

GUIDELINES

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GUIDELINES BF-B 3.1

COACH HOUSE DEVELOPMENT IN EXISTING NEIGHBOURHOODS

I. LOCATION ON THE LOT

- a. The location of the coach house on the lot should consider the particular site conditions – e.g. corner or mid-block lot, with or without a rear lane, primary frontage on one or two roads, natural site features, topography, etc.
- b. The coach house should generally be located in the rear yard of the lot, except that:
 - i. On through (or double-fronting) lots, with no rear yards, a coach house may be located either in front yard, subject to compatibility with the orientation of and minimum separation from the principal dwelling on the lot, adjacent properties, and the local streetscape character; and
 - ii. Alternative siting proposals may be considered to avoid significant grade alteration and use of retaining walls on sloping lots, to encourage retention of natural site features, or to address other unique site conditions including shape of lot, and location of existing improvements.
- c. Site planning should be sensitive to existing development on adjacent properties to minimize overview and shadowing, and impacts on established views.

II. SITE AND LANDSCAPE DESIGN

- a. Alteration of existing grades and natural site features to accommodate a coach house should be minimized.
- b. Established vegetation and rock outcrops should be incorporated in new landscaping, where feasible.
- c. All areas adjacent to the coach house should be landscaped with low maintenance, drought resistant plant materials; and rainwater collection systems (e.g., rain barrels) should be considered for irrigation purposes.
- d. Permeable paving materials should be used for outdoor patios, walkways and driveways.
- e. Visual screening for privacy adjacent to a street or lane should be achieved through appropriately-scaled planting and low ornamental fencing, rather than tall solid fences or tall hedges.
- f. Outdoor living areas should be defined and screened for privacy with hard and soft landscaping, architectural elements such as trellises and, where appropriate, changes in grade.
- g. Where the coach house is set back sufficiently from a rear lane, consideration should be given to more extensive landscaping adjacent to the lane, including shrubbery and modest-size trees.
- h. Rainwater runoff from roofs and other hard surface areas should be retained in rain gardens, bioswales, or rock pits to facilitate natural filtration of rainwater into the ground.
- i. Areas for waste and recycling containers should be provided on the lot, shared with the principal dwelling, and appropriately screened if visible from the street.
- j. External mechanical equipment and utility meters should be located on a side or back wall of the coach house, not facing the street or the principal dwelling on the lot; and any visual or noise impacts on adjacent properties should be avoided where possible, and otherwise mitigated.

III. BUILDING DESIGN

a. Unit Entry

- i. The primary entrance to the coach house should be easily identifiable and be directly accessible from the street via a walkway on the lot.
- ii. On corner lots, the primary entry to the coach house and prominent windows should be oriented to the flanking side street.
- iii. The coach house address should be clearly visible from the street and, where applicable, the rear lane. It should be illuminated at night.
- iv. The front door to the coach house should be set back a minimum 0.6 metre from the exterior building wall or, alternatively, a projecting roof should be provided, to create a weather-protected entry area at least 1.2 metres in depth.

b. Roof Forms and Massing

- i. For two-level coach houses, the partial upper storey (no more than 60 percent of the main floor area) should be contained within the massing of a sloped roof.
- ii. Where dormers are used to provide interior room height, the exterior face of the dormer should be set back a minimum of 0.6 metre from the exterior wall edge, and 1.2 metres from projecting roof eaves.
- iii. Flat roofs may require design mitigation to ensure that coach houses do not have a two storey appearance.
- iv. On larger lots, where space permits, the coach house massing should be limited to one storey, with generous setbacks to minimize overview and privacy impacts on neighbours.

c. Architectural Expression

- i. The architectural design of the coach house should be respectful of and complementary to the principal dwelling on the lot, and may be expressed in the same or different style, and should be finished in a similar or complementary palette of building materials.
- ii. Visual interest should be created through variations in wall height and massing, and articulation of building facades.
- iii. A variation of exterior building materials should be considered with more than one type used on all facades. Where a single material is proposed, visual interest should be provided through architectural detailing and use of colour.

d. Windows

- i. On smaller lots, coach house orientation and sizing and placement of windows should be sensitive to the relative proximity of neighbouring properties.
- ii. Upper level windows should be located in a manner which minimizes overview to existing development on the site and on adjacent properties. Careful attention should be given to window placement, orientation, and sizing. The use of skylights, clerestory windows, or obscured glazing should also be considered.
- iii. Ground-level windows should be minimized on lane-facing walls for privacy and security.

e. Outdoor Living Areas

- i. Private outdoor space, that is separate and distinct from that of the principal dwelling, should be provided for the coach house.
- ii. Balconies and decks should be located and screened to provide privacy for the coach house and minimize overlook onto adjacent properties.

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- f. Parking

- i. Parking should be provided in the rear yard of the lot:
 - Where the lot is served by an open rear lane, direct vehicle access to the coach house should be via the rear lane.
 - Where there is no lane, parking access from the street should be via a driveway shared, if possible, with the principal dwelling on the lot.
- ii. Garage doors visible from the street should be designed to minimize their visual appearance through sensitive detailing and use of limited glazing.
- iii. Permeable driveway surfaces such as 'grasscrete' pavers or narrow wheel lanes with grass planting in between should be used, where feasible.

- g. Accessibility / Adaptability

- i. Coach house designs should provide for accessibility/adaptability to meet changing household needs over time.
- ii. Single-level units are encouraged where coach houses are likely to accommodate older residents or people with limited mobility.

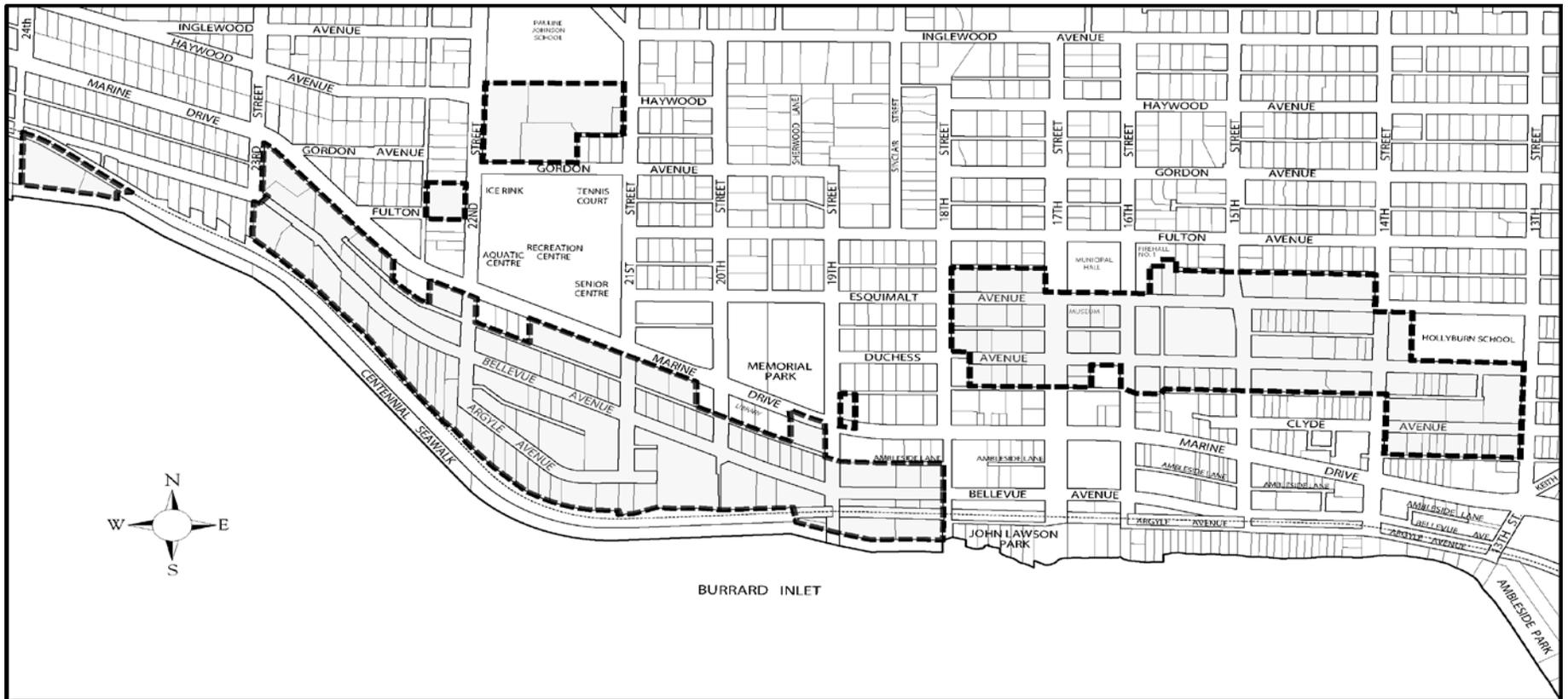
- h. 'Green' Building Features

Coach house designs should incorporate 'green' building features for reduced energy consumption and lower greenhouse gas emissions. At minimum, pre-plumbing and pre-wiring should be provided for future installation of such features.

BUILT FORM GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES BF-B 4

AMBLESIDE APARTMENT AREA



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

AMBLESIDE APARTMENT AREA GUIDELINES BF-B 4

I. CONTEXT AND SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

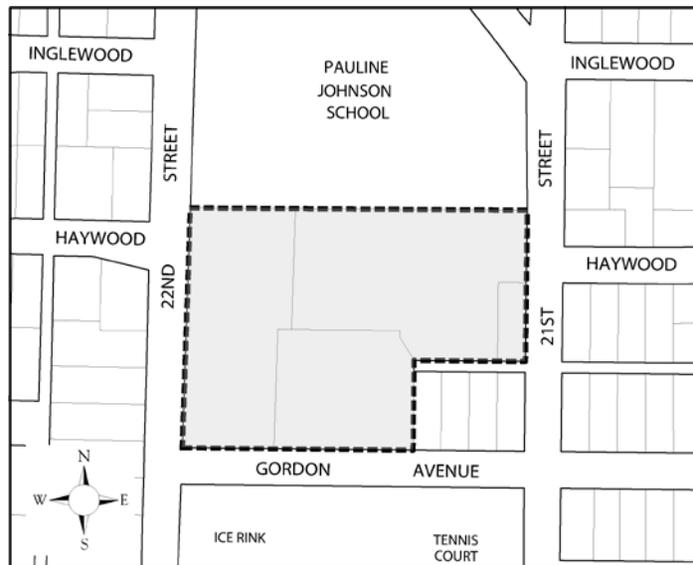
- a. Integrate landscape features and elements with the adjacent streetscape, use established vegetation where feasible, and provide a mature and varied appearance upon construction completion.
- b. Avoid landscaping elements that inhibit pedestrian or barrier free access along sidewalks or towards buildings.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

IV. CIRCULATION / PARKING

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

GUIDELINES BF-B 7

KIWANIS LANDS



The Multiple Family Sites Guidelines BF-B 8 apply.

