

DRAFT
Horseshoe Bay
Local Area Plan and Design Guidelines

January 2021

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Introduction

1.1 Purpose

The following Draft Horseshoe Bay Local Area Plan and Design Guidelines (LAP) is a draft document provided for public review and input. It is not presented as the “final” LAP, but is an important step in the community planning process and reflects extensive public input to date.

After public review and staff revisions, a proposed LAP will be finalized, fully formatted and illustrated, and presented for Council’s consideration for adoption into the District’s Official Community Plan (OCP). The intent of a final LAP will be to establish a framework to guide positive change and strengthen the identity (sense of place), livability, and success of the village and neighbourhood. In its current draft plan form, it outlines the long-range vision for Horseshoe Bay as a whole; provides more detailed regulations and guidelines to shape the form and character of new development; and confirms the local policy response to planning topics like housing diversity, economic vibrancy, connectivity and mobility, environmental sustainability, and public spaces that support our social well-being.



1.2 Background

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

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

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

1.3 Application & Scope

This plan will apply to the design, review and approval of public and private developments within the LAP. It supports new Zoning Bylaw regulations and a Development Permit Area (DPA) with associated guidelines to ensure that development is consistent with the goals, objectives and policies of this plan. These regulations will ensure that the desired form and character of new development directed by this plan is of high-quality design, and respects the local context of Horseshoe Bay as a unique community that has a highly valued “place-based” identity that comes from its distinct history and unique geographic setting.

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

The provisions of this plan are applicable to the planning area generally bounded by the waterfront to the North, Trans-Canada Highway to the East, Marine Drive to the South, and the rear lot line of Nelson Avenue to the West. This boundary, shown in Figure 1.1, defines the LAP and the related Development Permit Area within the OCP. All lands within the LAP are designated as the Horseshoe Bay DPA and design guidelines apply.

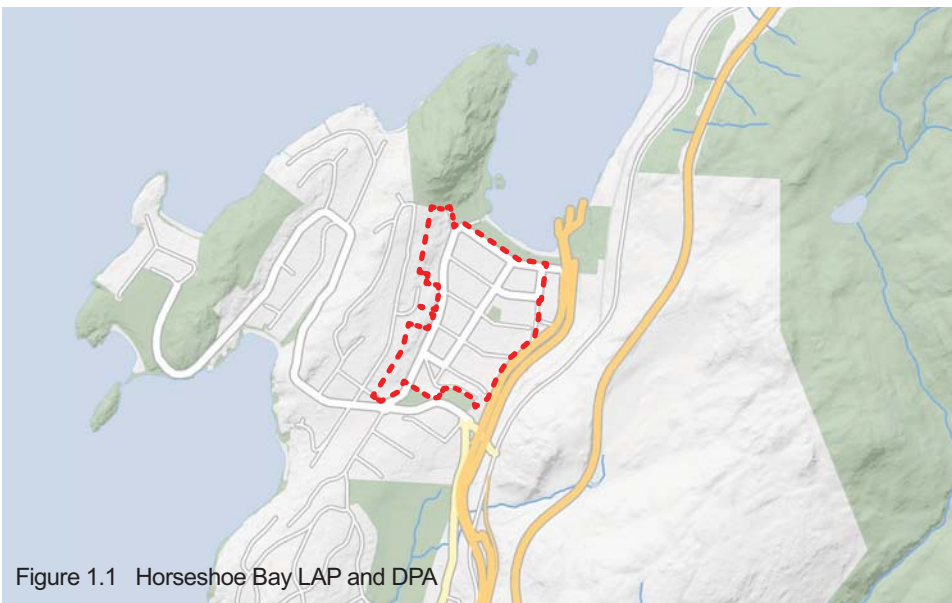
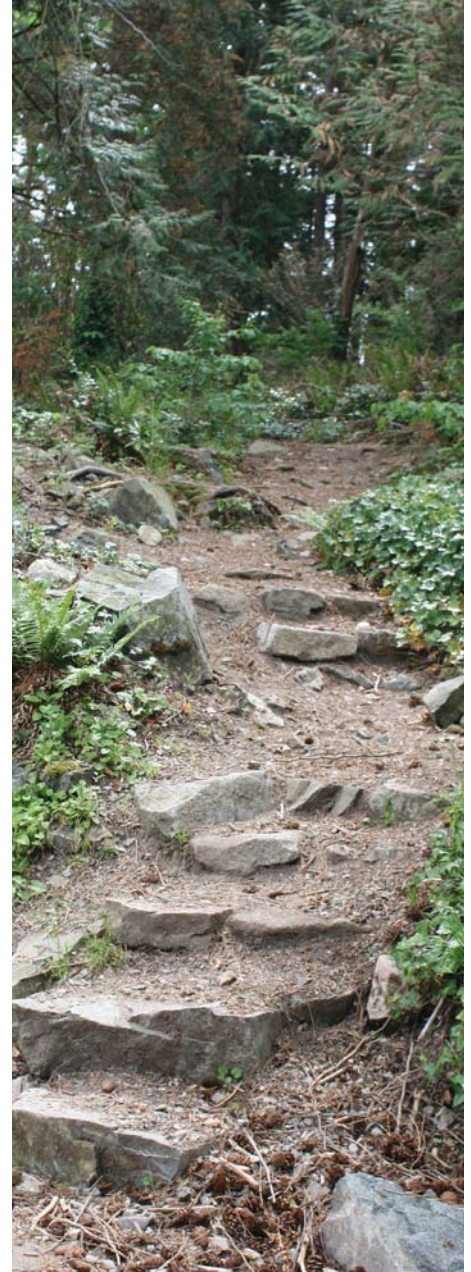


Figure 1.1 Horseshoe Bay LAP and DPA



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

The Development Permit Area designation--should it be adopted by Council--is recognized under the OCP a follows:

Horseshoe Bay Local Area Plan Development Permit Area	Category	Local Government Acts. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated, constructed with high quality materials and respond to the contextual circumstances of Horseshoe Bay.
	Objectives	
	Guidelines	
	Exemption	To be updated

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

1.4 Organization

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

Vision & Principles

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

Land Use Designations & Policies

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

Form & Character Guidelines

General

Overall character, building form and identity including architectural responses, scale and materials that reinforce the specificity of place

Neighbourhood

Ground-oriented residential buildings promoting housing diversity and liveability

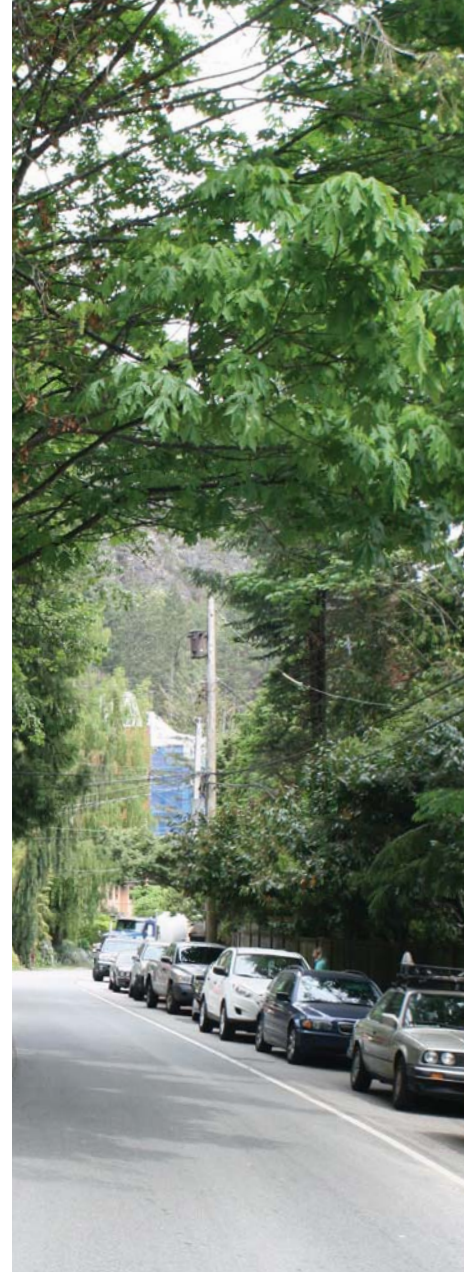
Village

Vibrant mix of retail, office, live-work and residential centred on the waterfront

Public Realm

Connecting the Village with parks, public art, streetscapes and public spaces

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



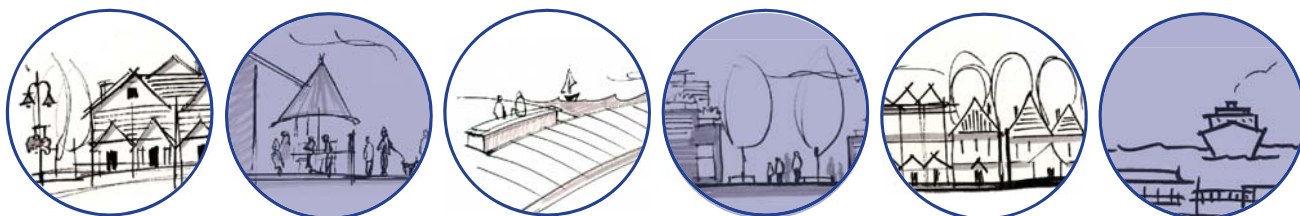
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Vision & Principles

2.1 Vision

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



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

2.2 Principles

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

1. Respect our roots and heritage

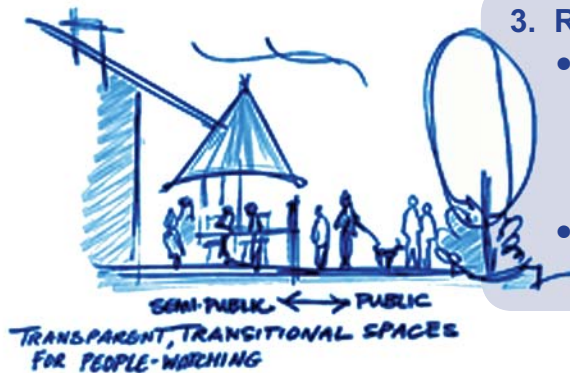
- Horseshoe Bay has a highly valued “place-based identity” that comes from its distinct history and unique geography.
- The LAP should express these elements.



2. Maintain our neighbourliness

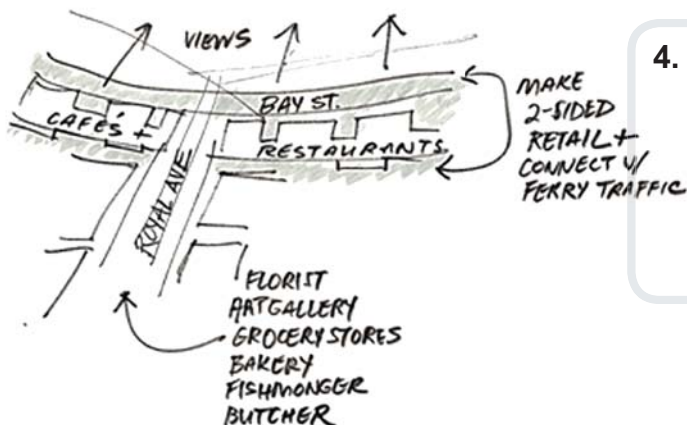
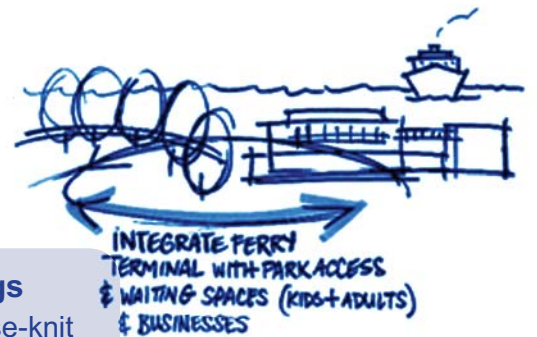
- A strong sense of community exists in Horseshoe Bay, within and between residents and businesses, and across different demographics.
- The LAP should support neighbourliness through sensitive transitions between land uses, building types and “friendly” design.





