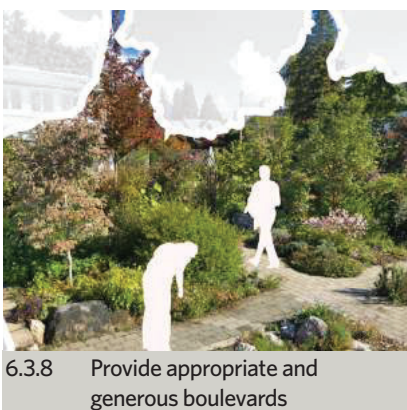
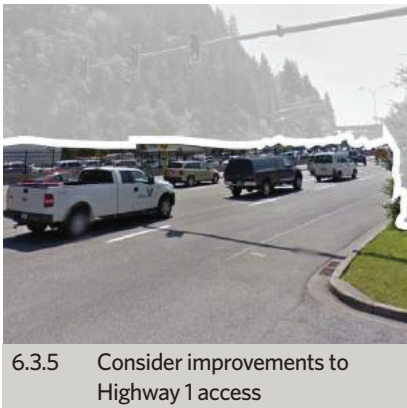
6.3.3 Encourage appropriate transit infrastructure



**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.

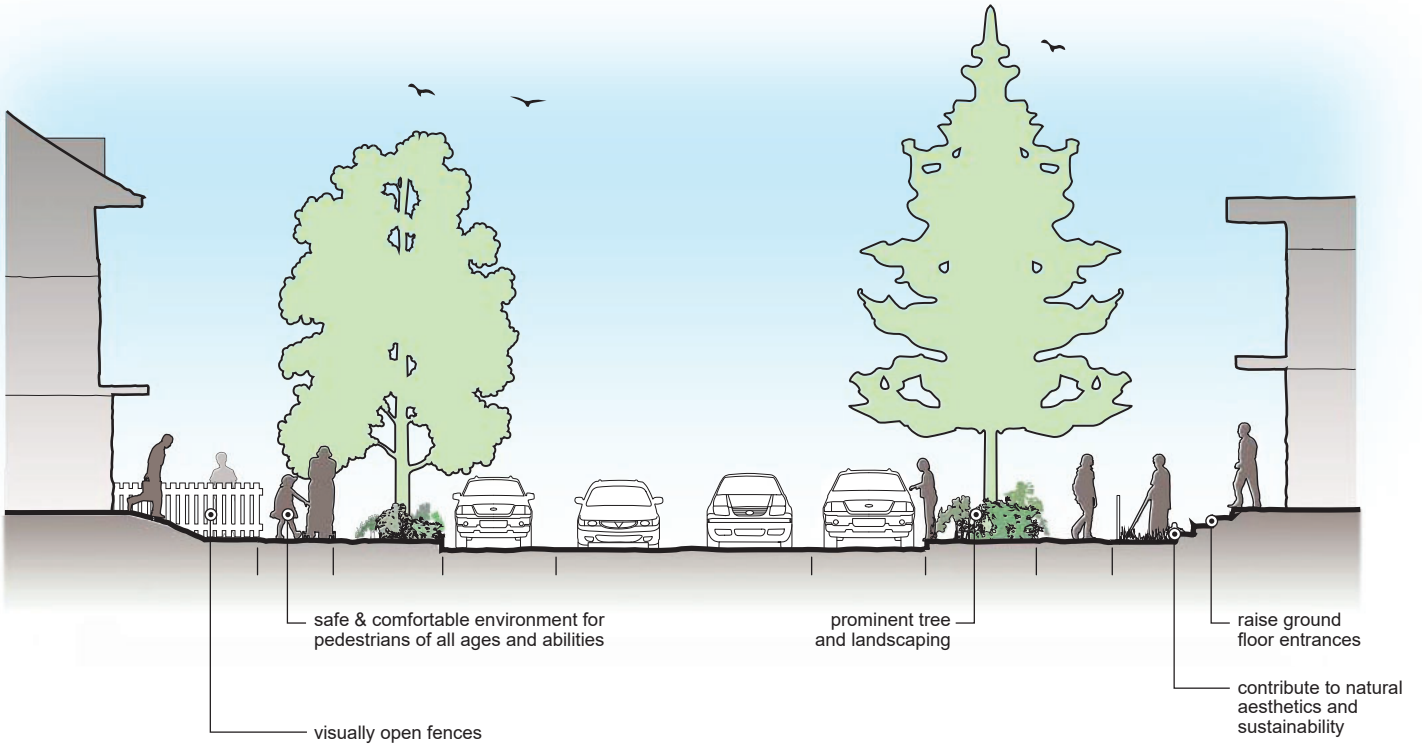
6.3.4 Dedicate and/or open lanes through development to improve site and neighbourhood access, support sensitive land use transitions and enhance the street frontage, where appropriate.