Kiwanis Lands Development Permit Area Designation Map BF-B 7

GUIDELINES BF-B 8

OTHER MULTIPLE FAMILY SITES

I. CONTEXT / SITE DESIGN

- d. Design should be compatible with adjacent uses and any special circumstances created by proximity to other uses.
- e. Situate buildings to maximize views while minimizing impacts to surrounding buildings' views.
- f. Minimize obstruction of views from public pedestrian areas, common living areas of other developments, and from existing residential units.
- g. Enhance the quality of streetscapes through the overall design of development.
- h. Encourage open space amenities, such as ground level courtyards.
- i. Link ground level entries and open spaces to adjacent streets, sidewalks and pathways.
- j. Locate utility wires underground where economically feasible.

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

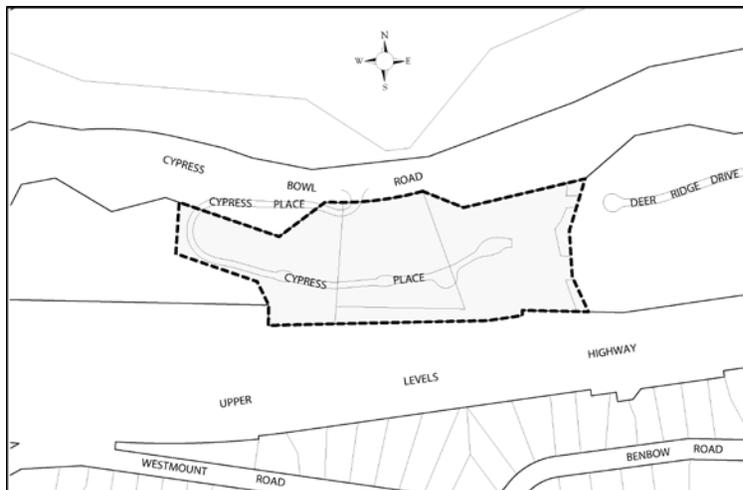
IV. CIRCULATION / PARKING

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

GUIDELINES BF-B 9

DEER RIDGE WEST

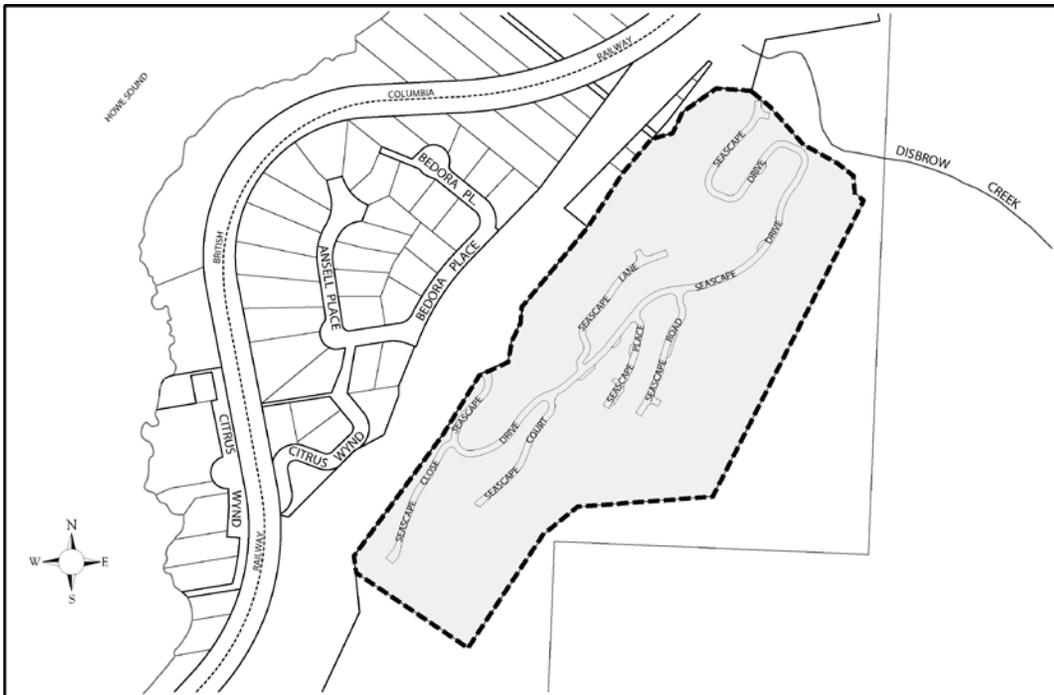
- a. The siting and design of the internal access road should respond to the steep slope of the site, its high visibility from distant viewpoints and its proximity to major highways.
- b. Materials, finishes and colours should be in keeping with and minimize the buildings' visual impact in the forest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



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

GUIDELINES BF-B 10

SUNSET HIGHLANDS

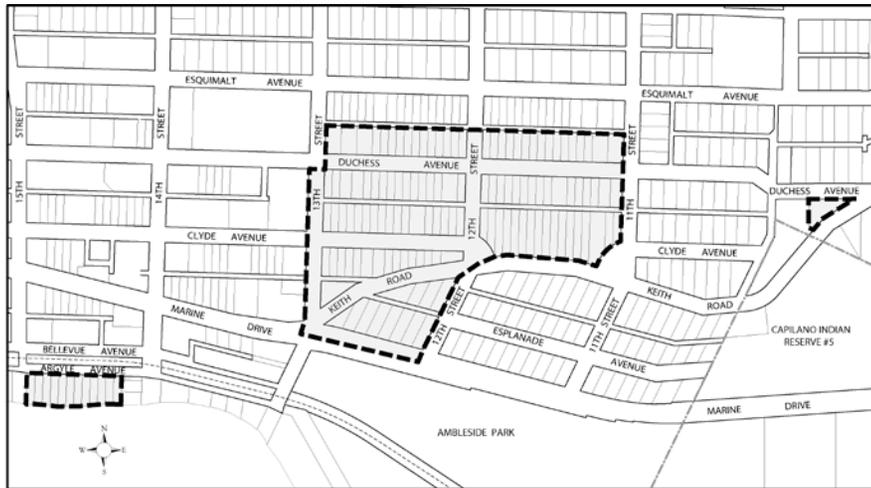


Sunset Highlands Development Permit Area Designation Map BF-B 10

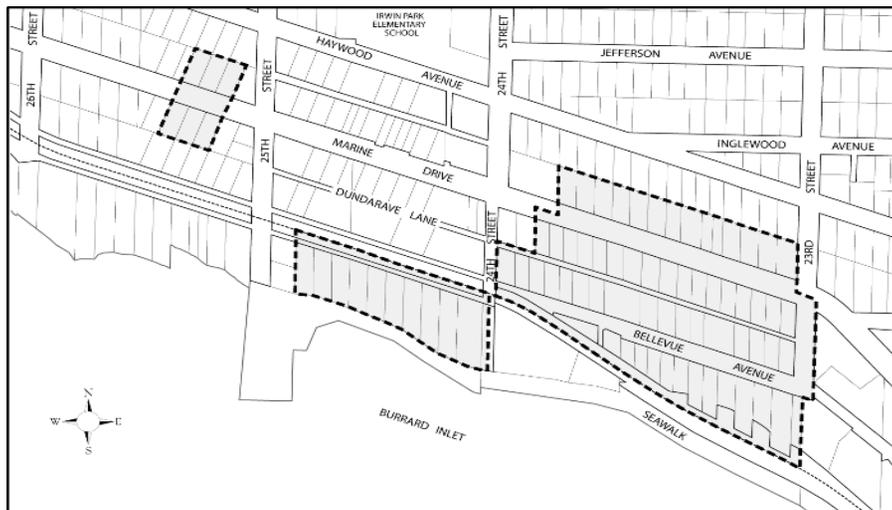
The following guidelines for development of the Sunset Highlands site should apply:

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

GUIDELINES BF-B 11 DUPLEX AREAS



Duplex Development Permit Area Designation Map BF-B 11 (1 of 4)



Duplex Development Permit Area Designation Map BF-B 11 (2 of 4)

I. CONTEXT AND CHARACTER

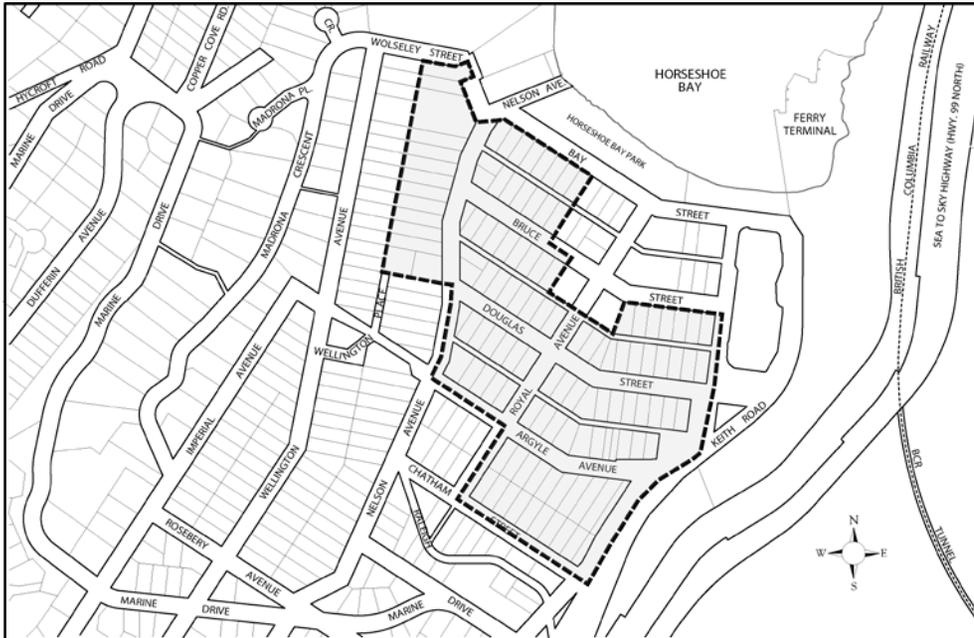
- a. Situate new developments in keeping with the surrounding residential context.
- b. Provide a character that creates a strong and coherent residential streetscape.