3. Recognize we are many things

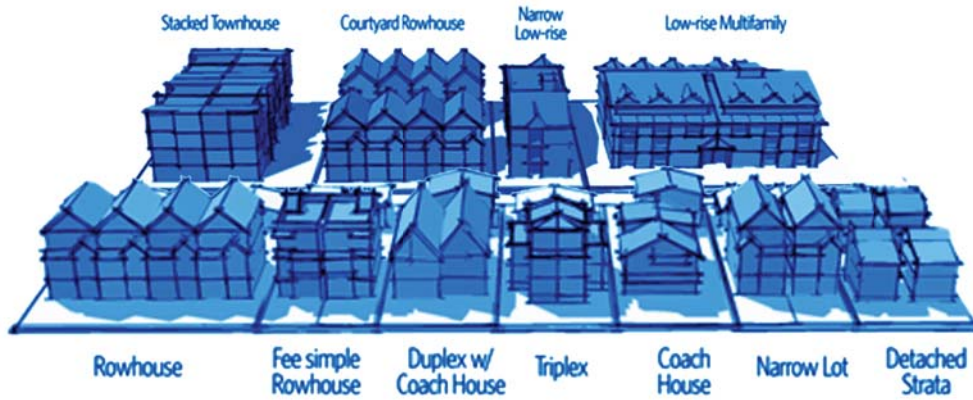
- Horseshoe Bay is both a close-knit community and a visitor destination, a place of discovery and of departure, an active waterfront and a residential neighbourhood.
- The LAP should reflect this plurality through multipurpose spaces.



4. Enhance our commercial village

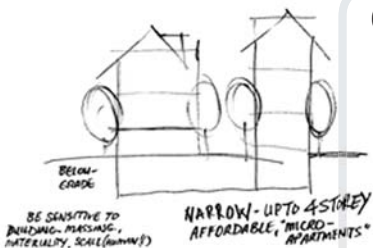
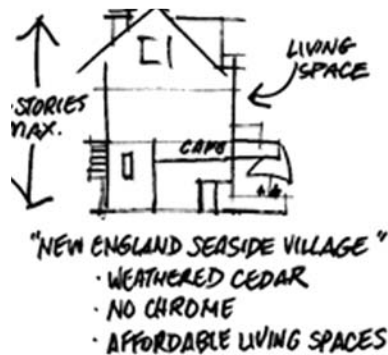
- The ferry terminal supports a "visitor economy" that also benefits residents, but additional commercial offerings would enhance the village as a more complete local hub.
- The LAP should enable the creation of day-to-day shops and services.





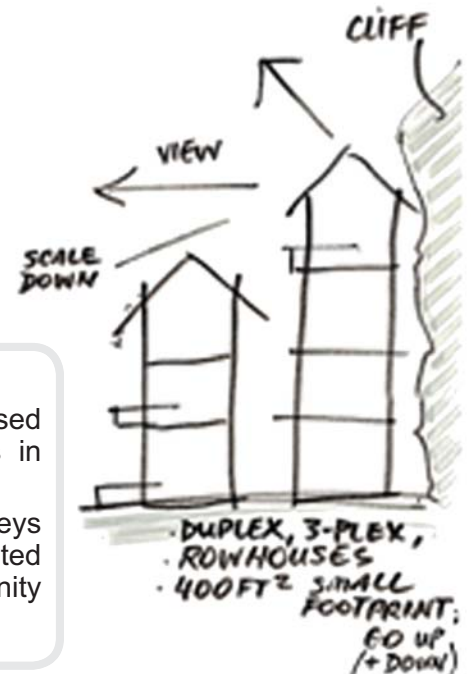
5. Identify opportunities for more diverse housing

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



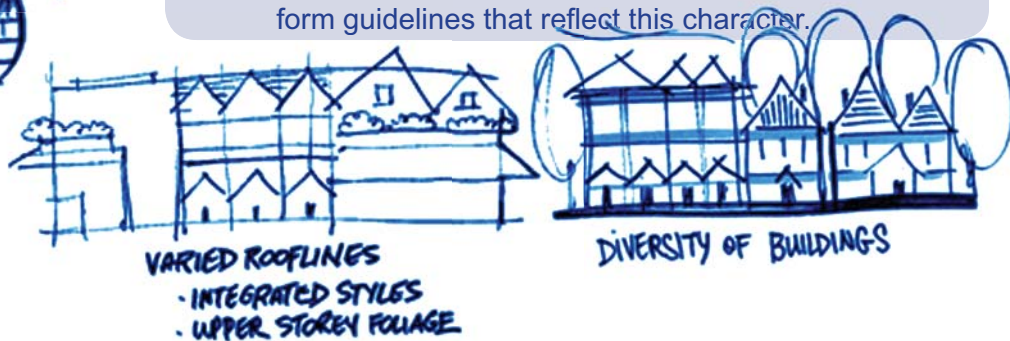
6. Prioritize low rise forms

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





- 7. Keep it “kooky”, don’t make it “cookie cutter”
- Horseshoe Bay is neither generic nor uniform, there is a particular charm: it is and it feels “different” here.
- The LAP should promote land use patterns and built-form guidelines that reflect this character.



8. Celebrate and work with nature

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

DON'T MAKE THE LAND FIT BUILDINGS -
Make Buildings
FIT THE LAND!



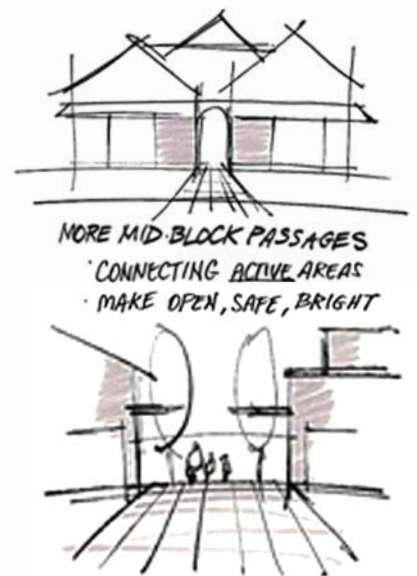


9. Connect and gather

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

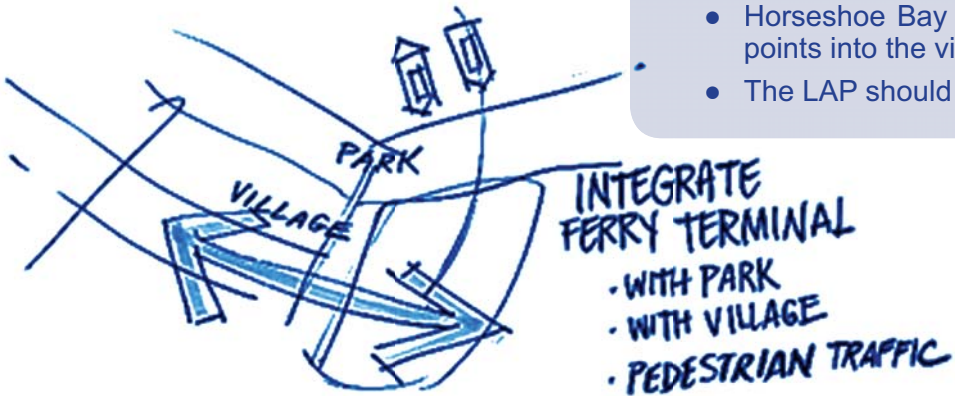
10. Getting here and being here

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



11. Make a good first impression

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



12. Situate village within broader context

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

sketch to be added

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Land Use Designations & Policies

3.1 Building to Principles

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

The LAP supports a diversity of ground-oriented housing forms to enable the delivery of the vision. These “missing middle”--larger than single-family but smaller than apartment-style buildings--types comprise a small share of housing today. Ground-oriented residential use means a range of multifamily residential uses in which each dwelling has a front door to the street, lane or courtyard, without the shared use of enclosed stairwells or corridors. These include infill, multiplex, rowhouse, courtyard rowhouse, townhouse and stacked townhouse building typologies. Adding to this housing diversity, some forms support suites and coach houses, or rental lock-off and live-work units in appropriate areas. Finally, the LAP envisions additional mixed-use buildings in the Village itself with apartment units above more vibrant and diverse street-level retail uses. Considered together, a range of housing types and shops and services will support the continued quality of life for those calling Horseshoe Bay home.

3.2 Neighbourhood & Village

The vision recognizes Horseshoe Bay in both its role as a charming and liveable seaside community, and as a vibrant and welcoming destination village. These two roles--and their physical locations--together define Horseshoe Bay historically, today and in the future under this LAP. Recognizing their differences, much of this LAP is specific to future building and public realm improvements in either the Neighbourhood or Village shown in Figure 3.1.

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



Figure 3-1 Neighbourhood and Village bounds

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

3.3 Use, Density & Height

Lands within the LAP are assigned the designations as shown in Figure 3.2. The LAP also defines maximum heights for new buildings under each designation. Horseshoe Bay is defined by its topography set against the backdrop of the surrounding forests (Figure 3.3). The waterfront has attracted people to this area since before recorded history, and it remains the heart of the community. Tyee Point forms the basin that shelters the bay itself from Howe Sound and cradles the village between steep terrain to the west past Nelson Avenue and east towards the Trans Canada Highway. The neighbourhood extends along the comparatively gradual slope to south.

