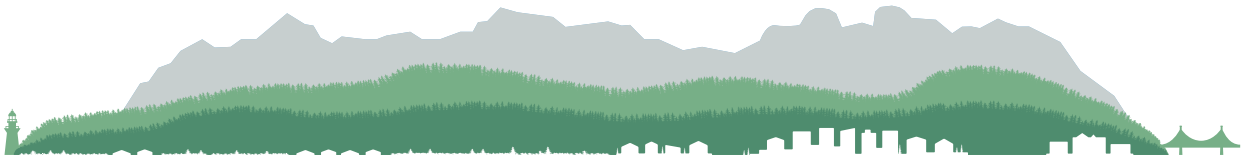

DISTRICT OF WEST VANCOUVER

OFFICIAL COMMUNITY PLAN

westvancouver

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1 INTRODUCTION

1.1 Background and History

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

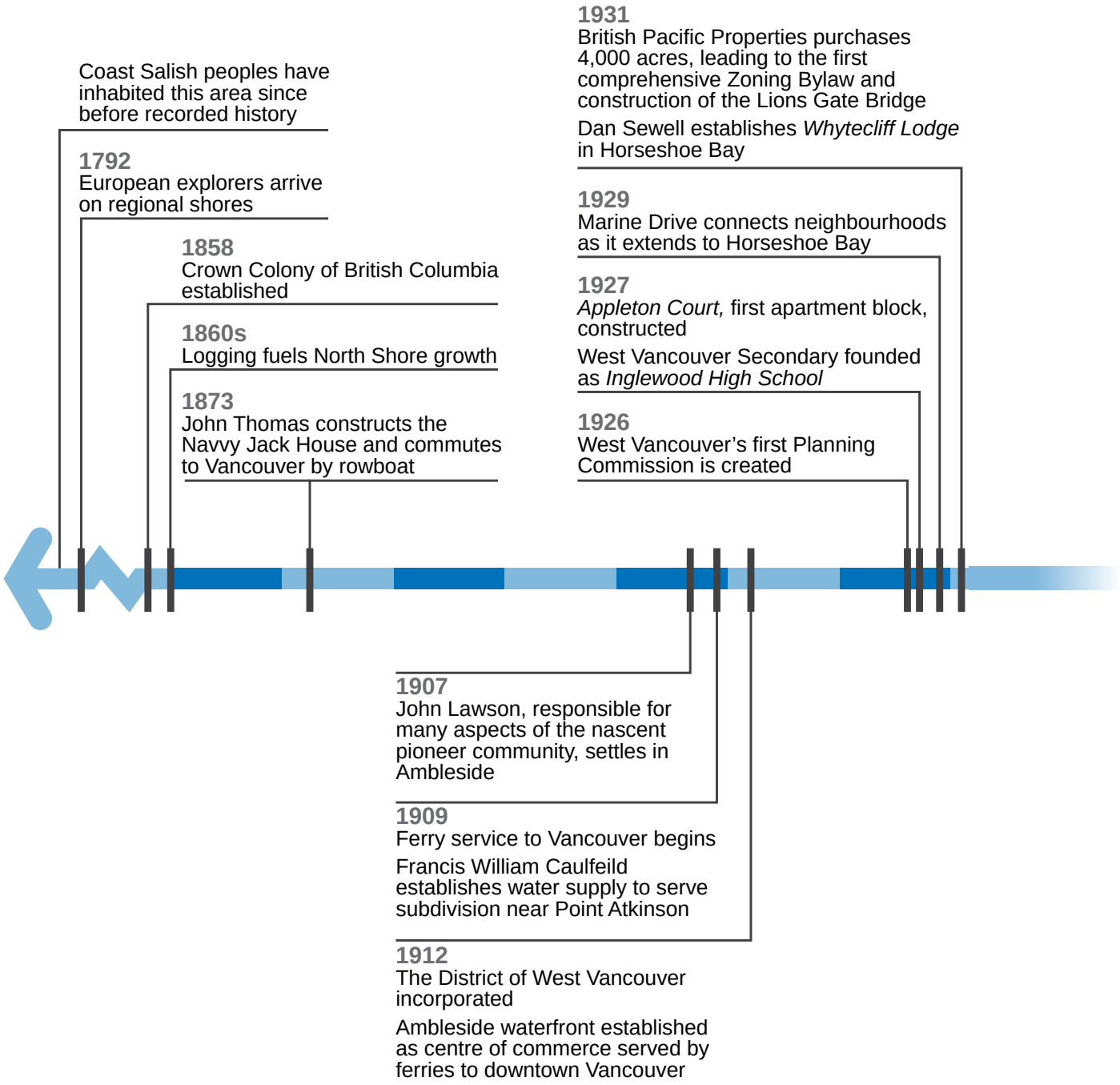
The North Shore Mountains define much of our terrain and serve as the backdrop to our community. We share our borders with the District of North Vancouver and the unincorporated area of the regional district. The Trans-Canada Highway spans the Capilano River between West Vancouver and North Vancouver,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

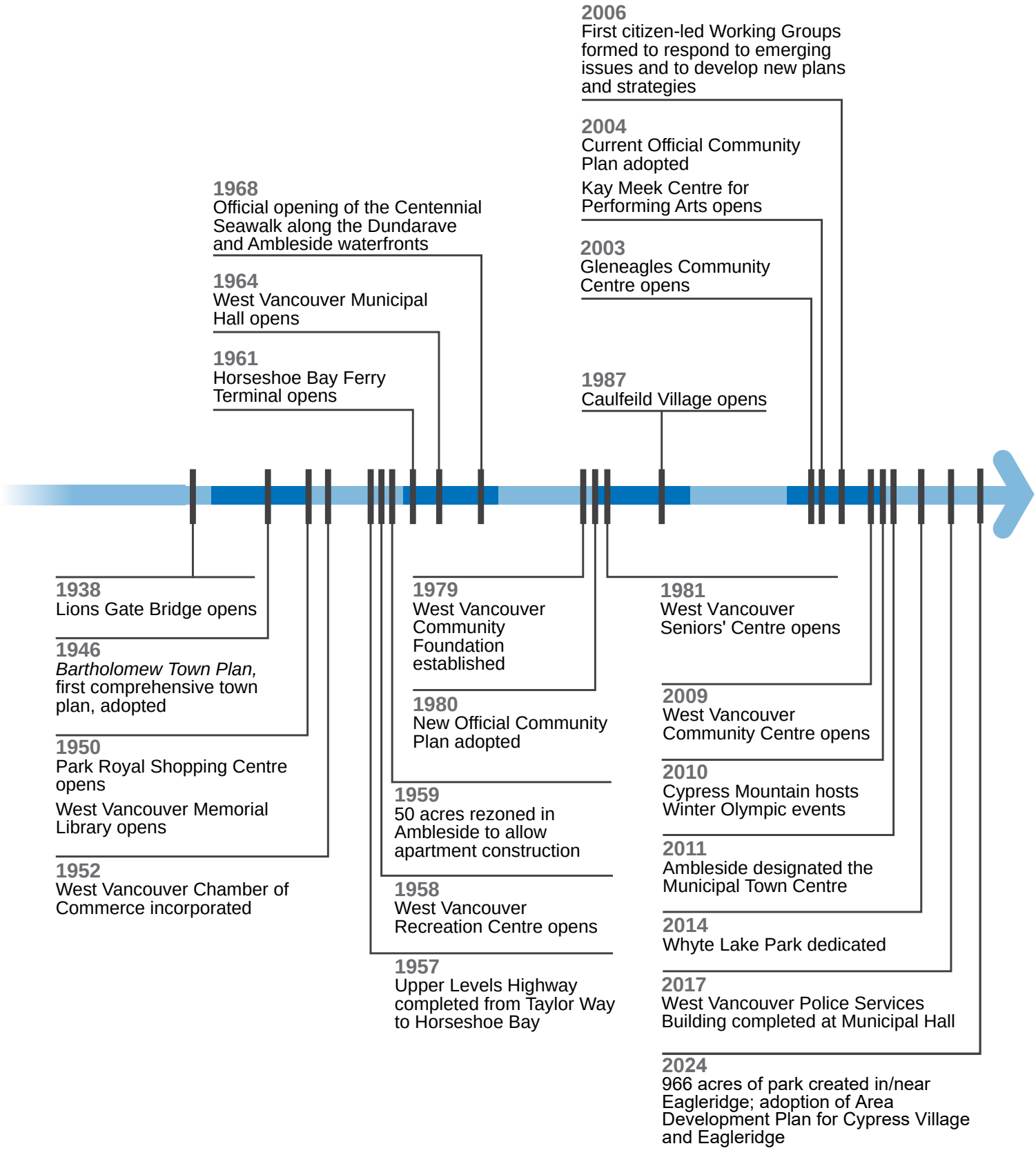
Our residents enjoy, and are stewards of, many natural features and amenities. We have significant park and conservation areas ranging from shoreline beaches and marinas to hiking trails, cycling and ski areas on Mount Strachan, Black Mountain and Hollyburn Ridge. Extensive Upper Lands wilderness, protected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

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

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

West Vancouver Milestones



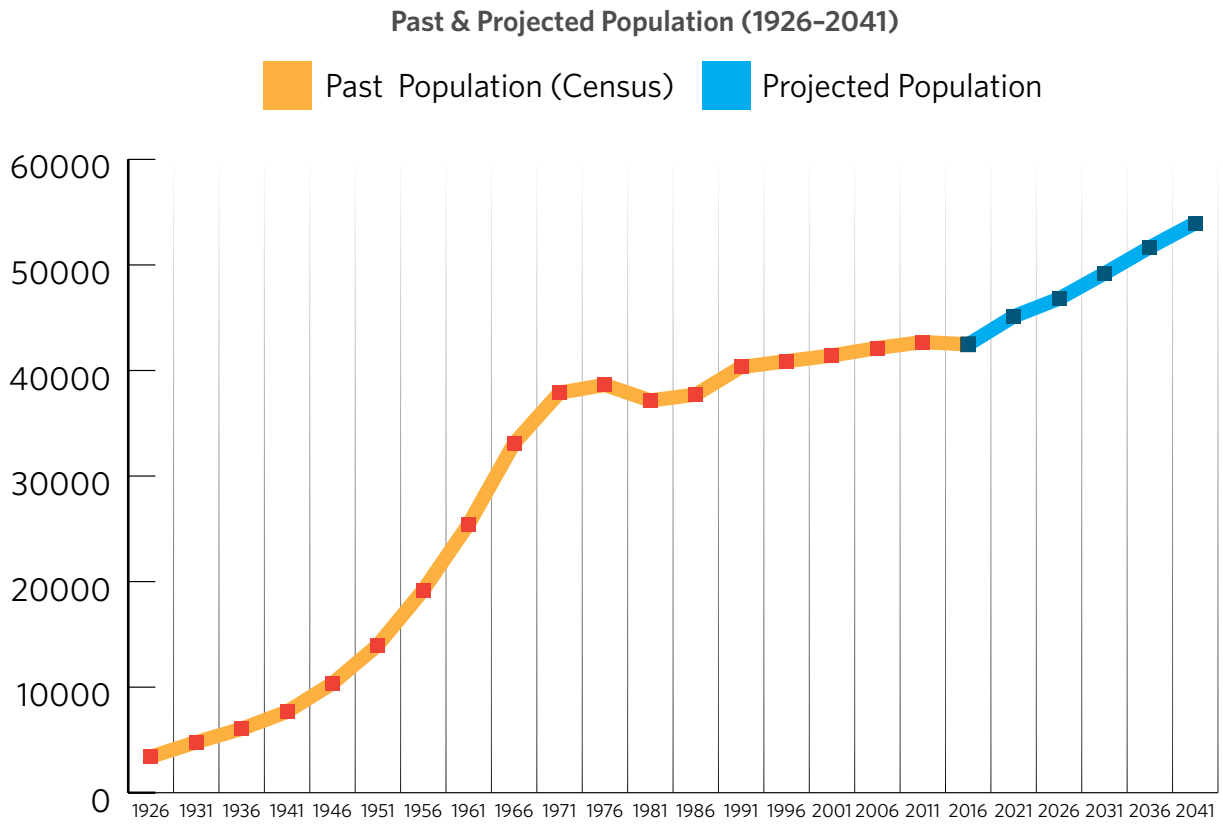

2006
First citizen-led Working Groups formed to respond to emerging issues and to develop new plans and strategies
2004
Current Official Community Plan adopted
Kay Meek Centre for Performing Arts opens
2003
Gleneagles Community Centre opens
1968
Official opening of the Centennial Seawalk along the Dundarave and Ambleside waterfronts
1964
West Vancouver Municipal Hall opens
1961
Horseshoe Bay Ferry Terminal opens
1987
Caulfeild Village opens
1938
Lions Gate Bridge opens
1946
Bartholomew Town Plan, first comprehensive town plan, adopted
1950
Park Royal Shopping Centre opens
West Vancouver Memorial Library opens
1952
West Vancouver Chamber of Commerce incorporated
1979
West Vancouver Community Foundation established
1980
New Official Community Plan adopted
1959
50 acres rezoned in Ambleside to allow apartment construction
1958
West Vancouver Recreation Centre opens
1957
Upper Levels Highway completed from Taylor Way to Horseshoe Bay
1981
West Vancouver Seniors' Centre opens
2009
West Vancouver Community Centre opens
2010
Cypress Mountain hosts Winter Olympic events
2011
Ambleside designated the Municipal Town Centre
2014
Whyte Lake Park dedicated
2017
West Vancouver Police Services Building completed at Municipal Hall
2024
966 acres of park created in/near Eagleridge; adoption of Area Development Plan for Cypress Village and Eagleridge

1.2 Community Context and Key Trends

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

Aging population and loss of young families

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



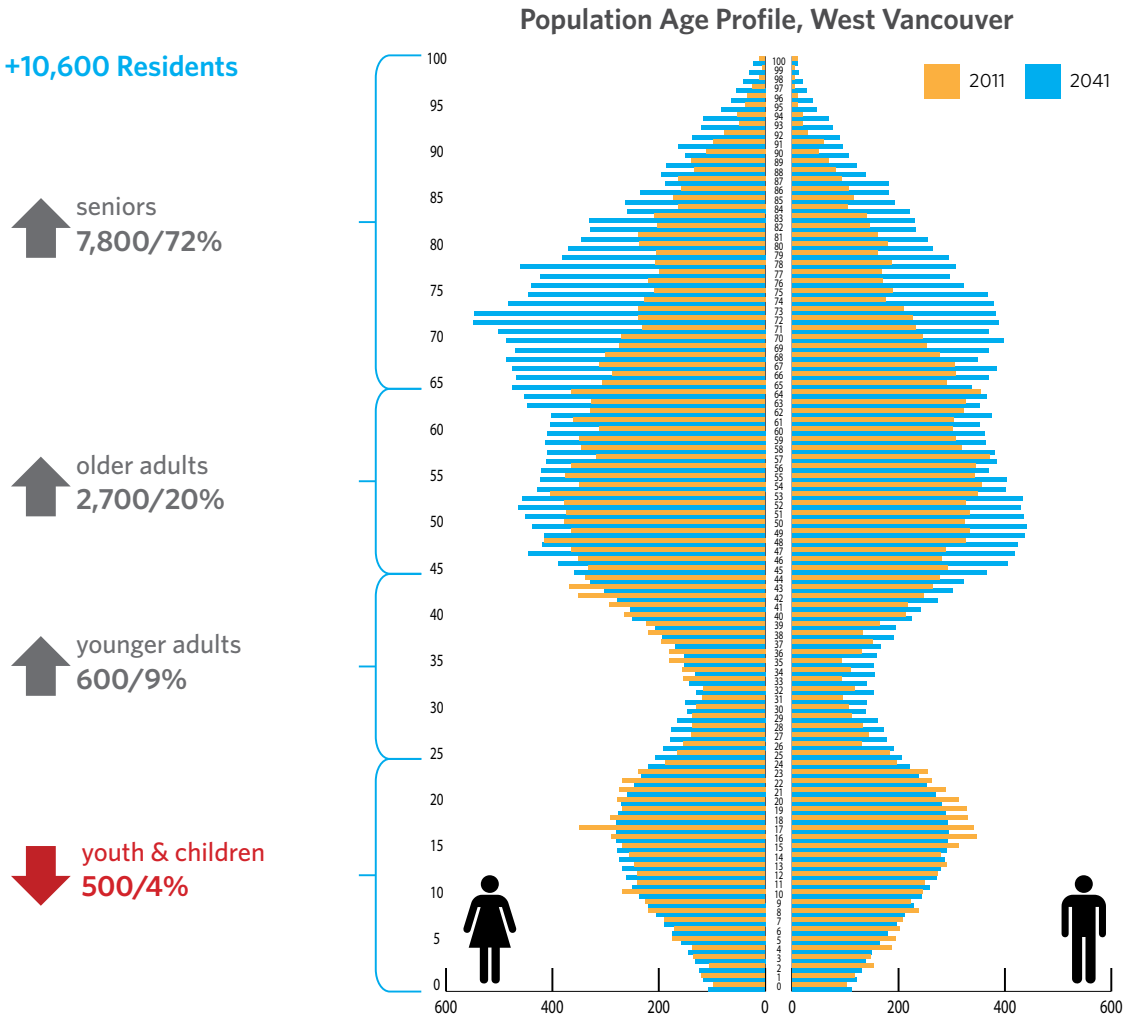
Past and projected West Vancouver population (1926–2041)

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

A handful of key factors define our population today:

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

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



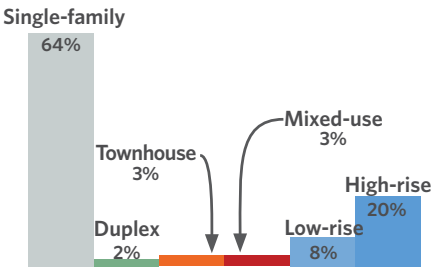
Who will be in our community by 2041? (Figures rounded to the nearest hundreds to indicate these are estimates only)

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

Housing affordability and diversity

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

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



Housing by building form (2016)

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

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

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

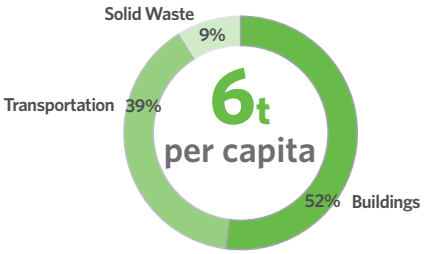
The resulting trend has led to concerned community voices expressed throughout the Official Community Plan (OCP) Review process and a desire for actionable policies. Although housing affordability in the community and in the region are driven by a number of factors, including market economics and demand,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

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

Climate change

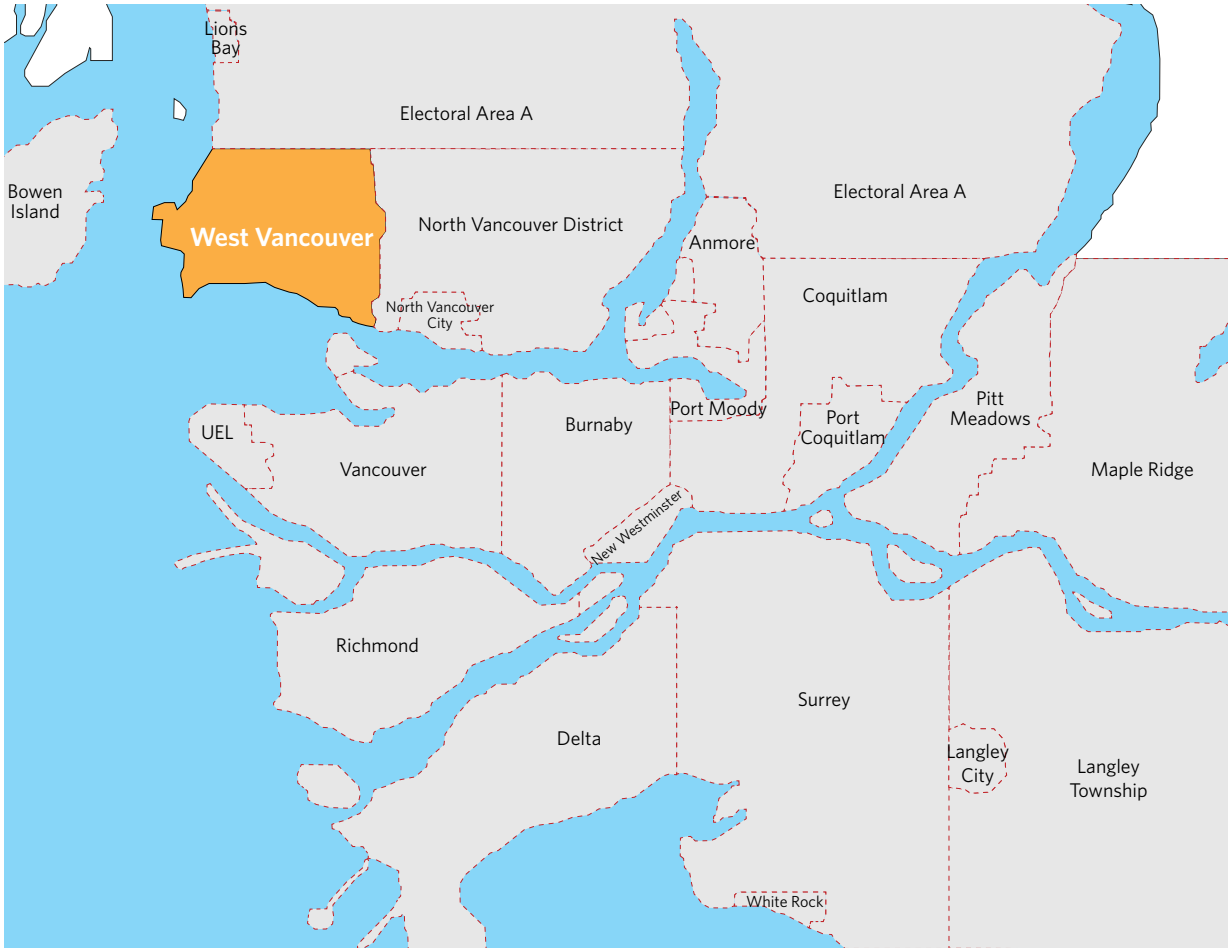
A changing climate presents one of the greatest challenges of our time. While the scientific understanding continues to evolve, there is broad agreement that GHG emissions resulting from human activities intensify climate change and its associated impacts. While an effective response requires action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

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



GHG emissions by sectors

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



1.3 Regional Context

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

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

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

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

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

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

For West Vancouver[3], these are:

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

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

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

Metro 2040 includes the Squamish Nation lands in its projections for West Vancouver. The District completed a separate analysis in 2016 to provide a more specific projection for our municipality's own anticipated population, housing, and employment growth[4]:

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

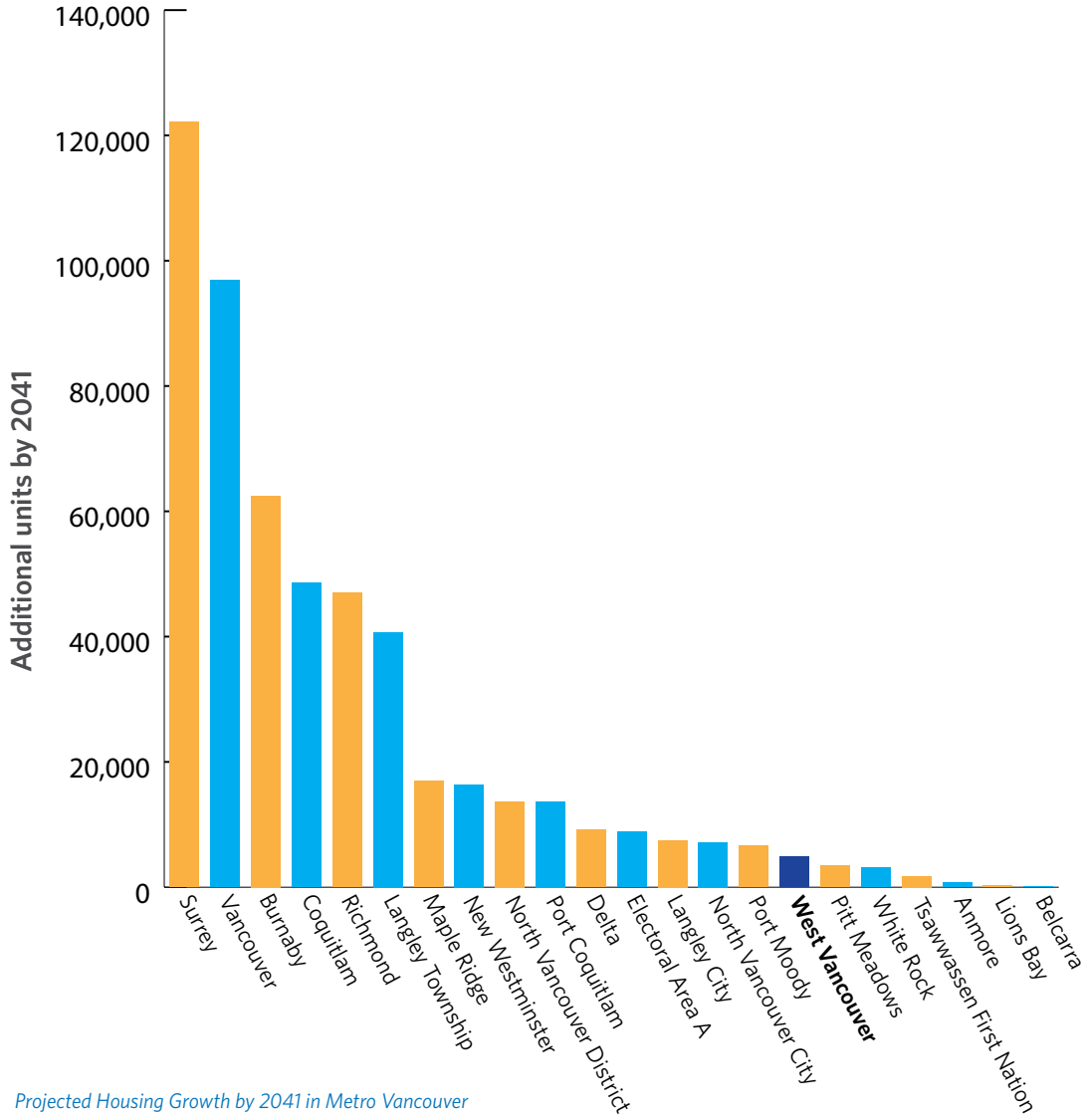
Projected Population, Housing and Jobs for West Vancouver (corrected for municipal estimation[5]) (Urban Futures, 2016)

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

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

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

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



Projected Housing Growth by 2041 in Metro Vancouver

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

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

1.4 OCP Scope and Legislative Context

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

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

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

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

The Act was amended in 2023 to require that an OCP provide for the total number of housing units required to meet anticipated housing needs over a 20-year period, as identified in the most recent housing needs report. These reports are updated every five years using Provincial data and methodology, as required by the Act. This 20-year housing capacity is distinct from the dwelling unit projections in the Regional Growth Strategy (referenced in Section 1.3). Instead, it reflects new provincial legislation that requires municipalities to regularly review and plan for 20-year housing needs. Accordingly, Schedule iv of this OCP outlines this plan's total housing capacity in compliance with the Act.

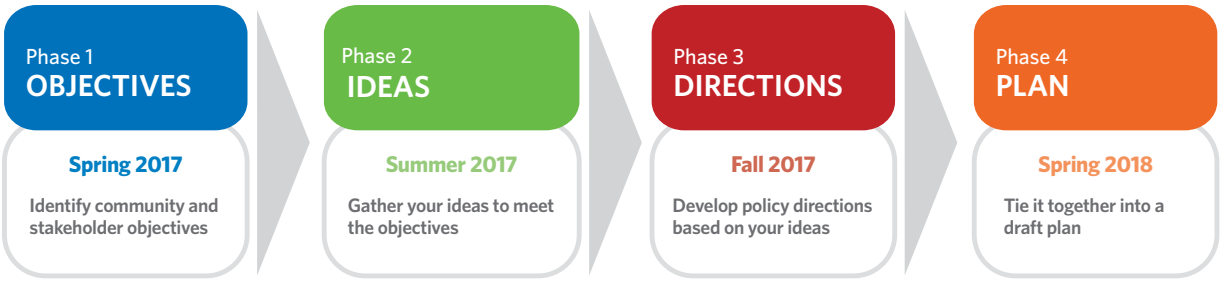
The Act further specifies that an OCP must include policies respecting affordable, rental and special needs housing and targets, policies and actions to reduce GHG emissions. It also allows for the inclusion of policies relating to social needs and well-being, as well as the preservation, restoration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

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

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

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

1.5 OCP Review Process



The OCP Review Process

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

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

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

1.6 OCP—Action and Vision

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

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

What do we value most about West Vancouver today?
Our natural assets, our waterfront and mountain location, our high quality amenities and facilities, and the character of our neighbourhoods and centres.

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

What is our vision for an even better West Vancouver?
We should build upon our extraordinary assets to become a more complete, connected and inclusive community with diverse housing, a vibrant economy, and outstanding amenities so that we can ensure our social, economic and environmental sustainability.

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

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

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

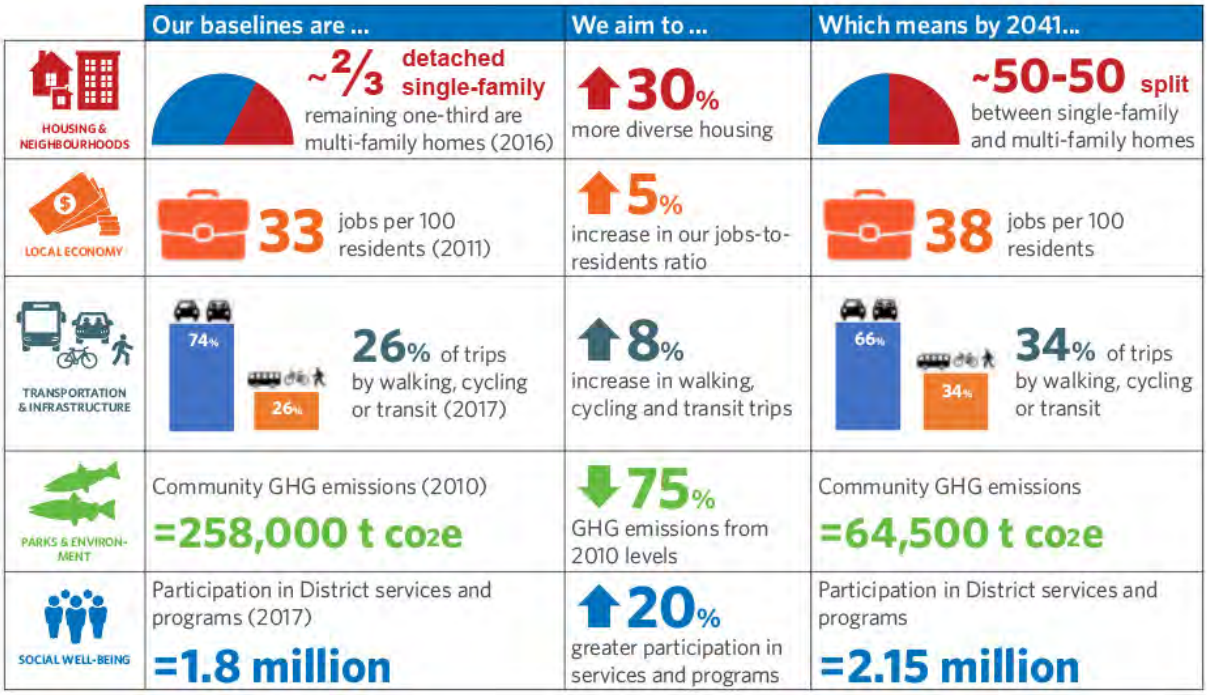
- Housing & Neighbourhoods
- Transportation & Infrastructure
- Local Economy
- Parks & Environment
- Social Well-Being

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

2041 OCP targets

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

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



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

Plan structure and organization

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

Section 1 Introduction: provides community background and context for the OCP.

Section 2 Community-Wide Directions: includes high-level, District-wide policies divided between five OCP topics:

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

Section 3 Plan Management: outlines the OCP implementation and monitoring process.

Schedule i Regional Context Statement: describes the relationship between this plan and the Metro Vancouver Regional Growth Strategy.

Schedule ii Area-Specific Policies and Guidelines: includes policies and guidelines for specific areas and Development Permit Area policies and built-form guidelines.

These policies and guidelines will be updated over time as necessary (e.g., through the adoption of new local area plans or the updating of environmental guidelines to ensure best practices are met).

Schedule iii Glossary: provides descriptions for key terms used throughout this plan.

2 COMMUNITY-WIDE DIRECTIONS

Relationship between the OCP themes

Section 2 of this Official Community Plan (OCP) is organized by five themes: Housing & Neighbourhoods; Local Economy; Transportation & Infrastructure; Parks & Environment; and Social Well-Being. These themes are not hierarchical, rather they are interdependent and work synergistically together. The OCP recognizes that no policy can stand alone nor can a single community-wide objective be pursued absent consideration of others. For example, policies to locate Housing in our town and village centres support the local economy with local customers and also reduce transportation needs (congestion) and the associated environmental impacts (GHGs). Social well-being objectives around inclusivity are necessarily supported by how we provide accessible housing or transportation. Policies to support vibrant public places and opportunities for gathering contribute to our social well-being and local economy objectives, and also influence how we manage our parks system.

As you read this plan, you will find information on how each policy section supports the overall community objectives across the five themes. Only through the collective implementation of these five themes can our community best maintain and enhance our overall quality of life.

A HOUSING & NEIGHBOURHOODS

2.1 Existing Neighbourhoods

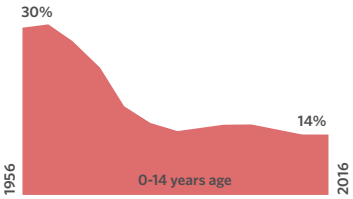
West Vancouver is a scenic oceanfront community of individual, unique neighbourhoods situated in a narrow band of development between the water and the mountains. From the cottages and cabins of the early 1900s, West Vancouver neighbourhoods have been shaped by their distinct natural landscapes and through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

As a result of these past development patterns, West Vancouver is now comprised of mostly detached, single-family oriented housing, and some generally older apartment buildings located in and near commercial centres, with very limited availability of other housing forms such as duplex, triplex, and townhomes located in pockets throughout the municipality.

Emerging issues to address

While our housing options continue to be limited, there has been a long-standing community interest in increasing the variety of available housing options. Seniors and young families alike are unable to find the right housing to meet their needs—such as accessible, single-level living options close to amenities and transit, and smaller, relatively more attainable options near schools. These and other key trends in our community demand actions to address our current and long-term needs.

We have fewer young families and children and desire to attract them



Our residents hope to, but are unable to age in place

33% will move in 5 years

60% pessimistic about staying in West Van

(Vital Signs 2017, West Vancouver Foundation)

Our residents want to live close to amenities

73% parks & trails

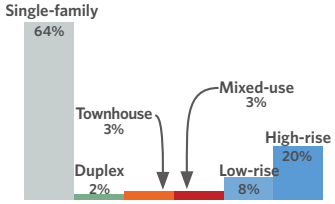
57% transit

55% shops

43% schools

(Vital Signs 2017, West Vancouver Foundation)

We have limited housing choices



Our multi-family building stock is aging and need to be regenerated

96% of multi-family units built in the **1960/70s**

We need more rental housing options

0.4% rental vacancy rate (Oct. 2017)

Lowest in the region

healthy vacancy rate = 2-3%

Key OCP actions

As a land use planning document, an OCP is legislatively required to guide housing development throughout a community. To address the needs of the present and future generations in our community, this OCP seeks to:

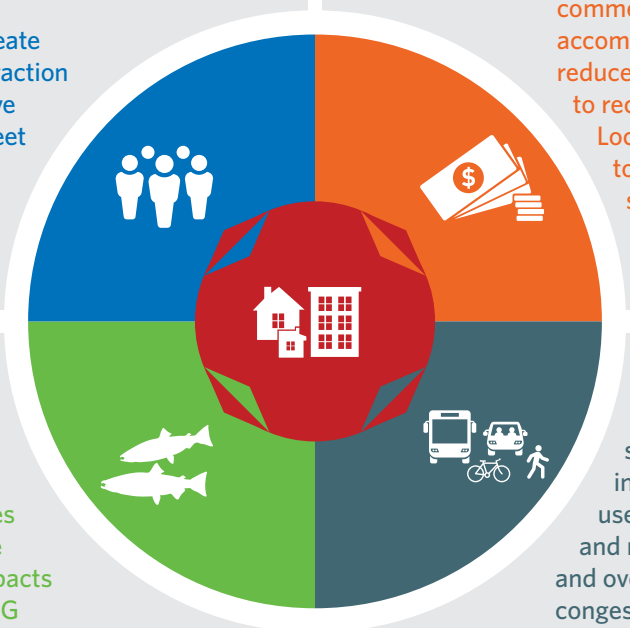
- regenerate our primarily detached, single-family home oriented neighbourhoods with sensitive infill options, such as smaller houses on smaller lots, coach houses and duplexes;
- expand "missing middle" housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;
- respect our neighbourhood character and encourage long-term protection of valued heritage properties with stronger incentives;
- strengthen our centres and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area-specific visions, objectives and suitable built-form, heights and densities; and
- advance housing affordability, accessibility and sustainability through available policy levers.

Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centres, and to provide for more and ongoing seniors and rental housing options.

How these housing actions support overall community objectives.

Well-designed neighbourhoods with diverse housing can improve accessibility and create opportunities for social interaction and connectedness. Proactive housing policies can help meet the needs of changing life-stages across all age groups within the community.

Housing located in and around commercial centres can better accommodate our workforce and reduce the barrier for businesses to recruit and retain staff. Locating housing closer to shops also support a stronger and more diverse customer base for local businesses.



Housing built with environmentally-sensitive features and higher energy performance, as well as more units located in centres and near transit, can reduce the community's overall impacts on the environment and GHG emissions.

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

POLICIES

Regenerating our neighbourhoods with new sensitive infill units

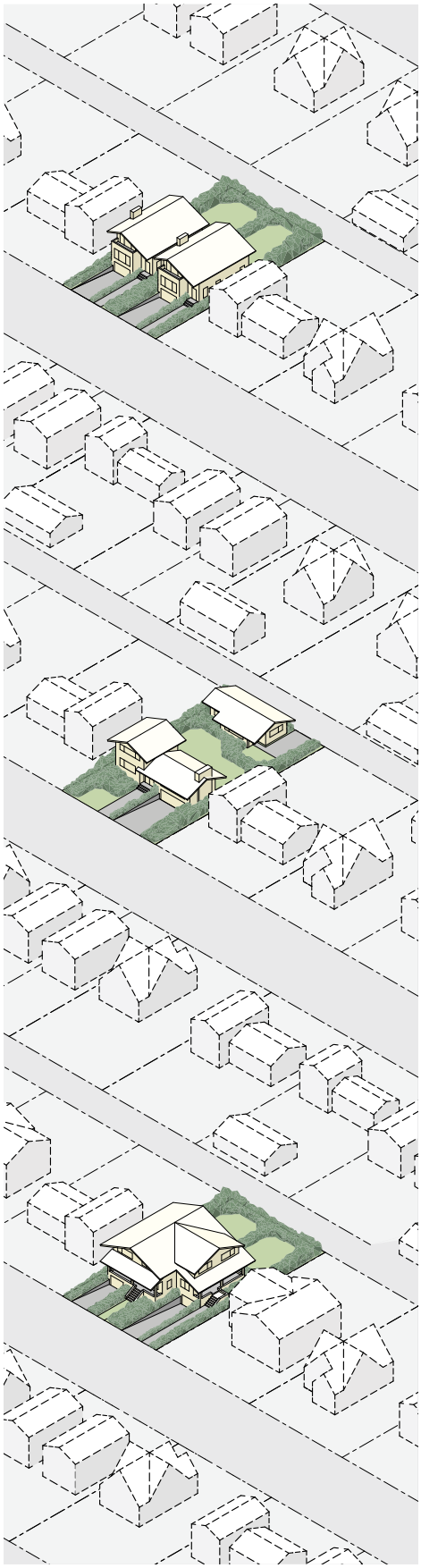
2.1.1 Enable the development of smaller houses on smaller lots in existing detached residential areas by considering site-specific applications for reduced lot area and/or lot width requirements appropriate to subject site and neighbourhood context (see Map 1).

2.1.2 Increase the supply of coach houses ("detached secondary suites") in existing detached residential areas (see Map 1) by:

a. Allowing coach houses to be stratified to increase ownership opportunities by considering site-specific applications and by amending the zoning bylaw;
b. Increasing floor area exemptions for rental coach houses by amending the zoning bylaw; and
c. Removing other potential regulatory barriers to the supply of coach houses.

2.1.3 Expand opportunities for multiplex housing by:

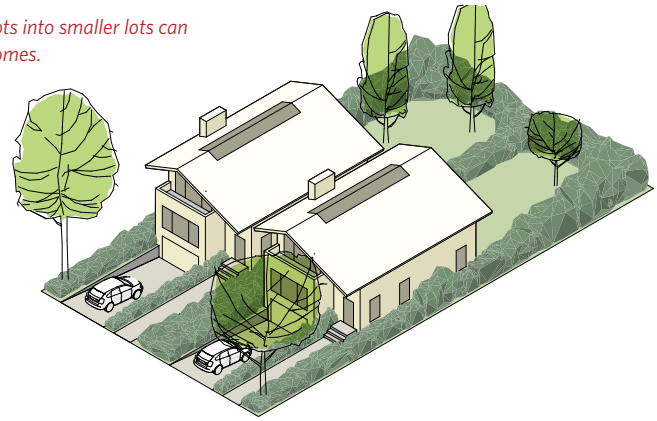
a. Reviewing regulations to ensure the development viability of the building form;
b. Amending the zoning bylaw to allow for triplexes as an alternative way to achieve the three units per lot currently permitted;
c. Permitting fourplexes where required by Provincial Small-Scale Multi-Unit Housing legislation; and
d. Considering site-specific rezoning applications to allow fourplexes appropriate to the subject site and context.



The following illustrations show examples of subdivisions, coach houses and duplexes, which can provide sensitive infill options that respect the scale and character of our neighbourhoods.

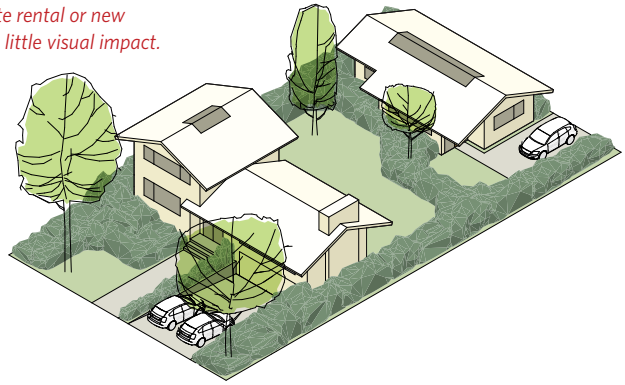
Subdivision

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



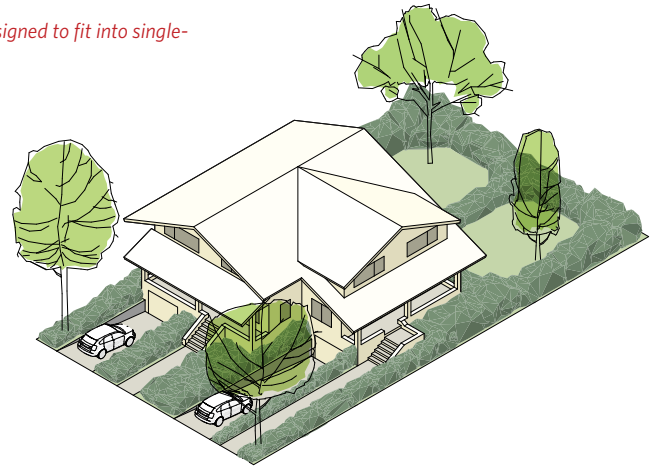
Coach house

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



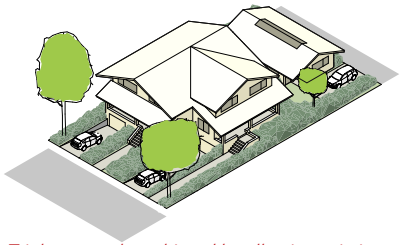
Duplex

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

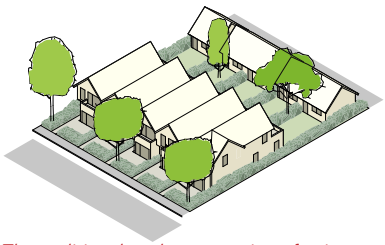


(Images provided for illustrative purposes only.)

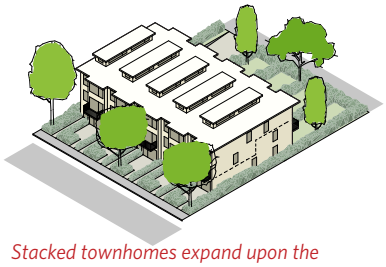
The following illustrations show examples of triplex, rowhouse and townhouse units—some of the missing middle housing types provided for in this plan.



Triplexes can be achieved by allowing existing homes to stratify into small units, or by allowing duplex with a coach house.



The traditional rowhouse consists of units arranged side by side, each with their own front door and outdoor area.



Stacked townhomes expand upon the rowhouse concept with one unit placed above another.

(Images provided for illustrative purposes only)

Expanding missing middle (e.g., multiplex, townhouse, mixed-use) options

2.1.4 Increase "missing middle" housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:

a. Considering proposals and designs in relation to site characteristics (e.g., site location, area, configuration, access) and compatibility with neighbourhood context and character;

b. Enabling a range of housing types including multiplexes, rowhouses, live-work, and townhouses to a maximum of three storeys; and

c. Permitting a maximum of six units per lot where required by Provincial Small-Scale Multi-Unit Housing legislation and updating zoning provisions to allow up to three storeys.

2.1.5 Increase "missing middle" housing options with ground-oriented multi-family on appropriate sites around (for example) transit routes, schools, places of worship, parks, recreational facilities, and local commercial nodes, by:

a. Considering proposals and designs in relation to site characteristics (e.g., site location, area, configuration, access) and compatibility with neighbourhood context and character;

b. Enabling a range of housing types including multiplexes, rowhouses, live-work, and townhouses to a maximum of three storeys.

2.1.6 Encourage mixed-use and live-work development on existing commercial use and marine commercial sites District-wide (see Map 10) by:

a. Permitting residential uses above street-level commercial on commercial use sites;

b. Considering residential uses in addition to marine commercial uses where both can be accommodated on marine commercial sites;

c. Allowing a maximum of three storeys where there is not a height limit established through Local Area Plans or Guidelines; and

d. Considering proposals for over three storeys based on site context, project design, and the contribution of the proposal to housing needs, the local economy, or its ability to forward the public interest or provide other community benefits as determined by Council.

2.1.7 Prioritize community use and/or housing objectives when considering redevelopment proposals of institutional, public assembly or community use sites District-wide that provide an existing community or public use function (such as places of worship) by:

a. Providing floor area exemptions to support the continuation, adaptation, expansion or replacement of community use; and

b. Considering residential uses that are compatible with the community use and that respond to neighbourhood context and character.

2.1.8 Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:

a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
c. Considering sites or assemblies that enhance neighbourhood access to daily needs or connect the active transportation network;
d. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
e. Restricting to one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
f. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
g. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

Respecting character and protecting heritage

2.1.9 Ensure that new single-family dwellings respect neighbourhood character by:

a. Reviewing regulations controlling the scale of new single-family dwellings;
b. Applying and updating built-form guidelines, as relevant, in regards to neighbourhood context and character, streetscape and natural features, and
c. Requiring all development permit applications, rezoning applications, and variance applications to include a section demonstrating how the proposed project respects or enhances existing neighbourhood character.

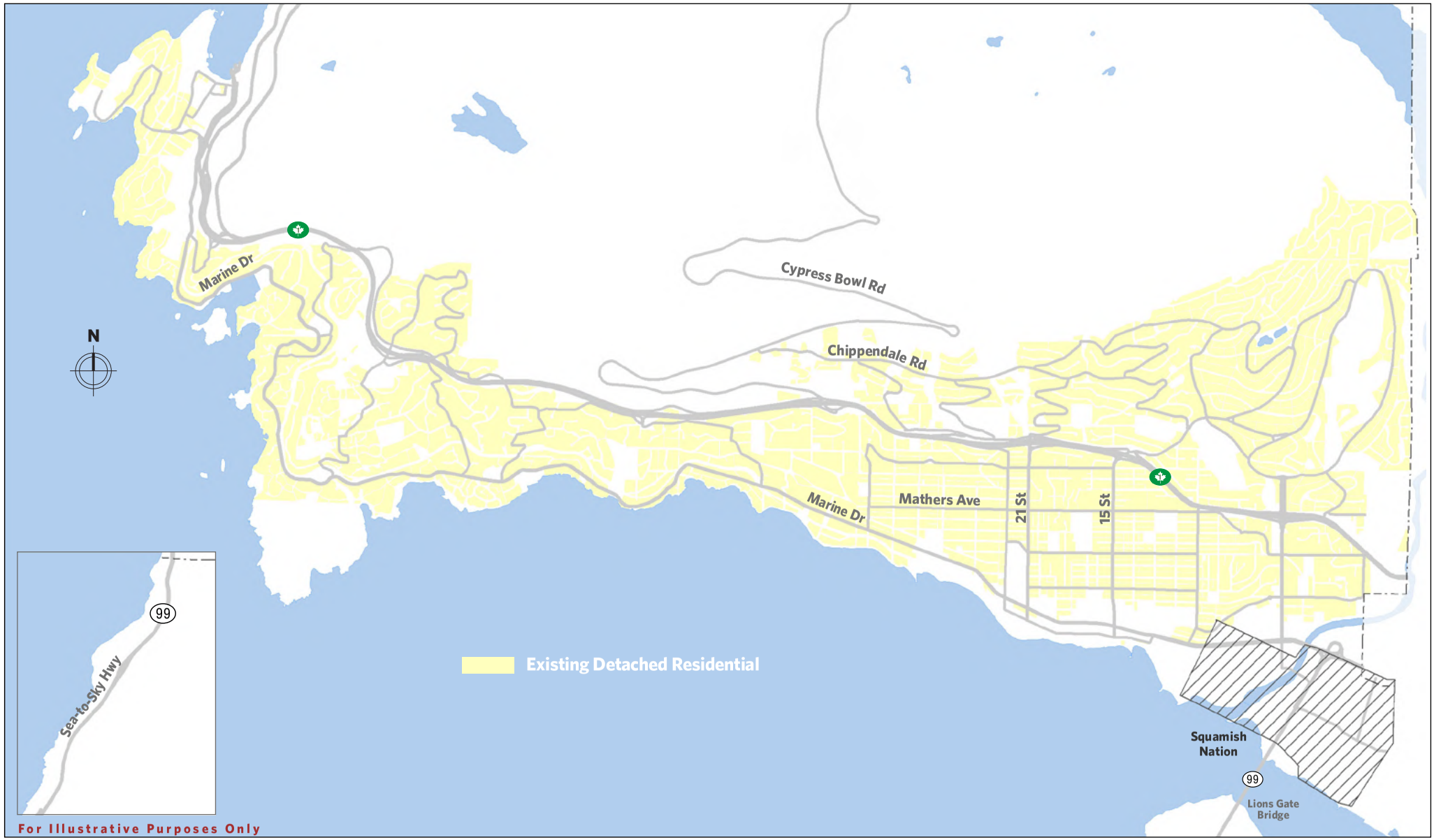
2.1.10 Protect buildings, structures and landscapes on the District's Heritage Register by:

a. Allowing the conversion of single-family homes into multi-family use (e.g., duplex, triplex);
b. Allowing fee-simple subdivisions or infill options (such as cottages or coach houses) on the same lot;
c. Varying siting to protect valued trees and landscapes;
d. Encouraging protection through bonus density and considering density transfer;
e. Considering financial incentives (e.g., the reduction of development fees or charges, tax incentives);
f. Reducing off-street parking requirements;
g. Securing protection through Heritage Designation Bylaws;
h. Supporting restoration through Heritage Revitalization Agreements; and
i. Expediting the review process for the retention of heritage properties.

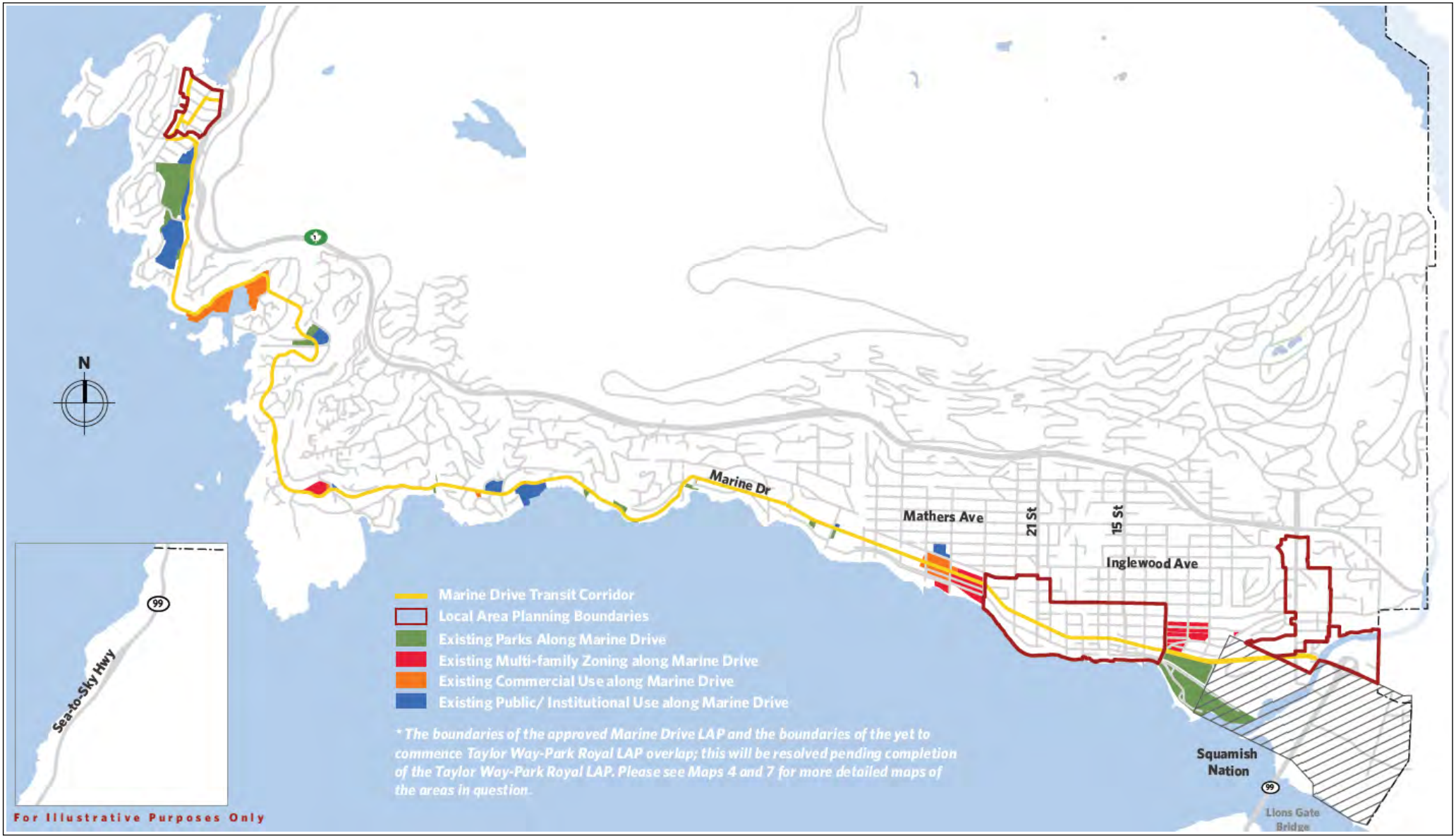
2.1.11 Support the Lower Caufeild Heritage Conservation Area by reviewing proposals against neighbourhood built-form guidelines.

2.1.12 Support the small island character of Eagle Island by continuing to prohibit subdivision and attached or detached secondary suites (i.e., basement suites or coach houses).

MAP 1. NEIGHBOURHOOD INFILL OPPORTUNITIES



MAP 2. MARINE DRIVE TRANSIT CORRIDOR



Strengthening our centres and corridors through local area plans

2.1.13 Implement local area plans for the following areas:

a. Marine Drive Local Area Plan (see Map 4); and

b. Horseshoe Bay Local Area Plan (see Map 6).

2.1.14 Create new housing capacity through the Ambleside Local Area Plan (see Map 5), subject to provision 2.1.16 of this plan by:

a. Implementing the Apartment Area;

b. Completing the Commercial Centre; and

c. Preparing Neighbourhood Area plan(s).

2.1.15 Create new housing capacity through a local area plan for the Taylor Way-Park Royal area (see Map 7), subject to provision 2.1.16 of this plan.

2.1.16 Prepare local area plans by:

a. Reviewing and confirming boundaries and new unit estimates through the local area planning processes (see Maps 5–7);

b. Determining densities, heights and building forms that respond to neighbourhood context and character (e.g., topography, natural features, site area, transportation and amenities); and

c. Prioritizing mixed-use and apartment forms in core areas and ground-oriented multi-family forms (e.g., townhouses, duplexes) to transition to adjacent single-family neighbourhoods.

2.1.17 Prior to the adoption of a local area plan, consider proposals within the local area plan boundary by:

a. Applying relevant District-wide policies contained in this plan and any existing area-specific policies and guidelines; and

b. Requiring the proposal's contribution to rental, non-market or supportive housing, or its advancement of low-carbon construction, or its ability to forward the public interest or provide other community benefits as determined by Council.

Advancing housing affordability, accessibility and sustainability

2.1.18 Support existing purpose-built rental housing stock and renter households by:

a. Prohibiting stratification of existing purpose-built rental buildings with more than four units;

b. Enabling additional infill purpose-built rental units through bonus density where there is underutilized site area;

c. Encouraging and requiring, where feasible, tenant assistance for renters when displaced through the redevelopment of purpose-built rental apartments;

d. Enabling full or partial replacement of purpose-built rental units through bonus density, increased height, and available zoning tools during redevelopment of rental apartments;

e. Considering financial incentives for non-market rental units (e.g., the reduction of development fees or charges, tax incentives);

f. Reducing off-street parking requirements; and

g. Securing market and non-market rental housing units in perpetuity through Housing Agreements and available zoning tools.

2.1.19 Secure new purpose-built market and non-market rental, seniors and supportive housing units in appropriate locations close to transit and amenities by:

a. Incentivizing new rental units through bonus density, increased height, and available zoning tools;
b. Considering cash-in-lieu contributions to the District's Affordable Housing Fund when preferable for meeting the District's housing objectives;
c. Considering financial incentives for non-market rental units (e.g., the reduction of development fees or charges, tax incentives);
d. Reducing off-street parking requirements; and
e. Securing market and non-market rental housing units in perpetuity through Housing Agreements and available zoning tools.

2.1.20 Incentivize and enable non-profit housing groups, private operators, and senior levels of government and government agencies in the maintenance of existing and creation of new market and non-market rental, seniors or supportive housing by:

a. Considering site-specific rezoning applications with additional uses, height and density; and
b. Supporting a range of options, including market and non-market rental, independent and assisted living, licensed seniors care, supportive housing, and mixed-market development.

2.1.21 Ensure new development contributes to meeting the community's needs by:

a. Requiring a range of unit sizes (from studio, one-bedroom to three-bedroom units) and a variety of housing forms (including lock-off units) that are suitable for a range of households and family types in new multi-family and mixed-use housing development;
b. Considering additional density and height for projects that provide complementary community uses (e.g., senior day centre, childcare), deeper levels of affordability and supports, and other community benefits;
c. Prohibiting long-term rental restrictions in new strata-titled developments; and
d. Implementing accessible and adaptable design requirements in the BC Building Code.

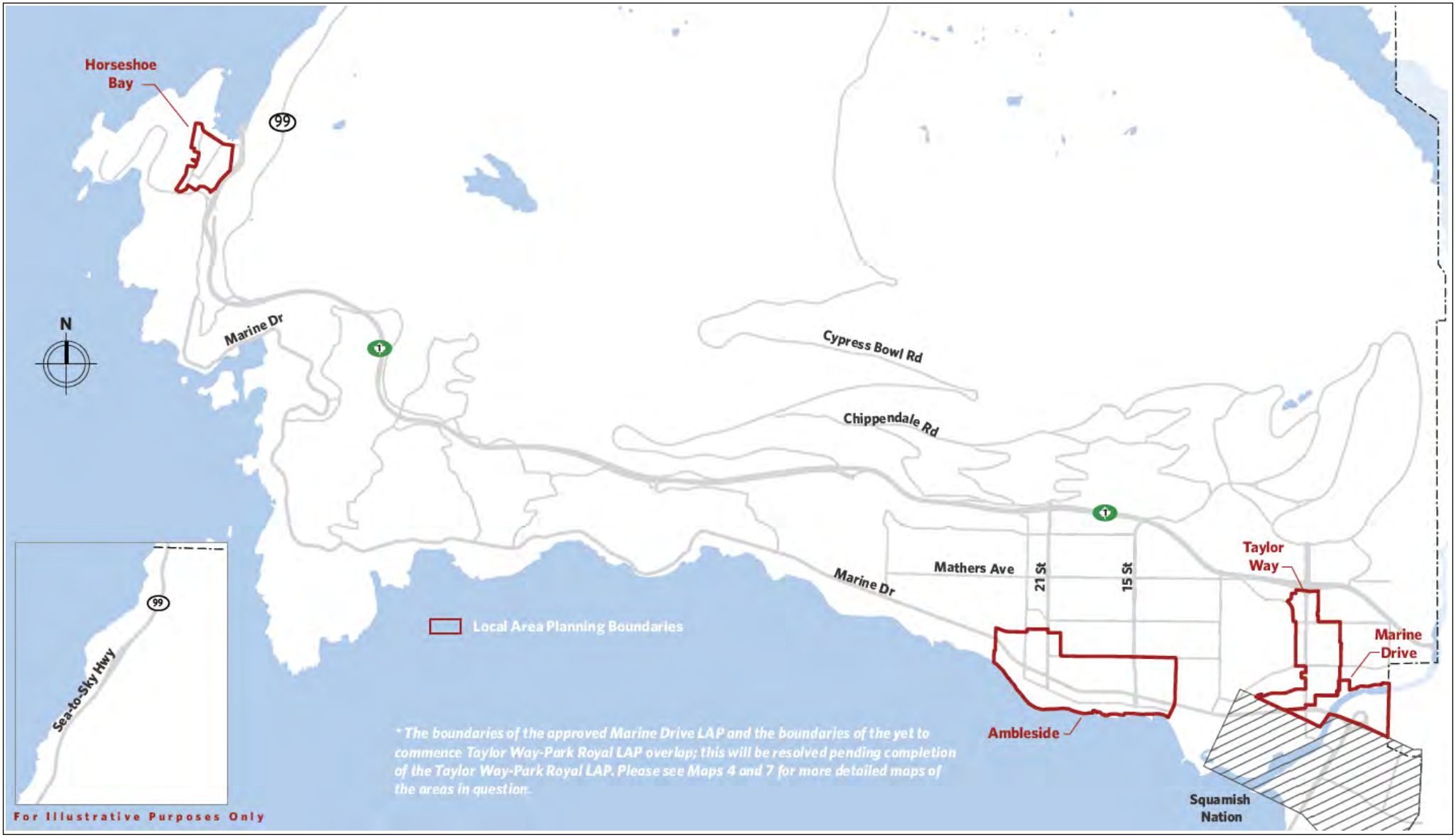
2.1.22 Use surplus District-owned lands to increase the availability of more diverse and affordable housing.

2.1.23 Advance community energy efficiency and reduce GHG emissions by:

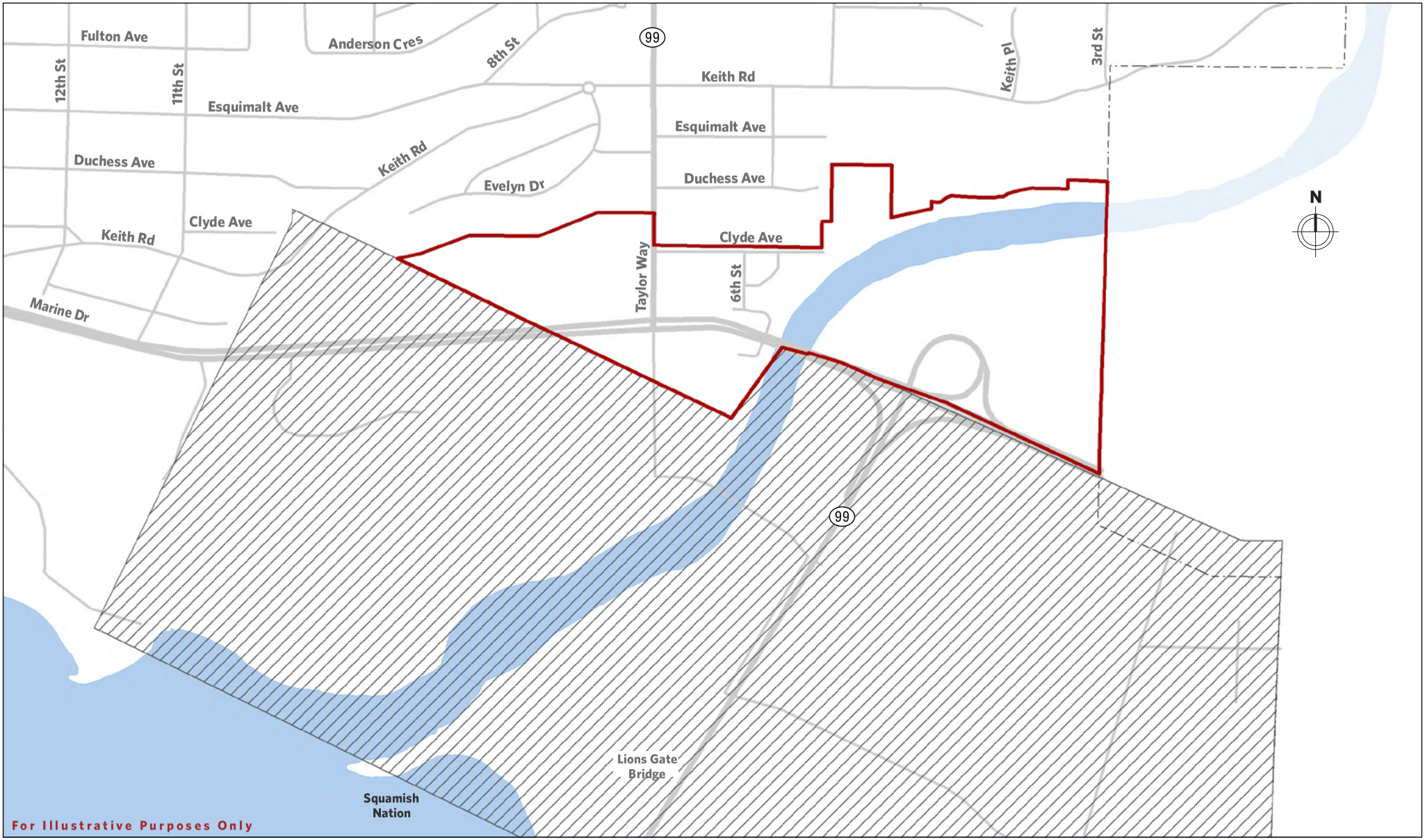
a. Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
b. Increasing the percentage of efficient building forms;
c. Requiring leading energy efficiency standards and considering site design and orientation;
d. Encouraging renewable energy; and
e. Providing incentives to support energy-efficiency building retrofits and conversion of building systems to low-carbon energy sources.

2.1.24 Review regulations to advance climate adaptation measures in new housing and site design.

MAP 3. LOCAL AREA PLANNING BOUNDARIES



MAP 4. MARINE DRIVE LOCAL AREA PLAN BOUNDARY



MAP 5. AMBLESIDE TOWN CENTRE LOCAL AREA PLANNING BOUNDARY

MAP 6. HORSESHOE BAY LOCAL AREA PLANNING BOUNDARY

MAP 7. TAYLOR WAY-PARK ROYAL LOCAL AREA PLANNING BOUNDARY

2.2 Future Neighbourhoods

The Upper Lands comprise undeveloped publicly and privately owned lands north of Highway 1. Historically, residential development above the highway has consisted predominantly of detached single-family housing, often on large estate-sized lots. Environmental features and lands with high recreational potential have typically remained under private ownership. Neighbourhoods have been planned incrementally over the last 80 years, moving from the eastern boundary of West Vancouver westwards, which has led to limited amenities and services in the Upper Lands. More recently, planning for the Rodgers Creek neighbourhoods (currently under construction) marked a shift towards multi-family housing forms in anticipation of the future Cypress Village.

Emerging issues to address

Undeveloped lands below 1,200 feet in elevation are zoned for single-family development. However, these lands include important environmental assets and recreational opportunities that the community values, notably in areas west of Eagle Creek where the District recently dedicated Whyte Lake Park (2014) and where important wetlands and Arbutus groves exist.

Adopting a more holistic lens is needed to situate all future development within its wider mountain context—both to preserve the most valuable environmental and recreational values in perpetuity, and to provide for future development of the kinds of housing and amenities in and around Cypress Village that most benefit the community. The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) reflects this hollistic approach.

We have many watercourses flowing from the Upper Lands through our neighbourhoods to the ocean

Residentially zoned lands represent a significant area of the Upper Lands [6]

1,400 acres below 1,200 foot contour

=25% of Upper Lands Area

British Pacific Properties holds the majority of land below 1,200 feet [7]

~80% of area not dedicated as parkland

below 1,200 feet owned by **BPP**

6 These figures do not include lands acquired by the District from BPP through the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

7 These figures do not include lands acquired by the District from BPP through the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

Key OCP actions

This OCP recommends the transfer of development potential away from higher value ecological and recreational assets to cluster new housing close to existing infrastructure in the compact and complete future neighbourhood(s) of Cypress Village [8] and Cypress West. This would allow a much larger area to become protected in perpetuity.

As the over-arching land use planning document, this OCP establishes policies to guide detailed master planning as follows:

- A rigorous procedural framework to manage new development in the Upper Lands through the preparation of comprehensive area development plans; and
- More specific policies and expectations to guide planning for the future Cypress Village and Cypress West neighbourhood(s).

Please note that additional policies related to the protection of existing Upper Lands natural assets are located in section 2.7, under the theme "Parks & Environment" and in the Area Development Plan for Cypress Village and Eagleridge in this OCP.

How these future neighbourhoods actions support overall community objectives

Compact neighbourhoods allow residents to enjoy close access to services and amenities, as well as vibrant public spaces for social gatherings and activities enjoyed across all ages. Proximity to recreational activities can support active lifestyles that contribute to overall health and well-being.

New economic opportunities can be provided in commercial areas, with new business spaces that can support not only local residents but also tourism and recreation spending. Businesses can also enjoy a stable customer base from residents in the compact neighbourhood.

A more compact community can permanently protect sensitive ecological assets from future development. New development can also support environmental features, such as renewable energy and high performance buildings, mitigating GHGs compared to a business as usual development scenario.

A compact and complete community, where residents can live, play and work in the same area, enables greater walkability and reduces the need to drive, contributing to overall reductions in transportation and congestion costs.

8 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) incorporates this transfer of development potential principal.

POLICIES

Managing new development in the Upper Lands through area development plans

2.2.1 Manage new development in the Upper Lands (see Map 8) by:

a. Continuing to restrict residential development in the Limited Use and Recreation area above 1,200 feet;

b. Maintaining an overall residential density of 2.5 units per gross acre for undeveloped public and private lands below 1,200 feet except where additional density is approved within an Area Development Plan that is intended to achieve Policy 2.2.1 c., Policy 2.2.3 b., and/or other objectives (e.g. provision of community amenities/facilities); and

c. Varying density within areas and transferring development rights from one area to another to direct development to lands most suitable for development, protect and acquire environmental and recreational assets, and allocate density to achieve neighbourhood focus and identity.

2.2.2 Prepare Area Development Plans to establish permitted land uses, development criteria, and design controls prior to the subdivision, rezoning and development of land.

2.2.3 Determine through a planning process, including technical analysis and public input, if there are demonstrable community benefits that would warrant consideration of:

a. Any exceptions to the restriction on residential development above 1,200 feet; or

b. Any increases to the overall residential density provisions below 1,200 feet.

2.2.4 Ensure Area Development Plans incorporate (but are not limited to):

a. An approved area defined by major features that is sufficiently large to permit the proper planning for transportation networks, public facilities and parklands, and comprehensive neighbourhood designs;

b. A comprehensive inventory and sieve analysis of the area's terrain and topography, watercourses, habitats and ecosystems (including any species at risk or environmentally sensitive areas), locally important biophysical or natural features, and recreational and cultural features;

c. A demonstration of how the analysis of the area is used to identify land use opportunities and constraints, lands that are suitable for development, and lands of particular environmental, cultural or recreational significance that may warrant special treatment or protection (such as watercourse corridor protection);

d. A proposed land use plan with types of commercial and housing uses (including rental and non-market), and any lands required for community facilities (including consideration of the need for school sites), that relates the proposed land use to the terrain, including type of development, anticipated site coverage and overall square footage;

e. The location and intended function of parks and open spaces (for example, active, passive, preservation) and the use of natural and landscape features (such as watercourse corridors and greenbelts) to frame and connect neighbourhoods and achieve an irregular mountain outline or "soft edge" to development;

f. The location and preliminary design for major roads and trail systems and other public infrastructure requirements and a description of how trail, road and driveway configurations are sited to respond to terrain;

g. An identification and analysis of how the proposed development integrates with and impacts the community's existing transportation network, including walking, cycling, and transit, with consideration to access, parking and transportation demand management;

h. An environmental plan—including stormwater management, energy efficiency and reduced greenhouse gas emissions, risk management (e.g., forest fire), and other mitigation and adaptation strategies—to achieve a sensitive and sustainable development scheme;

i. Implementation requirements including general servicing, funding and legal agreements, the approach to community amenity and other developer contributions, and development permit guidelines for the future development of specific sites; and

j. An assessment of the development's overall financial implications to the municipality.

2.2.5 Ensure the community benefits from new development by:

a. Requiring equitable and proportional financial and/or in kind contributions and the provision of necessary parkland, infrastructure, housing, amenities and facilities from private development; and

b. Maintaining the value of public lands below 1,200 feet as potential development sites or as sites to be protected as parkland whose development potential can be transferred to more suitable locations, where appropriate.

2.2.6 Monitor the average pace of development of new neighbourhoods in the Upper Lands and review planning and development processes as necessary or appropriate.[9]

Planning the new Cypress Village and Cypress West neighbourhoods

2.2.7 Prepare Area Development Plan(s) for the Cypress Village and Cypress West neighbourhoods (see Map 9).[10]

2.2.8 Cluster development around a mixed-use Cypress Village to minimize the area developed, protect natural and recreational features, reduce required infrastructure, achieve the compact development of mixed housing forms, and ensure a sustainable village with a strong sense of community.

2.2.9 Seek to transfer the residential development potential from all remaining lands below 1,200 feet west of Eagle Creek to:

a. The Cypress Village planning area (between Cave and Cypress Creeks) as the primary focus for future neighbourhood development in the Upper Lands[11] ; and

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

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

10 The Area Development Plan for Cypress Village and Eagleridge is now complete (see Schedule ii).

11 This vision is incorporated into the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

2.2.10 Consider the transfer of residential development potential from lands west of Eagle Creek below 1,200 feet to lands above 1,200 feet that are generally contiguous with the Cypress Village planning area in limited locations if and only if:

a. These lands are more suitable for development and lands of higher ecological or recreational value west of Eagle Creek can thereby be protected; and
b. The residential development potential from lands west of Eagle Creek below 1,200 feet cannot be accommodated within the Cypress Village[12] and Cypress West planning areas in a form of development acceptable to the community.

2.2.11 Protect lands west of Eagle Creek below 1,200 feet whose development potential has been transferred, designate these lands as Limited Use and Recreation, and dedicate them as public parkland or non-profit conservancy or similar publicly-accessible open space in perpetuity.

2.2.12 Prioritize the public acquisition and/or permanent protection through area density variation and development transfer of the most ecologically and recreationally significant private lands (including Cypress Falls, the Larson wetlands, and Arbutus Grove west of Nelson Creek) and maximize contiguous areas to be protected and connections between these areas.[13]

2.2.13 Establish Cypress Village as a unique gateway to mountain recreation with strong links to the rest of West Vancouver, incorporating distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community.

2.2.14 Include a range of housing types, tenures and unit sizes (including rental, non-market, family, and seniors housing) within the Cypress Village and Cypress West neighbourhoods to meet the needs of residents of different ages and incomes, and establish maximum unit sizes for these housing types.

2.2.15 Consider density bonuses in the Cypress Village and Cypress West neighbourhoods if:

a. The residential development potential from lands west of Eagle Creek below 1,200 feet has been accommodated within the Cypress Village and Cypress West neighbourhoods; and
b. More complete and successful communities in Cypress Village and Cypress West can be achieved, in terms of amenities and facilities, the desired variety of housing types and tenures, and the economic feasibility of commercial services.

2.2.16 Incorporate recreational and visitor spaces and amenities into the design and planning of Cypress Village, including trail connectivity to the wider mountainside and the potential development of complementary non-residential uses above 1,200 feet (e.g., visitor accommodation, natural wellness, outdoor education and recreation).[14]

12 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) accommodates the transfer of development potential from the Eagleridge lands to Cypress Village (without including development above 1,200 feet).

13 Ecologically and recreationally significant private lands in Eagleridge have been protected as part of the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) reflecting these priorities.

14 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) includes trail connectivity to the wider mountainside but accommodates the transfer of development potential from the Eagleridge lands to Cypress Village without including development above 1,200 feet.

MAP 8. UPPER LANDS PLANNING FRAMEWORK

MAP 9. CYPRESS VILLAGE AND CYPRESS WEST AREAS

B LOCAL ECONOMY

2.3 Local Economy and Employment

West Vancouver has historically developed as a residential community and visitor destination, without industrial activities, with residents often working in the nearby employment centre of downtown Vancouver. This history has been instrumental in shaping the community and its commercial activities. Today, our local economy is comprised primarily of retail, service and recreational sectors that are restricted to defined areas, serving the local and regional community.