II. SCALE

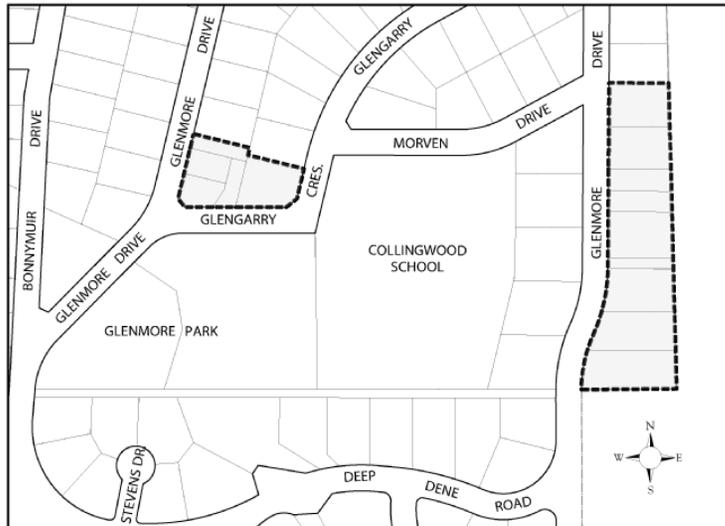
- a. Configure building massing to reflect a single family residential character.
- b. Address the compatibility of scale between new buildings and existing adjacent buildings.
- c. Moderate scale by:
 - incorporating elements such as porches, canopies, bay windows and roof gables;
 - introducing variation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

III. DEFINITION OF ENTRANCE

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



Duplex Area Development Permit Area Designation Map BF-B 11 (3 of 4)



Duplex Area Development Permit Area Designation Map BF-B 11 (4 of 4)

IV. USE OF APPROPRIATE MATERIALS

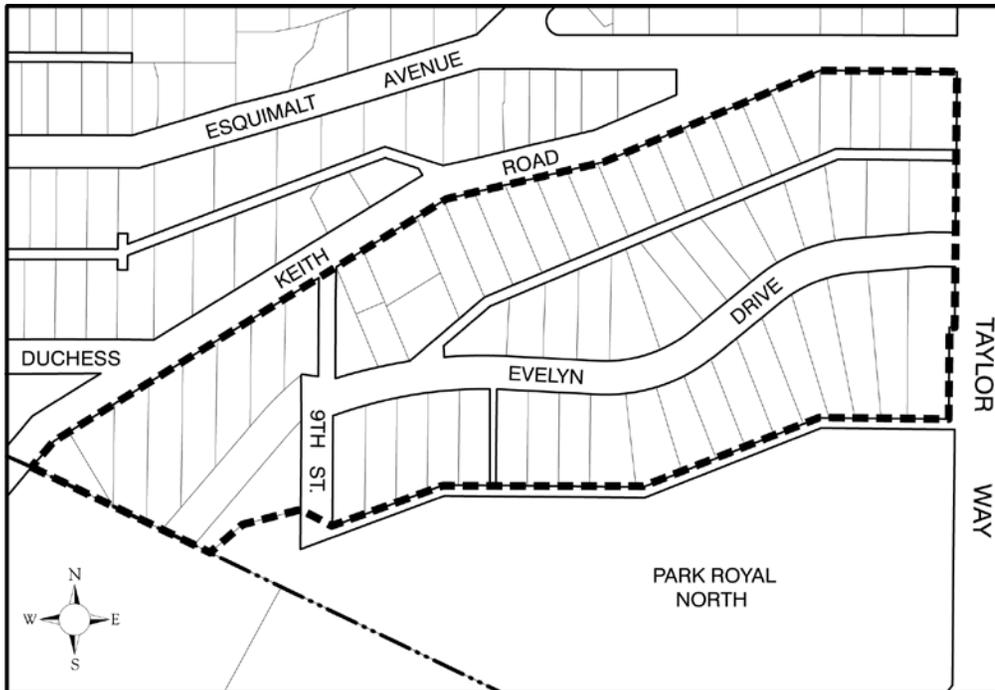
- a. Use cladding materials that are appropriate to smaller scale residential housing.
- b. Articulate building facades through the utilization of trellises, railings, columns, and similar elements. .
- c. Posts, railings and similar elements should be in keeping with the character and materials of the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

V. LANDSCAPE DESIGN

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

GUIDELINES BF-B 12

EVELYN DRIVE



Evelyn Drive Development Permit Area Designation Map BF-B12

1. CONTEXT AND SITE DESIGN

- 1.01 The new Evelyn Drive neighbourhood will be a showcase for West Vancouver's commitment to sustainability and innovation, with standards such as Leadership in Energy and Environmental Design (LEED) or the equivalent used for the evaluation of sustainability. The West Coast setting of this hillside neighbourhood will be communicated through buildings that respond to a rainforest climate. Buildings and landscape structures will blend natural materials such as wood and native rock of the West Coast with concrete, metal and glass. The development will convey a rich and full connection to the land and a strong sense of neighbourhood. Buildings will fit comfortably to the existing topography, roads will be people friendly, and the streetscape will reflect an attractive, intimate friendly neighbourhood.
- 1.02 Built form should:
- complement the terrain and natural conditions, and
 - integrate sympathetically with Sentinel Hill, which is a significant visual land form within the community.
- 1.03 Development including site and building design should accommodate persons of varying ability levels, including the physically challenged.
- 1.04 Site, building and landscape design should:
- be sensitive to the privacy, security and liveability of residential units including private outdoor spaces, and
 - provide 'eyes on street' and opportunities for people to easily view what is happening around them.

- 1.05 Public seating and other furnishings should be situated to take best advantage of views, sun, shade and informal day-to-day meeting places for pedestrians.
- 1.06 Adequate sunlight penetration should be provided to all public walkways and open spaces.

2. BUILDING DESIGN AND SERVICES

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

3. LANDSCAPE DESIGN

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

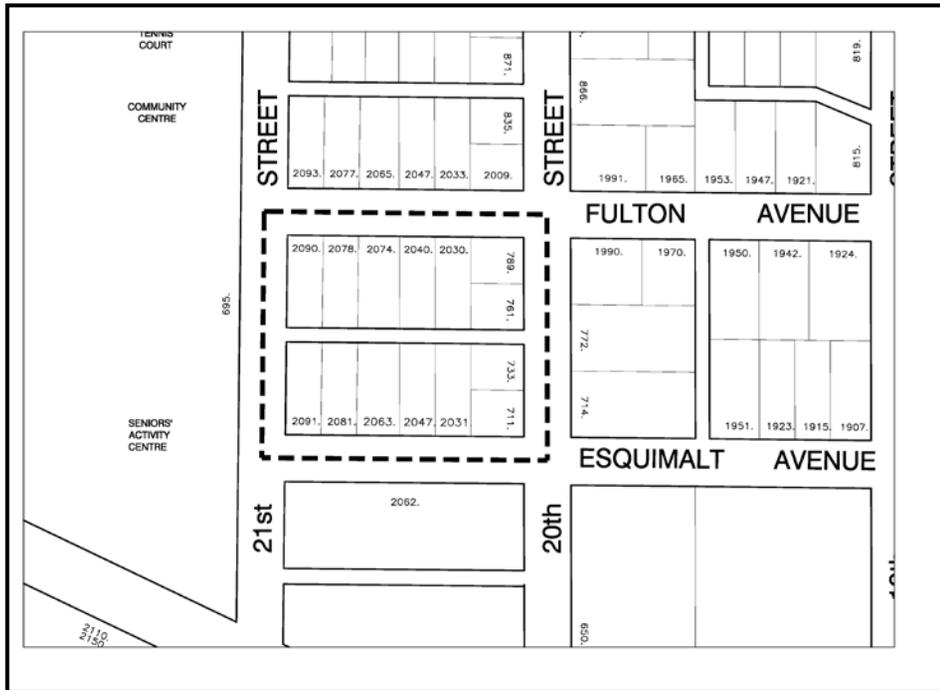
- 3.02 Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material.
- 3.03 Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.
 - a. Ensure that landscape character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

4. CIRCULATION AND PARKING

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

GUIDELINES BF-B 13

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



**Block Bounded by Esquimalt Avenue, 20th Street, Fulton Avenue
and 21st Street**

Development Permit Area Designation Map BF-B13

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

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

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-B 14

NORTHWEST CORNER OF TAYLOR WAY AND KEITH ROAD



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

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

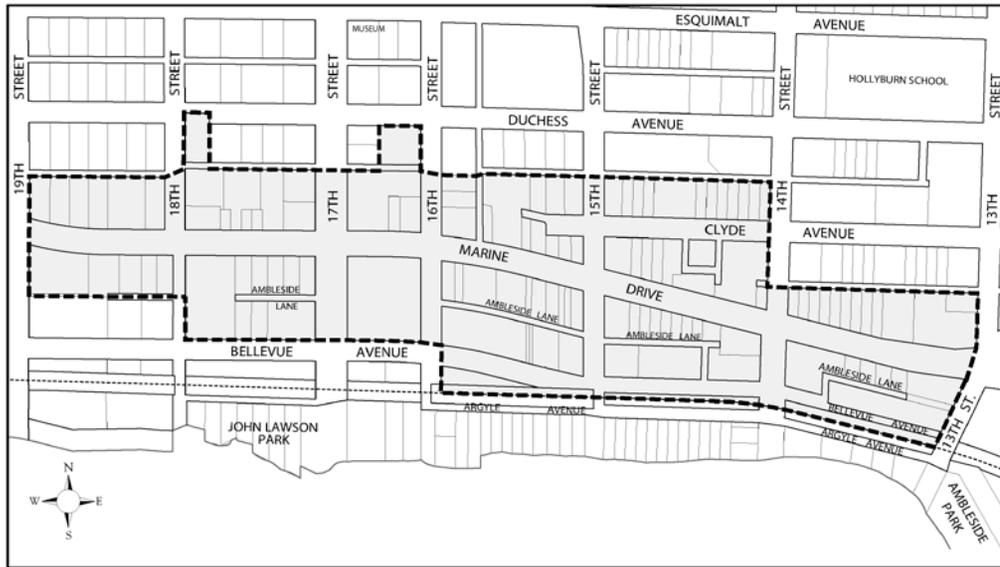
- a. The overall landscape strategy is to provide a calming natural environment for the use and enjoyment of residents and visitors. The front yard should reflect some of the character of Taylor Way by including some ornamental plantings in the design.
- b. The corner of Keith Road and Taylor Way should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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-C 3