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

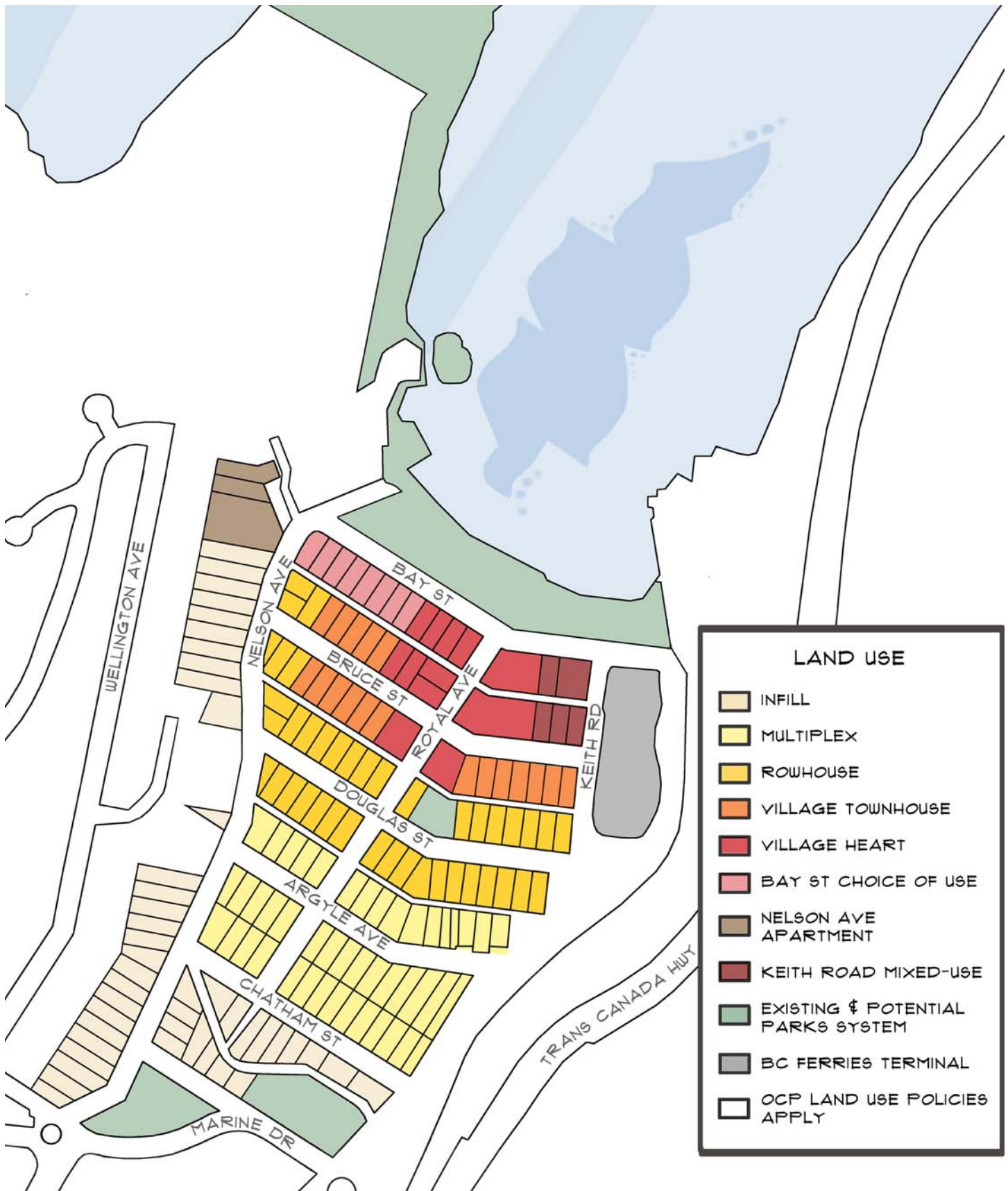
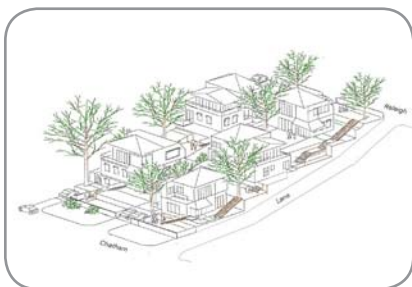


Figure 3.2 Land Use Designations

3.4 Neighbourhood Designations

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



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

Infill

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



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

Multiplex

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



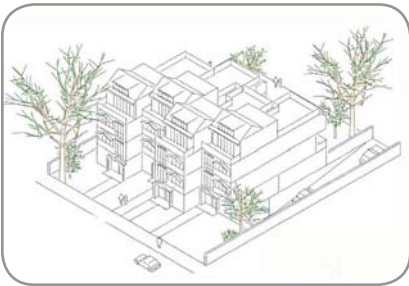
- 3.4.3 Attached homes fronting the street or “wrapping” around corner lots, and sometimes arranged around a courtyard, this designation responds to moderate grades and a consistent lot pattern. New buildings within lands designated:

Rowhouse

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

3.5 Village Designations

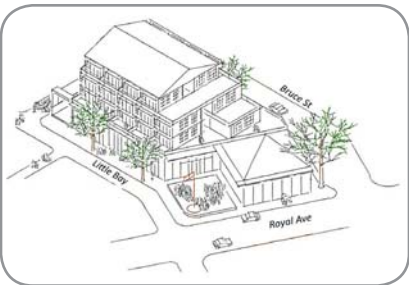
Horseshoe Bay's vibrancy is best served by a mix of uses and range of building forms. New buildings will augment those existing in the village by contributing to greater diversity. Village designations are listed by intended use and specify maximum floor area ratio (FAR) and height:



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

Village Townhouse

should be multifamily residential use with a:
density of 1.2 FAR and a height of 2-3 storeys; or,
density of 1.4 FAR and a height of 3-4 storeys
with the inclusion of live-work and/or lock-off suites at street level.



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

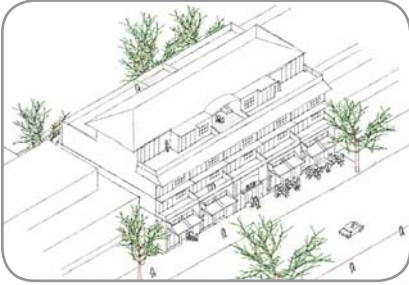
Village Heart

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

NEIGHBOURHOOD



Figure 3.3. Diagram of Neighbourhood and Village Areas



- 3.5.3 Fronting the waterfront and connecting the shops and services of Sewell's Marina with the Village Heart, this designation provides for both a greater range of use and a transition in scale from the mixed-use centre. New buildings within lands designated:

Bay Street Choice of Use

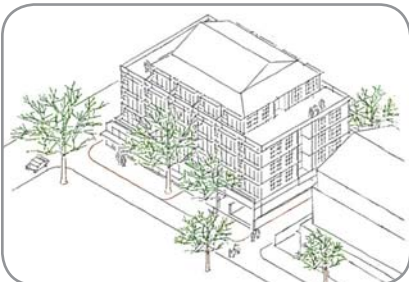
should be commercial and/or multifamily residential use with a: density of 1.2 FAR and a height of 2-3 storeys; or, density of 1.5-1.7 FAR and a height of 3-4 storeys with the inclusion of commercial use at street level.



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

Nelson Avenue Apartment

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



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

Keith Road Mixed-Use

should be commercial and multifamily residential use with a: density of 2.25-2.5 FAR and a height of 4-5 storeys, including no less than 0.50 FAR retail and other commercial use.

VILLAGE



3.6 Land Use Policies

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

Support History and Sense of Place

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

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

Expand Housing Diversity

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

- 3.6.3 Balance compatibility and diversity by:
 - a) allowing flexibility to improve the contextual response to the specific site; and,
 - b) providing for a range of complementary building forms within the density and height specified by the land use designations.
- 3.6.4 Encourage a mix of housing types by prioritizing:
 - a) 2-, 3- and 4-bedroom dwelling units in Neighbourhood designations; and,
 - b) studio, 1- and 2-bedroom dwelling units in Village designations.

illustration to be added

- 3.6.1 Celebrate and embody key locations



- 3.6.2 Expand the adaptive re-use of buildings

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- 3.6.3 Allow flexibility to improve contextual response



- 3.6.3 Provide a range of complementary building forms

- 3.6.5 Encourage a mix of housing tenure by:
- a) supporting rental apartment units;
 - b) prohibiting rental restrictions in new strata apartment units;
 - c) excluding from floor area calculation accessory rental suites in infill, multiplex and rowhouse forms; and
 - d) enabling both rental and strata coach houses.
- 3.6.6 Permit forms allowed in areas designated with lower assigned density in areas designated with higher assigned density:
- a) within Neighbourhood areas (e.g. multiplex in rowhouse designated area); and,
 - b) within Village areas (e.g. townhouse in Village Heart designated area with the provision of appropriate commercial use).
- 3.6.7 Assign the density applied to land consolidations of lots with different designations as the weighted average of the constituent lot areas.
- 3.6.8 Limit lot consolidation to a maximum of:
- a) 40 m (131.2 ft) in Neighbourhood areas; and,
 - b) 65 m (213.3 ft) in Village areas.
- 3.6.9 Remove barriers to subdivision, where appropriate.
- 3.6.10 Prepare zoning bylaws for Neighbourhood designations (i.e. infill, multiplex, and rowhouse) to:
- a) facilitate redevelopment for homeowners;
 - b) direct and define these smaller scale development types;
 - c) increase predictability for adjoining owners; and,
 - d) support incremental delivery of housing diversity and the public realm.

Encourage a Vibrant Village

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

- 3.6.11 Encourage and provide for local businesses by restricting individual commercial unit sizes to:
- a) small businesses—generally from 100 m² (1,076 ft²) to 200 m² (2,153 ft²)—and medium businesses—generally from 200 m² (2,153 ft²) to 400 m² (4,306 ft²); and,
 - b) one grocery of up to 1,000 m² (10,764 ft²).



3.6.5 Enable a mix of tenure



3.6.11 Encourage local businesses



3.6.12 Prioritize active, street-level uses



3.6.12 Reduce the presence of larger grocery



3.6.13 Direct office use to second storey



3.6.14 Encourage visitor accommodation



3.6.15 Activate streetscape with live-work use



3.6.16 Continue revitalization of Horseshoe Bay Park

- 3.6.12 Prioritize active, “street-level” uses such as retail, restaurants and services with individually expressed storefronts on:
 - a) Bay Street and Royal Avenue with a preferred frontage for each unit of around 8 m (26.2 ft);
 - b) other streets a maximum frontage of 16 m (52.5 ft); and,
 - c) where a grocery exists, reducing the apparent size with smaller commercial retail units fronting the street and/or other architectural responses.
- 3.6.13 Permit office as well as active uses on the second storey.
- 3.6.14 Encourage provision of visitor accommodation where a building or substantial portion of a building is used for lodging purposes by:
 - a) allowing this use in lieu of others; and,
 - b) considering an appropriate ground floor design that remains compatible with the street character.
- 3.6.15 Locate live-work use on the ground floor aligned with the applicable form and character provisions of this LAP.

Optimize the Parks System

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

- 3.6.16 Continue to improve Horseshoe Bay Park in accordance with the approved Horseshoe Bay Park Revitalization Plan.
- 3.6.17 Manage and maintain Douglas Park as a neighbourhood park and gathering space, including the adjoining boulevard.
- 3.6.18 Pursue the District’s adopted policy to secure the dedication or acquisition of Madrona Ridge by:
 - a) prioritizing public access or acquisition of Tyee Point trail and viewpoints;
 - b) working with landowner(s) to consider appropriate land use change(s) or development option(s) that support access or acquisition policy objectives; and,
 - c) considering other funding opportunities.
- 3.6.19 Review opportunities to repurpose portion(s) of Tantalus Park by:
 - a) considering the potential of some residential development on appropriate portion(s) of the existing park;
 - b) maintaining portion(s) of existing park area(s) for local use, such as playground, dog-walking, and trails; and
 - c) evaluating the benefit of potentially repurposing portion(s) of Tantalus Park in terms of both appropriate housing options and the generation of funds to support public access or acquisition of a Tyee Point trail and viewpoint(s).

Integrate a redeveloped BC Ferries Terminal

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

- 3.6.20 Work with BC Ferries on the proposed redevelopment of the ferry terminal to:
- a) achieve a better-functioning and coordinated layout and design of terminal functions;
 - b) integrate any on-site ancillary land uses (e.g. commercial retail or services) to complement the wider village centre;
 - c) advance the revitalization and integration of the eastern portion of Horseshoe Bay Park; and,
 - d) consider opportunities for the provision of any appropriate and compatible community amenities.
- 3.6.21 Align the proposed redevelopment of the ferry terminal with transportation improvements by:
- a) creating a more attractive, integrated and efficient multi-modal network;
 - b) enhancing the provision of off-street parking; and,
 - c) improving right-of-ways and connections to the village and to Highway 1.

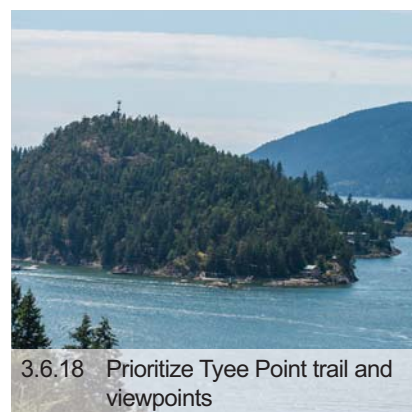
Transition sensitively to Horseshoe Bay's wider context

Figure 3.1 demarcates the Village and Neighbourhood boundaries that together form the extent of this LAP, and Figure 3.2 indicates the various land use designations to guide new development within these Neighbourhood and Village sub-areas. It is also recognized that this planning area is part of a broader context that extends beyond the LAP's boundaries.