The commercial areas in West Vancouver consist of Ambleside Municipal Town Centre, Park Royal regional shopping centre, the neighbourhood and village centres of Dundarave, Caulfeild Village and Horseshoe Bay, and minor, dispersed local commercial sites and marina operations. Each of our town and village centres now has an active business association working to build our local economy and support our entrepreneurs.

Emerging issues to address

Our businesses are met with the challenges of a declining workforce, diminishing local market, and difficulty in attracting and retaining staff due to high housing costs and limited transit options. At the same time, residents have expressed an interest in having more vibrant commercial services close by. These and other factors mean that we need policies to support greater economic diversification and encourage job creation to promote a more resilient and vital economy in the long term.

We have very limited commercial land and tax base

<1% of land is commercial or mixed-use

7% of tax base is commercial

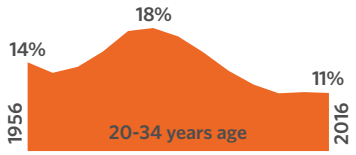
Our jobs base is shrinking

-175 West Vancouver

+20,000 Metro Vancouver

number of jobs per year between 2001-2011

We have a low proportion of young adults in the community to support our local work force



Key OCP actions

The OCP can plan for commercial and other land uses that support economic activities in the community. These policies provide the community with a framework of broader objectives for the local economy, including the relationship of surrounding uses in commercial areas.

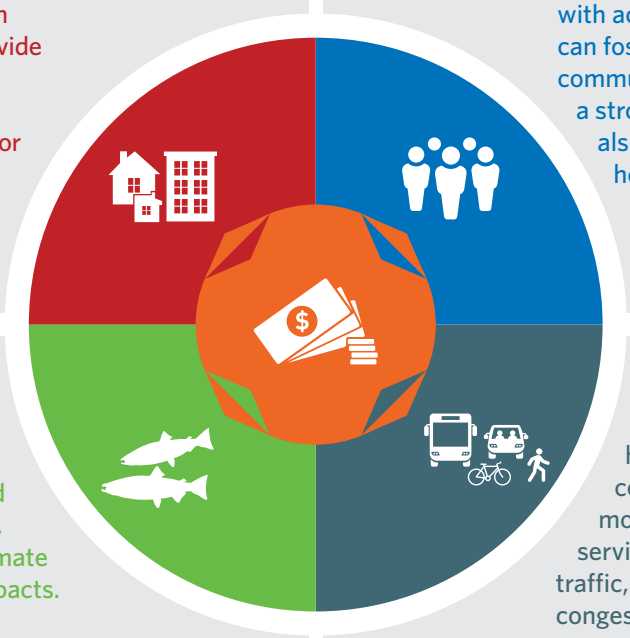
This OCP seeks to:

- Strengthen our commercial centres and nodes by maintaining existing commercial uses and expanding compatible economic activities;
- Support both residents and visitors through incentives for visitor accommodations, more flexible space uses for the creative sector, and placemaking for a more attractive public realm; and
- Promoting emerging economic opportunities and innovations, such as the health and education sectors, start-ups, and green businesses.

How these local economy actions support overall community objectives

Local businesses and jobs can be better supported with nearby housing that can provide a workforce and customer base. More non-residential development also provides for a more resilient tax base for the community.

Vibrant neighbourhood centres with access to shops and services can foster social interaction, community connectedness, and a strong local economy can also support individual and household income.



Business innovation and investments that consider our natural assets and climate can lead to new economic opportunities and a more resilient community, capable of withstanding climate change and other costly impacts.

A better balance and fit between our jobs and housing, and improved connectivity for the movement of goods and services, can reduce commuter traffic, commute times and road congestion.

POLICIES

Strengthening our commercial centres and nodes

2.3.1 Emphasize Ambleside Municipal Town Centre as the heart of West Vancouver with commercial land uses, such as:

a. Retail, service and restaurants;
b. Arts and culture spaces;
c. Offices;
d. Civic services and facilities;
e. Visitor accommodation, such as boutique hotel(s); and
f. Waterfront recreation.

2.3.2 Recognize Park Royal as the regional shopping centre with commercial land uses, such as:

a. Larger format retail, service and restaurants;
b. Entertainment; and
c. Offices.

2.3.3 Enhance Horseshoe Bay Village Centre as a local and regional destination with commercial land uses, such as:

a. Retail, service and restaurants centred on the waterfront;
b. Regional transportation facilities;
c. Visitor accommodation;
d. Tourism and recreation; and
e. Secondary office use.

2.3.4 Regenerate Dundarave and Caulfeild Village Centres with small-scale, street-level retail, service and restaurants, secondary office use, and mixed residential and commercial uses that reflect their respective characters and contexts.

2.3.5 Plan for a range of commercial uses in the new Cypress Village to create a successful mountain "gateway" village that supports local residents and provides local jobs.

2.3.6 Expand commercial and mixed-use zones to broaden economic opportunities and stimulate employment growth.

2.3.7 Maintain existing marine commercial use zones and provide for ancillary and secondary marine related uses at marinas.

2.3.8 Encourage compatible economic activities District-wide including, but not limited to, expanded retail and services in local commercial nodes, and home-based businesses.

2.3.9 Review and update built-form guidelines for centres and commercial nodes.

Supporting tourism and visitors

2.3.10 Support the development of visitor accommodations, including but not limited to:

a. Boutique hotel(s) in Ambleside Municipal Town Centre;
b. Bed and breakfast and short-term rental accommodations on properties recognized for their heritage value; and
c. Visitor accommodation(s) in Cypress Village and other commercial centres, where appropriate.

2.3.11 Incentivize hotel development and other major business and employment creation opportunities through bonus density provisions in appropriate locations.

2.3.12 Encourage the creation of versatile spaces, such as live-work, production-retail uses, that support arts and culture sector development.

2.3.13 Support placemaking through an attractive public realm and experience by:

a. Incorporating inviting public spaces in village and town centres;
b. Incorporating public art in public spaces;
c. Developing streetscape plans in key commercial areas;
d. Developing a District-wide wayfinding plan to guide visitors to commercial areas and other visitor attractions; and
e. Encouraging new evening entertainment, cultural and special events.

2.3.14 Support the province's operation of Cypress Provincial Park as a major regional recreational and natural resource.

2.3.15 Work with key partners, such as local and regional business and tourism associations, and provincial and federal tourism agencies to market West Vancouver as a recreational and cultural destination in Metro Vancouver and Sea-to-Sky regions.

Promoting opportunities and innovation

2.3.16 Support emerging economic opportunities that complement our natural and cultural assets, such as (but not limited to):

a. Expansion of the healthcare sector, including independent and assisted living and residential care uses;
b. Technology-based employment creation in commercial areas where appropriate, including opportunities for energy innovations;
c. Scientific and technology-based research functions and visitor attractions, such as the West Vancouver Fisheries and Oceans Canada (DFO) Laboratory site;
d. Creative sector and film industry investments; and
e. Low-carbon building materials and techniques.

2.3.17 Foster partnerships and collaboration with the business community, academic institutions, non-profit organizations, neighbouring municipalities, other governments and the First Nations to achieve mutual economic development objectives.

2.3.18 Support small business through:

a. Expanding existing small commercial nodes to accommodate additional local serving commercial spaces;
b. Reviewing business licensing processes to better support business; and
c. Encouraging development of shared and affordable workspaces that foster opportunities for business collaboration and lower operating costs for start-ups.

2.3.19 Consider opportunities to expand education and green business sectors through collaboration with key partners, such as post-secondary institutions.

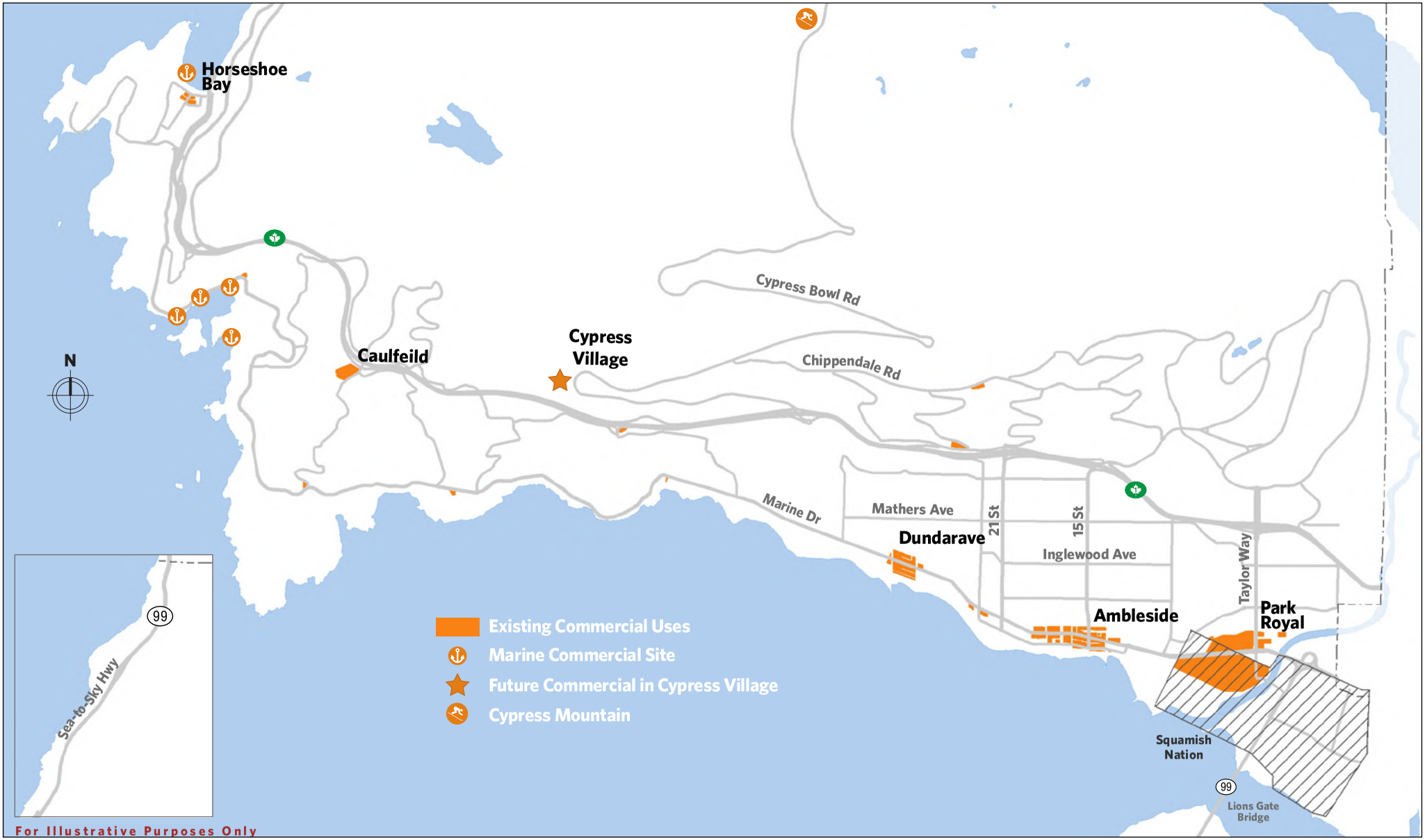
2.3.20 Consider opportunities to support economic objectives on District-owned lands.

2.3.21 Encourage local businesses to employ socially and environmentally-responsible practices, including but not limited to:

a. Incorporating accessibility features in private commercial spaces to reduce barriers, be age-friendly, and better accommodate our demographics; and
b. Promoting resource conservation, and carbon and waste reduction initiatives.

2.3.22 Work with BC Ferries on Horseshoe Bay Ferry Terminal plans to support the local economic benefit of the terminal, integrate it with the intermodal transportation network, and mitigate any impacts of redevelopment on the community.

MAP 10. COMMERCIAL AND TOURISM AREAS



C TRANSPORTATION & INFRASTRUCTURE

2.4 Mobility and Circulation

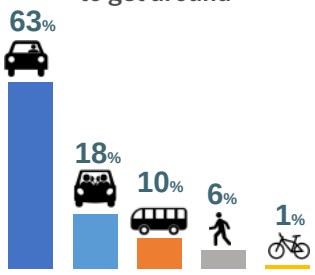
West Vancouver's transportation network consists of approximately 90 km of sidewalks, 5 km of bike routes, 135 km of trails, and a transit system, that provide alternative connections around our community and to the rest of the North Shore and downtown Vancouver. Horseshoe Bay is also the location of the Horseshoe Bay Ferry Terminal which provides a key local and regional transportation connection between Metro Vancouver, Vancouver Island, Bowen Island and the Sunshine Coast.

Our road network includes provincial, regional and local roads. Most notably: the Ministry of Transportation has jurisdiction over the Upper Levels Highway, Taylor Way and access to the Lions Gate Bridge; and Marine Drive (as far as Dundarave) is part of the regional road network and is a frequent transit corridor. Our local municipal roads reflect our natural topography and landscape and the different land use patterns of our various neighbourhoods. This network features a grid pattern within and around Ambleside Municipal Town Centre and Horseshoe Bay, with generally irregular ("curvilinear") and often discontinuous local streets throughout the rest of the community.

Emerging issues to address

Our topography and generally dispersed land use pattern has historically meant that our community remains largely car-dependent. This, and our location between Vancouver and the Sea-to-Sky corridor, adds pressure to our roads and contributes to congestion. We need to use our existing networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. It is also imperative that we plan ahead on travel options to accommodate our aging population. These and other key factors highlighted below demand new and clearer policies to support the long-term transportation needs of our community:

Our residents typically drive to get around

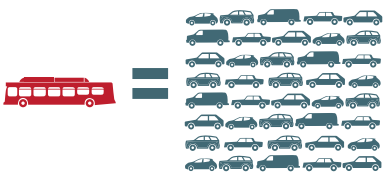


Many of our workers and students commute here

70% of our workforce

25% of our students

Significant transit investments are occurring



every 1 full bus = 40 cars off the road

Key OCP actions

While specific operational guidelines and project decisions around transportation infrastructure are directed through more detailed network plans, the OCP provides high-level policies to guide the approximate locations and scale of future transportation systems in the community. These policies provide a framework for ongoing improvements and investments, and integrate these with the over-arching land use planning objectives and functions of an OCP.

To address the current challenges and anticipated transportation needs of our current and future generations, this OCP seeks to:

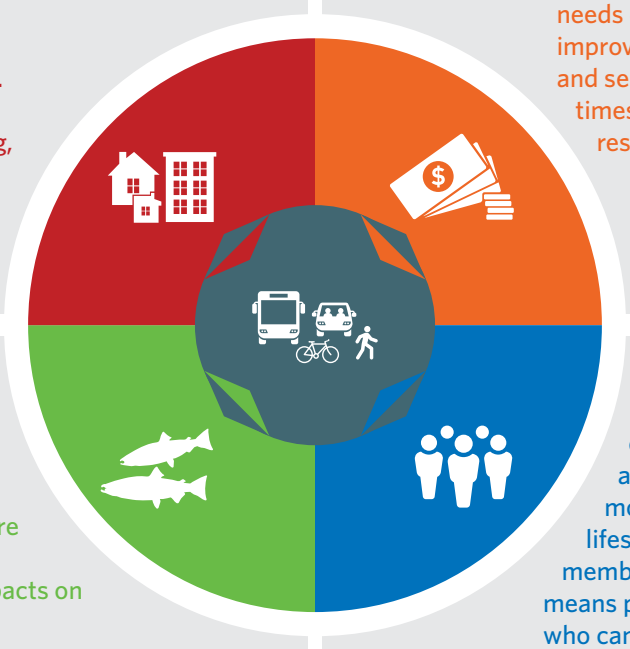
- Encourage and prioritize walking and cycling through expanding key new connections, improving safety and integrating these systems with transit;
- Support and prioritize transit mobility and regional connections to improve infrastructure and services and advance connectivity for all travel modes;
- Enhance road network accessibility, safety and efficiency with key new road linkages and safety upgrades; and
- Promote sustainability and transportation innovation, such as car and ride sharing, and electric and low-emission vehicles.

Additionally, policies within other themes of this OCP will be implemented in an integrated manner to support our transportation networks.

How these transportation actions support overall community objectives

Mobility can be improved through strong connections between neighbourhoods, jobs, services and amenities. Complete neighbourhoods foster walkability and cycling, and housing along transit corridors can help reduce vehicle dependency.

Transportation that fits the needs of daily commuters and improves connectivity for goods and services can reduce commute times and congestion costs to residents and businesses.



Transportation is a major contributor to greenhouse gas emissions and has other impacts (e.g., air quality and noise). Reduced auto-dependency and a more diverse mode split can help lessen the community's impacts on the environment.

Diverse, active and well-connected transportation options can improve accessibility and enable more active and healthy lifestyles. Equity for all members of the community means providing options for those who cannot drive (e.g., for reasons of age, health or income).

POLICIES

Encouraging walking and cycling

2.4.1 Address identified gaps and complete the pedestrian and cycling network with integration to transit, town and village centres, community facilities, schools, parks and trails system (see Map 11).

2.4.2 Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as:

a. Key new connections;
b. Wider and weather-protected sidewalks;
c. Protected bike lanes;
d. Integrated, comfortable and weather-protected bus stops on major routes; and
e. Strengthened connections between housing, employment, neighbourhood hubs, and the Frequent Transit Network.

2.4.3 Use road rights of way to expand urban connector trails throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.

2.4.4 Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects and expand parking and related destination infrastructure for cyclists.

2.4.5 Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.

2.4.6 Expand wayfinding features along the pedestrian and cycling networks, especially in and around centres and key neighbourhood hubs (e.g., schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

2.4.7 Work with partners, including TransLink, to improve transit infrastructure, service area, frequency and efficiency.

2.4.8 Support the expansion of frequent transit services, prioritizing connections between Park Royal and Dundarave by expanding bus priority measures and transit-supportive road treatments along Marine Drive to improve reliability and speed of transit service, and to facilitate future rapid bus service.

2.4.9 Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in town and village centres and around neighbourhood hubs.

2.4.10 Support the continuation of rail and ferry transport services.

2.4.11 Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver, senior governments, and private entities to advance connectivity for all travel modes and explore alternatives (e.g., lower level road, rail, ferry, marina and water taxi services, shuttle buses and enhanced transit across Burrard Inlet).

Enhancing network accessibility, safety and efficiency

2.4.12 Maintain the transportation network for the safety and reliability of all users (i.e., pedestrians, cyclists and drivers), and seek to expand connections as opportunities arise (see Map 12), including:

a. Access to the Cypress Village area;
b. The Low Level Road to bypass the Lions Gate Bridge;
c. A Clyde Avenue-Klahanie Park crossing over the Capilano River; and
d. Synergistic pedestrian and cyclists route expansions with new road connections, including, but not limited to, protected sidewalks and bike lanes.

2.4.13 Deliver road network enhancements through public and private development opportunities.

2.4.14 Incorporate universal access and age-friendly design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities (e.g., accessible pedestrian signals, tactile walking surface indicators, appropriate curb-cuts and letdowns).

2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users.

2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.

2.4.17 Develop parking management strategies in town and village centres to meet the needs of residents, business patrons and visitors of all ages and abilities and support more sustainable modes of travel.

2.4.18 Facilitate effective and efficient goods movement on the transportation network.

2.4.19 Explore and implement options to reduce traffic impacts associated with construction throughout the community.

2.4.20 Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, schools, Vancouver Coastal Health, and community groups (including but not limited to seniors and people with disabilities) to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

2.4.21 Prioritize sustainable and low-carbon transportation options (e.g., walk, bike and transit) and transportation demand management strategies.

2.4.22 Seek to reduce auto dependency in private and public development projects.

2.4.23 Support bike and car sharing and carpooling in town and village centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.

2.4.24 Provide infrastructure for electric, alternative-fuel, and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.

2.4.25 Consider health impact and public health consequences of transportation planning decisions (e.g., air quality, injury prevention, physical activity).

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MAP 12. TRANSPORTATION NETWORK

2.5 Municipal Operations and Infrastructure

Municipal infrastructure consists of the physical utilities systems and the operations that enable West Vancouver residents and businesses to enjoy continuous services of:

- Safe, potable water through our water supply and distribution;
- Efficient removal of liquid and solid wastes through sewage collection, garbage disposal and recycling services; and
- Safe and reliable drainage to manage natural precipitation.

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

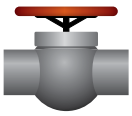
State-of-the-art filtration plants at Eagle Lake & Montizambert Creek

321KM of water mains

235KM of storm drainage mains

22 reservoirs

District-owned Citrus Wynd Sewage Treatment Plant



340KM of sanitary sewer mains

>12,500 sanitary service connections

We are conscientious recyclers

8,600tonnes diverted from landfill annually

diversion rate **>70%**

Emerging issues to address

Our municipal utility infrastructure systems are of varying age and require ongoing maintenance and potential restoration and upgrades throughout their life cycles. These must be planned on an ongoing basis to ensure long-term reliable services. At the same time, emerging challenges, such as climate change, create external pressures on our aging systems. For instance, changing climate conditions have led to:

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

We must plan to adapt to these changes so that our community remains resilient over time.

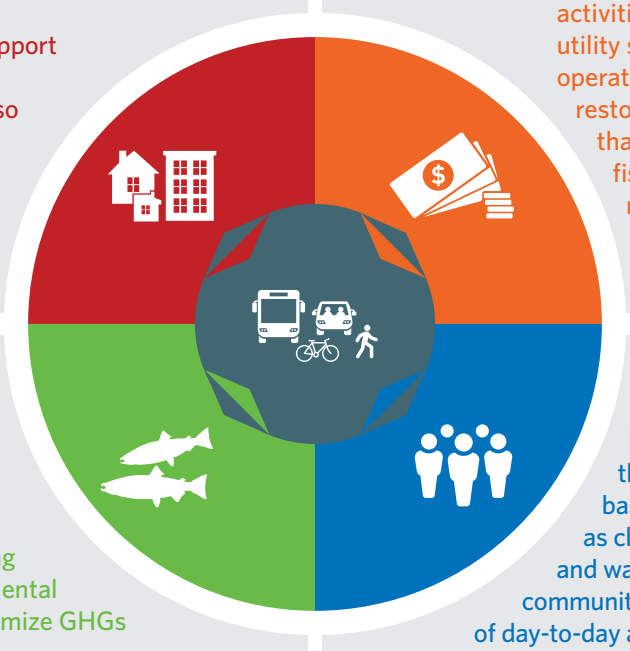
Key OCP actions

As a high-level planning document, the OCP sets out policies to provide for environmentally and fiscally sustainable services as a long-term framework for managing municipal utility systems and operations. In particular, this OCP seeks to:

- Apply best management practices for municipal utilities in the areas of water conservation, waste management and recycling, and sewage and drainage system management, to ensure long-term reliability and resiliency; and
- Lead through sustainable operations, in particular by adopting corporate energy and emission reduction goals to demonstrate municipal leadership.

Sustainable and reliable drinking water, sewage and drainage systems are necessary to support existing and future housing needs. New buildings can also be designed with innovative systems to reduce their impact on infrastructure.

Local businesses and related activities depend on reliable utility services for their operations. Utility infrastructure restorations and upgrades that are well-planned and fiscally well-managed can mitigate cost impacts to the municipality and service disruptions.



Municipal infrastructure can incorporate green features that are designed to support climate change adaptation and be resilient to adverse events, such as extreme precipitation or long droughts. Leading environmental practices can also help minimize GHGs and resource consumption.

While municipal infrastructure works in the background, they are part of the foundations to satisfying basic community needs, such as clean water, sewage, drainage and waste management. The community's continual enjoyment of day-to-day activities and quality of life depend upon their ongoing reliable provision.

POLICIES

Applying best practices for municipal utilities

2.5.1 Continue to monitor and address emerging needs of municipal utility systems (e.g., water supply and distribution, liquid and solid waste removal, and drainage systems) and infrastructure to ensure the long-term sustainable provision of reliable services.

2.5.2 Optimize the efficiency and performance of existing infrastructure systems prior to new system development.

2.5.3 Renew and upgrade deficient components in tandem with the renewal of existing services, roadwork and other infrastructure improvements.

2.5.4 Review and enhance municipal utility systems' resiliency to future climatic conditions and extreme weather events.

2.5.5 Consider potential community health, climate change and natural hazard risks, with consideration for scoping risks assessments and best management practices, when planning for municipal infrastructure and operations.

i. Water conservation

2.5.6 Monitor water usage and revise rate structures as necessary to continue reliable and equitable services.

2.5.7 Encourage use of development practices, landscape designs and built systems that reduce water demand and consumption.

2.5.8 Encourage water conservation through leak detection, water-metering and community-wide education programs.

ii. Waste management and recycling

2.5.9 Increase community-wide diversion rates to meet regional solid waste management objectives of 80% diversion by 2020 and work progressively towards maximizing diversion rates beyond 2020.

2.5.10 Expand organics and food waste reduction through education and on-site composting and reuse.

2.5.11 Facilitate reductions in demolition waste through source separation and diversion, including whole-building demolition or deconstruction.

2.5.12 Manage food waste attractants through education and enforcement to reduce human-wildlife conflicts.

iii. Sewage and drainage system

2.5.13 Pursue bylaw and policy changes and enhancements with the community to enable and support protection of watershed health, sustainable redevelopment, and public safety.

2.5.14 Consider 200-year storm events in the design of major drainage facilities and flood control works.

2.5.15 Employ low-impact storm and rain water management techniques such as infiltration, absorbent landscaping and natural environment conservation to mimic natural conditions and preserve pre-development conditions.

2.5.16 Reduce inflow and infiltration by rehabilitating and replacing older piping where appropriate and employ trenchless technologies where viable.

2.5.17 Employ green infrastructure or naturalized engineering strategies where possible to help manage anticipated increases in frequent storm events and associated flood risks.

Leading through sustainable operations

2.5.18 Lead by example through actively pursuing energy and water conservation, waste reduction and recycling within civic facilities.

2.5.19 Implement corporate energy and emissions reduction initiatives (e.g., energy and GHGs derived from municipal operations) to advance towards the District's corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050, and seek to achieve goals earlier if possible.

2.5.20 Create a fund to support corporate and/or community-wide emissions reduction initiatives.

D PARKS & ENVIRONMENT

2.6 Natural Environment

West Vancouver enjoys a valued natural environment setting: the forested mountainside and protected Capilano and Eagle Lake watersheds; the lengthy, scenic shoreline and marine systems; the many salmon spawning creeks; and areas with significant vegetation such as arbutus groves and old-growth rainforests. There is a strong focus on environmental awareness, with a number of dedicated volunteer groups which play important roles in environmental education and stewardship.

Our natural environment also includes that which is not visible, such as our air and climate. Climate change is a reality and our community has a significant role to play. Buildings, transportation and infrastructure are among the largest consumers of fossil fuels and consequently the largest producers of greenhouse gases (GHG) and other emissions.

Emerging issues to address

Protection of the natural environment is a responsibility shared by federal, provincial, regional and local governments. The District has a legislative responsibility to protect aspects of the natural environment, especially where it interacts with the built environment.

Traditionally, environmental management has generally been more "responsive", trying to mitigate impacts on the environment and protect "what is left". A more modernized approach seeks to restore, or even enhance, valued ecological assets and services, so that they are more resilient to disturbances like natural hazards and extreme weather events.

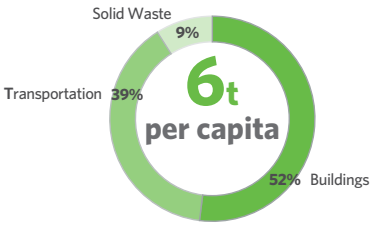
The community also needs to proactively plan and respond to climate change by mitigating its contribution to GHGs and adapting to climate change impacts. For example: as we protect our forests and oceans, they act as carbon storage and help regulate local climates; and our land use decisions influence where people live, work, shop and gather, and how they travel between these destinations, with significant energy and GHG implications.

These opportunities and other factors illustrated below require the creation of policies to direct us towards a sustainable path of managing our natural environment:

We value our legacy of stewardship

>10 active stewardship groups

Our per capita GHG emissions are higher than the regional average



We are emitting more GHG over time

1% increase in GHG between 2010-2012

Key OCP actions

While more detailed strategies provide the operational guidance to protect specific environmental systems and assets, an OCP can provide high-level policies to indicate our overall intent and land-use actions to protect our environment.

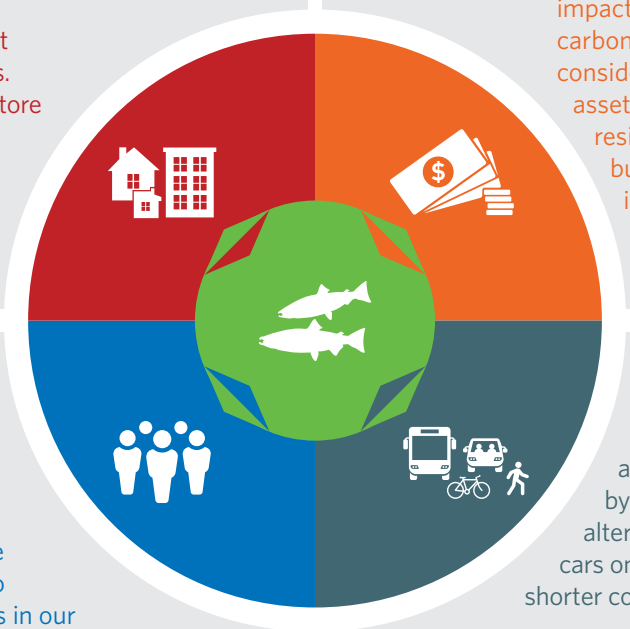
This OCP seeks to:

- Manage our urban environment by strengthening existing environmental regulations and facilitating environmental restoration and enhancement actions;
- Protect and enhance the ecological integrity of specific natural assets, including our watercourses, riparian areas and watersheds, foreshore areas, and sensitive habitats; and
- Respond to climate change and build climate resiliency across the community.

How these environment actions support overall community objectives

The environment can be protected through environmentally-sensitive and energy-efficient building design and practices. Opportunities to protect, restore and enhance the natural environment can be created through more sustainable land use.

Climate change can create costly impacts to the economy. Low-carbon economic activities and considerations for our natural assets can foster community resiliency and sustainable business innovations, investments and collaborations.



Ongoing protection of environmental systems supports the community's enjoyment of nature and ecosystem services, such as clean water and air. Resiliency to climate change can help mitigate impacts to more vulnerable populations in our community.

GHG emissions and other environmental impacts (e.g., air quality and noise) can be reduced by encouraging low carbon alternatives to driving, reducing cars on the road, and supporting shorter commutes.

POLICIES

Managing our urban environment

2.6.1 Maintain all existing environmental development controls and update regulations, guidelines and practices as appropriate, with consideration to provincial and federal legislations, and best management practices.

2.6.2 Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.

2.6.3 Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management).

2.6.4 Support subdivisions that provide alternative site designs, building forms and configurations where site-specific environmental characteristics (e.g., steep slope, watercourses, rock outcroppings) make conventional siting or configuration undesirable.

2.6.5 Balance tree retention, replacement or compensation for their ecological value with consideration to access to sunlight and significant public views.

2.6.6 Continue to work with senior governments, neighbouring municipalities, First Nations, local businesses and land owners, stewardship groups, and other community partners in the delivery of environmental stewardship and education initiatives.

Protecting and enhancing ecological integrity

i. Watercourse, riparian corridor and watershed health

2.6.7 Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.

2.6.8 Provide opportunities to vary development form and density to maximize the permanent protection of watercourse and riparian corridors while accommodating reasonable development potential.

2.6.9 Implement prioritized recommendations of integrated stormwater management plans for District watersheds and update plans to meet evolving needs and incorporate best management practices.

ii. Foreshore areas

2.6.10 Protect the shoreline and its significant environmental and cultural features through:

a. Seeking strategic land acquisition where appropriate;

b. Restricting private encroachments except where necessary for practical access and for parcels along Pasco Road between the foreshore and the Sea-to-Sky Highway; and

c. Regulating existing structures to minimize impact.

2.6.11 Update shoreline protection strategies and flood construction level requirements to further increase protection from sea level rise, reduce shoreline erosion, preserve and enhance habitat and improve public access.

2.6.12 Establish a foreshore development permit area to guide development and construction on or near the foreshore and to protect and enhance foreshore habitats.

iii. Sensitive habitats and natural assets

2.6.13 Identify ecologically important assets and develop a strategy to protect and manage these features and the associated ecosystem services they provide.

2.6.14 Use conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting ecologically important assets.

2.6.15 Manage land uses to protect the ecological value of Telegraph Hill and Tyee Point areas through development permit controls.

2.6.16 Protect the remaining old-growth forests in recognition of their ecological importance and values through appropriate regulations and education.

2.6.17 Employ development permits in areas of difficult terrain to avoid hazardous conditions, minimize the need for site disturbance and blasting, and to protect the natural landforms and habitat.

2.6.18 Review development requirements to address risks of natural hazards (e.g., landslide, flood, debris flow, forest fires and human-wildlife conflicts).

Mitigating climate change and building resiliency

2.6.19 Implement community energy and emissions initiatives to advance towards meeting the District's greenhouse gas emissions reduction targets of 45% below 2010 levels by 2030 and 100% by 2050 or sooner, notably through the land use, housing, transportation, low-carbon energy and infrastructure policies contained in this plan.

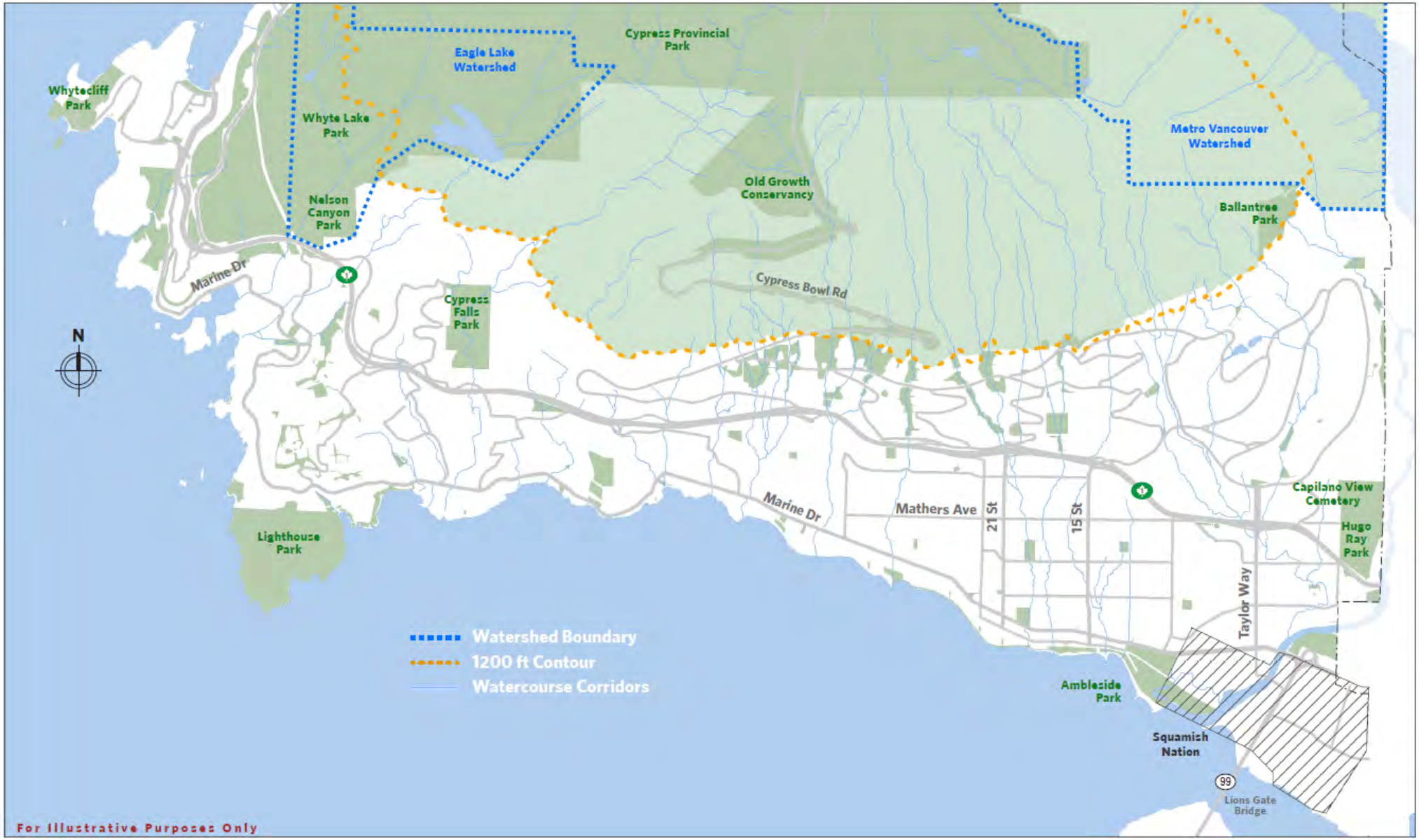
2.6.20 Employ land use regulations, non-structural enhancements and structural flood protection measures to reduce potential impacts on public safety and property from sea level rise and storm surge.

2.6.21 Explore opportunities to enhance watercourse corridors to accommodate for and reduce potential impacts from flood and slope hazards and extreme weather events.

2.6.22 Expand the use of green infrastructure through public and private development to enhance long-term ecosystem services that support multiple benefits (e.g., storm water management, air quality, carbon sequestration, water quality, and biodiversity).

2.6.23 Seek to incorporate low-carbon and renewable energy in public and private projects, and support the development of low-carbon and renewable energy systems as opportunities arise.

MAP 13. NATURAL ENVIRONMENTAL RESOURCES



2.7 Parks and Trails

West Vancouver contains a wealth of parks, trails and open spaces that are fundamental to supporting our residents' recreational and social needs. The District's park systems includes:

- **Destination parks** that are well-known and draw both local residents and visitors from far and wide. Examples of destination parks include Ambleside Park, Dundarave Park, the public waterfront between Ambleside Park and Dundarave including the Seawalk, Lighthouse Park and Horseshoe Bay Park.
- **Community parks** that generally serve the catchment area of a secondary school and support recreation and social activities for multiple neighbourhoods. Examples include Hugo Ray Park, Seaview Walk and Memorial Park.
- **Neighbourhood parks** that generally serve the catchment area of an elementary school and are designed to meet local needs. Examples include Leyland Park, Altamont Park and Plateau Park.
- **Natural area parks** that are composed of natural ecosystems and protect forests and watercourses with high environmental values, and may provide nature experiences. Examples include Ballantree Park, McKechnie Park and Nelson Canyon Park.
- **Shoreline access parks** which provide the public the opportunity to reach the waterfront. Examples include Altamont Beach Park and Sandy Cove Park.
- **Open Spaces** that include other District properties that offer environmental and/or recreational value that may not be considered "parks" in the classical sense. Examples include Capilano View Cemetery, Gleneagles Golf Course and Taylor Way Boulevard.

In addition, the Upper Lands comprise an area of around 6,000 acres of undeveloped publicly and privately owned land (around 4,600 acres of which are above 1,200 feet) which provide a forested visual backdrop for both the community and the region. These lands harbor significant environmental and ecological features and systems, offer a range of recreational opportunities, and are a part of our community's identity, lifestyle and heritage.

Emerging issues to address

Our parks and trails are important assets that require ongoing preservation, maintenance, and enhancement so that our community can continue to enjoy their associated benefits. As recreational activities continue to evolve, we must also plan for changes in the demand for, and specific design needs of, parks and trails in our community.

Natural assets define our community [15]

West Van 4.4 ha per 1,000 residents

BC average 2.5 ha per 1,000 residents

We have an abundance of trails and easy access to nature [16]

135 KM of trails

and more expected to come

Our community enjoys a remarkable supply of parkland [17]

220+ hectares of parkland

15 These figures do not include lands dedicated as park in Eagleridge or new trails that will be created as part of implementing the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

16 These figures do not include lands dedicated as park in Eagleridge or new trails that will be created as part of implementing the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

17 These figures do not include lands dedicated as park in Eagleridge or new trails that will be created as part of implementing the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

Key OCP actions

While more detailed parks and trails strategies provide in-depth operational guidance on parks management and service delivery, the OCP is the high-level land use planning tool that sets out the framework for parkland and trail supply and use. To protect and enhance our parks and trails, this OCP seeks to:

- Manage our valuable parks systems to protect and sustain the park-like natural setting of West Vancouver and acquire significant parkland for long-term public and ecological benefits;
- Protect the Upper Lands' natural assets and the associated environmental values for current and future generations; and
- Promote and improve trails and access to nature for the community's ongoing enjoyment.

How these parks and trails actions support overall community objectives

Close proximity to parks, trails and open space is a desirable factor for housing and a key component of successful neighbourhood design. Green space and landscape features can support and enhance neighbourhood character and aesthetics.

Local parks and recreation can generate local economic activities and contribute to the economy through investments and visitor spending. Proactive management of issues, such as invasive plants, can mitigate direct and indirect impacts and costs.

Access to nature, outdoor recreation and parks systems are important elements in maintaining and enhancing an active lifestyle, our health, our social interactions, and the overall livability of the community.

Close and easy access to parks can encourage walking and cycling as a recreational activity, while parks and urban connector trails themselves can provide for quicker access between neighbourhood areas and reduce the need for short drives.

POLICIES

Managing our valuable parks system

2.7.1 Maintain and care for the District's valuable parks and open spaces with the following values:

a. Experience, appreciation, and understanding of the natural beauty, waterfront, watercourses and forests;
b. Recognition of the uniqueness, diversity and fun of parks;
c. Promotion and support of active living, health and social and spiritual well-being;
d. Inclusiveness, accessibility and respect for all people;
e. Welcoming atmosphere that fosters community interaction and involvement;
f. Public safety and security;
g. Prudent financial stewardship and management;
h. Sustainability for future generations; and
i. Parks as public land benefitting all people.

2.7.2 Provide for open space, public realm improvements and/or greenway trails through the town and village centres planning processes.

2.7.3 Seek strategic dedication or acquisition of parkland that provides significant environmental and social values, such as trail linkages, ecological functions, waterfront access, or unique educational cultural or recreational opportunities. Examples include:

- Upper Cypress Falls;
- Wetlands west of Upper Cypress Falls;
- Trails on the Upper Lands;
- Eagleridge[18] above Horseshoe Bay); and
- Madrona Ridge (adjacent to Horseshoe Bay).

2.7.4 Incorporate park-like environments and features (e.g., rock outcrops, forests, old-growth trees, viewpoints and shoreline and water features) into the design of open spaces to support natural character and landscape.

2.7.5 Use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads (e.g., Cypress Bowl Road, Sea-to-Sky Highway, Upper Levels Highway).

2.7.6 Support compatible activities in District parks and open spaces to advance environmental stewardship goals (e.g., volunteer stewardship activities, invasive plant management, environmental art).

18 The Eagleridge lands have been acquired as part the Area Development Plan for Cypress Village and Eagleridge (see Schedule ii).

Protecting the Upper Lands natural assets

2.7.7 Manage Limited Use and Recreation lands above 1,200 feet by:

a. Dedicating District-owned land in this area as municipal parkland;
b. Assessing the appropriateness of specific recreation opportunities on private lands as they emerge; and
c. Determining any appropriate land uses in lands generally contiguous with the future Cypress Village in accordance with the objectives and principles of this OCP.

2.7.8 Seek to acquire vacant private lands above 1,200 feet, with priority for lands with high environmental value (e.g., intact forests) or high recreational potential.

2.7.9 Protect environmental values below 1,200 feet in the Upper Lands area by:

a. Seeking to protect permanently areas west of Eagle Creek, prioritizing areas of significant ecological values such as the Arbutus groves west of Nelson Creek, Larson Creek and wetlands, and other sensitive wetlands and habitats; [19]
b. Transferring development potential of lands west of Eagle Creek to future neighbourhoods east of Eagle Creek and dedicating public lands west of Eagle Creek as municipal parkland; and
c. Establishing a 'soft edge' of development and appropriate urban-forest interface and buffer to sensitive features.

2.7.10 Recognize the historic Hollyburn Cabins area as part of the heritage associated with outdoor living and develop a long-term strategy for the management of the cabins area on completion of an environmental assessment of the area.

2.7.11 Maintain authorized District trails in the Upper Lands in a way that respects the needs of landowners and balances recreational uses with environmental and cultural values.

2.7.12 Allow recreational uses on authorized District trails such as hiking, snowshoeing and mountain biking.

Promoting trails and access to nature

2.7.13 Manage and improve the trails network on public land and work with private landowners to obtain formal access to trail corridors for recreational use where appropriate.

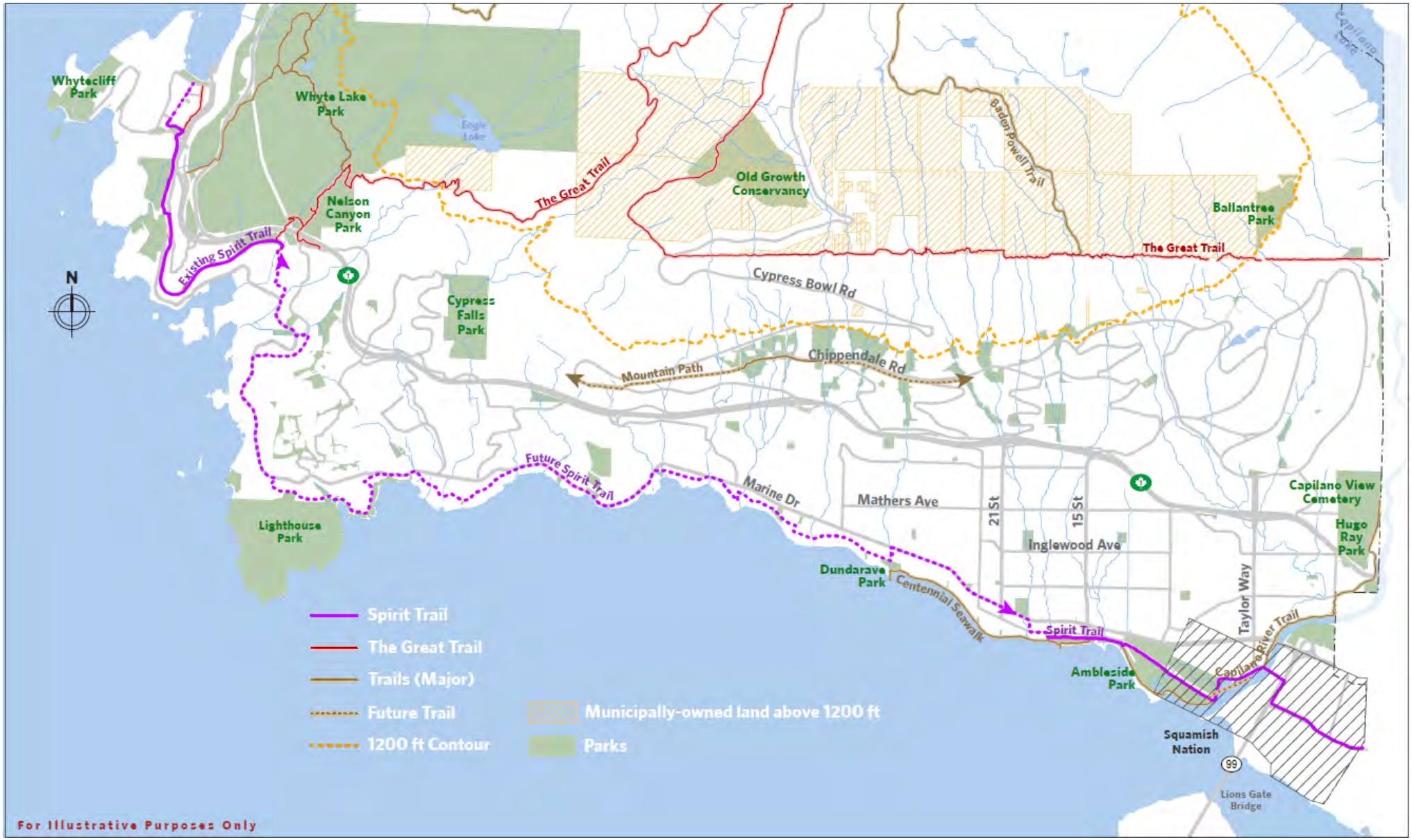
2.7.14 Identify and establish new trails to improve connectivity to regional networks, major park sites, community facilities and public transit hubs across the District.

2.7.15 Advance the Spirit Trail to provide a multi-use trail linking from Horseshoe Bay to Deep Cove, in collaboration with North Shore municipalities, First Nations and other key partners.

2.7.16 Provide access to beaches and stream corridors where environmentally appropriate.

2.7.17 Improve safety, universal accessibility, and signage/wayfinding to parks, open spaces, and trails for community members of all ages and abilities.

19 The Area Development Plan for Cypress Village and Eagleridge (see Schedule ii) makes progress towards this vision by protecting the lands in Eagleridge.



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E SOCIAL WELL-BEING

2.8 Access and Inclusion

One of the tenets of social well-being and quality of life is a sense of belonging to and within our wider community. Our community is made up of individuals of diverse background, culture, age, ability, language, socio-economic status, education, and religion. It is essential for our facilities, services and programs to not only support the needs of our community members, but to embrace and celebrate the differences that exist among us by respecting diversity, removing barriers, and providing inclusive access to all.

Emerging issues to address

Our community recognizes the values of social inclusion, high-quality public facilities and services (like our library and community centres), and our community organizations and the services they provide. We are becoming less age diverse as our population ages and younger groups leave for housing and jobs elsewhere. If trends continue, we can anticipate an increase in people living alone and a greater need for more services and facilities that are barrier-free. At the same time, we are becoming more culturally diverse and have opportunities to celebrate our increasing cultural richness. These and other factors demand long-term planning to ensure that our facilities, programs and services are evolving to meet the changing needs of our community over time:

Our population is aging

28%
over 65+
vs. 13% in metro

↑72% **estimated increase by 2041**

We are culturally and ethnically diverse

Our local population is in decline

↓0.5%
West Vancouver

↑5.0%
Regional average

Key OCP actions

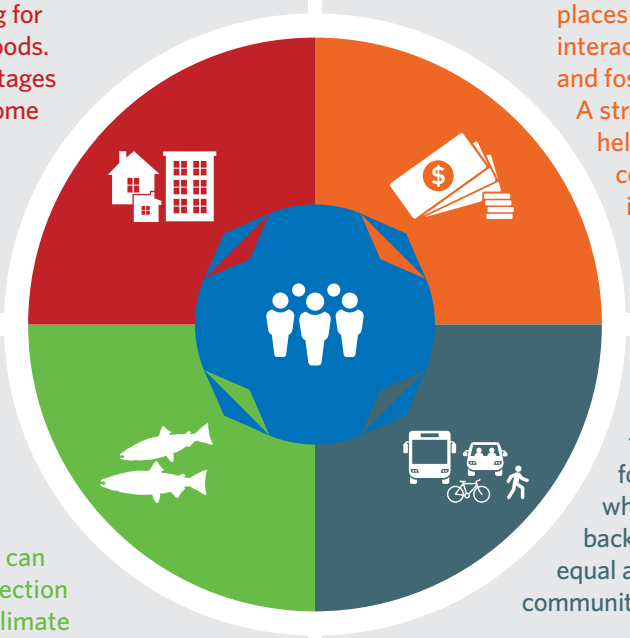
While specific actions to support social well-being are defined and implemented through various District strategies (such as the social plans for child care, seniors, and youths), the OCP can provide high-level policy guidance and indicate the District and its community's intent for improving social well-being. This OCP seeks to:

- Support demographic diversity through improving access to services for all ages and abilities and celebrating cultural diversity through District facilities, programs, services and events;
- Enhance public facilities and spaces by incorporating universally accessible design, placemaking, and creating new welcoming community spaces for social gathering and activities; and
- Promote an engaged community through meaningful civic engagement, volunteer programs, and information sharing.

How these access and inclusion actions support overall community objectives

Access and social interaction can be fostered through planning for well-connected neighbourhoods. The needs of changing life-stages across different age and income groups can be better met by more housing diversity and choices.

A vibrant community with places to gather, socialize and interact can be supported by and foster commercial activities. A strong local economy can help keep spending in the community, and improve income and social well-being of individuals and households.



Social interactions and livability can be encouraged through access to nature, outdoor recreation and the parks systems. Community awareness and stewardship can support environmental protection and restoration, as well as climate change mitigation.

Accessibility, livability and equity can be improved through better connectivity for all transportation modes, where people of all abilities, background, and incomes enjoy equal access throughout the community.

POLICIES

Supporting demographic and cultural diversity

2.8.1 Anticipate and meet community needs as demographic changes occur, through short and long-term strategies for the delivery of services.

2.8.2 Incorporate universal accessibility design in public spaces, facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities.

2.8.3 Improve access to services and resources for youth, seniors and persons with disabilities, including considerations for improved walking, cycling and transit connections and shuttle services.

2.8.4 Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function and belong in a barrier-free environment, with consideration for physical and mental disabilities and cognitive challenges.

2.8.5 Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.

2.8.6 Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.

2.8.7 Support the delivery of programs, services, events and activities that celebrate the full spectrum of cultural and ethnic diversity of the District and promote intercultural and intergenerational connections.

2.8.8 Collaborate with North Shore municipalities, Vancouver Coastal Health, key seniors' service organizations, and other community partners to develop tailored plans, programs and services for aging adults with dementia and other cognitive challenges.

Enhancing public facilities and spaces

2.8.9 Maintain and optimize existing civic facility (e.g., community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.

2.8.10 Seek opportunities to incorporate community and social service uses into private and public buildings in central, transit-accessible areas where possible.

2.8.11 Support the continual provision of community hubs (e.g., Child and Family Hub and Youth Services Hub) and explore the potential for neighbourhood hubs based on community partnerships.

2.8.12 Secure new community space or cash-in-lieu contributions through new development to meet changing community needs. Examples include (but are not limited to):

- Child care and adult day centres;
- Public plazas and gathering spaces;
- Parks, trails and public realm improvements; and
- Community or cultural facilities.

2.8.13 Use placemaking strategies to promote social connections, public space animation, enhancement and management.

2.8.14 Create and maintain public spaces in town and village centres and establish centre-specific public realm guidelines that consider art, culture and diversity.

2.8.15 Support an expanded variety of community activities ranging from community-wide events and smaller private events through policy, facilities and grants, as appropriate.

2.8.16 Work with local schools and community groups to coordinate the use of public space and facilities.

Promoting an engaged community

2.8.17 Engage the community in planning for services, programs, and facilities, and municipal decision-making.

2.8.18 Provide meaningful volunteer engagement opportunities to support civic programs and services.

2.8.19 Enhance information sharing and meaningful participation in civic affairs through accessible communication considerations (e.g., universal access and multilingual considerations).

2.8.20 Work with First Nations, neighbouring municipalities, regional and senior levels of government where shared interests or overlapping jurisdictions exist as part of municipal and relevant local area decision-making processes.

2.9 Community Health and Cohesion

Together with social inclusion and belonging, community health and cohesion are also tenets of the overall social fabric of a community. The District strives to provide access to comprehensive services, in coordination and partnership with service providers, Vancouver Coastal Health, West Vancouver Schools, senior levels of government, First Nations, non-profit agencies and organizations, volunteers and others. These services are supported by the provision of facilities and amenities.

Additionally, arts and cultural activities, including access to library resources, contribute to a sense of community. The creative sector contributes to the local economy and advances individual expression and community pride. Key municipal institutions, such as the West Vancouver Memorial Library, Ferry Building Gallery, West Vancouver Museum and Kay Meek Centre for the Performing Arts, as well as special events, celebrate our arts and cultural assets and contribute to a vibrant community.

Emerging issues to address

Health and social service needs can be expected to increase due to an aging population, a more diverse population, and increasing funding challenges. This amplifies the importance of working to foster neighbourhood design and transportation systems that support an active and healthy lifestyle, housing and built forms that are accessible, and local food systems. Through its own facilities, West Vancouver provides opportunities for recreation, meetings, social networking and education, and provides resources that help improve our residents' quality of life. We must therefore plan to address our changing needs and other emerging issues:

We share many valued community assets that requires ongoing care and management

Our programs and services are popular and well-attended

1.8 million
participation in District programs & services (2017)

Art is part of our community's identity

over 100
pieces of public art in the District's inventory

Key OCP Actions

While the District has more specific plans and strategies for arts and culture, sports fields and the library to manage our community's recreational and cultural assets, the OCP can provide high-level policies to express the District's long-term intent and framework for managing these assets and addressing emerging issues. This OCP seeks to:

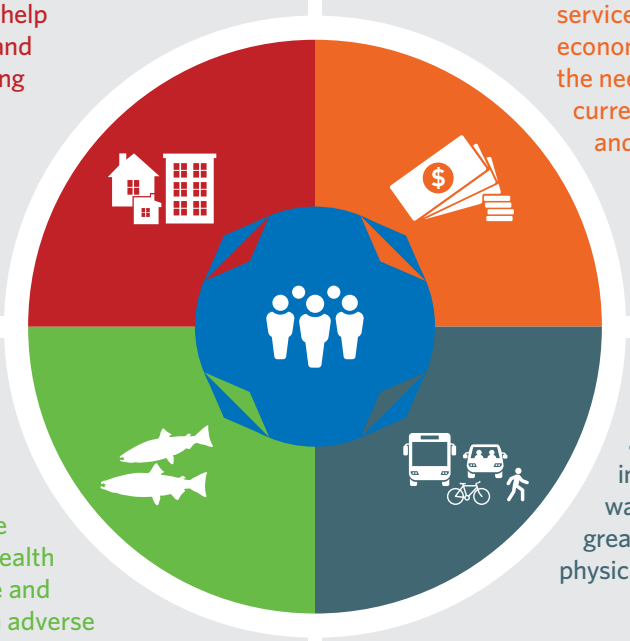
- Enable an active community through support for sports, leisure and recreational activities and spaces throughout the District;
- Embrace arts, creativity and education through cultural, literacy and lifelong learning resources; and
- Enhance community health through long-term sustainable support and partnerships with community organizations.

This plan also recognizes that community health cannot be achieved without addressing the needs of vulnerable members of our population. These vulnerable members can include children, seniors, people with disabilities and those facing housing challenges. To address issues that can negatively impact our long-term resiliency and social well-being, this OCP also includes policies to provide greater housing options, including the creation of new market and non-market rental, seniors and supportive housing.

How these community health and cohesion actions support overall community objectives

More non-market, rental and seniors housing options can help mitigate housing pressures and support the needs of our aging community and vulnerable members of our population.

Investments in recreation, health services, and arts can create new economic opportunities, support the needs and interests of our current and future population, and keep spending local.



Access to nature and parks can support active lifestyles that contribute to mental and physical health. Actions to mitigate and adapt to climate change can lead to air quality and health benefits, and better prepare and protect our population from adverse events, such as extreme temperatures.

Active transportation options that are safe and well-connected can increase the uptake of walking and cycling, leading to greater activity with mental and physical health benefits.

POLICIES

Enabling an active community

2.9.1 Maintain and optimize the use of existing recreation facilities to help facilitate participation in sport, leisure and active recreation for all ages and abilities.

2.9.2 Explore opportunities for space sharing and versatile design of parks, greenways, recreation spaces, and other public facilities that are responsive to the community's changing needs.

2.9.3 Encourage the on-site inclusion of active open space and play opportunities and provision of privately owned public spaces with new multi-family and mixed-use development as appropriate.

2.9.4 Support complementary uses, activities and special events in parks that seek to minimize impact to environmental systems and limit disruption to public access.

2.9.5 Provide accessible recreational programs and services to encourage physical and mental wellness for all ages, abilities and income.

Embracing arts, creativity and lifelong education

2.9.6 Incorporate public art into both public and private sector projects to enhance public spaces and the walking and cycling environment.

2.9.7 Recognize the role that the creative sector plays in the community with respect to cultural tourism and heritage, economic development, community identity and quality of life.

2.9.8 Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.

2.9.9 Explore opportunities with community partners including West Vancouver Schools and post-secondary institutions to provide literacy and lifelong learning programs and services.

Enhancing community health

2.9.10 Use community grants and permissive tax exemption to encourage long-term sustainable operation of community organizations that support West Vancouver residents.

2.9.11 Explore opportunities with community partners including Vancouver Coastal Health, senior levels of government, schools, community organizations, and non-profit service providers to provide a full continuum of support services to address needs related to physical, mental and social health, addictions, health services, emergency response, housing, homelessness, employment and food security.

2.9.12 Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers' markets, and other related initiatives.

2.9.13 Support measures to increase community resiliency during emergencies, disasters and extreme weather events and mitigate impacts for vulnerable areas and populations (e.g., children, seniors, homeless and people with disabilities).

2.9.14 Incorporate design principles in private and public spaces to support community health and public safety, such as crime prevention and health-enhancing design considerations.

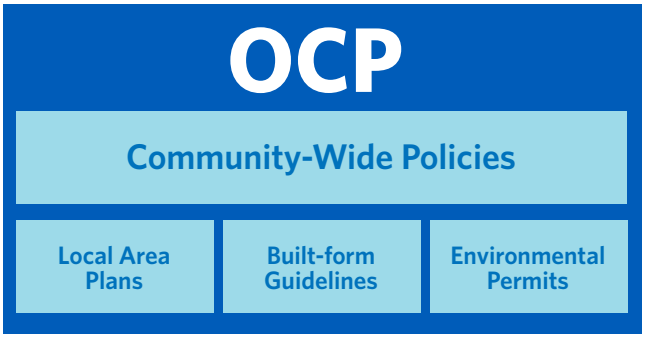
MAP 15. MAJOR COMMUNITY SOCIAL ASSETS

3 PLAN MANAGEMENT

3.1 Plan Implementation

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

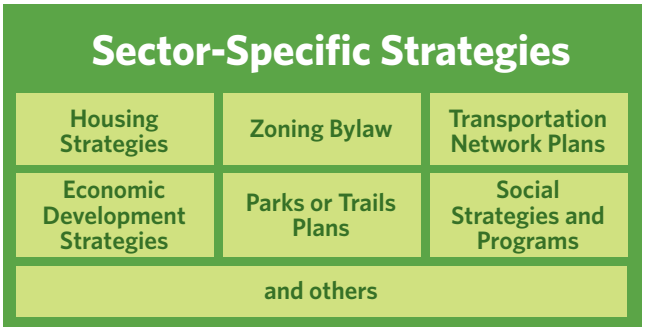
The relationship between the OCP and other District policies is illustrated below:



OVERARCHING VISION

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

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



SECTOR-SPECIFIC IMPLEMENTATION

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

Financial planning process

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

Financing public amenities

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

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

Land speculation and plan estimates

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

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

1.2 Plan Monitoring

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

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

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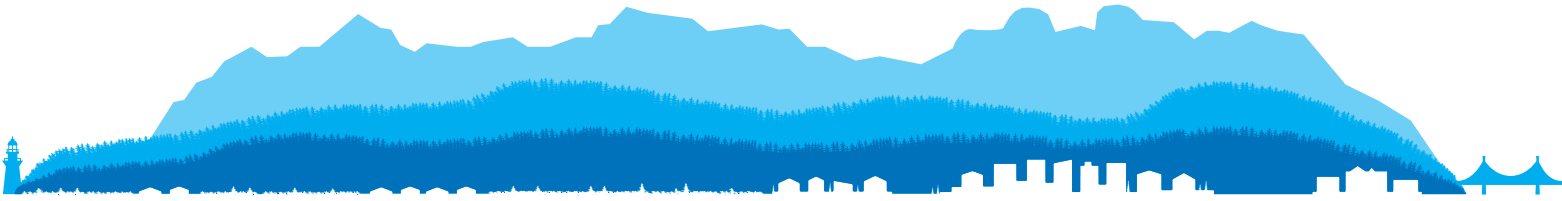
SCHEDULE i

REGIONAL CONTEXT STATEMENT

west vancouver



SCHEDULE i
REGIONAL CONTEXT STATEMENT

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

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

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

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

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

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

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

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

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

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

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

MAP 16. REGIONAL LAND USE DESIGNATIONS

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

Goal 1: Create a Compact Urban Area

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

<table>
<tr><th>Metro 2040 Strategies</th><th>Official Community Plan</th></tr>
<tr><td>1.1.3 a
Depict the Urban Containment Boundary on a map.</td><td>The Urban Containment Boundary is shown on the ‘Regional Land Use Designations’ map (Map 16).</td></tr>
<tr><td>1.1.3 b
Provide dwelling unit and employment projections with reference to Guidelines in Table A.1.
Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</td><td>In Table A.1 of Metro 2040, projections for the District of West Vancouver, including the Squamish Nation land, are:
<table>
<tr><th></th><th>2011</th><th>2021</th><th>2031</th><th>2041</th></tr>
<tr><td>Population</td><td>46,300</td><td>51,000</td><td>56,000</td><td>60,000</td></tr>
<tr><td>Dwellings</td><td>18,400</td><td>20,600</td><td>23,100</td><td>24,500</td></tr>
<tr><td>Employment</td><td>18,700</td><td>24,000</td><td>27,000</td><td>29,000</td></tr>
</table>
Analysis conducted by the District of West Vancouver in 2016, specific to the area within the municipality’s jurisdiction, produced the following growth projections:
<table>
<tr><th></th><th>2011</th><th>2021</th><th>2031</th><th>2041</th></tr>
<tr><td>Population</td><td>43,500</td><td>45,000</td><td>49,000</td><td>54,000</td></tr>
<tr><td>Dwellings</td><td>17,000</td><td>18,000</td><td>20,000</td><td>22,000</td></tr>
<tr><td>Employment</td><td>14,500</td><td>16,500</td><td>18,500</td><td>21,000</td></tr>
</table>
These projections are generally consistent with Metro 2040. West Vancouver is expected to increase by ~10,000 people by 2041. This represents an annual growth rate of 0.74%.
Since the analysis, new Census data have been published and indicate that the population of West Vancouver was approximately 42,500 and the occupied dwelling units was approximately 17,000 in 2016.</td></tr>
</table>

Metro 2040 Strategies	Official Community Plan
1.1.3 b Provide dwelling unit and employment projections with reference to Guidelines in Table A.1. Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary. *continued...*	Section 2 A "Housing & Neighbourhoods" describes where new dwelling units will be developed to achieve the estimated increase in population. New housing units are expected to increase by 5,000 by 2041. Population growth will be accommodated entirely within the Urban Containment Boundary in areas shown on Map 16 'Regional Land Use Designations': Within these areas: • Section 2 A "Housing & Neighbourhoods" 2.1 "Existing Neighbourhoods" contains policies to develop 300 to 400 sensitive infill units consisting of smaller houses on smaller lots, rental and strata coach houses, duplexes and basement suites, and to support 300 to 350 ground oriented multi-family and mixed-use units along the Marine Drive Transit Corridor, adjacent to "neighbourhood hubs" and through limited site-specific zoning changes in keeping with the policies of the Plan; • Section 2 A "Housing & Neighbourhoods" Policies 2.1.12 and 13 provide 500 to 750 units in the Marine Drive Local area Plan, 1,000 to 1,200 units in the Ambleside Town Centre, 500 to 600 units in the Taylor Way Corridor and 200 to 300 units in Horseshoe Bay; and • Section 2 A "Housing & Neighbourhoods" 2.2 "Future Neighbourhoods" provides for an overall residential density of 2.5 residential units per gross acre of undeveloped public and private land identified below the 1,200 foot contour, which, through the transfer of development rights, and the approval of Area Development Plans for Cypress Village and Cypress West, will provide for a range of housing types, tenures and unit sizes in these new neighbourhoods. Section 2 B "Local Economy" 2.3 "Local Economy and Employment" contains policies to strengthen commercial centres and nodes at Ambleside, Park Royal and Horseshoe Bay, to regenerate Dundarave and Caulfeild Village Centres and to plan for a range of commercial uses in the new Cypress Village. Policies call for expansion of commercial and mixed use zones to broaden economic opportunities and the expansion of retail and services in local commercial nodes, to support home based businesses, support visitor accommodations and tourism, encourage versatile spaces such as live-work and production retail that support arts and culture sector development and encourage entertainment and cultural and special events. Policies 2.3.16 to 2.3.21 speak to enhancing employment through promoting opportunities and innovation in sectors such as health care, technology, research, film, and through partnerships, collaborations and support for small business. All land outside of the Urban Containment Boundary is designated for Conservation and Recreation uses. All Residential Neighbourhoods as shown on Map 1 and Local Planning Areas as shown on Maps 3 through 9 are within the Urban Containment Boundary.

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

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

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

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

Goal 2: Support a Sustainable Economy

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

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

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

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

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

Metro 2040 Strategies	Official Community Plan
3.1.4 a Identify Conservation and Recreation areas and their boundaries on a map.	Conservation and Recreation areas and their boundaries are shown on the Map 16 'Regional Land Use Designations'.

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

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

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

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

Goal 4: Develop Complete Communities

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

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

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

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

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

Goal 5: Support Sustainable Transportation Choices

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

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

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

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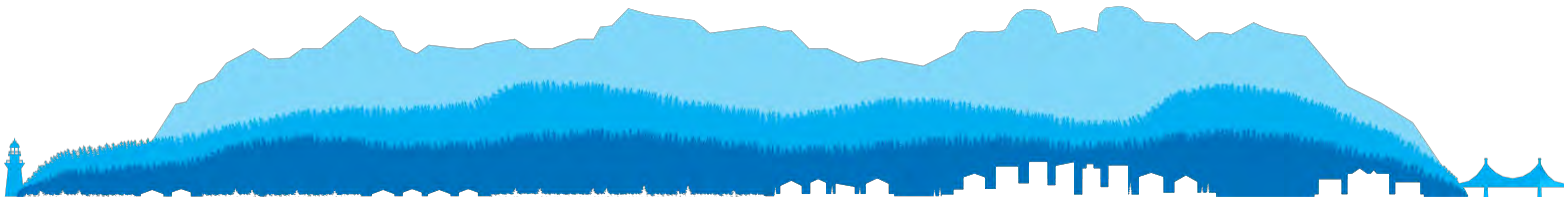
SCHEDULE ii

AREA-SPECIFIC POLICIES & GUIDELINES

west vancouver



AREA-SPECIFIC POLICIES & GUIDELINES

GENERAL EXEMPTIONS from Development Permits

POLICIES & GUIDELINES for Neighbourhoods

BF-B 3	Altamont Neighbourhood
BF-B 3.1	Coach House Development in Existing Neighbourhoods
BF-B 3.2	Whitby Estates
BF-B 3.3	Clyde Avenue Area

POLICIES & GUIDELINES for Development Permit Area Designations

Multiple Family Areas

BF-B 4	Ambleside Apartment Area
BF-B 5	22nd Street and Gordon Avenue
BF-B 7	Kiwanis Lands
BF-B 8	Other Multiple Family Sites
BF-B 9	Deer Ridge West
BF-B 10	Sunset Highlands
BF-B 11	Duplex Areas
BF-B 12	Evelyn Drive
BF-B 13	Block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue, and 21st Street
BF-B 14	Northwest Corner of Taylor Way and Keith Road
BF-B 15	Tantalus Gardens
BF-B 16	Ground-Oriented Infill Housing
BF-B 17	Caulfeild Ground-Oriented Housing

Commercial Areas

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

ARE SPECIFIC POLICIES & GUIDELINES

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

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

UPPER LANDS POLICIES & GUIDELINES for Development Permit Area Designations

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

HERITAGE CONSERVATION AREA POLICIES & GUIDELINES

HE 6	Lower Caulfeild Heritage Conservation Area

MARINE DRIVE LOCAL AREA PLAN & DESIGN GUIDELINES

HORSESHOE BAY LOCAL AREA PLAN & DESIGN GUIDELINES

AREA DEVELOPMENT PLAN FOR CYPRESS VILLAGE AND EAGLERIDGE

GENERAL EXEMPTIONS FROM DEVELOPMENT PERMITS

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

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

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

BUILT FORM GUIDELINES FOR NEIGHBOURHOODS

GUIDELINES BF-B 3

ALTAMONT NEIGHBOURHOOD

Policy BF-B 3
Retain the park like qualities of the Altamont Area.

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

Altamont Neighbourhood Guidelines Map BF-B 3

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

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

GUIDELINES BF-B 3.1

COACH HOUSE DEVELOPMENT IN EXISTING NEIGHBOURHOODS

District of West Vancouver

Coach House Guidelines

June 2021

District of West Vancouver

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

604.925.7055

planningdepartment@westvancouver.ca

cover images / **lanefab.com**

Development Permit Area Designation and Interpretation

Policy BF-B 3.1

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

Development Permit Area Designation BF-B 3.1

Coach House Design Guidelines	**Category:**	Local Government Act s. 488 (1) (e), (h), (i) and (j)
	Conditions:	The development permit area designation is warranted to provide for the compatibility of intensive residential development with the established built form character of existing neighbourhoods. The Development Permit Area Designation is applicable to: » coach houses that are two storeys (with or without basement) and one storey plus basement; and » coach houses requiring a zoning variance.
	Objectives:	› to provide for the successful integration of coach houses with the built form and landscape character of existing neighbourhoods; › to minimize site alteration and retain natural site features; › to promote a high standard of design, construction and landscaping; and › to promote energy and water conservation and the reduction of greenhouse gas emissions.
	Guidelines Schedule:	Guidelines BF-B 3.1 shall apply to coach houses that are two storeys (with or without basement), one storey plus basement, or any coach house requiring a zoning variance. However, applicants are encouraged to review and consider the guidelines for all coach house proposals.
	Exemptions:	Development may be exempt from the requirement for a Development Permit if the proposal: › is for a one storey coach house without a basement that is zoning compliant; › is for a renovation or small addition to a coach house that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B 3.1.

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

photo: **christopherrollett.com /** design: **alexglegg.com**

Welcome

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

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

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

Contents

1.0 THE NEIGHOURHOOD

07	Neighbourhood Character Considerations
07	'Good Neighbour' Considerations

2.0 THE SITE

09	Siting
10	Frontage
11	Topography + Grade
12	Landscaping
14	Parking + Driveways
16	Pedestrian Access
16	Environmental

3.0 THE COACH HOUSE

17	Architectural Expression
18	Design Elements

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

The Neighbourhood

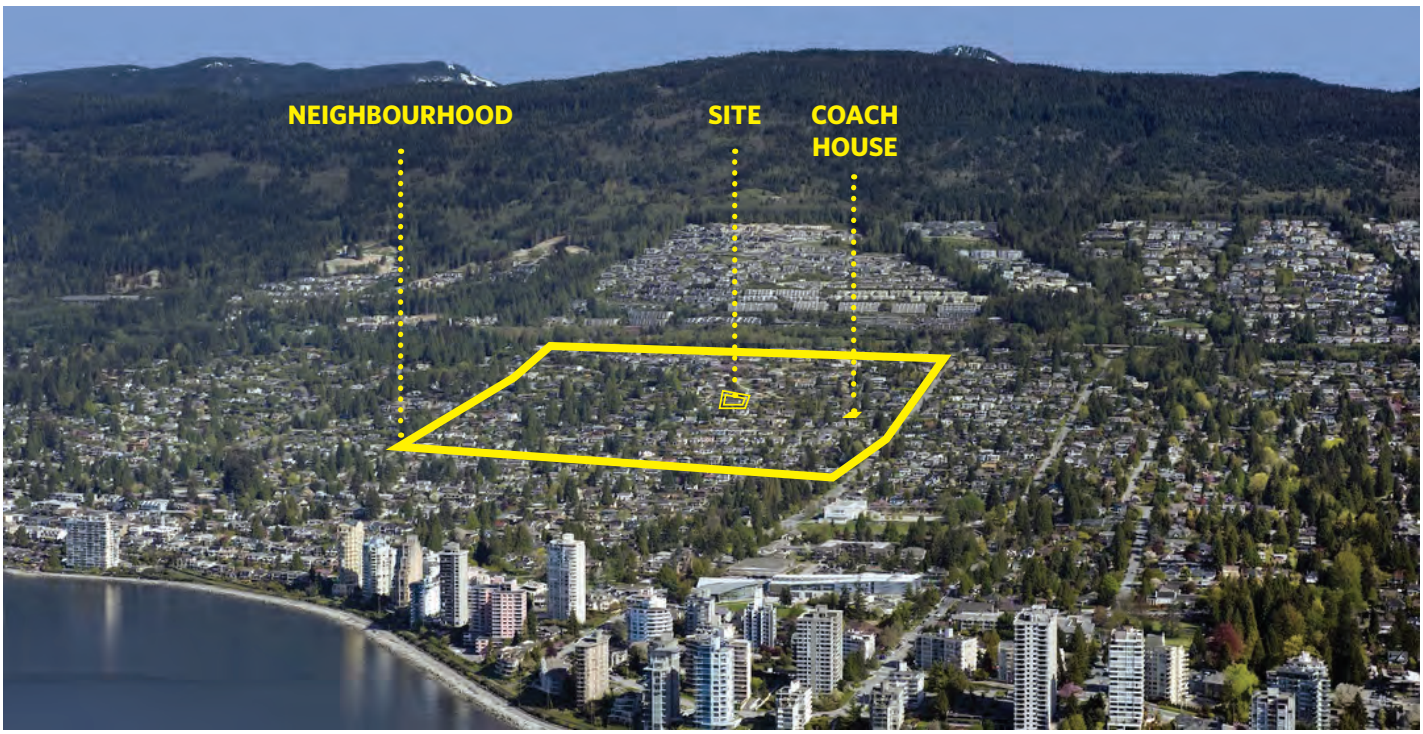
What needs to be considered at the neighbourhood scale? How is my coach house going to complement and contribute to the neighbourhood? What about my neighbourhood will help inform my coach house design?