6.3.5 Require BC Ferries terminal redevelopment to:

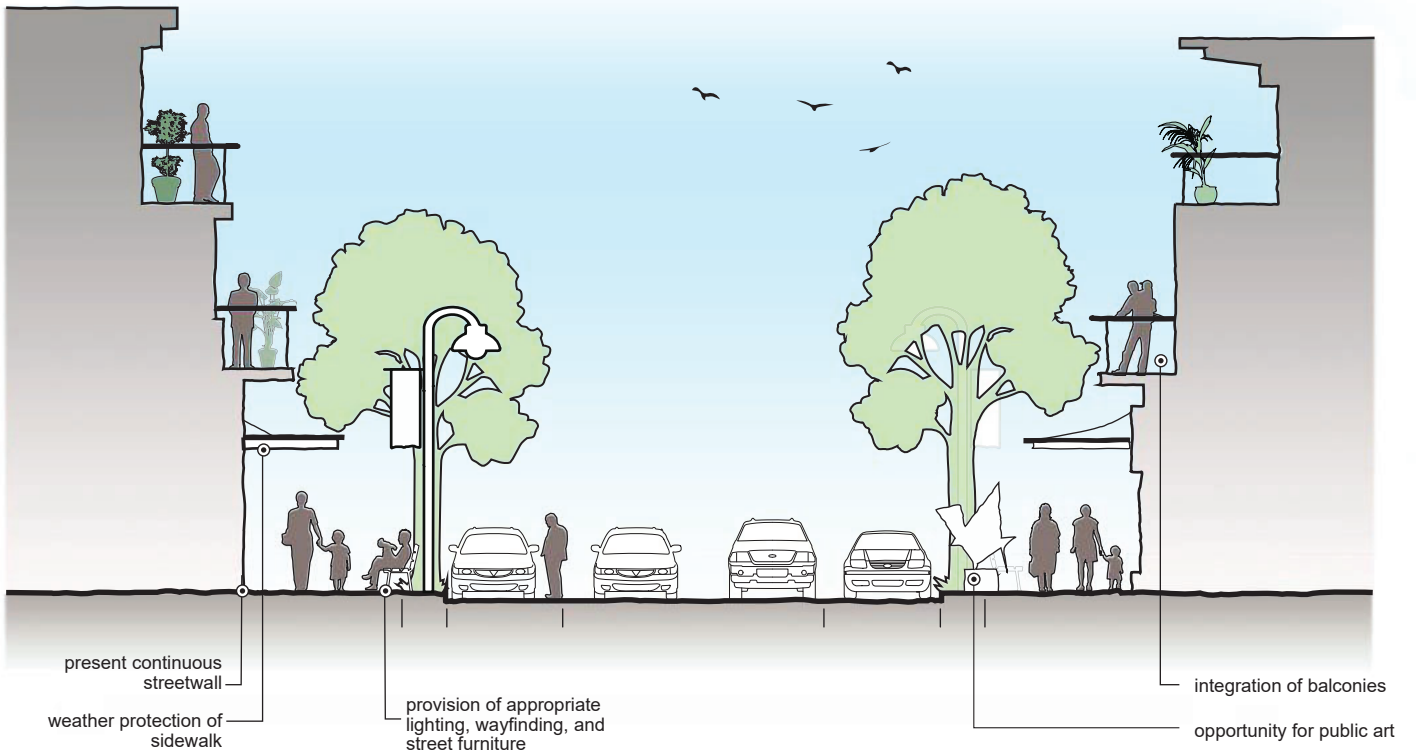
- a) enhance pedestrian integration with the village;
- b) support a coordinated approach with existing and planned transit infrastructure and service delivery; and,
- c) consider village-wide vehicular circulation and Highway 1 access through any reconfiguring of the road network.

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