- 3.6.22 Manage transitions between sites within the LAP boundaries and adjoining sites outside the LAP boundaries to ensure a sympathetic integration with the surrounding area by:
- a) applying relevant District-wide OCP policies to areas outside of the LAP boundaries;
 - b) reviewing proposed developments that are outside but adjacent to the LAP on the western boundary with particular attention to built forms that are compatible with the LAP's infill designation that generally forms this boundary; and
 - c) ensuring that any potential changes to optimize the parks system, as provided for in policies 3.6.18 and 3.6.19, respond to neighbouring topographical and land use conditions.



3.6.17 Manage Douglas Park as a neighbourhood park



3.6.18 Prioritize Tyee Point trail and viewpoints



3.6.21 Improve the multi-modal transportation network



3.6.22 Respond to peripheral topographic conditions

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General Guidelines

4.1 Application



Figure 4.1 General Guideline Applicability

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

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

The following guidelines apply to new buildings located anywhere in the LAP as shown in Figure 4.1. The guidelines specific to the Neighbourhood (Section 5), Village (Section 6) and Public Realm (Section 7) are considered in later sections.

4.2 Site Planning

illustration to be added

4.2.4 Limit building width and depth



4.2.5 Articulate buildings on corner lots



4.2.7 Step buildings to follow natural slope

illustration to be added

4.2.8 Offset buildings to enhance liveability

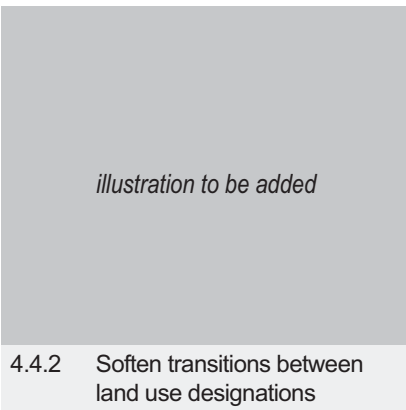
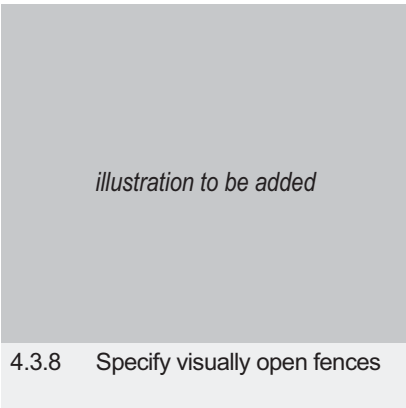
- 4.2.1 Balance new building impacts with a varied design response that supports an eclectic, creative and diverse village.
- 4.2.2 Provide a high-quality pedestrian realm along all frontages—including lanes—with individual unit entries and purposefully designed private and semi-private outdoor spaces.
- 4.2.3 Buildings and landscaping should prioritize frontages:
 - a) from highest to lowest in the following order: primary street (Bay Street, Royal Avenue, Nelson Avenue, Keith Street); fronting street; flanking street; lane; and,
 - b) with specific attention to adjoining public spaces such as parks and trails.
- 4.2.4 Reflect the designation and context with building massing by:
 - a) limiting building width and depth; and,
 - b) presenting larger buildings as a collection of diverse building forms, where appropriate.
- 4.2.5 Articulate buildings on corner lots:
 - a) having no blank end walls visible from the public realm; and,
 - b) facing each adjoining street with one or more dwelling unit front door, where possible.
- 4.2.6 Respond to steep grades, mature vegetation and other natural features through site design, building massing and design.
- 4.2.7 Minimize re-grading, and step the building along the slope including buildings where the lowest floor is partially below grade.
- 4.2.8 Encourage buildings on the same lot to be offset across the width of the site, where possible, to enhance liveability and privacy.
- 4.2.9 Support subdivision through reduced setbacks along the shared, internal lot line and easements, where appropriate.
- 4.2.10 Reduce front and rear yard setbacks to:
 - a) support a range of ground-oriented housing forms;
 - b) limit building heights and facilitate land use transitions;
 - c) increase differentiation across frontages and allow sensitive transition to existing buildings on adjoining lots; and,
 - d) contribute to the streetscape and pedestrian experience of the public realm.
- 4.2.11 Provide clear unit identification and unimpeded pathways that meet emergency response standards.



Figure 4.2 Artist's illustration of infill area

4.3 Site Design

- 4.3.1 With the exception of commercial uses, adjoin the street with a landscaped area that limits hardscape such as paths, stairways, retaining walls, decks and porches.
- 4.3.2 The remaining setback outside the landscaped area may include:
 - a) ground-level decks and porches; and,
 - b) stairways accessing dwelling entrances;
 with specific attention to limiting the length of the frontage interrupted by structures.
- 4.3.3 Minimize exposed concrete, retaining walls and foundations, and soften their appearance by integrating:
 - a) planters into guardrails or other structures on the top of walls allowing plants to overhang;
 - b) active green walls; and/or,
 - c) stepped planters with shrubbery or climbing vines growing from the base.
 including the installation of an appropriate irrigation system.
- 4.3.4 Support privacy by:
 - a) avoiding direct alignment of windows of different dwelling units;
 - b) locating exterior stairs accessing upper level dwelling units close to entry doors; and,
 - c) providing private and semi-private outdoor spaces located outside of ground-level windows under the same tenure, where possible.
- 4.3.5 Enhance passive surveillance and neighbourliness in accordance with Crime Prevention Through Environmental Design (CPTED) principles by encouraging visibility and overlook of sidewalks and other public spaces.



- 4.3.6 Planting for on-site landscaping should be extensive to augment the forested qualities of Horseshoe Bay, and be selected for qualities beyond aesthetic, including:
- a) distinct and placemaking characteristics;
 - b) plants, with the exception of high-branched trees, that reach a modest height with the exception of vegetation to provide privacy along interior lot lines;
 - c) slow water demand and drought tolerance;
 - d) edible fruit and food producing;
 - e) low maintenance, perennial and durable groundcover and low shrubbery;
 - f) native and regionally adaptive;
 - g) a diversity of coniferous and deciduous trees and other plantings; and,
 - h) installation that protects infrastructure, such as a rigid root barrier when a tree is proximate to the street.
- 4.3.7 Integrate prominent, existing trees and landscape features, with removal only under the following conditions:
- a) conflict with utilities and services;
 - b) inability to be reasonably accommodated within the building envelope; or,
 - c) confirmation of disease or hazard provided by a certified arborist; and, if trees must be removed, designs should include landscaping that will replace the urban forest over time.
- 4.3.8 Fences within required setbacks should:
- a) be visually open; and
 - b) allow clear sightlines from the street, where possible.
- 4.3.9 Fences located elsewhere on the lot should:
- a) integrate landscaping through use of trellises and planted screens, where possible;
 - b) reduce the impact of surface parking, driveways and exterior courtyard driveways on neighbouring lots; and,
 - c) be limited in height.
- 4.3.10 Minimize disruption of the public realm, including sidewalks, boulevards and on-street parking, by providing vehicle access with:
- a) a single driveway entrance from the lowest classified frontage per Guideline 4.2.3, except where grades are prohibitive;
 - b) shared infrastructure including driveway easements, parking right-of-ways, and/or dedication of new lanes, where appropriate;
 - c) minimum acceptable driveway widths and garage entrances;
 - d) maximum distance to the intersection on corner lots;
 - e) surface parking located to limit driveway length; and,
 - f) parkade ramps designed to reduce site impacts.



Figure 4.3 Artist's illustration of multiplex area

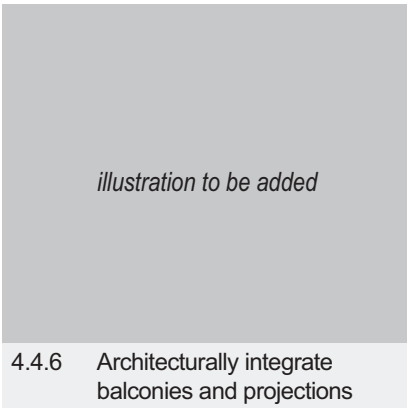
- 4.3.11 Encourage visually appealing garage and parkade entrances by:
- a) limiting presence through the use of planters and/or trellis structures;
 - b) finishing parking buildings to a compatible quality of the remainder of the site; and,
 - c) articulating garage entries along lane through setbacks and/or materiality.
- 4.3.12 Consider alternatives to meet multifamily minimum parking requirements, particularly for sites with difficult topography and/or limited access.

4.4 Building Form

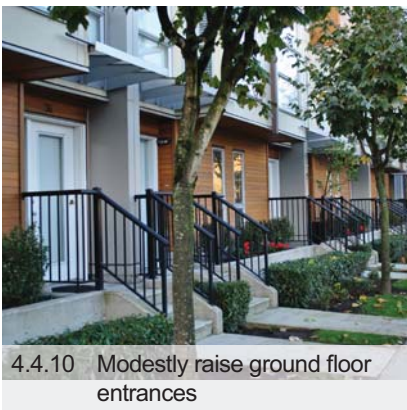
- 4.4.1 Shape massing and materiality by:
- a) reflecting a pedestrian scale;
 - b) expressing an incremental rhythm of unit entries across the facade in multifamily buildings; and,
 - c) communicating varied and incremental development, where appropriate.
- 4.4.2 Soften transitions between land use designations by:
- a) expressing increased massing towards the higher adjacent designation and away from the lower adjacent designation; and,
 - b) giving particular attention to developments that comprise lots with varied designations.
- 4.4.3 Articulate each building face, defined as the sum of exterior walls including apertures such as windows and doors at or near the minimum setback that in total create a plane parallel to the lot line, with the exception of faces along an interior lot line.



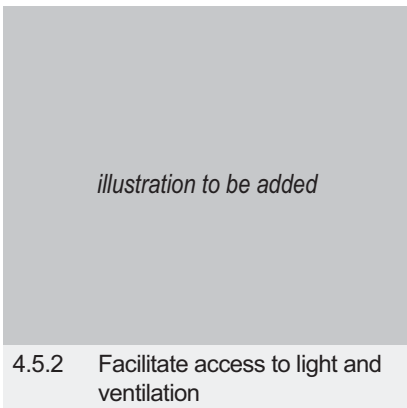
4.4.4 Set back upper storey from the building face



4.4.6 Architecturally integrate balconies and projections



4.4.10 Modestly raise ground floor entrances



4.5.2 Facilitate access to light and ventilation

- 4.4.4 Reduce visual and overshadowing impacts of the building height on the street by:
 - a) setting back the upper storey from the building face; and,
 - b) following the grade along the street, where possible.
- 4.4.5 Allow limited projections into the setback to allow stairway access to the upper storey as required by grades, with attention to potential overlook concerns.
- 4.4.6 Ensure roofs, balconies and projections:
 - a) are architecturally integrated;
 - b) respond to topography with the roof line stepping down with the slope of the street;
 - c) realize the maximum permitted height at localized points if at all;
 - d) incorporate the top floor into sloped roof forms, and/or utilizing simple forms with modest pitch;
 - e) avoid substantially increasing the apparent scale of the building or overshadowing of the sidewalk;
 - f) reduce overlook concerns by setting back rooftop access and terraces; and,
 - g) limit overhangs to those required for solar and rain protection.
- 4.4.7 Avoid extensive balconies and porches relative to the building floor area that increase building bulk.
- 4.4.8 Buildings and structures should follow the existing grade in order to minimize retaining wall and exposed parkade faces, particularly in proximity to a property line.
- 4.4.9 Exposed basements should:
 - a) communicate active use;
 - b) integrate with the building facade;
 - c) avoid presenting as a full storey from the public realm; and,
 - d) integrate with the site design and minimize differentiation from finished grade.
- 4.4.10 Delineate public and private space to improve privacy--with consideration for accessibility--by raising ground floor entrances a modest height above the adjacent grade level and avoiding entrances significantly lower than the adjacent grade level.
- 4.4.11 Encourage single-storey dwelling units accessible from finish grade to be designed to support universal accessibility.