The Site

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

The Coach House

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



1.0 The Neighbourhood

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

1.1 NEIGHBOURHOOD CHARACTER CONSIDERATIONS

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

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

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

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

1.2 'GOOD NEIGHBOUR' CONSIDERATIONS

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

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

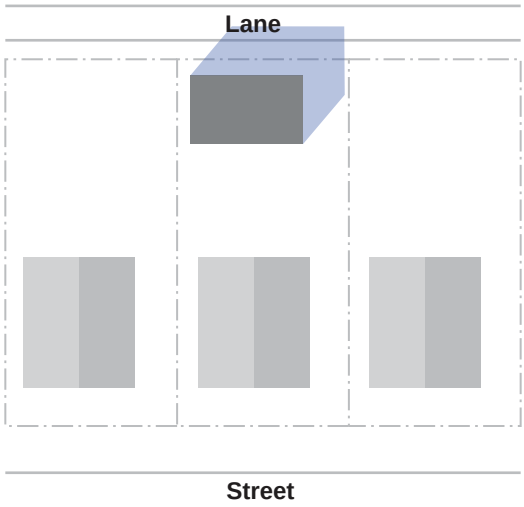


Fig 1.2: *Consider the impact of shadows on adjacent properties when starting your design process.*

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

/ smallworks.ca

2.0 The Site

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

2.1 SITING

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

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

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

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

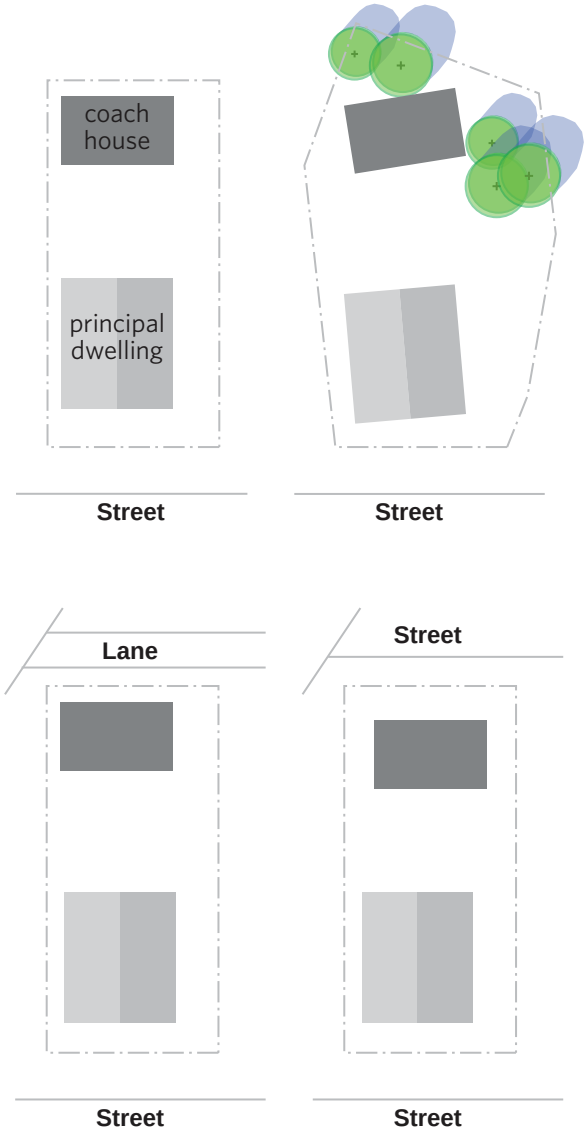


Fig 2.1: *Coach houses should generally be located in the rear of the lot with the final location respectful of natural site features and landscapes.*

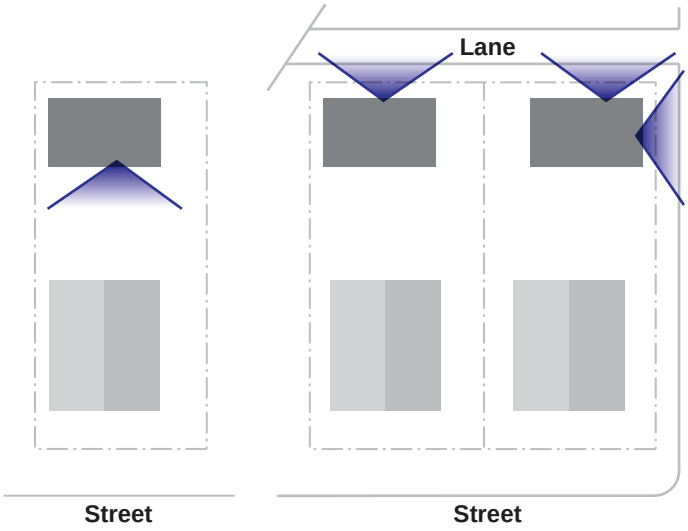


Fig 2.2: *General siting of coach houses at the rear of a lot. For sites without a lane, the building front towards the interior yard. For sites with a lane, the building should front towards the lane.*

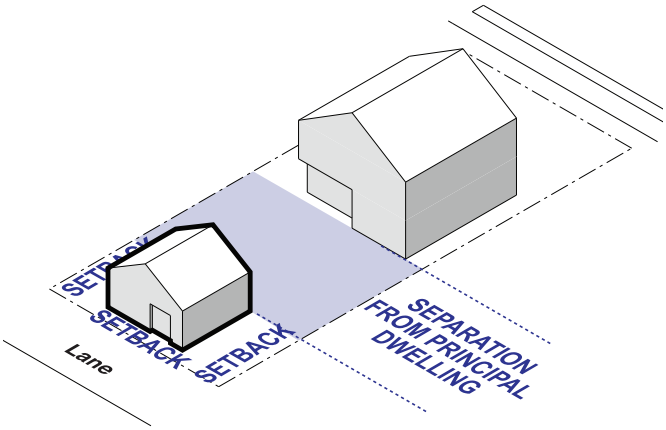


Fig 2.3: *Setbacks are prescribed distances from property lines around your lot; separation from principal dwelling means a clear zone between the coach house and principal dwelling.*

2.2 FRONTAGE

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

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

2.2.1 Setbacks and Separation

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

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

› A minimum distance is required between the coach house and principal dwelling to maintain privacy and sun access between the two buildings.

  » A reduction of 1m may be considered to accommodate thicker energy efficient walls, facilitate the retention of an existing tree or natural feature, or to facilitate a single storey accessible unit.

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

2.3 TOPOGRAPHY + GRADE

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

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

› alterations of existing grades and natural site features should be minimized;

› site clearing and excavation that includes significant removal of earthworks should be avoided;

› ground floors should reflect the site's existing grade and should not be unduly excavated for at-grade access.

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

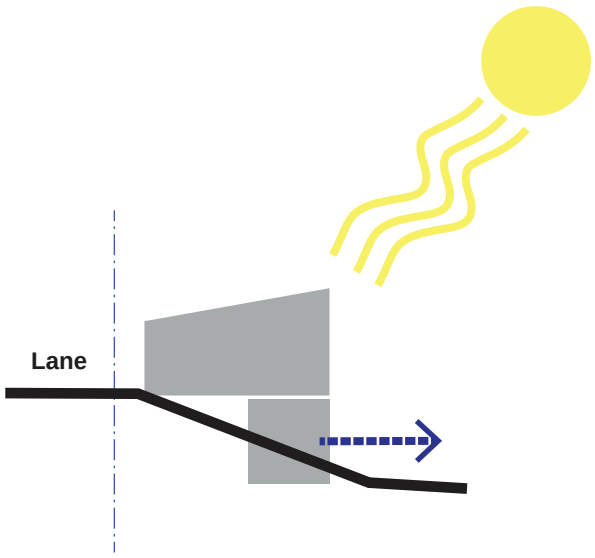


Fig 2.4: *Basements are permitted, however they should address livability by seeking opportunities to have direct access to outdoor space and natural light.*

2.3.1 Sloped Lots

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

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

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

Where possible, coach houses should be fully accessible.

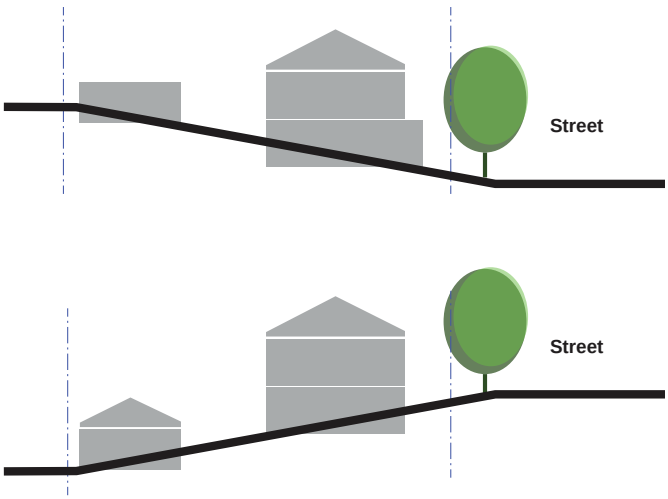


Fig 2.5: *On both uphill and downhill lots, coach houses need to consider massing implications from the fronting street and the lane, and seek to minimize excavation and exposed foundation walls.*

2.4 LANDSCAPING

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

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

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

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

2.4.1 Plant Selection

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

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

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

2.4.2 Private Open Space

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

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

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

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

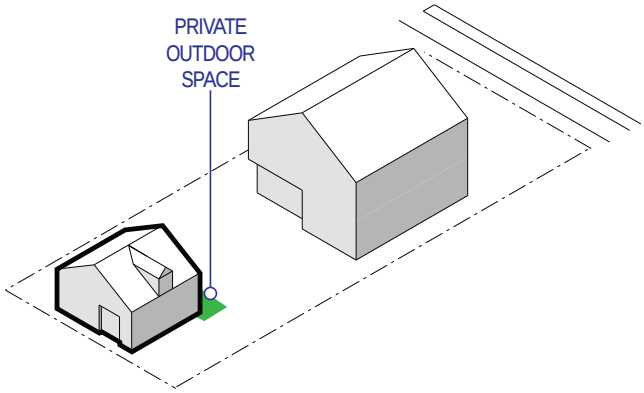


Fig 2.6: *Private outdoor space that respects the privacy of neighbouring houses is to be provided and should demonstrate a commitment to biodiversity and sustainable landscapes.*

2.4.3 Lane Treatment

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

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

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

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

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

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

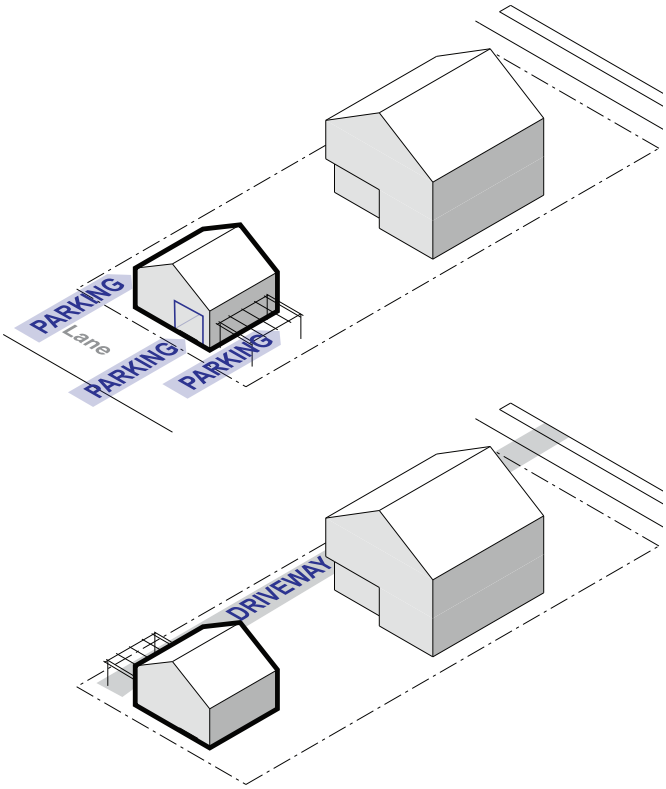


Fig 2.7: *Parking should be provide in a surface space or in an enclosed garage in the coach house provided at least 30% of the gross floor area is located on the ground floor.*

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

2.5 PARKING + DRIVEWAYS

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

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

2.5.1 Garage Expression

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

2.6 PEDESTRIAN ACCESS

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

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

› Avoid stairs that limit accessibility to the coach house.

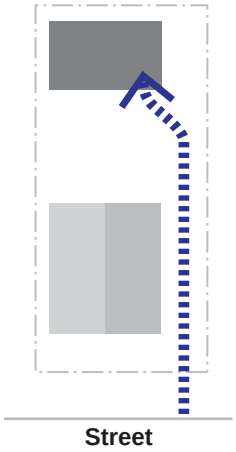


Fig 2.9: *On lots without a lane, a clear pedestrian path should be provided from the fronting street to the coach house. For lots with a lane, access should be from the lane.*

2.7 ENVIRONMENTAL

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

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

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

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

/ photo + design: **studionorth.ca**

3.0 The Coach House

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

3.1 ARCHITECTURAL EXPRESSION

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

- A minimum of 30% of the frontage facing the lane should communicate the residential uses within, such as in the use of windows and doors.
  - At least one window no smaller than 1.1m^2 must face the lane.
- Garage doors should be designed to minimize their visual appearance on the lane through sensitive detailing and appropriate sizing to emphasize the living space within.

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

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

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

3.1.1 Massing

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

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

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

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

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

3.1.2 Composition

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

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

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

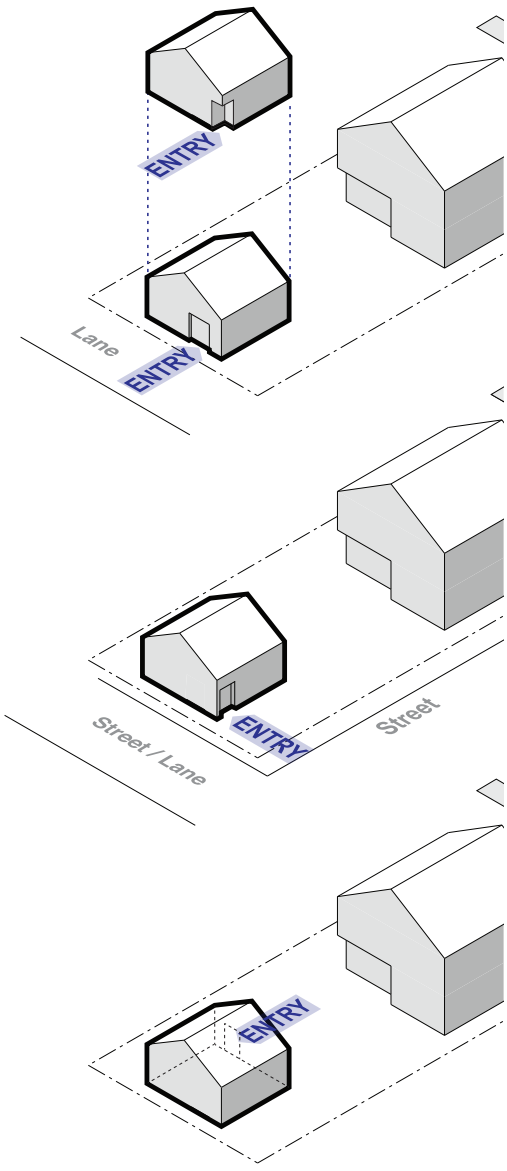


Fig 3.1: *For lots with a lane or street, the entry should be oriented towards, or be visible from, the lane or street. For lots without a lane, the entry should be located on the side or interior yard.*

3.2 DESIGN ELEMENTS

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

3.2.1 Entry

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

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

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

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

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

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

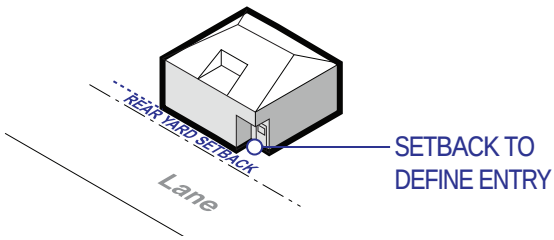


Fig 3.2: *An entry facing the lane should be set back from the rear property line to allow for safe access.*

3.2.2 Roof Massing and Expression

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

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

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

Where dormers are used to provide interior room height:

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

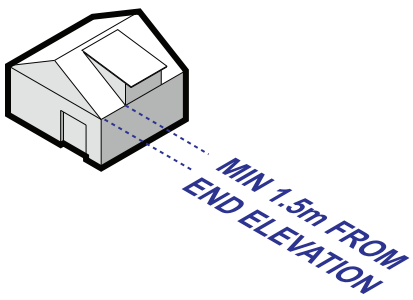


Fig 3.3: *To manage scale, dormers should be sloped and be set back from the end elevation.*

3.2.3 Privacy and Overlook

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

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

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

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

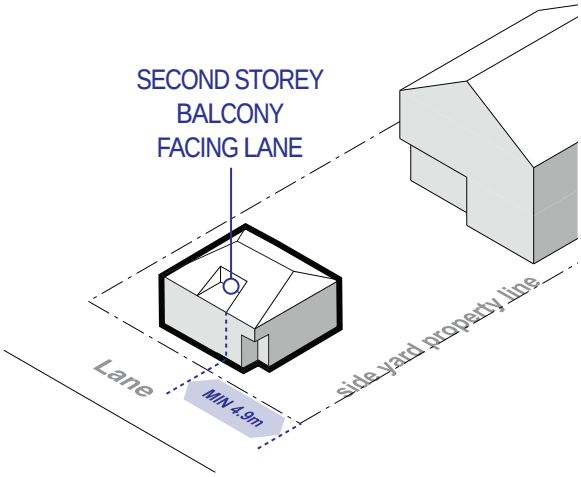


Fig 3.4: *Upper decks should be oriented towards the lane where applicable and set back from side yards to avoid overlook onto adjacent properties.*

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

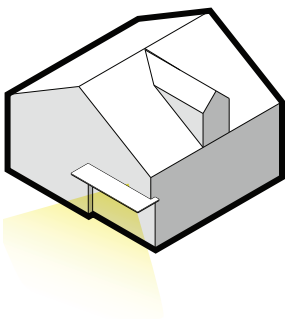


Fig 3.6: *Lighting should be strategically located to minimize light pollution and impact on adjacent properties.*

3.2.5 Materiality

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

Transitions in materials should only occur on inside corners.

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

Materials as thin veneer should be avoided.

3.2.6 Exterior Lighting

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

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

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

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

3.2.7 Windows

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

For coach houses on a lane:

› windows from living spaces towards the lane should be provided to support animation of the lane;

› secondary windows may face the side yard to enhance livability, however, they should be designed to minimize overlook onto neighbouring properties.

For sites without a lane:

› the primary windows should face the interior of the property, or the flanking street where available;

› secondary windows may face the side yard and rear yard to enhance livability, however, they should be designed to minimize overlook onto adjacent properties.

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

All dormers are required to have windows.

3.2.8 Other Design Considerations

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

photo: **Hayden Pattullo** / design: **studionorth.ca**

/ **smallworks.ca**

/ **smallworks.ca**

photo: **christopherrollett.com** / design: **alexglegg.com**

/ **smallworks.ca**

/ **lanefab.com**

/ **lanefab.com**

GUIDELINES BF-B 3.2
WHITBY ESTATES

Policy BF-B 3.2

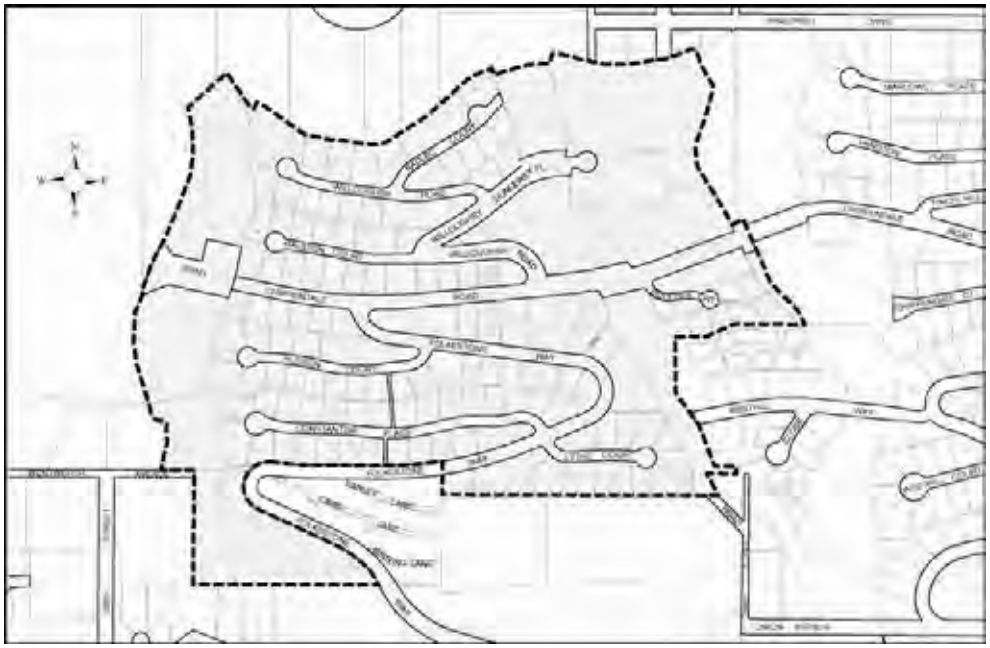
Provide for development of the Whitby Estates neighbourhood in accordance with a comprehensive plan that respects the natural setting and creates a variety of housing types and uses appropriate for the sloping site.

- Provide for multiple family developments that respect the natural setting and create a variety of housing types and forms appropriate for the sloping sites.
- The creek corridors comprise lands considered to be integral to the creek environment based on comprehensive consideration of the topography, natural environment and adjacent development. The creek corridor boundaries shall be precisely defined at the time of subdivision. However, the west bank of Marr Creek shall be determined at the time of development consideration for the area to the west of Marr Creek. A creek corridor, is in specific circumstances, of a different dimension than the Creek Protection Area.
- New development shall be limited to lands below the 1200 foot contour with the exception that rear yards may be located above this elevation.
- The Plan provides for the development of the following housing types:
  - up to 34 low density ground-oriented duplex or townhouse units on an approximately 3.8 acre site south of the existing Folkestone Way;
  - up to 9 cluster housing units and up to 40 apartment units which shall include provision of local commercial or community use space on an approximately 3.4 acre site south of the extension to Chippendale Road;
  - up to 45 ground-oriented duplex or townhouse units on an approximately 5.3 acre site located between the west and main branches of McDonald Creek;
  - single family housing of varied lot sizes on the remainder of the site.
- Development within multi-family areas shall be restricted to a maximum density of up to 128 multi-family or cluster dwelling units.
- Any subdivision within the single family lot area or an equivalent phasing approved by Council shall meet the following requirements:
  - all lots shall have a minimum lot size of 10,000 sq.ft.,
  - a minimum of 15% of lots within each subdivision shall be larger than 20,000 sq.ft.
  - a minimum of 5% of lots within each subdivision shall be no smaller than one acre in lot size.
- The specific form and character of development of a multi-family site will be determined in the context of the guidelines and objectives of the Development Permit Area Designation BF-B 3.2. Application requirements shall include the provision of a scaled model and description of compliance with the policies and guidelines of this Plan and building siting.
- The design concept for the school and the park shall be subject to Council approval at the time of development to ensure that it meets the specific needs of an elementary school, provides for pedestrian connections and vehicular access, responds to the slope of the site and conforms to the general objectives for the neighbourhood.

Development Permit Area Designation BF-B 3.2

Whitby Estates, as defined and illustrated by the Whitby Estates Development Permit Area Designation Map BF-B 3.2 is designated a Development Permit Area.

Whitby Estates BF-B 3.2	**Category**	Local Government Act s. 488 (1)(a), (b), (e) and (f)
	Conditions	The development permit area designation is warranted to provide for development that respects the natural setting and site slopes and creates a variety of housing types and uses.
	Objectives	▪ protect the natural environment, ▪ establish creek corridors and the public ownership of the creek areas, ▪ encourage the reinstatement of an overall forested character by limiting tree cutting prior to the time of development and replanting with native trees and shrubs, ▪ ensure that creek crossings minimize impact on the creeks through bridge or bridge like design, ▪ provide for a variety of housing types within the overall density restriction set for the Whitby Estates neighbourhood, ▪ provide a focus for the neighbourhood with a centrally located school site, community or commercial space, multiple family development and adjoining parks, ▪ promote the siting of buildings and designs that respond to the sloping setting and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, ▪ encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining private yards which will, to the extent possible, minimize the impact of the road on the natural environment and promote a park like character, and ▪ provide for the sequence and timing of development in phases to ensure that adequate off site municipal sewers and infrastructure including, without limitation, streets, roads, bridges, sidewalks, water, sewer, landscaping, school and parks are concurrently provided to support the phased development.
	Guidelines Schedule	Guidelines BF-B 3.2 and NE 6 shall apply.
	Exemption	Development Permits will not be required for developments to which section 489 of the Local Government Act is not applicable.
		Development may be exempt from the requirement for a Development Permit: i. If the proposal is for a renovation or addition to an existing building, with an area of less than 10 % that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-B 3.2. iv. under s488 (1) (e) of the *Local Government Act,* if the proposal is for renovation or construction of a single detached house or accessory buildings and structures on the same lot.



Whitby Estates

Development Permit Area Designation Map BF-B 3.2

a. The siting and design of roads should respond to the slope of the neighbourhood and visibility from near and distant viewpoints, and promote a park-like character by:
   - minimizing pavement width,
   - restoring a landscaped character
   - providing access to clearly marked, surface visitor parking, which is located and treated to minimize the amount of pavement visible from the street
   - including appropriate pedestrian scale lighting at site entrances and along streets.

b. The form and character of buildings should: include materials, finishes and colours compatible with the forest setting to minimize visual impact. ,
   - consider the use of varied building heights and massing.

c. Landscaping and tree retention measures should:
   - encourage an overall forested character by limiting tree cutting prior to the beginning of construction,
   - provide for ornamental and native plant material on single family lots,
   - include submission of a Tree Management Plan prior to approval of the development of a multiple family site. The Plan would provide for long term management of the site and minimize potential visibility of the buildings as seen from distant viewpoints while providing for views from the residential units,
   - restore areas disrupted by construction to recreate a natural appearance suitable for a forest setting and encourage replanting with native trees and shrubs consistent with the Tree Management Plan,
   - all services including mechanical equipment, recycling and garbage bins, should be sited and screened to minimize visual and acoustical impacts on residential units and the streetscape.

d. Any creek crossings for roads, pedestrians or services should minimize impact on the creek environment and have a bridge or bridge-like design.

e. Pedestrian trails should be designed with a natural character, minimize the impact on the natural environment, to be low maintenance, and to avoid requirements for the construction of steps wherever possible.

GUIDELINES BF-B 3.3
CLYDE AVENUE AREA EAST OF TAYLOR WAY

Policy BF-D 2
Allow for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses including residential, mixed commercial residential buildings with street oriented commercial uses at grade, commercial office buildings, hotels and specialized residential facilities.

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

Policy BF-D 3
Provide incentives for development to encourage property consolidation to create larger parcels of land with better opportunities for design and for improvements to the public street areas, and to encourage uses that would have defined community benefit.

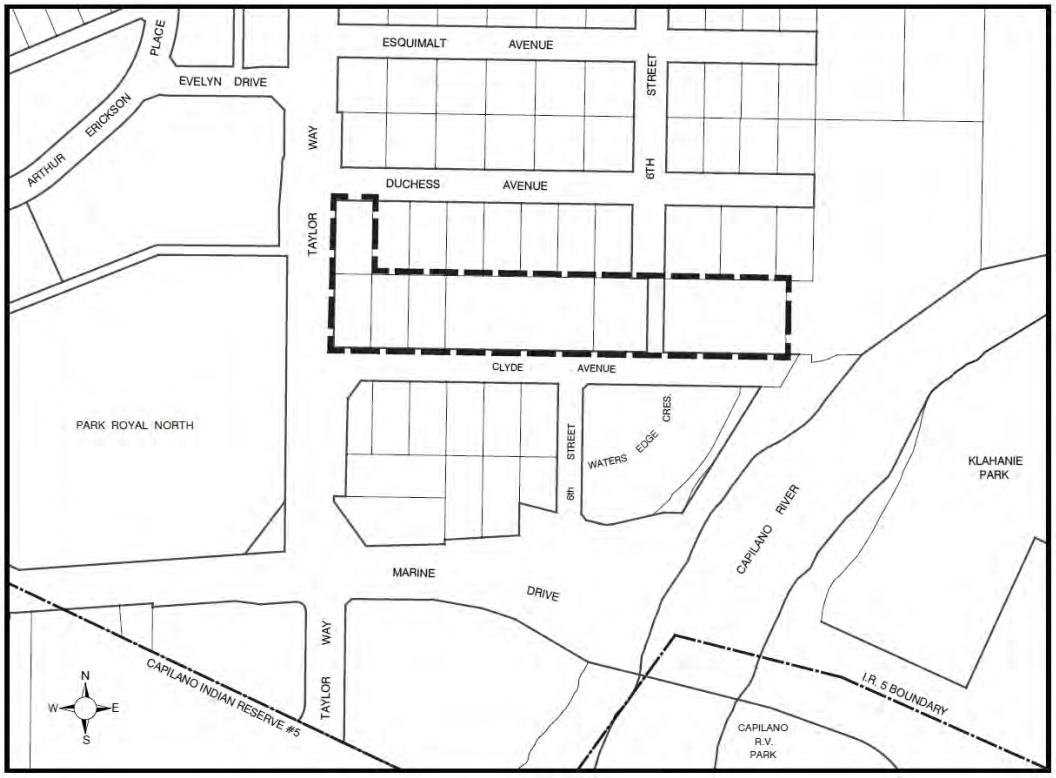
- Provide for consideration of redevelopment of the existing hotel on a larger, more flexible site, possibly including the relocation of 6th Street.
- Allow for a density of development with a Floor Area Ratio (FAR) of up to:
  - 1.75 on properties of 20,000 sq. ft. or greater, and
  - 1.0 on smaller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

Policy LE 6
Encourage redevelopment of the Clyde Avenue Area East of Taylor Way by providing for consideration of commercial, mixed use commercial/residential and specialized residential uses within the area.

Policy BF-B 3.3
Encourage the highest quality of design in redevelopment of the Clyde Avenue area east of Taylor Way which reflects the mix of uses, the need for a landscaped setting adjacent to the Capilano River and to address the proximity of regional through traffic and major shopping area.

Development Permit Area Designation BF-B 3.3
Clyde Avenue as defined and illustrated by Clyde Avenue East of Taylor Way Development Permit Area Designation Map BF-B 3.3 is designated a Development Permit Area.

Clyde Avenue Area BF-B 3.3	**Category**	Local Government Act s. 488 (1)(e) and (f)
	Conditions	The development permit area designation is warranted because of its location adjacent to the Capilano River at the entrance to the Municipality; and to regulate the redevelopment of the area for high quality residential, commercial, mixed commercial and residential and specialized housing uses within a landscaped setting.
	Objectives	▪ to guide redevelopment to encourage appropriate relationships between commercial, office, hotel and residential uses, ▪ promote reconstruction of the street and boulevard and landscaping of private properties to create a park like character, ▪ maintain and enhance landscaping and screening, ▪ ensure high quality building design, ▪ coordinate development and its impact on sunlight, views and streetscape, ▪ to promote an interesting pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 3.3 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 3.3, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to the Guidelines BF-B 3.3 and has been reviewed and recommended for support by the Design Advisory Committee.



Clyde Avenue East of Taylor Way
Development Permit Area Designation Map BF-B 3.3

I. CONTEXT AND SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

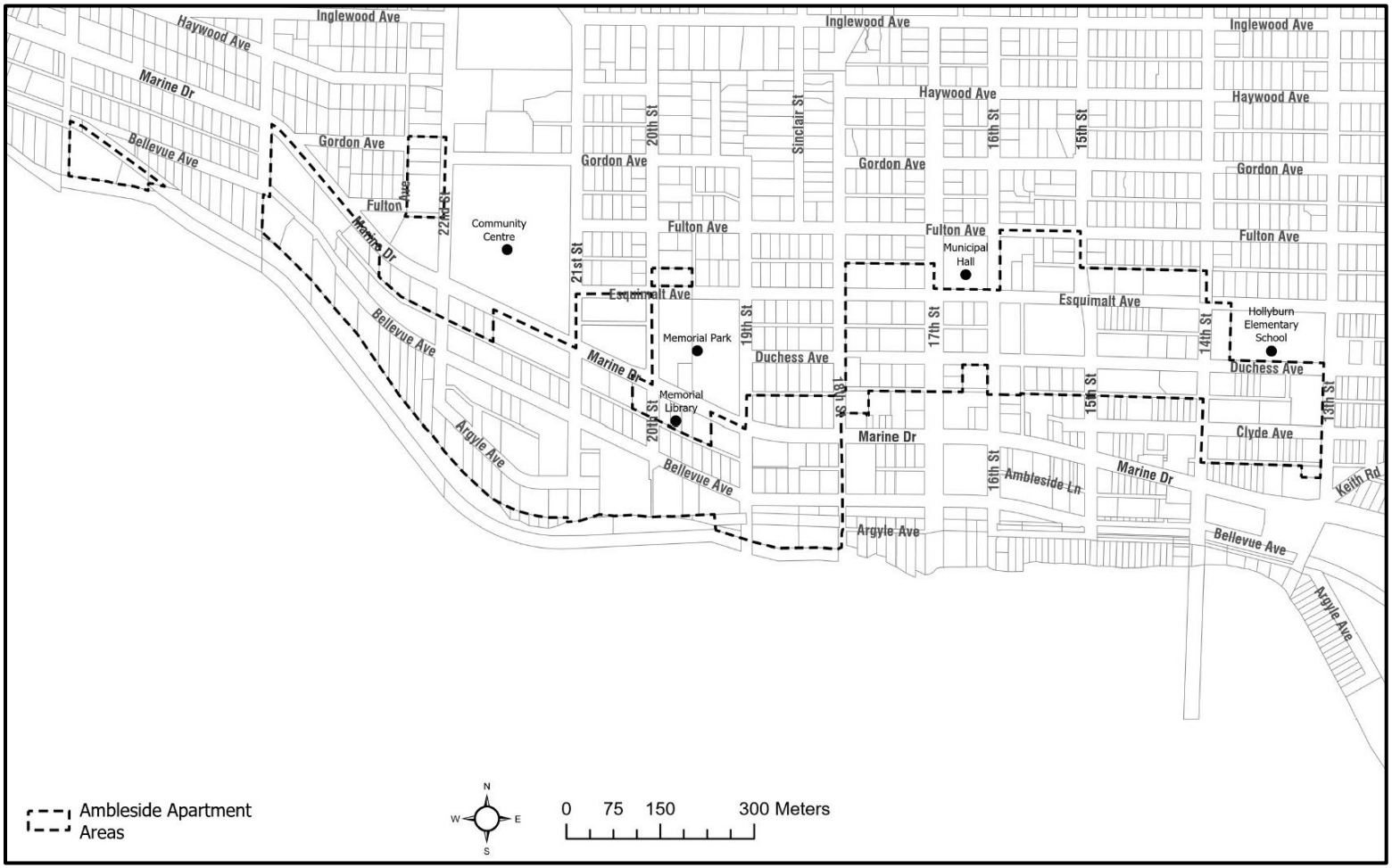
a. Create an overall park like character for the landscape treatment.
b. Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
c. Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed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

IV. CIRCULATION AND PARKING

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

POLICIES & GUIDELINES BF-B 4

AMBLESIDE APARTMENT AREAS



Map 1: Ambleside Apartment Area Development Permit Area Designation Map BF-B 4

AMBLESIDE APARTMENT AREA POLICIES BF-B 4

Policy BF-B 4.1
Ensure that new development in the Ambleside Apartment Area has a high quality of design and is in keeping with surrounding development.

Development Permit Area Designation BF-B 4.2
The Ambleside Apartment Area, as defined and illustrated by The Ambleside Apartment Area Development Permit Area Designation Map BF-B 4, is designated a Development Permit Area.

Ambleside Apartment Area BF-B 4	Category	Local Government Act s. 488 (1)(e) and (f)
	Conditions	The development permit area designation is warranted due to the area's high residential density.
	Objectives	• to promote a high standard of construction, • to integrate new development with existing views, circulation and the character of existing buildings, and • to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages
	Guidelines Schedule	Guidelines BF-B 4 shall apply, except for mixed-use or commercial-only buildings within the 1800 block of Marine Drive (see Map 2), where Guidelines BF-C 3 shall apply
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 4, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 4.

Policy BF-B 4.3
There will be no expansion of the boundaries of the Ambleside Apartment Area to extend the high-density, high-rise development area.

Policy BF-B 4.4

A site within the Ambleside Apartment Area that does not qualify for a high-rise building may be considered for rezoning to a low- or mid-rise multiple dwelling category, as identified in the policies below:

Policy BF-B 4.4.1

Sites within the 1800 block of Marine Drive (shown on Map 2) may be considered for residential-only use, with commercial as an optional use at street-level:

a. Strata townhouses, stacked townhouses, live-work, or apartments, up to 15.24 metres (4 storeys) and 1.75 FAR; or
b. Rent-to-own apartments up to 15.24 metres (4 storeys) and 2.0 FAR; or
c. Rental apartments, seniors apartments, or strata apartments with below-market rental apartments where at least 30% of the residential floor area is used for below-market rental, up to 2.5 FAR.

Map 2: 1800 Block of Marine Drive

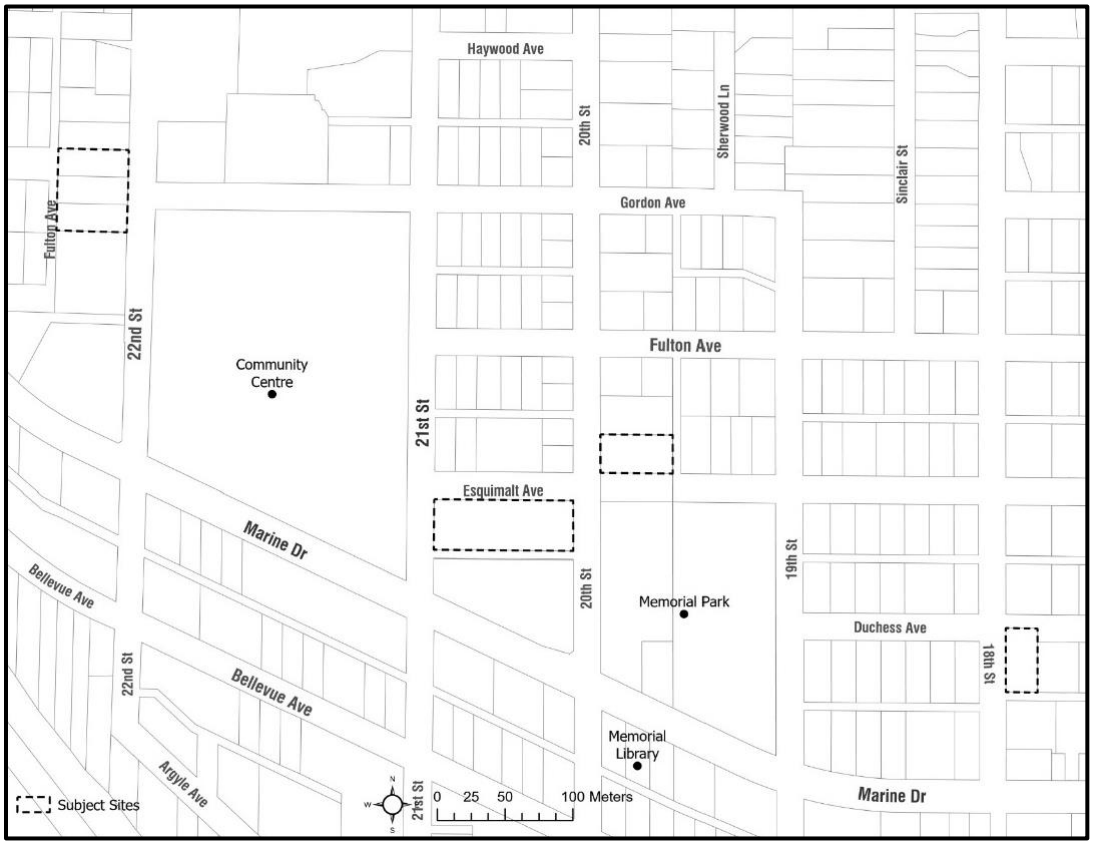
Policy BF-B 4.4.2
District-owned lands on the south face of the 1500-block of Fulton Avenue (shown on Map 3) may be considered for more diverse and affordable housing (including, but not limited to, strata, rental, below-market rental, and seniors) up to 21.33-27.43 metres (6-8 storeys) at 2.5 FAR.

Map 3: District-Owned Lands, South Face, 1500 Block of Fulton Avenue

Policy BF-B 4.4.3

Public Assembly and Community Use zoned sites (shown on Map 4) may be considered for:

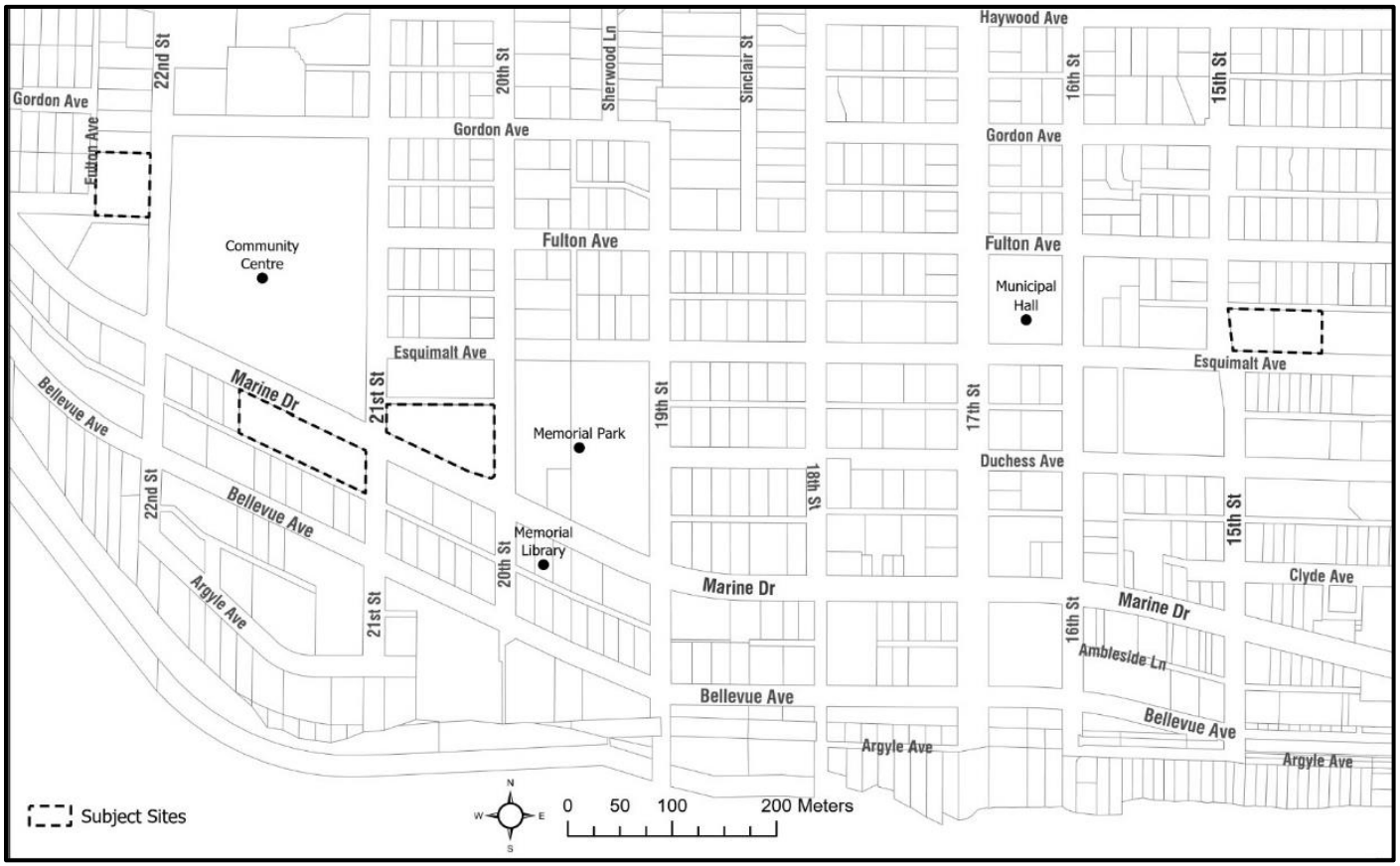
a. Up to 12.19 metres (3 storeys) and 1.6 FAR where strata residential-only; or
b. Up to 15.24 metres (4 storeys) and 2.0 FAR where strata residential with community use and/or public assembly use; or
c. Up to 21.33 metres (6 storeys) and 2.5 FAR where rental residential-only; or
d. Up to 21.33 metres (6 storeys) and 2.75 FAR where:
    i. Rental housing with community use and/or public assembly use; or
    ii. Strata apartments with below-market rental apartments, where at least 30% of the residential floor area is used for below-market rental; and
e. For sites on Esquimalt Avenue (West Vancouver United Church and First Church of Christ, Scientist), encourage ground-oriented housing forms that respond to the character of the surrounding neighbourhood.



Map 4: Public Assembly and Community Use Sites

Policy BF-B 4.4.4

Private, non-profit, and senior government owned age-restricted sites (shown on Map 5) may be considered for up to 15.24-18.29 metres (4-5 storeys) and 2.5 FAR for seniors housing.



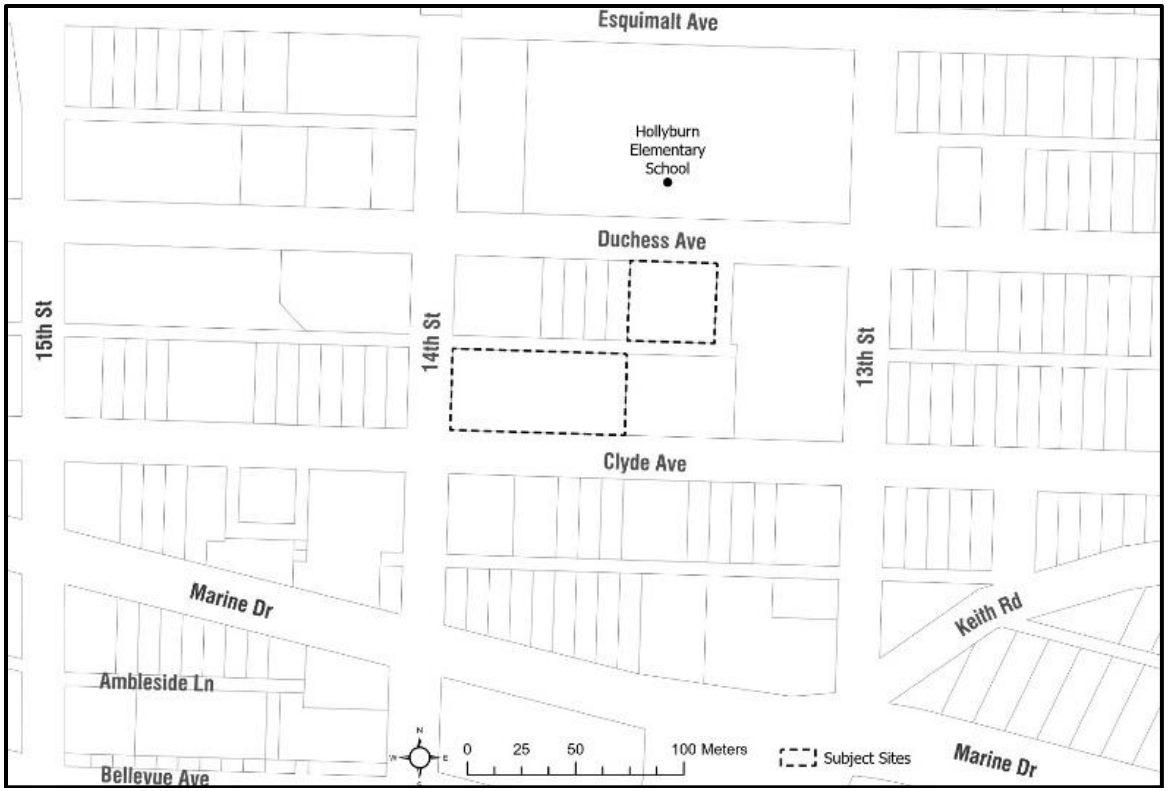
Map 5: Private, Non-Profit and Senior Government-Owned Age-Restricted Sites

Policy BF-B 4.4.5

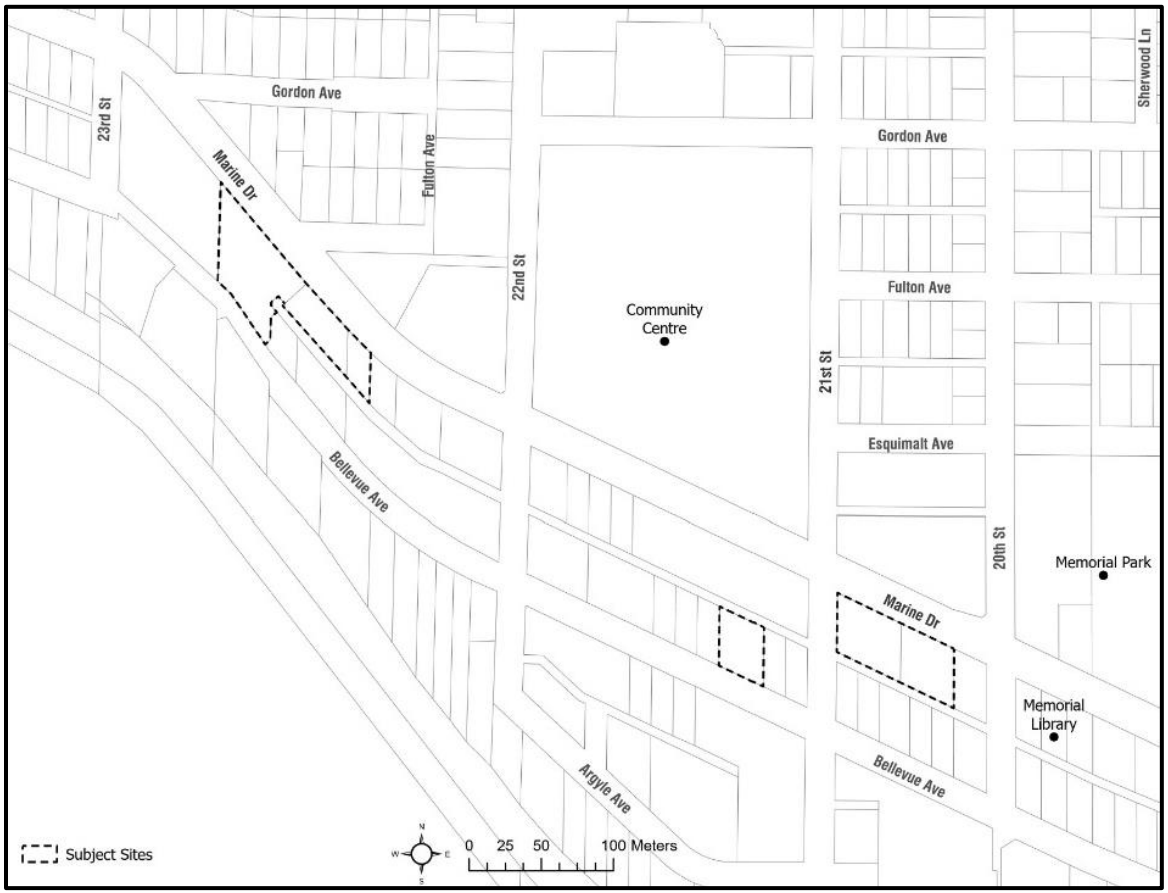
Select sites within the Apartment Area (shown on maps 6 A-D) may be considered for rezoning as specified below:

a. Renewing former Land Use Contract sites on the 1300 block of Duchess Avenue and Clyde Avenue up to 27.43-39.62 metres (8-12 storeys) and 3.0 FAR, with appropriate heights to be determined through contextual review of the proposal;
b. Supporting Hollyburn Corner and reflecting the western apartment sub-area up to 15.24 metres (4 storeys) and 3.0 FAR, with appropriate heights to be determined through contextual review of the proposal;
c. Enabling up to 1.4 FAR on waterfront sites, with heights limited to 12.19 metres (3 storeys) from the higher of the street or lane; and
d. Allowing infill housing alongside the continued rental use of existing units on large sites, up to a total site density based on the tenure of the infill:
    i. Strata up to 2.5 FAR;
    ii. Mixed strata and rental, or rent-to-own, up to 2.75 FAR; or
    iii. Rental or co-op up to 3.0 FAR;

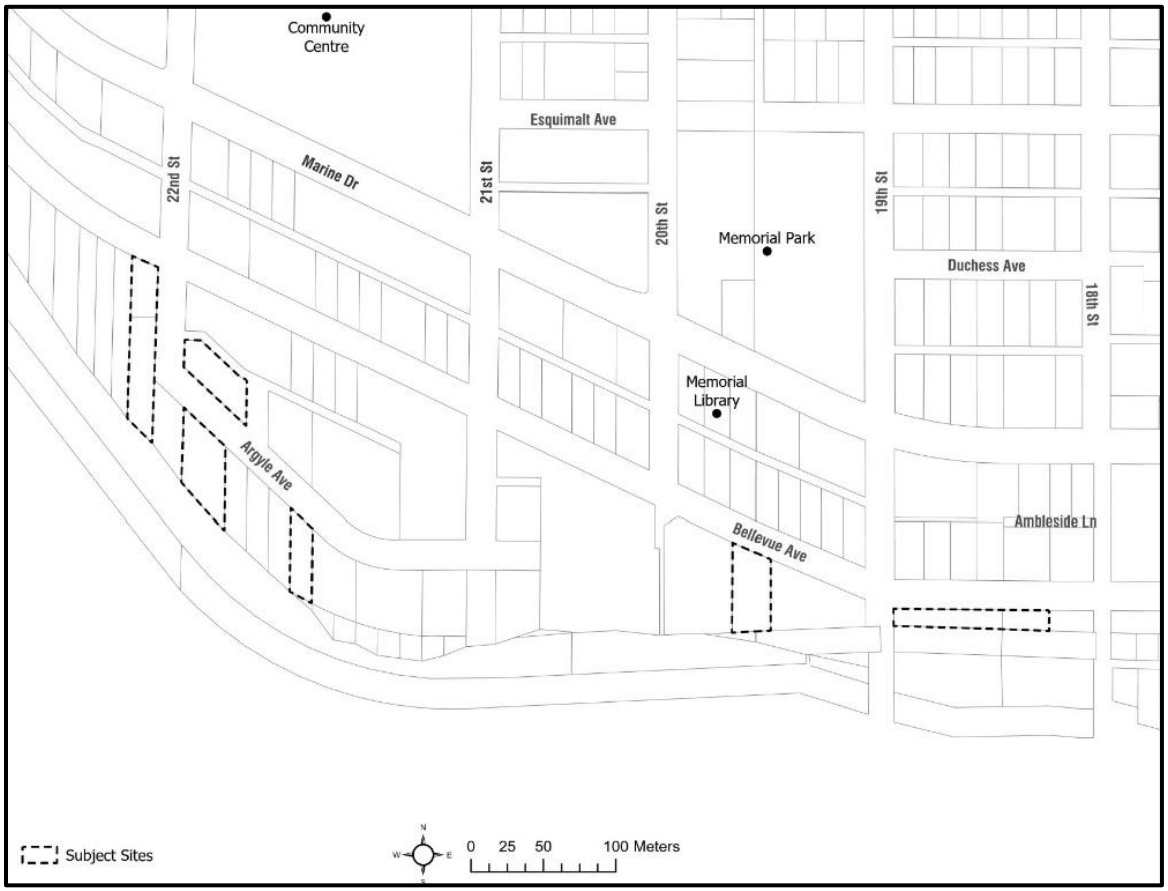
    with appropriate heights to be determined through contextual review of the proposal. Infill housing at 2222 Bellevue Avenue (Villa Maris) should be sited to minimize view impacts from the north and east looking towards the south, with the preferred location for an infill building to be south of the existing building.



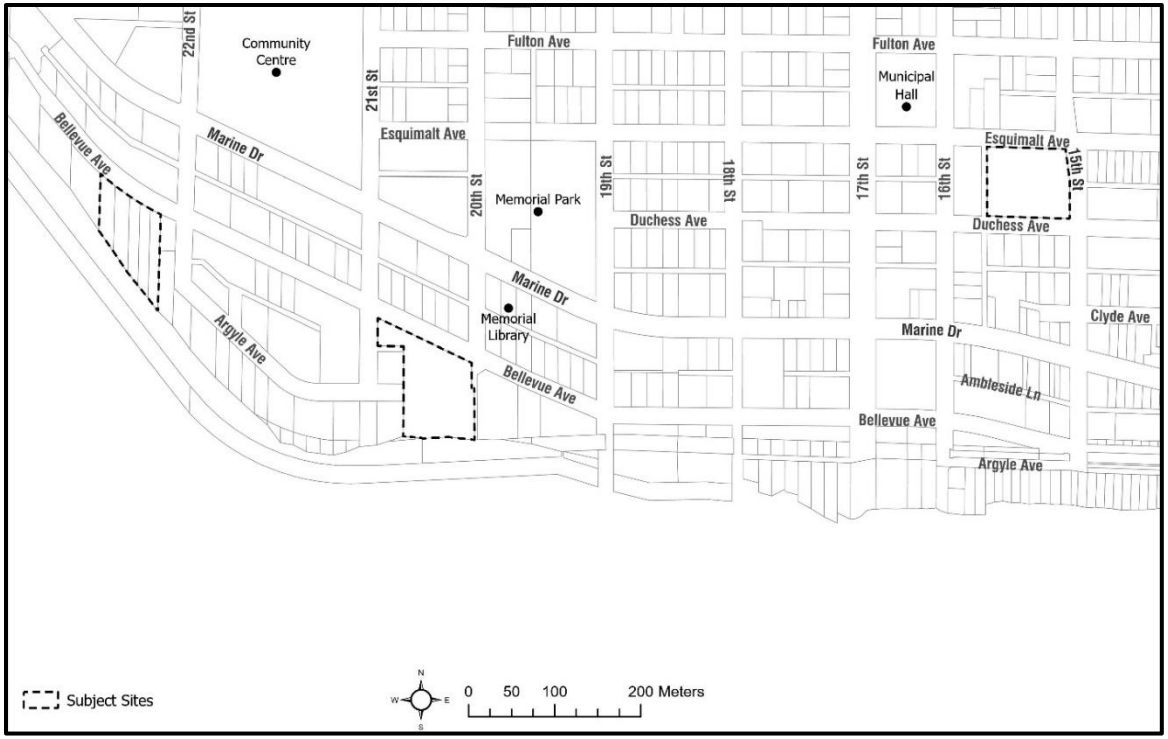
Map 6 A: Former Land Use Contract Sites, 1300 block of Duchess Avenue and Clyde Avenue



Map 6 B: Sites Around Hollyburn Corner



Map 6 C: Waterfront Sites



Map 6 D: Infill Sites

Policy BF-B 4.5
To encourage the renovation and/or conservation of apartment buildings with heritage merit, Heritage Revitalization Agreement (HRA) applications with infill buildings or transfer of development rights may be considered.

Policy BF-B 4.6
To encourage better design, and a more complete range of housing options, consider townhouse and apartment forms in development applications in the Ambleside Apartment Area.

Policy BF-B 4.7
To support housing for different household needs, include a mix of bedroom units and of unit sizes in development applications in the Ambleside Apartment Area.

Policy BF-B 4.8
To ensure the impact of new development is responsibly managed, continue to require transportation impact assessments, utility modeling analyses, development cost charges, off-site improvements, and community amenity contributions – as determined by District review and provincial legislation – in development applications in the Ambleside Apartment Area.

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.

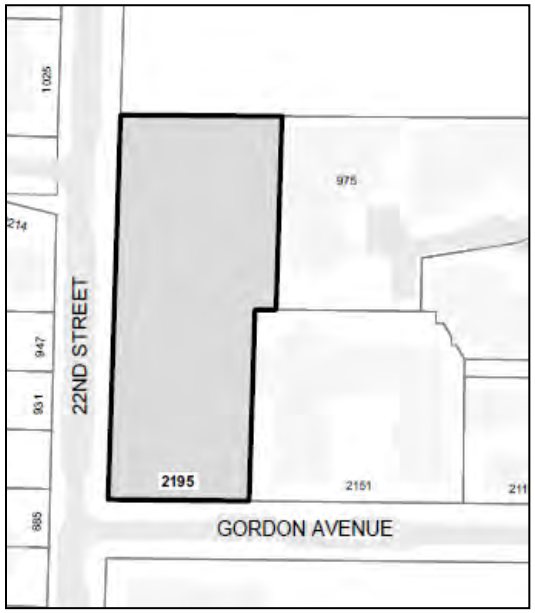
GUIDELINES BF-B 5

22ND STREET AND GORDON AVENUE

Policy BF–B5

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

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



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

22nd Street and Gordon Avenue BF-B5	**Category**	Local Government Act s. 488 (1)(f)(h)(i)(j)
	Conditions	The development permit area designation is warranted to ensure that development for multiple family housing, and an adult day centre, is compatible with surrounding uses.
	Objectives	• to promote the siting and design of the buildings and landscaping in accordance with the 22nd Street and Gordon Avenue guidelines • to ensure quality building design, materials and landscaping • to ensure that the massing, scale, orientation, character and articulation of the buildings is responsive to the neighbourhood context • to create a pedestrian-friendly streetscape • to ensure that the buildings have their own stand-alone character and relate to one another through a common architectural expression • to promote an inviting public realm • to promote energy conservation, water conservation and the reduction of greenhouse gases
	Exemption	Development may be exempted from the requirement for a Development Permit if the proposal: i. does not involve the construction of any new buildings or structures; ii. is for a renovation that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Policy BF-B5; or iii. is for a renovation that is considered to be minor in nature, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee, or an equivalent body appointed by Council, and conforms to the Policy BF-B5.

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

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

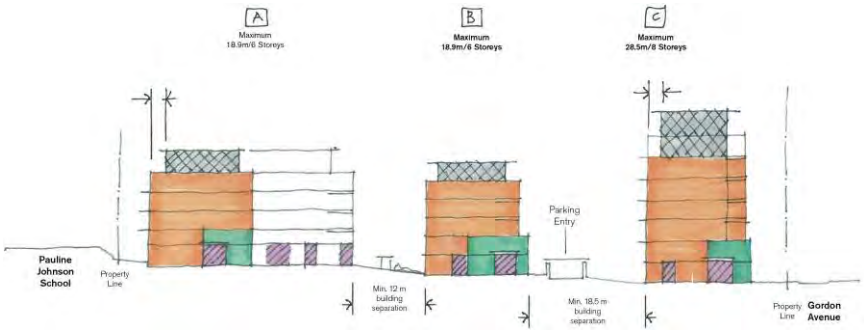


Figure 2: Conceptual Sketch of Street Wall and Building Massing Along 22nd Street

Figure 1: Conceptual Site Plan

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

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

III. BUILDING MATERIALS

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

f. Materials shall <u>not</u> include:
    - Vinyl siding
    - Stucco
    - Exterior Insulated Finishing System
    - Mirrored or heavily tinted glass

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

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

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

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

IV. WEST COAST CONTEMPORARY EXPRESSION

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

a. Contemporary expressions include:

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

Figure 8. Examples of West Coast Contemporary Architecture

II. ADULT DAY CENTRE

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

III. ROOFTOPS

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

IV. SUSTAINABLE BUILDING DESIGN

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

V. LANDSCAPE DESIGN

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

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

VI. CIRCULATION/ PARKING

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

Figure 9: Landscaped courtyard with mature trees & defined pathways

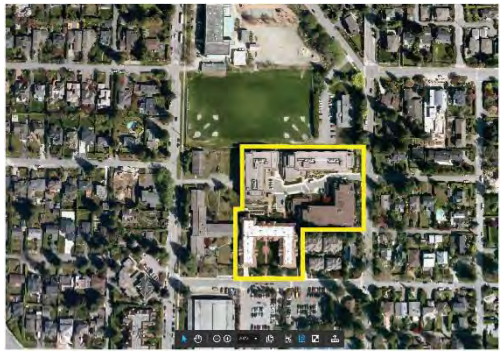
Figure 10: Rooftop amenity area with greenery and urban agriculture

GUIDELINES BF-B 7

KIWANIS LAND

Policy BF-B 7.1

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



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

Policy BF-B 7

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

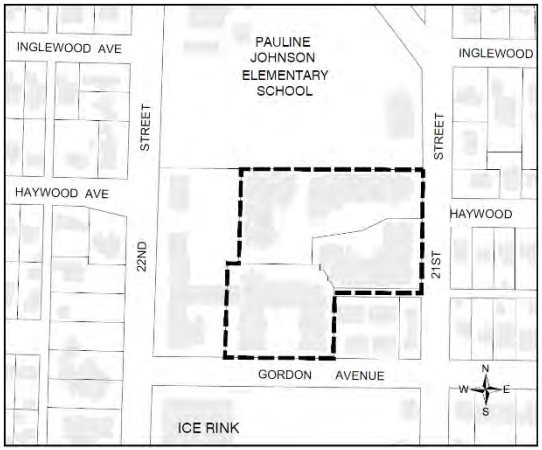
Development Permit Area Designation BF-B 7

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

Kiwanis Lands BF-B 7	**Category**	Local Government Act s. 488 (1) (f)
	Conditions	The development permit area designation is warranted to ensure that development for multiple family housing, multi-level care and health and social services is compatible with surrounding uses.
	Objectives	▪ review the massing, scale, orientation, character and articulation of buildings proposed for the site in relation to adjacent development, ▪ minimize the impact of a care facility on residential uses, ▪ limit the height of buildings generally to three storeys in height and provide for the consideration of buildings of up to four storeys to encourage the provision of open space and meritorious design alternatives, subject to detailed examination to determine that views from existing residential areas are not significantly reduced, the overall appearance of buildings set within the landscape is enhanced by such additional height and that sunlight available to existing dwelling units is not unduly impeded, and ▪ encourage the provision of a mid-block pedestrian connection between the elementary school and the site or other appropriate location where the impact on seniors' privacy is acceptable. ▪ Encourage projects which incorporate adaptable residential design.

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

The Multiple Family Sites Guidelines BF-B 8 apply.



Kiwanis Lands Development Permit Area Designation Map BF-B 7

GUIDELINES BF-B 8
OTHER MULTIPLE FAMILY SITES

Policy BF-B 8
Ensure that multiple family dwellings located throughout the municipality meet a high quality of building design and landscaping in keeping with their sites and neighbourhood context.

Development Permit Area Designation BF-B 8
The multiple family sites described as: Esker Lane, 1253-1275 3rd Street, DL 1074 Strata Plan LMS 2681; 2170 Chairlift Road, Lot 21 Exc. Part on Highway Plan 122, Block B, DL 815, Plan 9624; and, 2100 Block Gordon Avenue, DL 775 Lots 13 and Strata Plan BCS 1593; 29th Street and Marine Drive, The South 100 Feet of Lot B Block 46 District Lot 556 Plan 8751; and the area shown in Figure 1 are designated a Development Permit Area.

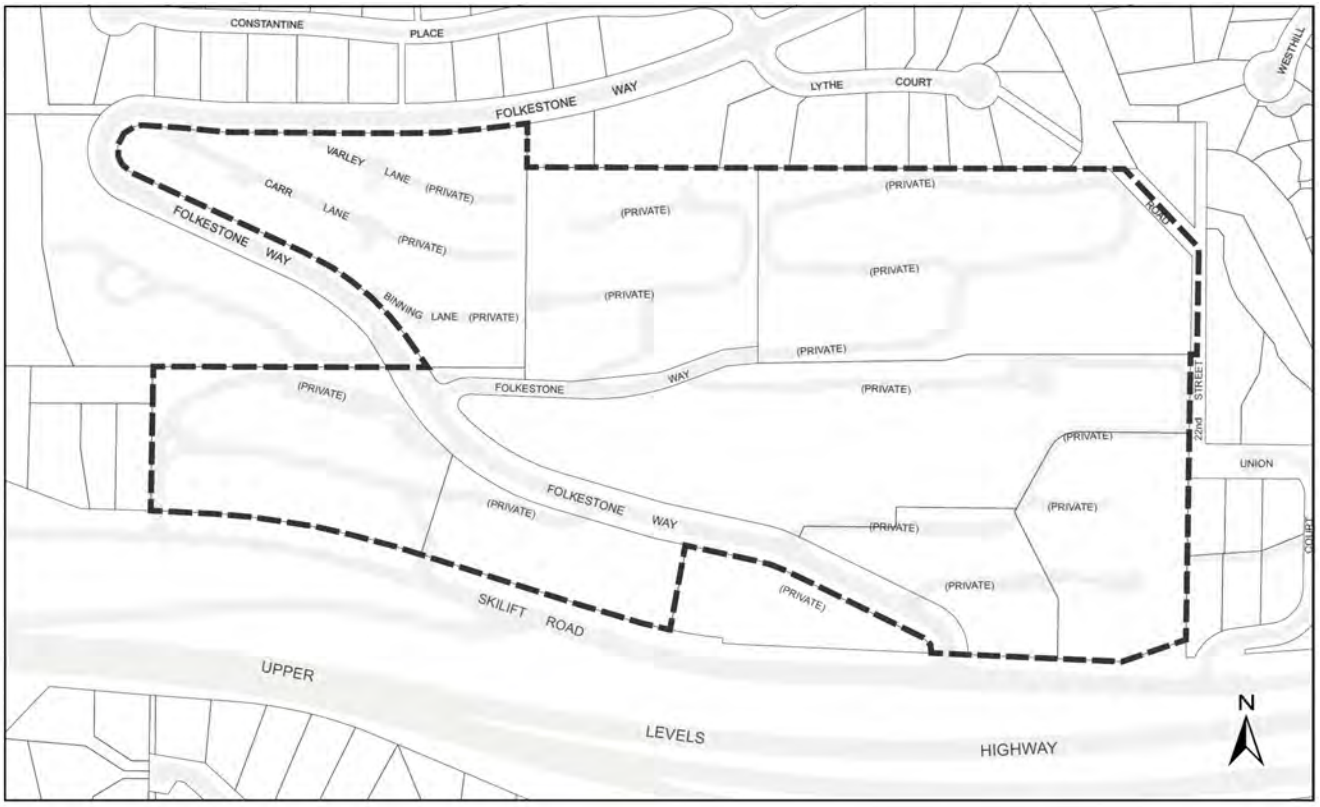


Figure 1 Folkestone Way CD Sites - Other Multiple Family Sites BF-B 8

Other Multiple Family Sites BF-B 8	**Category**	Local Government Act s. 488 (1)(f)
	Conditions	The development permit area designation is warranted to provide for the compatibility of multiple family development with adjoining single family and other land uses.
	Objectives	▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing views, circulation and the character of surrounding buildings and uses
	Guidelines Schedule	Guidelines BF-B 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets allrequirements of the Zoning Bylaw and conforms to the Guidelines BF-B 8, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 8.

V. CONTEXT / SITEDESIGN

a. Design should be compatible with adjacent uses and any special circumstances created by proximity to other uses.
b. Situate buildings to maximize views while minimizing impacts to surrounding buildings' views.
c. Minimize obstruction of views from public pedestrian areas, common living areas of other developments, and from existing residential units.
d. Enhance the quality of streetscapes through the overall design of development.
e. Encourage open space amenities, such as ground level courtyards
f. Link ground level entries and open spaces to adjacent streets,

sidewalks and pathways.

g. Locate utility wires underground where economically feasible.

VI. BUILDING DESIGN

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

VII. LANDSCAPE DESIGN

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

VIII. CIRCULATION / PARKING

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

GUIDELINES BF-B 9
DEER RIDGE WEST

Policy BF-B 9

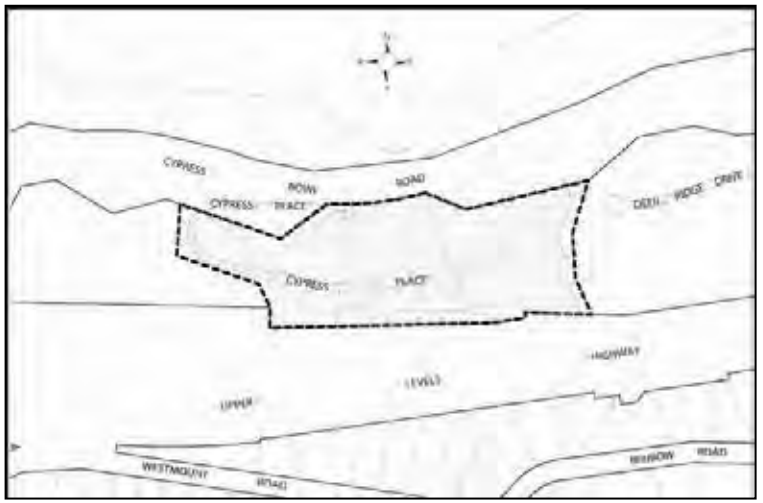
Promote the siting and design of high density multiple family dwelling units in the Deer Ridge West area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive residential streetscape.

- In the area shown on Residential Area Designations Map, a multi-family development up to 112 units generally known as Deer Ridge West may be approved. In order to retain the natural character of the area, the total lands involved shall be notless than 44.8 acres, of which at least 34.8 acres should be set aside for public use and for this purpose should be owned by the District.
- The multiple family development site shown on the Plan as Deer Ridge West may be approved for three apartment buildings of up to thirteen storeys In height and accessory amenity buildings and parking structures.
- The specific form and character of development of a multi-family site will be determined by Council in the context of the guidelines and objectives for the Deer Ridge Area in its consideration of a Development Permit. Application requirements shall include a description of the project's compliance with the policies and guidelines of this Plan and building siting as indicated on the Map.

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

Deer Ridge Area BF-B 9	**Category**	Local Government Act s. 488 (1)(a), (b) and (f)
	Conditions	The development permit area designation is warranted due to the area's steep slopes, proximity to a watercourse, forested character and high residential density.
	Objectives	▪ to provide for the siting and design of buildings and landscaping that respond compatible to the site and minimize visual impact on the hillside in accordance with the Deer Ridge guidelines, and ▪ to retain the natural forested character of the site in accordance with landscape and tree management plans.
	Guidelines Schedule	Guidelines NE 6, UL 1 and BF-B 9shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	(i) does not involve the construction of any new buildings or structures, or (ii) is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 9, or (iii) is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines in NE 6, UL 1 and BF-B9.

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



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

GUIDELINES BF-B 10
SUNSET HIGHLANDS

Policy BF-B 10
Promote the siting and design of low density multiple family dwelling units in the Sunset Highlands area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive, residential streetscape.

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

Sunset Highlands Area BF-B 10		
	Category	Local Government Act s. 488 (1)(a), (b), and (f)
	Conditions	The development permit area designation is warranted due to the area's very steep slopes, mountain watercourses, bedrock and rock outcroppings (including large boulders), and native forest. Such a designation will ensure that development of duplexes and townhouses respects the special conditions of the site's proximity to Highway 99, distance from municipal services, and siting above an existing single family neighbourhood.
	Objectives	▪ to promote development that respects the terrain, vegetation, drainage courses and constraints related to the mountainous environment of the site, ▪ to ensure that the development does not impose an undue burden on municipal services, given the remote location, ▪ to promote the siting of buildings and designs that respond to the steep slope and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, ▪ to encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining common properties that will, to the extent possible, minimize the impact of roads and driveways on the steep topography and promote a park like character, and ▪ to encourage the reinstatement of an overall forested character by limiting tree cutting before development starts and by encouraging replanting with native trees and shrubs.
	Guidelines Schedule	Guidelines BF-B 10 and NE 6 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 10, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 10 and NE 6.

Sunset Highlands Development Permit Area Designation Map BF-B 10

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

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

GUIDELINES BF-B 11

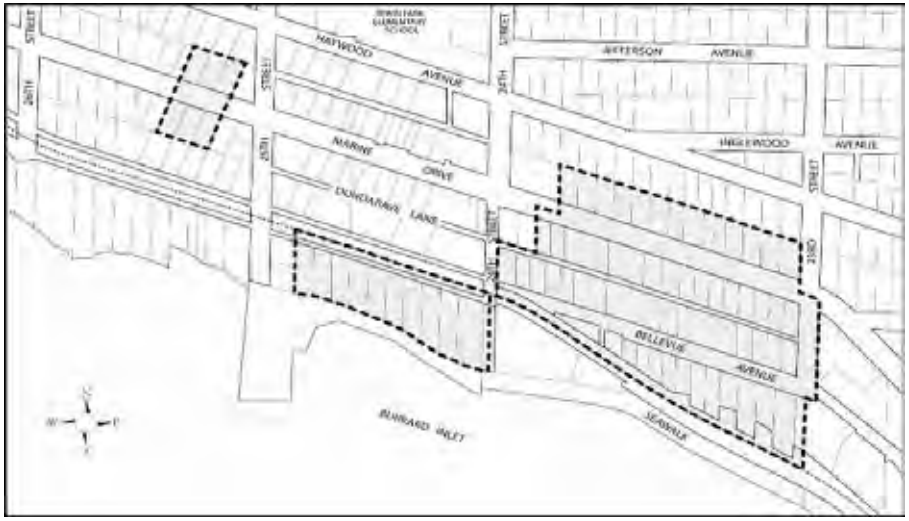
DUPLEX AREAS

Policy BF-B 11
Ensure that duplexes enhance the character of a neighbourhood and meet a high quality of building and landscape design in keeping with the site and neighbourhood context.

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

Duplex Areas BF-B 11	**Category**	Local Government Act s. 488 (1)(e)
	Conditions	The development permit areas designation is warranted to provide for the compatibility of two family dwellings and landscaping with adjoining single family dwellings and other land uses.
	Objectives	▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing site conditions (such as steep slopes) and the character amenities of the surrounding area.
	Guidelines Schedule	Guidelines BF-B 11 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 11, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all the requirements of the zoning bylaw or incudes minor variances to the zoning bylaw.

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



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

I. CONTEXT AND CHARACTER

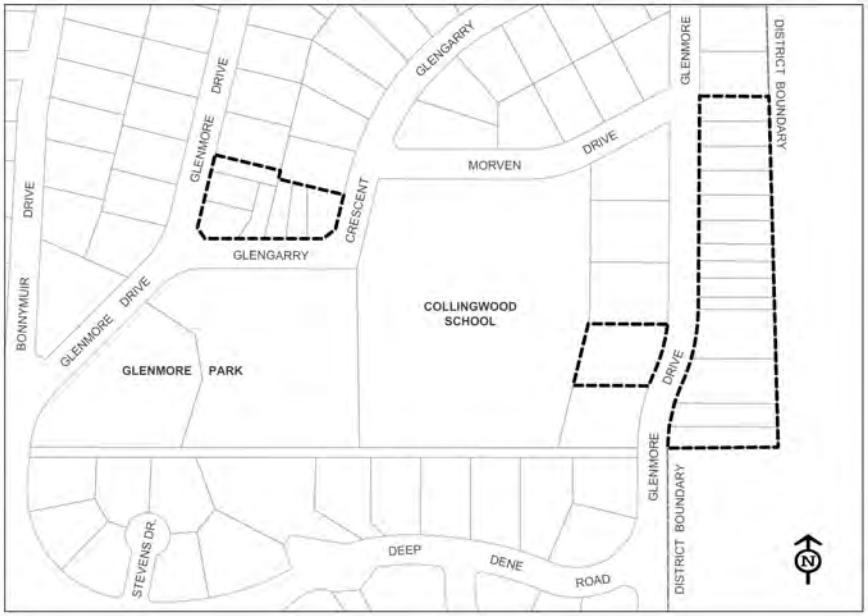
a. Situate new developments in keeping with the surrounding residential context.
b. Provide a character that creates a strong and coherent residential streetscape.