AMBLESIDE VILLAGE CENTRE COMMERCIAL AND MIXED USE GUIDELINES



CONTEXT

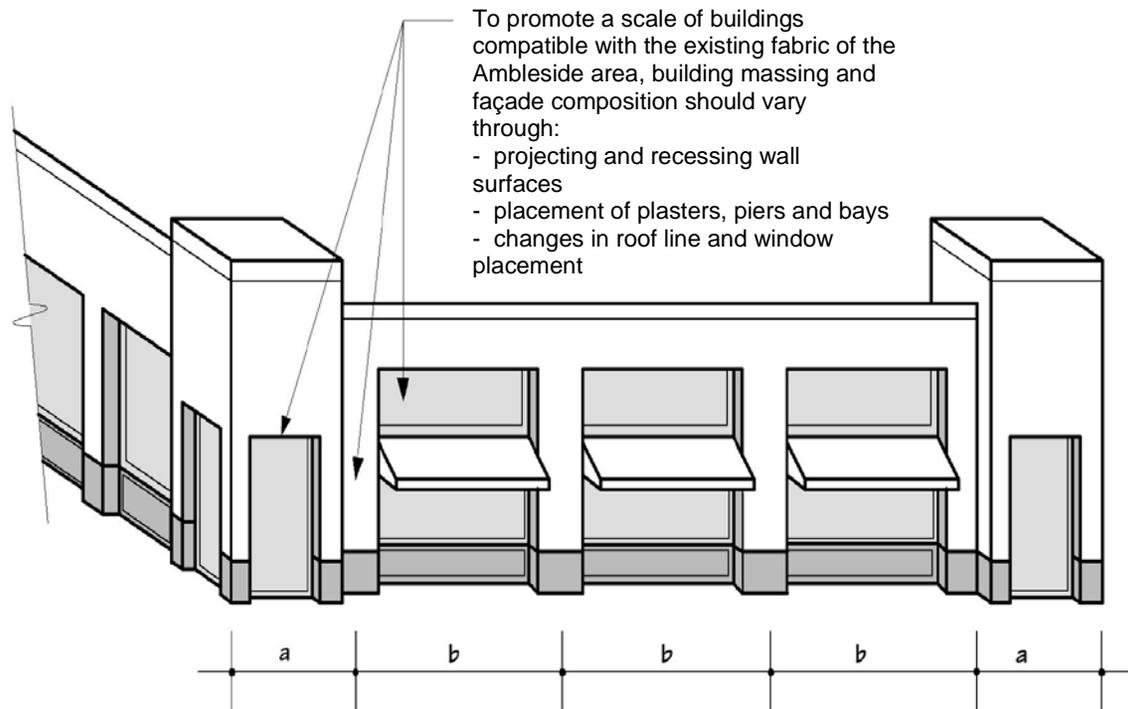
1. Buildings along Marine Drive, from 14th Street to 18th Street, should:
 - o form a consistent street wall by being sited parallel to the sidewalk, and
 - o create a volume and massing for the first two floors that is vertical in form, drawing on the elements of traditional small town buildings.
2. In each block, buildings should be designed to avoid a continuous east-west building wall above the 3rd storey.
3. Mid-block pedestrian connections to lanes, parking, adjacent streets and the waterfront are encouraged.
4. On north-south streets 'active' ground floor commercial uses are strongly encouraged to create interesting pedestrian experiences and improve connections to the waterfront.
5. On corner sites, buildings should:
 - o maintain a presence on both streets with particular emphasis on a design that addresses the corner,
 - o have the same attention to detail on the side street elevation, at ground level and at the upper storeys, as the "Main Street" elevation, and
 - o at 13th and Marine Drive, the gateway to the community, provide a visually prominent 'landmark' piece of architecture.
6. Buildings should provide an interface between new and existing adjacent structures to form a harmonious transition between the two.
7. Variations in setbacks will be considered to enhance building articulation and where commercial floors face commercial floors across a lane.
8. For non-sloping sites consideration will be given to a fourth storey when the following criteria are met:
 - o avoid continuous 4th storey volumes along any frontage
 - o provide variety in roof form
 - o maintain localized view corridors
 - o maintain sunlight to the street and lane
 - o articulate building massing
 - o provide outdoor space for residences

BUILT FORM AND DESIGN

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

9. Buildings should:

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



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

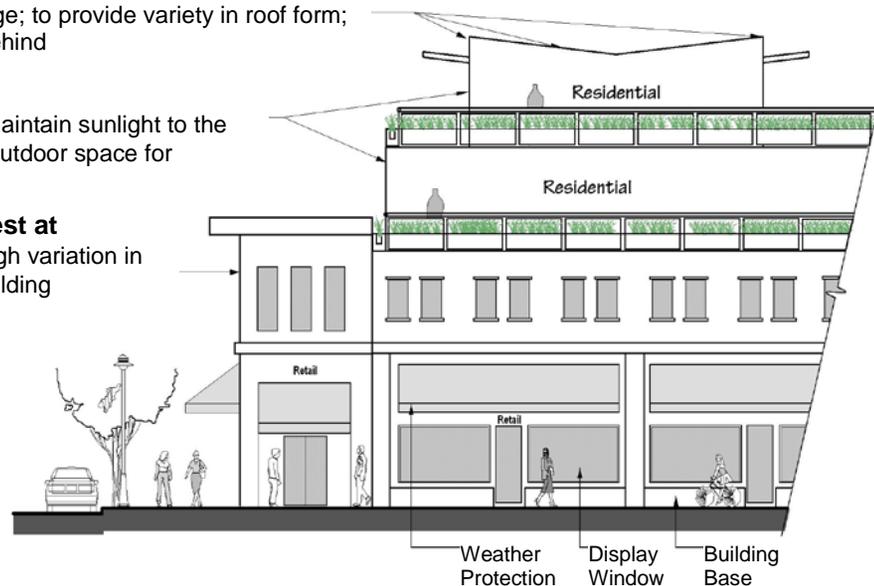
BUILT FORM AND DESIGN CONT.

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

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

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

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



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

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

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

RESTORATION, RENOVATION AND ADDITIONS

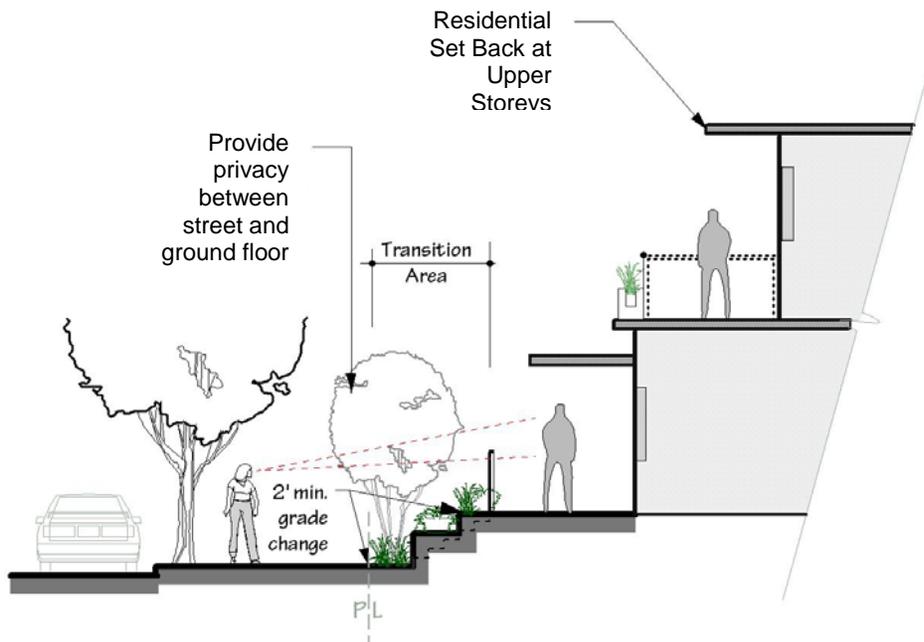
21. Where renovation of a building with heritage character is proposed, the architectural lines, rhythms and detailing of the original building should be maintained, extended and enhanced including spacing of entrances, windows and bay spacing, cornice heights, window opening proportions, operating type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

PARKING

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

LANDSCAPING

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



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

CONTEXT

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

BUILT FORM & DESIGN

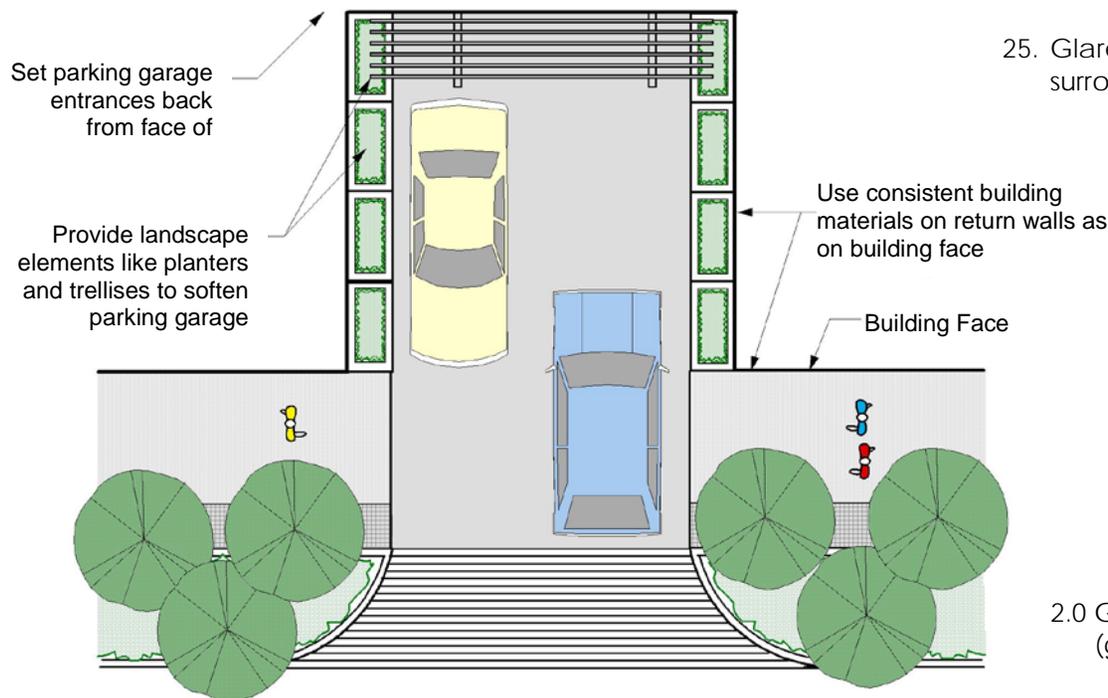
3. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, green roofs, high performance materials and geo-exchange should be used to create 'green' buildings that reduce energy consumption, enhance sustainability and create a healthy living environment. e.g.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

BUILT FORM & DESIGN CONT.