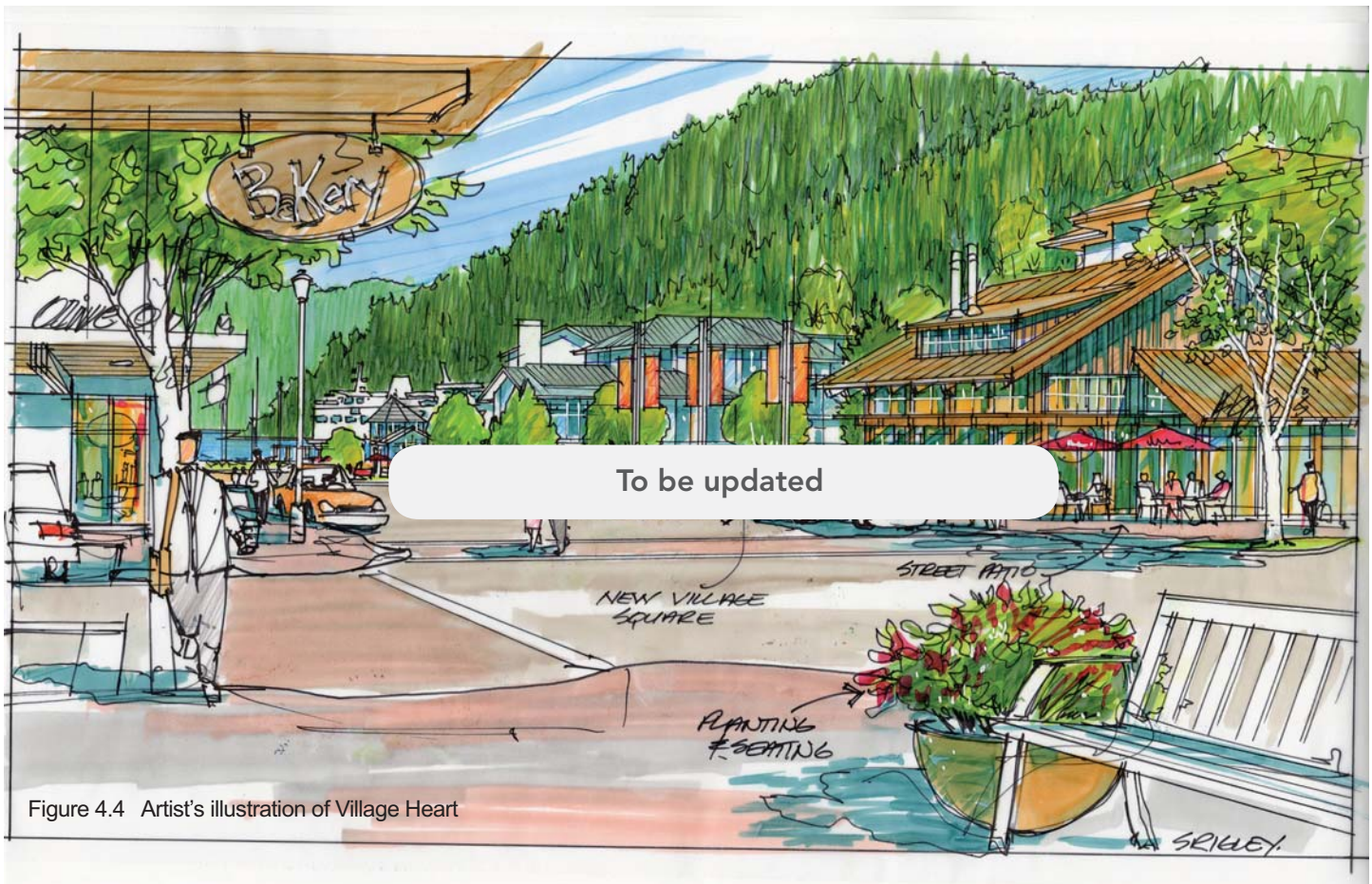
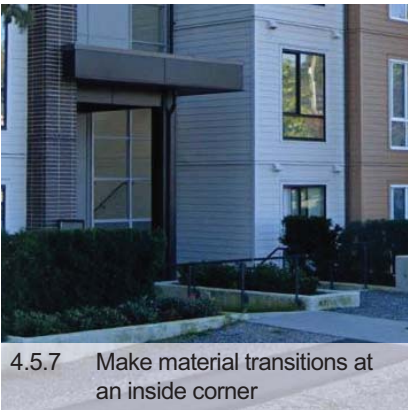
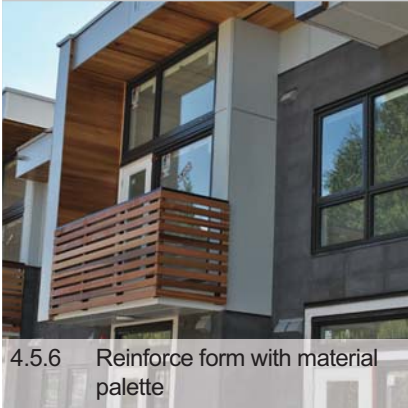


Figure 4.4 Artist's illustration of Village Heart

4.5 Building Design

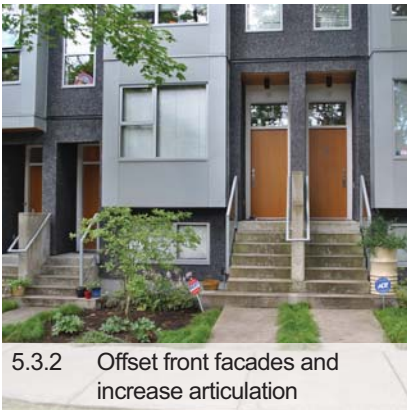
- 4.5.1 Reflect Horseshoe Bay's eclectic and historical identity both as a working waterfront and a recreational seaside cottage destination by:
 - a) varying building type, scale, massing, height and depth;
 - b) creating visual interest through diverse styles and rooflines;
 - c) demonstrating individuality while contributing to a harmonious streetscape;
 - d) presenting contemporary facades that are free of visual clutter;
 - e) using materials and bright colours to create purposeful accents; and,
 - f) avoiding ornate and traditional design elements such as trim associated with single-family housing.
- 4.5.2 Facilitate access to light and ventilation where possible by:
 - a) building layouts that limit building depth;
 - b) providing windows on a minimum of two exterior walls with different exposures;
 - c) incorporating vertical orientation of windows; and,
 - d) including operable windows and active ventilation designed to facilitate air flow.
- 4.5.3 Partially recess entry porches, balconies, patios, stairs and stair landings into the building massing, where possible, to support weather protection.
- 4.5.4 Maximize light for dwelling units with visually open guardrails except for balconies near finish-grade or on live-work frontages where privacy may be a concern.



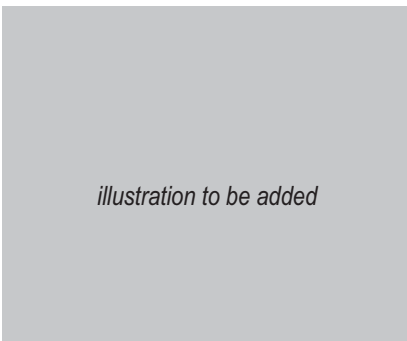
- 4.5.5 Limit interior floor-to-floor height with the exception of:
- a) common lobby and amenity spaces; and,
 - b) live-work, commercial and institutional spaces;
- 4.5.6 The building material palette should:
- a) be natural, substantial and durable while expressing warmth and interest, such as rough stone and non-pressure treated wood shingles, shiplap siding, and board and batten;
 - b) avoid imitative or faux applications to represent building elements, and materials such as vinyl siding, hardiplank, stucco and cultured stone;
 - c) reinforce form by emphasizing entrances and be purposeful in the expression of the relative visual weight between lower and upper storeys;
 - d) create visual interest through a range of purposeful application that communicates depth along the facade, emphasizes unit identity and/or articulates building separations; and,
 - e) anticipate and incorporate the impacts of weather, with exterior use of wood applied in weather protected areas such as soffits and entries.
- 4.5.7 Make material transitions at an inside corner rather than on the same plane.



5.2.1 Present buildings as assemblies of individual units



5.3.2 Offset front facades and increase articulation



5.3.5 Contribute to the natural aesthetic and sustainability

5.2 Site Planning & Design

- 5.2.1 Present multifamily buildings as assemblies of ground-oriented dwelling units that, where possible, each have an individual exterior entrance that:
- a) is visible from--and with a pedestrian path to--a public street or lane;
 - b) may be accessed directly from the courtyard for upper storey dwelling units; and,
 - c) may be accessed from a different facade if it is a lock-off unit, where permitted and clear wayfinding is provided.
- 5.2.2 Designate private outdoor space for each dwelling unit.
- 5.2.3 Encourage wood framed structures such as arbours, gates and pergolas to identify pedestrian entrances from the sidewalk.

5.3 Building Form & Design

- 5.3.1 Demonstrate design variations between dwelling units to strengthen unit identity and support a pedestrian scale on the street.
- 5.3.2 Offset front facades for attached multifamily residential projects to reduce the apparent massing, articulate the building, and identify individual dwelling units.
- 5.3.3 Special attention is required for back-to-back dwelling arrangements to ensure dwelling units that do not front onto the street have strong unit identity and clear access from the street or lane.
- 5.3.4 Windows of habitable rooms should be set back from parking areas along the street and lane with special attention to the interface.
- 5.3.5 Encourage architecturally integrated green roofs and other purposeful landscaping to contribute to the, liveability, natural aesthetic and sustainability of new buildings.



Figure 5.2/ Artist's illustration of rowhouse area

5.4 Special Conditions

Royal Avenue

Specific consideration is expected for new building proposals in Neighbourhood lands that share a lot line with Royal Avenue, the northward approach to the Village. Royal Avenue merits special consideration as the principal connection between Horseshoe Bay and other West Vancouver neighbourhoods as well as the broader region. It also serves a major placemaking purpose as the iconic visual axis to the waterfront for those arriving via vehicle or local bus, as well as pedestrians and cyclists along the North Shore Spirit Trail. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

5.4.1 Prioritize Royal Avenue as the principal frontage by:

- directing building massing towards the adjoining lot line, transitioning to the adjacent neighbourhood areas;
- orienting dwelling entrances and windows;
- limiting unadorned walls;
- landscaping frontage to be compatible with streetscape; and,
- limiting sightline disruption resulting from fences and vegetation.

5.4.2 Highlight maritime character of Canadian waterfront communities with similar topography and building forms by emphasizing unit identity on Royal Avenue by stepping rooflines with the slope, architectural delineation and colour.

illustration to be added

5.4.2 Highlight maritime character on Royal Avenue



5.4.3 Enhance the street and boulevard



5.4.4 Increase visibility of Douglas Park



5.4.5 Emphasize character of Nelson Avenue

- 5.4.3 Enhance Royal Avenue boulevard by:
- a) locating vehicle access from the fronting street where lane access is unavailable; and
 - b) considering opportunities in alignment with public realm directions to protect the boulevard and direct neighbourhood access; and,
 - c) delivering incremental landscaping and street trees, Spirit Trail infrastructure, local transit stops and parallel parking.
- 5.4.4 Increase visibility of and access to Douglas Park by:
- a) prioritizing the corner condition at Royal Avenue and Douglas Street, including the boulevard treatment; and,
 - b) considering flexibility in the building form and design responses on adjacent lots to support the public realm.