II. SCALE

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

III. DEFINITION OF ENTRANCE

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



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

IV. USE OF APPROPRIATE MATERIALS

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

V. LANDSCAPE DESIGN

a. Design landscape elements to be complementary and consistent with building design.
b. Provide private outdoor open spaces for each unit.
c. Use landscape elements such as gateways, trellises, lighting, planting areas and paving to create an 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

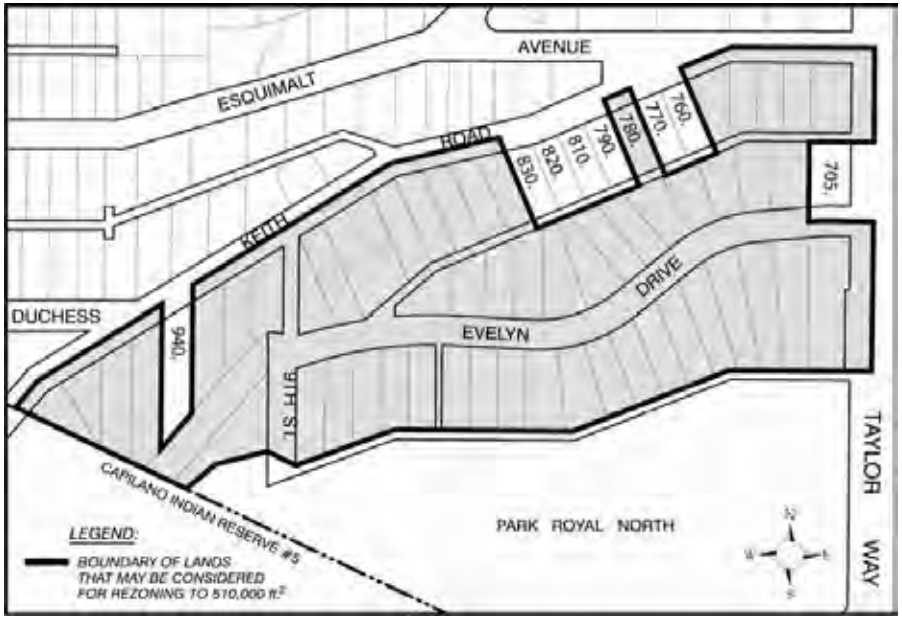
Policy H 2

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

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

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

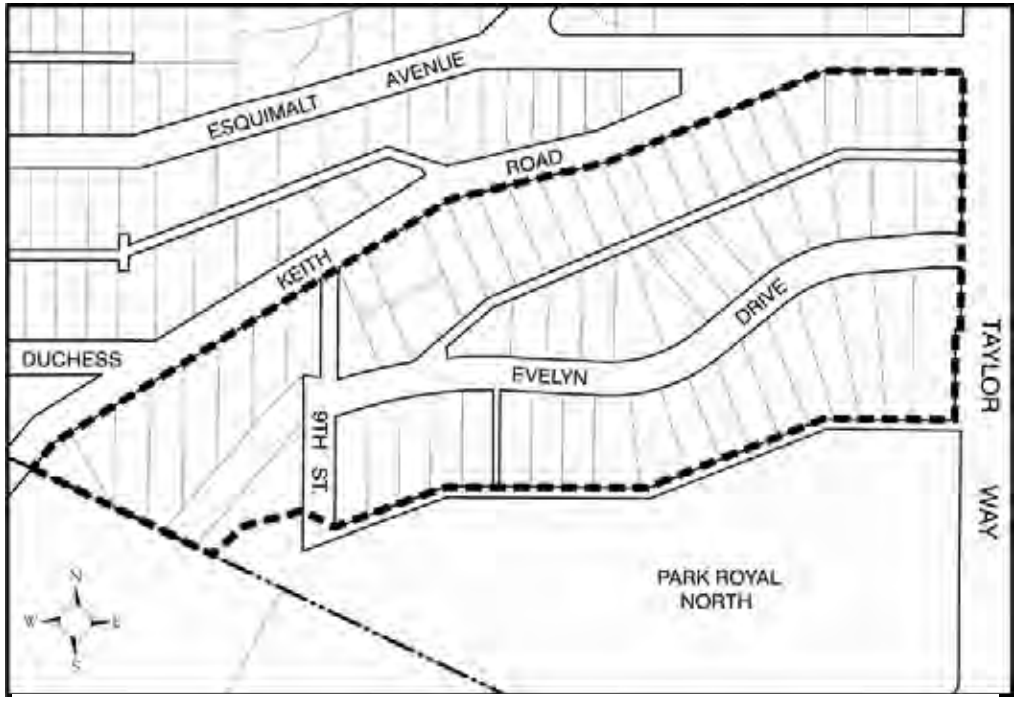
A zoning amendment is necessary to implement this policy. The lands shown shaded on the map below may be considered for rezoning to provide for approximately 510,000 sq. ft. of housing and up to 350 dwelling units. Applications may be considered for rezoning of 940 Keith Road and 705 Evelyn Drive for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



Development Permit Area Designation BF-B12

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

Evelyn Drive Planning Area BF-B12	**Category**	*Local Government Act* s. 488 (1)(a), (b), (e) and (f)
	Conditions	The development permit area designation is warranted due to the area's moderate to steep slopes and redevelopment to a greater residential density.
	Objectives	The objectives of this designation are: ▪ to promote the siting of buildings, building design and site works that respond appropriately to the slope condition; ▪ to minimize the visual impact on properties to the north; ▪ to encourage visually attractive development at this entry to West Vancouver; ▪ to promote a high standard of design, construction and landscaping; and ▪ to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 12 shall apply.
	Exemption	Development may be exempted from the requirement for a Development Permit if the proposal: iv. deals with property zoned RS5; or v. does not involve the construction of any new buildings or structures; or vi. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 12; or vii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-B12.



Evelyn Drive Development Permit Area Designation Map BF-B12

1. CONTEXT AND SITE DESIGN

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

1.02 Built form should:

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

1.03 Development including site and building designshould 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 liveabilityof residential units including private outdoor spaces, and
- provide 'eyes on street' and opportunities for people to easily view what is happening around them.

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

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

2. BUILDING DESIGN AND SERVICES

2.01 Design strategies and building details such as natural cross-ventilation, energy efficient fixtures, green roofs, high performance materials and geo-exchange should be used to create 'green' buildings that reduce energy consumption, enhance sustainability and create a healthy living environment.

2.02 Single-family, Two-family and Cluster housing designs should be varied to add neighbourhood character and individual identity.

2.03 Apartment buildings should be:
- architecturally distinct,
- varied in their expression towards the street, and
- designed to breakdown massing and to prevent a pedestrian scale to the street, walkways, and semi-private open space

2.04 Buildings over 3 storeys in height should be sculpted, articulated and terraced to:
- reduce building mass,
- avoid buildings appearing to top out at the same or near same height,
- create a transition in form between Park Royal Shopping Centre and single and two family residential buildings, when viewed from the south, and
- provide interest to the overall design of the building.

2.05 Multi-family buildings should be sensitive to issues of privacy/overlook to and from adjacent properties.

2.06 Building entrances should be designed to be highly visible and with a distinct identity from the street.

2.07 Weather protection should be provided to the primary common entry of a multi-family building.

2.08 Blank or undifferentiated facades are to be avoided.

2.09 Rooftop mechanical equipment and hydro utility boxes and similar equipment should be located and concealed to minimize visual and acoustical impacts on adjacent properties, the streetscape and views.

2.10 All dwellings units should be provided with adequate storage areas, including convenient, secure bicycle storage.

2.11 Common garbage and recycling areas for multi-family housing should be:
- sited in a convenient location for residents, and
- located within the building, or contained within a roofed/walled enclosure coordinated with the overall design of the development and screened from public view.

3. LANDSCAPE DESIGN

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

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

3.03 Glare and light spill of exterior or ground level lighting to surrounding properties should be minimized.

a. Ensure that landscape character complements the character and design of buildings.
b. Differentiate public from intended private spaces.
c. Provide clearly defined, barrier-free access along sidewalks, and walkways to building entrances. Street furniture, merchandise displays and landscaping should not inhibit pedestrian or barrier-free access along sidewalks or to buildings.

4. CIRCULATION AND PARKING

4.01 Driveways should be consolidated and widths minimized to reduce disruption to pedestrian movement and to not limit the provision of street trees, landscaping or furnishings in appropriate locations.

4.02 Underground parking should be readily accessible by residents, and designed and finished to enhance safety and security.

4.03 Access to garage structures for all uses should be from narrow driveways and building design should ensure that garage doors are not a dominant feature of the streetscape.

GUIDELINES BF-B 13
BLOCK BOUNDED BY ESQUIMALT AVENUE, 20TH STREET, FULTON AVENUE AND 21ST STREET

Policy BF-B13
Ensure that infill housing development enhances the character of the local neighbourhood and meets a high quality of building and landscape design.

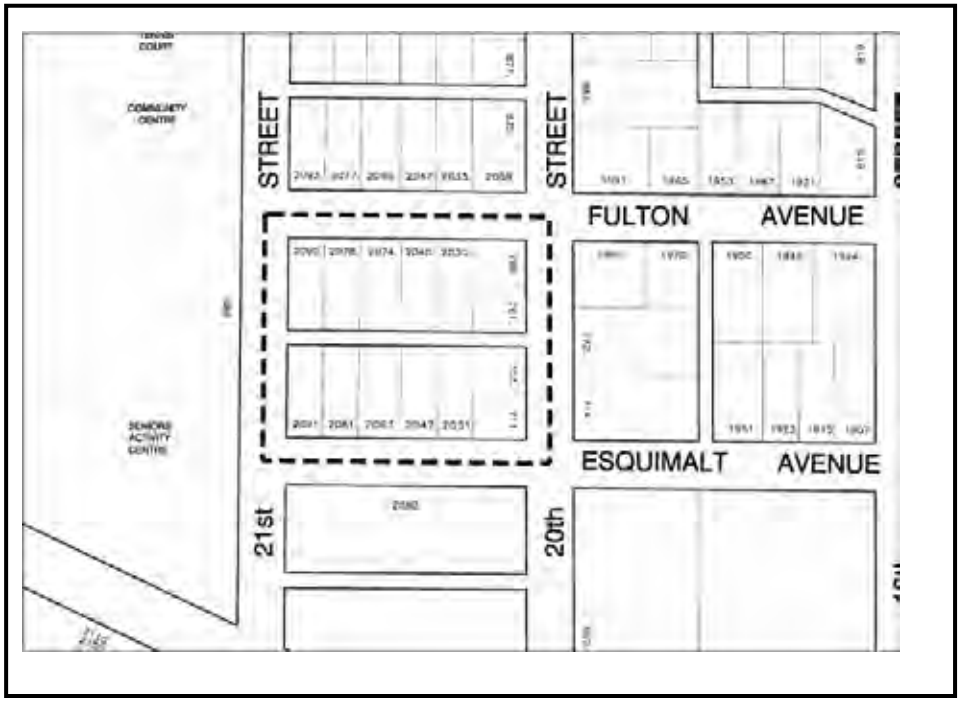
Policy BF-B13.1
The block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street (as shown on Map BF-B13) may be considered for rezoning to enable development of ground-oriented infill housing, not exceeding a density of
0.61 Floor Area Ratio (FAR).

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

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

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

Category:	*Local Government Act* s. 488 (1) (e), (h), (i), and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of new infill housing units within an established neighbourhood.
Objectives:	▪ To integrate intensive residential development with existing site features, and the built form and landscape character of the surrounding area; ▪ To promote a high standard of design, construction and landscaping; and ▪ To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B 13 shall apply.
Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	I. is for the construction or renovation of or small addition to a single-family building; or II. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B13.



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

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

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

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

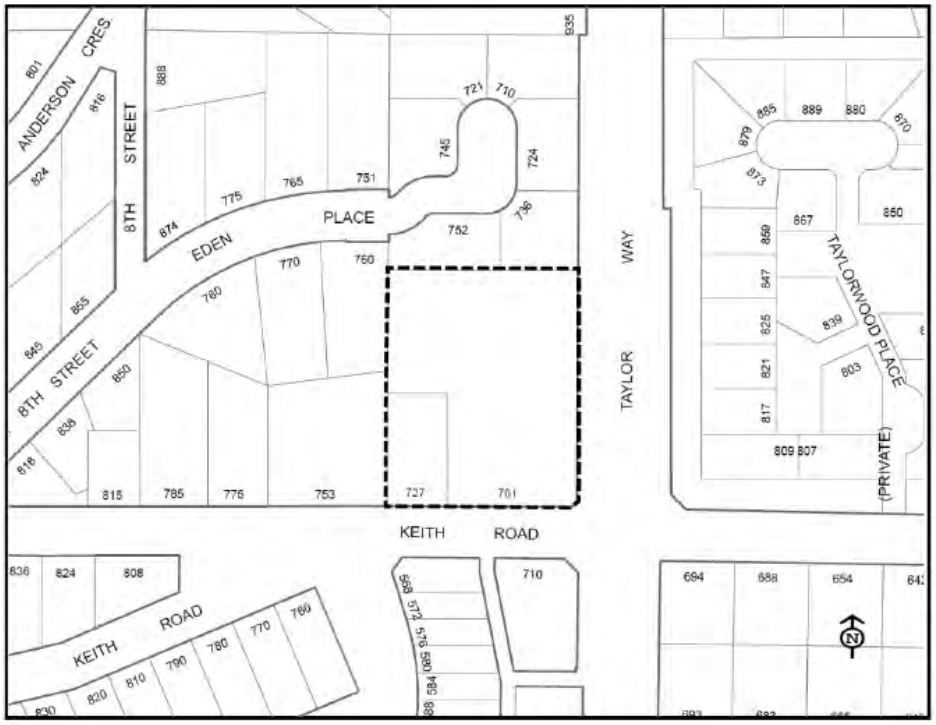
GUIDELINES BF-B 14
NORTHWEST CORNER OF TAYLOR WAY AND KEITH ROAD

Policy BF-B14
Ensure that the seniors' rental housing and assisted living and memory care residence integrates within the existing neighbourhood and meets a high quality of building and landscape design in keeping with the site and neighbourhood context.

Policy BF-B14.1
The northwest corner of Taylor Way and Keith Road (as shown on map BF-B14) may be considered for rezoning to enable the development of seniors' rental housing and assisted living and memory care residences.

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

Category:	Local Government Act s. 488 (1)(f), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of seniors' rental housing and assisted living and memory care residences within an established neighbourhood.
Objectives:	• To integrate seniors' rental housing and assisted living and memory care residences with existing site features, and the built form and landscape character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B14 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	*i.* does not involve the construction of any new buildings or structures; or *ii.* is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B14; or *iii.* is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee, and conforms to Guidelines BF-B14.



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

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

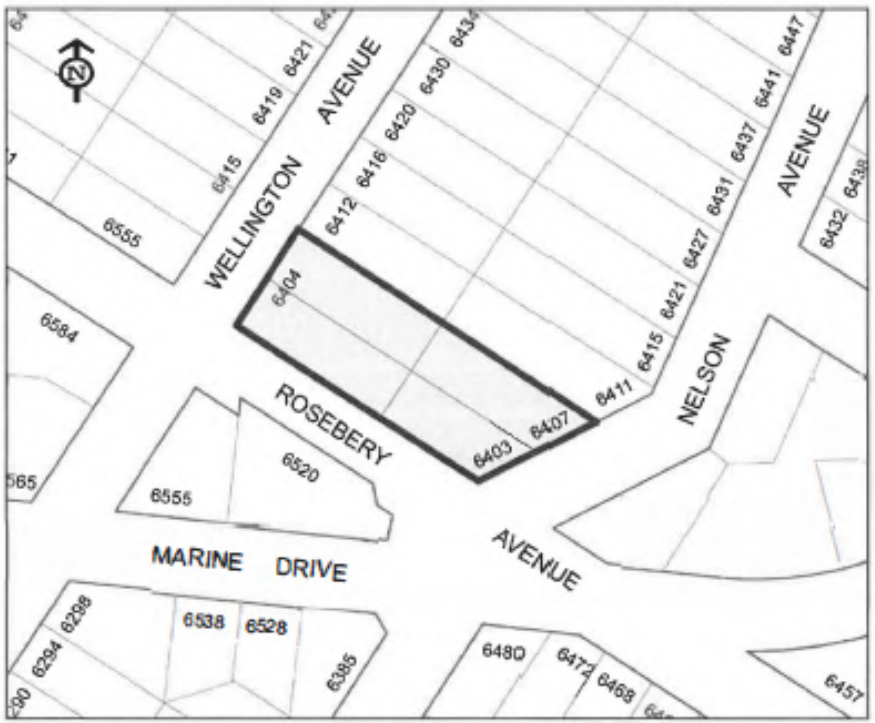
GUIDELINES BF-B 15
Tantalus Gardens

Policy BF-B15
Promote the siting and design of low density housing in the Horseshoe Bay area that integrates within the existing neighbourhood and meets a high quality of building and landscape design to create an attractive, residential streetscape.

Policy BF-B15.1
The lots as shown on map BF-B15 that are bounded by Wellington Avenue, Rosebery Avenue and Nelson Avenue may be considered for rezoning to enable development of ground oriented infill housing types that may include single family dwellings and duplexes and/or combinations thereof to address the missing middle.

Development Permit Area Designation BF-15

Category:	Local Government Act s. 488 (1)(e), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of infill housing units to address the missing middle within an established neighbourhood.
Objectives:	• To integrate intensive residential infill with existing site features, and the built form and landscape character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B15 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	*i.* is for the construction or renovation of or small addition to a dwelling unit; or *ii.* is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B15.



Tantalus Gardens Development Permit Area
Designation Map BF-B 15

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

a. The massing of the units should be configured to reflect a "single-family" residential character.

b. Buildings and structures should demonstrate variety in terms of form and character, architectural massing and roof forms while maintaining a cohesive approach to the overall design.

c. Roof forms should be "buried" into roof slopes with large overhangs to reduce the appearance of height.

d. Finishing materials should be varied and of natural materials to provide interest and texture.

e. A 'building wall' along the rear property line should be avoided through a combination of design, setbacks, heights measured from grade, and the retention of mature trees and landscaping where possible.

f. Balconies and decks should be screened and located to provide privacy and minimize overlook onto neighbouring properties.

g. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures and high performance materials should be used to create buildings that meet or exceed District sustainability targets.

h. All dwelling units should have access to adequate indoor storage areas, including convenient and secure bicycle storage.

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-B 16
Development Permit Guidelines for Ground-Oriented Infill Housing

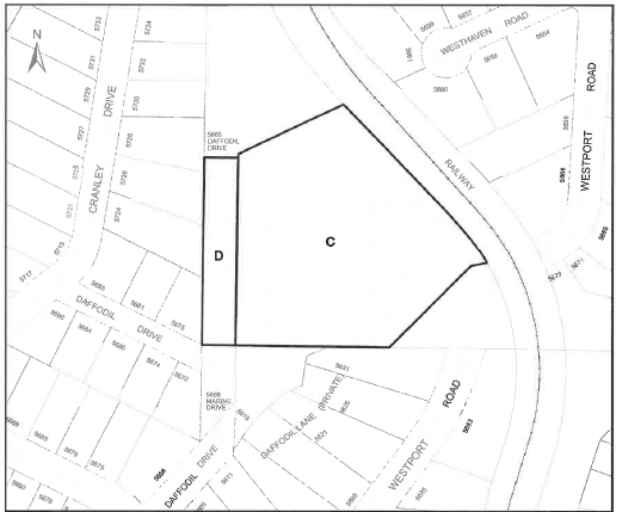
Policy BF-B16
Promote the siting and design of ground-oriented infill housing in West Vancouver that integrates with the neighbourhood context and meets a high quality of building and landscape design to create an attractive, residential streetscape.

Policy BF-B16.1
The lots shown on maps BF-B16 may be considered for rezoning to enable ground-oriented infill housing types that may include single family dwellings, duplexes, townhouses, rowhouses, and/or combinations thereof to address the missing middle.

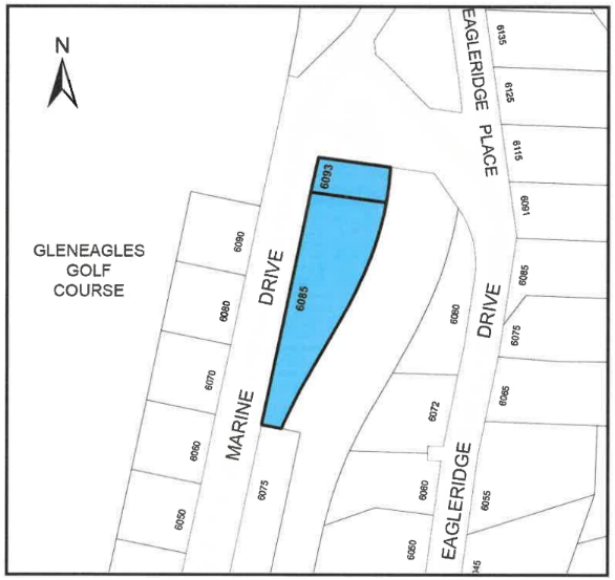
Development Permit Area Designation BF-16

Category:	Local Government Act s. 488 (1)(e), (h), (i), and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of ground-oriented infill housing units to address the missing middle.
Objectives:	• To integrate intensive residential development with existing site features, and the built form and character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B16 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	*i.* is for the construction or renovation of or small addition to a dwelling unit; or *ii.* is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B16.

Ground-Oriented Infill Housing Development Permit Area Designation Maps BF-B16



Map 1: Lots C and Daffodil Drive



Map 2: 6085 and 6093 Marine Drive

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. Buildings and structures should demonstrate variety in terms of form and character, architecture massing and roof forms while maintaining a cohesive approach to the overall design.

a. Roof forms should be designed to reduce the appearance of height, such as varied forms, large overhangs, or integrated with roof slope.

b. Finishing materials should be varied and of natural materials to provide interest and texture.

c. Creating a single 'building wall' along property lines should be avoided through a combination of design, setbacks, heights measured from grade, and the retention of mature trees and landscaping where possible.

d. Balconies and decks should be screened and located to provide privacy and minimize overlook onto neighbouring properties.

e. Design strategies and building details such as natural cross-ventilation, energy efficient fixtures and high-performance materials should be used to create buildings that meet or exceed District sustainability targets.

f. All dwelling units should have access to adequate indoor storage areas, including convenient and secure bicycle storage.

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

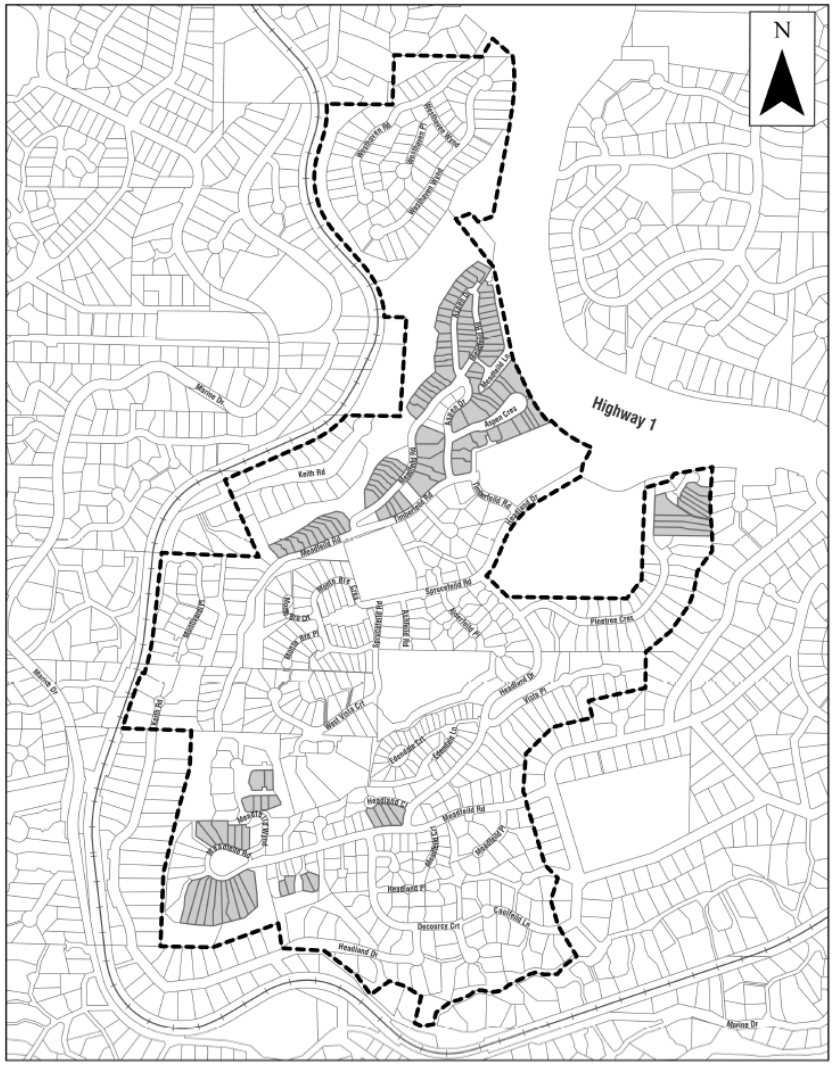
a. All required parking shall be located within attached garages designed to have a minimal presence on the streetscape.
b. Street-orientated units should have principal pedestrian access from the street.
c. Interior-oriented units should have principal pedestrian access from a shared connection trhough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

GUIDELINES BF-B 17
Caulfeild Ground-Oriented Housing

Policy BF-B17
Promote the siting and design of attached ground-oriented housing in the Caulfeild zone that integrates with the neighbourhood context and meets a high quality of building and landscape design to create an attractive, residential streeetscpae.

Development Permit Area Designation BF-17

Category:	Local Government Act s. 488 (1)(e)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of ground-oriented housing units within the former Caulfeild Land Use Contract area.
Objectives:	• To integrate attached residential infill with existing site features, and the built form and character of the surrounding area; and • To promote a high standard of design, construction and landscaping.
Guidelines Schedule:	Guidelines BF-B17 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	*i.* is for the renovation of or small addition to a dwelling unit; or *ii.* is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B17.



Caulfeild Ground-Oriented Housing
Development Permit Area Designation Map BF-B 17

I. CONTEXT AND CHARACTER

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

II. BUILDING DESIGN

a. Buildings and structures should demonstrate variety in terms of form and character, architectural massing and roof forms while maintaining a cohesive approach to the overall design.

b. Special attention should be taken along shared property lines where possible to address screening and mitigate privacy and overlook impacts.

c. Roof forms should be designed to reduce the appearance of height, such as varied forms, large overhangs, or integrated with roof slope.

d. Finishing materials should be varied and of natural materials to provide interest and texture and should be coordinated with adjacent development.

e. Balconies and decks should be screened and located to provide privacy and minimize overlook onto neighbouring properties.

f. All dwelling units should have access to adequate indoor storage areas, including convenient and secure bicycle storage.

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

AMBLESIDE CENTRE LOCAL AREA PLAN

District of West Vancouver | May 2025

Ambleside is located on the traditional, ancestral and unceded territory of the Sḵwx̱wú7mesh Úxwumixw (Squamish Nation), səl̓ílwətaɬ (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation), who have inhabited these lands since time immemorial.

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01 INTRODUCTION

This Ambleside Centre Local Area Plan and Design Guidelines (LAP) forms part of the District of West Vancouver's Official Community Plan (OCP). It provides a long-term vision for our community's most central commercial hub, as well as flexible policies and guidelines that serve as decision-making tools to achieve that vision. Subsequent chapters include specific objectives; but the overarching vision described in the LAP is one of successful regeneration, increased business vitality, strengthened social vibrancy, and enhanced liveability in this important centre.

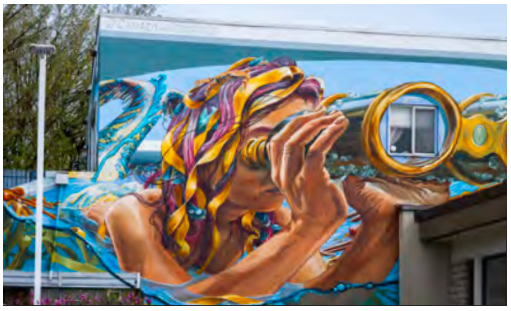
1.1 Background

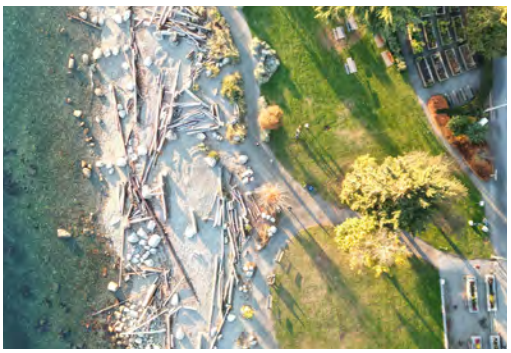
Ambleside is located on the traditional territory of the Coast Salish peoples, including the Squamish, Tsleil-Waututh and Musqueam First Nations, who have inhabited this area since before recorded history. At the time of the establishment of West Vancouver in the early 20th century, Ambleside was a centre of commerce, with ferry connections to both Vancouver and across the North Shore. The opening of Lions Gate Bridge in 1938 shifted the business (and vehicular) focus towards Marine Drive; and later, in 1950, the opening of Park Royal Shopping Centre began to create the significant competition for local businesses which continues today.

The introduction of the surrounding Ambleside Apartment Area in 1958 enabled high-rise residential construction, and new housing over the next two decades supported business vitality in the centre. Subsequent decades also saw the addition of (or improvements to) many civic facilities, such as the community centre, library, municipal hall, and waterfront park – confirming the wider Ambleside neighbourhood as the District's overall "centre".

Over the course of several decades and multiple studies, the community has identified many hopes and opportunities for Ambleside. And the engagement process that directed the development of this plan confirmed that many previously identified aspirations still resonate today. These include: better integration of the centre with its outstanding, waterfront setting; increased foot traffic animating a more vibrant retail core; a "living centre" with residential options above shops and services; new public gathering spaces to strengthen our shared social hub; the renewal of aging buildings within a predominantly low-rise scale; and both more convenient parking and a better pedestrian experience for all who frequent Ambleside.

The LAP process included meaningful conversations around these (and other) themes. This plan responds to community input by providing a path forward that builds upon Ambleside's context, opportunities, assets, and identity to guide the long-term success of this special place.





1.2 Application and Scope

This LAP applies to the design, review and approval of developments within its boundaries. It supports new Zoning Bylaw regulations and also updates the Development Permit Area (DPA) with associated form and character guidelines. All lands shown in Figure 1.1 within the LAP are designated as the Ambleside DPA and design guidelines apply.

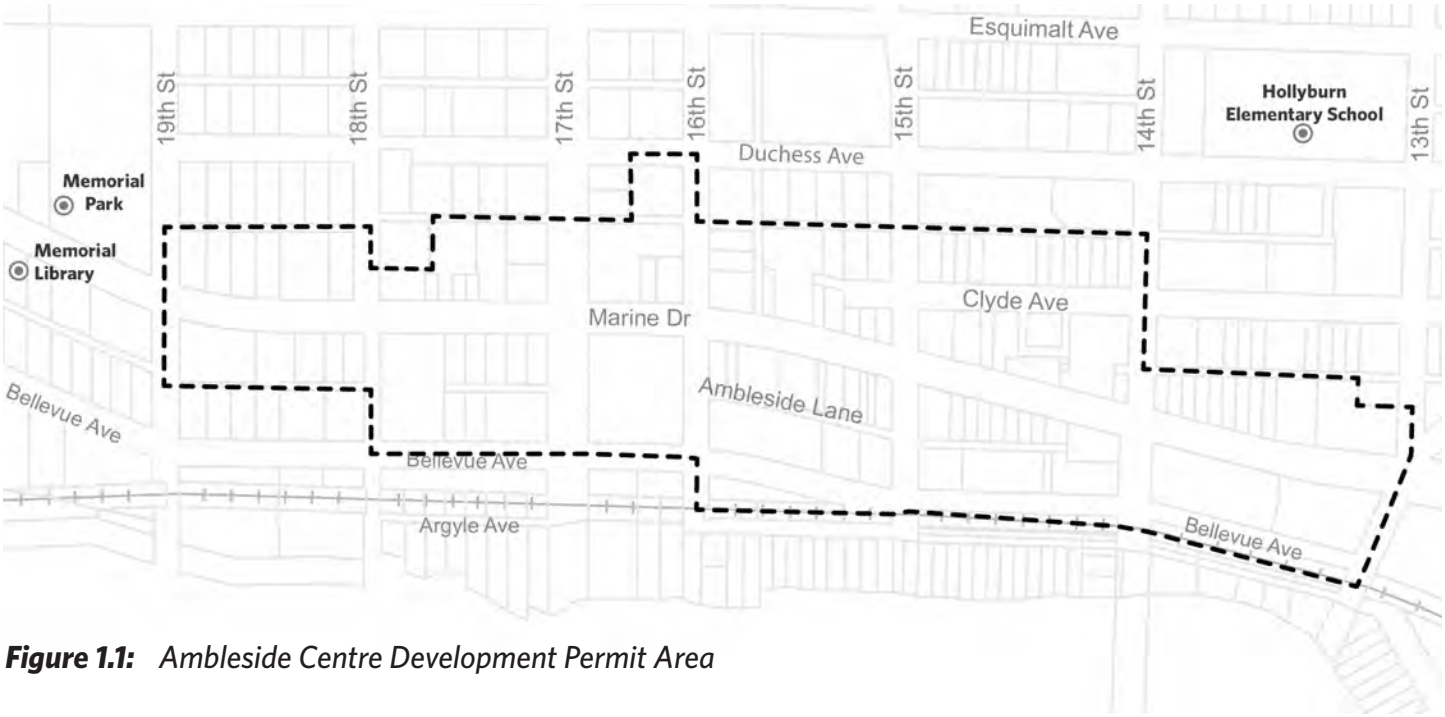


Figure 1.1: *Ambleside Centre Development Permit Area*

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

Category: Local Government Act s. 488(1)(d), (e) and (f)

Conditions: The development permit area designation is warranted to ensure that buildings and sites are well designed and articulated, crafted and constructed with high-quality materials, and respond to the contextual circumstances of Ambleside.

Objectives: These guidelines are the primary means to deliver development that maintains and enhances the unique characteristics of Ambleside.

Guidelines: Planning Area Design Guidelines shall apply.

Exceptions: Development may be exempt from the requirement for a Development Permit if the proposal:

- does not involve the construction of any new buildings or structures; or
- is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Planning Area Design Guidelines; or
- is for residential-only development (where allowed under the Ambleside Centre Local Area Plan), in which case the Ambleside Apartment Area Development Permit Area Guidelines apply.

Incremental reinvestment over the life of this plan will contribute to Ambleside's continuing role as the centre of West Vancouver. As a guiding document, this plan is neither prescriptive nor exhaustive. Its purpose is to guide decisions towards an overall vision; it does not present the final decisions themselves. As such, this LAP serves as a framework for Council, staff, and the community to consider future development proposals in Ambleside.

Applicants should be prepared to demonstrate how development proposals adhere to the LAP and DPA. Drawings and sketches in this plan are conceptual in nature and are intended to illustrate possible outcomes of the associated provisions. This includes artist illustrations that present existing buildings in white (for context), with colour used to show the kinds of potential new buildings this plan contemplates. 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 or fixed boundaries, such as property lines. Unless otherwise specified, quantities and numerical standards within text, figures, drawings or diagrams are to be interpreted as general; anticipated densities and heights are accordingly provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw.

1.3 Organization

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

Public Realm
The "spaces between buildings" including gathering places, pedestrian connections, the retail street experience, and parking.

Land Use Designations and Policies
The "uses within buildings" including the densities and heights associated with commercial and residential uses.

Building Design
The "look and feel of buildings" including architectural expression, building articulation, massing, and materials.

Plan Management
The administration of the plan as a "living document", with its implementation and monitoring as a means to achieve plan objectives.

02 PUBLIC REALM

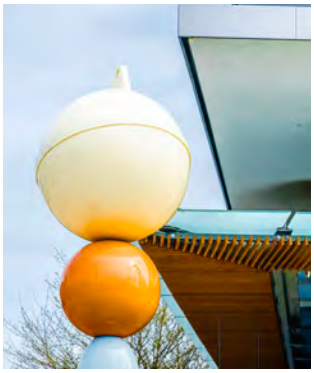
Ambleside is the commercial, social, and creative waterfront hub of West Vancouver. Located at the base of a natural amphitheatre where waterways flow from the mountains to the sea, this setting contributes to its enduring appeal to residents, workers, and visitors drawn from across the District, region, and beyond. Anchored by beachside parks along a scenic sea walk, the waterfront is activated year-round by a lively arts and festival scene. The nearby streets and sidewalks leading to and within the centre further form Ambleside's distinct public realm.

This plan describes the incremental delivery of new shops, services, and homes to enable reinvestment in and enhancement of the community including: strengthened connections between the commercial core and the waterfront; a network of new social gathering spaces; and, better sidewalks, parking, and infrastructure to benefit all those who live, work, and play in Ambleside. This chapter provides direction on a cohesive public realm system, the related street experience, and an integrated approach to transportation. Building on Ambleside's success today as a cherished and unique locale, the plan's placemaking objectives are to:

Create new and varied public spaces with opportunities to gather in the civic, cultural and commercial centre of West Vancouver;

Enliven the street experience by guiding commercial use, encouraging a diverse mix of businesses, and delivering an improved public realm; and

Improve connections to and within Ambleside by expanding convenient access to parking and supporting active transportation.



2.1 Public Realm System

An evolving network of distinct community areas, smaller gathering spaces, and vibrant streets that constitute the public realm system forms the basis of Ambleside's identity (Figure 2.1). This section describes how improvements will contribute to its success.

1) Celebrate the natural setting defined by the slope, streams, and waterfront (Figure 2.2):
   a) Elevate and bring attention to these placemaking features.
   b) Consider opportunities to reflect First Nations traditional place names.

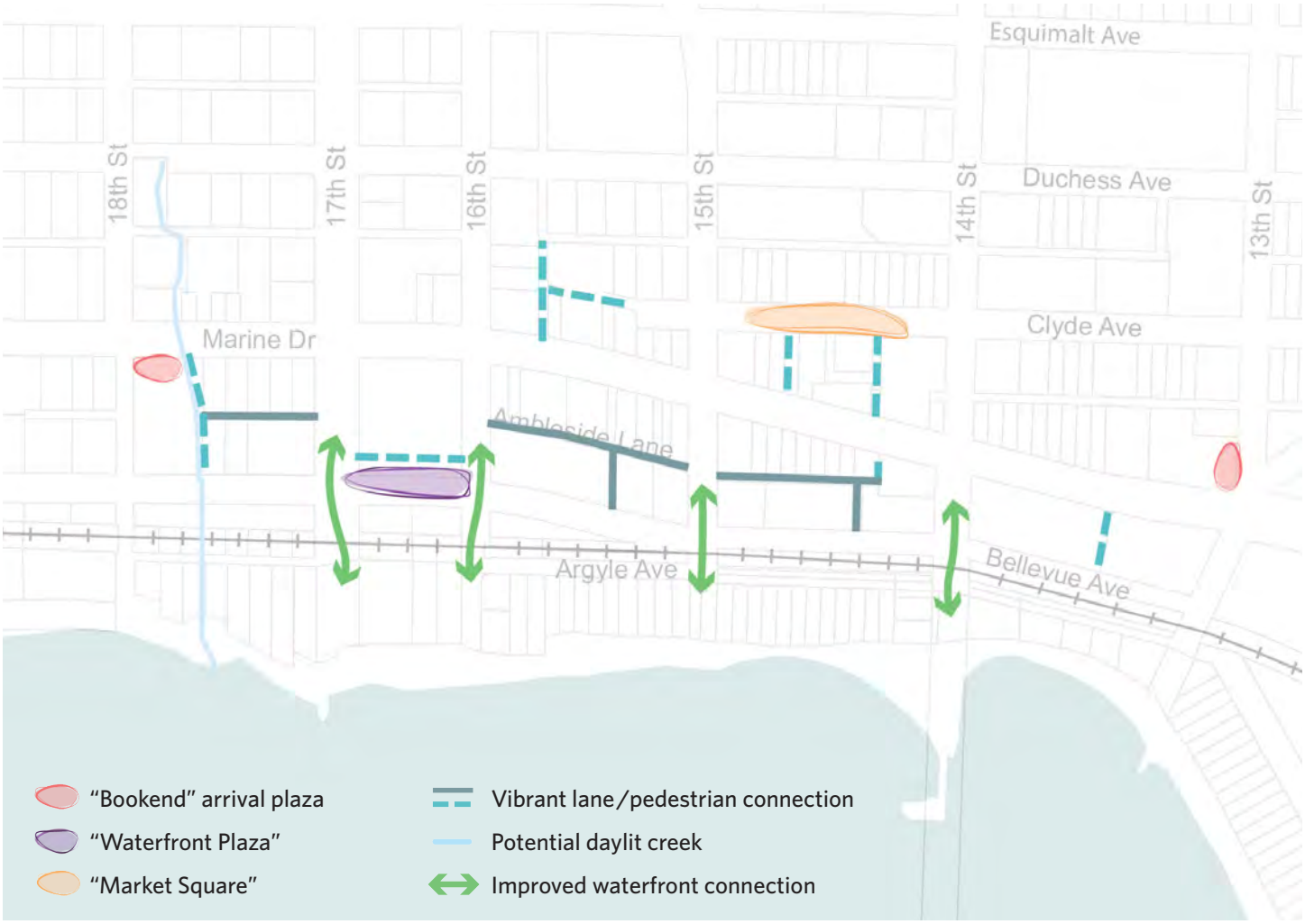


Figure 2.1 Key elements of the public realm system

Figure 2.2 Artist's illustration of a naturalized Lawson Creek at Bellevue Avenue

2) Establish a network of connected gathering spaces to enhance pedestrian circulation, expand publicly accessible spaces, and encourage exploration and visits:
   a) A "**waterfront plaza**" on Bellevue Avenue, between 16th Street and 17th Street (Figure 2.3):
      i) Provide an active frontage of cafes and restaurants with generous outdoor seating areas.
      ii) Create a seamless interface between this publicly accessible plaza and Bellevue Avenue.
      iii) Enhance the visual and physical connection with the waterfront through improved streets and landscaping.
      iv) Emphasize a strong tie with Ambleside Lane on both 16th Street and 17th Street, with distinct paving patterns and attractive wayfinding.
      v) Encourage convenient access with nearby on-street, surface, and new on-site underground public parking opportunities.

Figure 2.3 Artist's illustration of a "waterfront plaza" on the 1600-block of Bellevue Avenue

b) A **"market square"** on Clyde Avenue, between 14th Street and 15th Street (Figure 2.4):

i) Support a range of creative employment uses that activate the street.

ii) Provide a lively mix of active customer frontages and commercial service functions.

iii) Introduce a flexible street design with distinct paving patterns that builds on the character of Clyde Avenue and facilitates temporary street closures for special events (such as farmers' markets and food truck festivals).

iv) Enhance the public realm with integrated and blended plaza, pedestrian, and shared street elements.

v) Emphasize mid-block, pedestrian retail alleys between Marine Drive and Clyde Avenue to enable a sense of discovery.

vi) Encourage convenient access with nearby on-street and new on-site underground public parking opportunities.

3) Increase the vibrancy of the commercial area by implementing the public realm system and strengthening connections with the waterfront:

a) Improve sidewalks, landscaping, and wayfinding, especially between Marine Drive and the waterfront.

b) Enhance existing and encourage new mid-block pedestrian pathways.

c) Identify opportunities for additional connectivity as they arise through the *Ambleside Waterfront Park Implementation Project*.

4) Highlight the arrival to Ambleside by establishing Marine Drive "bookend" plazas at 13th Street and 18th Street (Figure 2.5).

a) Provide active frontages of cafes and restaurants with ample, outdoor seating areas to activate the spaces year-round.

b) Create a seamless interface between these publicly accessible plazas and Marine Drive.

c) Celebrate the arrival to Ambleside through public art and signage.

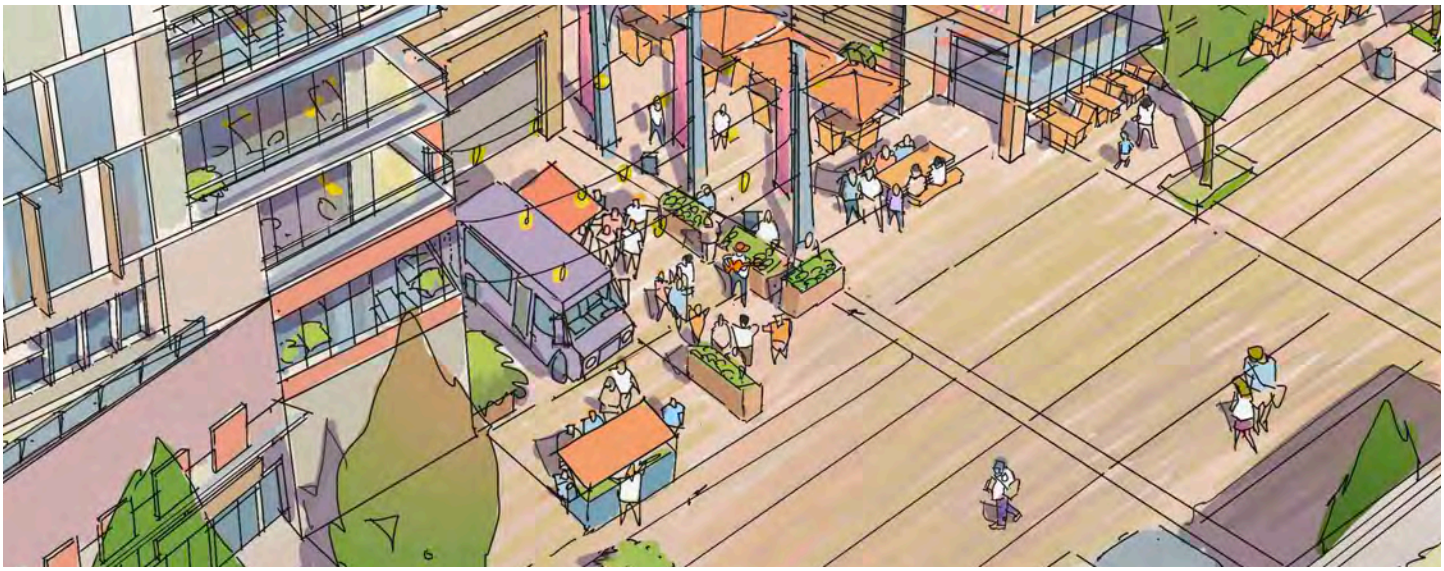


Figure 2.4 Artist's illustration of a "market square" on the 1400-block of Clyde Avenue

Figure 2.5 Artist's illustration of a Marine Drive arrival plaza at 13th Street

5) Support vibrant streets and lanes within Ambleside (Figure 2.6)
   a) Apply universal accessibility strategies and appropriate lighting standards.
   b) Use paving and landscaping, where appropriate, to situate lanes as shared spaces for pedestrians in addition to serving as effective parkade and commercial truck access.
   c) Encourage active retail frontages along lanes, where possible.

6) Highlight nature within the commercial area:
   a) Daylight Lawson Creek as part of a new, publicly accessible plaza at 18th Street and Marine Drive, subject to feasibility and in accordance with applicable environmental regulations (Figure 2.2).
   b) Protect and retain major trees and vegetation, where possible.

Figure 2.6 Artist's illustration of vibrant shopping streets

2.2 Street Experience

The focus on pedestrian streetscapes requires a correlated attention to building frontages, with designs reflecting the desired qualities of the respective streets (Figure 2.7).

1) Prioritize the pedestrian street experience, with particular attention to any adjoining gathering space:
   a) Design in accordance with the existing *Ambleside Village Centre Streetscape Standards* to ensure high quality and compatible street designs, sidewalks, landscaping, and furniture, with the LAP taking precedence should there be any inconsistency.
   b) Ensure generous pedestrian infrastructure, and integrate weather protection and patios to encourage use.
   c) Specify commercial signage and lighting in accordance with related policies and guidelines.
   d) Incorporate public art created by local and First Nations artists including murals, where appropriate.

Figure 2.7 Street frontage identification to inform the architectural response

2) Differentiate the street experience to reflect the identity and role of individual streets (Figure 2.7):

a) Waterfront

i) Focus on street level cafes, restaurants, and specialty retail with activated facades including extensive glazing, outdoor seating, and patios (Figure 2.8).

ii) Improve connections to the waterfront parks with purposeful landscaping to buffer existing infrastructure such as surface parking, rail tracks and the substation.

b) Active

i) Encourage a diverse range of commercial uses, including businesses that support the needs of employers and residents (e.g. grocery stores, pharmacies, banks) along with more lively and vibrant uses (e.g. retail, cafes, restaurants).

ii) Continue to allow a limited amount of office and services use at street level.

c) Flexible

i) Encourage smaller format commercial to support a diversity of local and emerging businesses.

ii) Allow the broadest range of commercial uses including services in accordance with related bylaws and policies.

2.3 Integrated Transportation

Interconnected with land use policies, new buildings will support and contribute to the efficient operation of varied transportation options (Figure 2.9).

1) Increase parking supply in new developments:

a) Access parking from the lane or lowest hierarchy street where lane access is not available.

b) Maintain commercial and visitor off-street parking levels in rezoning applications.

c) Consider publicly accessible, off-street parking in excess of minimum requirements as an amenity in rezoning applications, with the expectation that such amenity be provided on large sites that can efficiently deliver infrastructure.

d) Require a transportation impact assessment for each site-specific rezoning application.

Figure 2.8 Artist's illustration of Bellevue Avenue with improved waterfront interface

2) Improve the pedestrian experience while optimizing public street parking:
   a) Increase supply and reduce conflicts by accessing off-street parking and loading from the lane, where possible.
   b) Encourage shared parking and parking access, especially where there are land assemblies and/or new developments.
   c) Consider expanding the availability of angled parking, where possible.
   d) Support businesses and visitors through regulations that encourage the efficient use of available on-street parking.
   e) Incorporate landscaped boulevards.

3) Balance and integrate transportation modes in Ambleside:
   a) Provide convenient and attractive visitor bicycle racks, including designated bike parking for bike programs.
   b) Consider future pedestrian, cycling, and multi-modal (e.g. Spirit Trail) enhancements aligned with parking needs, through related District initiatives (e.g. parking studies and Waterfront and Ambleside parks planning).

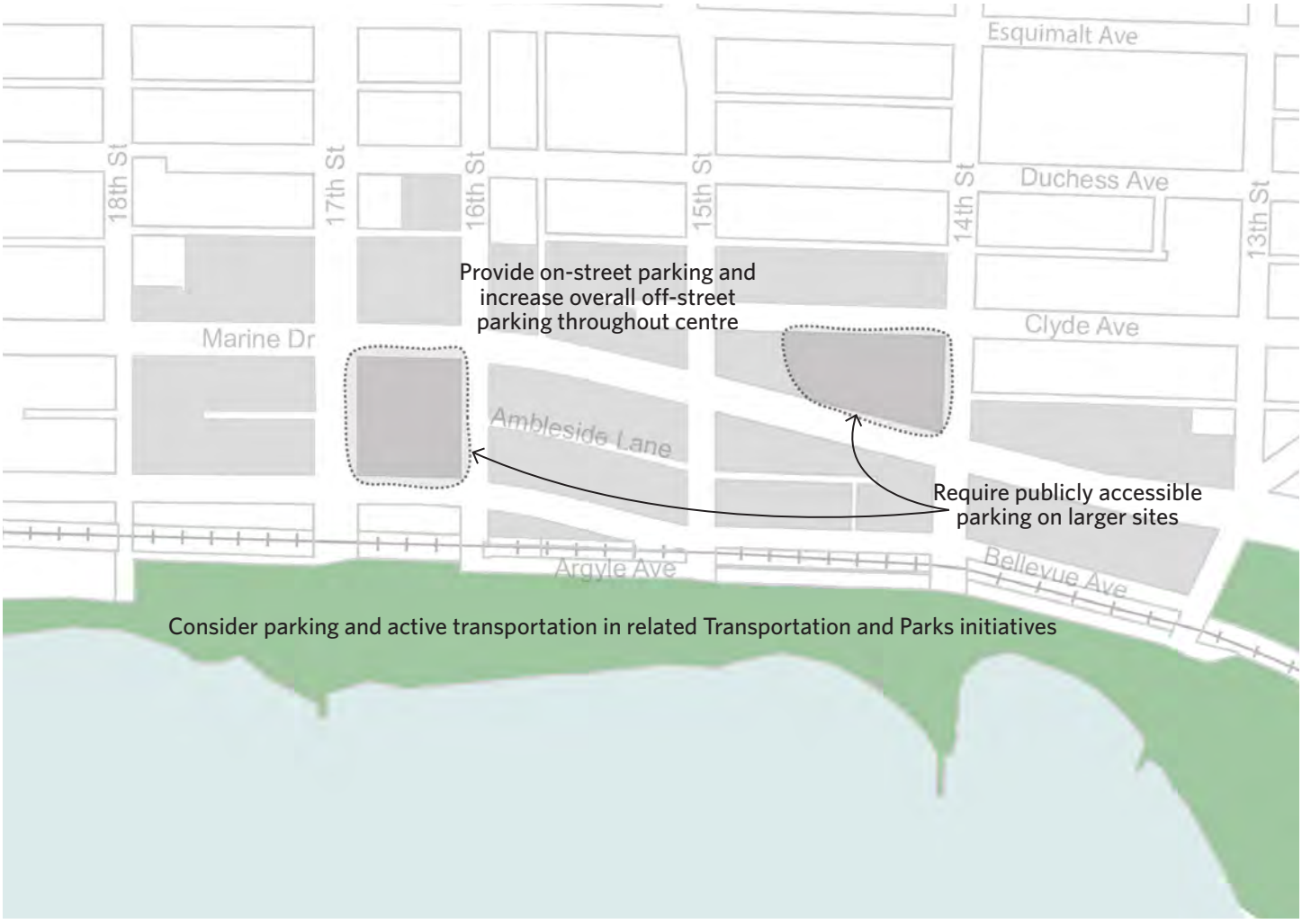


Figure 2.9 Expanded parking and active transportation opportunities

03 LAND USE DESIGNATIONS AND POLICIES

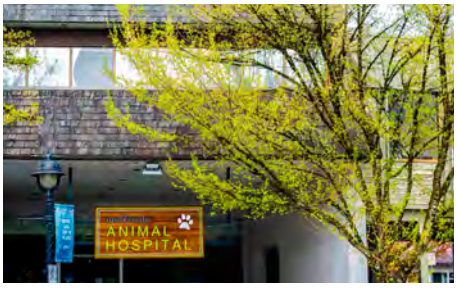
Ambleside has served as West Vancouver's "main street" and commercial hub since before the District's founding, and its continued success is a community priority. It is characterized today by a concentration of small, independent shops and services along the main retail streets: Marine Drive, Bellevue Avenue, and Clyde Avenue. A comparatively limited amount of development over recent decades has resulted in the current concentration of older commercial buildings with only a small number of dwellings. This plan considers incremental revitalization of the area as critical to support local businesses and make available to residents the shops and services that meet their daily needs.

This chapter outlines the overall concept, key directions, land use designations, and related policies to guide the future of Ambleside. Building on Ambleside's context, strengths, as well as its current and future needs, the plan's land use objectives are to:

Revitalize the centre by enabling redevelopment to create diverse retail and commercial spaces from small-scale retail storefronts to a full-service grocery store;

Introduce more housing including new ownership and rental options to support Ambleside as a "living centre"; and

Manage incremental change that reflects and shapes Ambleside's different and distinct areas, centred around Marine, Bellevue, and Clyde.



3.1 Concept and Key Directions

To deliver these objectives, this plan responds to Ambleside's three east-west commercial streets by strengthening the low-rise "heart" of the community, increasing its connection to the waterfront, and responding to the upslope context. This land use concept identifies distinct character areas (Figure 3.1):

A **"low-rise heart"** encompassing the majority of the plan area, including the length of Marine, the central portion of Bellevue, and parts of Clyde, with opportunities for new street-level commercial with set back upper floors.

An **"activated waterfront"** with a more diverse range of building forms along "west Bellevue", creating focal points to deliver new public spaces and better connect the commercial centre to the waterfront.

An **"upslope precinct"** focused on and around "central Clyde", with a quirkier mix of shops and services, and opportunities for new public spaces and housing that integrates with the upslope apartment area.

Figure 3.1 Conceptual land use framework

3.2 Future Land Use

Lands within the plan are designated as shown in Figures 3.2, 3.4, and 3.7. This section includes descriptions of the land use intent, the use, density, and height associated with each designation, and any related conditions.

1) Low-Rise Heart

These designations continue the historical scale of the commercial area, including the Marine Drive corridor (Figure 3.2). Removal of barriers for redevelopment at similar height and density to the prevailing zoning enables the incremental renewal of buildings.

Figure 3.2 Ambleside Centre Low-Rise Heart designations

a) Low-Rise A

Intent:
Prioritize low-rise regeneration for most of Ambleside by removing existing regulatory barriers (Figure 3.3).

Use, Density and Height:
Up to 1.75-2.0 FAR and 3-4 storeys with commercial at street-level. Upper storeys may be any combination of commercial or residential. No amenity contributions are required. Parking requirements may be reduced where site area and/or site dimensions are constrained.

Implementation:
Update Ambleside Centre zoning regulations for these sites.

b) Low-Rise B

Intent:
Manage the evolution of gas station and surface parking sites towards retail frontages with expanded commercial and rental uses.

Use, Density and Height:
Up to 1.75-2.0 FAR and 3-4 storeys with commercial at street-level. Upper residential storeys are restricted to rental, or may be strata residential where at least one additional storey is commercial. No amenity contributions are required. Parking requirements may be reduced where site area and/or site dimensions are constrained.

Implementation:
Update zoning regulations to allow both existing land uses and these additional land uses.

c) Low-Rise C

Intent:
Create an eastern "gateway" with new development and an arrival plaza at 13th Street and Marine Drive.

Use, Density and Height:
Up to 1.75-2.0 FAR and 3-4 storeys, with commercial along the Marine Drive building frontage, and public space at the 13th Street corner in lieu of other amenity contributions. Upper storeys may be any combination of commercial or residential. Parking requirements may be reduced, based on site design and feasibility.

Implementation:
Consider rezoning applications, subject to the policies of this LAP.

Figure 3.3 Artist's illustration of low-rise Marine Drive

2) Activated Waterfront

These designations apply to lands in the western part of the plan area that front Bellevue Avenue, with heights transitioning from the adjacent apartment area (Figure 3.4). They include a commercial focal point and deliver important community objectives through new public spaces, an improved connection with the waterfront, and other amenities.

Figure 3.4 Ambleside Centre Activated Waterfront designations

a) Waterfront D

Intent:
Establish a focal point with new development to create a "waterfront plaza" and other significant public benefits (Figure 3.5).

Use, Density and Height:
Up to 3.5-4.0 FAR, with commercial at street-level. Building height should generally be as follows: up to 3-4 storeys fronting Marine Drive; up to 5-6 storeys fronting 16th Street; up to 14-16 storeys fronting 17th Street; and up to 3-4 storeys for the remainder of the Bellevue Avenue frontage.

Implementation:
Consider rezoning applications, subject to an evaluation of the proposal's overall benefit, including:

- a "waterfront plaza" fronting Bellevue Avenue
- the re-provision of a full-service grocery store
- publicly accessible parking
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities

Figure 3.5 Artist's illustration of Waterfront designations D and E (1500 and 1600 blocks of Bellevue Avenue)

b) Waterfront E

Intent:
Revitalize Bellevue Avenue's waterfront area with new commercial or mixed-use development (Figures 3.5 and 3.6).

Use, Density and Height:
Up to 2.5-3.0 FAR and 6-8 storeys, with commercial at street-level. Upper storeys may be any combination of commercial or residential.

Implementation:
Consider rezoning applications, subject to the policies of this LAP.

c) Waterfront F

Intent:
Create a western "gateway" with new development and an arrival plaza at 18th Street and Marine Drive (Figure 3.6).

Use, Density and Height:
Up to 3.5-4.0 FAR and 3-4 storeys with commercial at street level, restricting the existing, zoned 180-foot height maximum to the southern portion of the site fronting Bellevue Avenue.

continues next page

Waterfront F *continued from previous page*

Implementation:

Consider rezoning applications, subject to an evaluation of the proposal's overall benefit, including:

- public space fronting Marine Drive
- a pedestrian mews connecting Bellevue Avenue, Marine Drive, and Ambleside Lane
- a daylit portion of Lawson Creek, if feasible and environmentally sound
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities

d) Waterfront G

Intent:

Renew a former community use site and transition from the existing Hollyburn Plaza tower (Figure 3.6).

Use, Density and Height:

Up to 3.5-4.0 FAR and 10-12 storeys, with commercial or community use at street-level. At least one storey restricted to community use, and remaining storeys may be any combination of commercial or residential.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

Figure 3.6 Artist's illustration of Waterfront designations E, F, and G (1700-block of Bellevue Avenue)

3) Upslope Precinct

These designations apply to lands in the northern part of the plan area, with heights reflecting the upslope apartment area (Figure 3.7). They include a commercial focal point and deliver important community objectives through new public spaces, a range of housing types, and other amenities.

Figure 3.7 Ambleside Centre Upslope Precinct designations

a) Upslope H

Intent:

Establish a focal point with new development to create a "market square" and other significant public benefits (Figures 3.8 and 3.9).

Use, Density and Height:

Up to 3.5-4.0 FAR, with commercial at street-level. Building height should generally be as follows: up to 2-3 storeys fronting Marine Drive; up to 6-8 storeys fronting 14th Street; up to 12-14 storeys roughly centered on the site; and up to 3-4 storeys for the remainder of the Clyde Avenue frontage.

Implementation:

Consider rezoning applications, subject to an evaluation of the proposal's overall benefit, including:

- a "market square" fronting Clyde Avenue
- two pedestrian mews connecting Marine Drive with Clyde Avenue
- publicly accessible parking
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities

Figure 3.8 Artist's illustration of Upslope designations H and I (1400-block of Marine Drive)

b) Upslope I

Intent:
Revitalize Clyde Avenue with new commercial or mixed-use development (Figure 3.8 and 3.9).

Use, Density and Height:
Up to 2.5-3.0 FAR and 6-8 storeys, with at least two storeys of commercial. Remaining storeys may be any combination of commercial or residential.

Implementation:
Consider rezoning applications, subject to the policies of this LAP.

c) Upslope J

Intent:
Combine the revitalization of Clyde Avenue with the opportunity to deliver Ambleside civic amenities (Figure 3.9).

Use, Density and Height:
Up to 3.5-4.0 FAR and 10-12 storeys, with commercial at street-level and any use on upper storeys, on condition that amenity contributions that may be offered include consideration of the transfer of ownership of 1590 Bellevue Avenue to the District.

Implementation:
Consider rezoning applications, subject to the policies of this LAP. Any future use of 1590 Bellevue Avenue, if granted to the District, would be subject to Council's determination and could include expanded park space or community use such as an arts facility.

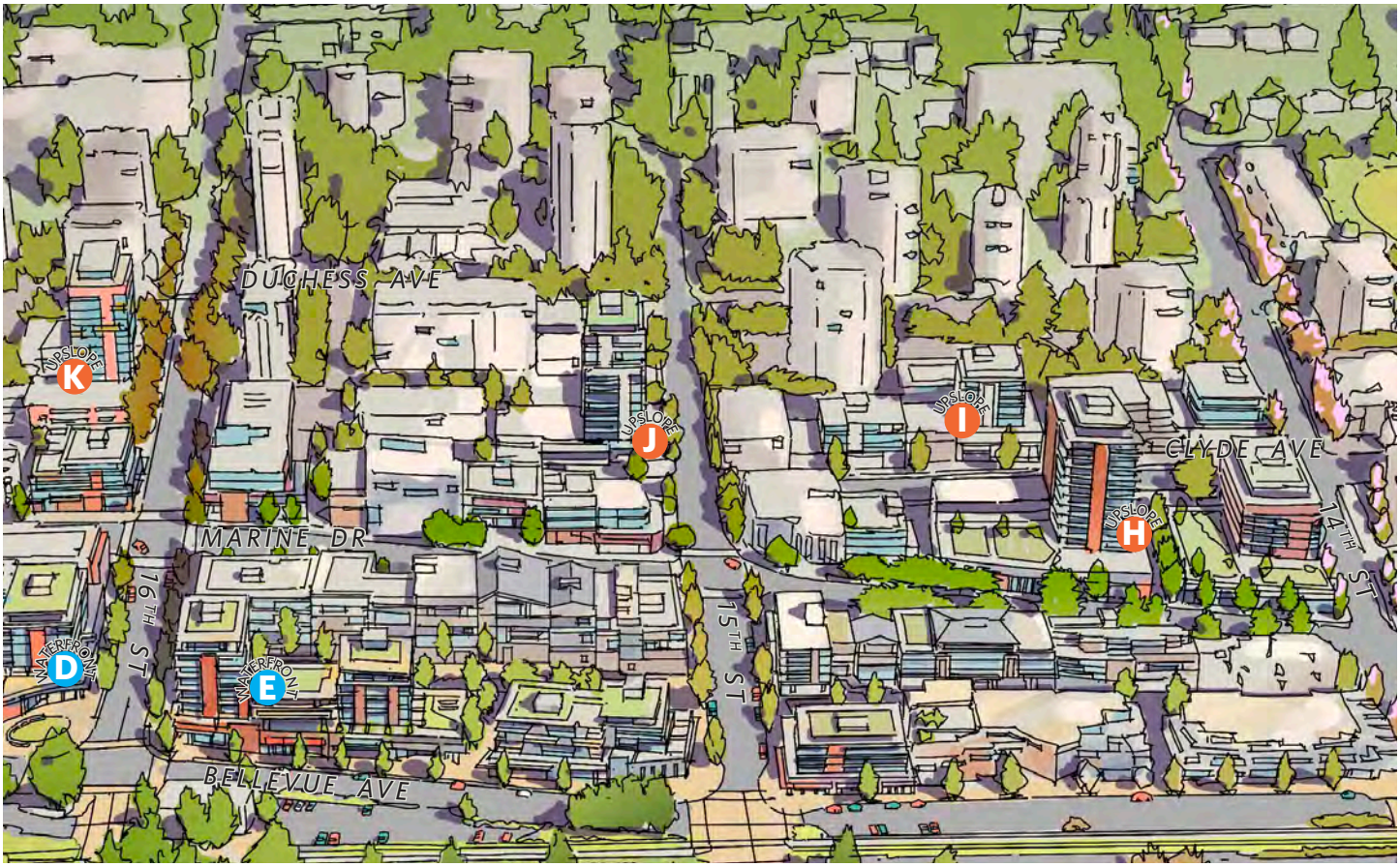


Figure 3.9 Artist's illustration of Upslope designations H through K (1400 and 1500 blocks)

d) Upslope K

Intent:

Enable and incentivize additional affordable housing in Ambleside (Figure 3.9).

Use, Density and Height:

Up to 3.5-4.0 FAR and 10-12 storeys, with optional commercial use at street-level, and all residential uses to be either 100% rental, or 70% strata and 30% below market rental.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

3.3 Area-wide Policies

Notwithstanding the specific considerations related to the land use designations above, the following policies apply to all new buildings within the LAP.

1) Strengthen commercial vibrancy:
   a) Require street-level commercial use on all sites unless otherwise specified (Figure 3.10).
   b) Enable commercial-only use on all sites unless otherwise specified.
   c) Encourage a diversity of businesses, from unique clothing and design stores to artisan and "maker" spaces including bakeries, breweries and distilleries.

2) Support diverse housing:
   a) Encourage a range of unit sizes, types, and tenures supporting different demographics, including seniors.
   b) Enable rental as a residential use on all sites and consider the inclusion of market and/or below market rental as part of any amenity contributions offered in rezoning applications, where appropriate.

3) Prioritize use of amenity contributions:
   a) Support the enhancement and/or renewal of local public facilities such as the civic site, library, and parks.
   b) Create or contribute land or funding to new public facilities such as an arts facility.

4) Consider heritage revitalization agreements where appropriate, including the possible transfer of density within Ambleside Centre through a comprehensive rezoning process.

5) Provide flexibility for changes to use, density and/or height, subject to a site-specific pre-application including contextual review and a report to Council, particularly where they enable delivery of:

   - a hotel, an arts facility, or other community uses;
   - increased commercial revitalization or greater housing affordability;
   - exceptional public realm such as expanded park space; and/or
   - other purposes on their merit.

Figure 3.10 Artist's illustration of vibrant street-level commercial

04 BUILDING DESIGN

Situated within a frame of mid- and high-rise apartments, Ambleside today is generally characterized by low-rise offices and retail in the centre. Roughly half of the commercial building space is over 50 years old, and it is without a prevailing architectural style. Expanding on the land use designations of this plan, design guidelines that respond to Ambleside's character and context strengthen the connection of new buildings with the public realm. Creative and diverse responses are expected to enhance the sense of place, avoid generic outcomes, and support the community's overall identity now and into the future.

This chapter provides direction on building design with the intention of shaping the incremental delivery of new buildings in Ambleside over the life of this plan. The plan's building design objectives are to:

Prioritize the street interface by requiring intentional building design to complete a great public realm;

Modulate height and massing to avoid monolithic "tunnel effects", and carefully locate a limited and varied number of taller forms in context; and

Encourage excellent architecture with diverse expression, individual designs, and creative responses to each site.

4.1 Street Interface

This plan prioritizes the delivery of high-quality streets, and it requires that the form and massing of new buildings support the pedestrian experience.

1) Require site designs that complete and frame great streets and public spaces (Figure 4.1):
   a) Contribute to vibrant streetscapes with varied heights, rooflines, and building separation.
   b) Distinguish through architectural expression the low-rise heart, activated waterfront, and upslope precinct.
   c) Reflect the hierarchy of streets and lanes with particular attention to Marine Drive, Bellevue Avenue, and Clyde Avenue.
   d) Integrate different uses, where possible, to foster a dynamic environment to live, work, and socialize.

2) Express land use densities through diverse forms and varied massing:
   a) Prioritize active, commercial frontages articulated with a fine-grained rhythm that supports a vibrant and appealing streetscape.
   b) Align building massing, setbacks, transitions, and materiality with the enclosed uses.
   c) Set back residential uses above commercial, with particular attention to the primary frontage.
   d) Support small-scale buildings without consolidation by allowing flexibility to building articulation on constrained sites.

3) Prioritize active commercial frontages:
   a) Provide quality ground-floor retail spaces with extensive glazing and appropriate ceiling heights.
   b) Enable active uses such as patios and support widened pedestrian areas where appropriate and feasible.
   c) Make residential entrances visible from the street, and integrate residential lobbies with commercial storefronts where appropriate.

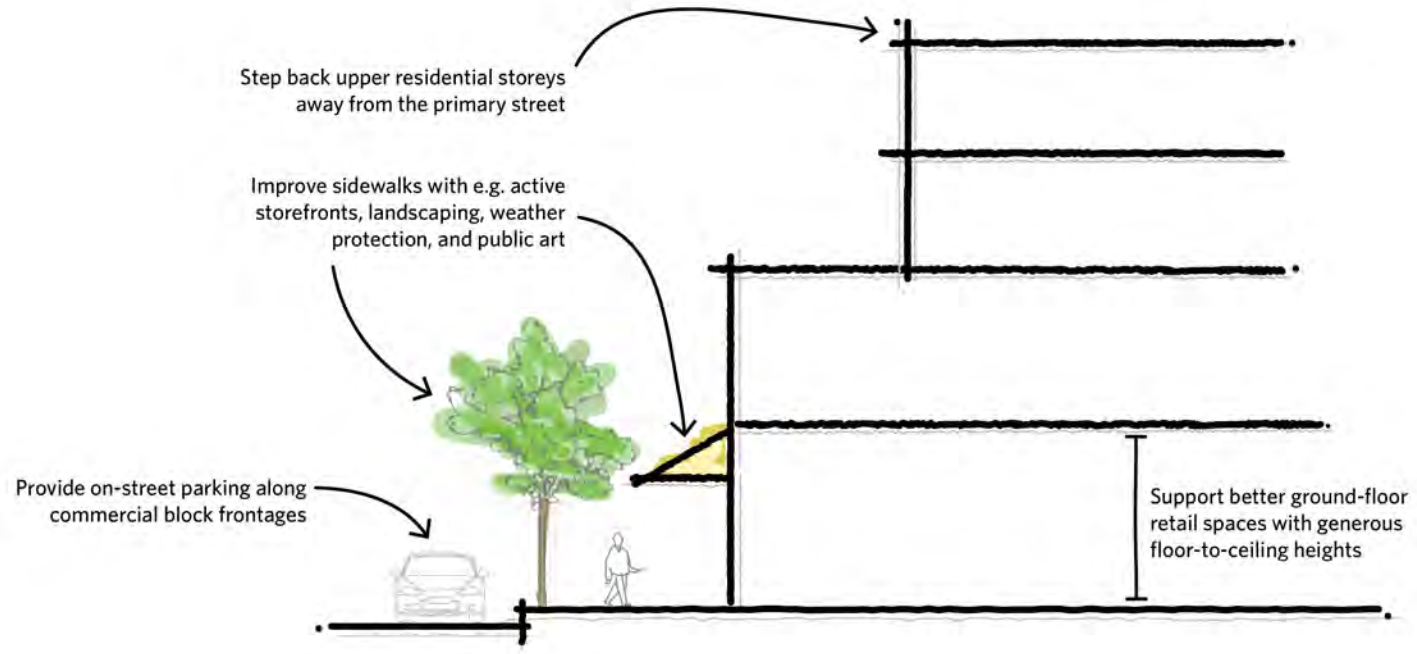


Figure 4.1 Illustrative section of buildings framing the street

4.2 Building Height

New buildings will enhance visual interest by contributing to Ambleside's varied heights.

1) Create diversity and respond to Ambleside (Figure 4.2):
   a) Manage the designated height and density with an emphasis on the overall low-rise scale of the plan.
   b) Encourage massing and height variations both within and between buildings (Figure 4.3).
   c) Reflect the cadence of existing higher buildings in the siting of new development where taller forms are contemplated (Figure 4.4).
   d) Maintain the existing mix of predominantly one- and two-storey commercial uses along Marine Drive, with three storeys considered where appropriate (Figure 4.4).

2) Manage massing to benefit solar access, privacy, and other potential impacts:
   a) Consider site-specific topography where appropriate when considering storey height in rezoning applications.
   b) Orient higher buildings to consider upslope view impacts where appropriate.
   c) Shape upper storey and roof expression to reduce overall bulk.
   d) Limit residential overheight spaces, with particular attention to those above the ground floor.
   e) Integrate mechanical equipment, elevator overruns, and other building systems with the overall architectural design.

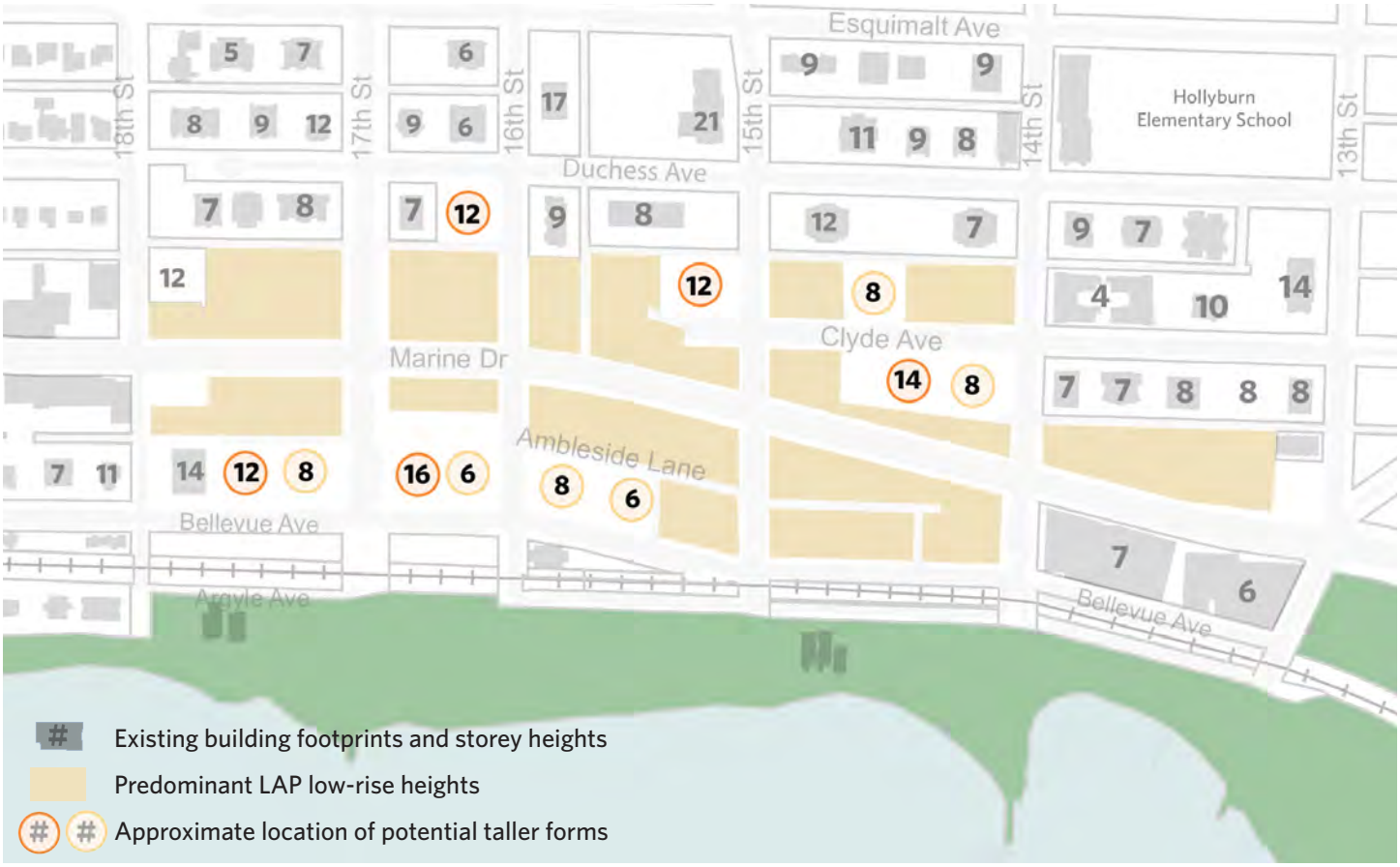


Figure 4.2 General illustration of managing maximum heights in context

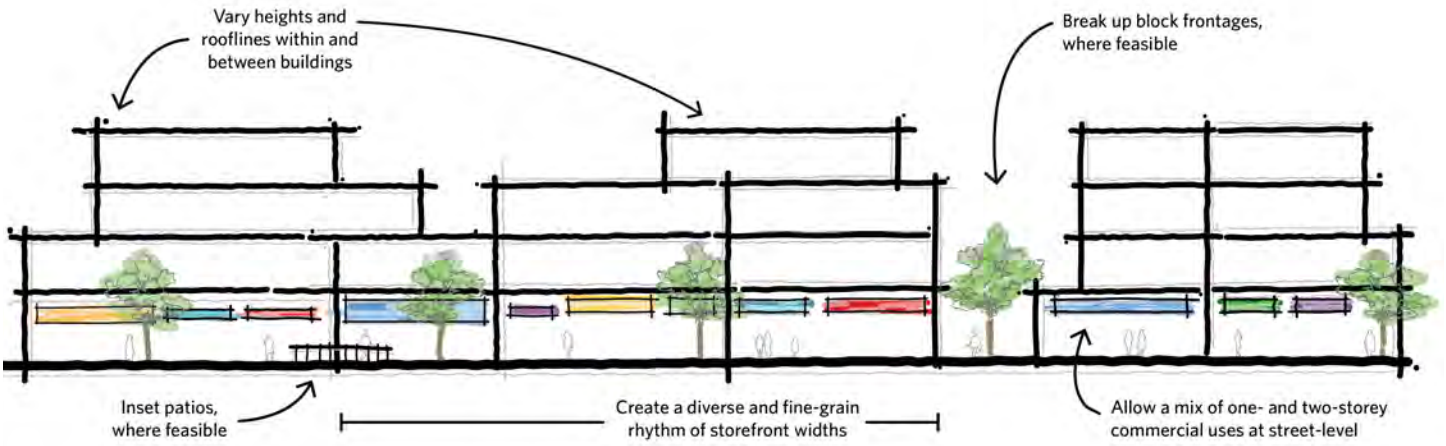


Figure 4.3 Illustrative elevation of varied building heights and massing

4.3 Architectural Expression

Ambleside will continue to be an assemblage of diverse architectural styles. New buildings will contribute to this variety, while addressing long-term viability and limiting potential conflicts.