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

PARKING

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

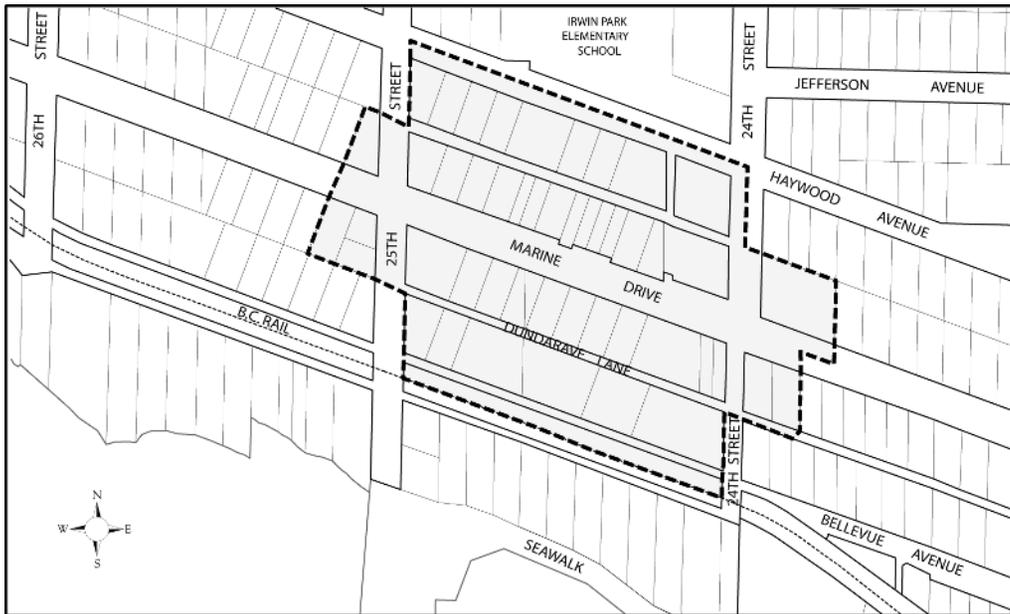


LANDSCAPING

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

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

DUNDARAVE VILLAGE NEIGHBOURHOOD CENTRE



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

I. CONTEXT / SITE DESIGN

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

II. BUILDING DESIGN

- a. Permit a maximum height of building façade of approximately 25 feet at any point along Marine Drive. If considered, taller building elements should be set back from the street to maintain the lower profile along Marine Drive. Special architectural features which exceed this limit may be considered in order to accentuate corner developments or gateway development sites.
- b. Encourage a variety of roof forms on new buildings.
- c. Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street.
- d. Break up the mass of longer buildings into smaller sections or groupings with the use of bays, columns and other architectural features.
- e. Encourage upper storey setbacks from the street to provide sunlight penetration to the street, especially on the south side of Marine Drive.
- f. Encourage high performance (“green building”) design.
- g. Provide decks, eating areas and improved rear access.
- h. Provide building detailing and articulation, especially at street level.
- i. Discourage unarticulated blank or solid walls visible from the street.
- j. Encourage upgrading of building finishes to include the use of wood siding, stone facing, articulated wood entry doors and glazing.
- k. Provide continuous street-front elements such as awnings and commercial windows. Continuous awnings are also encouraged along rear lanes.
- l. Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- m. Provide coherent and inviting signage in keeping with the village character of Dundarave and the scale of building.
- n. Encourage wall-mounted signage along streets and lanes.

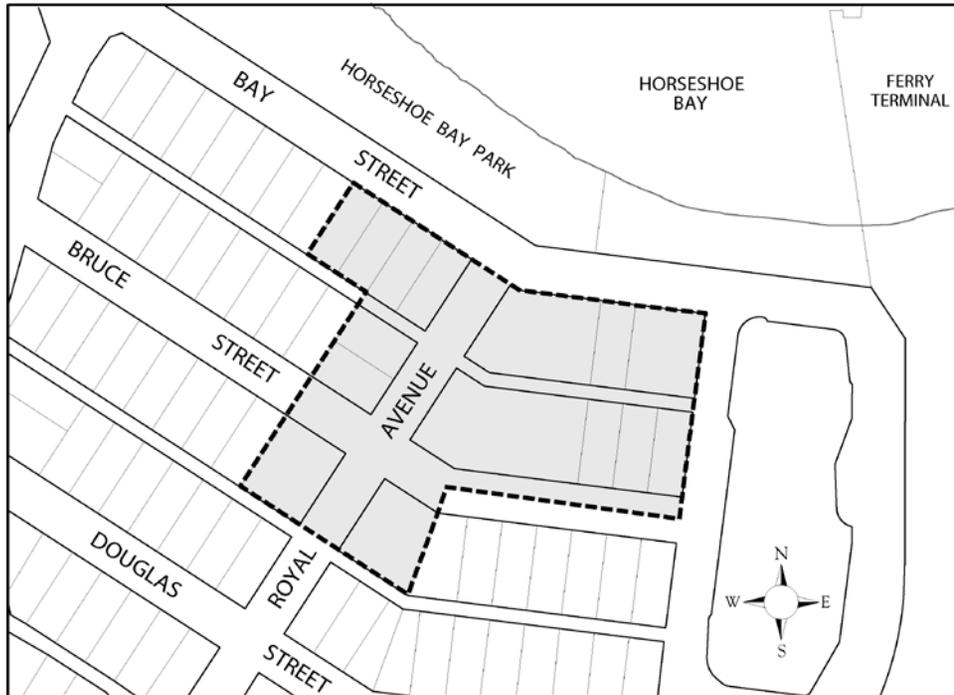
III. LANDSCAPE DESIGN

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

IV. CIRCULATION / PARKING

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

HORSESHOE BAY NEIGHBOURHOOD CENTRE



Horseshoe Bay Neighbourhood Centre
Development Permit Area Designation Map BF-C 6

I. CONTEXT / SITE DESIGN

- a. Encourage the “maritime village” character by providing small scale retail and service oriented retail at street level and commercial and/or residential uses on upper floors.
- b. Address the compatibility of scale between new buildings and the existing adjacent buildings.
- c. Encourage accessible, pedestrian friendly uses at street level, particularly at intersections.
- d. Provide pedestrian oriented buildings with storefronts that face public sidewalks.
- e. Provide interfaces between retail, service commercial and residential areas by clearly defining the public areas from semi-public and private areas of a development.
- f. Encourage integrated public art that relates to and enhances the pedestrian experience.

II. BUILDING DESIGN

- a. Consider new buildings to a maximum height of three storeys above the adjacent street level on Bay Street and two storeys for all other properties within the commercial area. Special architectural features which exceed this limit may be considered on Bay Street in order to accentuate corner developments or gateway development sites.
- b. Encourage upper storey setbacks from the street to break down the massing of the building, to maintain a low profile and provide sunlight penetration to the street.
- c. Encourage a variety of roof forms on new buildings.

- d. Encourage a variety of commercial unit sizes and frontage to provide economic flexibility and visual interest along the street. Where building frontages are particularly long, the building should be detailed to break up the apparent length with the use of columns or other architectural features.
- e. Encourage buildings of a pedestrian scale along the street.
- f. Provide building detailing and articulation, especially at street level.
- g. Discourage unarticulated blank or solid walls visible from the street.
- h. Encourage high performance “green building” design.
- i. Encourage upgrading of building finishes to include the use of wood siding, metal fixtures, articulated wood entry doors and glazing.
- j. Provide decks, patios, and outdoor seating and eating areas.
- k. Improve rear access to and from buildings.
- l. Encourage continuity of street-front elements such as awnings and commercial windows.
- m. Provide convenient, semi-continuous weather protection through awnings, overhangs and canopies.
- n. Provide site signage that is coherent with an inviting image.
- o. Site loading areas, mechanical equipment and garbage bins to minimize visual and acoustical impacts on adjacent properties and the streetscap

III. LANDSCAPE DESIGN

- a. Consider a nautical, seaside or maritime character.
- b. Encourage landscaping to complement the design of buildings and differentiate intended public from private spaces.
- c. Encourage the use of landscape features and plant material adjacent to sidewalks, including such elements as small gardens and hanging flower baskets at store entries.
- d. Encourage the use of street furniture and merchandise displays without inhibiting pedestrian or barrier free-access to buildings along sidewalks.
- e. Provide private outdoor open space for each dwelling unit in buildings with a residential component, and minimize overlook from adjacent properties
- f. Minimize glare and light trespass from exterior lighting to surrounding properties.
- g. Subdue signage illumination.

IV. CIRCULATION / PARKING

- a. Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities
- b. Encourage convenient pedestrian movement into and within the area.
- c. Encourage the use of alternative transportation modes by providing convenient, secure bicycle storage.
- d. Encourage the provision of additional parking in a co-ordinated manner, as long as it does not detract from the Village’s pedestrian orientation.
- e. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street. Where ground level parking does exist, provide landscape features such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- f. Design underground parking for commercial use to be readily accessible to and easily used by customers. If there is a residential

component, unsecured commercial parking should be separated from secure resident parking.

g. Situate and design garage doors so that they are not a dominant feature of the streetscape.

GUIDELINES BF-C 7 (DELETED BYLAW NO. 4937, 2017)

GUIDELINES BF-C 8

LOCAL COMMERCIAL SITES

I. CONTEXT AND SITE DESIGN

a. Respect the residential scale and character through appropriate siting and design.

b. Encourage the provision of patios adjacent to the street in the 2100 and 2200 blocks of Marine Drive.