Nelson Avenue

Specific consideration is expected for new building proposals in Neighbourhood lands that share a lot line with Nelson Avenue, one of the significant and character defining streets in Horseshoe Bay. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

- 5.4.5 Prioritize Nelson Avenue as the principal frontage by:
- a) directing building massing towards the adjoining lot line, transitioning to the adjacent neighbourhood areas;
 - b) orienting dwelling entrances and windows;
 - c) limiting unadorned walls;
 - d) landscaping frontage to enhance the narrow, forested character of the street; and,
 - e) limiting sightline disruption resulting from fences and vegetation.
- 5.4.6 Respond to the sloped topography west of Nelson Street by:
- a) delivering building forms compatible with historic cottages;
 - b) emphasizing unit identity by stepping rooflines with the slope, architectural delineation and colour;
 - c) reducing the front lot line setback to preserve the steeper portions for natural landscaping; and,
 - d) considering parking adjacent to Nelson Avenue with purposeful landscaping to limit vehicle access impacts.
- 5.4.7 Respond to the sloped topography east of Nelson Street by:
- a) balancing height impacts that result from designation transitions and topography; and
 - b) providing vehicle access from the lane.
- 5.4.8 Support multi-modal connectivity per Section 7.3.

Keith Road

Specific consideration is expected for new building proposals in Neighbourhood lands that share a lot line with Keith Road, the primary vehicle connection to Highway 1 including Bowen Island and the Sunshine Coast by means of the BC Ferries terminal. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

- 5.4.9 Prioritize Keith Road as the principal frontage by:
- a) directing building massing towards the adjoining lot line, transitioning to the adjacent neighbourhood areas;
 - b) orienting dwelling entrances and windows;
 - c) limiting unadorned walls;
 - d) landscaping frontage to be compatible with streetscape; and,
 - e) limiting sightline disruption resulting from fences and vegetation.
- 5.4.10 Highlight maritime character of Canadian waterfront communities by emphasizing unit identity with architectural delineation and colour.
- 5.4.11 Improve Keith Road boulevard by:
- a) supporting pedestrian connections;
 - b) considering opportunities in alignment with public realm directions to protect the boulevard and direct neighbourhood access; and,
 - c) delivering landscaping, street trees and Trans Canada Trail infrastructure.
- 5.4.12 Respond to future BC Ferries terminal upgrades and related transportation network investment.



5.4.6 Preserve the forested nature of the slope



5.4.9 Prioritize Keith Road as principal frontage



5.4.12 Respond to future terminal upgrades

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Village Guidelines

6.1 Application



Figure 6.1 Village Guideline Applicability

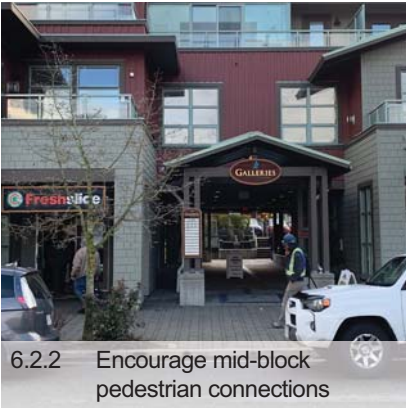
The guidelines in this section apply to those lands within the LAP assigned a village designation as shown in Figure 6.1. They should be considered in concert with the General Guidelines (Section 4).

By prioritizing an active retail streetscape, these guidelines contribute to the continued identity of Horseshoe Bay as a vibrant seaside village. They apply to commercial and mixed-use developments within the LAP and support the community desire for greater choice for shopping and services. Guidelines applicable to the Waterfront, Little Bay and Royal Sub-areas enable an improved response to specific conditions identified as important by the community.

6.2 Site Planning & Design

illustration to be added

- 6.2.1 Allow zero lot line development



- 6.2.2 Encourage mid-block pedestrian connections



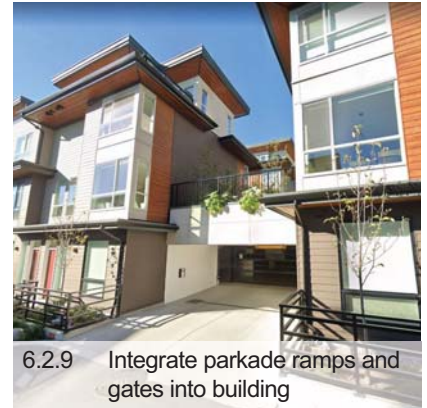
- 6.2.5 Support continuous weather protection of the sidewalk

illustration to be added

- 6.2.7 Provide direct access to live-work units

- 6.2.1 Allow zero lot line development while limiting the combined building frontage to that otherwise permitted by Guidelines 3.6.8 and 6.4.1. where:
- a) both lots have a Village designation; or,
 - b) there is agreement by owners of both lots.
- 6.2.2 Encourage public mid-block pedestrian connections, particularly where:
- a) lot sizes and/or reduced side yard setbacks create a more continuous streetwall; and,
 - b) nearby storefronts, public spaces, transportation centres and other uses generate increased pedestrian activity.
- 6.2.3 Mid-block pedestrian connections should:
- a) narrow at the street frontage, becoming more open deeper in the lot with increased upper-storey setbacks and landscaping, where possible;
 - b) support universal accessibility;
 - c) include appropriate signage and lighting; and,
 - d) be secured with a statutory right-of-way.
- 6.2.4 Common amenity areas should overlook an adjoining public street, lane or pedestrian connection.
- 6.2.5 Determine front yard setbacks for commercial frontages that:
- a) increase vibrancy in the village;
 - b) encourage consistency on streets where a retail character is already established;
 - c) increase for residential above to delineate use;
 - d) support continuous weather protection of the sidewalk with consideration for tree canopy impacts;
 - e) allow for outdoor seating on public and/or private property, where appropriate; and,
 - f) align with streetscape standards, including increased pedestrian and multi-use trail space.
- 6.2.6 Maximize ground level open spaces for landscaping.
- 6.2.7 Provide landscape and hardscape adjacent to the street along live-work frontages that:
- a) reflects the blended commercial and residential character of these blocks;
 - b) allows a clear path from ground floor entries to the sidewalk;
 - c) limits the difference in height of the ground-floor and the finish grade at the adjoining lot line; and,
 - d) incorporates purposeful planting areas.

- 6.2.8 Minimize surface parking.
- 6.2.9 Design parkades with:
 - a) access and clear signage from the lane;
 - b) enhanced security through separate residential and commercial parking areas;
 - c) shared visitor and commercial parking; and,
 - d) ramps and gates integrated into building and landscaping.
- 6.2.10 Design loading areas with:
 - a) access and clear signage from the lane;
 - b) ramps, gates and docks integrated into building and landscaping; and,
 - c) screening, where appropriate.



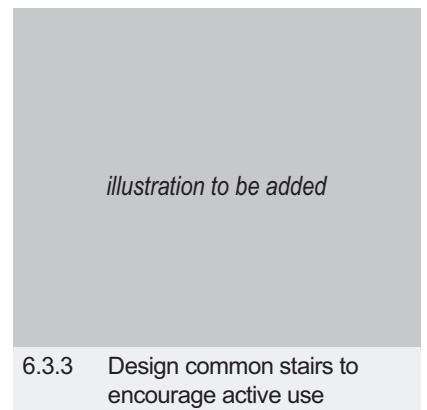
6.2.9 Integrate parkade ramps and gates into building

6.3 Building Form & Design

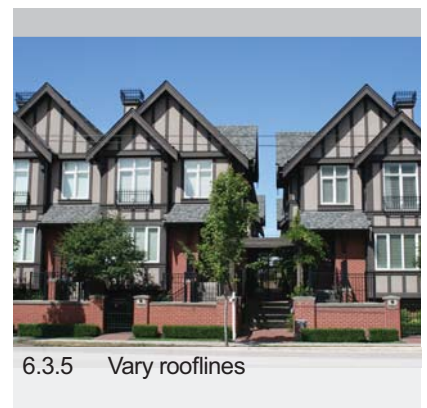
- 6.3.1 Ensure the compatible scale of larger buildings with:
 - a) distinction of different building tenure and use;
 - b) articulation of long frontages;
 - c) varied building setbacks;
 - d) architectural elements such as bay windows and recessed balconies; and,
 - e) changes in materiality.
- 6.3.2 Support access to light and ventilation with building layouts that have more than four corner units per floor, where possible.
- 6.3.3 Buildings with interior corridors should, where possible, have:
 - a) natural light and ventilation in corridors;
 - b) corridor length limited by placement of vertical circulation; and,
 - c) stairs and access designed to encourage active use.
- 6.3.4 Highlight the semi-public use of common building lobbies for buildings with interior corridors with:
 - a) varied depth from the adjoining building facade facing the street;
 - b) signage, weather protection and lighting;
 - c) increased ceiling height; and,
 - d) convenient universal access from the sidewalk integrated into the landscape design.
- 6.3.5 Encourage varied rooflines with:
 - a) sloped forms including the use of gables and dormers;
 - b) flat roofs used primarily beneath the upper storey to allow for for walk-out balconies and terraces;
 - c) screened and architecturally integrated mechanical and access projections; and,
 - d) particular attention to podium roofs.



6.3.1 Distinguish different building tenure and use



6.3.3 Design common stairs to encourage active use



6.3.5 Vary rooflines



6.3.6 Recess entries



6.3.10 Identify live-work frontages

- 6.3.6 Recess entries to improve unit identification, provide weather protection and prevent impacts on the sidewalk.
- 6.3.7 Prioritize street facades of commercial units to increase pedestrian interest with:
 - a) avoidance of blank walls;
 - b) extensive glazing; and,
 - b) roll-up and/or foldaway doors.
- 6.3.8 Provide exterior illumination in alignment with streetscape standards.
- 6.3.9 Limit commercial signage to forms that:
 - a) coordinate architecturally;
 - b) are located and scaled for a pedestrian audience;
 - c) avoid backlighting, self-illumination or electronic messaging; and,
 - d) align with streetscape standards.
- 6.3.10 Identify live-work frontages by:
 - a) varying materials and finishes, including a higher proportion of fenestration than the overall facade; and,
 - b) architecturally integrating signage that is reflective of the blended commercial and residential character of the street.