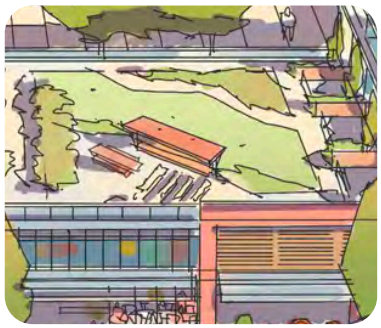
1) Use individual building design to contribute to the overall identity for Ambleside (Figure 4.5):
   a) Encourage creativity, balance complexity and clarity, and consider cohesion with contemporary design that reinforces the pedestrian scale.
   b) Complement—but be distinct from—adjacent buildings through eclectic and purposeful use of architectural style, materiality, and colour.
   c) Emphasize variety on large sites to better reflect a finer grained context.
   d) Design all frontages adjoining the public realm to create visual interest with particular attention to the primary commercial street.
   e) Avoid unarticulated walls and continue architectural expression around corners.
   f) Recess entrances and integrate balconies.

Figure 4.4 Artist's illustration of low-rise Marine Drive with higher buildings placed within existing pattern

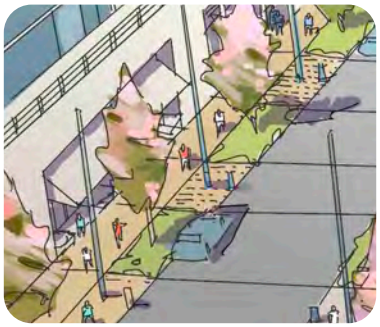
2) Design buildings with attention to their long-term viability:
   a) Utilize high quality and durable materials.
   b) Consider building massing that supports passive design and natural cross ventilation, and limit the depth of internal residential units that do not have two or more exterior walls.
   c) Incorporate sustainable design principles, including energy efficiency, greenhouse gas reduction, and increased resiliency, in adherence with related bylaws, policies, and guidelines.
   d) Integrate active and green roofs where appropriate with the overall site design.
   e) Include purposeful landscaping and make use of permeable surfaces.
   f) Maximize accessibility though site and building design.
3) Manage provision of building services:
   a) Appropriately scale loading facilities and driveways, and minimize impacts on pedestrian and vehicle circulation.
   b) Enclose or screen garbage and recycling areas.
   c) Minimize noise and/or odour from heating, cooling and ventilation systems, with particular attention to potential impacts on the public realm.
   d) Underground utilities where feasible.

Encourage massing and height variations both within and between buildings

Design frontages adjoining the public realm to create visual interest



Integrate active and green roofs where appropriate



Include purposeful landscaping and make use of permeable surfaces

Utilize high quality and durable materials

Enable active uses such as patios and support widened pedestrian areas

Figure 4.5 Artist's illustrations of architectural expression as directed by this plan

05 PLAN MANAGEMENT

This LAP is a long-term planning document intended to shape the coordinated revitalization and regeneration of the commercial centre. It provides guidance on public realm improvements, appropriate uses, heights, and densities of new developments, and associated building design guidelines for this purpose.

5.1 Implementation

Directions in this LAP will be realized incrementally through subsequent Council decisions as they relate to the renewal of public spaces and sidewalks, updates to zoning regulations, and the review of individual development applications. Future or related planning initiatives for parks, transportation and civic facilities in and around Ambleside will provide further opportunities to advance implementation. As a "living" document, this LAP may change over time as Council priorities and community needs evolve. Any amendment to the LAP would require Council approval and all legislatively required procedures. The general approach for plan implementation (Figure 5.1) and an artist's illustration of the overall plan vision (Figure 5.2) follow.

Figure 5.1 Approach to enable predominant low-rise forms while achieving commuity objectives

Figure 5.2 Artist's illustration of overall plan vision

5.2 Regulating Future Development

The policies and design guidelines included in this plan are a tool for Council, staff, community members, and individual owners, setting expectations for development within the designated area. Direction provided through this LAP does not constitute approval for any given project on any given site. Rezoning, subdivision, development, and/or building permit approvals may only be granted after the full technical consideration—including environmental, structural and infrastructural—of an application for a specific project.

Applications for redevelopment should respond to this plan as well as all applicable District bylaws, including other development permit area guidelines in the District's OCP.

5.3 Plan Monitoring

Monitoring and evaluation play a critical role in the implementation of any plan. The *Ambleside Centre Local Area Plan* forms part of the District's OCP. Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. Staff will monitor the build-out of the LAP over the next five years and, if necessary, report back to Council on progress to support an assessment of the effectiveness of the plan.

AMBLESIDE CENTRE LOCAL AREA PLAN

District of West Vancouver | May 2025

GUIDELINES BF-C 5

DUNDARAVE VILLAGE NEIGHBOURHOOD CENTRE

Policy BF-C 5

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

Development Permit Area Designation BF-C 5

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

Dundarave Village Centre BF-C 5	**Category**	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to build upon the local village character.
	Objectives	▪ preserve the "village commercial" character of Dundarave, ▪ encourage upgrading of building facades to enhance the village theme, ▪ promote and enhance the pedestrian scale of development, ▪ promote a high quality of building design and landscaping, and ▪ facilitate pedestrian access along the street, through blocks, from parking to shops and down to the waterfront.
	Guidelines Schedule	Guidelines BF-C 5 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 5, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to Guidelines BF-C 5 and has been reviewed and recommended for support by the Design Advisory Committee.

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

I. CONTEXT / SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION / PARKING

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

GUIDELINES BF-C 8

LOCAL COMMERCIAL SITES

Policy BF-C 8

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

Development Permit Area Designation BF-C 8

The Local Commercial sites described as follows are designated as Development Permit Areas:

Bylaw No. 4937

- 2168 72 and 2198 Marine Drive, (Lots 1 4 of 12 Bl. 7 12 DL775 Pl.4595);
- 2220 Marine Drive (Lot 1 Bl. 4 & Bl. 5 E Part of DL 554 Pl.13733);
- 2232 Marine Drive (Lot C of Lot 20 Bl. 4 DL 554 Pl.4468);
- 3390 and 3396 Marine Drive (Lots 1 and 2 Bl.2 DL 557 Pl.4979);
- 4360 and 4370 Marine Drive (Lots A and B Bl. 5 DL 582 Pl.11087);
- 4917 Marine Drive (Lot B Bl. 18 DL 811 Pl. 21806);
- 5775 Marine Drive (Lot 1 Bl. 15 DL 772 Pl. 12573);
- 3690 Westmount Road (Lot 2, Except Part on Highway Pl.169, Bl. 28 DL 558 Pl.12501);
- 2229 Folkestone Way, PID 007-649-908 (Lot D Block 17 District Lot 783,Plan 15565); and
- 5375 headland Way, PID 008-529-906 (Lot D District Lot 773 Plan 21440).

Local Commercial Sites BF-C 8		
	Category	Local Government Act s. 488 (1)(f)
	Conditions	The development permit area designation is warranted to guide local commercial redevelopment within a residential setting.
	Objectives	▪ promote a high quality of building design and landscaping, and ▪ to minimize visual, noise and traffic impacts in the residential setting.
	Guidelines Schedule	Guidelines BF-C 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. is for a renovation or addition to an existing building, with an area of less than 10% that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises, or conforms to guidelines BF-C 8 and has been recommended for support by the Design Advisory Committee.

I. CONTEXT AND SITE DESIGN

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

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-C 9
MARINA SITES

Policy BF-C 9
Retain existing marinas and yacht clubs and encourage their improvement or redevelopment compatible with their waterfront and residential settings.

Development Permit Area Designation BF-C 9
The marina and yacht club sites described as follows are designated as Development Permit Areas:
6695 Nelson Avenue (Lot C DLs 430 and 3840 Pl. 43225; Lot 30 DL 430 Pl. 2103; and Lot 3436 Bl. A)

- 5750 Eagle Harbour Road (Lot 1 Bl. 6 & A DL 772 Pl.7217; and DLs 5983 and 6905);
- 5776 Marine Drive (Lots 2 & 3 Bl. 15 DL 772 Pl.12573; and DL 5840);
- 5908 Marine Drive (Lot 1 DLs 771, 6598 and 7610 Pl.22032; Lot B Bl. 1 DL 771 Pl.17868; Lot A, exc. part in Ref.Pl.2729, Bl.1 DL 771 Pl.6051; Bl. 3, exc. part in Ref.Pl.2729, DL 772 Pl.5340; and DLs 2134, 5761 and6598);
- 5854 Marine Drive (Lot A Bl. 2 DL 772 Pl.17027; Lot B Bl. 2 DL 772 Pl.5340; Lots A & B of DL 1015; and DLs 6264, 6339, 6467, 6960, 6872, and 6873); and
- 34 Sunset Beach (Lot A Bl. B DL 2365 Pl.13985; and DLs 2382 and 6868).

Marina Commercial Sites BF-C 9	**Category**	Local Government Act s. 488 (1)(a) and (f)
	Conditions	The development permit area designation is warranted to provide for protection of the waterfront and to guide local commercial redevelopment within a residential and waterfront setting.
	Objectives	▪ promote a high quality of building design and landscaping, ▪ to be sensitive to the waterfront environment, and ▪ to minimize visual, noise and traffic impacts on adjacent residential areas.
	Guidelines Schedule	Guidelines BF-C 9 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. is for a renovation or addition to an existing building, with an area of less than 10 % of the existing building, or for a replacement marine fuel storage and dispensing facility on Fisherman's Cove Marina [DLs 2134, 6598 and5671] provided the storage tanks are located adjacent to each other, do not exceed a capacity of 45,000 litres, and are setback a minimum 15 feet from the High Water Mark and 60 feet from Marine Drive; and ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-C 9.

I. CONTEXT AND SITE DESIGN

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

II. BUILDING DESIGN

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

III. LANDSCAPE DESIGN

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

IV. CIRCULATION AND PARKING

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

GUIDELINES BF-C10
SEWELL'S LANDING

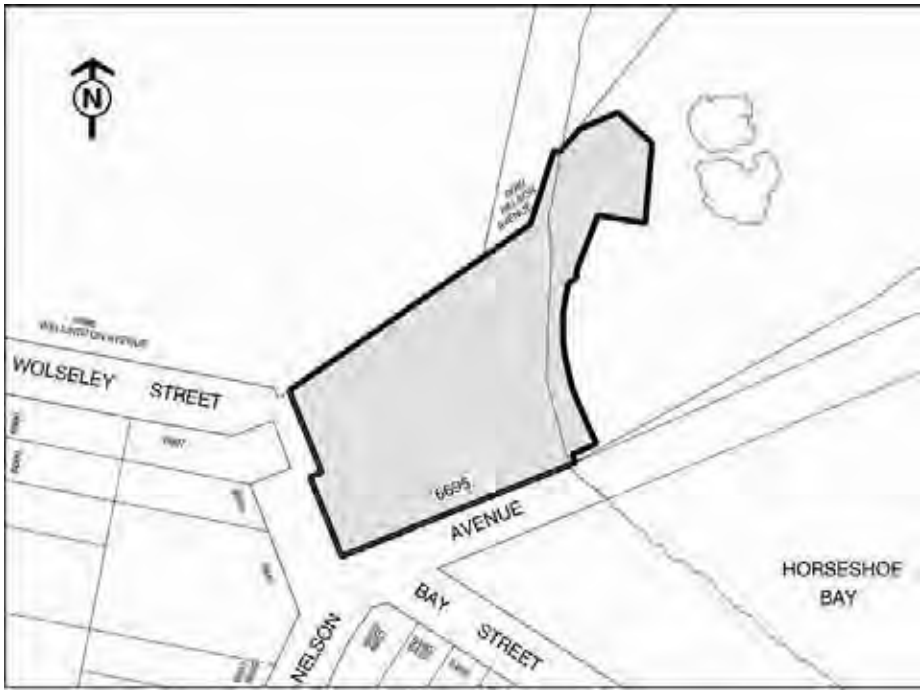
Policy BF-C10

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

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

Sewell's Landing Horseshoe Bay BF-C 10		
	Category	Local Government Act s. 488 (1)(a), (e) and (f)
	Conditions	The development permit area designation is warranted due to the area's moderate to steep slopes and proximity to the ocean, and to a mixed commercial and intensive residential development.
	Objectives	• To promote for the siting and design of buildings and landscaping that responds to the village character of Horseshoe Bay and its setting adjacent to the hillside and ocean in accordance with the Sewell's Landing Horseshoe Bay guidelines, • To encourage the appropriate siting, finishes, materials colours of buildings and structures that are reflective of the site's West Coast setting, and • To encourage an attractive commercial and residential streetscape, including lane design and landscape treatments and adjoining common properties that connect to public areas to promote a village character.
	Guidelines Schedule	Guidelines BF-C 10 shall apply.
	Exemption	Development may be exempted from the requirement for a Development Permit if the proposal: i. does not involve the construction or any new buildings or structures; or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 10; or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-C 10.

I. CONTEXT AND CHARACTER



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

a. Support the "maritime village" of Horseshoe Bay by extending public access to the waterfront, from Horseshoe Bay Park, through the site along the grand boardwalk and out onto Madrona Island.

b. Support the viability of the adjacent working waterfront through active marine commercial tenancies, and allow for accessory uses such as parking, storage and support spaces for the adjacent marina operations.

c. Enhance the "village" character of Horseshoe Bay by providing complementary, niche market and boutique styles of retail at the street level with commercial uses on the ground floor.

d. Create a congregation of smaller building elements, beginning on the Nelson Street frontage with townhouse elements having a fine texture on this street as it climbs west.

e. In mixed commercial and residential buildings, the residential use should have a separate pedestrian entrance that is visible from a lane (either shared or separated pedestrian and vehicles).

f. Provide a storefront street-wall on Parcel 1 facing Horseshoe Bay.

g. Provide a necklace of retail uses by linking storefront street-walls from the east half of Nelson Avenue and along the waterfront.

h. Provide accessible, pedestrian friendly uses at street level.

i. Provide accessible walkways and patios for public use, where applicable.

j. Encourage pedestrian orientation of buildings with storefronts parallel to the sidewalk where commercial use occurs.

k. Provide interfaces between retail, service oriented commercial and residential activities by clearly defining the public areas from thesemi-public and private areas of the development.

l. Encourage the provision of integrated public art that is compatible to adjacent development and street patterns to enhance the pedestrian experience.

II. BUILDING DESIGN

a. Buildings should reflect a West Coast village, stepping from the hillside to the ocean in a specific response to the terrain of West Vancouver through the integration of each building ground plane with terrace levels, then seamlessly flow to adjacent streets.

b. Create separate buildings each with particular massing in order to continue the tradition of Horseshoe Bay plurality of structures rather than consolidation.

c. Consider new buildings with a variety of building heights, with higher buildings up to 12 storeys, set along the side of the mountain edge, with the scale of development scaling down to shorter buildings ranging from three to four storeys in height on the Nelson Street frontage.

d. Finishing materials shall be high-quality and durable.

e. Provide a variety of roof forms, including flat roofs, landscaped terraces, low pitched slopes.

f. Articulate building facades through the utilization of trellises, railings, columns, exterior walkways, planters, terraces and decks, and other similar elements.

a. Rear elevations shall be detailed and articulated to be compatible with the front and sides of the building, and with adjacent buildings.

b. Residential entries that are pedestrian oriented should be clearly defined, accentuated and highlighted.

i. Provide subtle separation between public and private areas.

j. Mechanical equipment and hydro utility boxes and similar equipment should be located underground where feasible. Any rooftop mechanical equipment, restaurant venting, or surface hydro or utility boxes or similar equipment should be located to minimize visual, odour and acoustical impacts to adjacent buildings or other users in the building, the streetscape and views. Where a structure is used to conceal such equipment, it should be kept consistent in detailing with the architecture of the building and integrated into the landscape character.

III. LANDSCAPE DESIGN

a. The overall landscape strategy should be a robust contemporary modern expression that takes inspiration from the rugged coastline of Horseshoe Bay, the industrial marine history of Sewell's Marina and the arbutus-covered mountain backdrop.

b. Characterized the layered aspects of the development through stepping terraced plateaus, beginning at the waterfront and stepping back through the development. Each terraced plateau should be integrated with the next, but are each unique and serve different functions. They are:

   i. Waterfront – this plaza is defined by a wood boardwalk activated with various furnishings such as seating, zones of native planting, tables and chairs, and retail signage.

   ii. Commercial Plaza – this plaza is defined by a retail edge that surrounds the central plaza, which feeds into a narrower shared vehicular-pedestrian lane. This plaza connects to waterfront boardwalk via a pedestrian loop along the base of the mountain edge. Stone pavers leading to stone steps integrate with native plantings serving to mediate the grade changes between terraces. Plantings and street furniture are used to activate the edges of the plaza.

   iii. Residential Plaza – the plaza is characterized by a shared vehicular and pedestrian lane that accesses the underground residential parking and is covered with stone and concrete pavers.

   iv. Residential Gardens – this plaza features a residential open space characterized by vegetated spaces, open lawn, a stepped wooden seatwall and access pathways.

III. LANDSCAPE DESIGN (…continued)

c. Ensure that the landscape components complement the character and design of the buildings including the utilization of cobbled or textured stone pathways, streets and plazas.

d. Encourage the landscaped areas adjacent to open space plazas, sidewalks and pathways, private patios and other pedestrian-oriented places to include elements such as small scale gardens, dry-stacked stone walls or stone-faced retaining walls, flower pots, and hanging baskets.

e. Utilize tree plantings and species to define edges or as focal points in urban spaces.

f. Secure and convenient bike storage should be provided for the public and customers of the commercial and marina users. Bike storage for residents should be provided in secured areas within the underground parkade.

IV. CIRCULATION AND PARKING

a. Encourage shared pedestrian and vehicular roadways and pathways that privilege the pedestrian, yet accommodates vehicular traffic.

b. The majority of parking and loading for the development should be within an underground parkade that is designed to be accessed from three hierarchical points: primary access via the waterfront boardwalk; secondary access via the commercial plaza; and tertiary access via the residential plaza.

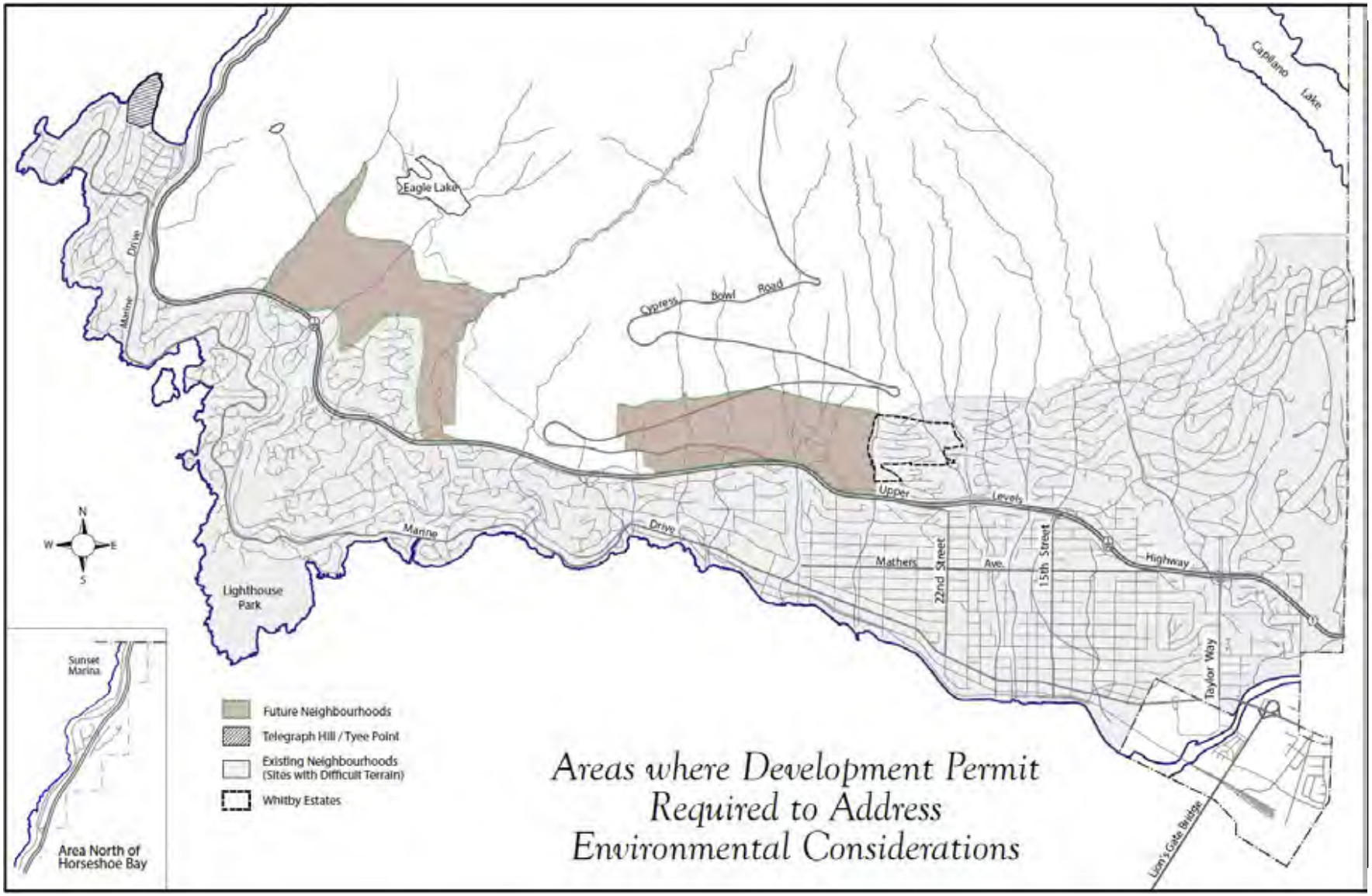
c. Surface parking shall be limited to short-term and temporary parking and limited loading. Surface parking and loading areas should be landscaped and visually broken up from shared vehicular and pedestrian roadways.

d. Residential parking shall be secured and separate from commercial and public parking areas within the parkade, although access may be shared.

e. The boardwalk is to remain a public thoroughfare serving access to dockside services, public access to Madrona Island and the resident's amenity building.

f. All garbage, recycling, and restaurant waste (including grease bins) should be located within the enclosed underground parkade.

NATURAL ENVIRONMENT AND HAZARD GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

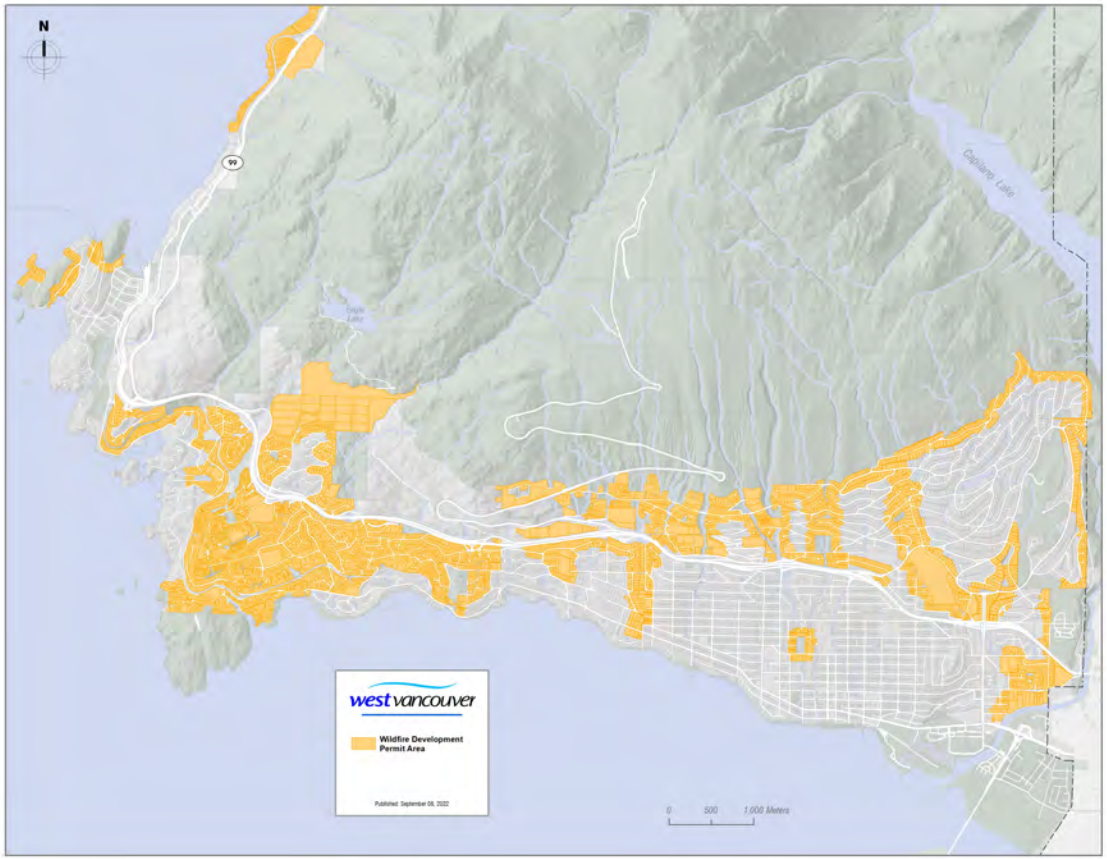


GUIDELINES NE 1

WILDFIRE HAZARD DEVELOPMENT PERMIT AREA GUIDELINES

Policy NE1
Development Permit Area Designation NE1
All lands shown as shaded yellow in the Wildfire Hazard Development Permit Area Designation Map NE 1 is designated as a Wildfire Hazard Development Permit Area

WILDFIRE HAZARD DEVELOPMENT PERMIT AREA NE 1	Category	Local Government Act Section 488 a) and b)
	Background	The development permit area designation is warranted to control the combustible elements of both buildings and landscape in order to minimize the potential for the spread of fire and the resultant destruction of property and threat to life.
	Objective	To protect development from the risks of wildfire hazard by taking appropriate precautionary measures, informed by professional studies and assessments to guide safe development, forest management, building design, construction and long-term maintenance and monitoring. The Development Permit Area (DPA) will: 1. Manage development to: • Minimize risk to people and property from wildfire hazards; • Minimize the risk of fire to the District's forests and parks; and • Promote management activities to reduce wildfire hazards and protect the environment. 2. Assist in proactively managing conditions affecting potential fire behavior. 3. Reduce the risk of post-fire hazards including landslides, debris flows, and erosion. 4. Conserve the ecological, aesthetic, and recreational assets of the District's forests and parks for the benefit of present and future generations.
	A Development Permit is required for:	i. Subdivision of land, including alteration of land; or ii. Development of land with the installation of a new Single or Multi-Family Dwelling, Duplex, or Detached Secondary Suite, with habitable space, as defined under the District's Building Bylaw No. 4400, 2004, as amended from time to time.
	Exemption	New development is exempted from the requirement for a Development Permit if the parcel of land is subject to a covenant registered on title under Section 219 of the Land Title Act with Wildland Fire Management Requirements for construction of new buildings.



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

I. BUILDINGS AND STRUCTURES

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

a. All new buildings and structures must be located as far away from the forest interface as is reasonably possible with a minimum required distance of 10 m (defensible space), or at least as far away from the forest interface as any existing permanent structures, if present on the property. The distance should be measured from the outermost part of the building.

b. The following fire resistive materials and construction practices are required for all buildings and structures:
   i. Fire retardant roofing materials (Class A or B, or Class A by assembly) must be used: asphalt or metal roofing is preferred.
   ii. Exterior walls must be sheathed with fire-resistive materials.
   iii. Decks, porches, balconies, and patios must use fire resistive decking materials, such as composite decking boards or fire resistive treated wood.

Wildfire Hazard Development Permit Area Designation Map NE 1

iv. All eaves, attics, roof vents, and openings under floors must be screened to prevent the accumulation of combustible material, using 3-mm, non-combustible wire mesh, and vent assemblies should use fire shutters or baffles.

v. All chimneys and wood-burning appliances must have spark arrestors.

vi. Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.

vii. New hydro servicing must be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

II. SUBDIVISION

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

a. Firebreaks should be designed and installed where it is reasonably feasible or possible, which may be in the form of cleared parkland, roads, or utility right-of-ways.
b. Locations for new building sites should be at least 10 m (defensible space) from any forest interface.
c. Development shall be set back a minimum of 10 metres from the top of ridgelines, cliffs, or ravines.
d. Buildings shall be sited and road access designed in order to accommodate fire fighting vehicles and equipment. Subdivisions should consider opportunities to improve road access for first responders and emergency equipment
e. All utility servicing must be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

III. LANDSCAPING

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

a. Firebreaks should be designed and installed where it is reasonably feasible or possible, which may be in the form of cleared land, roads, or utility right-of-ways while protecting natural features and ecosystems in accordance with District bylaws.
b. The defined defensible space around structures must be maintained by:
    i. The use of non-combustible landscaping materials;
    ii. The use of fire-resistant native plants (using low-density plantings);
    iii. The removal of trees, limbs or shrubs overhanging roofs or growing under eaves of buildings;
    iv. The pruning of coniferous trees so that there are no branches to a height of 2.5m (live branches may be left on smaller trees);
    v. The maintenance of existing hedges below a height of 2m (the planting of cedar and juniper hedges is discouraged);
    vi. The storage of piled debris (e.g. firewood, building materials, and other combustible materials) during and post construction, be kept outside of this defensible space;
    vii. Required maintenance including the annual removal of surface litter and hazardous trees (in accordance with other District bylaws);
    viii. Increased beyond 10m if required due to site or topographic considerations; and
    ix. Any additional recommendations for the defensible space as determined by the Qualified Professional.
c. Determine any additional landscaping recommendations for the remainder of the property, beyond the defensible space, including:
    i. Thinning the tree canopy and understory and pruning lower branches to further reduce fuel loads;
    ii. The spacing of existing trees and if maintenance or tree removal is required to achieve a canopy spacing of a minimum of 3m;
    iii. The removal of dead or dying trees (in accordance with other District bylaws);
    iv. The disposal of all slash created by maintenance through removal from the site; and
    v. Any additional recommendations as determined by the Qualified Professional.
d. If removal of trees or vegetation is deemed necessary by the Qualified Professional for the purpose of reducing wildfire risk, District approval is required under the District's Interim Tree Bylaw No. 4892, 2016, as amended from time to time. Replacement trees or vegetation may be required by the District in accordance with the guidelines above. The District may request the applicant submit supplemental information including a tree assessment and tree retention and restoration plans.

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

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

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

VI. DEFINITIONS

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

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

"Development" means any of the following:

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

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

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

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

"Fuel" means a combustible material.

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

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

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

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

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

GUIDELINES NE 2

FORESHORE DEVELOPMENT PERMIT AREA GUIDELINES

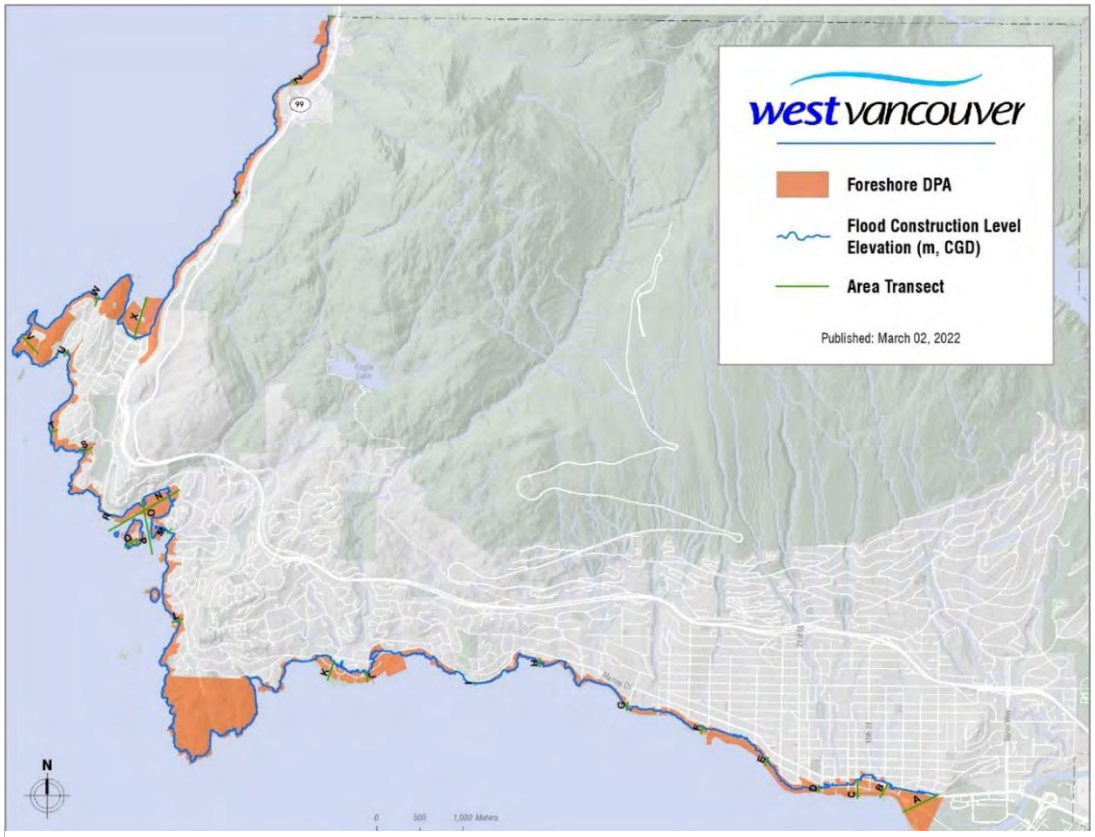
Policy NE2: Sites within the Coastal Floodplain Area

Development Permit Area Designation NE2

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

Category	*Local Government Act* Section 488(1) (a) and (b)
Conditions	The Development Permit Area (DPA) has been designated pursuant to the following sections of the *Local Government Act*: 1. 488(1)(a) protection of the natural environment, its ecosystems and biological diversity 2. 488(1)(b) protection of development from hazardous conditions
Objective	The Foreshore DPA is established to: 1. Minimize risk to people and property from coastal hazards including sea level rise, storms, wave effects, and flooding 2. Support coastal management in reducing flooding risks 3. Preserve and enhance the integrity of the intertidal habitat of the foreshore and minimize shoreline erosion
Guidelines Schedule	NE 2
A Development Permit is required for:	1. Subdivision of land 2. Construction of, or alteration, or addition to a dwelling 3. Construction of, or alteration or addition to all other non-dwelling buildings and structures, including pools, hot tubs, sheds, retaining walls, and other structures within 15 metres of the natural boundary of the ocean 4. Alteration of land within 15 metres of the natural boundary of the ocean (i.e., the riparian area of the foreshore), including, and without limitation: • site clearing or grading • cutting of trees • placement of fill, or disturbance of soils, rocks or other native materials for purposes other than routine maintenance of existing landscaping • creation of impervious and semi-impervious surfaces (such as patios and driveways) • installation, construction, or alteration of flood protection or erosion protection works • installation, construction, or maintenance of drainage, hydro, water, sewer, or other utilities
Exemptions from the requirement of a Development Permit:	• Interior renovations to existing buildings • Exterior renovations, repairs, or alterations to existing buildings or structures except when the following is within 15 m of the natural boundary of the ocean: o an increase in the size of the existing structures; or o Removal and reconstruction of structures

	• Installation of fences that allow for passage of water and does not require removal of trees • Emergency works, including tree cutting, necessary to remove an immediate danger or hazard, as certified by an Arborist
Exemptions from the requirement to meet the Flood Construction Level (FCL):	• Recreation shelters, stands, washrooms and other outdoor facilities designed to withstand periodic flooding • Renovation of an existing building or structure. • Construction of a portion of a building or structure that is used as a carport or garage • Accessory buildings such as storage buildings, porches, and domestic greenhouses that is not habitable space • An addition, below the minimum FCL elevation that would increase the size of the building or structure by less than 25 percent of the existing floor area • Commercial space



Foreshore Development Permit Area Designation Map NE 2

GUIDELINES

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

a) All development should be located in the least hazardous portion of a property.

b) The setback for a dwelling should be the greater of 15 metres from the future estimated natural boundary of the ocean at Year 2100, or landward of the location where the natural ground elevation contour is equivalent to the Year 2100 Flood Construction Level (FCL), calculated by a Professional Engineer, using the Provincial guidelines (Sections 3.5 & 3.6 of the Flood Hazard Area Land Use Management Guidelines) as amended from time to time.

c) For subdivisions, either through the layout of the subdivision or through conditions in the Development Permit that supplement the District's Zoning Bylaw, the permitted building envelope for every lot should be the greater of 15 metres from the estimated natural boundary of the ocean at Year 2100, or landward of the location where the natural ground elevation contour is equivalent to the Year 2100 FCL, calculated by a Professional Engineer, using the Provincial guidelines (Flood Hazard Area Land Use Management Guidelines) as amended from time to time.

d) The assessment by the Professional Engineer must be in accordance with the Provincial guidelines (Flood Hazard Area Land Use Management Guidelines), including without limitation, the requirement to account for any secondary sources of flooding when calculating an FCL.

e) In addition to the calculation of the FCL, the Professional Engineer must also provide other recommendations for safe use of the dwelling, to ensure that the proposed development is protected from the natural hazard.

f) For commercial space where the FCL is not applied, a Professional Engineer must provide recommendations to minimize damage to property and safety hazards during a flooding event.

g) All major mechanical and electrical infrastructure susceptible to damage should be located above the FCL or within flood-proofing measures as recommended by the Professional Engineer.

h) Egress/ingress to buildings should be located above the FCL.

i) A Flood Hazard and Risk Assurance Statement must be submitted by the Professional Engineer.

j) The onsite stormwater management plan must account for the FCL if the outlet is to the marine environment. The plan must include mitigation measures against sea level rise and future submerged outlet conditions.

k) Construction of septic tanks and deposit fields must be located outside of 15 metres of the natural boundary of the ocean.

l) Construction and construction materials shall adhere to Provincial Environmental Best Management Practices for Land Development as amended or replaced from time to time, to ensure no deleterious substances entering the sensitive environment of the foreshore area and water.

m) Should imported fill be required for site grading, the fill should be clean and free of debris and deleterious substances and adhere to fill specifications outlined by a Geotechnical Engineer.

n) If any landfill is proposed, it should be adequately compacted, and the face of the landfill slope should be adequately protected against erosion from flood flows, wave action, ice or other debris. The fill must not adversely impact neighbouring properties by increasing the surface water elevation or directing flows toward those properties.

o) Consider zoning bylaw variances in order to construct a home at the elevation of the calculated FCL or 15 metres from the future estimated natural boundary of the ocean at Year 2100, whichever is greater (see Guideline I(b)). Variances may include, but are not limited to, height and setback variances. Requested variances shall consider proximity to adjacent dwellings, as well as privacy and view impacts for neighbours.

p) Where changes in site grading are proposed to mitigate coastal flooding, landscaping shall address grade differences to adjacent properties to consider privacy including light, view, and overlook and proximity issues between properties. In addition, site grading should consider the topography of a site, reducing the need for major site preparation or earthwork, maintenance or enhancement of desirable site features (natural vegetation, trees, natural shoreline, or rock outcrops/bluffs). The use of exposed retaining walls shall be minimized with specific consideration for exposed retaining walls facing adjacent properties.

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

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

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

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

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

a) Locate development in the least environmentally sensitive areas (e.g., areas that have been previously disturbed) to minimize impact to the ecology of the intertidal habitat.

b) Encourage the preservation of healthy trees, shrubs, and hedges, or where necessary, their replacement with suitable species to the coastal environment.

c) Where possible, natural or soft landscaping materials shall be used to protect the property and foreshore area, and create resiliency to coastal flooding.

d) The use of retaining walls and other "hard" surfaces such as seawalls and riprap armouring shall only be supported where a Professional Engineer has determined that "soft" approaches to shoreline stabilization are not appropriate given site-specific conditions and shall not increase scour and erosion of the foreshore area.

e) Consideration should be given to removing hard structures when not required and replacing with natural features to enhance the foreshore habitat.

f) For any reduction in the 15 metres setback from the natural boundary of the ocean, to allow for placement of a structure, an Environmental Assessment by a QEP shall be completed and include recommendations for protection and/or restoration required to minimize disruption to the physical and biological processes of the foreshore habitat.

g) Where native plant species or plant communities dependent on a marine shoreline habitat are identified as sensitive, rare, threatened, or endangered, and have been identified by a QEP for protection, their habitat areas shall be left undisturbed.

V. For work within 15 metres of the natural boundary of the ocean or on the public foreshore for access to the upland property, a Construction Environmental Management Plan will be required to define mitigation and protection measures during construction activities.

VI. All proposed structures and works should be located upland of the natural boundary of the ocean on private property, and not on the public foreshore, where possible. For any work proposed on the public foreshore, including work on existing encroachment structures, the District's Zoning Bylaw 4662, 2010, applicable to the public foreshore, and conditions of the Head Lease with the Province shall apply. Additional information may be required to meet the requirements of the Head Lease.

VII. Any works must account for and protect any municipal infrastructure and necessary mitigation measures applied to the project, as determined by the District.

DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

"intertidal" means the zone above water level at low tide and underwater at high tide (i.e., the area within the tidal range).
"natural boundary" means the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself.

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

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

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

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

GUIDELINES NE 5

TELEGRAPH HILL AND TYEE POINT

Policy NE 5

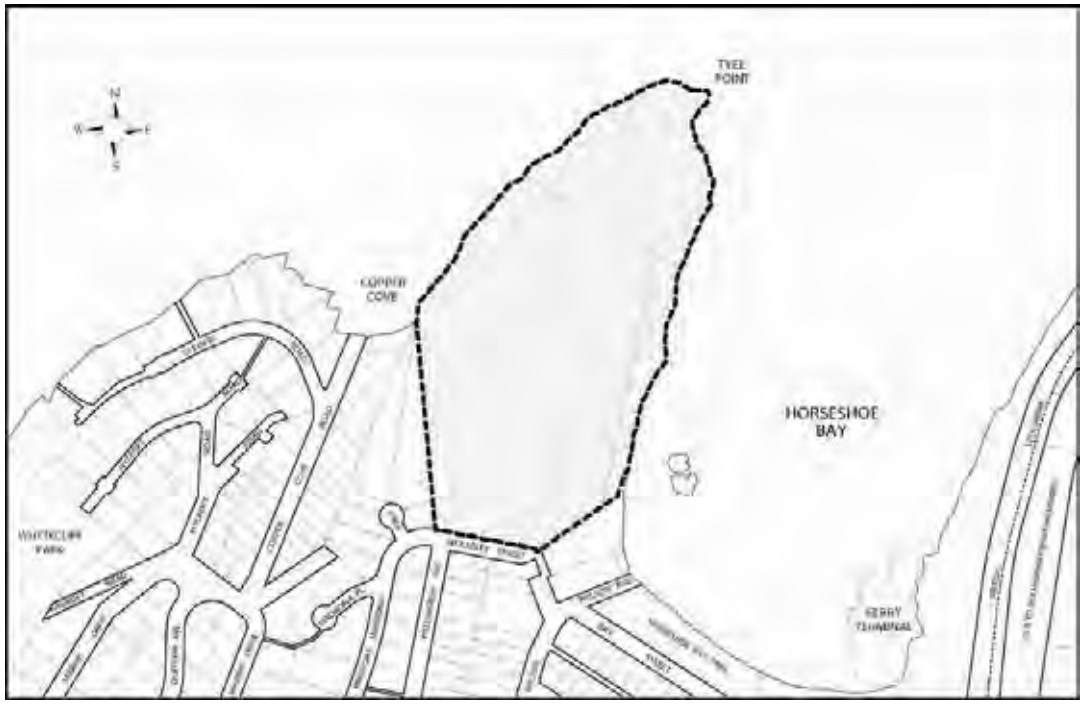
Provide for the evaluation and protection of visually sensitive areas and special ecological areas

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

Development Permit Area Designation NE 5

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

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



Telegraph Hill and Tyee 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 Tyee Point. Council will permit the disturbance of such vegetation to the extent that it may be unavoidable in order to accommodate construction of one single- family house on each lot, to provide for reasonable light, air and view access, and to avoid tree hazards.

Note: Guidelines NE 6 also apply.

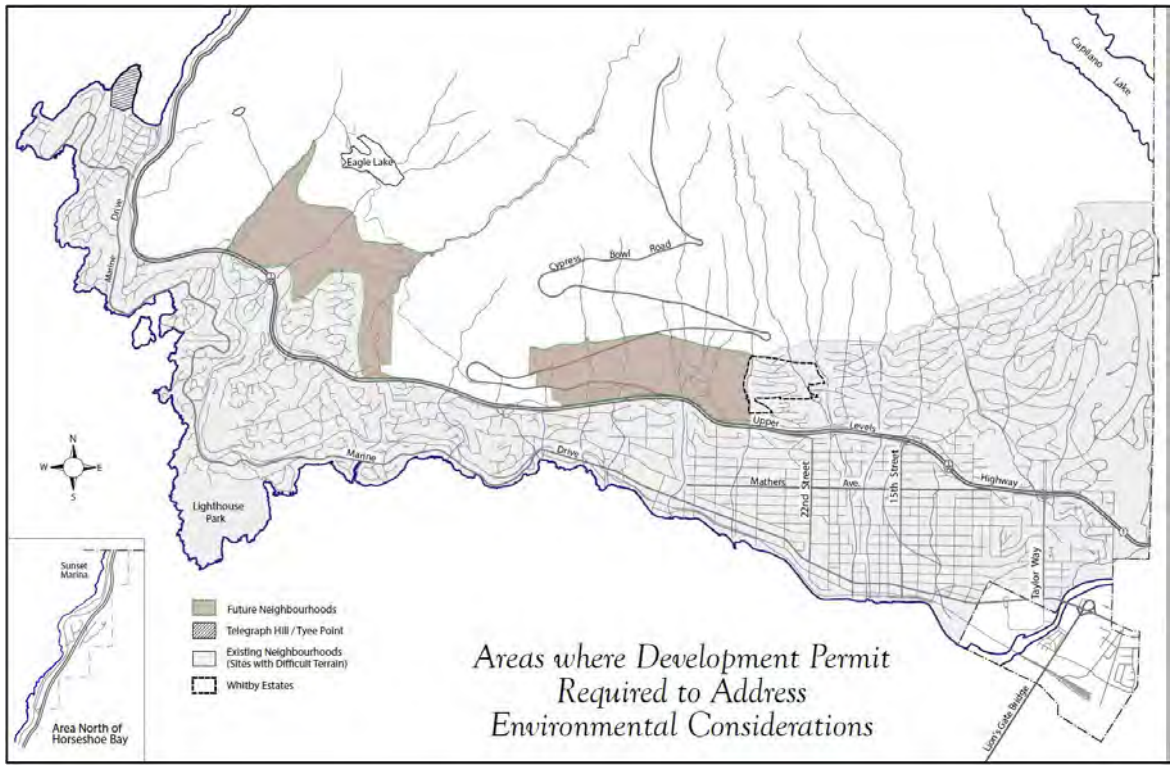
SITES WITH DIFFICULT TERRAIN

Development Permit Area Designation NE 6

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

Development Permit Area Designation NE 6		
	Category	Local Government Act s. 488 (1)(a) and (b).
	Conditions	The development permit area designation is warranted due to the steeply sloping terrain throughout West Vancouver.
	Objectives	• avoid hazardous conditions • ensure greater environmental compatibility of development on sloping sites • protect the natural environment on difficult terrain • minimize site disturbance and blasting during construction.
	Guidelines Schedule	Guidelines NE 6
	Exemption	No development permit is required where: i. there is no subdivision application involved; or • a subdivision application is involved but • no lot in the proposed subdivision involves difficult terrain (difficult terrain involves situations where more than one-fifth of the total allowable building envelope on any lot has an existing grade exceeding 35%); or • no lot in the proposed subdivision has a driveway grade that would be required to exceed 20%. (This judgment is based on existing or approved road or lane elevations immediately adjacent to the proposed lot, the existing ground elevation at the various points along the minimum garage front yard setback requirement, and the least steep driveway possible to join those two locations.) • the subdivision will not create any additional lots (e.g. realignment of a lot line between two lots).

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



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

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

- Restrict foundation work;
- Avoid construction on more extreme slopes;
- Design and construct a smaller house size orhouse 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.

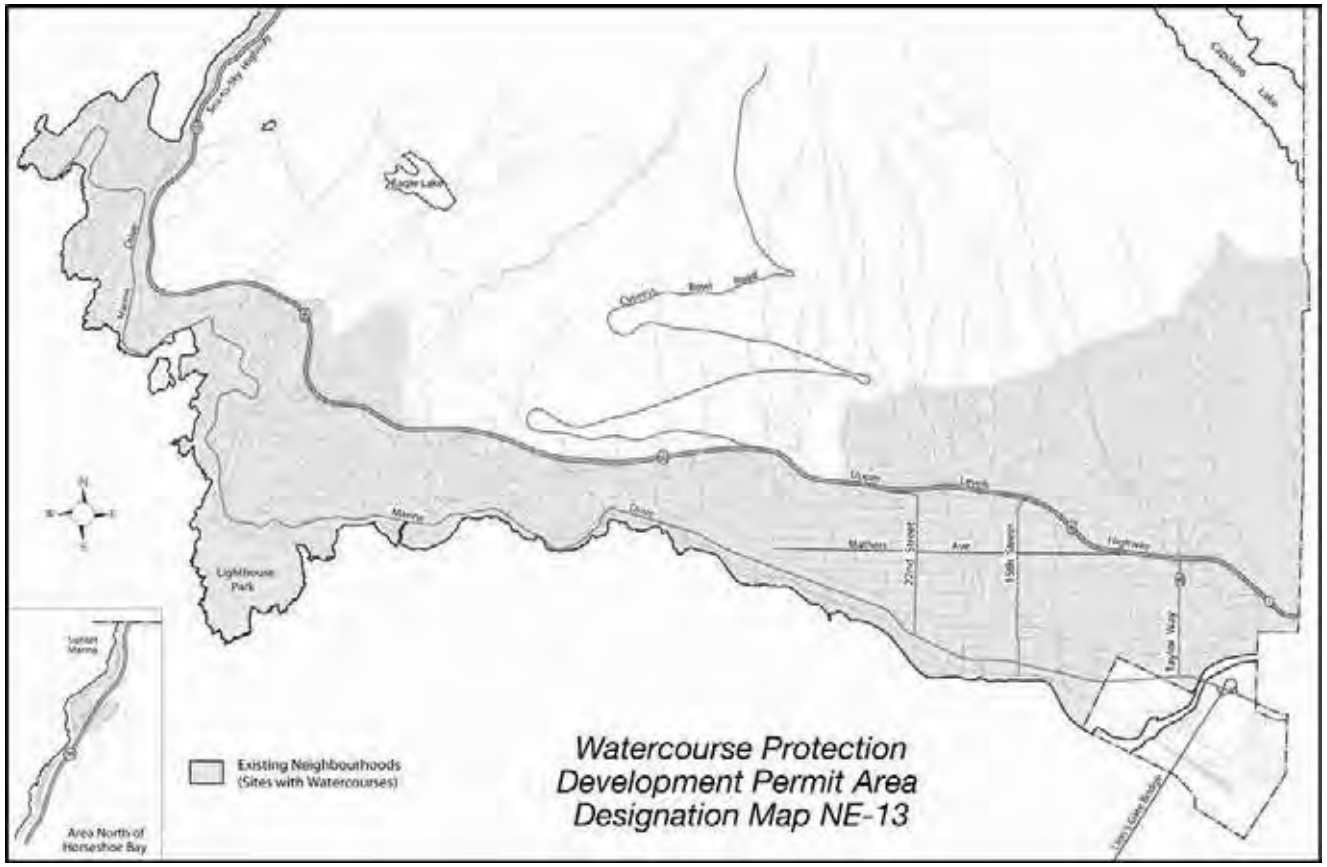
WATERCOURSE PROTECTION AND ENHANCEMENT AREAS IN EXISTING NEIGHBOURHOODS

Policy NE13

Development Permit Area Designation NE13

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

Category	*Local Government Act* s. 488 (1)(a).
Conditions	The development permit area designation is warranted to protect and enhance watercourses and wetlands in West Vancouver's existing neighbourhoods.
Objectives	• To ensure that development does not negatively impact watercourse or wetland environments or, where such impacts are unavoidable due to the existing configuration of parcels of land in relation to watercourses or wetlands, to ensure that development does not result in a net loss of productive fish habitat.
Guidelines Schedule	Guideline NE 13.
Development may be exempt from the requirement for a Development Permit if the proposal is for:	i. renovation to interiors; ii. regular and emergency District maintenance activities for drainage control conducted in a manner that is consistent with the objectives of the Development Permit designation; iii. construction and maintenance activities carried out by, or on behalf of, the District and designed to enhance the coexistence of natural habitats and public trails;
	iv. construction and maintenance activities carried out outside of 15 metres of top of watercourse bank or edge of wetland;
	v. emergency works, including tree cutting, necessary to remove an immediate danger or hazard;
	vi. maintenance of the existing landscape conditions; or
	vii. the implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction.



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

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

a. With respect to this guideline, "development" shall mean any of the following:

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

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

c. For permanent watercourses and wetlands:

(i) Avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland.
(ii) Within 15 metres of the top of the watercourse bank or edge of wetland, locate new development, described in sections a(iii) and a(iv) above, at least as far from the watercourse or wetland as any existing development.
(iii) Keep free of new development, described in sections a(iii) and a(iv) above, the area within 5 metres of the top of the watercourse bank or edge of the wetland.
(iv) Consider zoning bylaw variances in order to prevent loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland, including reduced building setbacks.
(v) Where it is not practical to avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland, provide compensatory habitat approved by the District of West Vancouver to achieve no net loss of riparian habitat, by replanting or restoring a similar area on the same watercourse or wetland, or contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.

d. Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.

e. Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality from uplands to inlets.

f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines as proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Development Procedures Bylaw No. 4940 2017.

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

Policy NE14
Development Approval Information Area Designation NE14
Areas of land in the vicinity of watercourses and wetlands, as illustrated on the Watercourse Protection Development Permit Area Designation Map NE13, are also designated a Development Approval Information Area.

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

UPPER LANDS GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES UL 8

FUTURE NEIGHBOURHOODS

Policy UL 8

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

Development Approval Information Area Designation UL 8

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

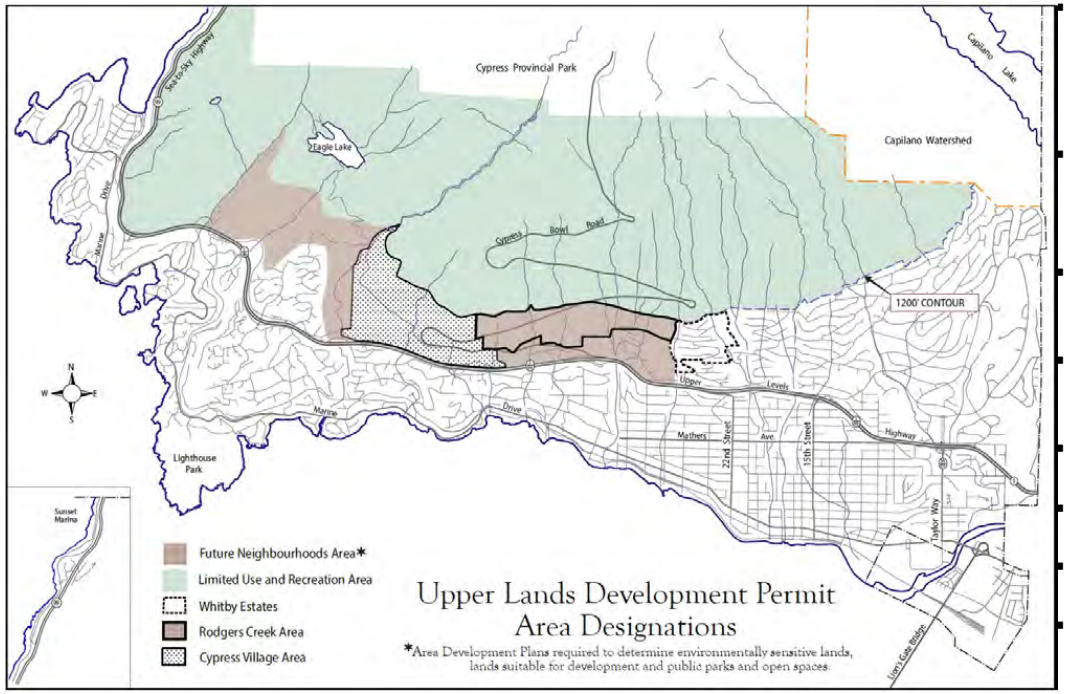
Future Neighbourhoods Area UL 8		
	Category	Local Government Act s.488 (1)
	Conditions	The special conditions that justify such designation include difficult terrain, sensitive environmental conditions, numerous watercourses and the need to coordinate the provision of various public services and facilities,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

Development Permit Area Designation UL 8

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

Future Neighbourhoods Area UL 8	**Category**	Local Government Act s.488 (1)(a), (b), (e) and (f)
	Conditions	The Development Permit Area is warranted due to the following characteristics of the area: • a range of slopes including extensive steep lands that require variations and restrictions to site and building layout in order to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, • extensive mature forest cover that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and flood hazard, • difficult terrain, which requires carefully planned and cost-effective provision of municipal services, roads and other infrastructure, as well as appropriate control of phasing and design of new developments, • variations in siting of land uses and other regulations that can ensure that new development is supportive of, and compatible with, the other policies contained in this Plan, • a range of climate conditions that may affect appropriateness of building form, • extensive creek areas that require appropriate setbacks and control or prohibition of development within the creek sensitive zones. These characteristics warrant a compact mix of residential and commercial uses, whose ,form and character , recognize the constraints of the terrain, and show sensitivity to the mountain setting and its environment. Development should minimize site disturbance and visual impact from within and outside the site.
	Objectives	• provide for the protection of the natural environment, its ecosystems and biological diversity; • provide for the protection of development from hazardous conditions; • regulate the form and character of intensive residential, multifamily and commercial development;
	Guidelines	Guidelines UL 8 and NE 6 shall apply.
	Exemptions	Development maybe exempt from the requirement for a Development Permit: i. If the proposal is for a renovation or addition to an existing building, with an area of less than 10 % that of the existing building; ii. meets all the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines **BF - D 1.** iv. under section s488 (1) (f) of the *Local Government Act*, if the proposal is for renovation or construction of an elementary, secondary or combined school use. v. under section s488 (1) (e) of the *Local Government Act*, if the proposal is for renovation or construction of a single detached house or accessory buildings and structures on the same lot.

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



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 but excluding the Cypress Village Area.

a. With respect to this guideline, "development" shall mean any of the following:

(i) removal, alteration, disruption or destruction of vegetation;
(ii) disturbance of soils;
(iii) construction or erection of buildings and structures;
(iv) creation of non-structural impervious or semi-impervious surfaces;
(v) flood protection works;
(vi) construction of roads, trails, docks, wharves and bridges;
(vii) provision and maintenance of sewer and waterservices;
(viii) development of drainage systems; and
(ix) development of utility corridors.

b. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.

c. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.

d. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.

e. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by Fisheries and Oceans Canada, to achieve no net loss of riparian habitat, by (in order of preference):

(i) replanting or restoring a similar area on a watercourse or wetland in the District, or
(ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.

f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14.

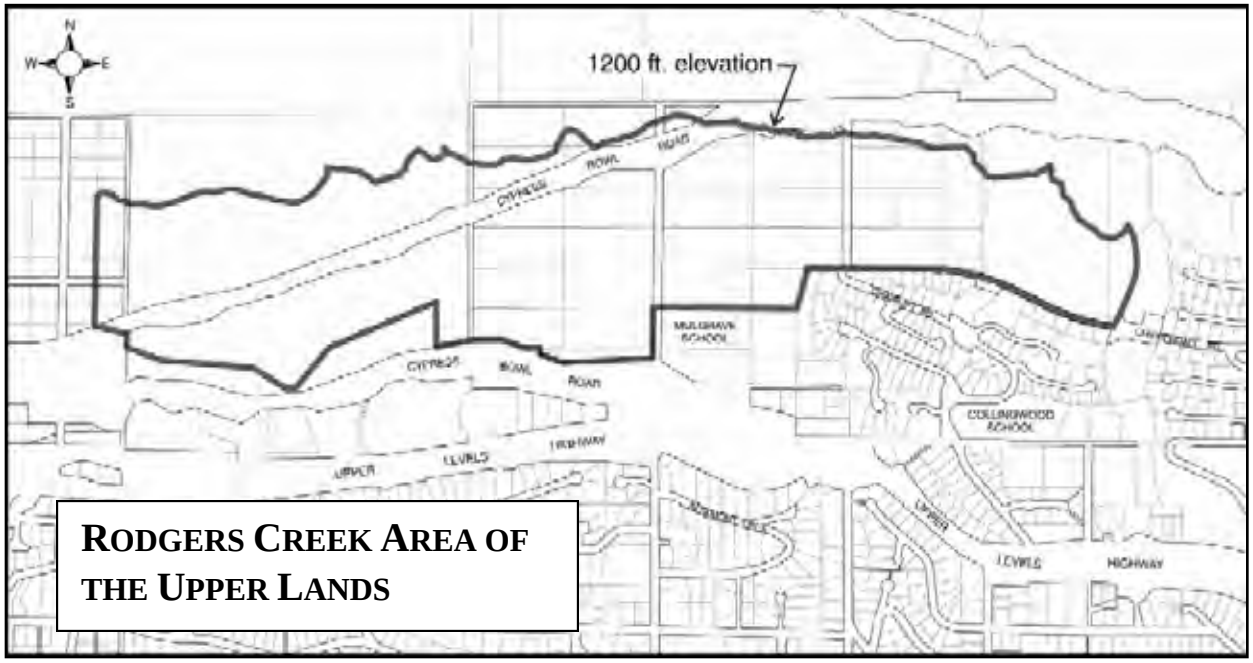
g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.502 of the *Local Government Act*.

RODGERS CREEK AREA DEVELOPMENT POLICIES

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

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

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



Policy UL 8.1

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

a. Protect approximately 55% of the land area as environmentally protected green space including creeks and their riparian corridors, endangered species habitat, rock bluffs, steep slopes and large stands of forest.

b. Avoid fragmentation of environmentally sensitive lands by creating large, continuous forested/natural areas.

c. Allow for a maximum 2,079,600 sq. ft. of floor area comprised of a maximum 1,217 housing units.

d. Provide a diversity of housing in the planning area consisting of: no more than 126 single family and two family dwelling units; at least 100 cluster or townhouse dwelling units; and 30% of apartment units of 1000 square feet or less in size.

e. Ensure that housing diversity includes apartment units with adaptable design elements.

f. Provide a variety of housing types in each of the six neighbourhoods.

g. Concentrate density and provide higher density built forms like apartments at the west end of the Rodgers Creek Area so as to be in proximity to the future Cypress Village to the west, which is to include commercial, residential and civic land uses

h. Permit all or part of the development area between the future Chippendale extension and the north boundary of the existing Mulgrave School (located adjacent to but outside the Rodgers Creek Area) to be used by the school for school facilities, other than a full-sized sports field. A rezoning and development permit are necessary to implement this policy; and, in considering a school expansion proposal the District shall consider the following factors:

(i) the extent to which the proposal reflects a sensitivity to the natural environment;

(ii) the impact of traffic on the adjacent residential neighbourhoods; and

(iii) the loss of small lot housing.

i. Extend the 1000 foot connector northwest from Chippendale Road to connect to upper Cypress Bowl Road.

j. Ensure that roads are functional, have a minimum footprint, are sympathetic to the terrain, minimize site disruption, and engender an ambiance that makes for charming and intimate neighbourhoods.

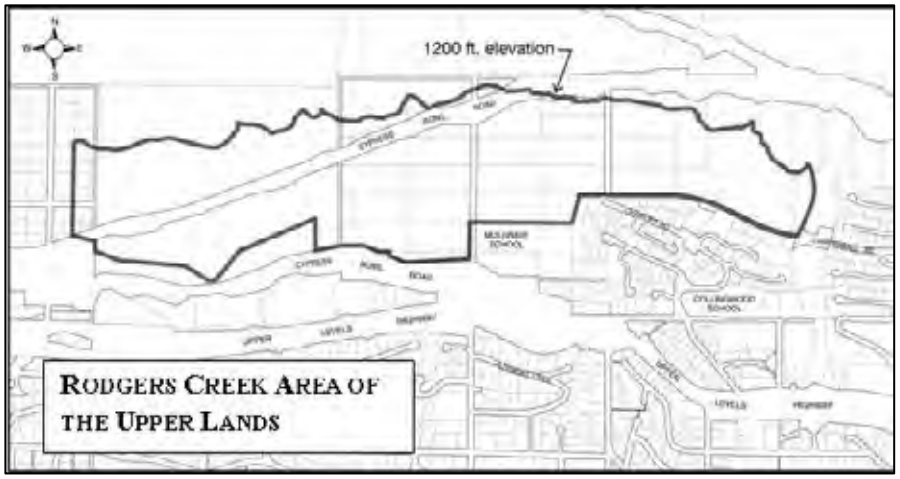
k. Provide a mountain pathway and trail network that connects the six development areas to one another, to the future Cypress Village to the west of the Rodgers Creek Area, and to existing neighbourhoods.

l. Provide numerous and varied public places along the mountain pathway that support multiple activities by a variety of age groups and capabilities.

m. Incorporate cultural heritage (such as logging and skilift history) and natural features (such as viewpoints, boulders and waterfalls) in activity nodes.

n. Strive for innovative, green buildings and infrastructure; that is, buildings and infrastructure with lower energy and water consumption, lower greenhouse gas emissions, and that enhance sustainability and create a healthy living environment.

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



1. CONTEXT AND SITE DESIGN

1.01 Neighbourhoods in Rodgers Creek will be designed to fit with the topography and landscape of the Upper Lands and to demonstrate West Vancouver's commitment to sustainability and innovation. Each neighbourhood will express a distinct architectural and landscape character that is suited to the forested setting and the climate.

1.02 Built form should:

- complement the terrain and integrate with natural features,
- minimize visual impacts, and
- employ site sensitive built forms.

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

1.04 Building and site development shall incorporate wildland fire management best practices including an interface with the forest edge which creates defensive space against wildland fires and appropriate building material.

1.05 Building and site development should contribute to a resilient natural environment including healthy properly functioning watercourses.

1.06 The use of retaining walls should be minimized, particularly along streetscapes and where used along streets should include green screening on walls through the use of plantings and landscape treatment.

1.07 Development should integrate with area-wide stormwater management strategies and features including cisterns, retention or detention features, and absorbent topsoil specifications.

1.08 A tree management plan should be provided to maintain the mountain forest character of the area, ensure proper drainage and provide for views and access to sun and shade.

2. BUILDING DESIGN AND SERVICES

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

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

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

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

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

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

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

2.07 Multiple-family housing should be designed to:

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

3. LANDSCAPING

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

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

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

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

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

GUIDELINES UL 9

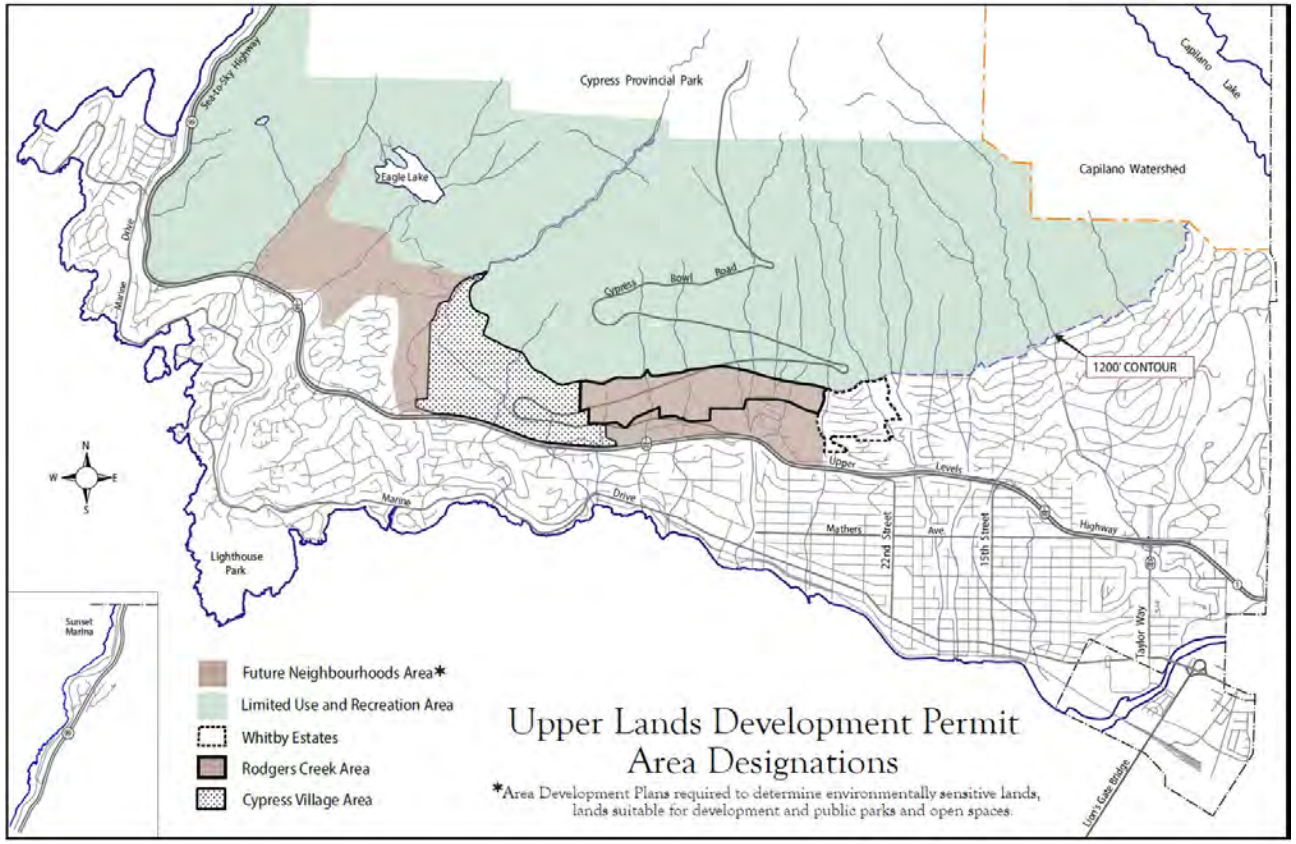
LIMITED USE AND RECREATION AREA

POLICY UL 9
Protect the natural environment of the Limited Use and Recreation Area.

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

Future Neighbourhoods Area UL 9	**Category**	Local Government Act s. 488 (1)(a) and (b)
	Conditions	The Development Permit Area is warranted due to the following characteristics of the area: • A range of slopes including extensive steep lands that require site development to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, • extensive forest cover of high quality that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and floor hazard • difficult and remote terrain, which limited the provision of municipal services, roads, and other infrastructure • extensive creek areas that require appropriate setbacks, and control or prohibition of development within the creek sensitive zones
	Objectives	• provide for the protection of the natural environment, its ecosystems, and biological diversity; • provide for the protection of development from hazardous conditions
	Guidelines	Guidelines UL 9 shall apply.
	Exemptions	development is exempted from the requirement for a Development Permit if the proposal is for tree, rock and soil handling and processing where: (i) material originates from within District boundaries, and (ii) is for the purpose of constructing a development for which a development permit under this policy has been issued, and (iii) is located outside of 30 metres of top of permanent watercourse or wetland top of bank or 15 metres of top of non-permanent watercourse or wetland

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



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

a. Minimize disturbance to existing terrain and vegetation.
b. Maximize the retention of the native forest and other existing vegetation.
c. With respect to this guideline, "development" shall mean any of the following:

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

d. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.

e. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.

f. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial *Riparian Areas Protection Act*.

g. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by Fisheries and Oceans Canada, to achieve no net loss of riparian habitat, by (in order of preference):

    (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
    (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.

h. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14.

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

HERITAGE CONSERVATION AREA GUIDELINES

GUIDELINES HE 6

LOWER CAULFIELD HERITAGE CONSERVATION AREA

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

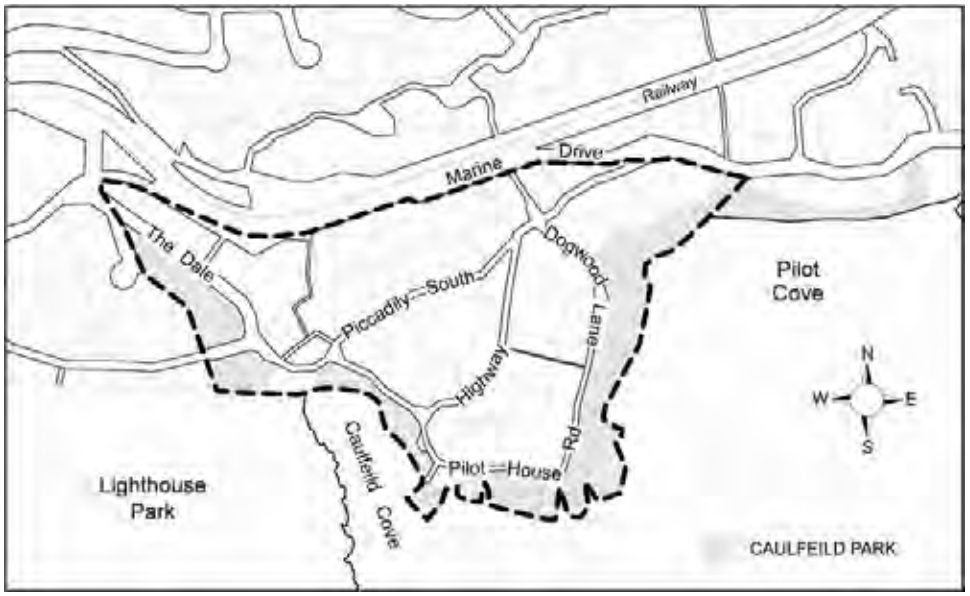
Lower Caulfield Heritage Conservation Area	**Category**	Local Government Act s. 614 (1)
	Heritage Features and Characteristics	Lower Caulfeild is the collection of private residences, St. Francis-in-the-Wood Anglican Church, and public lands (parks and streets) situated on the peninsula between Pilot Bay and Caulfeild Cove, just east of Lighthouse Park. The Lower Caulfeild area is important as an historic neighbourhood that combines the natural beauty of the coastal landscape with the picturesque English architectural and garden landscape traditions adapted by British settlers to coastal British Columbia. Originally part of a large parcel of land purchased in 1899, Lower Caulfeild was conceived by Francis Caulfeild as a village of good design set naturally in the landscape, with the coastline primarily reserved for public enjoyment. It was subdivided with properties of varying size and shape, irregularly arrayed along narrow, winding country lanes. The landscape of Lower Caulfeild is important for the prominence of its natural features. It has a mostly undisturbed coastline, with rocky promontories and a sandy cove; and there are rocky outcroppings throughout the neighbourhood. It is also important as a setting for native plant species (cedar, Douglas fir, vine maple, arbutus and dogwood) and coastal ecologies, as well as ornamental and naturalized gardens. The character-defining elements of Lower Caulfeild include: • a residential neighbourhood edged by waterfront parkland; • a landscape of natural rock outcroppings and primarily native plant species; • narrow, winding lands with informal verges; • properties dominated by naturalized landscapes and rockeries in the English garden tradition; • houses lightly situated on and amidst undisturbed or lightly modified rock outcroppings; and • vistas east, west (Lighthouse Park), and south (water) from many points configuration of lots
	Objectives	To maintain Lower Caulfeild's distinctive character as expressed by natural rock outcroppings, native trees, naturalized plants in domestic rock gardens, curving and narrow lanes, informal road edges, waterfront parkland, rocky shoreline, and sensitively-sited buildings. • To conserve and enhance the heritage character of Lower Caulfeild through: - the retention and renovation of existing buildings; and - new development that is designed to fit with and retain natural site attributes
	Guidelines Schedule	Guidelines HE 6 shall apply.