II. BUILDING DESIGN

- a. Construct new buildings to a maximum height of two storeys at any point.
- b. Design buildings and structures to have a low, unobtrusive scale.
- c. Face ground floor commercial space toward the street and provide high pedestrian accessibility.
- d. Express commercial entrances through the use of building volume.
- e. Discourage the use of unarticulated blank walls and large, undifferentiated expanses of metal, glass or concrete when visible from public areas.

- f. Minimize the impact of on-site services, including loading areas, mechanical equipment and garbage bins on adjacent properties and the streetscape, by their location within a building or, where not possible, visual and acoustical screening.
- g. Design and locate garage doors so that they are not a dominant feature of the building.
- h. Design signage to be compatible with the building design and residential setting.

III. LANDSCAPE DESIGN

- a. Design landscaping to be consistent with the site context, complement the character and design of buildings and minimize potential view impacts and overlook of adjacent properties.
- b. Utilize the natural attributes of the site.
- c. Construct or face retaining walls with natural materials such as stone, where they are visible from publicly accessible areas.
- d. Screen buildings and parking areas from adjacent residential properties. Use landscaping to visually break up parking, improve natural drainage, and highlight pedestrian routes.

- e. Clearly differentiate public from private spaces.
- f. Encourage the use of landscape features that reduce the visual scale of the building.
- g. Provide private outdoor open spaces for residences in developments with a residential component.
- h. Minimize glare and light spill to surrounding properties from exterior lighting and signage.

IV. CIRCULATION AND PARKING

- a. Minimize traffic impacts on local residential streets.c.
- b. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street.

- Separate commercial from residential parking areas in mixed-use buildings.
- d. Design commercial underground parking to be readily accessible to and easily used by customers.

GUIDELINES BF-C 9

MARINA SITES

I. CONTEXT AND SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

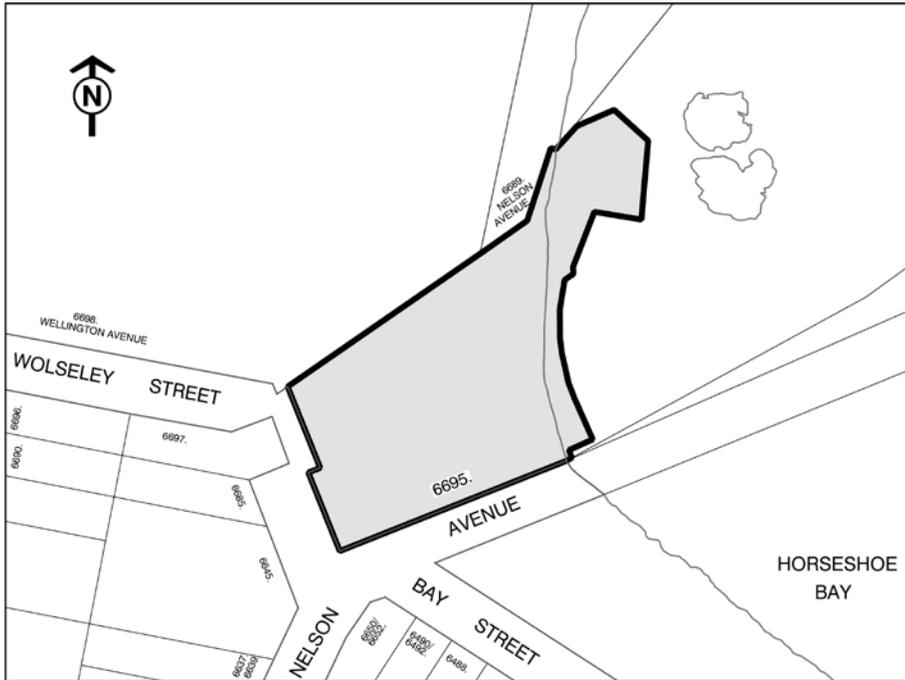
- a. Design landscaping to be consistent with the waterfront context and to complement the character and design of buildings.
- b. Maintain and restore the area adjacent to the foreshore to a natural state where feasible.
- c. Preserve existing site characteristics including natural terrain, vegetation,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

IV. CIRCULATION AND PARKING

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

SEWELL'S LANDING

I. CONTEXT AND CHARACTER



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

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

III. LANDSCAPE DESIGN (...continued)

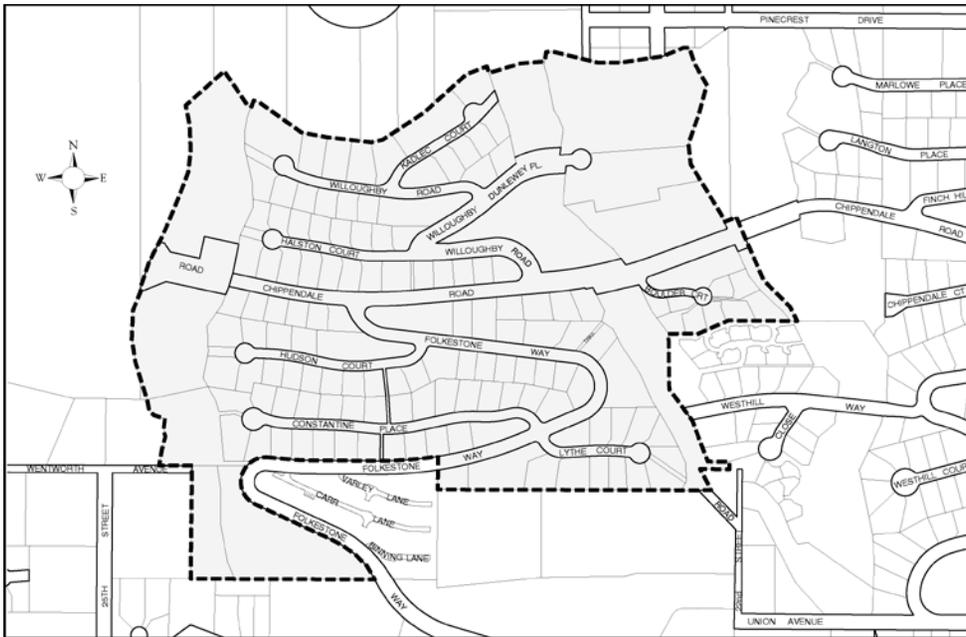
- c. Ensure that the landscape components complement the character and design of the buildings including the utilization of cobbled or textured stone pathways, streets and plazas.
- d. Encourage the landscaped areas adjacent to open space plazas, sidewalks and pathways, private patios and other pedestrian-oriented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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-D 1

WHITBY ESTATES



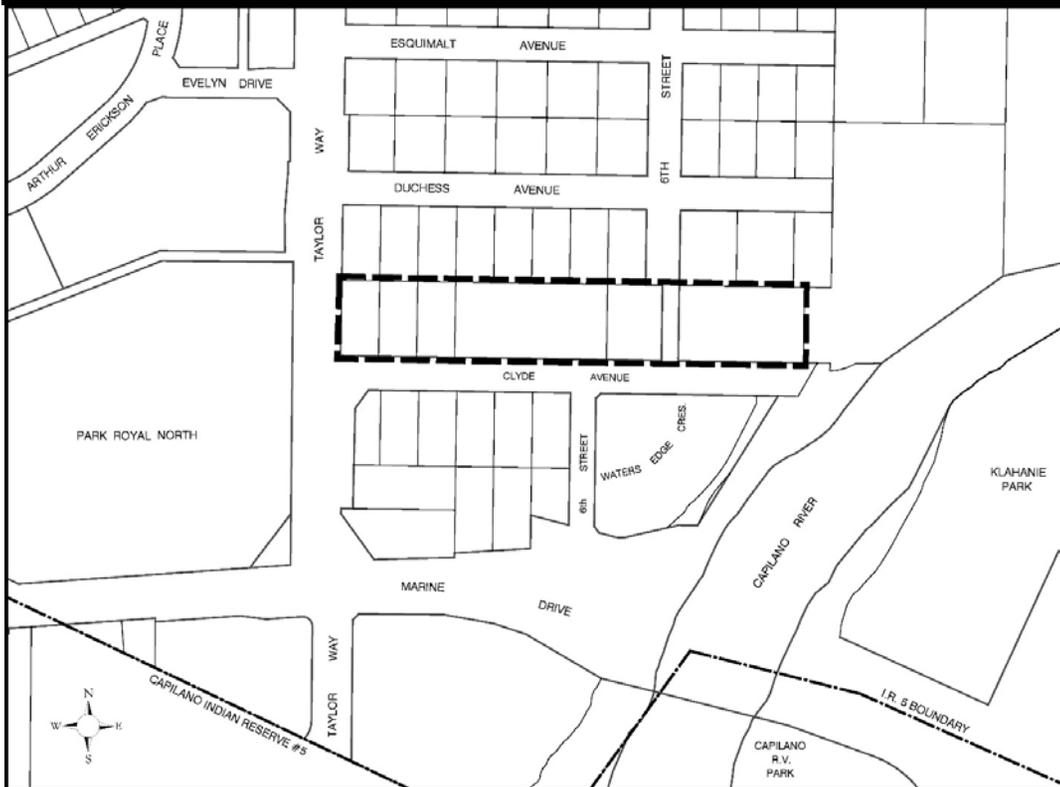
**Whitby Estates
Development Permit Area Designation Map BF-D 1**

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

Note: Guidelines NE 7 also apply.