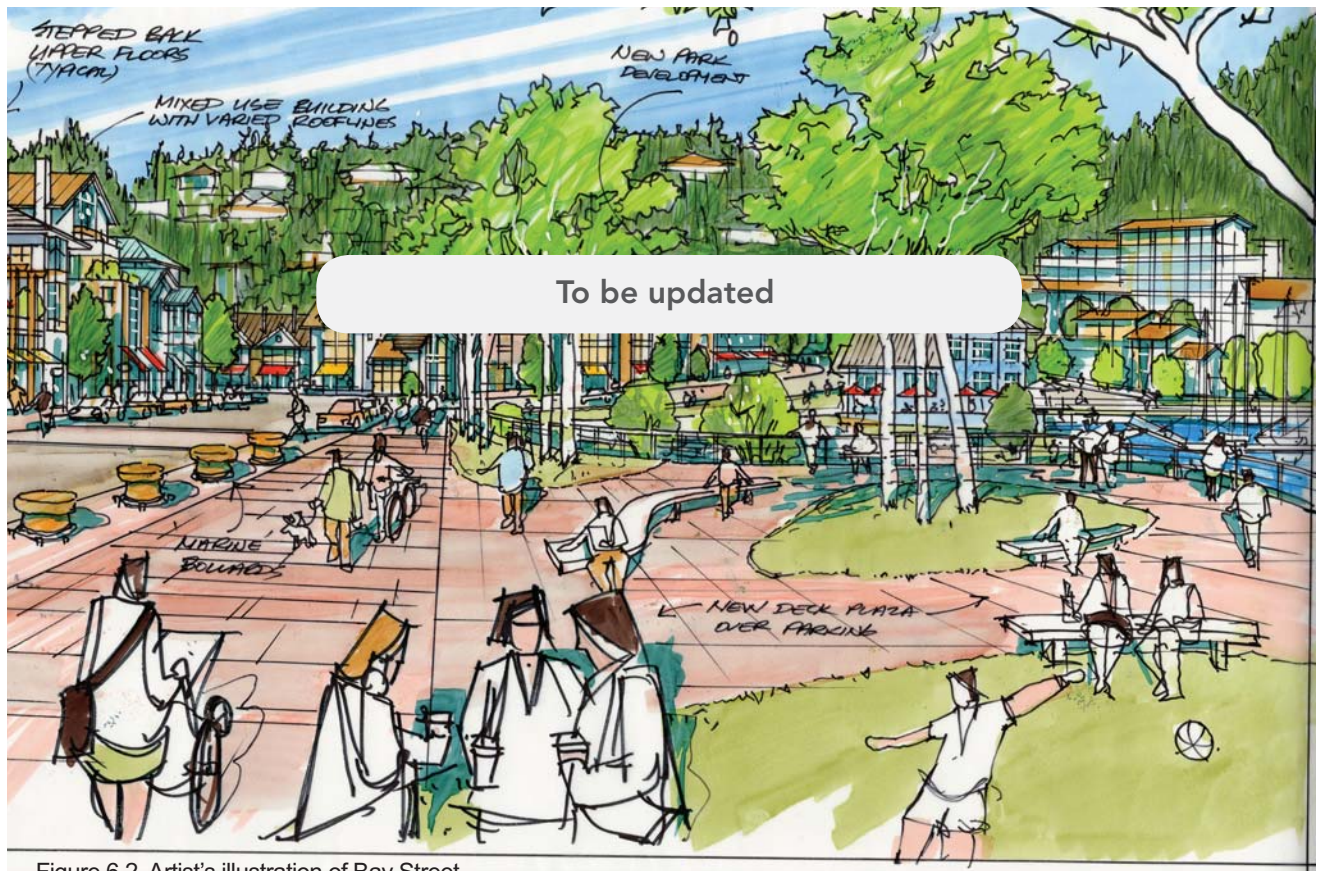


Figure 6.2 Artist's illustration of Bay Street

6.4 Special Conditions

Waterfront

Specific consideration is expected for new building proposals that share a lot line with Bay Street. This is the heart of Horseshoe Bay, where the village meets the public waterfront. As the focus for residents, workers and visitors alike, Bay Street merits special consideration for new buildings, with particular attention to how they will contribute to this central feature. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

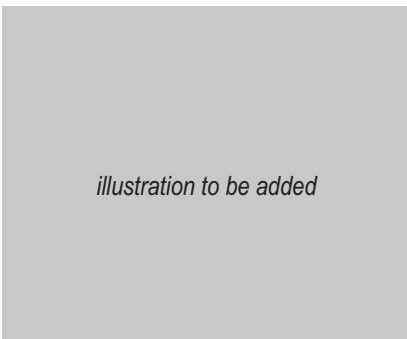
- 6.4.1 Present a continuous streetwall with strong unit identity.
- 6.4.2 Facilitate the expansion of restaurants, cafés and similar storefronts by:
 - a) increasing outdoor dining opportunities;
 - b) considering Bay Street in conjunction with future investment in Horseshoe Bay Park; and,
 - c) prioritizing the pedestrian realm.
- 6.4.3 Emphasize mid-block pedestrian connections between Bay Street and Little Bay.



6.4.1 Present a continuous streetwall



6.4.5 Wrap commercial frontages onto Little Bay



6.4.7 Share loading and servicing infrastructure



6.4.11 Create corner patios at intersections

Little Bay

Specific consideration is expected for new building proposals east of Royal Avenue that share a lot line with the lane between Bay Street and Bruce Street. Known as Little Bay, this lane serves as the primary connection between the village and the BC Ferries terminal. Its eastern intersection with Keith Road is the entry to Horseshoe Bay for the large number of pedestrians arriving via ferry or rapid transit; its western intersection with Royal Avenue is a critical point of arrival prior to the waterfront. It also serves as the means for vehicle access and service provision to the many adjoining businesses. Little Bay's significance as an enhanced, purposeful and welcoming connection for a broad range of users merits attention. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

- 6.4.4 Provide an enhanced streetscape treatment on Little Bay by:
 - a) considering the lane interface comparable to a street with specific streetscape standards;
 - b) creating a wider public realm secured by a statutory right-of-way; and,
 - c) balancing pedestrian amenity with servicing needs.
- 6.4.5 Activate Little Bay by:
 - a) considering commercial or live-work use fronting the lane;
 - b) wrapping commercial frontages on Bay Street and Keith Road around corners onto Little Bay; and,
 - c) responding to future BC Ferries terminal upgrades and related transportation network investment by improving the pedestrian crossing at Keith Road.
- 6.4.6 Create an inviting and comfortable pedestrian environment with quality materials, appropriate lighting, wayfinding, landscaping and street furniture.
- 6.4.7 Facilitate servicing by:
 - a) sharing loading and servicing infrastructure, where appropriate;
 - b) designing safe parking and loading access where it crosses the pedestrian realm; and,
 - c) considering opportunities to maximize commercial parking.
- 6.4.8 Encourage a boutique grocery fronting Keith Road by allowing a larger, undivided commercial floor area and frontage per Guidelines 3.6.11 and 3.6.12.
- 6.4.9 Consider also enhancing Little Bay west of Royal Avenue through streetscape treatments and activation of the lane experience, as appropriate, when adjacent sites redevelop to forms that include some commercial use element at grade (i.e. mixed-use buildings, choice of use buildings with commercial at street level, or townhouse buildings with live-work at street level).



Figure 6.3 Artist's illustration of Little Bay

Royal Avenue

Specific consideration of new building proposals in Village lands that share a lot line with Royal Avenue, the northward approach to the Village. Royal Avenue merits special consideration as the principal connection between Horseshoe Bay and West Vancouver as well as the broader region. It also serves a major placemaking purpose as the iconic visual axis to the waterfront for those arriving via vehicle or local bus, as well as pedestrians and cyclists along the North Shore Spirit Trail. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

- 6.4.10 Highlight maritime character of Canadian waterfront communities by emphasizing unit identity with architectural delineation and colour.
- 6.4.11 Create an incremental sense of arrival through:
 - a) architectural expression; and,
 - b) expanded public realm and corner patios at intersections.

illustration to be added

6.4.12 Direct building massing towards Keith Road



6.4.14 Improve Trans Canada Trail with new buildings

Keith Road

Specific consideration of new building proposals in Village lands that share a lot line with Keith Road, the primary vehicle connection to Highway 1 including Bowen Island and the Sunshine Coast by means of the BC Ferries terminal. The guidelines in this subsection should be considered in concert with the other applicable guidelines.

- 6.4.12 Prioritize Keith Road as the principal frontage by:
 - a) directing building massing towards the adjoining lot line, transitioning to the adjacent neighbourhood areas;
 - b) orienting dwelling entrances and windows;
 - c) limiting unadorned walls;
 - d) landscaping frontage to be compatible with streetscape; and,
 - e) limiting sightline disruption resulting from fences and vegetation.
- 6.4.13 Highlight maritime character of Canadian waterfront communities by emphasizing unit identity with architectural delineation and colour.
- 6.4.14 Improve Keith Road boulevard by:
 - a) supporting pedestrian connections;
 - b) considering opportunities in alignment with public realm directions to protect the boulevard and direct neighbourhood access; and,
 - c) delivering landscaping, street trees and Trans Canada Trail infrastructure.
- 6.4.15 Respond to future BC Ferries terminal upgrades and related transportation network investment.



Public Realm Guidelines

7.1 Application

The guidelines in this section apply to those lands within and proximate to the LAP as shown in Figures 7.1 and 7.2. They should be considered in concert with the General Guidelines (Section 4).

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



7.2.3 Improve trail system design and accessibility



7.2.3 Enhance way-finding and trail identity

7.2 Public Realm

Streetscape

- 7.2.1 Deliver public realm improvements incrementally through development and maximize the ability of road right-of-ways to support LAP vision and principles.
- 7.2.2 Continue to implement the recommendations from the Horseshoe Bay Streetscape Design Guidelines and extend the application of these standards westwards along Bay Street to create a continuous street experience.
- 7.2.3 Prioritize frontages along the Spirit Trail and Trans Canada Trail by:
 - a) avoiding disruption due to vehicle access;
 - b) orienting buildings to have front doors facing the trail, where appropriate;
 - c) utilizing boulevards to meet trail system design and accessibility standards;
 - d) landscaping purposefully to contribute to the sense of place; and,
 - e) enhancing way-finding and trail identity, where appropriate.

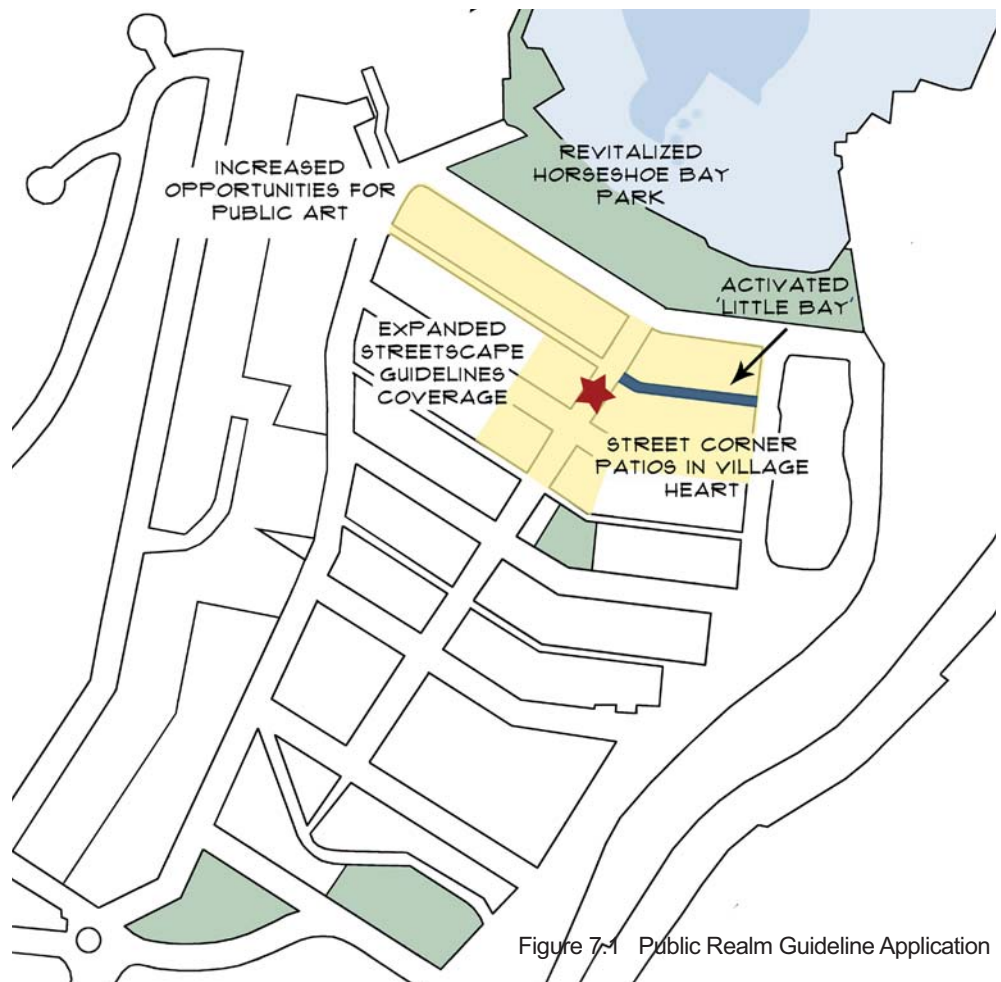
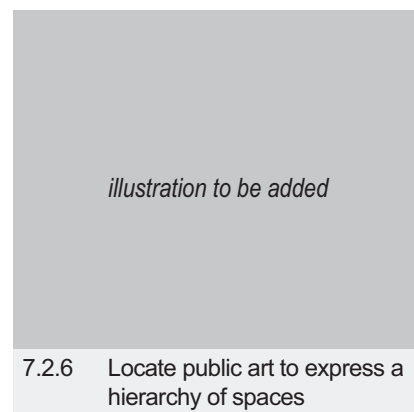


Figure 7-1 Public Realm Guideline Application

- 7.2.4 Encourage neighbourliness, interaction and gathering at important intersections and other special areas with:
- a) public and public-private interface gathering spaces; and,
 - b) purposeful site furnishings, materials, public art and landscaping.