	Heritage Alteration Permits	An Alteration Permit shall be required for development on private property involving: • subdivision, including lot line realignment; • new buildings or structures; • alteration of and/or addition to an existing building or structure; and • alteration of natural landforms, site features, or established grade. **Nothing in this Policy requires Council or its delegate to issue a Heritage Alteration Permit if it believes that the Permit would allow development contrary to the guidelines of this Schedule. This Policy does not in any way affect or diminish the powers of the Approving Officer**
	Exemptions for Heritage Alteration Permits	An Alteration Permit shall not be required for: • interior work that does not materially affect the external appearance of a building or increase the floor area; or • demolition of an existing building or structure; or • tree cutting or fence construction for which no municipal approval is required, except within any required yard abutting a road or public property; or • a renovation or addition to an existing building, comprising a floor area increase of less than 10% of the existing building, that is consistent with Guidelines HE 6, conforms to the Zoning Bylaw, and does not include other site alteration.

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

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

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



Lower Caulfeild Heritage Conservation Area Map HE 6

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

1. SITE AND LANDSCAPE DESIGN

1.1 Alteration of existing terrain should be avoided, or minimized where it is not practical to avoid disruption, to conserve a site's natural characteristics.

1.2 Healthy trees and vegetation should be retained, taking into account protection of existing views and vistas, and access to sunlight.

1.3 Natural rock outcroppings should be retained and incorporated into the landscape design.

1.4 The visual impact of swimming pools and deck areas should be minimized, and removal of rock outcroppings for swimming pools should be avoided.

1.5 Retaining walls, particularly those that would be visible from the property's road frontage or public lands should be avoided. If not practical to do so, mitigation measures should be implemented to reduce visual impacts of retaining walls, such as stepped construction and landscape screening. Retaining walls should be constructed of, or faced with, natural or split rock material.

2. ARCHITECTURAL DESIGN

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.

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Marine Drive Local Area Plan and Design Guidelines

April 2017

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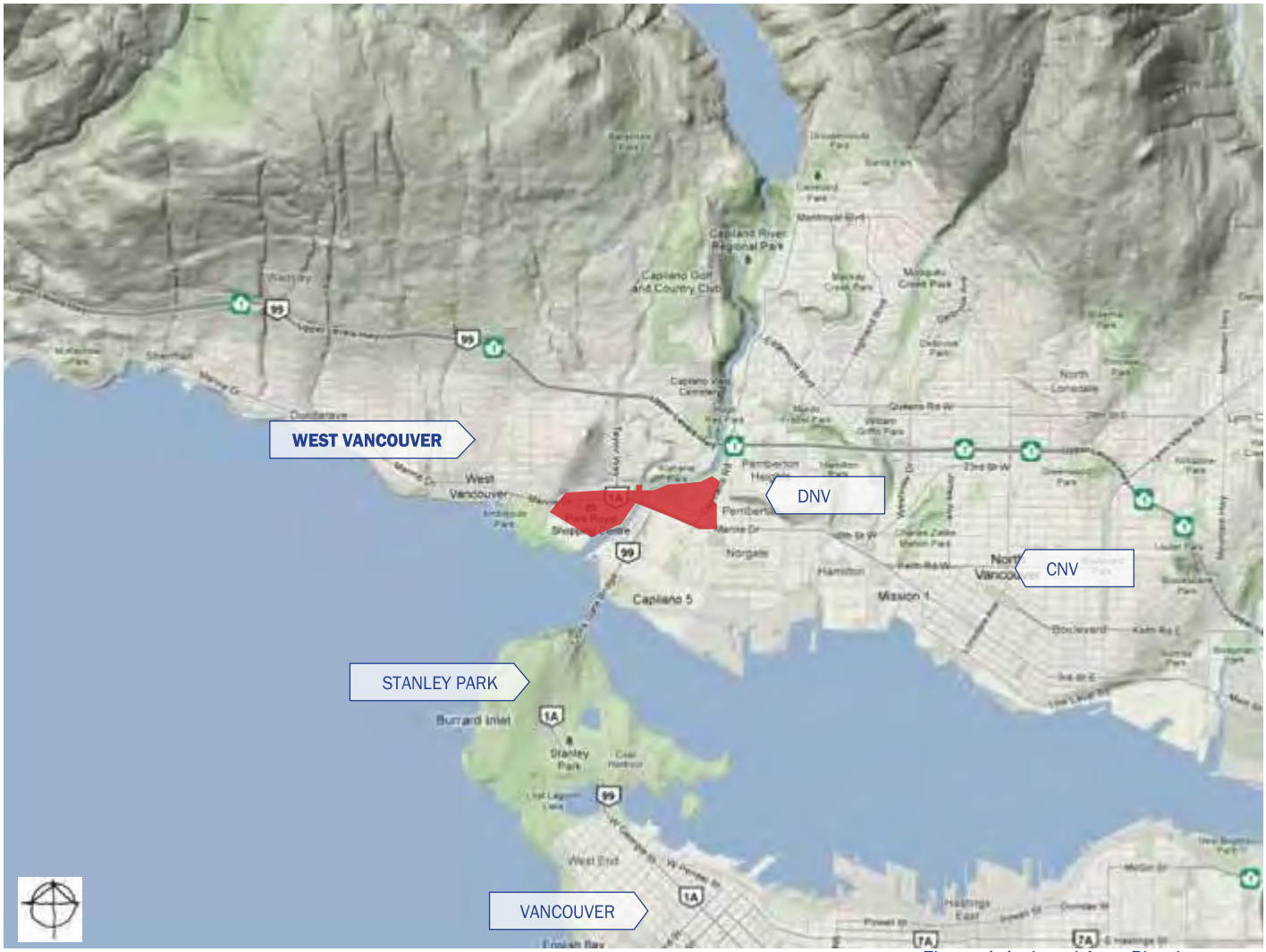


Figure 1.1 - Local Area Plan in context

1.0 Introduction

1.1 Purpose

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

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

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

The purpose of the plan is to:

» Describe the existing and emerging context of the Marine Drive corridor around Lions Gate Bridge and Park Royal, including lands beyond DWV's jurisdiction;

» Situate DWV lands and anticipated redevelopment within this multi-jurisdictional context; and

» Provide policy and guidelines to review development applications within the study area's boundaries, and under DWV's jurisdiction.

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

local area plan boundary

Figure 1.2 - Local Area Plan area

1.2 Study Area

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

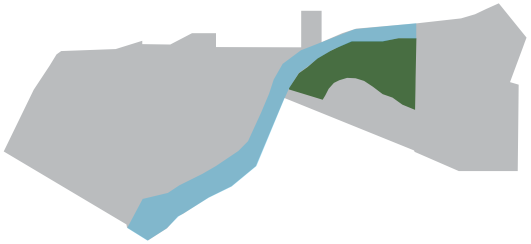
Lions Gate Sub-Area: To the east, a high density mixed-use centre is being developed around the intersection of Capilano Road and Marine Drive in accordance with the District of North Vancouver's (DNV) Lions Gate Town Centre Plan. This defines the multijurisdictional context for the easternmost edge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

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

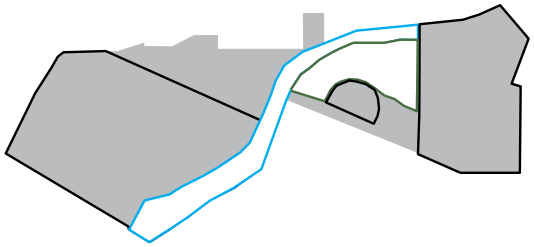
Most of the land identified in the study area is outside the jurisdiction of the DWV. While the DWV has no authority over other lands, they are included in the study area to provide useful context and to promote coordinated development towards a more cohesive vision for this shared corridor.

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

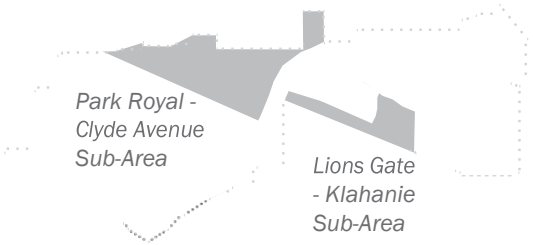
Overall Marine Drive LAP boundary



Two significant open space features define the LAP area - Klahanie Park and the Capilano River



A large portion of the LAP context is on Squamish Nation land or within the boundary of the DNV (and therefore outside the jurisdiction of the DWV), or part of road infrastructure



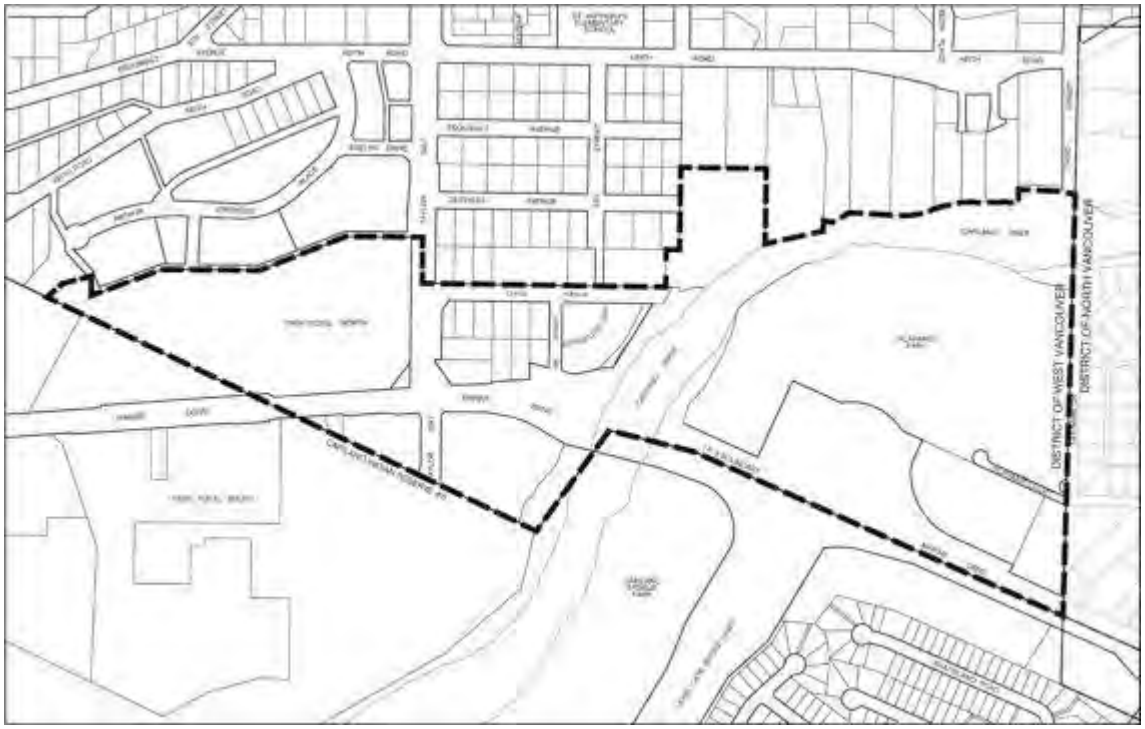
Resultant development area and effective LAP area, divided between the two sub-areas

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

13 Development Permit Area Designation and Interpretation

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

Marine Drive Local Area Plan Development Permit Area	**Category**	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated, constructed with high quality materials and respond to the contextual circumstances of the Marine Drive area.
	Objectives	Planning Objectives and Land Use Objectives are outlined in section 2.2 of the Plan, and are summarized below: • reinforce the two urban centres focused around the Taylor Way intersection and the other associated with the Lions Gate Town Centre; • connecting the dots to facilitate pedestrian movement; • engage with the natural environment; • views and legibility from key public vantage points; • respond to context within the plan area, and beyond that of the jurisdiction of the DWV; • connect to Park Royal mall with emphasis on pedestrian movement; • meet housing objectives; • secure appropriate amenities; and • minimize trip generation.
	Guidelines	Planning Sub-Area Design Guidelines shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw conforms to the Planning Sub-Area Design Guidelines.



Map 1.4 - Marine Drive Local Area Plan and Design Guidelines

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

All plans, drawings and sketches are conceptual in nature and are intended to illustrate possible outcomes of the plan's directions. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as the Capilano River, the municipal boundary, or property lines.

Unless otherwise specified, quantities and numerical standards within language, figures, drawings or diagrams are to be interpreted as general. Anticipated densities and heights are provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw or Development Permits.

existing Woodcroft towers

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

303 Marine Drive (Earl's site)

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

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

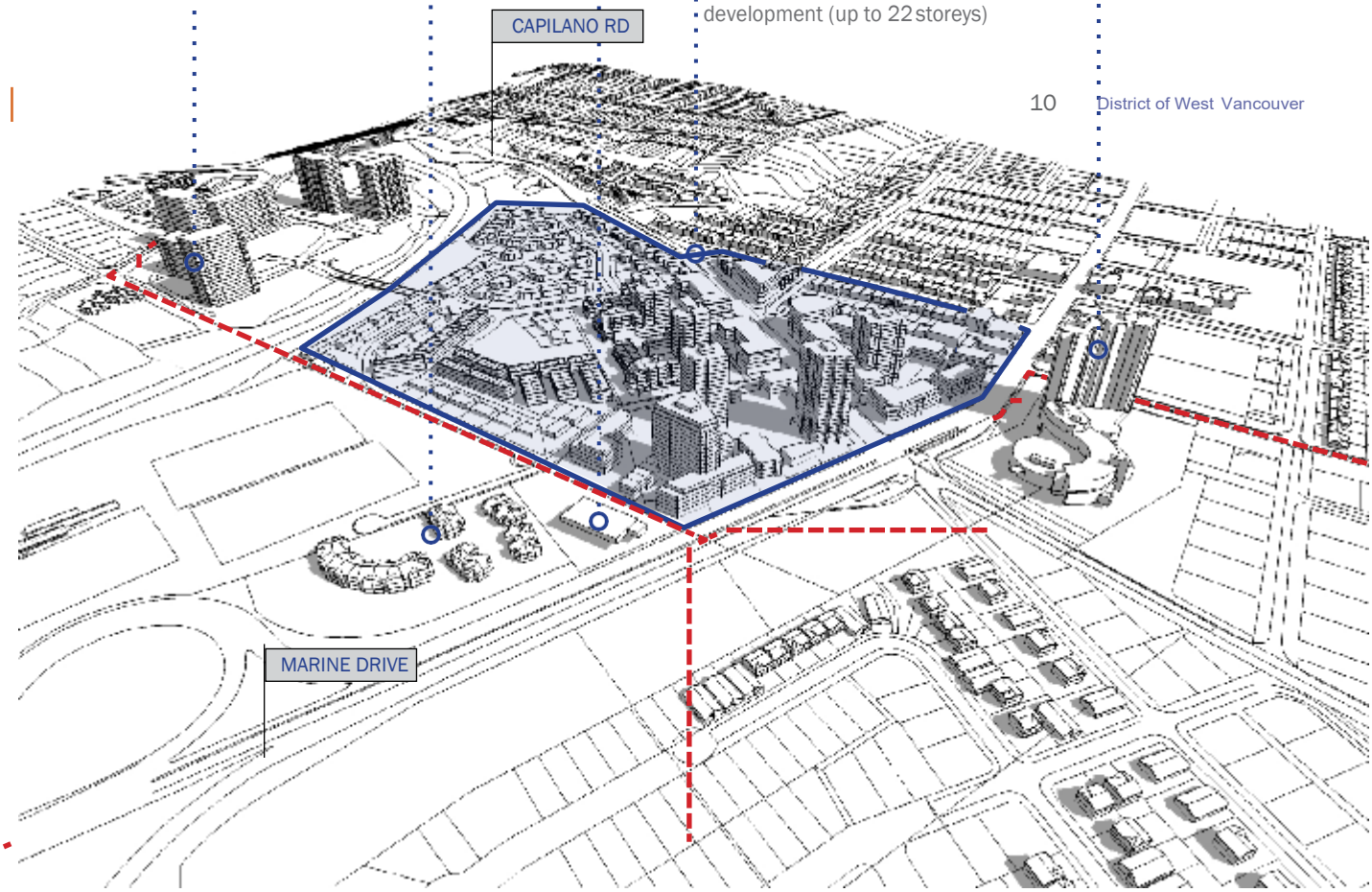
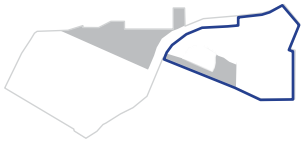


Figure 2.1 - Eastern Planning Context

view from the southwest

2.0 Planning Framework

2.1 Multijurisdictional Context



Lions Gate - Klahanie Sub-Area

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

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

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

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

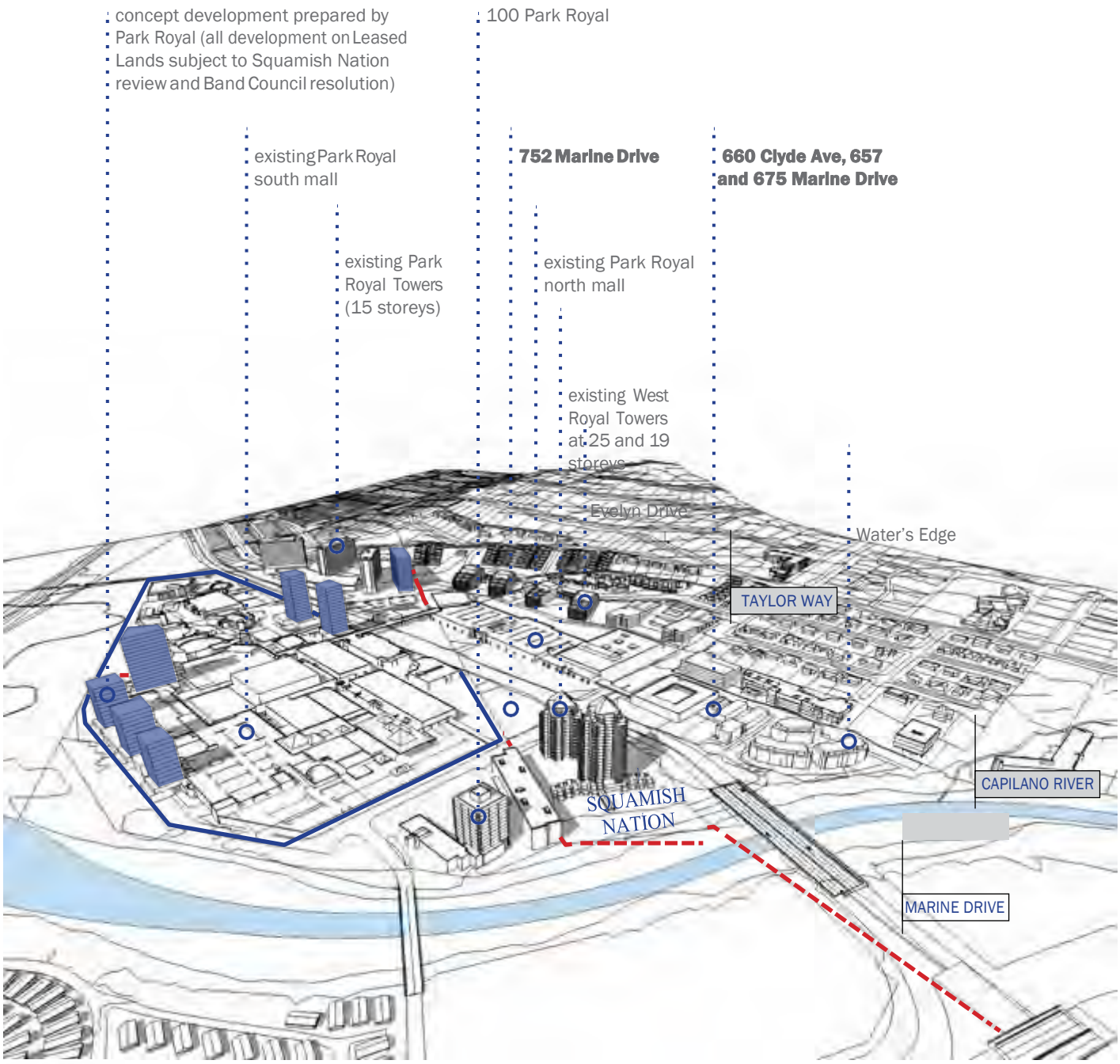
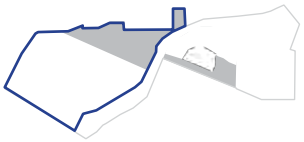


Figure 2.3 - Western Planning Context
view from the southeast



Park Royal - Clyde Avenue Sub-Area

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

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

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

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

22 Planning Objectives and Land Use Concept

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

Objectives of the Local Area Plan are:

» **Reinforce two centres.** Given the natural features bisecting the study area, reinforcing two centres will help to define an appropriate urban design structure for the corridor. The centres, one focused around the Taylor Way intersection and another associated with Lions Gate Town Centre, are equidistant from Lions Gate Bridge and are about a ten minute walk from one another. While there should be some consistent elements between the centres (e.g. public realm), each should respond to and express its distinct context and setting.

» **Connect the dots.** Today, the ability for pedestrians to safely and comfortably navigate east and west along Marine Drive is a challenge. Additional pedestrian paths would encourage pedestrian movement between centres. In addition, Marine Drive is an undesirable environment for pedestrians and cyclists and should be improved to encourage alternatives to vehicle travel.

» **Engage with the natural environment.** The existing Klahanie Park is a key community asset, providing public open space and active recreation facilities. Its relationship to Capilano River, and proximity to the town centres, could be enhanced. Work towards creating additional ways to access the park from key pedestrian routes along primary streets.

» **Views and Legibility.** One of the more significant ways the Marine Drive corridor is experienced is from the Lions Gate Bridge. The view northward from the bridge reveals development to the east and west, set apart by a landscaped 'welcome mat'. Creating distinct town centres, therefore, will reinforce an existing pattern of development.

» **Respond to context.** Lions Gate Town Centre and Park Royal Shopping Centre (including notable buildings such as International Plaza and Park Royal Towers), while outside the jurisdiction of the DWV, provide most of the context for each centre. Built form expression, materials, scale and composition, proportion, public space organization, and public realm treatment all contribute to the area's character and should be carefully considered in future development, and rooted in a clear design rationale.

» **Connect to Park Royal mall.** The mall, by the nature of its 'outdoor shopping' character, creates patterns of pedestrian movement that should be reinforced as development occurs.

» **Meet housing objectives.** Increasing density to provide for affordable or rental housing is appropriate within the study area (given proximity to employment, services, and amenities), where walking, cycling or taking transit can lower transportation costs for residents. Supportive housing is also appropriate, as the area is generally flat and highly accessible for mobility devices.

» **Secure appropriate amenities.** In addition to rental and supportive housing, amenities should emphasize public realm improvements and connections to existing natural assets (Capilano River and Klahanie Park) and between different components of the study area. Public space should be secured in the form of open space / plazas, and for targeted appropriate uses (e.g. childcare in proximity to the employment hubs of downtown Vancouver and Park Royal).

» **Minimize trip generation.** Commercial uses (office or retail) generate more traffic than residential uses, as visiting customers / clients outnumber resident trips over the course of a typical day. As well, residents in this location can meet their daily needs (employment, shops, services) on foot or by bus, taking pressure off the road system. Land use planning should therefore generally prioritize residential uses and seek to minimize required residential vehicle parking.

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

primary focus of development marking urban centre

secondary focus of development supporting urban centre

existing and potential future street fronting retail

Special opportunity to mark arrival to West Vancouver

opportunity for special nodes

pedestrian desire lines

opportunity for improved pedestrian routes

multi-modal transportation infrastructure

urban centre (5 minute walkshed)

23 Design Principles

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

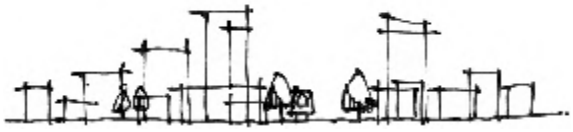
As with the planning objectives, these principles are not specific to either sub-area, but rather provide overall guidance for projects being considered in the District's jurisdiction. More specific direction related to urban design, land use, and built form considerations for each sub-area is found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

Distinct Centres

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

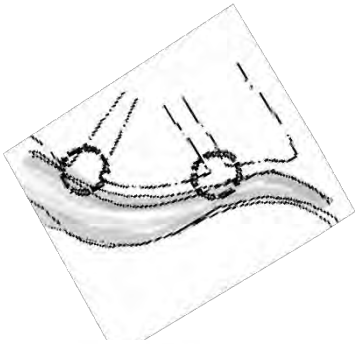
Distinct Context

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



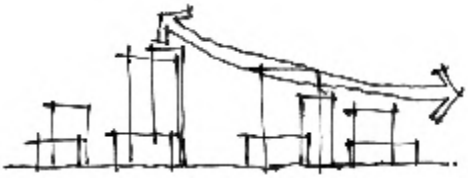
Transit Supportive Development

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



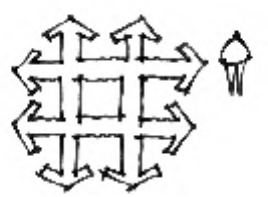
Respond to the River

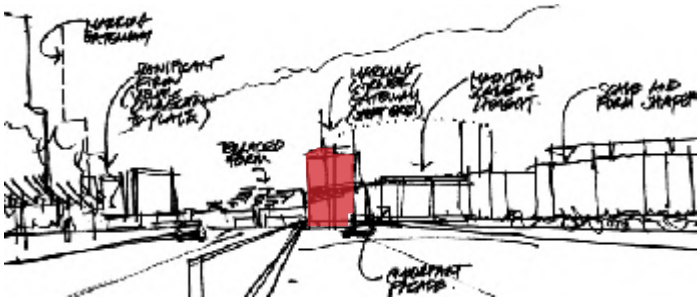
The Capilano River is a unique, natural amenity that the public realm should respond to. Improved public access along and to the river is encouraged.

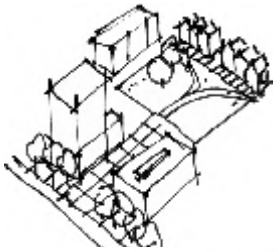


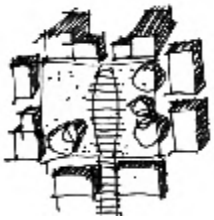
Hierarchy

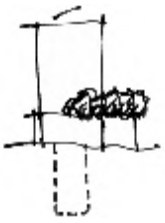
Each urban centre should demonstrate a clear hierarchy of buildings with appropriate transitions to surrounding lower scale. Taller buildings, given their prominence in the landscape, should demonstrate an excellence in architectural design and building efficiency.











Pedestrian Continuity

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

Express the Gateway

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

Complete Communities

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

Public Space, Public Life

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

Sustainable Design

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

3.0 Planning Sub-Area Land Use Policies and Design Guidelines

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

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

3.1 Marine Drive Public Realm Strategy

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

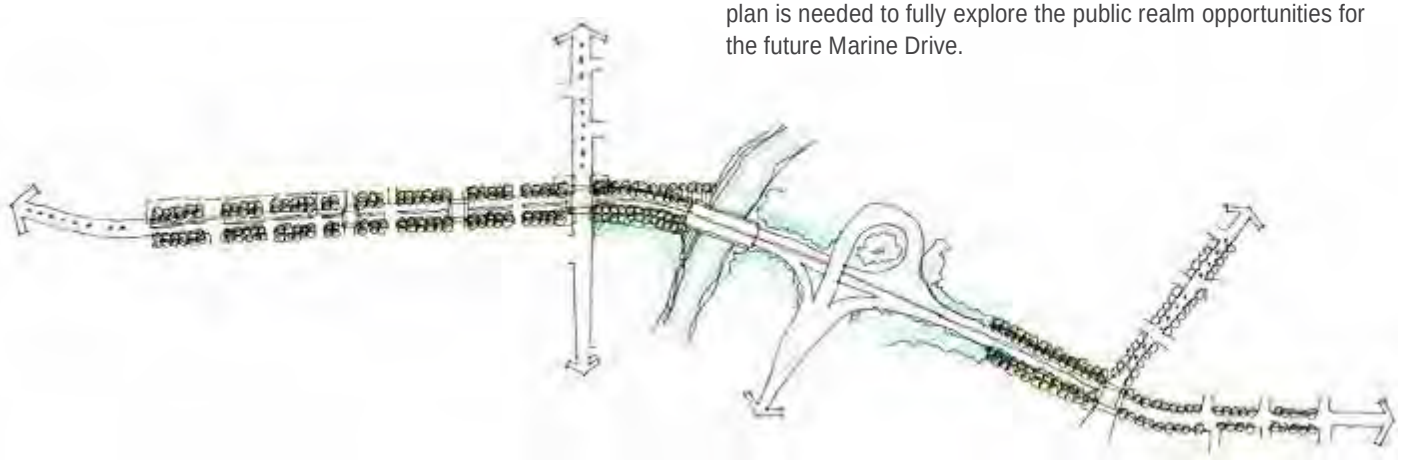
The following strategy helps guide the evolving character of Marine Drive, establishing a framework for a future public realm plan for the area. Three general street typologies are suggested for Marine Drive:

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

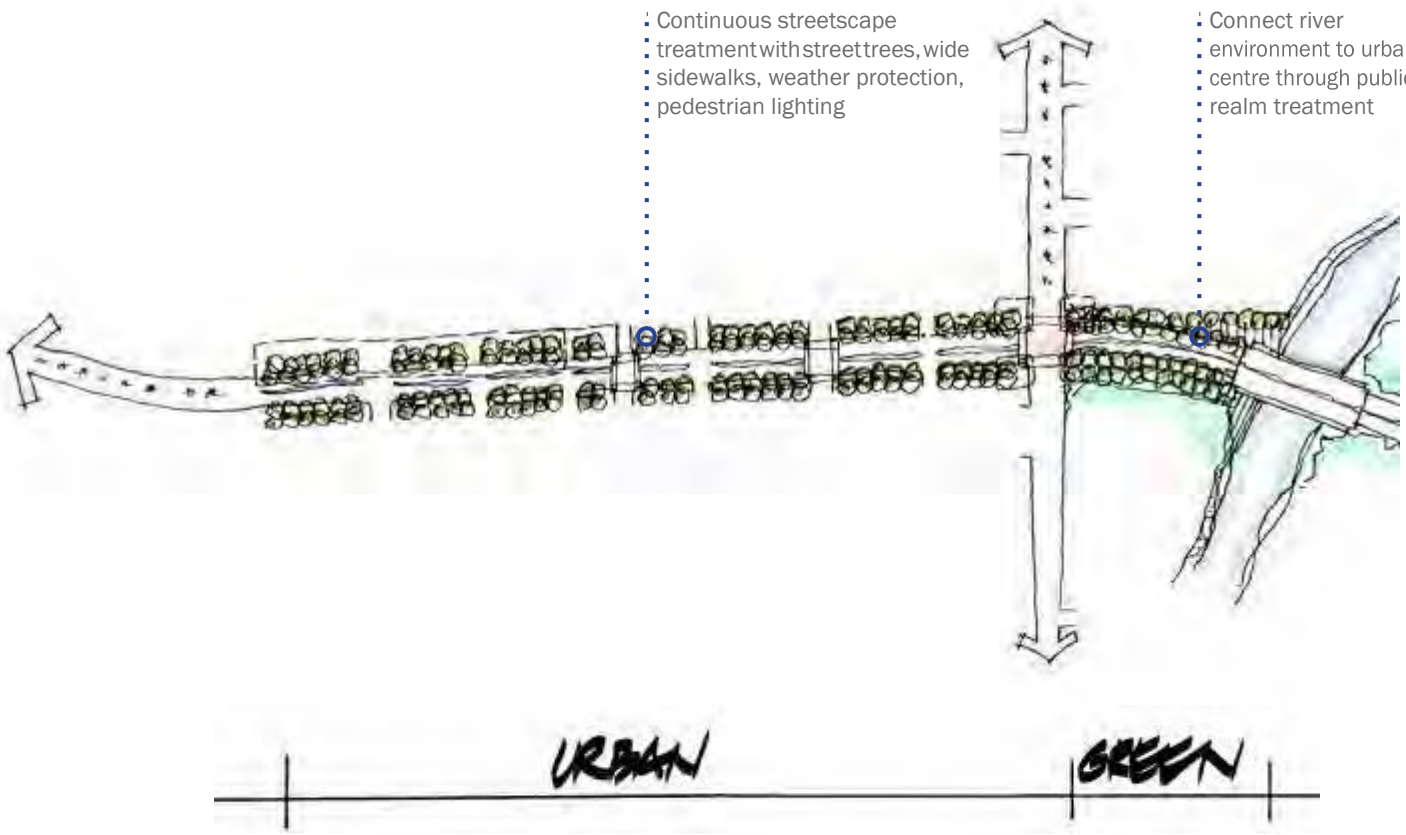
Green. Landscaped environment with wide sidewalks with residential at the ground level that is designed to engage with the public realm.

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

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



Marine Drive strategy



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

Improve street environment for pedestrians and support transit and cycling infrastructure

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

Maintain and enhance crosswalks to encourage pedestrian mobility

Incorporate public art into public space design

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

Continuous weather protection

Pedestrian-scaled building blocks that encourage pedestrian movement

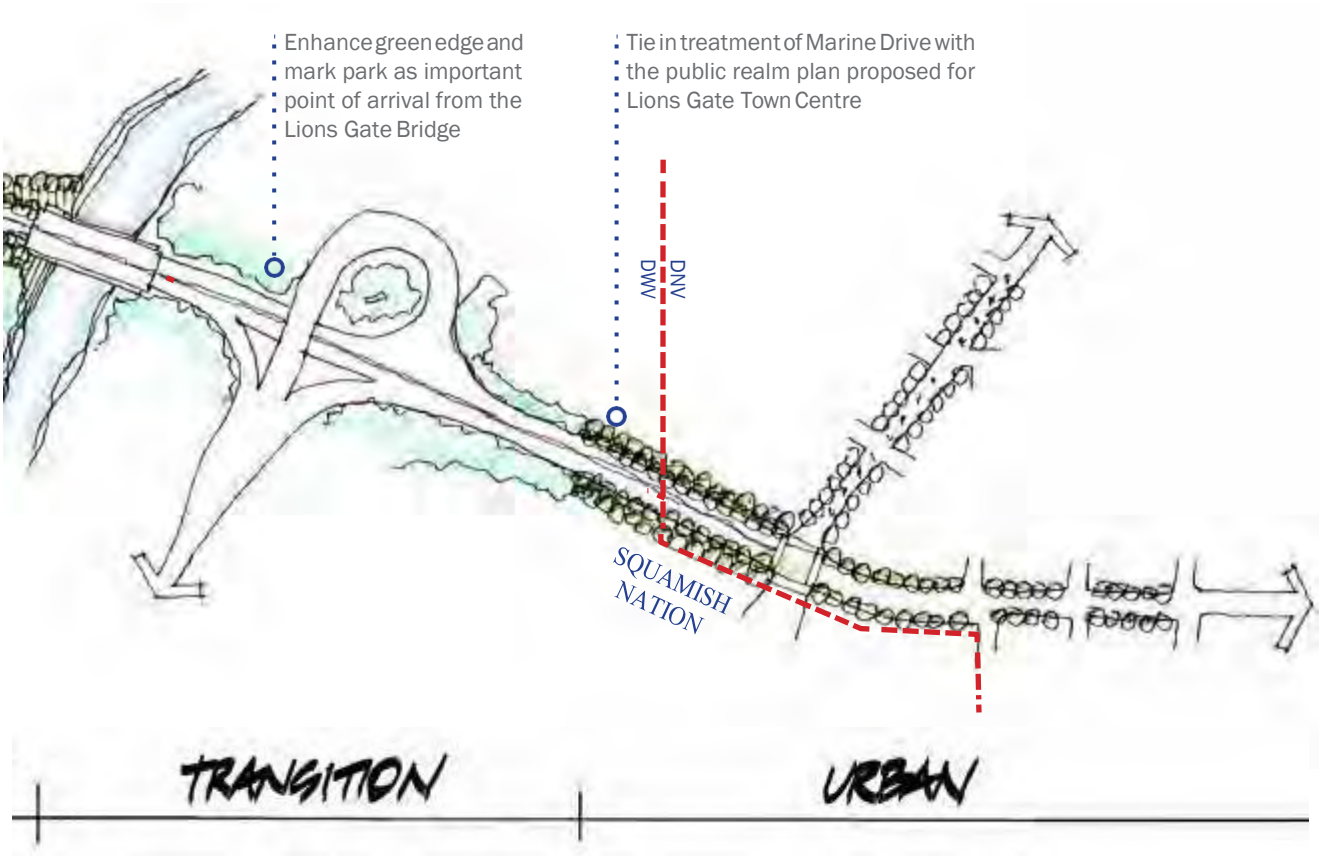
Introduce public space with new development where possible

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

Improve street environment for pedestrians and support transit and cycling infrastructure

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

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



Improve street environment for pedestrians and support transit and cycling infrastructure

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

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

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

Improve street environment for pedestrians and support transit and cycling infrastructure

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

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

Introduce public space with new development where possible

Figure 3.1 - Conceptual framework for the Marine Drive public realm

32 Lions Gate - Klahanie Sub-Area

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

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

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

3.2.1 Land Use Plan and Policies

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

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

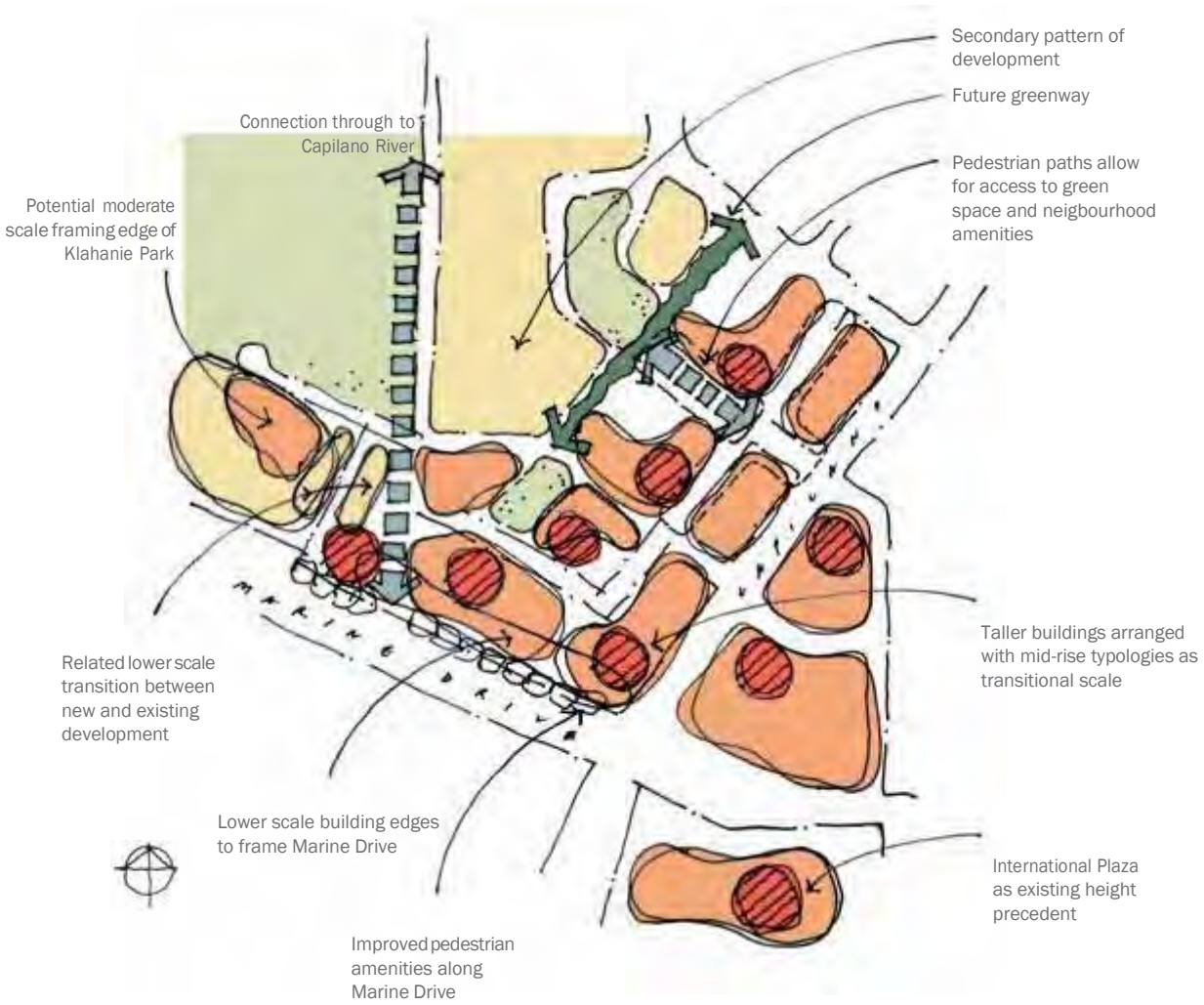


Figure 3.4 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed as part of the Lions Gate - Klahanie Sub-Area and Lions Gate Town Centre

3.2.2 Built Form Design Guidelines

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

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

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

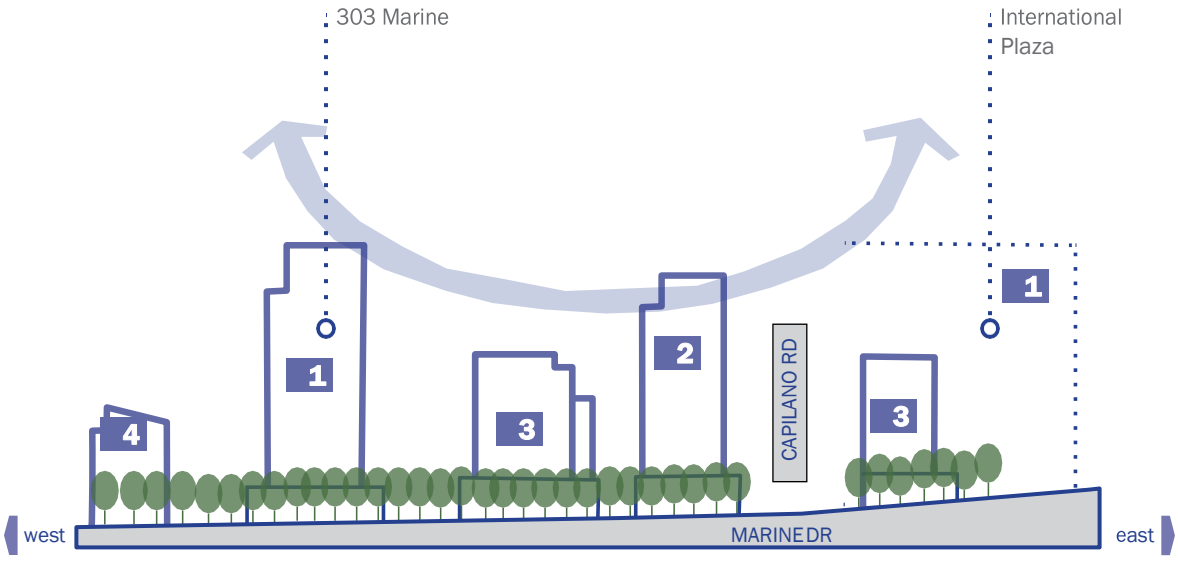
The suggested hierarchy and arrangement of building heights is derived from an urban design analysis and is proposed for a variety of reasons:

» A range of tower heights helps to create built form variety and contributes to a diverse and sculpted skyline;

» Taller, thinner built forms allow for the creation of open space at grade which will help pedestrian movement between Marine Drive and Klahanie Park;

» A tower at a similar height to the International Plaza at the current restaurant site (303 Marine Drive) creates a balanced 'bookend' of buildings along Marine Drive. This reinforces the town centre in the landscape, while distinctively marking the centre's western extent;

» Lower scale along Marine Drive and street frontages contributes to the comfort of the pedestrian environment and creates a continuity between this site and the other site in the town centre.



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

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

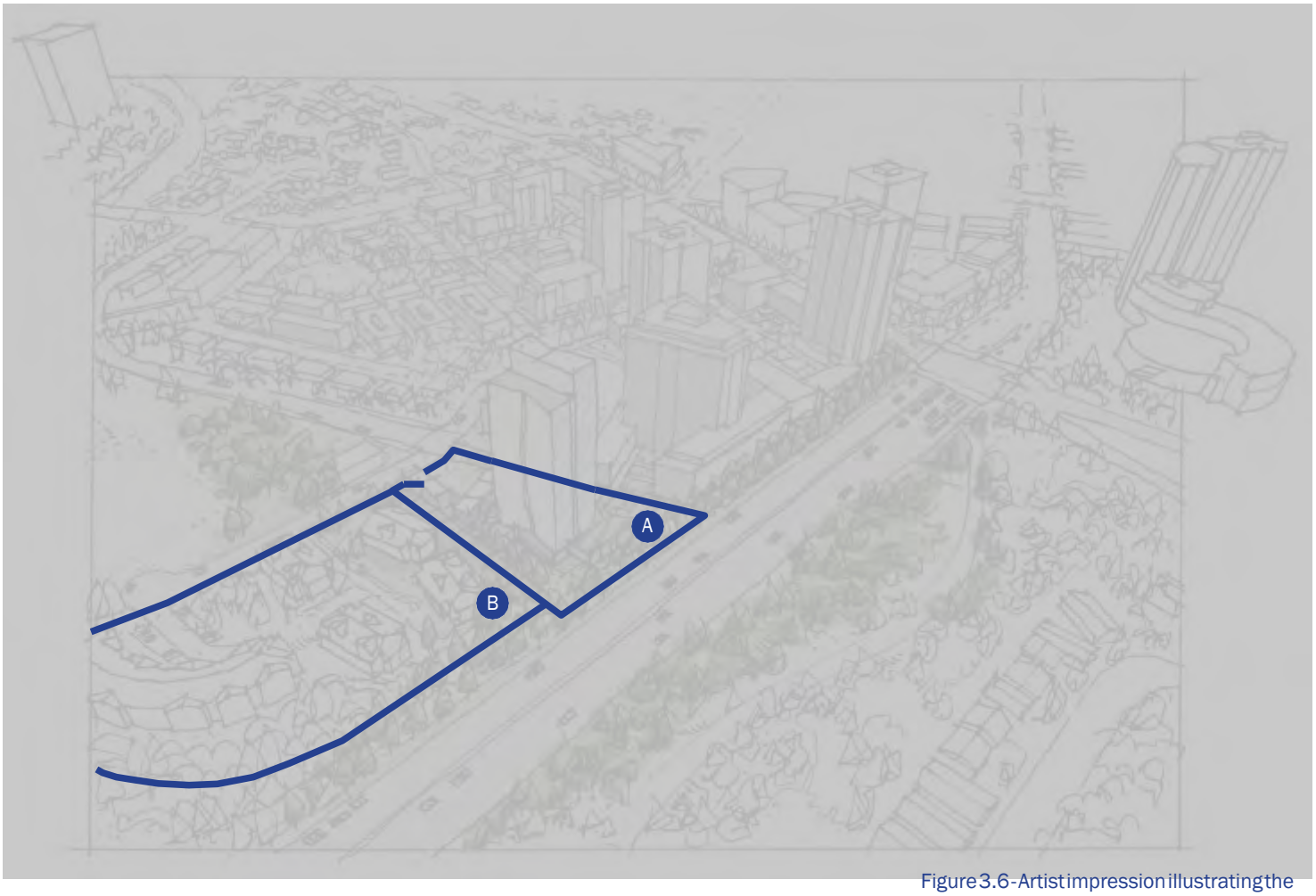


Figure 3.6 - Artist impression illustrating the urban design consideration for the Lions Gate - Klahanie Sub-Area

General Sub-Area

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

Building Massing

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

Architectural Expression

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

Liveability

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

A 303 Marine Drive

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

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

B 380 Klahanie Court (BC Housing)

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

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

3.2.3 Public Realm and Open Space Guidelines

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

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

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

303 Marine Drive

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

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

3.3 Park Royal - Clyde Avenue Sub-Area

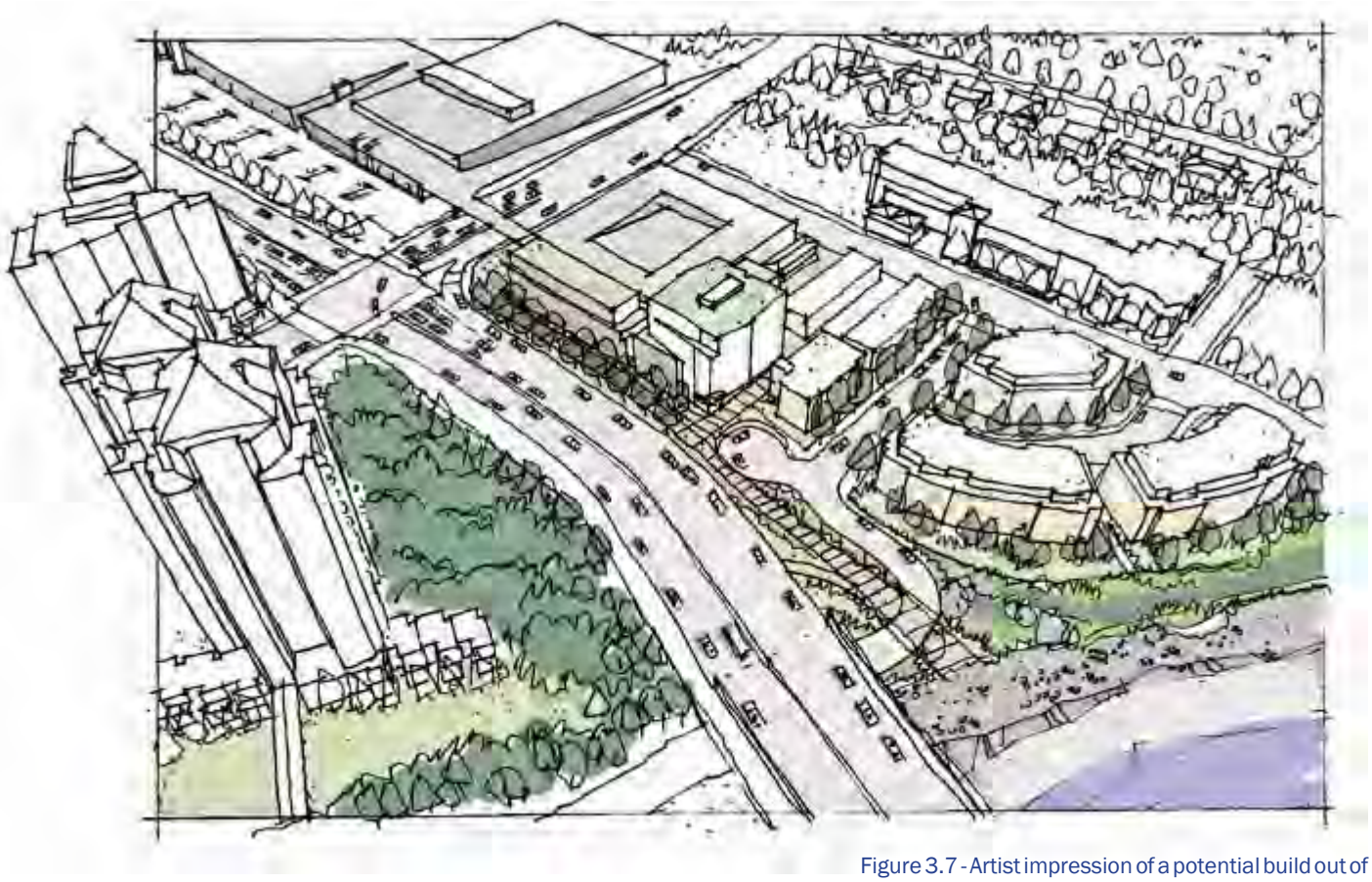


Figure 3.7 - Artist impression of a potential build out of the Park Royal - Clyde Avenue Sub-Area

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

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

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

3.3.1 Land Use Plan and Policies

Park Royal Focus

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

Clyde Avenue East of Taylor Way Focus

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

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

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

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

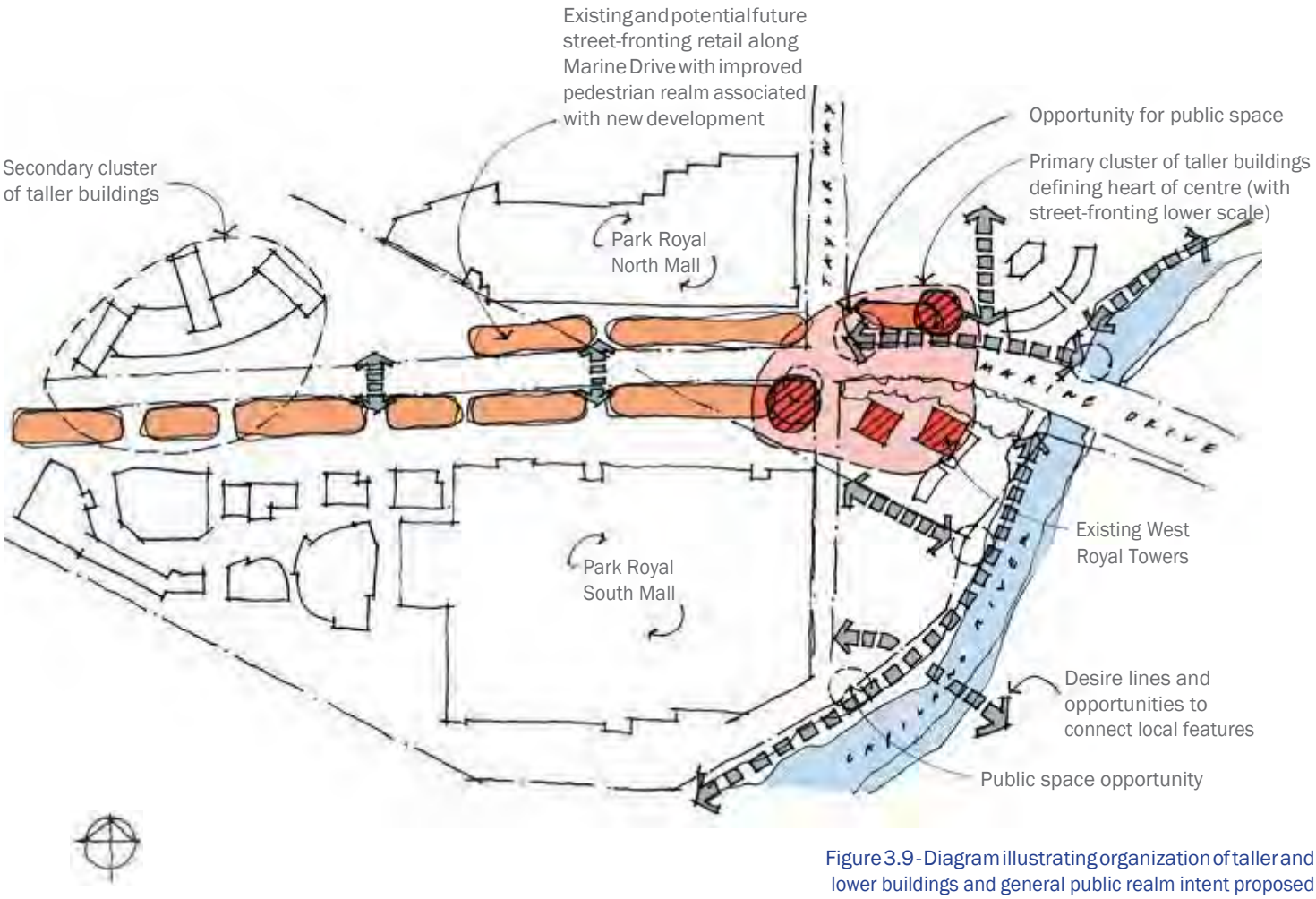


Figure 3.9 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed around the Park Royal - Clyde Avenue Sub-Area

3.3.2 Built Form Design Guidelines

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

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

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

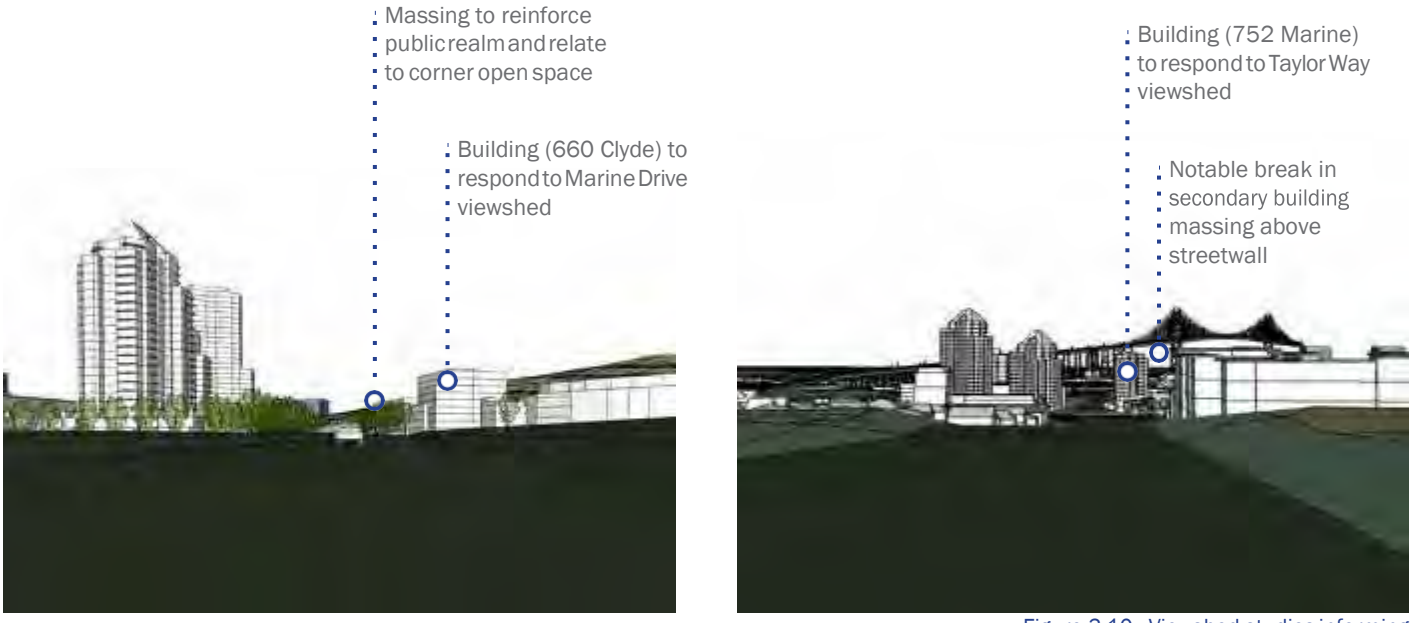


Figure 3.10 - Viewshed studies informing proposed massing

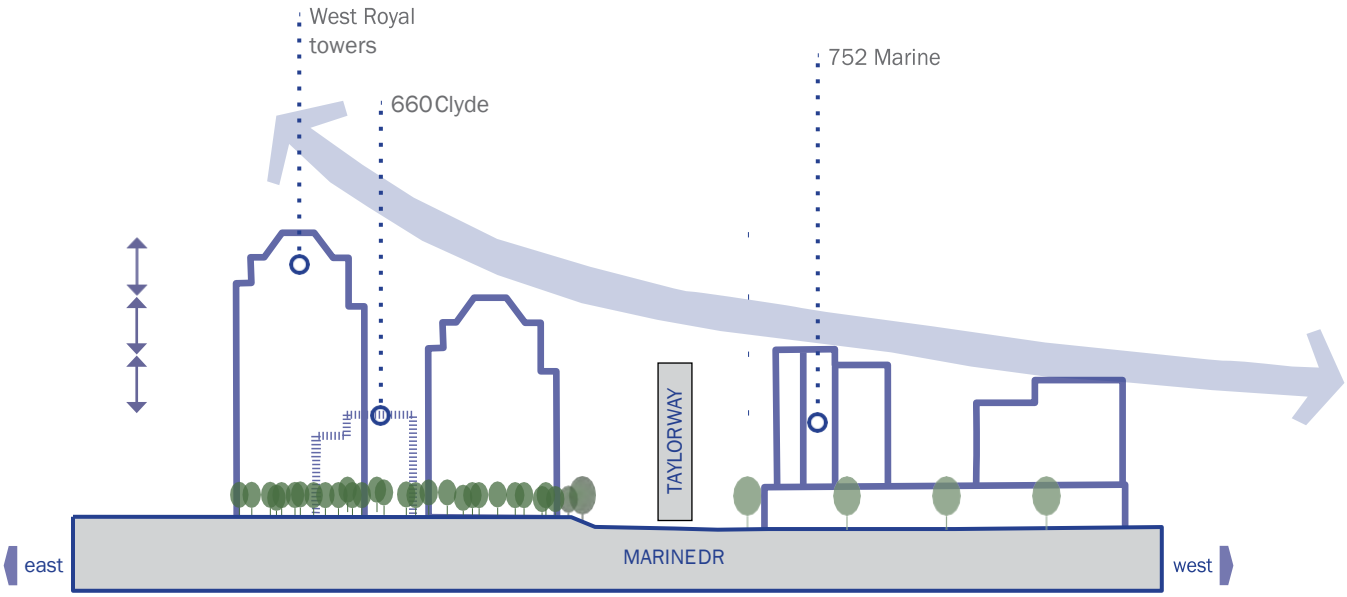


Figure 3.11 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for the Taylor / Marine intersection

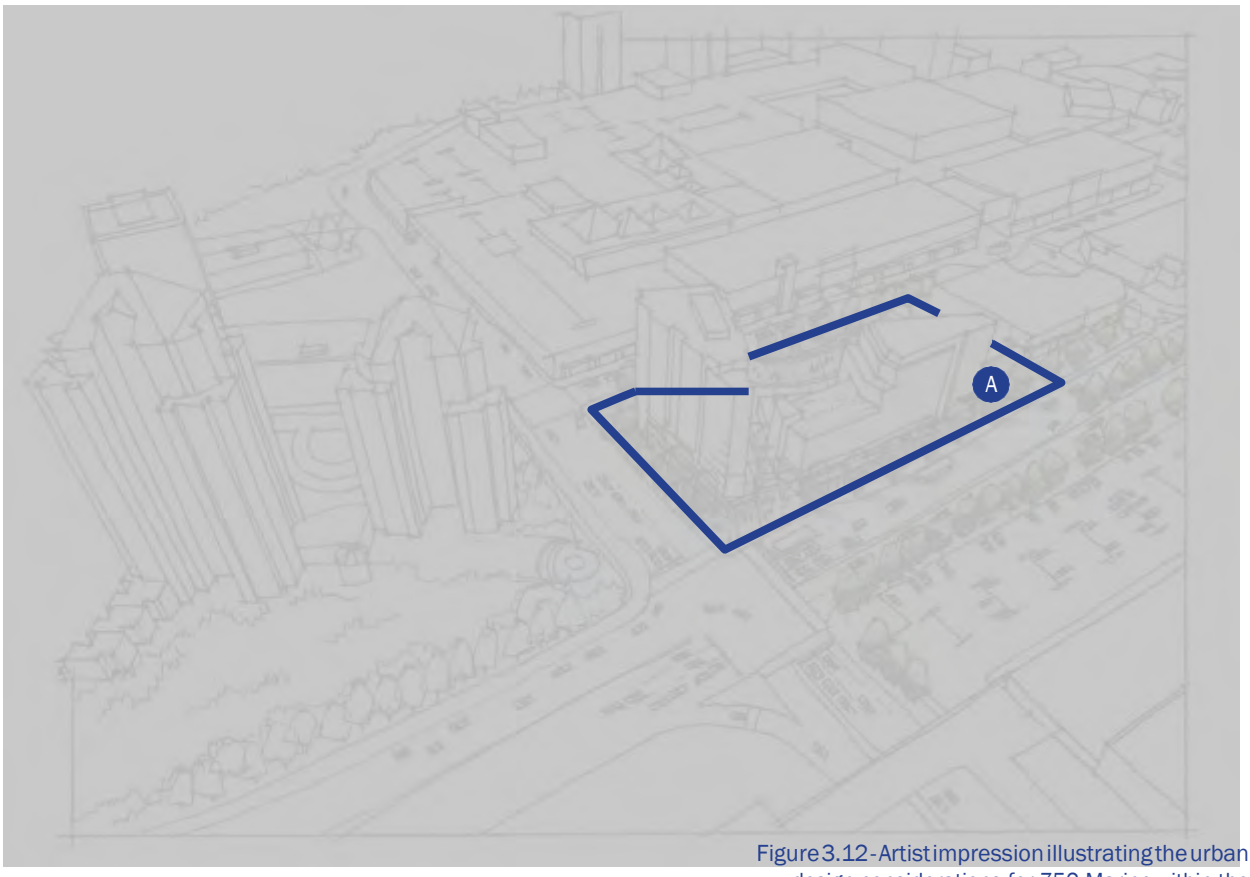


Figure 3.12 - Artist impression illustrating the urban design considerations for 752 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Park Royal Focus

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

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

Building Massing

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

Architectural Expression

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

Liveability

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

A 752 Marine Drive

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

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

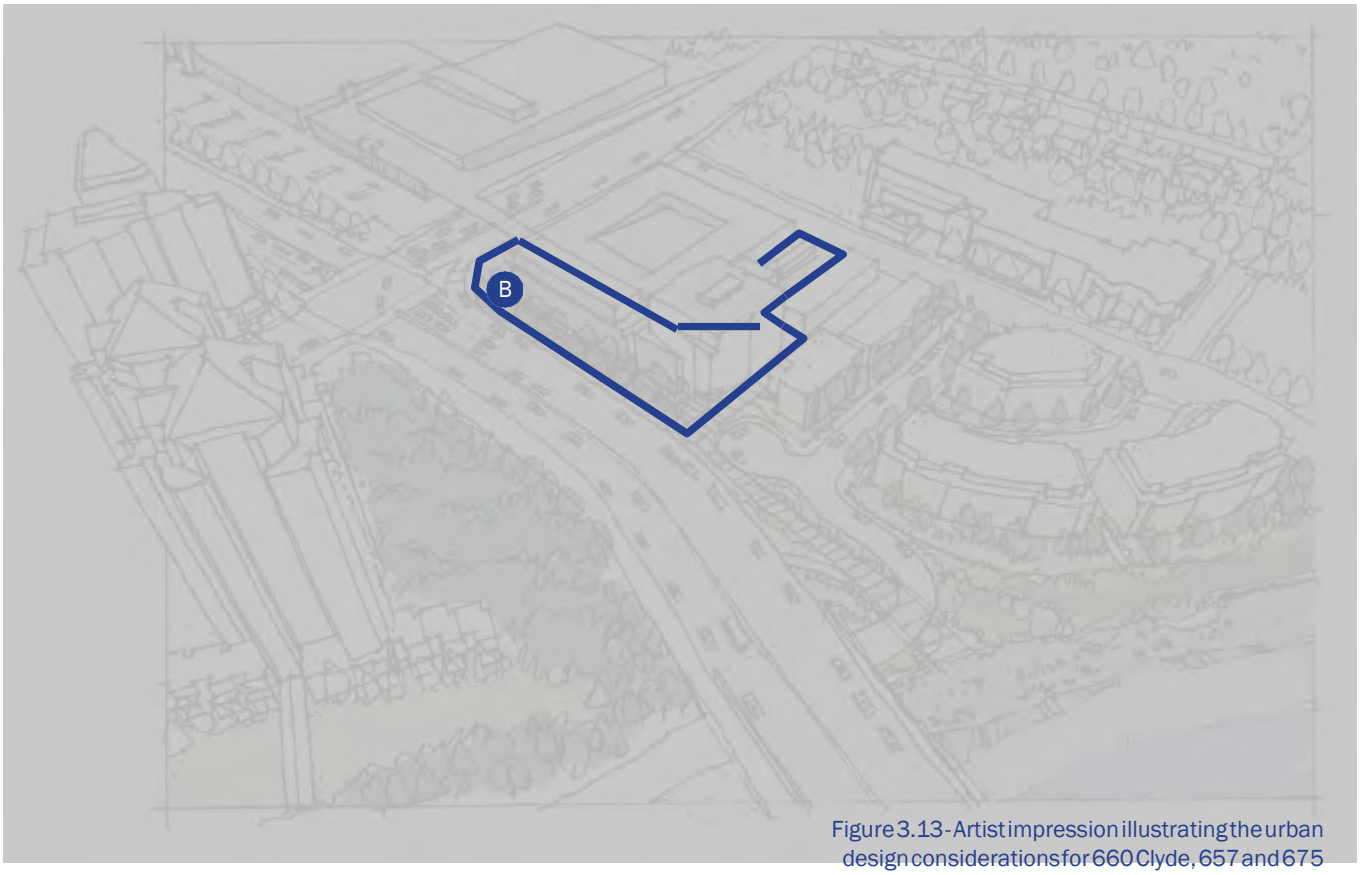


Figure 3.13 - Artist impression illustrating the urban design considerations for 660 Clyde, 657 and 675 Marine within the Park Royal - Clyde Avenue Sub-Area

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

Building Massing

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

Architectural Expression

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

Liveability

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

B 660 Clyde Avenue, 657 and 675 Marine Drive

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

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

3.3.3 Public Realm and Open Space Guidelines

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

Park Royal

Public realm and landscape design should generally:

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

752 Marine Drive

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

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

Clyde Avenue East of Taylor Way

Public realm and landscape design should generally:

- Create an overall park like character for the landscape treatment.
- Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
- Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed commercial / residential development from the low density residential area to the north. A geo-technical report addressing the potential impact of a proposed development on the stability of the bank and groundwater flows should be provided.
- Maintain and restore the edge adjacent to the Capilano River walkway in a natural state. Impervious paved surfaces, fencing or walls directly adjacent to the walkway should be minimized.
- Provide useable common open space.
- Locate the common area landscaped open space in a courtyard, side yard or rear yard depending on the building configuration.
- Incorporate landscape elements in and around the entire site with planting beds, planters, hanging baskets, and pots located at the ground level.
- Provide a cohesive pattern of concrete or brick paving for pedestrian walkways.
- Minimize retaining walls visible from the street. Where unavoidable, retaining walls should be constructed or faced with natural materials such as rock or heavily screened with landscaping.
- Design landscaping to minimize potential view impacts.
- Minimize exterior lighting glare and light spill to surrounding properties.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/ Marine Drive intersection.
- Extend the riverfront experience into the neighbourhood centre through a public realm strategy defining an east/west connection connecting Capilano River to Taylor Way with a public space near the Taylor Way/Marine Drive intersection.
- Pursue a connection over the Capilano River between Clyde Avenue and Klahanie Park, prioritizing pedestrian and cycling movement and access.
- Address the existing parkade edge with vertical landscape or hardscape elements to screen it from the planned public space.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

660 Clyde Avenue, 657 and 675 Marine Drive

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

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

4.0 Community Amenities

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

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

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

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

5.0 Transportation

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

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

Transportation policies for the Marine Drive LAP include:

- Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities.
- Combine driveway access wherever possible.
- Anticipate and plan for right-of-way dedication for transportation improvements as part of site design.
- Remove existing driveways onto Marine Drive to enhance vehicular flow to the Lions Gate Bridge on-ramp.
- Require a Transportation Impact Assessment that compares the traffic impact of proposed development with that generated under current development.
- Contribute improvements to the Park Royal-Welch Street Bridge to complete the Spirit Trail.
- Support for Transport Canada's North Shore Trade Area Study (2008), which proposed the extension of the Low Level Road from North Vancouver across the Capilano River to create an east-west bypass to the Lions Gate Bridge (Figure 5.1)
- Strengthen bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions.
- Encourage the use of alternative transportation modes by providing bicycle storage for residential uses and end trip destination facilities in commercial buildings to encourage alternative modes of employee commuting
- Locate parking underground to maximize ground level open spaces for landscape elements and treatments. Where a building has ground level parking, screen the parking from public streets and neighbouring properties with the use of landscape treatments. Improve natural drainage, and highlight pedestrian routes in ground level parking areas.
- Design underground parking for commercial uses to be readily accessible to customers. If there is a residential component to the building, commercial parking should be separate from secured residential parking areas.
- Encourage garage entries that provide a visually appealing entrance from the street with the use of planters or trellis structures.
- Reduce residential vehicle parking requirements to approximately 1.25 stalls per unit and approximately 0.75 stalls per unit for purpose-built rental units
- Encourage the use of electric vehicles by providing plug-ins for electric vehicles and sizing electrical rooms with sufficient space to accommodate the future electrification of all parking spaces.

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

6.0 Administration

The Marine Drive Local Area Plan and Design Guidelines is a long-term planning document. It is intended to shape future development in support of the plan's vision, describing the expected land uses, built form, public realm and community amenities to be delivered. Although the plan will be implemented incrementally as individual projects proceed, these projects will be situated within a coordinated consideration of the area as a whole. The policies and guidelines in this document create this framework to ensure a cohesive and attractive vision for the area is realized for existing and future residents alike. As such, they should be considered the principal resource in the review of any proposed developments in this area and will be a material consideration in the approvals process.

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

Monitoring and evaluation play a critical role in the implementation of any plan. The Marine Drive Local Area Plan and Design Guidelines was prepared as part of a broader review of the District's Official Community Plan (OCP). Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan and guidelines, and the broader OCP they form part of, are "living documents" that may need to be updated as the realities of land use, community needs, and expectations change over time. Within a 5-10 year timeframe, the District will report back on development under the Marine Drive Local Area Plan and Design Guidelines to date to assess the effectiveness of the plan.

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Horseshoe Bay

Local Area Plan and Design Guidelines

April 2021

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Introduction

1.1 Purpose

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

1.2 Background

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

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

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

Figure 1.1 Horseshoe Bay LAP and DPA

1.3 Application & Scope

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

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

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

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

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

Horseshoe Bay Local Area Plan
Development Permit Area

Category	Local Government Act s. 488(1)(d), (e) and (f)
Conditions	The development permit area designation is warranted to ensure that buildings and sites are well designed and articulated, crafted and constructed with high-quality materials, and respond to the contextual circumstances of Horseshoe Bay.
Objective	These guidelines are the primary means to deliver the community-identified principles described in section 2.2 of this plan so that development maintains and enhances the unique characteristics of Horseshoe Bay.
Guidelines	Planning Area Design Guidelines shall apply.
Exemption	Development may be exempt from the requirement for a Development Permit if the proposal: i. does not involve the construction of any new buildings or structures; or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Planning Area Design Guidelines.

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

1.4 Organization

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

Vision & Principles

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

Land Use Designations & Policies

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

Form & Character Guidelines

General

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

Specific

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

Public Realm

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

Implementing the Plan's Vision

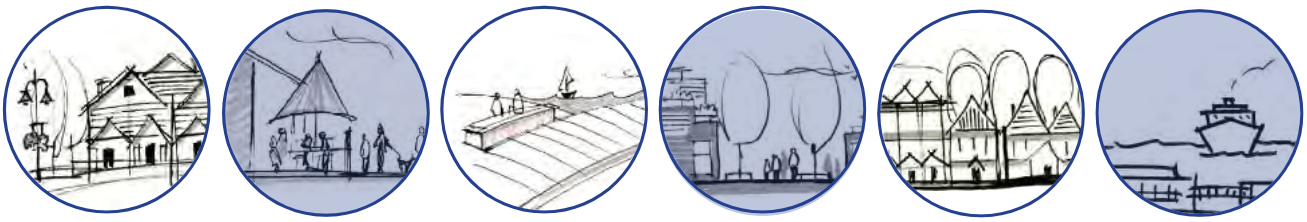
Securing community benefits and administering the plan.

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

Vision & Principles

2.1 Vision

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



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

2.2 Principles

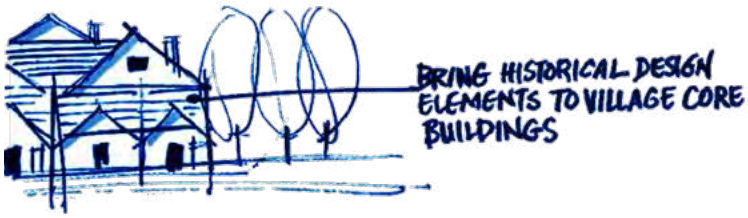
While the vision provides the target, the means to achieve it is gathered into planning and design principles. Each of these conceptually-illustrated principles is a maxim that together serve as the guide to action to realize this plan.

1. Respect our roots and heritage

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

2. Maintain our neigbourliness

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

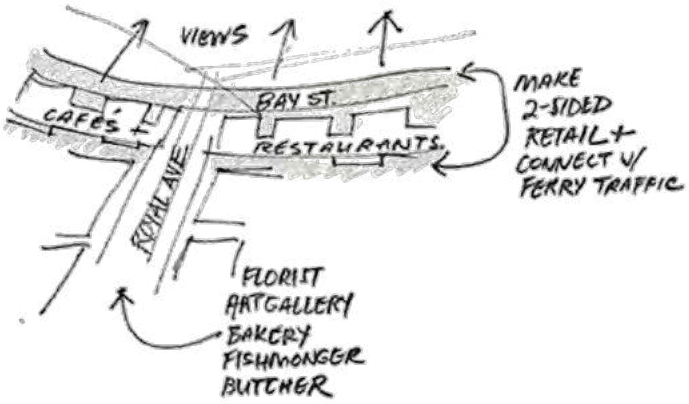


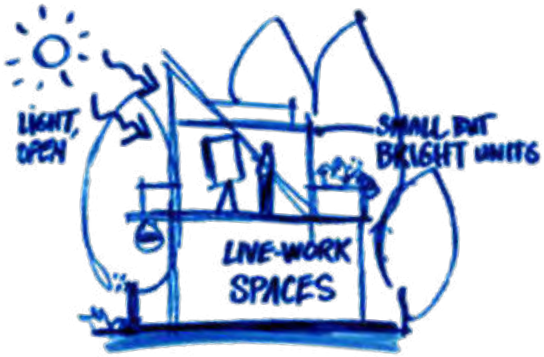
3. Recognize we are many things

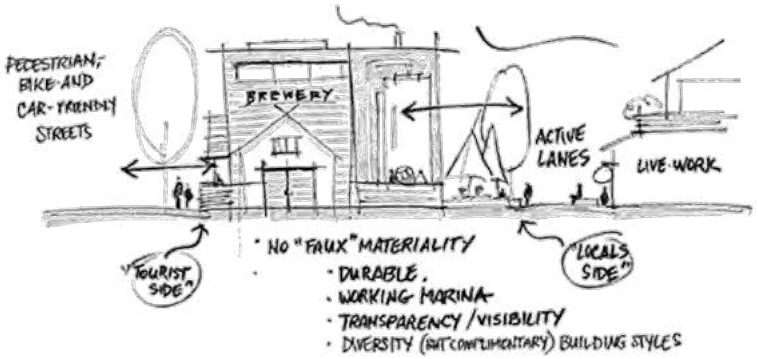
- Horseshoe Bay is both a close-knit community and is a visitor destination, a place of discovery and of departure, an active waterfront and a residential neighbourhood.
- The LAP should reflect this plurality through multipurpose spaces.