GUIDELINES BF-D 4

CLYDE AVENUE AREA EAST OF TAYLOR WAY



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

I. CONTEXT AND SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

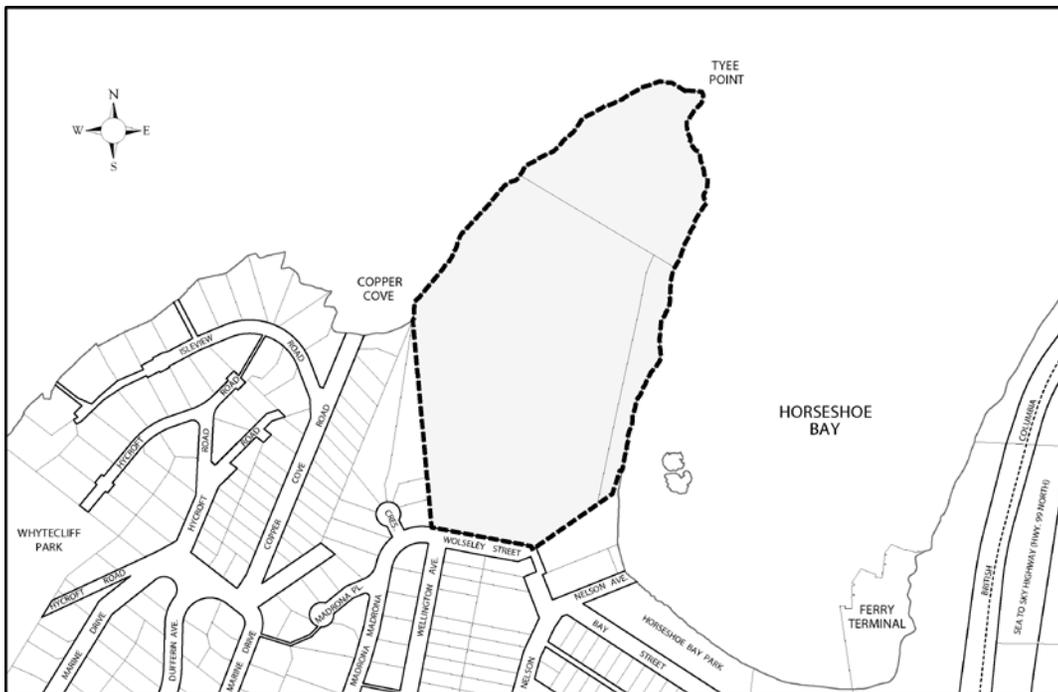
IV. CIRCULATION AND PARKING

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

NATURAL ENVIRONMENT GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES NE 5

TELEGRAPH HILL AND TYEE POINT



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

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

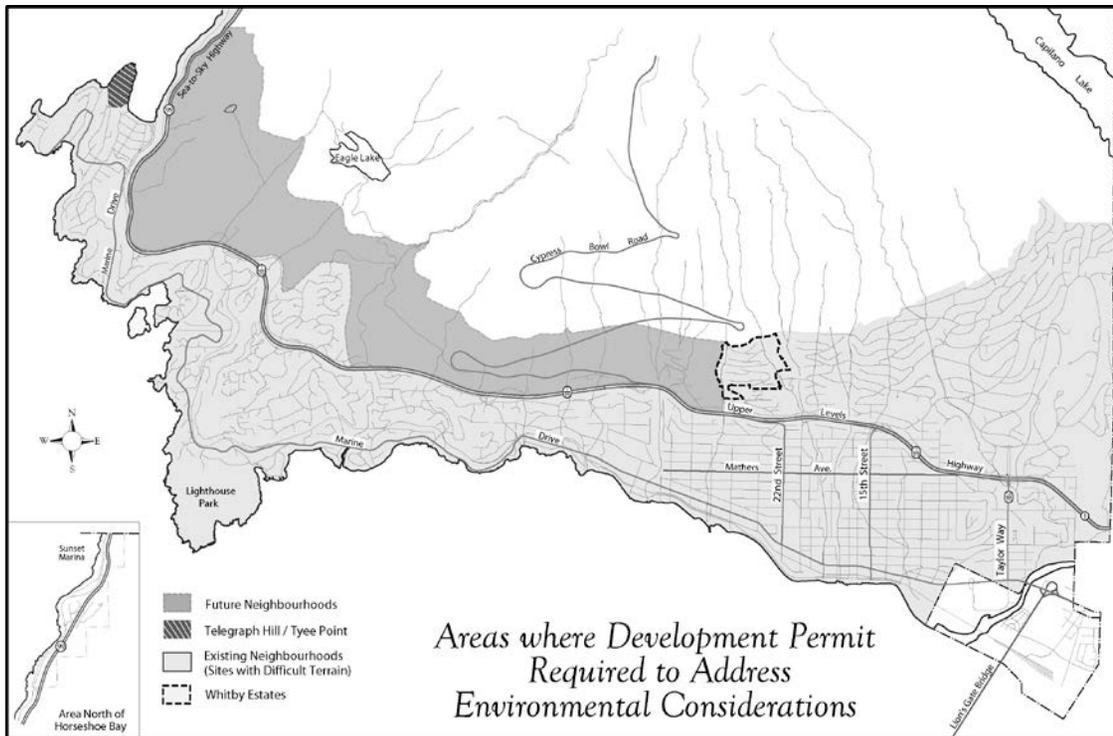
- a. In general, land with slopes exceeding 35% should remain free of development, including the construction of roads, driveways and/or buildings. Recognizing the difficulty of a precise slope calculation and boundaries of areas containing such slopes, Council may allow for development on lands within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

Note: Guidelines NE 6 also apply.

GUIDELINES NE 6

SITES WITH DIFFICULT TERRAIN

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



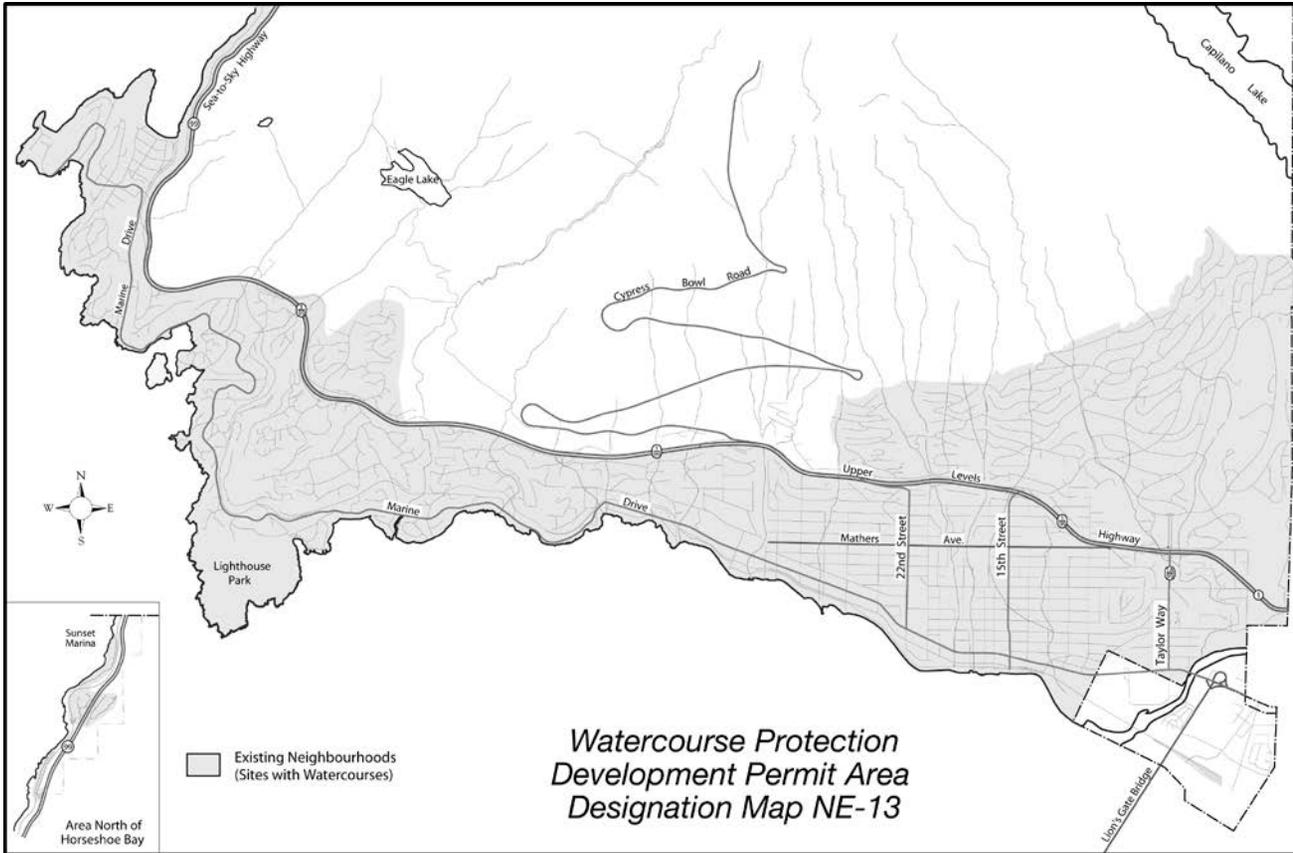
Natural Environment Development Permit Area Designation Map NE 6 for Existing Neighbourhoods

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

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

GUIDELINES NE 13

WATERCOURSE PROTECTION AND ENHANCEMENT AREAS IN EXISTING NEIGHBOURHOODS



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

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

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

GUIDELINES

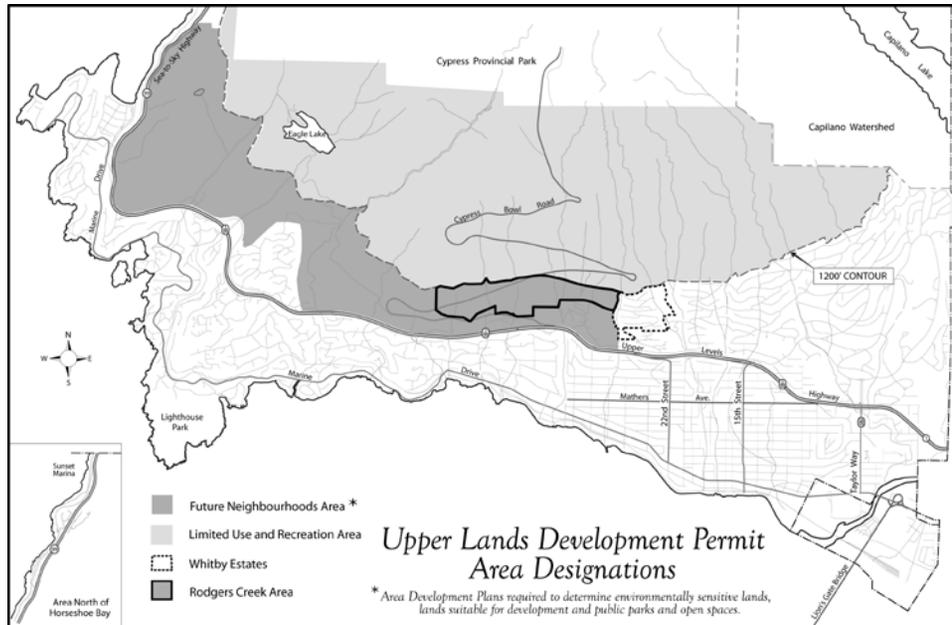
- c. For permanent watercourses and wetlands:
 - (i) Avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland.
 - (ii) Within 15 metres of the top of the watercourse bank or edge of wetland, locate new development, described in sections a.(iii) and a.(iv) above, at least as far from the watercourse or wetland as any existing development.
 - (iii) Keep free of new development, described in sections a.(iii) and a.(iv) above, the area within 5 metres of the top of the watercourse bank or edge of the wetland.
 - (iv) Consider zoning bylaw variances in order to prevent loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland, including reduced building setbacks.
 - (v) Where it is not practical to avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland, provide compensatory habitat approved by the District of West Vancouver to achieve no net loss of riparian habitat, by replanting or restoring a similar area on the same watercourse or wetland, or contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- d. Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.
- e. Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality from uplands to inlets.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines as proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Amendment Bylaw No. 4434, 2005.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.925 of the *Local Government Act*.