Public Art

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



7.3 Connectivity

Multi-modal Network

- 7.3.1 Integrate infrastructure to create a multi-modal network supporting the full range of transportation modes (pedestrian, cycling, transit, marine and vehicle).
- 7.3.2 Improve the existing connections to local and regional destinations, and identify additional opportunities to enhance the network.
- 7.3.3 Encourage quality, accessible transit infrastructure with weather-protected seating and lighting, where appropriate.
- 7.3.4 Dedicate and open lanes through development to improve site and neighbourhood access, support sensitive land use transitions and enhance the street frontage, where appropriate.

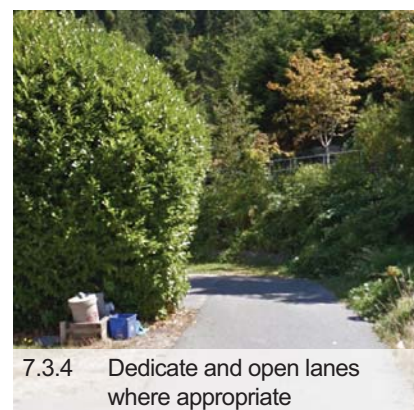


illustration to be added

7.3.5 Support a coordinated infrastructure delivery



7.3.7 Consider reopening Douglas Street to Nelson Avenue

- 7.3.5 Require BC Ferries terminal redevelopment to:
- a) enhance pedestrian integration with the village;
 - b) support a coordinated approach with existing and planned transit infrastructure and service delivery; and,
 - c) consider village vehicular circulation and Highway 1 access through any reconfiguring of the road network.
- 7.3.6 Direct rezoning applications for proposals with Village land use designations (townhouses, apartment and mixed-use) to include a Transportation Impact Assessment.
- 7.3.7 Consider reopening Douglas Street to Nelson Avenue for vehicle use with development adjoining this intersection.
- 7.3.8 Consider reopening Argyle Avenue to Nelson Avenue for enhanced pedestrian and/or bicycle use as part of Horseshoe Bay's trail system.

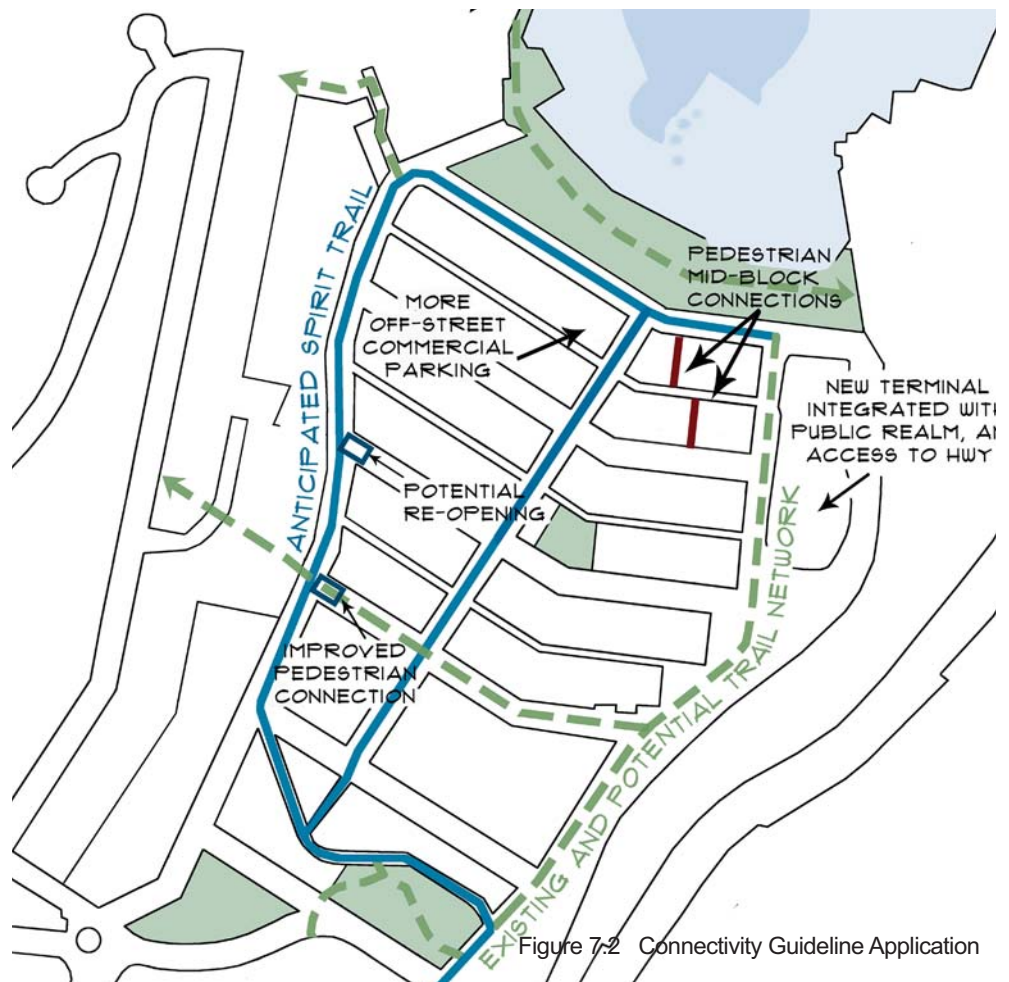


Figure 7-2 Connectivity Guideline Application

Streets

- 7.3.9 Ensure a comfortable, safe, and attractive environment for pedestrians of all ages and abilities by:
- a) providing appropriate and generous boulevard standards as sites redevelop;
 - b) minimizing disruption due to vehicle access including shared driveways, where appropriate;
 - c) prioritizing Spirit Trail and Trans Canada Trail road crossings;
 - d) increasing safety at crosswalks including pedestrian signals, where appropriate; and,
 - e) supporting safe and active routes to school in conjunction with West Vancouver School District 45.
- 7.3.10 Provide street and intersection conditions that communicate the residential character of the Neighbourhood and sense of arrival at the Village by:
- a) matching lane widths in accordance with street classification;
 - b) narrowing street crossings to enhance safety and accessibility, where appropriate; and,
 - c) incorporating on-street parking with boulevard landscaping.

Parking and Access

- 7.3.11 Reduce impacts of driveway and parkade access by:
- a) minimizing width; and,
 - b) incorporating access into the building facade and/or landscaping.
- 7.3.12 Maximize on-street parking supply and efficiency by:
- a) minimizing disruption due to vehicle access;
 - b) considering angled or perpendicular parking, where appropriate;
 - c) reviewing shortened time limits in the Village to encourage turnover as more off-street visitor parking becomes available through redevelopment; and,
 - d) supporting visitor parking for local residents in the Neighbourhood through appropriate measures.
- 7.3.13 Increase off-street parking supply by maintaining commercial parking requirements for new mixed-use development in the Village.
- 7.3.14 Provide on-site electric vehicle charging, bicycle parking and end trip destination facilities, where appropriate, that:
- a) meets or exceeds bylaw requirements, and,
 - b) integrates with the site and building design.

illustration to be added

7.3.10 Communicate a sense of arrival through street design



7.3.11 Minimize driveway impacts



7.3.12 Maximize on-street parking supply



7.3.14 Provide on-site electric vehicle charging

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Implementing the Plan's Vision

8.1 Community Benefits

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

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

8.2 Administration

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

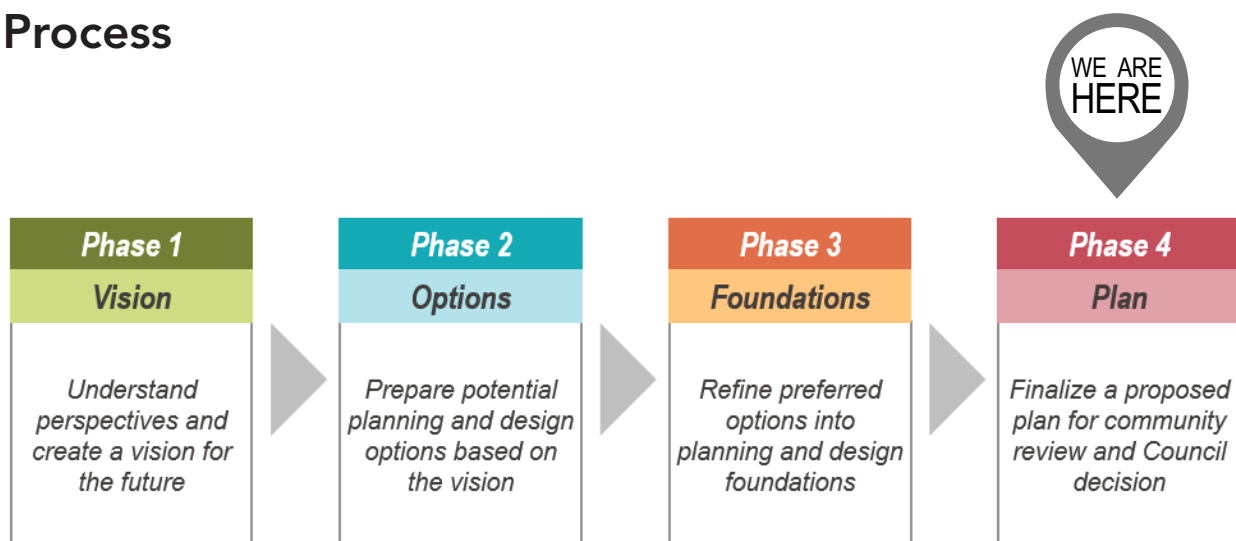
The plan and guidelines are a tool for Council, staff, the community and developers to guide change and establish expectations for development. However, the plan and guidelines do not constitute approval for any given project on any given site. Site-specific development approval results only after full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

Monitoring and evaluation play a critical role in the implementation of any plan. The Horseshoe Bay LAP and Design Guidelines (when finalized) would be considered for adoption in the District's Official Community Plan (OCP). Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan and guidelines, and the broader OCP they would form part of, are "living documents" that may need to be updated as the realities of land use, community needs and expectations change over time. Within a 10 year timeframe, the District will report back on development under the Horseshoe Bay LAP and Design Guidelines to date to assess the effectiveness of the plan.



Next Steps

9.1 Process



Many thanks for reviewing the Draft Horseshoe Bay Local Area Plan and Design Guidelines. All input received will be reviewed by staff and shared with Council. After revisions and formatting, a Proposed Local Area Plan and Design Guidelines are anticipated to be finalized and presented to Council for its consideration of approval in 2021. More information about this project, the process to date, and how to stay involved can be found online at: www.westvancouverite.ca/plan-hsb