4. Enhance our commercial village

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







5. Identify opportunities for more diverse housing

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

6. Prioritize low-rise forms

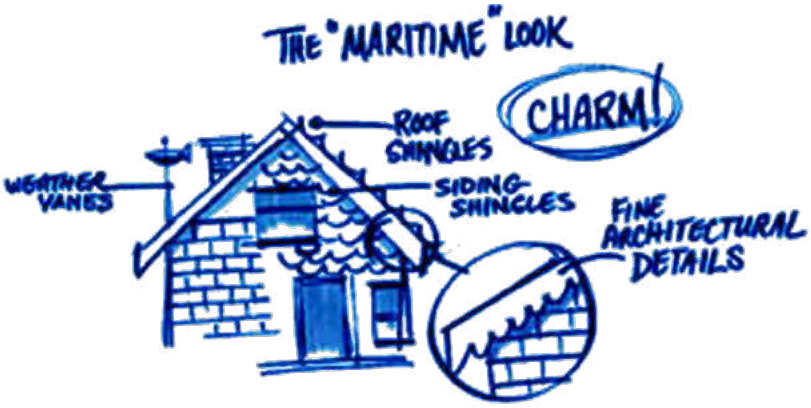
- Horseshoe Bay's built form "fabric" is comprised of low-rise buildings, with larger buildings in restricted and appropriate locations.
- The LAP should limit height to 3- or 4-storeys and consider additional height only in limited circumstances and for demonstrable community benefits.

7. Keep it "kooky", don't make it "cookie cutter"

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

8. Celebrate and work with nature

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

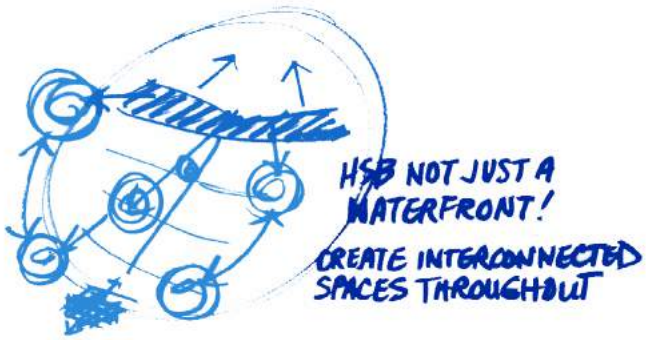


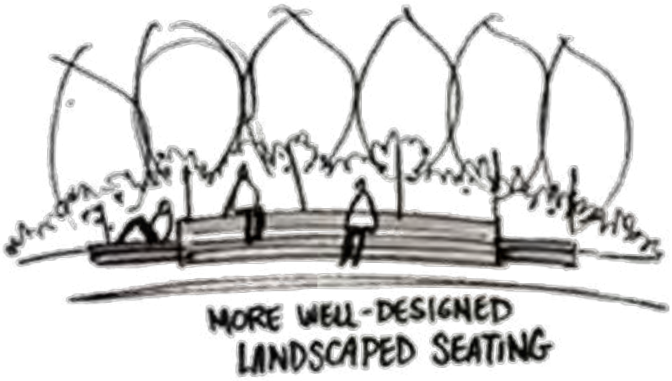
9. Connect and gather

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

10. Getting here and being here

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



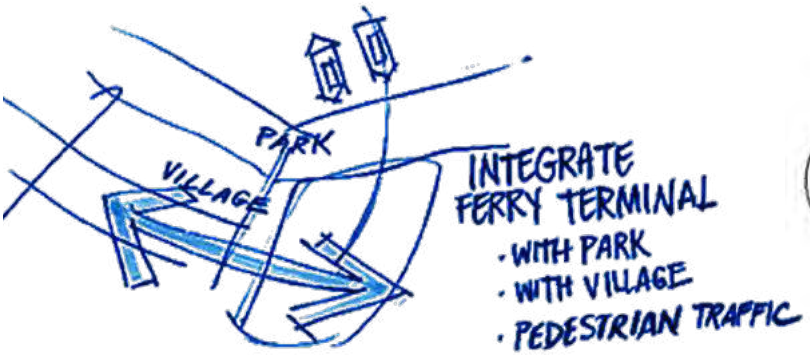


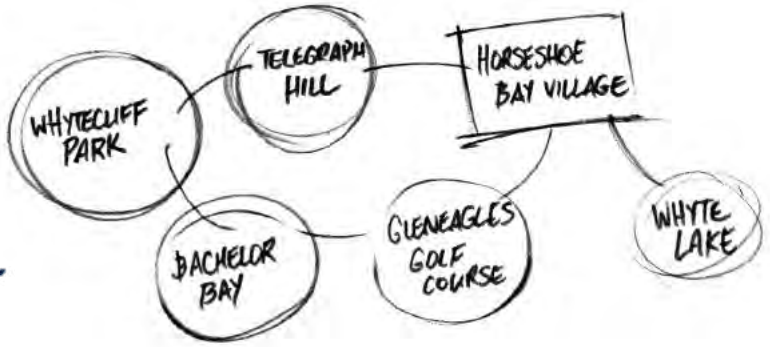
11. Make a good first impression

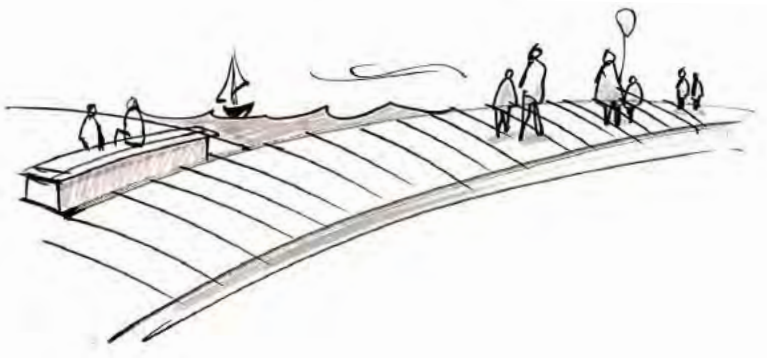
- Horseshoe Bay is our western gateway, but the arrival points into the village are often weak or confusing.
- The LAP should improve the "welcome experience".

12. Situate village within broader context

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







Land Use Designations & Policies

3.1 Building to Principles

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

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

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

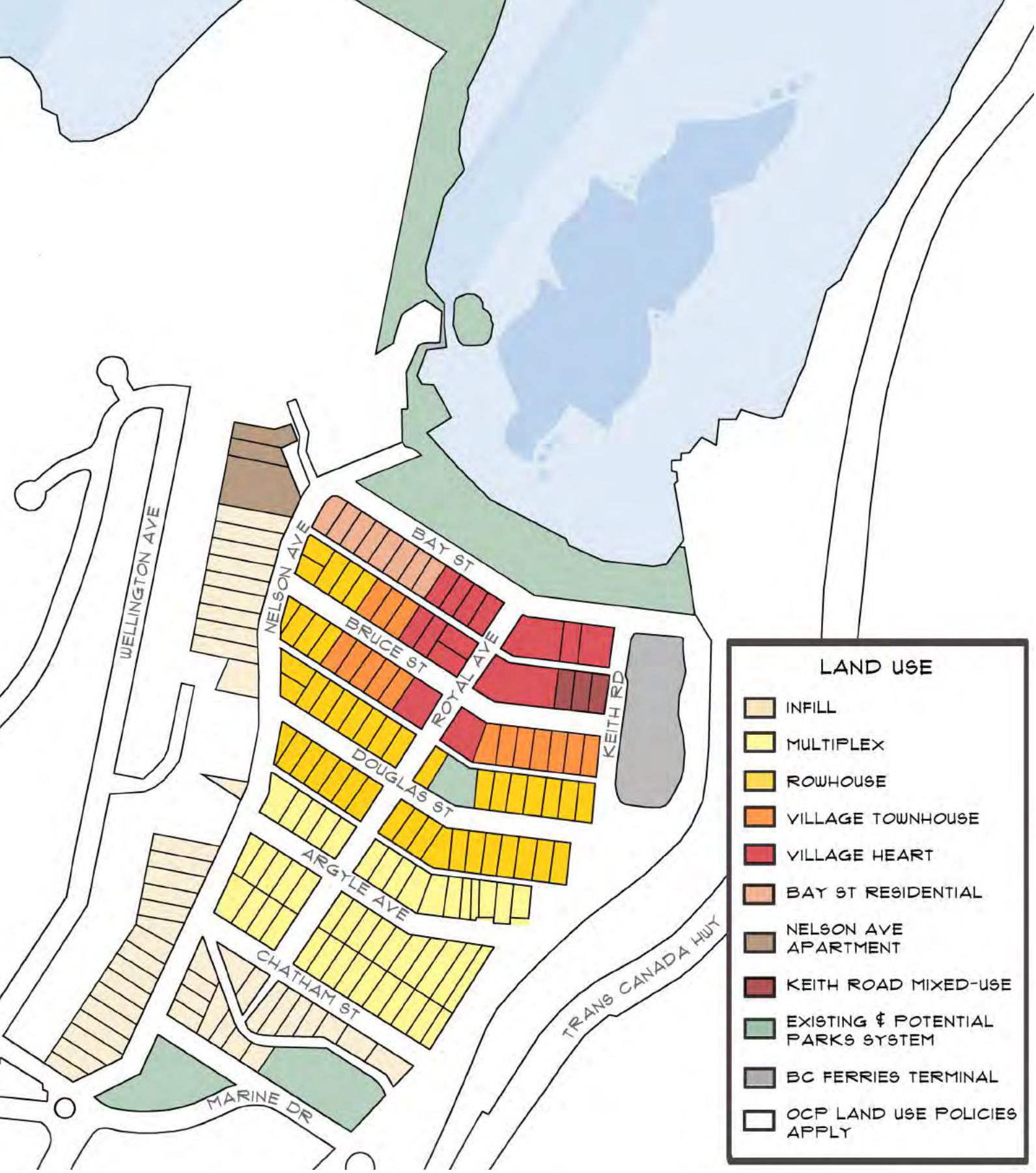


Figure 3.1 Land Use Designations

3.2 Neighbourhood & Village

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

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

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

3.3 Use, Density & Height

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

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

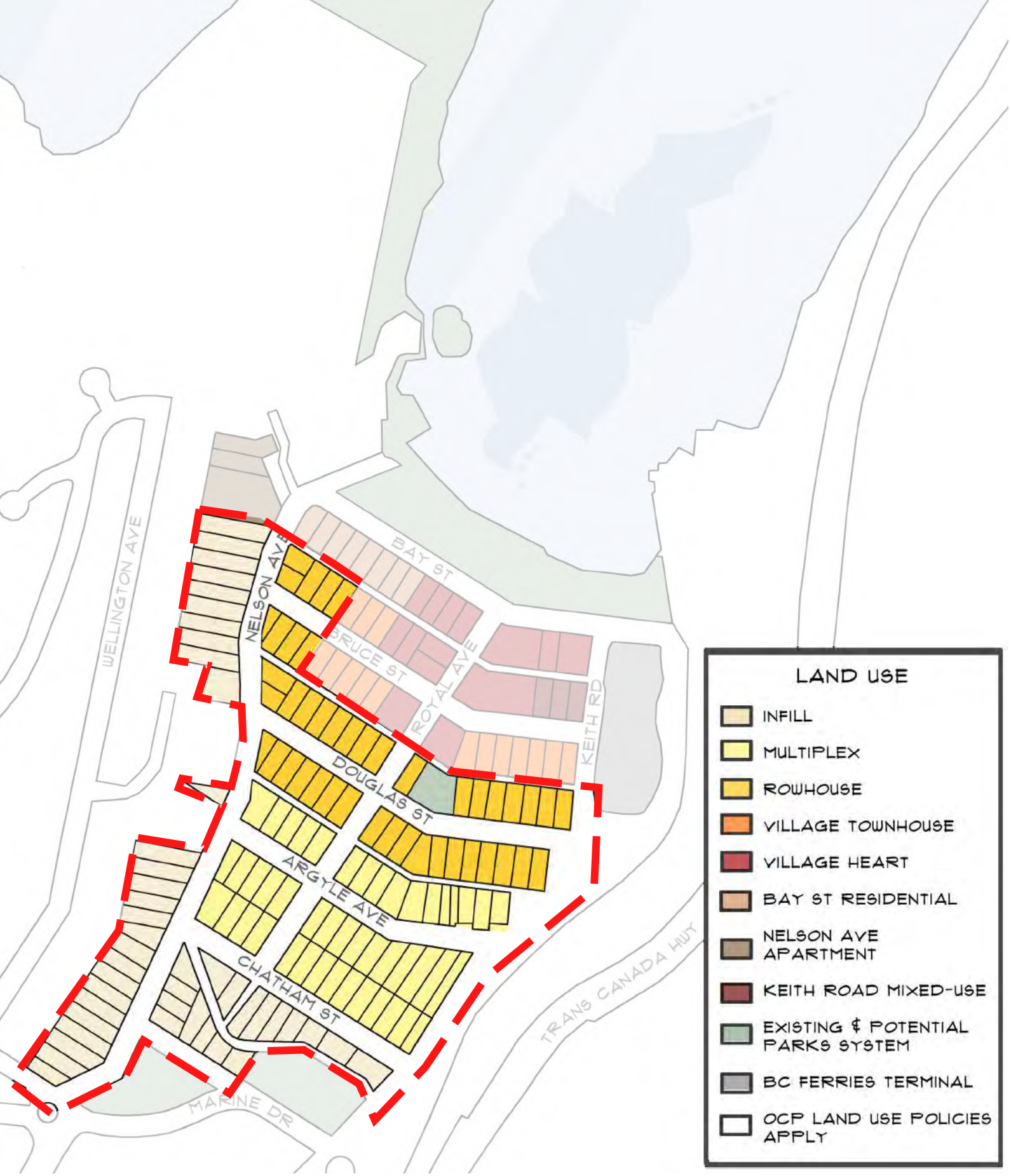


Figure 3.2 Land Use Designations - Neighbourhood

3.4 Neighbourhood Designation

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

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

Infill

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

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

Multiplex

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

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

Rowhouse

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

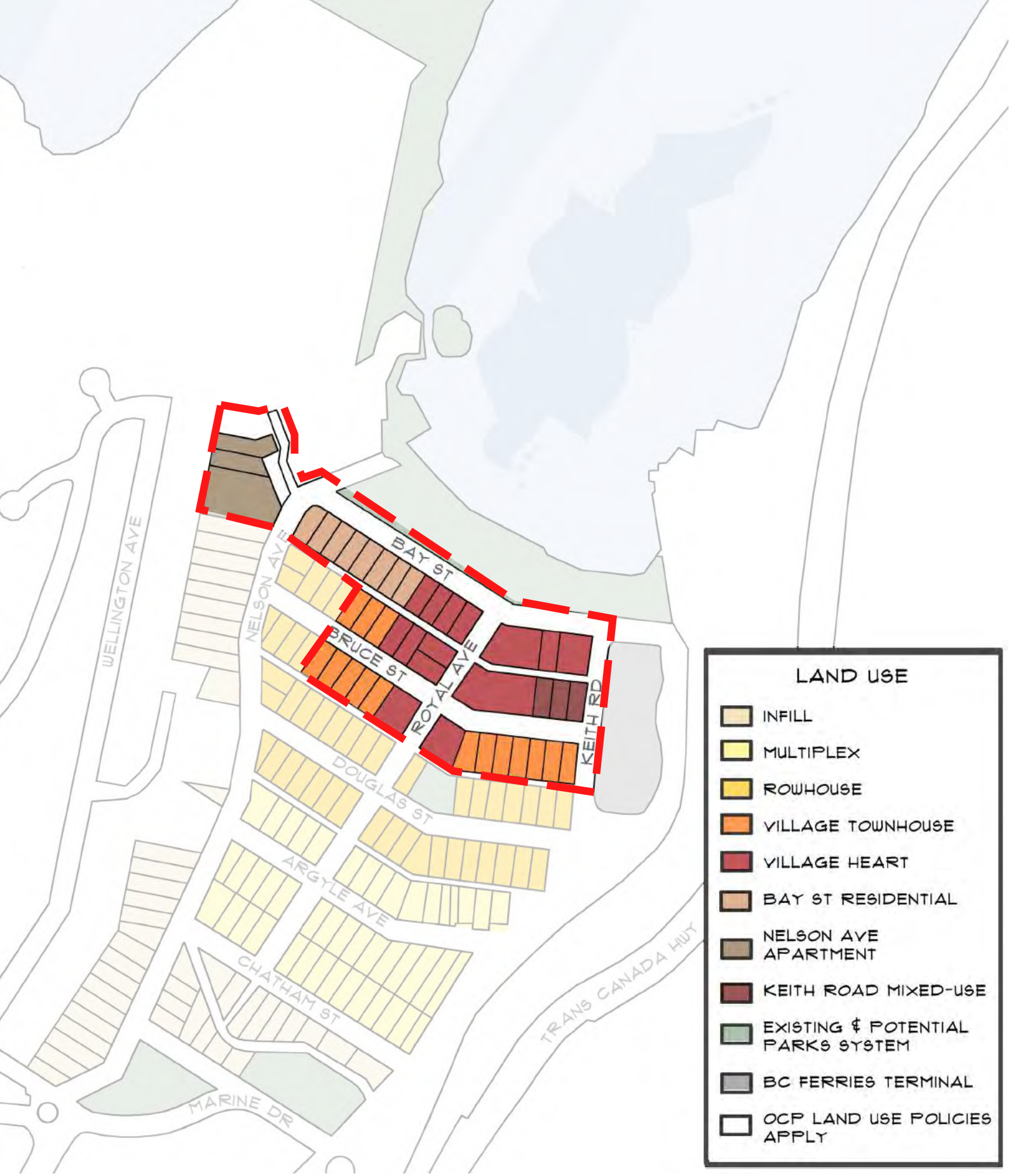


Figure 3.3 Land Use Designations - Village

3.5 Village Designation

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

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

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

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

Village Heart
should be commercial and multifamily residential use with a:
density of 1.75-2.0 FAR and a height of 4-5 storeys with commercial use at street level and residential above; and
for land located at 6408 to 6418 Bay Street to a maximum density of 2.4 FAR and a height of 5 Storeys with commercial use at street level and visitor accommodation.

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

Bay Street Residential
should be multifamily residential use with a:
density of 1.2 FAR and a height of 2-3 storeys.

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

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

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

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

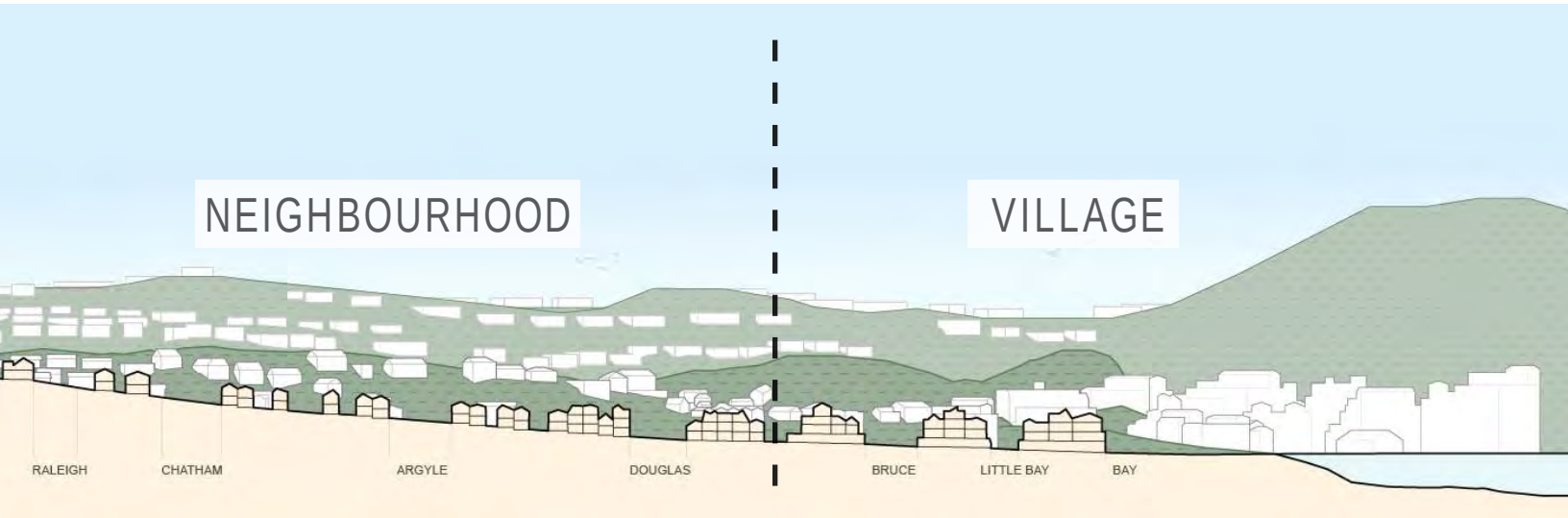


Figure 3.4 Transect of land use designations looking west

3.6.1 Celebrate and embody key locations

3.6.2 Support a mix of old and new

3.6.2 Enable the adaptive re-use of existing buildings

3.6.3 Shape height and density within range

3.6 Land Use Policies

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

Support History and Sense of Place

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

3.6.1 Reflect traditionally significant site and cultural elements by:

a) working with First Nations on new buildings and site alteration in accordance with applicable legislation; and,

b) celebrating and embodying the key locations, stories and place names of First Nations.

3.6.2 Support a dynamic mix of the "old and new" with the preservation of built and natural assets of heritage merit as well as other character buildings by:

a) enabling the adaptive re-use of existing buildings;

b) encouraging the use of Heritage Revitalization Agreements and supporting protection of heritage elements through land use, parking and design consideration; and,

c) allowing a flexible response to guidelines.

Manage the Rate and Amount of Change

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

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

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

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

3.6.5 Require rezonings with associated public input and Council adoption procedures to guide implementation of:
a) Village designations (i.e. Village Townhouse, Village Heart, Bay Street Residential, Nelson Avenue Apartment and Keith Road Mixed-Use);
b) policies regarding optimizing the parks system; and,
c) policies regarding integrating a redeveloped BC Ferries terminal.

Expand Housing Diversity

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

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

3.6.4 Monitor the rate of change

3.6.6 Provide a range of complementary building forms

3.6.6 Permit forms with lower assigned density

3.6.6 Balance compatibility and diversity

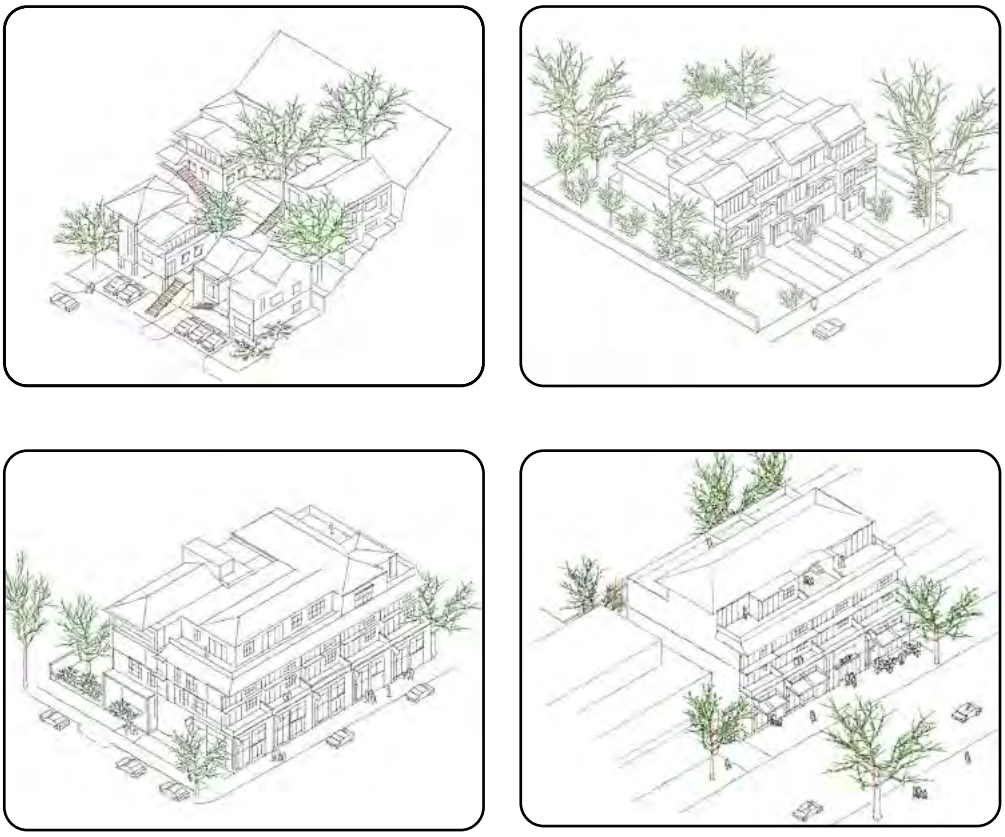


Figure 3.5 Designations support housing and design diversity

3.6.7 Encourage a mix of housing types

3.6.8 Support a mix of rental housing options

3.6.7 Encourage a mix of housing types by prioritizing:

a) 2-, 3- and 4-bedroom dwelling units in Neighbourhood designations; and,

b) studio, 1- and 2-bedroom dwelling units in Village designations.

3.6.8 Encourage a mix of housing tenure by:

a) supporting rental apartment units;

b) prohibiting rental restrictions in new strata apartment units;

c) excluding from floor area calculation accessory rental basement suites within Infill, Multiplex and Rowhouse designations; and,

d) enabling both rental and strata coach houses.

3.6.9 Limit lot consolidation to a maximum combined width of:

a) 40 m (131.2 ft) in Neighbourhood and Village Bay Street Residential areas;

b) 50 m (164.0 ft) in Village Townhouse areas; and,

c) 65 m (213.3 ft) in other Village areas.

3.6.10 Enable fee-simple multifamily forms to support housing diversity by:

a) removing minimum lot sizes;
b) allowing zero lot line setbacks along the new lot line internal to the development; and,
c) supporting easements, where appropriate subject to engineering and servicing review and with no greater density than a consolidated development under the same designation.

3.6.11 Prepare a Zoning Bylaw amendment that defines zones for smaller-scale and diverse forms of housing in Neighbourhood designations (i.e. Infill, Multiplex, and Rowhouse) in order to:

a) improve the ability for individual homeowners to make decisions about future development;
b) provide more detailed direction and increase predictability for neighbours; and,
c) support incremental delivery and/or financial contribution to the public realm.

3.6.11 Define zones to facilitate smaller developments

3.6.12 Encourage local businesses

Encourage a Vibrant and more Complete Village

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

3.6.12 Encourage small- and medium-sized local businesses by providing a range of commercial unit sizes generally between 50 m^2 (538 ft^2) and 350 m^2 (3,767 ft^2) in Village Heart and Keith Road Mixed-Use designated areas, with the potential inclusion of a unit generally between 500 m^2 (5,382 ft^2) to 1,000 m^2 (10,764 ft^2) to support a modest-scale grocery use in Keith Road Mixed-Use.

3.6.13 Prioritize active, street level uses

3.6.13 Prioritize active, street level uses such as retail, restaurants and services by:

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

3.6.13 Reduce the continuous frontage of a modest-scale grocery

3.6.14 Direct office use to second storey

3.6.15 Encourage visitor accommodation

3.6.16 Activate streetscape with live-work use

3.6.17 Continue revitalization of Horseshoe Bay Park

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

3.6.15 Encourage provision of visitor accommodation where a building or substantial portion of a building is used for lodging purposes by:

a) allowing this use in lieu of others;
b) considering additional height and/or density than otherwise designated; and
c) Prioritizing an appropriate ground floor design that remains compatible with the street character.

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

Optimize the Parks System

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

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

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

3.6.19 Pursue the District's adopted policy to secure the dedication or acquisition of Madrona Ridge by:

a) prioritizing public access or acquisition of 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.

Figure 3.6 Horseshoe Bay Park Revitalization Concept Plan

3.6.20 Review opportunities to repurpose portion(s) of Tantalus Park by:

a) considering the potential of some residential development on appropriate portion(s) of the existing park;

b) maintaining portion(s) of existing park area(s) for local use, such as playground, dog-walking, and trails; and

c) evaluating the benefit of potentially repurposing portion(s) of Tantalus Park in terms of both appropriate housing options and the generation of funds to support public access or acquisition of a Tyee Point trail and viewpoint(s), considering the overall quality and net amount of space in the parks system.

3.6.18 Manage Douglas Park as a neighbourhood park

3.6.19 Prioritize Tyee Point trail and viewpoints

Integrate a redeveloped BC Ferries Terminal

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

3.6.21 Work with BC Ferries on the proposed redevelopment of the ferry terminal to:

a) achieve a better-functioning and coordinated layout and design of terminal functions;

3.6.20 Support the use of Tantalus Park

3.6.21 Integrate BC ferry terminal to complement Village centre

3.6.22 Improve the multi-modal transportation network

3.6.23 Respond to peripheral topographic conditions

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

3.6.22 Align the proposed redevelopment of the ferry terminal with transportation improvements by:
a) creating a more attractive, integrated and efficient multi-modal network;
b) enhancing the provision and/or management of off-street parking; and,
c) improving right-of-ways and connections to the Village and to Highway 1.

Transition sensitively to Horseshoe Bay's wider context

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

3.6.23 Manage transitions between sites within the LAP boundaries and adjoining sites outside the LAP boundaries to ensure a sympathetic integration with the surrounding area by:
a) applying relevant District-wide OCP policies to areas outside of the LAP boundaries;
b) reviewing proposed developments that are outside but adjacent to the LAP on the western boundary with particular attention to built forms that are compatible with the LAP's Infill designation that generally forms this boundary; and,
c) ensuring that any potential changes to optimize the parks system, as provided for in policies 3.6.19 and 3.6.20, respond to peripheral topographic and land use conditions.

General Guidelines

4.1 Application

Figure 4.1 General Guideline Applicability

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

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

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

4.2.1 Limit building width and depth

4.2.2 Soften transition between land use designations

4.2.3 Address both streets on corner lots

4.2.6 Step buildings along slope

4.2 Site Planning

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

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

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

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

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

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

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

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

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

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

Figure 4.2 Artist's illustration of Infill designated area

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

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

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

4.2.7 Reduce front and rear yard setbacks to:

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

4.3.1 Integrate prominent trees and landscaping

4.3.2 Delineate spaces with landscaping and finishes

4.3.4 Limit fence heights to support neighbourliness

4.4.1 Articulate each building face

4.3 Site Design

4.3.1 Highlight the natural forested qualities of Horseshoe Bay by:

a) minimizing impervious surfaces;

b) providing extensive onsite landscaping with plantings that are native and regionally adaptive with distinct and place-making characteristics; a diverse range of coniferous and deciduous; edible fruit and food producing; low maintenance, perennial, drought tolerant and durable; and/or, modest height with the exception of high-branched trees and plantings that provide privacy along interior lot lines;

c) reducing stormwater runoff with active and/or passive green roofs, on-site infiltration and/or rainwater barrels that conserve water for landscaping; and,

d) considering wildlife impacts including urban habitat improvement and alignment with bird-friendly design strategies.

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

a) limiting adjacent paving and structures such as stairs;

b) setting back ground level decks and porches beyond a planted buffer;

c) reducing the length of the frontage defined by structures; and,

d) protecting public infrastructure through installation of a rigid root barrier, where appropriate.

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

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

Figure 4.3 Artist's illustration of Multiplex designated area

4.3.4 Ensure that any fencing supports neighbourliness by:

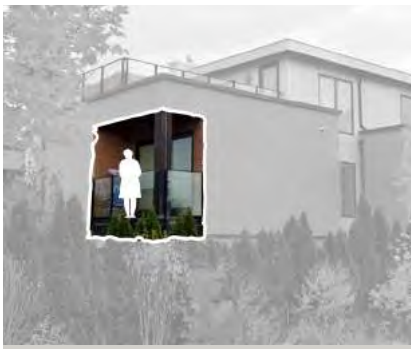
a) limiting height;
b) encouraging passive surveillance of the public realm through visual openness and clear sightlines where located within the required setback adjacent to the street; and,
c) integrating landscaping such as trellises and planted screens where located elsewhere on the lot.

4.3.5 Support privacy by:

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

4.4.2 Modestly raise ground floor entrances

4.4.5 Set back terraces to reduce overlook concerns



4.4.5 Architecturally integrate balconies and projections

4.5.1 Visual interest through diverse styles and rooflines

4.4 Building Form

4.4.1 Create architectural interest through building articulation, with particular attention to street-facing facades and corner lots.

4.4.2 Reflect a pedestrian scale to the public realm by:

a) expressing an incremental rhythm of unit entries across the street façade in multifamily buildings;
b) avoiding entrances significantly lower than the adjacent grade level; and,
c) raising ground floor entrances a modest height above the adjacent grade level.

4.4.3 Appropriately scale spaces for their intended use by:

a) limiting interior floor-to-floor height for residential uses with the exception of common lobbies, amenity and live-work spaces; and,
b) providing sufficient floor-to-floor height in mixed-use buildings at street level to accommodate commercial use (such as retail and restaurants) to activate the streetscape.

4.4.4 Architecturally integrate exposed basements by:

a) communicating active use;
b) incorporating the visible extent as part of the building façade; and,
c) considering site design, minimizing the distance from grade and avoiding presentation as a full storey from the public realm.

4.4.5 Architecturally integrate roofs, balconies and projections to avoid increasing overshadowing, overlook and the apparent scale of the building by:

a) setting back and/or incorporating the upper storey into sloped roof forms;
b) stepping the roof line in response to grades, where appropriate;
c) limiting overhangs to those required for solar and rain protection;
d) prohibiting balconies that are and/or present as enclosed;
e) allowing a limited projection into setbacks for stairway access to residential units, where appropriate; and,
f) considering the location and extent of rooftop access and terraces.

Figure 4.4 Artist's illustration of Village Heart designated area

4.5 Building Design

4.5.1 Reflect Horseshoe Bay's eclectic and historical identity both as a working waterfront and a recreational seaside cottage destination by:

a) demonstrating individuality while contributing to a harmonious streetscape;
b) creating visual interest through diverse styles and rooflines;
c) using materials and bright colours to create purposeful accents; and,
d) presenting contemporary façades that avoid visual clutter and the use of ornamental elements such as trim.

4.5.2 Increase access to light and ventilation, create visual interest and improve livability by:

a) limiting building depth;
b) articulating building façades with vertical windows;
c) providing each unit operable windows on at least two exterior walls with different exposures, where appropriate; and,
d) specifying visually open guardrails except for balconies and decks near grade or on live-work frontages where privacy may be a concern.

4.5.2 Facilitate access to light and ventilation

4.5.3 Recess entryways for weather protection

4.5.4 Design street level dwelling units for accessibility

4.5.6 Reinforce form with material palette

4.5.3 Support weather protection by partially recessing entry porches, balconies, patios, stairs and stair landings in building massing, where appropriate.

4.5.4 Encourage single-storey, street level dwelling units to be designed to support universal accessibility.

4.5.5 Provide visually appealing garage and parkade entrances by:

a) reducing their presence through the use of planters and/or trellis structures;
b) finishing accessory buildings to be compatible to the remainder of the site; and,
c) articulating garage entries along the lane through setbacks and/or materiality.

4.5.6 Specify a purposeful material palette that contributes to the overall design of the building by:

a) reinforcing form with an application of materials that communicates depth across the façade, emphasizes unit identity, articulates building separations and expresses a relative visual weight between lower and upper storeys;
b) incorporating natural, substantial and durable materials that express warmth and interest, such as rough stone, non-pressure treated wood shingles, shiplap siding, and board and batten;
c) anticipating and incorporating the impacts of weather with wood applied in weather protected areas such as soffits and entries; and,
d) avoiding imitative or faux applications to represent building elements with materials such as vinyl or fiber cement siding, stucco and cultured stone.

4.5.7 Make material transitions at an inside corner rather than on the same plane.

Sub-Area Guidelines

5.1 Application

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

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

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

Figure 5.1a Neighbourhood sub-area

5.2.1 Present building as assemblies of individual units

5.2 Neighbourhood

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

5.2.1 Present multifamily buildings as assemblies of ground-oriented units by,

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

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

Figure 5.2 Artist's illustration of Rowhouse designated area

5.3 Village

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

5.3.1 Increase Village vibrancy with reference to the Horseshoe Bay Streetscape Design Guidelines by:

a) encouraging compatibility on streets where a retail character is already established;

b) maximizing open space for active uses and landscaping;

c) supporting continuous weather protection of the sidewalk with consideration for tree canopy impacts; and,

d) allowing outdoor seating on public and/or private property subject to a Street Occupancy Permit, where appropriate, with a compatible response in the Bay Street Residential designated area reflecting its residential use.

Figure 5.1b Village sub-area

5.3.1 Include seating in the public-private interface

Figure 5.3 Artist's illustration of Bay Street

5.3.2 Articulate commercial and encourage pedestrian interest

5.3.2 Articulate commercial uses and increase pedestrian interest with reference to the Horseshoe Bay Streetscape Design Guidelines by:

a) including extensive fenestration and avoiding blank walls;
b) considering roll-up and/or foldaway doors;
c) providing exterior illumination; and,
d) limiting commercial signage to forms that are coordinated architecturally, located and scaled for a pedestrian audience, and that avoid backlighting, self-illumination and electronic messaging.

5.3.3 Provide pedestrian mid-block connections

5.3.3 Encourage, particularly where there is a longer, continuous streetwall and/or nearby uses that generate activity (e.g. retail, public spaces and transportation centres), the provision of agreeable pedestrian mid-block connections by:

a) considering daylighting and openness with increased width and upper storey setbacks, where appropriate;
b) narrowing at the street to minimize disruption of the retail frontage and/or wrapping retail frontages from the street;
c) supporting universal accessibility;
d) including appropriate landscaping, signage and lighting; and,
e) securing access with a statutory right-of-way.

5.3.4 Use materials to identify live-work frontages

5.3.4 Identify live-work frontages, with particular attention to Bruce Street, by:

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

5.3.5 Set back residential above street level commercial

5.3.5 Ensure the livability and compatible scale of larger buildings in context by:

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

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

5.3.5 Increase access to light and ventilation

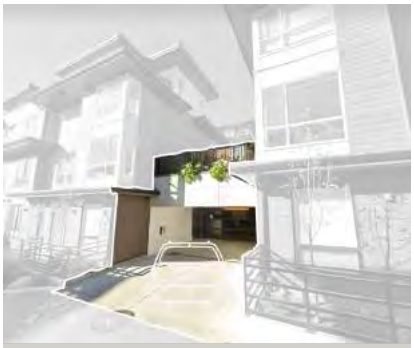
5.3.6 Highlight the semi-public use of common lobbies and amenity areas for buildings with interior corridors by:
a) varying the entrance depth from the adjoining building façade facing the street;
b) increasing the entrance floor-to-floor height, where appropriate;
c) integrating convenient, universal access from the public realm into the landscape design;
d) providing signage, weather protection and lighting; and,
e) locating amenity areas to overlook an adjoining public street, lane or pedestrian connection.

5.3.6 Distinguish the building entrance

5.3.7 Support active retail and live-work streetscapes by allowing zero lot line development in:
a) Village Heart and/or Keith Road Mixed-Use designated areas; and,
b) Village Townhouse designated areas where the combined lot width does not exceed 50 m (164.0 ft).

5.3.8 Screen loading and service areas

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



5.3.8 Integrate parkade entry into lane façade

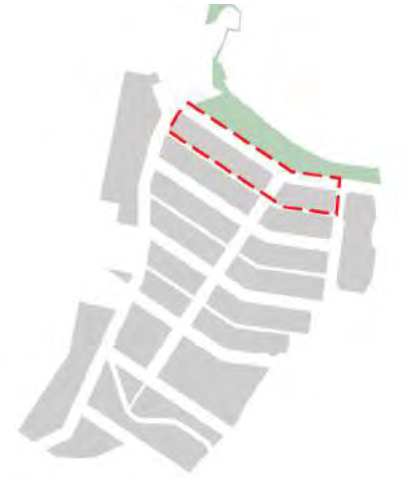


Figure 5.1c Waterfront sub-area

5.4 Waterfront

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

5.4.1 Emphasize Bay Street as the primary commercial street with reference to the Horseshoe Bay Streetscape Design Guidelines by:

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

5.4.1 Present a continuous street wall with strong unit identity

5.4.1 Prioritize public space and the pedestrian realm

5.4.1 Facilitate the expansion of restaurants and cafés

5.5 "Little Bay"

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

5.5.1 Activate "Little Bay" by:

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

Figure 5.1d "Little Bay" sub-area

5.5.1 Create a comfortable pedestrian environment

5.5.1 Share loading and servicing infrastructure

5.5.1 Wrap retail frontages around corner

Figure 5.1e Royal Avenue sub-area

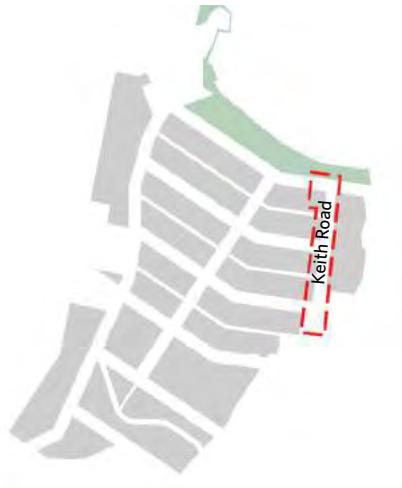


Figure 5.1f Keith Road sub-area

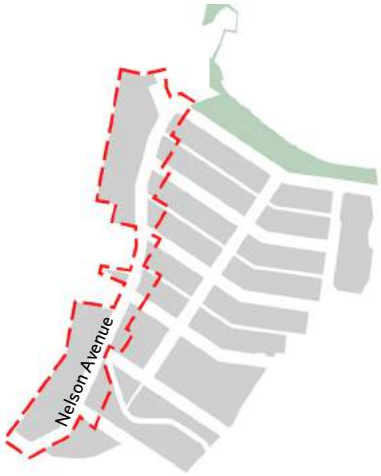


Figure 5.1g Nelson Avenue sub-area

5.6 Royal, Keith & Nelson

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

Royal Avenue

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

Keith Road

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

Nelson Avenue

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

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

5.6.1 In alignment with Guideline 4.2.4 and subordinate only to Bay Street, prioritize Royal Avenue, Keith Road or Nelson Avenue as the principal frontage of adjoining lots by:

a) directing building massing, limiting unadorned walls and orienting entries towards this frontage;

b) highlighting maritime character by emphasizing unit identity with architectural delineation and colour; and,

c) strengthening the streetscape by considering vehicle access and boulevard improvements in alignment with public realm guidelines.

5.6.2 Create an incremental sense of arrival on Royal Avenue by:

a) emphasizing through architectural response the Neighbourhood waterfront approach including the rhythm of frontages with rooflines stepping with the slope;
b) highlighting the transition between the Neighbourhood and Village through building forms and public space; and;
c) expanding the public-private interface at Village intersections including corner patios and public art opportunities.

5.6.3 Define the eastern edge of the Neighbourhood and Village on Keith Road by:

a) reflecting the change in use and scale; and,
b) responding to future BC Ferries terminal upgrades and related transportation network investment.

5.6.4 Respond to the steep slope of Madrona Ridge along Nelson Avenue by:

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

5.6.1 Direct building massing towards roads

5.6.1 Emphasize unit identity

5.6.2 Expand public-private interface with corner patios

5.6.3 Respond to future transportation network upgrades

Figure 6.1 Artist's illustration of "Little Bay"

Public Realm Guidelines

6.1 Application

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

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

6.2.3 Improve trail system design and accessibility

6.2.3 Enhance wayfinding and trail identity

6.2.4 Use landscaping to enhance gathering spaces

6.2.5 Consider art to support wayfinding

6.2 Public Realm

Streetscape

6.2.1 Deliver public realm improvements incrementally through development and/or development contributions that maximize the ability of road right -of-ways to support LAP vision and principles.

6.2.2 Continue to implement objectives from the Horseshoe Bay Streetscape Design Guidelines and extend the application westwards along Bay Street to create a continuous street experience.

6.2.3 Prioritize frontages along the Spirit Trail and Trans Canada Trail by:

a) avoiding disruption due to vehicle access;
b) orienting buildings to have front doors facing the trail, where appropriate;
c) utilizing boulevards to meet trail system design and accessibility standards;
d) landscaping purposefully to contribute to the sense of place; and,
e) enhancing wayfinding and trail identity, where appropriate.

6.2.4 Encourage neighbourliness, interaction and gathering at important intersections and other special areas with:

a) public and public-private interface gathering spaces; and,
b) purposeful site furnishings, materials, public art and landscaping.

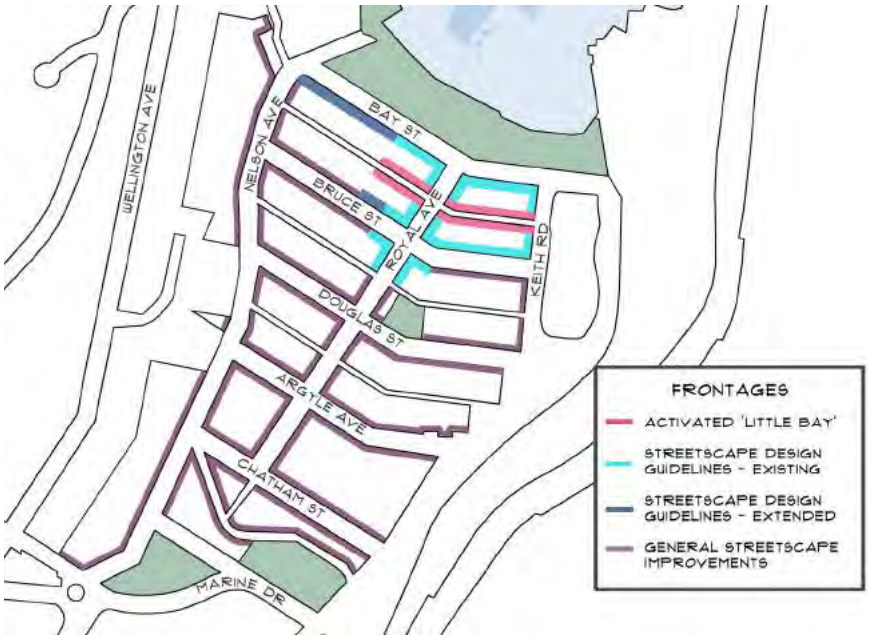


Figure 6.2 Streetscape

Public Art

6.2.5 Deliver public art through development that:

a) reinforces Horseshoe Bay's sense of place and communicates its continued evolution over time;
b) celebrates its historical, cultural and natural features; and,
c) supports broader place-making strategies including improved wayfinding, pedestrian experience and enhanced public spaces.

6.2.6 Locate and scale public art to:

a) reflect the surrounding conditions;
b) express a hierarchy ranging from small, intimate art projects to a large signature work at the ferry terminal;
c) both shape and respond to a network of features that threads or weaves through the village;
d) create a sense of discovery or surprise that enhances Horseshoe Bay's eclectic and quirky character; and,
e) respond to Village gateways and public spaces.

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

6.3.1 Integrate a multi-modal network

6.3.2 Improve connections to local and regional destinations

6.3.3 Encourage appropriate transit infrastructure

Figure 6.3 Connectivity

6.3.4 Dedicate and open lanes where appropriate

6.3.5 Consider improvements to Highway 1 access

6.3.7 Enhance pedestrian connections

6.3.8 Provide appropriate and generous boulevards

6.3 Connectivity

Multi-modal Network

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

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

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

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

6.3.5 Require BC Ferries terminal redevelopment to:

a) enhance pedestrian integration with the village;

b) support a coordinated approach with existing and planned transit infrastructure and service delivery; and,

c) consider village-wide vehicular circulation and Highway 1 access through any reconfiguring of the road network.

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

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

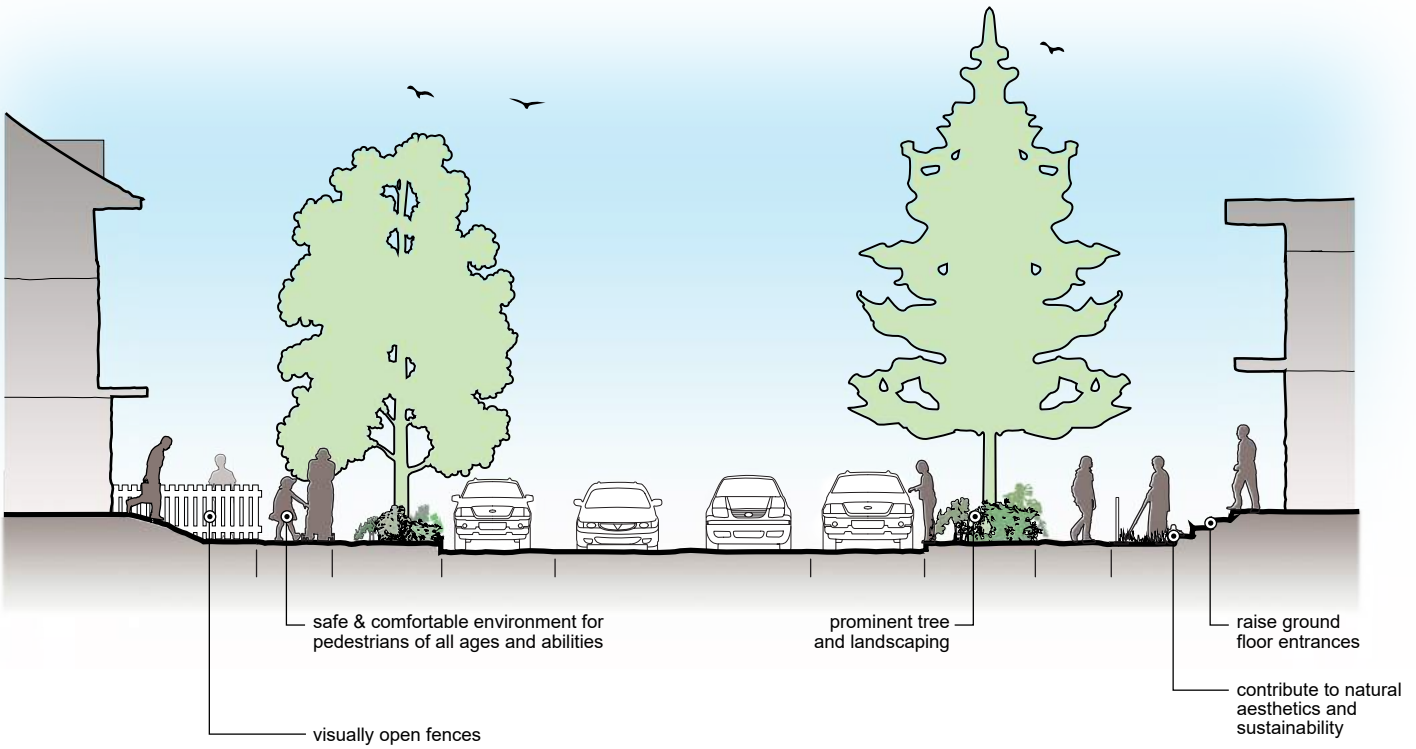


Figure 6.4 Illustrative Neighbourhood Section

Figure 6.5 Illustrative Village Section

6.3.9 Narrow street crossings to enhance safety & accessibility

6.3.9 Incorporate on-street parking with boulevard landscaping

6.3.10 Minimize widths to reduce impacts of parkade access

6.3.11 Increase availability of on-street parking

Streets

6.3.8 Ensure a comfortable, safe, and attractive environment for pedestrians of all ages and abilities by:

a) providing appropriate and generous boulevard standards as sites redevelop;
b) minimizing disruption due to vehicle access including shared driveways, where appropriate;
c) prioritizing Spirit Trail and Trans Canada Trail road crossings;
d) increasing safety at crosswalks including pedestrian signals, where appropriate; and,
e) supporting safe and active routes to school in conjunction with West Vancouver School District 45.

6.3.9 Provide street and intersection conditions that communicate the residential character of the Neighbourhood and sense of arrival at the Village by:

a) matching lane widths in accordance with street classification;
b) narrowing street crossings to enhance safety and accessibility, where appropriate; and,
c) incorporating on-street parking with boulevard landscaping.

Parking and Access

6.3.10 Reduce impacts of driveway and parkade access by:

a) minimizing width; and,
b) incorporating access into the building façade and/or landscaping.

6.3.11 Maximize on-street parking supply and efficiency by:

a) minimizing disruption due to vehicle access;
b) reviewing shortened time limits in the Village to encourage turnover as more off-street visitor parking becomes available through redevelopment; and,
c) supporting visitor parking for local residents in the Neighbourhood through appropriate measures.

6.3.12 Increase off-street parking supply by maintaining commercial parking requirements for new mixed-use development in the Village.

Implementing the Plan's Vision

7.1 Community Benefits

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

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

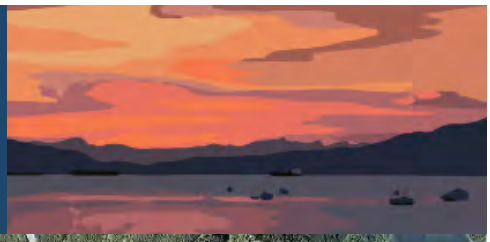
7.2 Administration

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

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

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

End of Document



Area Development Plan for Cypress Village and Eagleridge

May 2024

westvancouver

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1.0 Introduction

1.1 Purpose

This Area Development Plan for Cypress Village and Eagleridge (ADP) forms part of the District of West Vancouver's Official Community Plan (OCP). The intent of this ADP is to establish detailed policy to implement two linked goals contained in the OCP:

Protect a large, beautiful, and ecologically valuable area in Eagleridge for conservation and recreation.

Create detailed policy and regulations to guide the development of a new compact, sustainable, urban community in Cypress Village over the next 20 to 25 years.

This ADP represents a significant opportunity to implement a wide range of policies in the OCP related to encouraging environmental protection, limiting suburban sprawl, expanding housing diversity, supporting local economic resiliency, improving mobility choices, building community connectedness, and supporting social well-being.

Figure 1A: Intent of this ADP

1.2 History and Background

The Cypress Village and Eagleridge planning areas are located on the traditional, ancestral, and unceded territory of the Coast Salish peoples, including the Squamish, Tsleil-Waututh, and Musqueam Nations. The District recognizes and respects them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

Development of the neighbourhoods above the Highway 1 (the Upper Levels Highway) began almost 90 years ago when in 1931, British Pacific Properties Limited (BPP) acquired 4,000 acres of undeveloped, residential zoned lands above the Upper Levels Highway from the District of West Vancouver. Development of these lands started at the eastern boundary of the District and moved westward, with new neighbourhoods being planned incrementally over time. Much of this development was large single family houses on large lots, with limited amenities and not much land protected in a natural state.

View of West Vancouver including Single Family Development above the Upper Levels Highway

Neighbourhood design above the Upper Levels Highway has changed considerably over the decades. Development has become much more environmentally sensitive, with large areas such as stream corridors protected in their natural state and enhanced, and with a more diverse mix of housing. Development in the newest community of Rodgers Creek is underway and includes a mix of residential densities, varied building forms, and strata and rental housing.

Multi-family building in Rodgers Creek

Rodgers Creek rendering

All of the currently undeveloped lands north of the Upper Levels Highway and below Cypress Provincial Park and the Capilano Watershed Reserve, from the eastern edge of West Vancouver out to Horseshoe Bay, are referred to as the Upper Lands. The Upper Lands include undeveloped lands both above and below the 1200 foot contour.

Lands above the 1200 foot contour are designated as *Limited Use and Recreation Development Permit Area* in the 2018 OCP; this ADP makes no changes to the designation for these lands.

Lands below the 1200 foot contour are divided into four planning areas:

1. Eagleridge
2. Inter Creek
3. Cypress West
4. Cypress Village

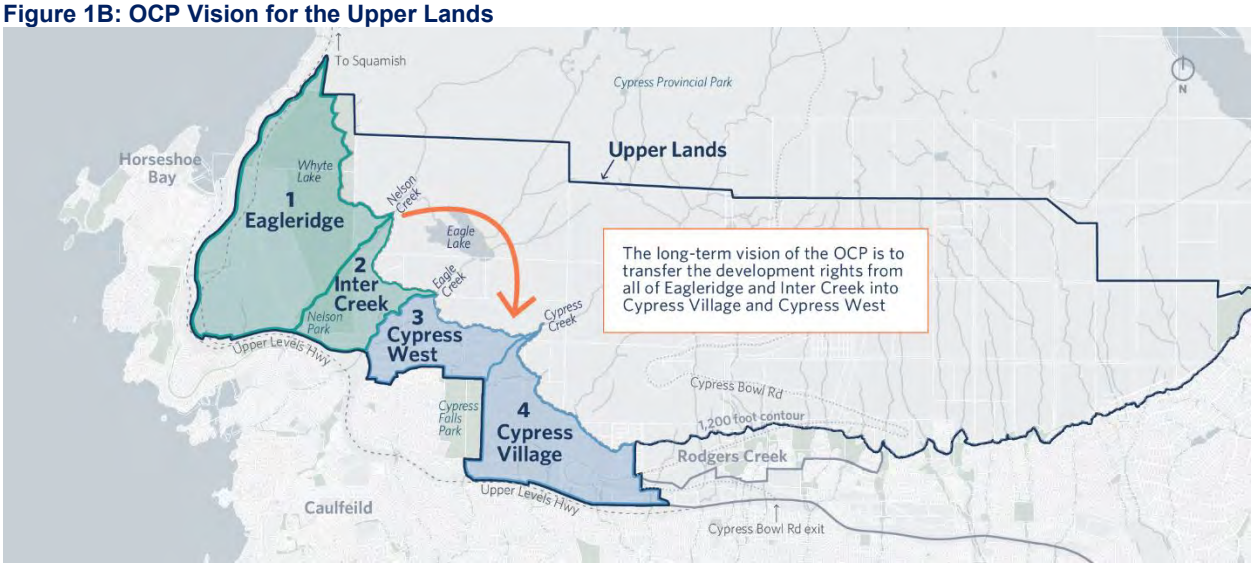
Most of the lands in these four planning areas are owned by BPP but small portions are owned by the District of West Vancouver or others. BPP's lands are currently zoned to allow development of large single family houses on large lots.

The OCP already contains an overall planning vision for these four planning areas. This vision seeks to protect the lands west of Eagle Creek (i.e. the lands in Eagleridge and Inter Creek, which are areas 1 and 2 in **Figure 1B**) for conservation and recreation and to create new compact sustainable neighbourhoods in Cypress Village and Cypress West (areas 3 and 4 in **Figure 1B**).

The OCP recommends achieving this vision by transferring the development potential from the lands in Eagleridge and Inter Creek into Cypress Village and Cypress West.

Transferring the development potential means protecting the lands in Eagleridge and Inter Creek for recreation and conservation purposes (i.e. they could no longer be developed with single family housing, which is allowed under the existing zoning, or any form of urban development) and including additional residential development in new neighbourhoods in Cypress Village and Cypress West. This will protect a very large natural area for recreation and conservation, limit suburban sprawl, and concentrate urban development in a more compact, sustainable way.

Figure 1B: OCP Vision for the Upper Lands



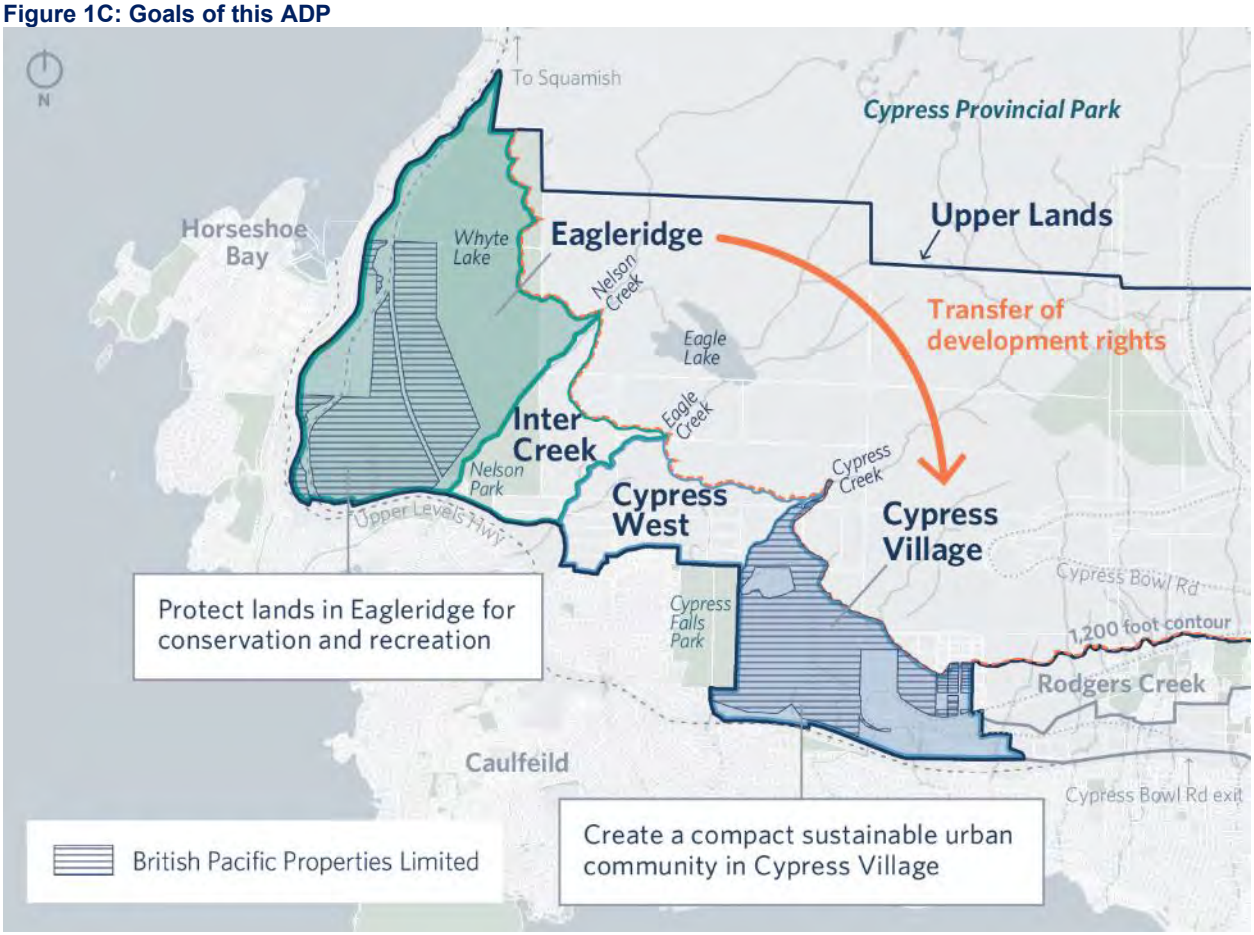
Transferring all of the development potential from Eagleridge and Inter Creek into Cypress Village and Cypress West at one time would involve about 50 years or more of residential development. This is too far into the future to reasonably plan for now, as it is neither possible nor prudent to predict how transportation, technology, community priorities, housing needs, the nature of urban development, and other factors will change over such a long time. There is a need for flexibility, to adapt to a changing world over time. Therefore, the District is implementing the transfer of development potential in phases.

This Area Development Plan for Cypress Village and Eagleridge (and the associated bylaws) is the first step towards implementing this idea. This first step focuses on protecting Eagleridge, as these are the most ecologically significant lands, and creating a new community in Cypress Village. Planning for Inter Creek and Cypress West will happen in a separate planning and engagement process in the future, likely close to the time when Cypress Village is nearing build-out.

As part of this first implementation step:

- BPP will give up the existing single family zoning which allows large single family lots/houses on its lands in Cypress Village in exchange for the approval to develop a mixed-use village in this location instead.
- BPP will transfer ownership of its Eagleridge lands to the District.
- The District will dedicate the acquired lands in Eagleridge as Park, to protect these lands for conservation and recreation.
- Cypress Village will be developed over the next 20 to 25 years in accordance with this ADP. This will create a new compact, sustainable, community in West Vancouver with a diversity of housing for all ages, employment opportunities, recreational opportunities, and a range of community amenities and facilities.

Figure 1C: Goals of this ADP



1.3 Application and Scope

This ADP applies to the design, review, and approval of public and private developments and the protection of lands for conservation and recreation within the ADP Area, which is defined in Section 2.2.

This ADP is a guiding document that sets out key directions. It will be used to inform new Comprehensive Development (CD) Zoning Bylaw regulations for the Cypress Village planning area as well as a Phased Development Agreement (PDA) between the District and BPP regarding Cypress Village and Eagleridge.

This ADP also establishes Development Permit Areas (DPAs) for the Cypress Village planning area to ensure that new construction is of quality design that is consistent with the goals, objectives, and policies of this ADP and to provide guidelines related to wildfire hazards and hazardous and steep terrain conditions.

1.4 Organization of this Document

This ADP is organized into the following main parts:

- Planning Area Boundaries
- Summary of the Planning History and Policy Context
- Information about the Lands in Cypress Village
- Information about the Lands in Eagleridge
- Planning Principles
- Overview of the Transfer of Development Potential and Fundamental Financial Basis of this ADP
- Eagleridge Plan
- Cypress Village Plan
- Summary of the Financial Strategy and Implications for the District
- Implementation
- Appendices

All plans, drawings, and sketches in this ADP are conceptual in nature and illustrate the intent of the associated policies. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or contour lines. More precise regulations and requirements will be provided in the Comprehensive Development (CD) zoning for Cypress Village, the Phased Development Agreement related to Cypress Village and Eagleridge between the District and BPP, and/or determined at the detailed design, subdivision, and development permit stage as Cypress Village is built over time.

1.5 The Developer of Cypress Village

Almost all of the privately owned lands in the Cypress Village planning area are owned by BPP, which intends to fully develop the new community of Cypress Village. This ADP sets out all of the obligations of BPP for the creation of the new community. BPP may sell lands within Cypress Village to other parties, but the obligations in this ADP that are assigned to BPP run with the land and must be satisfied either by BPP or by its successors or assignees.

1.6 Acknowledgements

This ADP is the outcome of a three-phase planning and engagement process called *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge.* Throughout the process, extensive input was provided by the community, stakeholder groups, and BPP. In particular, it is acknowledged that:

- Members of the former Upper Lands Working Group, whose work during 2013 to 2015 set out the vision for the Upper Lands that was included in the 2018 OCP and which is now being implemented, offered extensive ongoing input, insight, and feedback throughout the process.
- The process included outreach to 40 stakeholder groups and the following stakeholder groups provided input: BC Parks Foundation, Cypress Trails Collective, HUB Cycling North Shore, Mountain Bike Tourism Association, Mulgrave School, Navvy Jack Nature House, North Shore Heritage

Preservation Society, Trails BC Southwest Region, Vancouver Climbers Association, West Vancouver Historical Society, and West Vancouver Minor Hockey Association.

In addition, the planning team invited and worked with local First Nations in the development of the ADP.

Many thanks to all of those who participated in the process, sharing perspectives and input on the future of Eagleridge and Cypress Village that helped to shape the ADP.

2.0 Planning Area Boundaries

2.1 Planning Areas in the Upper Lands

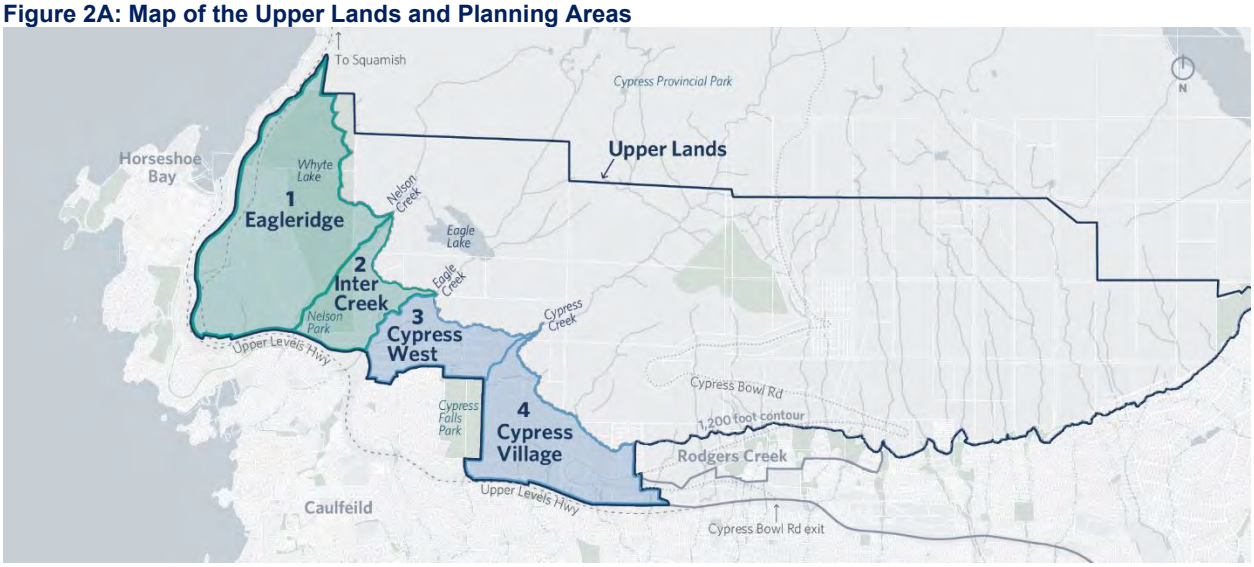
The locations of the Upper Lands and the four planning areas in the Upper Lands are shown in **Figure 2A**. The four planning areas are all above the Upper Levels Highway and below the 1200 foot contour.

The total land area in the four planning areas is about 1,400 acres. The size of each area is as follows:

- Eagleridge is about 690 acres.
- Inter Creek is about 170 acres.
- Cypress West is about 200 acres.
- Cypress Village is about 345 acres.

This ADP focuses on two of these four planning areas: Eagleridge and Cypress Village.

Figure 2A: Map of the Upper Lands and Planning Areas



2.2 ADP Area

This ADP applies to the areas shown in **Figure 2B** (Cypress Village planning area) and **Figure 2C** (Eagleridge planning area).

The Cypress Village planning area is located between the existing Rodgers Creek neighbourhood and Cypress Falls Park, and between the Upper Levels Highway and the 1200 foot contour.

The Eagleridge planning area is located west of Nelson Creek, north of the Upper Levels Highway, east of Horseshoe Bay, and south of the 1200 foot contour.

Figure 2B: Cypress Village Planning Area and Context

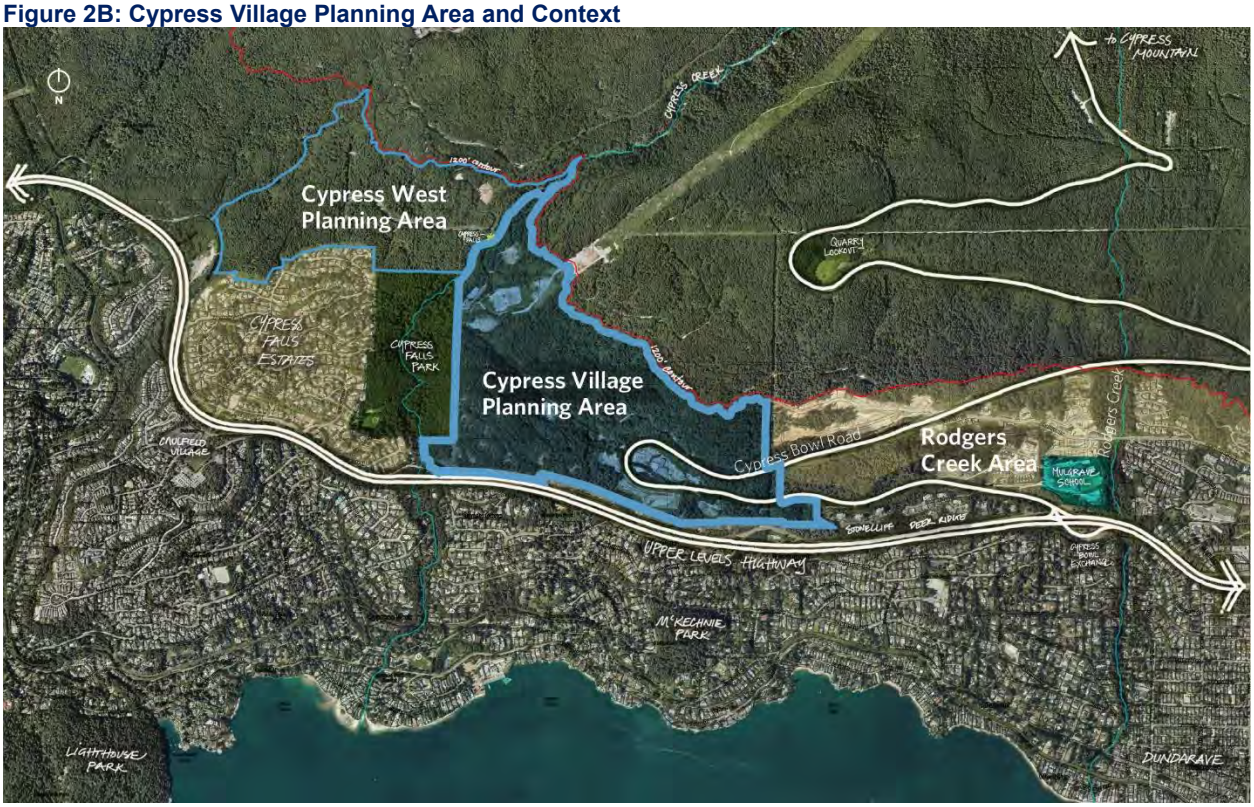
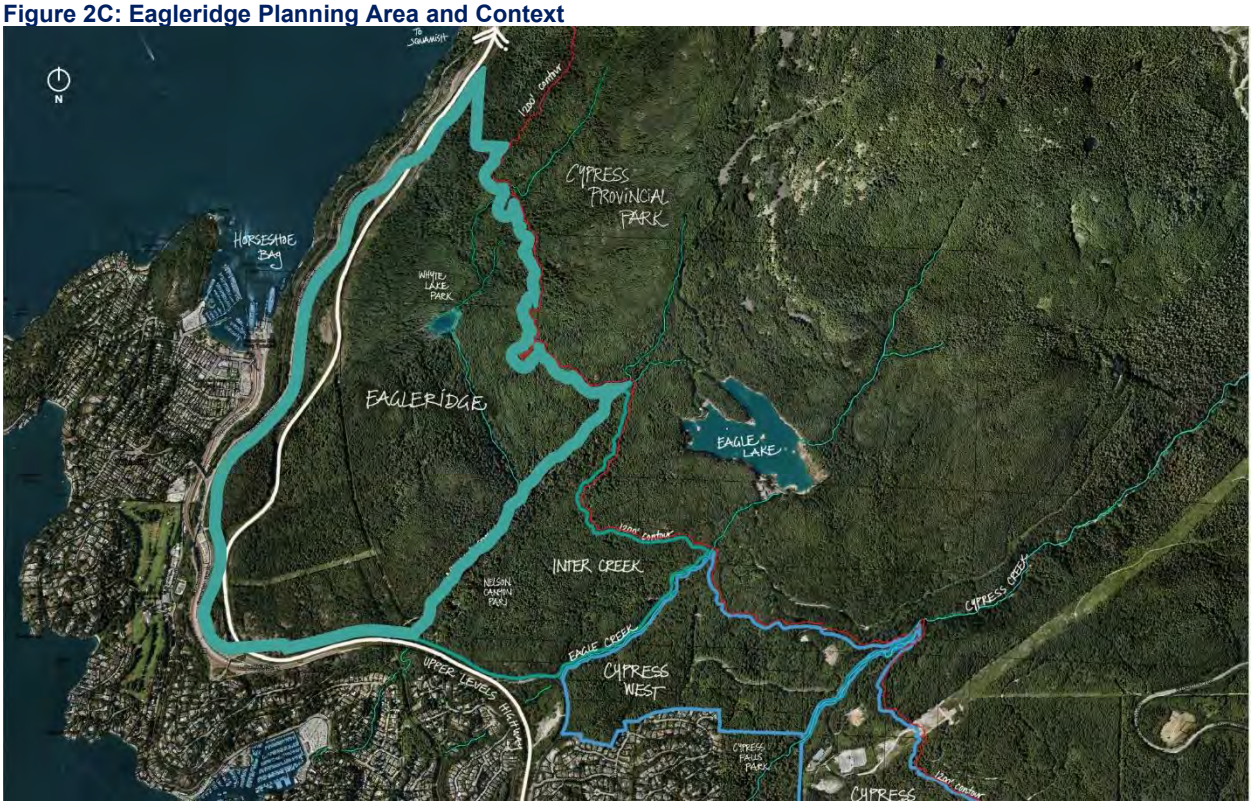


Figure 2C: Eagleridge Planning Area and Context



2.3 Cypress Village Development Permit Areas (DPAs)

Four Development Permit Areas (DPAs) are designated in the Cypress Village planning area illustrated in Figure 2B. The DPAs are for the purposes of:

- Protecting the natural environment, its ecosystems, and biodiversity and protecting development from hazardous conditions (under Local Government Act s. 488(1)(a) and (b)).
- Establishing objectives for form and character and objectives to promote energy conservation, water conservation, and the reduction of greenhouse gases (under Local Government Act s. 488(1)(e), (f), (h), (i), and (j)).

Appendix A shows the boundaries of the DPAs and provides the Cypress Village DPA Guidelines, which include:

- CV 1: Cypress Village Riparian Areas DPA Guidelines.
- CV 2: Cypress Village Wildfire Hazard DPA Guidelines.
- CV 3: Cypress Village Hazardous Conditions DPA Guidelines.
- CV 4: Cypress Village Form and Character DPA Guidelines.