UPPER LANDS GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES UL 8

FUTURE NEIGHBOURHOODS

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



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

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

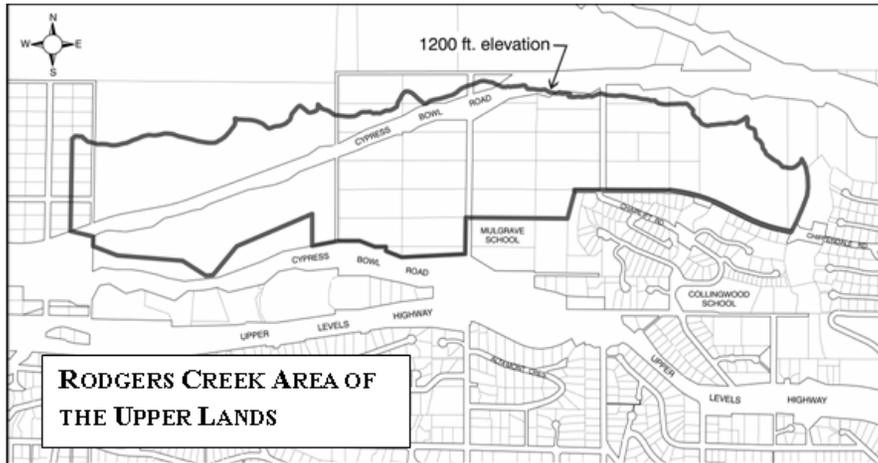
Upper Lands Watercourse Protection Guidelines

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

- a. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and water services;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.
- b. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- c. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish Protection Act.
- d. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish Protection Act.
- e. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by the Department of Fisheries and Oceans, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Bylaw No. 4360, 2004.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.925 of the Local Government Act.

Rodgers Creek Guidelines

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



1. CONTEXT AND SITE DESIGN

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

2. BUILDING DESIGN AND SERVICES

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

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

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

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

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

2.05 Buildings in Area 6 should have a mountain resort character established by the scattering of buildings amongst the trees and featuring prominent steep roofs and rich craftsman derived detailing.

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

2.07 Multiple-family housing should be designed to:

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

3. LANDSCAPING

3.01 An informal landscape aesthetic that complements the forest context should be provided.

3.02 Landscaping should be in keeping with wildland fire and bear management best practices.

3.03 Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized, as should spill upward to distract from enjoyment of the night sky.

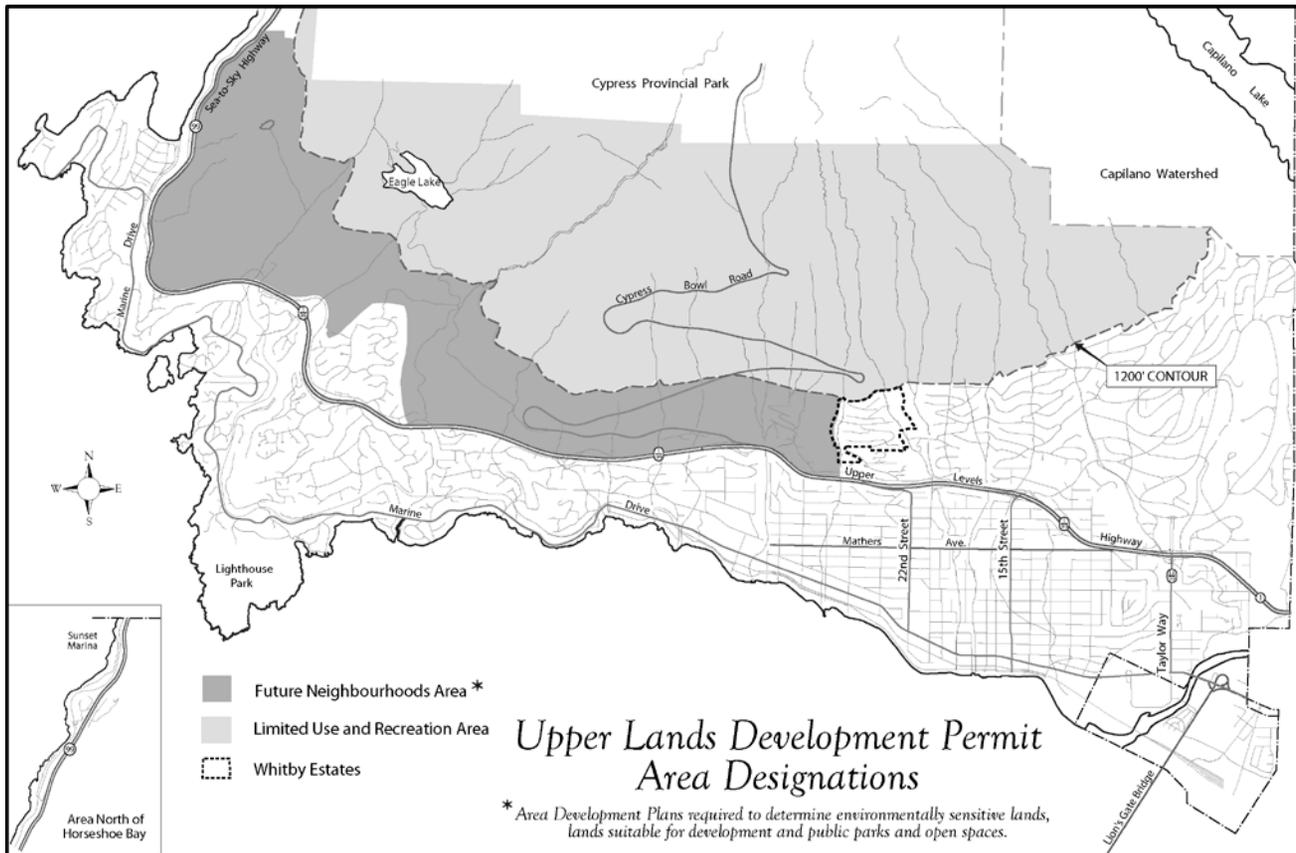
3.04 Driveways, parking areas, patios and similar areas that are not located above underground structures should be finished with pervious material.

3.05 The use of locally quarried rock for constructing or facing retaining walls is encouraged.

GUIDELINES UL 9

LIMITED USE AND RECREATION AREA

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



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

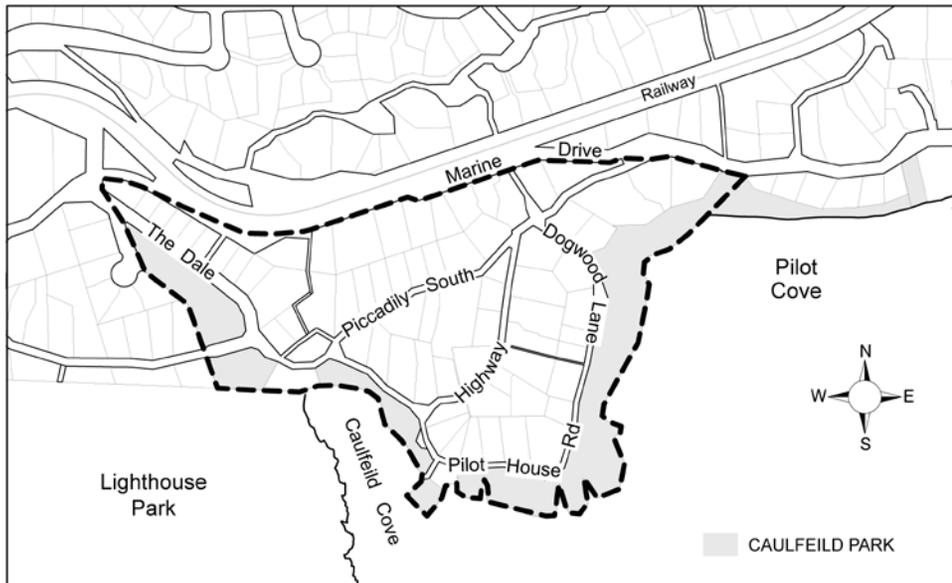
- a. Minimize disturbance to existing terrain and vegetation.
- b. Maximize the retention of the native forest and other existing vegetation.
- c. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii)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

- d. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- e. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish Protection Act.
- f. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish Protection Act.
- g. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by the Department of Fisheries and Oceans, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- h. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Bylaw No. 4360, 2004.
- i. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.925 of the Local Government Act.

HERITAGE CONSERVATION AREA GUIDELINES

GUIDELINES HE 6

LOWER CAULFEILD HERITAGE CONSERVATION AREA



Lower Caulfeild Heritage Conservation Area Map HE 6

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

1. SITE AND LANDSCAPE DESIGN

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

2. ARCHITECTURAL DESIGN

- 2.1 Where practical, new replacement buildings should be sited on previously disturbed areas of the property in order to retain remaining natural site features.
- 2.2 Additions and renovations to existing buildings should be in keeping with the established architectural and landscape character of the property.
- 2.3 The perceived scale of new development should be minimized through one or more of the following design considerations:
- building massing
 - careful siting of buildings in relation to neighbouring buildings, roadway, and other public spaces
 - increased yards
 - sloping roofs
 - varied building forms
- 2.4 Design and siting of new or renovated buildings or structures should take into consideration the primary views from neighbouring properties.
- 2.5 Overlook of adjacent properties should be minimized when designing decks, balconies and windows.
- 2.6 Traditional building materials and exterior finishes should be used – e.g., wood siding, wood-framed windows and doors, natural stone or brick masonry (including chimneys), and cedar shakes and shingles for roofing. Where stucco is proposed, it should be used in combination with other facing materials such as wood, stone, or brick.
- 2.7 All mechanical equipment should be screened from view, and measures should be taken to reduce noise impacts.

3. DRIVEWAYS AND GARAGES

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

4. STREETScape CHARACTER

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