3.0 Summary of the Planning History and Policy Context

Since 2004, several of the District's policies, plans, and strategies (and the recommendations of various Working Groups) have stated aspirations to create a vibrant, sustainable, mixed-use Cypress Village and to preserve environmentally sensitive areas in the Upper Lands. There have also been separate and collaborative planning processes by the District and the major landowner (BPP) to work towards the vision in this ADP.

Most recently, the District undertook a three-phase planning and community engagement process called *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge* which culminated in this ADP for Cypress Village and Eagleridge.

Figure 3A provides highlights of the planning history and policy context, which is described in more detail in **Appendix B**.

Figure 3A: Overview of Planning History and Policy Context

2004 Official Community Plan	• Includes the idea of a village at the first switchback of Cypress Bowl Road
2008 Rodgers Creek Area Development Plan	• Significant shift towards including multi-family housing forms and preserving more land in a natural state compared to previous neighbourhood planning in the Upper Lands • Predicated on the vision for an adjacent, future mixed-use Cypress Village with services and amenities
2008 Community Dialogue on Neighbourhood Character and Housing	• Recommended 'village node' planning for all new neighbourhoods (i.e. planning for a mix of housing types and retail and service uses to "lessen the reliance on the private automobile, encourage social interaction within neighbourhoods, and serve the day-to-day needs of residents")
2013-2015 Upper Lands Study Review Working Group	• District-appointed citizen volunteer Working Group • Extensive analysis, consultation, and creative thinking that looked at planning the Upper Lands in a holistic way • Inception of the idea of protecting the lands west of Eagle Creek (in Eagleridge and Cypress Village) by transferring their residential development potential to the lands east of Eagle Creek (in Cypress Village and Cypress West)
2014-2016 The Community Energy and Emissions Plan	• District-appointed volunteer citizen working group • Supported the principle of focusing growth in the Upper Lands to help maintain natural areas that contribute to public and ecosystem/climate health • Envisioned Cypress Village as mixed use with transportation choices (notably walking and cycling), parks and plazas
2016 BPP Visioning Process	• BPP completed an independent, pre-application visioning and community consultation process to explore planning principles, built forms, aspirations, and concept plans for Cypress Village

Figure continues on the following page

Figure 3A: Overview of Planning History and Policy Context - *Continued*

2017 Planning Cost Recovery Agreement 2017-2019 Pre-Conditions Phase	• Cost Recovery Agreement approved by Council • The District and BPP worked collaboratively on technical analysis and studies related to the Upper Lands
2018 Official Community Plan	• Updated OCP includes a vision and framework for the Upper Lands that draws upon the recommendations of the Upper Lands Working Group • Recommends the protection of the lands in Eagleridge and Inter Creek for conservation and recreation by transferring the development potential from these lands into Cypress Village and Cypress West • Provides the main policy context for this ADP
Council's Strategic Plans (2020-2021 and 2021-2022)	• Set out a goal of significantly expanding the diversity and supply of housing (including affordable housing) in the District, in part by working towards the Cypress Village ADP • Set out an objective of ensuring "that a vibrant commercial component is included in the neighbourhood development of Cypress Village"
2019 to 2023 Three-Phase District Planning and Engagement Process	• The District undertook a comprehensive three-phase planning and engagement process for Cypress Village and Eagleridge called *Planning the Upper Lands: Creating a Sustainable, Urban Community in Cypress Village and Protecting Lands in Eagleridge*, which informed this ADP for Cypress Village and Eagleridge

4.0 Information about the Lands in Cypress Village

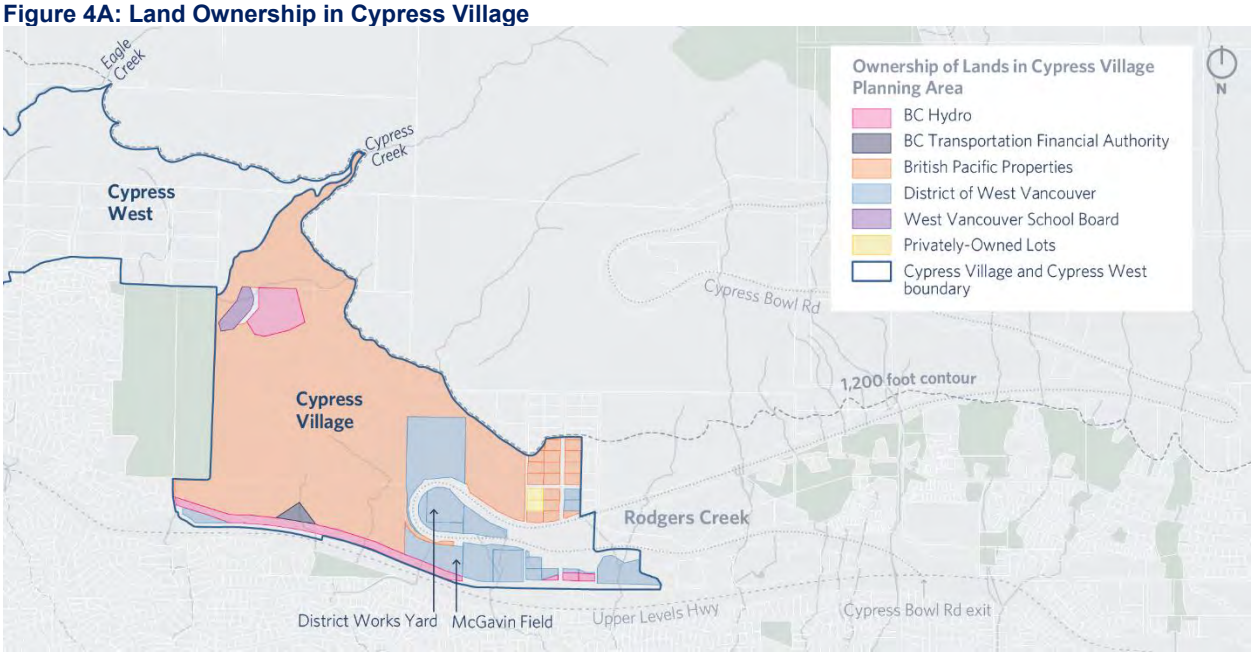
Figure 2B in Section 2.0 shows the boundaries of the Cypress Village planning area. Most of the lands in the planning area are currently undeveloped, although there are some existing uses.

This section contains information about the lands in the Cypress Village planning area as of December 2023.

4.1 Land Ownership

Of the total 345 acres in Cypress Village, about 235 acres (68%) are owned by BPP and about 53 acres (15%) are owned by the District. The remaining lands are owned by BC Hydro, BC Transportation Financial Authority, the West Vancouver School Board, and private landowners. Land ownership in Cypress Village is illustrated in **Figure 4A**.[1]

Figure 4A: Land Ownership in Cypress Village



4.2 Zoning

Most of the land in Cypress Village is currently zoned "RS" (see **Figure 4B**), which allows for single family dwellings, secondary suites, and detached secondary suites. The specific RS zones that currently apply to the lands in Cypress Village are:

- RS1 which permits a minimum single family lot size of 8,094 square metres (which is equivalent to 87,120 square feet or 2.0 acres).
- RS2-UL which permits a minimum single family lot size of 1,858 square metres (which is equivalent to 20,000 square feet or about 0.45 acres).
- RS8-UL which permits a minimum single family lot size of 929 square metres (which is equivalent to 10,000 square feet or about 0.23 acres) and allows single family development up to 1.5 units per acre.

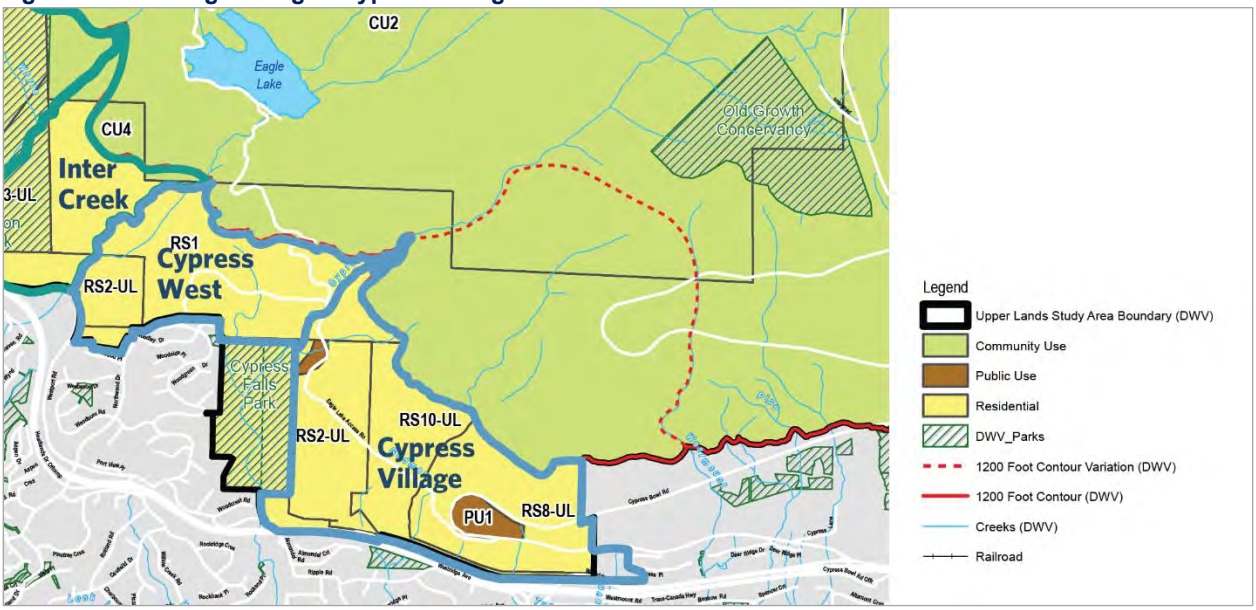
[1] The two yellow shaded parcels in Figure 4B in the northwest portion of the Cypress Village planning area are privately-owned by parties other than BPP as of December 2023.

- RS10-UL which permits a minimum lot size of 1,115 square metres (which is equivalent to 12,000 square feet or about 0.28 acres).

The District's Operations Centre (works yard) and the School District's works yard, which are located in the Cypress Village planning area, are zoned PU1 for Public Use.

The existing zoning in Cypress Village will be replaced with a new Comprehensive Development (CD) zoning that is consistent with the ADP, except that the existing zoning will remain in place for the District's Operations Centre (works yard site), School District's works yard site, BC Hydro substation site, BC Transportation Financial Authority site, and the two small privately-owned lots in the northwest portion of the Cypress Village planning area unless/until those owners apply for rezoning.

Figure 4B: Existing Zoning in Cypress Village



4.3 Existing Conditions

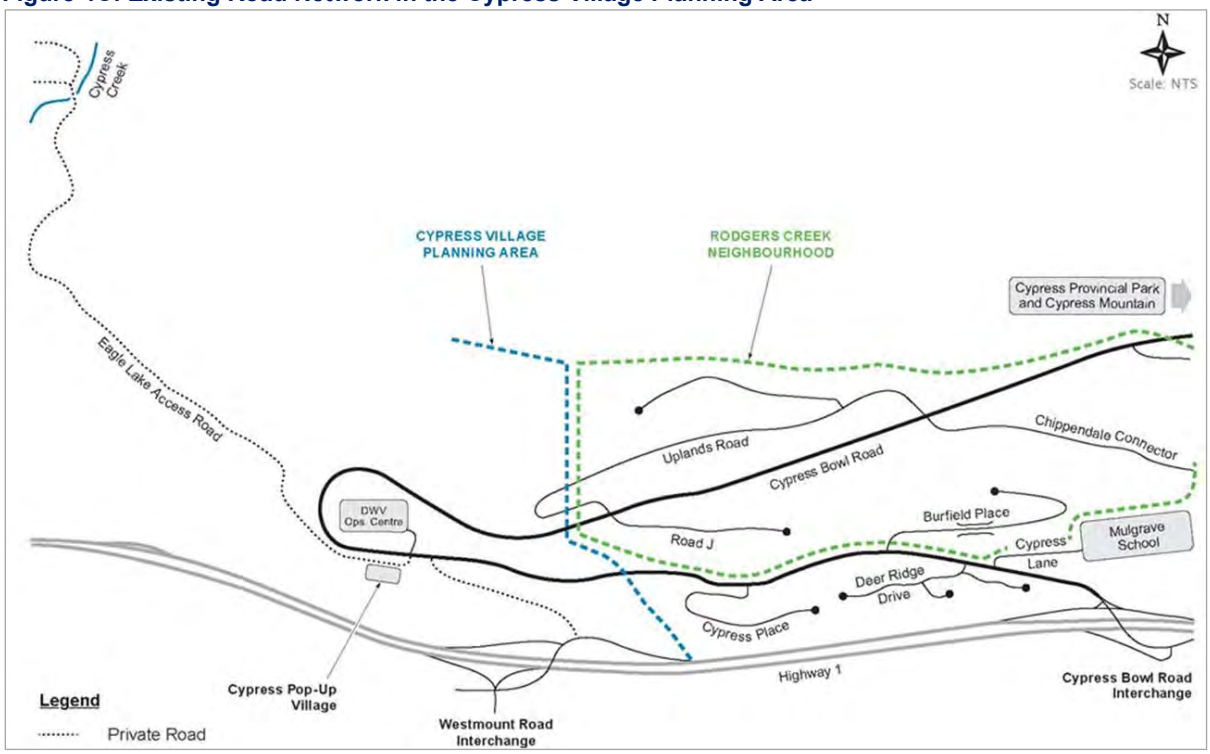
4.3.1 Transportation Network

Cypress Bowl Road, which is a Provincial Highway, runs through the Cypress Village planning area and is envisioned to remain, although there may be changes to the road cross section and alignment over time.

Portions of Exit 7, the Westmount Road Interchange on the north side of the Upper Levels Highway (i.e. an off-ramp that connects to an overpass over the highway and an on-ramp providing access to the highway), are also located within Cypress Village and are envisioned to remain (with upgrades).

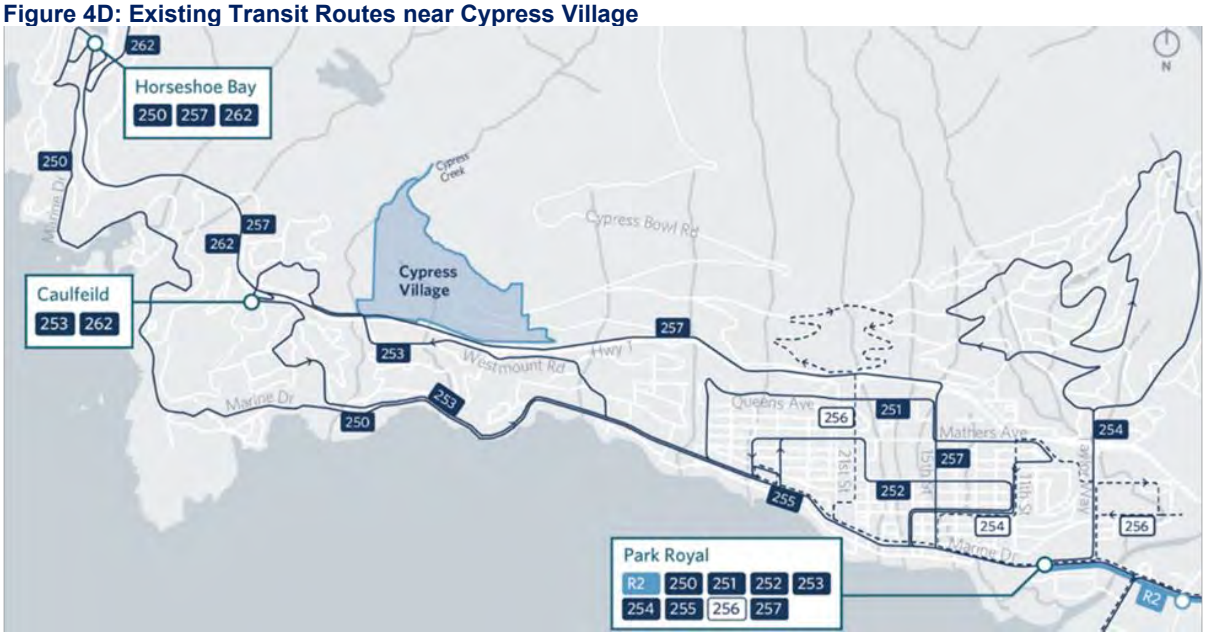
There are also existing private access roads. These include an access onto the District's Operations Centre (works yard) site; the Eagle Lake Access Road which connects from Cypress Bowl Road to the McGavin Field site (currently the location of the Cypress Pop-Up Village), School District's works yard, and BC Hydro substation; and a private road that connects from Cypress Bowl Road to the Westmount Interchange (although this is fenced off at the Westmount Interchange). These private roads will be replaced over time with a new network of roads serving the new mixed-use village, although the main arterial road in the village will closely follow the current location of the Eagle Lake Access Road.

Figure 4C: Existing Road Network in the Cypress Village Planning Area



There are currently four transit routes that operate in the vicinity of the Cypress Village planning area, but none directly serve the location of the future village or Cypress Bowl Road. The village is being planned to include Independent Transit Service (i.e. bus transit service to be provided by BPP until such time as TransLink, the regional transportation authority, takes over the service, or the District and BPP agree to an alternative).

Figure 4D: Existing Transit Routes near Cypress Village



There are currently no formally designated trails for pedestrians or cyclists in Cypress Village, although informal (unauthorized) trails are frequently used by hikers and cyclists on private lands. Cypress Bowl

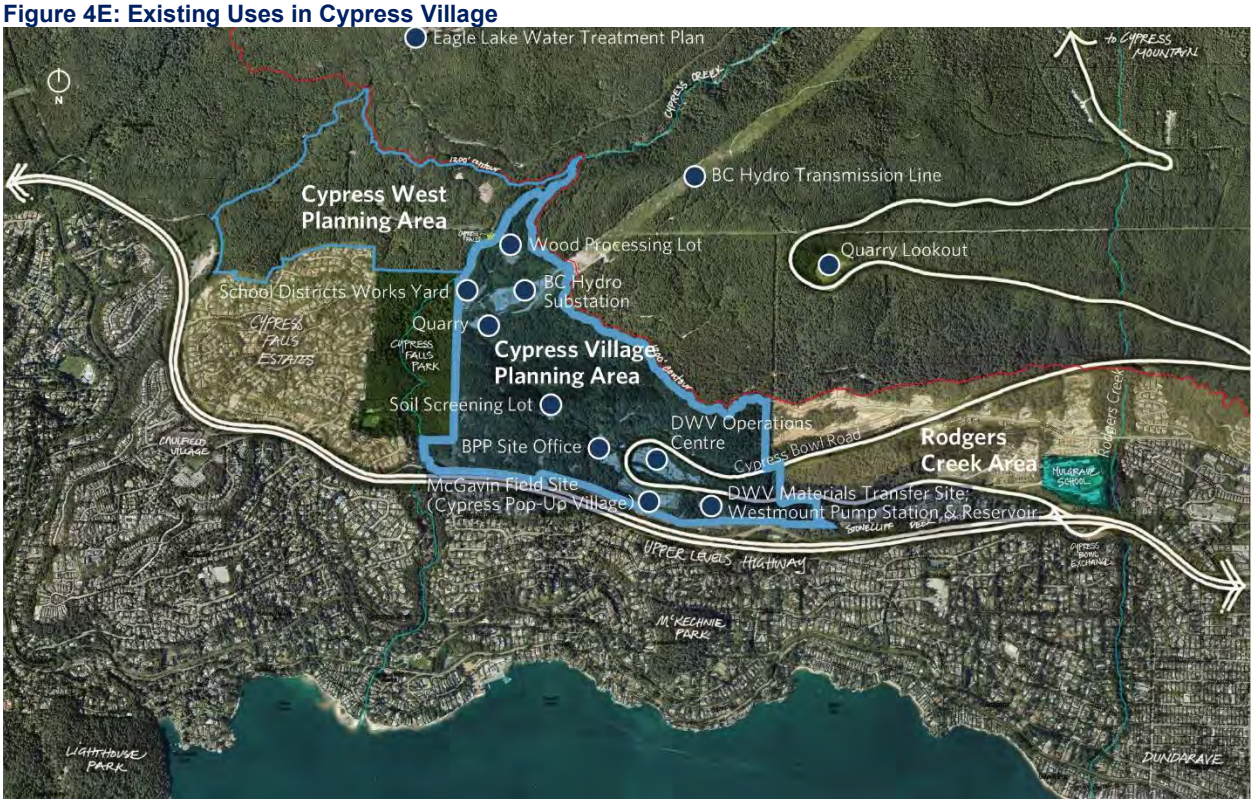
Road is a popular route for both competitive and recreational cyclists. Cyclists currently ride either in the traffic lane on the road or in the shoulder area. A “Mountain Path” for pedestrians and cyclists has been underway as part of the adjacent Rodgers Creek neighbourhood, which is a 3 metre wide, illuminated, multi-use asphalt pathway that will connect from Rodgers Creek to Chippendale Road to Cypress Village. There is one segment left to complete to connect to the Cypress Village development.

4.3.2 Uses

Much of the lands in Cypress Village were previously logged and there are several existing uses in the area (see **Figure 4E**). These include:

- The District’s Operations Centre (works yard). There are currently no plans to relocate the District Operations Centre, although the District might consider reconfiguring/replacing the works yard on this site or relocating the functions to a different site in the future.
- The District’s Fire Training Grounds, which are located on the eastern portion of the District Operations Centre (works yard) site. This use will either be reconfigured in this location or relocated to a different site.
- The District’s Material Recycling Transfer Site, which will be relocated and/or replaced with a different approach to materials sorting.
- The District’s existing Westmount Pump Station and Reservoir, which will be replaced in the same general location.
- The School District’s works yard. It is envisioned that this use will remain.
- A BC Hydro substation. It is envisioned that this use will remain.
- Quarry site, which is included in the Cypress Village Plan as part of the development lands.
- Construction staging sites including wood processing and soil screening areas, and BPP’s onsite office area, which are included in the Cypress Village Plan as part of the development lands.
- A site referred to as the McGavin Field site (though it is not currently developed with a sports field). The McGavin Field site is owned by the District. It was provided to the municipality by BPP as part of a package of amenities associated with a previous (2002) rezoning of land in the area (i.e. the land that is now developed with the StoneCliff multi-family residential buildings, previously referred to as Deer Ridge West). There is a restrictive covenant on title that limits the District’s use of the McGavin Field site to public and civic uses. In December 2020, the site was rezoned to allow park accessory uses (e.g. concession), a temporary presentation centre/showroom, and a discovery centre as permitted uses. The discovery centre displays maps and interpretative materials about the Hollyburn Mountain area and rotating works from local artists as well as information about the vision for Cypress Village. BPP has a License to use the McGavin Field site for these temporary uses until 2031 and has created the “Cypress Pop-Up Village” in this location, which has washrooms, parking, a bike wash/repair station, a large grass public lawn area, the discovery centre, and a pop-up food vendor. After the License expires in 2031, the McGavin Field site will be available for the location for the future Elementary school (K-7) and sports field that are included in the new mixed-use village.

Figure 4E: Existing Uses in Cypress Village

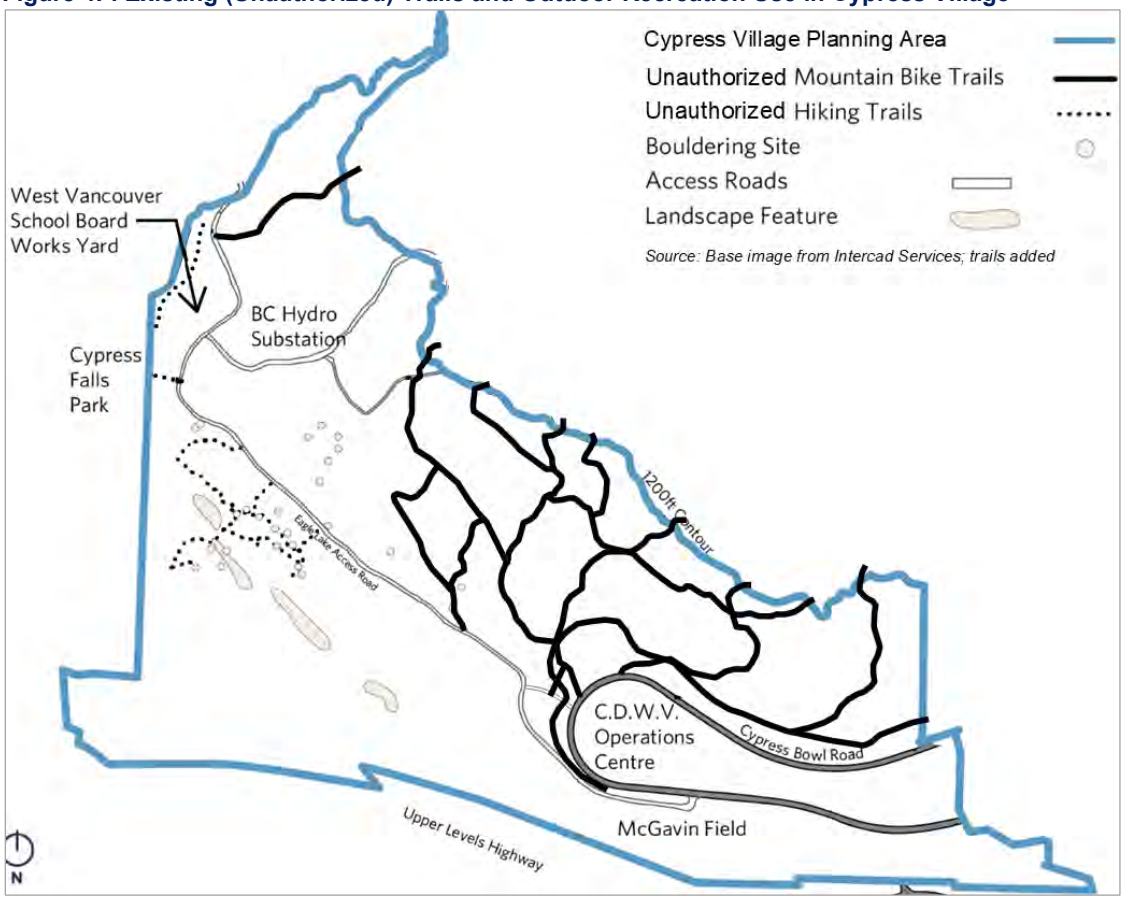


4.3.3 Trails and Outdoor Recreation Uses

There is an extensive network of unauthorized mountain biking trails in the Cypress Village planning area (and other parts of the Upper Lands) (see **Figure 4F**). Development will occur in some places where these mountain biking trails are currently located on private land. However, the District's OCP envisions that Cypress Village will be a "gateway to mountain recreation" and the mixed-use village will provide a large area where mountain biking trails will be planned, designed, upgraded/built, and formalized. It is expected that there will be a net increase in the number of mountain biking trails in Cypress Village.

There are also existing unauthorized hiking trails and bouldering areas. Hiking and bouldering are also integral recreational uses in Cypress Village that are supported by this ADP and are included in the parks and recreation areas.

Figure 4F: Existing (Unauthorized) Trails and Outdoor Recreation Use in Cypress Village



4.4 Environmental Information

The *Upper Lands Study Review Working Group Final Report, Part 2: Background Report* contained several maps illustrating environmental information for the Upper Lands. In addition, a detailed environmental analysis was completed to evaluate environmental conditions, identify ecologically important and sensitive areas, and help determine the appropriate locations for development sites in Cypress Village. The analysis evaluated existing terrain, terrestrial features, ecosystems, plant species, aquatic features including stream corridors, and wetlands to form a comprehensive synthesis of the environmental assets. This environmental information was then overlaid with maps of existing recreational and cultural assets and maps of existing uses. The composite overlay shows the most appropriate locations for new urban development in Cypress Village.

4.4.1 Environmental Information from the Upper Lands Working Group Final Report

The *Upper Lands Study Review Working Group Final Report, Part 2: Background Report* contained several maps illustrating environmental information for the Upper Lands.

- Sensitive Ecosystem Inventory (SEI) quality ratings and other inventories.[2]

[2] As noted in the *Upper Lands Study Review Working Group Final Report, Part 2: Background Report*, the Sensitive Ecosystem Inventory (SEI) "conducted by Metro Vancouver (2013) provides extensive high-level information on habitats and species within the Upper Lands. This map shows the quality rankings of the ecosystems. Generally, the areas rated excellent are old growth forest. The SEI rankings are determined through an evaluation of the condition of an area, its size, and its landscape context." Metro Vancouver's evaluation is based on air-photo interpretation and is "intended to flag the existence of important ecological features and provide initial information about them."

- Slope and watershed information.
- Environmentally sensitive areas (ESAs).
- A summary map synthesizing the SEI, slope/watershed, and ESA information.
- Contour mapping.
- Watershed mapping

Appendix C shows this environmental information for the lands in Cypress Village.

4.4.2 Environmental Sieve Analysis

A sieve analysis is a process for mapping and overlaying physical site features such as important ecological areas to help identify areas for development and areas to be retained for conservation or recreation. This analysis utilizes information about the landscape and important environmental features to inform site planning.

The environmental sieve analysis for the Cypress Village lands was completed in three main stages:

1. Data was collected and mapped for physical features.
2. Each physical feature was evaluated through a combination of technical analysis and, in some cases, discussions with stakeholders.
3. The maps and evaluations were overlaid into a composite sieve analysis to help determine areas most suitable for development and areas most suitable for retention for conservation and recreation.

The sieve analysis considered six main types of physical features:

1. Aquatic features, including creeks and wetlands.
2. Terrestrial features, including forests, plants, animals, and rock outcrops.
3. Terrain features including topography (slopes) and the potential for rockfall and avulsion hazard.
4. Infrastructure features including existing buildings, roads, and utilities.
5. Legal features including existing ownership, land use, and encumbrances.
6. Recreational, cultural, and natural features including landforms, landscape features, and existing unauthorized trails.

Data sources included on-site fieldwork completed by professional biologists, LiDAR topographical slope data, geotechnical analysis by professional geotechnical engineers, aerial photographs, and discussions with stakeholders about recreational features. The data was evaluated by professional biologists, engineers, planners, and landscape architects. Two levels of evaluation were completed:

- The aquatic, terrestrial, and recreational/cultural features were evaluated based on an assessment of their intrinsic value (meaning the quality or benefit of the environmental habitat, how easily that value might be replicated, and/or the importance to the community of a specific natural or man-made feature).
- The terrain, infrastructure, and legal features were evaluated based on the level of constraint that they impose on possible development (meaning how complex development would be in a certain location, how difficult it would be to relocate a built feature, and/or how land ownership patterns could limit or restrict development).

Based on evaluations, the six features were categorized in terms of four levels of consideration:

High Consideration	Feature/attribute has a high value or high constraint and cannot be mitigated or modified to facilitate development. Attribute should be given high consideration for retention in its existing state and/or the most rigorous review if development is considered in this location.
Moderate Consideration	Feature/attribute has a moderate value or moderate constraint and would require significant effort or cost to modify. There should be a sound rationale if development is considered in this location.
Low Consideration	Feature/attribute has a low value or low constraint and can be modified with reasonable cost. Attribute can be more easily resolved or accommodated if development is considered in this location.
No Consideration	There are the lowest barriers to development in this location.

The detailed evaluation matrix used in the sieve analysis and a summary of the inventory and evaluation of the aquatic, terrestrial, terrain, infrastructure, legal, and recreational/cultural/natural features is provided in **Appendix D**.

Figure 4G shows the composite sieve analysis and, based on that, **Figure 4H** highlights the areas that are the most viable for development. Generally, areas with a compositive sieve analysis of 'No Consideration' or 'Low Consideration' are the best suited for development opportunities. Development is also possible in areas with 'Moderate Consideration' or 'High Consideration' but requires a more involved and comprehensive review of implications.

Figure 4G: Composite Sieve Analysis for the Cypress Village Planning Area

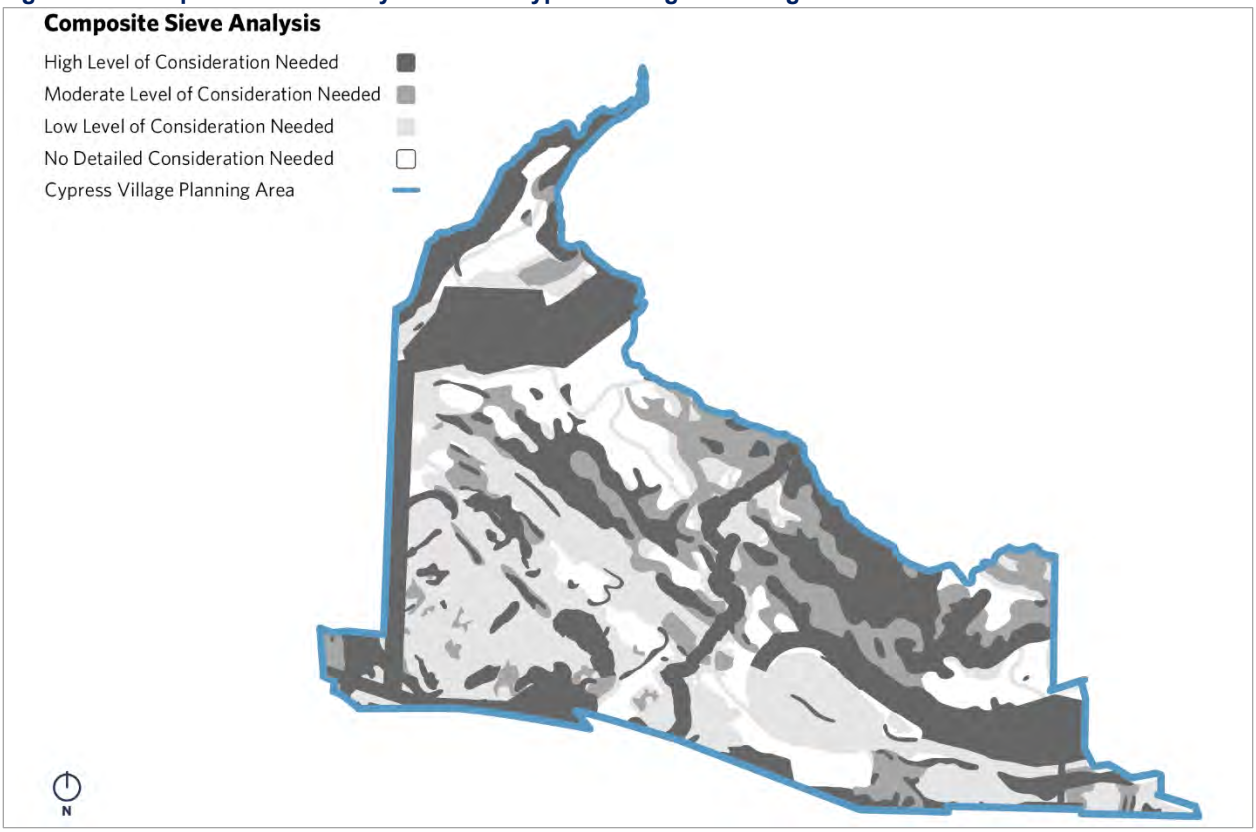
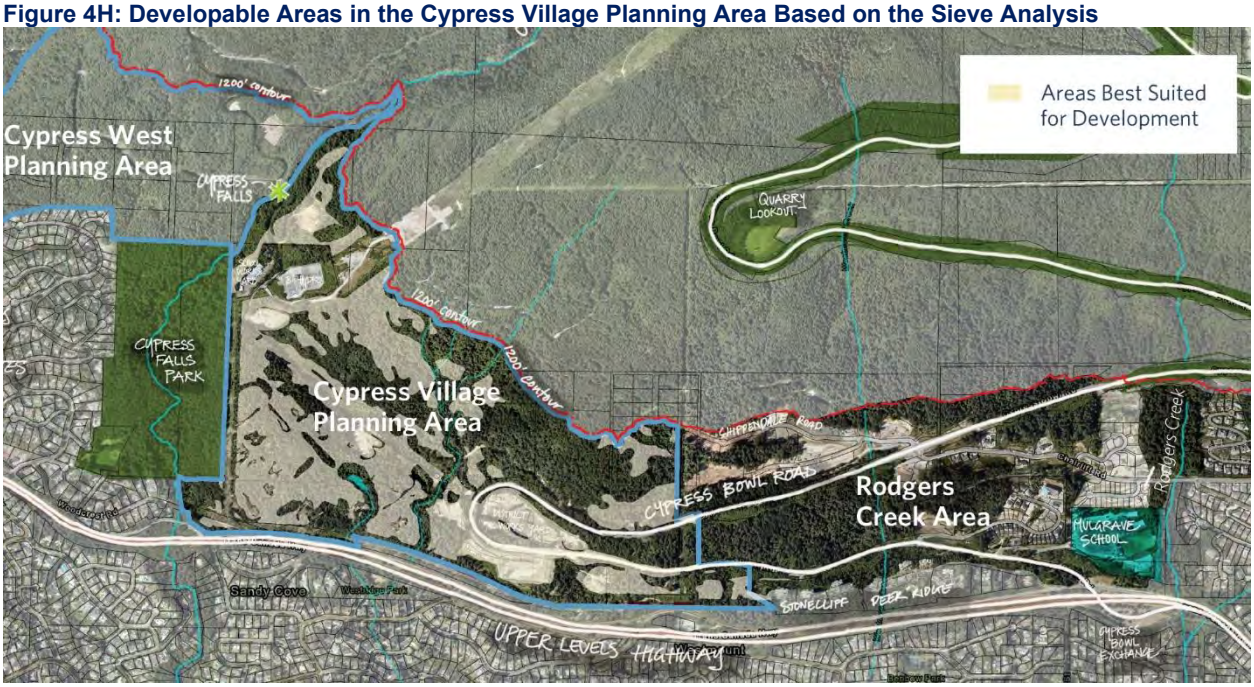


Figure 4H: Developable Areas in the Cypress Village Planning Area Based on the Sieve Analysis



5.0 Information about the Lands in Eagleridge

Figure 2C in Section 2.0 shows Eagleridge, which is located west of Nelson Creek, north of the Upper Levels Highway, east of Horseshoe Bay, and south of the 1200 foot contour.

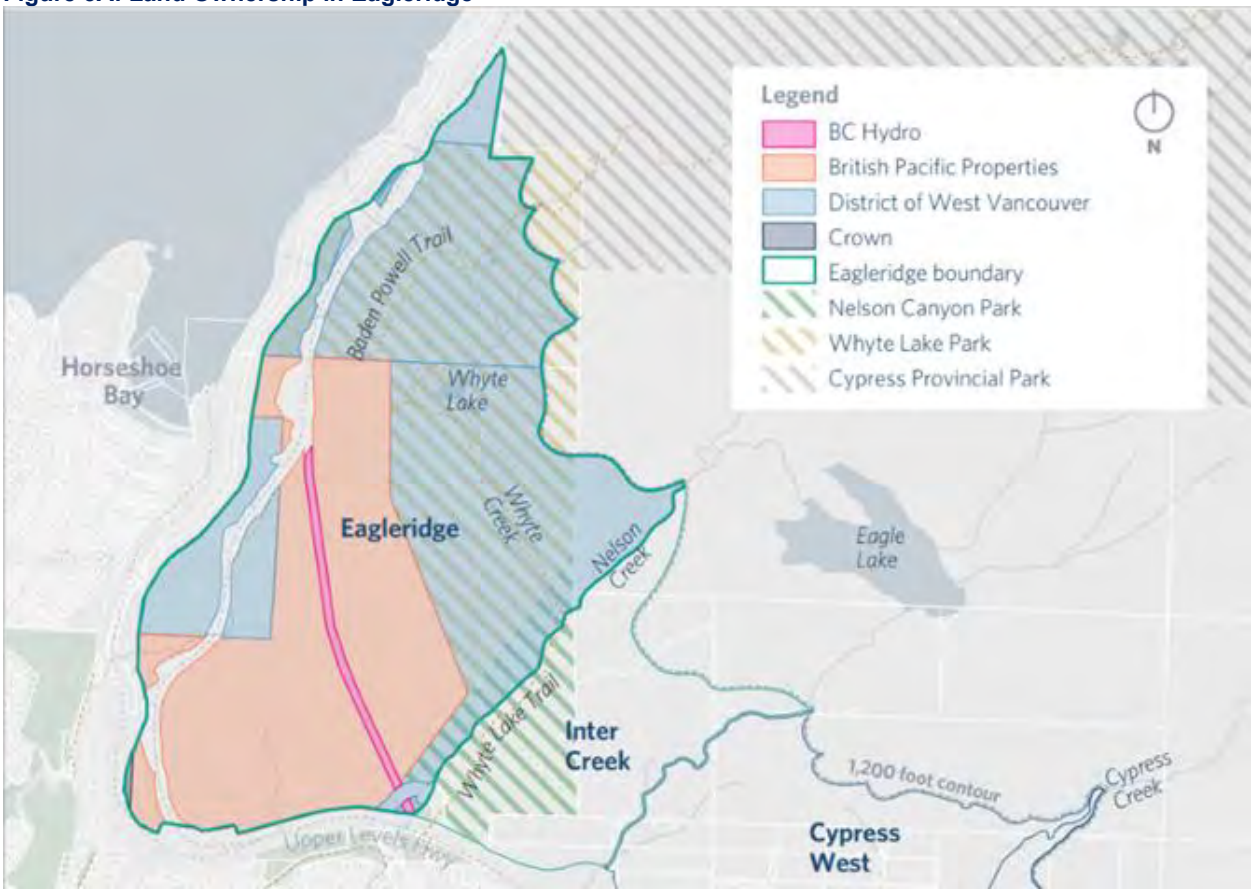
This section contains information about the lands in the Eagleridge planning area as of December 2023.

5.1 Land Ownership and Parks

Eagleridge has a total size of about 690 acres. Land ownership in Eagleridge is as follows:

1. About 372 acres are owned by the District of West Vancouver (see blue-shaded areas in **Figure 5A**). Most of this land is already dedicated park as part of Whyte Lake Park or Nelson Canyon Park.
2. BC Hydro and the Crown own small portions of the Eagleridge lands (see the grey and pink shaded areas in **Figure 5A**).
3. About 262 acres are owned by BPP (see the orange shaded areas in **Figure 5A**). These are the lands that the OCP seeks to protect by transferring their development potential to Cypress Village.

Figure 5A: Land Ownership in Eagleridge



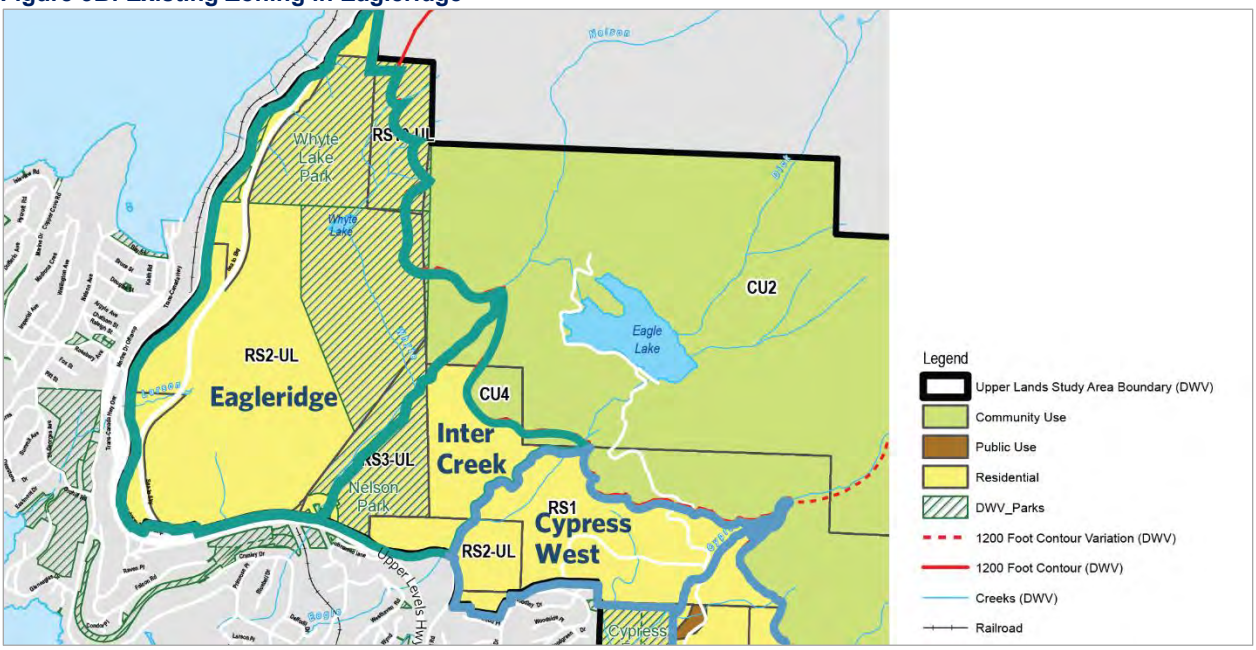
5.2 Zoning

All of the land in Eagleridge is currently zoned "RS", which allows single family housing, secondary suites, and detached secondary suites. The specific RS zones that apply to BPP's lands in Eagleridge are:

- RS2-UL which permits a minimum single family lot size of 1,858 square metres (20,000 square feet).
- RS10-UL which permits a minimum single family lot size of 1,115 square metres (12,000 square feet).

The lands in Eagleridge that are currently owned by BPP are proposed to be rezoned to Community Use Zone 2 (CU2), acquired by the District, and dedicated as Park as part of implementing this ADP.

Figure 5B: Existing Zoning in Eagleridge



5.3 Environmental Information

Eagleridge includes trails, a lake, wetlands, creeks, and stands of old-growth forest.

The *Upper Lands Study Review Working Group Final Report, Part 2: Background Report* contained several maps illustrating environmental information for the Upper Lands, including:

- Sensitive Ecosystem Inventory (SEI) quality ratings and other inventories.[3]
- Slope and watershed information.
- Environmentally sensitive areas (ESAs).
- A summary map synthesizing the SEI, slope/watershed, and ESA information.

[3] As noted in the *Upper Lands Study Review Working Group Final Report, Part 2: Background Report*, the Sensitive Ecosystem Inventory (SEI) "conducted by Metro Vancouver (2013) provides extensive high-level information on habitats and species within the Upper Lands. This map shows the quality rankings of the ecosystems. Generally, the areas rated excellent are old growth forest. The SEI rankings are determined through an evaluation of the condition of an area, its size, and its landscape context." Metro Vancouver's evaluation is based on air-photo interpretation and is "intended to flag the existence of important ecological features and provide initial information about them." The SEI map "also includes an environmental review of the Eagleridge Bluffs area conducted by the Ministry of Transportation and Infrastructure."

- Contour mapping.
- Watershed mapping.

Appendix E shows this environmental information for the lands in Eagleridge.

An environmental sieve analysis is not provided for the lands in Eagleridge, because no development is planned for Eagleridge.

5.4 Importance of the Eagleridge Lands

The lands in Eagleridge are important to the community:

- The OCP notes that the lands in Eagleridge "include important environmental assets and recreational opportunities that the community values" and should be permanently protected (OCP Policy 2.7.9).
- Council's Strategic Plan, 2024-2025 sets out a goal to "Protect our natural environment, reduce greenhouse gas emissions, and adapt our community to become more resilient in a changing climate."
- As part of the 2012 Parks Master Plan, West Vancouver residents articulated the "protection and stewardship of the natural environment" as one of the community's core values.

The lands in Eagleridge are also important to the region:

- Metro Vancouver's *Regional Growth Strategy* was recently updated, in part to "strengthen the protection and enhancement of ecologically important lands and reflect current local environmental planning priorities, both within and beyond urban areas," because "natural spaces provide many 'ecosystem services'…including capturing carbon, absorbing and cleaning floodwater, cooling cities, and protecting coastal communities. If these areas are protected and remain healthy and biodiverse, they will continue to help the region adapt to climate change."[4] The recently adopted *Metro 2050* notes that "the region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience."[5]
- Metro Vancouver's Ecological Health Framework[6] notes that protecting natural areas helps "maintain ecological health and biodiversity while providing opportunities for people to experience the natural world."
- Metro Vancouver's recently completed Regional Ecosystem Connectivity Study[7] evaluated the connectivity of greenspaces in the region by studying the habitat requirements of selected representative species. The study notes that "the connectivity of ecosystems is a key component of ecosystem function, adaptability, and resiliency" and that understanding the connectivity of green spaces "is critical for conserving biodiversity in our region." The purpose of the study is to provide "a high-level planning tool to help guide development and land acquisition by member jurisdictions throughout the region." **Figure 5C** shows the ecosystem connectivity importance of lands in West Vancouver. As shown, the BPP lands in Eagleridge are rated as having very high importance in the connectivity of the region's ecosystem.

[4] Metro Vancouver Regional Planning, "Metro 2050: Policy Summary - Environment" document.

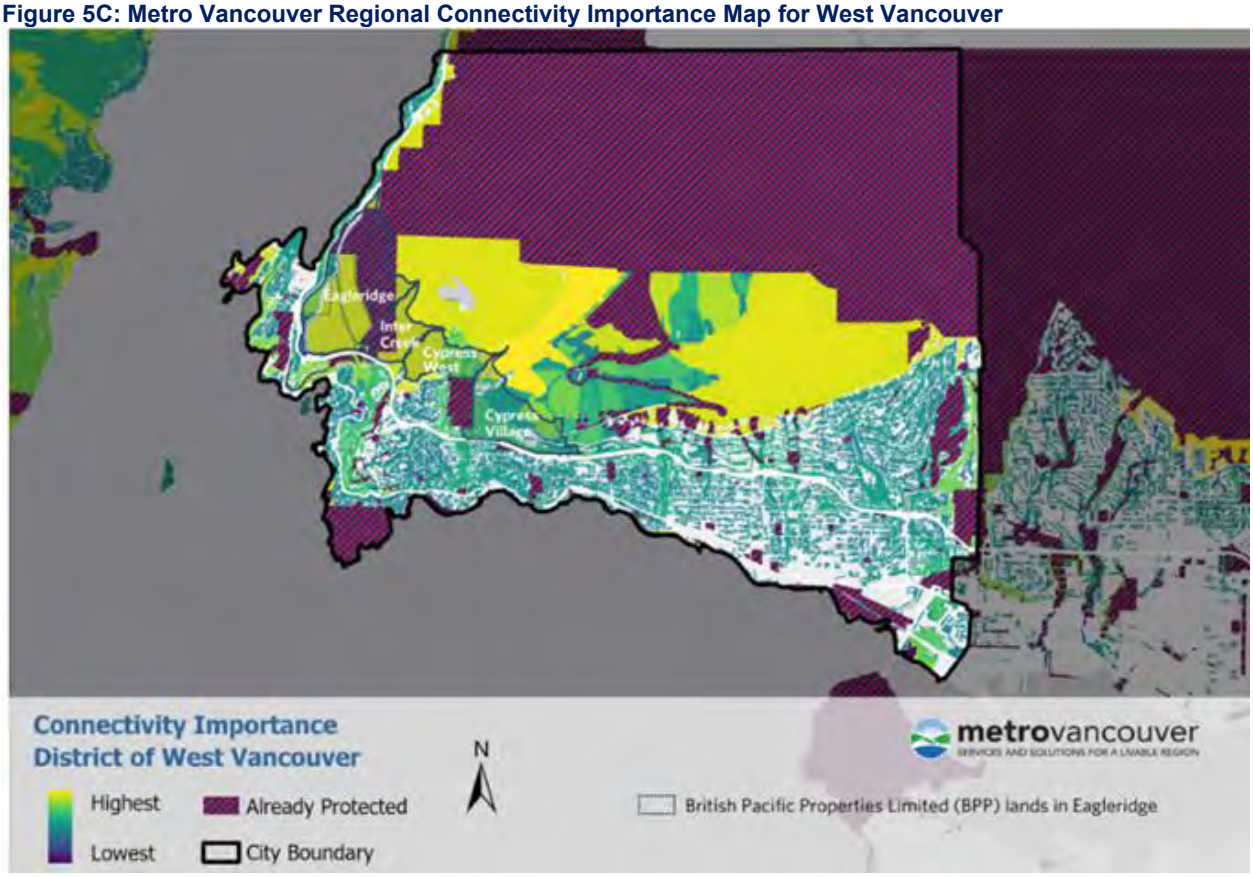
[5] Metro Vancouver Regional District, "Metro 2050", adopted February 24, 2023, page 13.

[6] Adopted by the Metro Vancouver Regional District Board on October 26, 2018.

[7] Metro Vancouver staff report to the Metro Vancouver Regional District Board entitled "Evaluation of Regional Ecosystem Connectivity Study", 19 May 2021.

This ADP creates an extraordinary opportunity to protect a vast, beautiful, and ecologically valuable natural area in Eagleridge that is important to the community and the region.

Figure 5C: Metro Vancouver Regional Connectivity Importance Map for West Vancouver



6.0 Planning Principles

Planning Principles for Cypress Village and Eagleridge were initially drafted during Phase 1 of the District's three-phase planning and engagement process. The Planning Principles were refined based on community and stakeholder input in Phases 1 and 2, and finalized in Phase 3. The following Planning Principles guide the policies and plans in this ADP for Cypress Village and Eagleridge:

6.1 Protect all of the lands in Eagleridge that are currently owned by the District and BPP for conservation and recreation purposes by transferring the development potential of the BPP lands to Cypress Village and using a mechanism for protection that secures the lands for public use and access.

6.2 Create a new mixed-use Cypress Village that is:

a. *Compact* to encourage walking and cycling within the neighbourhood and to help reduce required infrastructure.

b. *Clustered* in order to protect a large proportion of the land in Cypress Village in its natural state as environmentally-protected green space including creeks and their riparian corridors, rock bluffs, and large stands of forests (in addition to the lands being protected in Eagleridge).

c. *Sensitive to the natural environment* to help protect and enhance environmental features and systems and make a positive contribution towards climate change.

d. *Sustainable* in social, environmental, transportation, and economic ways.

e. *Diverse* and *vibrant*, with a mix of uses including housing, neighbourhood commercial, employment, community facilities, recreational uses, and a variety of parks, plazas, and public spaces to support living, working, and playing within the village.

f. *Active*, providing opportunities to move around within the community in active ways, to gather and interact to build community connection, and to enjoy outdoor play, recreation, and socializing.

6.3 Create a plan for Cypress Village that is driven by excellent community planning and urban design, with a total amount of residential development that can:

a. Support transit, local commercial space, and a community centre.

b. Allow for a mix of housing types, including some affordable rental housing.

c. Transfer in the development potential from the lands in Eagleridge to be protected.

d. Shift the form of development from all large single family housing to almost entirely multi-family housing, which is more affordable and more compact.

e. Pay for the infrastructure needed to serve Cypress Village.

f. Pay for community amenities.

g. Be completed in about 20 to 25 years.[8]

6.4 Include a mix of housing, a local-oriented commercial area to meet the day-to-day needs of the residents of Cypress Village and Rodgers Creek, and employment uses in Cypress Village to create the potential for some village residents to work near where they live (which is convenient and helps reduce traffic) and to broaden and diversify the municipal tax base.

6.5 Include community amenities that benefit the broader community in Cypress Village (in addition to the lands in Eagleridge), such as an extensive network of paths and public spaces and an extensive network of formalized recreational opportunities including hiking trails, bouldering

[8] The maximum timeframe for a Phased Development Agreement between the District and a developer is 20 years.

areas, and mountain biking areas, plus amenities and facilities that will mainly serve existing and future residents of Cypress Village and Rodgers Creek (e.g. a community centre, child care spaces, sports field).

6.6 Include a mix of public spaces/plazas, parks, open spaces, pathways and trail networks within Cypress Village, and trails that provide connections to existing or proposed major trail networks and parks/destinations outside of Cypress Village.

6.7 Set out development areas and natural areas based on a composite sieve analysis, allowing for the flexibility to weigh some relatively minor but necessary habitat changes in the mixed use village core area against the extraordinary benefits of achieving the protection of a large, ecologically significant, and environmentally sensitive area in Eagleridge.

6.8 Understand, protect, and express the archaeological heritage of the lands in Eagleridge and Cypress Village by:

a. Conducting an Archaeological Impact Assessment (AIA) in Cypress Village for locations where there may be potential impacts to archaeological resources, identifying and assessing any protected archaeological resources within the development lands, and providing recommendations for the management of any archaeological resources recorded.

b. Exploring opportunities for local Indigenous design, cultural visibility, public art, and interpretive signage.

6.9 Create a transportation plan for Cypress Village that meets the following goals:

a. Provide safe, accessible, convenient, reliable, and efficient transportation options.

b. Provide sufficient transportation infrastructure for all anticipated modes of travel in the village.

c. Seek to reduce the dependence on private automobiles within and to/from Cypress Village through efficient land use planning and urban design, and by providing sustainable transportation choices (including transit and an active transportation network to encourage walking, scootering, roller-blading, skateboarding, cycling). This will help reduce greenhouse gas emissions and pollution and help foster healthy lifestyles.

d. Use transportation demand management measures to achieve a target of 50% non-automobile trips at peak hours (i.e. walking, cycling, transit).

e. Demonstrate with a Traffic Impact Assessment satisfactory to the Ministry of Transportation and Highways (MoTI) that the existing road network (plus any planned changes) can accommodate vehicular traffic from Cypress Village without significant negative impacts on the major road system or nearby intersections.

6.10 For the District's lands and facilities in the Cypress Village planning area:

a. Assume the existing District Operations Centre (the works yard) remains as a works yard for the foreseeable future, but allow for other uses to be accommodated on the site in addition (e.g. fire station).

b. Assume the existing District Material Recycling Transfer Site will be relocated and/or replaced with a different approach to materials sorting.

c. Locate significant community facilities (e.g. sports field, elementary school, community centre) on the District-owned McGavin Field site, consistent with the Restrictive Covenant on title of these lands. This site is centrally located, has beautiful views, and should be retained for public uses.

d. Exchange vacant District-owned lands in Cypress Village that are not developable on their own for BPP lands in Eagleridge and/or transfer vacant District-owned lands in Cypress Village to BPP to be included in adjacent development sites or areas needed for road.

6.11 Base capital funding for infrastructure and community amenities in Cypress Village on the principle that BPP is responsible for:

a. The capital cost of on-site infrastructure needed to serve Cypress Village (roads, water, sanitary sewer, drainage, communication, and hydro utilities).

b. Its share of the capital cost for all off-site infrastructure servicing needs related to Cypress Village.

c. Providing and operating an Independent Transit Service until it is taken over by the public transit agency (TransLink) or the District and BPP agree to an alternative.

d. Paying applicable DCCs, with adjustments to the municipal DCC rates reflecting BPP's responsibilities to pay for capital works directly and to transfer lands for recreation and conservation to the District.

e. Its share of capital costs for agreed-upon community facilities.

7.0 The Transfer of Development Potential and Fundamental Financial Basis of this ADP

The principal basis of this ADP is excellent community planning and urban design. However, the dual goals of creating a compact, sustainable urban community in Cypress Village and protecting lands in Eagleridge by transferring their development potential to Cypress Village required financial analysis, which was an input to this ADP.

BPP's lands in Eagleridge (and BPP's lands in the Cypress Village planning area) are currently zoned to allow large single family houses on large lots. This existing single family zoning makes the BPP lands very valuable.

As part of implementing this ADP, BPP will:

- Develop Cypress Village as a mixed-use community with a diversity of housing types, rather than a subdivision containing only large single family lots as allowed under the existing zoning.Give up the ability to develop any form of development on its lands in Eagleridge (including large single family lots which are currently permitted under the existing zoning) and transfer ownership of these lands to the District who will protect the lands for conservation and recreation, in exchange for the approval to develop additional housing in the new mixed-use Cypress Village community.
- Pay for the costs of the infrastructure needed to service the new mixed-use community in Cypress Village.
- Pay for the costs of agreed-upon amenities in Cypress Village, such as a community centre, parks, child care space, trails, and other facilities.

The fundamental financial basis for the transfer of development potential and rezoning to allow the mixed-use Cypress Village is that the value of BPP's lands in Cypress Village *after rezoning to allow a mixed-use village* should approximately match the value of BPP's lands in Eagleridge and Cypress Village *under the existing single family zoning.*

8.0 Eagleridge Plan

The key policies for Eagleridge are as follows:

8.1 All of the lands in Eagleridge will be protected as natural areas for conservation and recreation purposes. There will be no urban development in Eagleridge, except for modest improvements to support recreation use (e.g. improved access, parking, washrooms, and trails).

8.2 The lands in Eagleridge that are currently owned by BPP will be transferred to the ownership of the District, designated as Limited Use and Recreation, and dedicated as Park (see the orange-shaded parcels in **Figure 8A**).

8.3 Some of the existing District-owned lands in Eagleridge are already part of Whyte Lake Park or Nelson Canyon Park. These lands will remain part of those Parks. Some of the existing District-owned lands in Eagleridge are not yet dedicated as Park. This includes some legal parcels that are entirely contained within the Eagleridge planning area as well as some lands that are part of large legal parcels with boundaries that extend outside the Eagleridge planning area. These District-owned lands will be dedicated as Park (see the blue shaded/outlined parcels in **Figure 8A**).

8.4 In a separate, subsequent planning process, the District will explore options for managing the lands in Eagleridge and ideas for expansion and improvement of trails to support recreation use. It is anticipated that some lands will be used for outdoor recreation (walking, hiking) and some lands will be protected for ecological or environmental sensitivity reasons with limited access. As part of this process, enhanced way-finding and signage will be explored including consideration of opportunities for Indigenous cultural recognition (such as interpretive signage at trailheads and along trails, in consultation with local First Nations). Preliminary ideas for how the Eagleridge lands could be managed include management under the District's Parks department (as is the case for the lands in Whyte Lake Park and Nelson Canyon Park already), involvement of a non-profit conservancy, exploring co-management opportunities with local First Nations, and/or some other approach.

The Eagleridge lands that are currently owned by BPP total about 262 acres. Combining these lands with the District-owned lands in/adjacent to Eagleridge to be dedicated as Park and the portions of Whyte Lake Park and Nelson Canyon Park that are adjacent to (but outside of) Eagleridge will create a large, contiguous, beautiful natural area of about 1,350 acres. As a comparison, Stanley Park is about 1,000 acres.

Figure 8A: Lands in Eagleridge to be Dedicated as Park

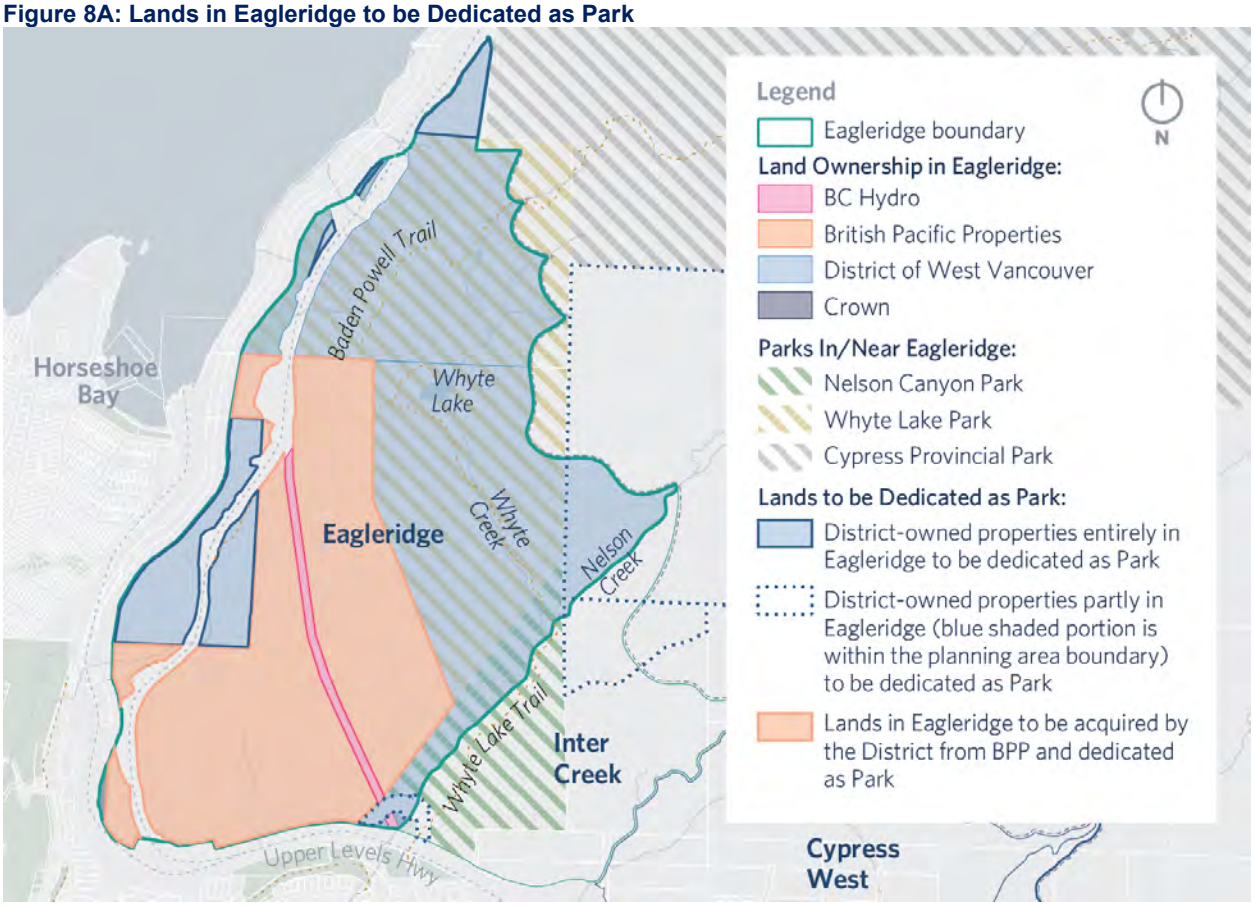
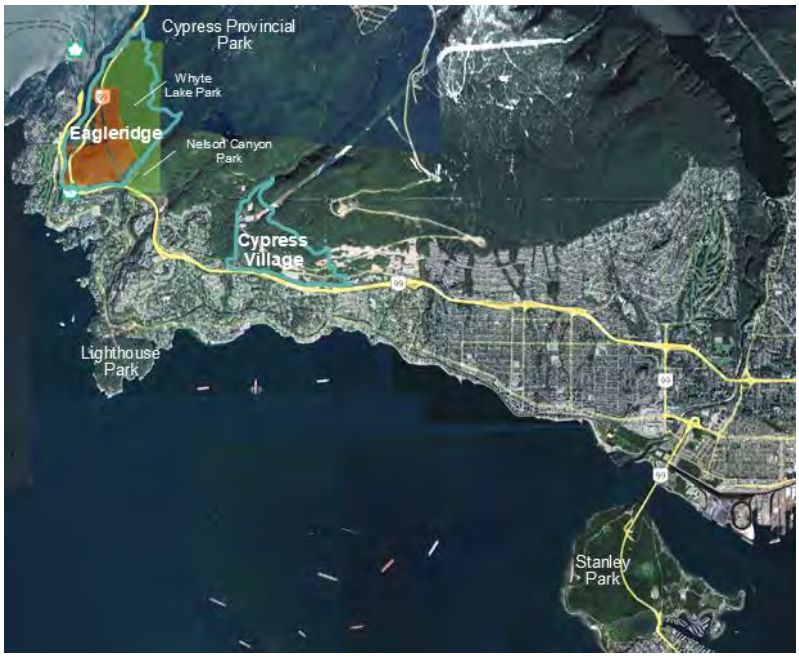


Figure 8B: Aerial Photograph of the BPP Lands in Eagleridge, the North Shore, and Downtown



9.0 Cypress Village Plan

Cypress Village will be a compact, sustainable urban community with a diverse supply of housing so that West Vancouver has more housing options and can be more affordable for young people, families, and people working in the community.

It will become a vibrant new destination for West Vancouver residents for outdoor recreation and entertainment. The community will include an extensive network of paths and public spaces and an extensive network of formalized recreational opportunities including hiking trails, bouldering areas, and over 50 acres of land for mountain biking, providing access to outstanding natural areas. The commercial centre will have restaurants, cafes, and stores that will meet the needs of Cypress Village residents while also providing an attractive amenity for all residents of West Vancouver.

Cypress Village will provide the transit, commercial space, and community amenities and facilities that are needed by existing and future residents of Rodgers Creek, Cypress Village, and other nearby areas, including a community centre, childcare spaces, parks/plazas, sports field, pathways, and walking/cycling trails.

The village will also provide a more diversified tax base for the municipality, by including business park employment space, office space, and possibly a small hotel. This will help grow and diversify West Vancouver's local economy to support both existing and future businesses, provide local employment opportunities, and broaden the municipal tax base.

This vision will be achieved via the policies and plans in the following sections:

- Community size and housing mix
- Urban and natural areas concept plan
- Land use concept and land use designations
- Transportation plan (access, roads, parking, transit, active transportation)
- Recreation areas
- Parks and open spaces
- Community amenities and facilities
- Form and character
- Conceptual servicing strategy
- Sustainability
- Risk management
- Phasing

9.1 Community Size and Housing Mix

Community Size

Cypress Village is planned to contain a maximum of 3,711 housing units[9] on the privately-owned lands (including lands already owned by BPP and lands to be transferred from the District to BPP), plus the possibility of some special purpose affordable rental housing incorporated into municipally-owned civic facilities such as the fire station and community centre.[10] The plan also includes employment space and community amenities and facilities. The estimated total population of Cypress Village is about 6,900 people upon build-out in about 20 to 25 years.[11]

The scale of community in Cypress Village is sufficient to:

- Create a critical mass for a compact, sustainable, urban community that can support transit, local commercial space, and community facilities.
- Provide a diverse mix of housing.
- Enable the protection of all of the lands in Eagleridge that are currently owned by BPP.

Housing Mix

There are currently limited options for seniors to downsize within the West Vancouver community, adult children to stay close to their families, or young families to move to the community. Housing affordability is also a challenge in West Vancouver, making it hard for young people to move out and stay in the community and for people who work in West Vancouver to live in West Vancouver, including those in essential community-serving jobs such as emergency services, health care, and education.

Cypress Village will provide a more diverse and affordable mix of housing. This is consistent with District housing policies including:

- Policy 2.2.14 in the OCP which seeks to “include a range of housing types, tenures, and unit sizes (including rental, non-market, family, and seniors housing)…to meet the needs of residents of different ages and incomes”.
- Council’s goal in the 2024-2024 Strategic Plan is to “expand a diverse housing supply”.

[9] Excluding secondary suites and detached secondary suites, which are in addition.

[10] The initial zoning for Cypress Village will provide for a total of 3,711 housing units and any increases to add special purpose affordable rental housing into civic facilities would require a subsequent rezoning.

[11] This assumes an overall average household size of about 1.85 people, based on the housing mix and an average household size of about 3.6 people per single family dwelling, 2.9 people per townhouse unit, and 1.7 people per apartment unit.

The following policies will guide residential development in Cypress Village:

9.1.1 The housing mix in Cypress Village will be regulated in the new zoning bylaw in accordance with the following parameters:

	Total Residential Units	Maximum Gross Residential Floorspace
Single family lots/houses	at most 230 units	at most 763,096 square feet (70,894 square metres)
Duplex, triplex, townhouse units [a]	at least 161 units	at least 437,445 square feet (40,640 square metres)
Purpose-built affordable rental units	at least 184 units	at most 146,120 square feet (13,575 square metres)
Rental apartment units [b]	at least 553 units	at least 439,145 square feet (40,798 square metres)
Strata apartment units	at most 2,583 units	at most 3,317,434 square feet (308,200 square metres)
Total	at most 3,711[c] units	at most 5,103,240[c,d] square feet (474,107 square metres)

a. This category applies to units in standalone ground-oriented multi-family buildings, not units at street level or in podiums in apartment buildings.

b. These are in addition to the purpose-built affordable rental units.

c. Excluding secondary suites and detached secondary suites, which are in addition.

d. Plus possible special purpose rental housing incorporated into municipally-owned civic buildings, which would require a subsequent rezoning.

9.1.2 The target average rental rates for the purpose-built affordable rental housing component are 70% of market rents for similar new units. The actual rents will be determined on a project by project basis taking into consideration the following:

a. The rates will be set at a level that funds project costs, excluding land costs.

b. Any grants, financing, or funding provided by senior levels of government will be used to help reduce the required rents for the affordable rental units.

Obligations for the purpose-built affordable rental housing will be secured with Housing Agreements registered on the titles of residential parcels.

9.1.3 BPP has the obligation to transfer fee simple title to the District or (at the District's option) to a non-profit housing operator(s) selected by the District, to two subdivided, serviced parcels of land to accommodate the development of the purpose-built affordable rental housing units. Parcels to accommodate the purpose-built affordable rental apartment units must be provided as Cypress Village develops. There will be mechanisms in place that define the characteristics and acceptable locations for the parcels and that require the parcels to be delivered by defined milestones.

9.1.4 Housing unit layouts should:

a. Include a mix of studio, one-bedroom, two-bedroom, and three-bedroom+ units.

b. Allow for flexibility to accommodate considerations such as people working from home and the inclusion of lock-off suites in ground-oriented housing (single family houses, duplexes, triplexes, and townhouses).[12]

[12] Ground-oriented housing units with a lock-off suite will be considered one unit.

9.1.5 Notwithstanding the maximum residential unit count and the provisions about residential floorspace requirements in Policy 9.1.1 above, the District may explore ways to increase the number of affordable units by incorporating affordable rental housing units in municipally-owned civic buildings (i.e. as part of the community centre or fire station) subject to future rezoning.

9.1.6 Some strata apartment units may be allocated as rent-to-own units.

9.1.7 Market rental apartment units must be provided as Cypress Village develops and may be in stand-alone buildings or integrated with other uses and tenures. The delivery of market rental apartment units will be enforced using a mechanism that restricts the amount of market strata residential development that can be approved based on the number of market rental apartment units completed.

Employment Space

The following policies will guide the amount and mix of employment space in Cypress Village which will be regulated in the new zoning bylaw in accordance with the following parameters:

9.1.8 A maximum of 380,600 square feet (35,359 square metres) of employment space will be included in Cypress Village. This includes commercial space (retail/service, office, hotel) and business park employment space, but excludes civic uses (e.g. fire station, community centre, library, school, District's operations centre/works yard buildings) and child care space.

9.1.9 Within the maximum of 380,600 square feet (35,359 square metres) of employment space:

a. At least 108,000 square feet (10,033 square metres) must be provided as ground floor retail and service space in the mixed-use village core.

b. At most 130,000 square feet (12,077 square metres) can be provided as business park space on the employment benchlands.

9.2 Urban and Natural Areas Concept Plan

In addition to the vast area being protected as green space in Eagleridge, the following policies will guide the provision of lands for conservation and recreation purposes in Cypress Village:

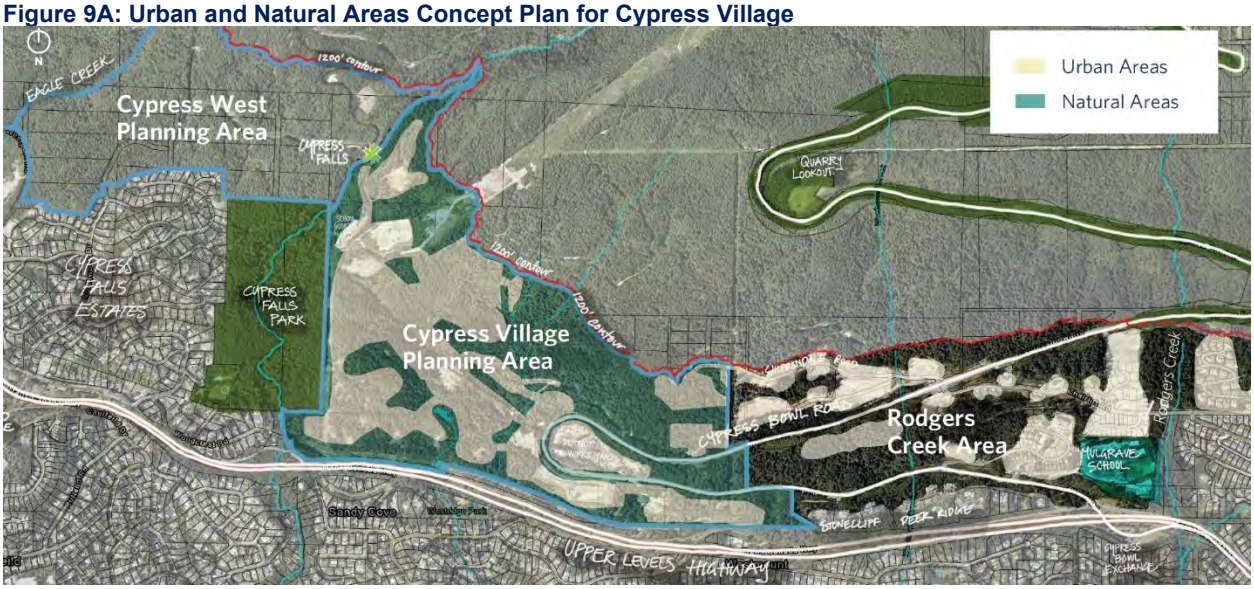
9.2.1 A total of at least 30% of the Cypress Village planning area will be retained as natural areas. This includes lands that will be environmentally-protected including creeks and their riparian areas, and natural areas that will be retained for recreation uses such as hiking trails, mountain biking trails, and bouldering areas. The Cypress Village planning area has a total size of 345 acres, so this means that at least 103 acres will be retained as natural areas.

9.2.2 **Figure 9A** shows the approximate natural areas to be retained in Cypress Village. The natural areas include riparian areas for all creeks and wetlands in Cypress Village based on the provincial Riparian Areas Protection Regulations (RAPR), except that a larger setback has been provided for along the east side of Cypress Creek (i.e. a 39 metre setback measured from the high water mark), and except where changes to riparian areas are authorized by the federal Department of Fisheries and Oceans (see Section 9.2.4). As subdivision and development proceed in Cypress Village, the boundaries of the natural areas will be refined based on detailed analysis and the lands to be retained in a natural condition will be dedicated by BPP to the District as Park. There will be limited works inside the natural areas. Works in the natural areas could include trail construction, agreed-upon park improvements, agreed-upon riparian area improvements, and possibly some work to minimize wildfire risk or to mitigate potential hazards such as flooding or slides. Any works will be undertaken with recommendations from the appropriate Qualified Environmental Professional, Qualified Wildfire Professional, and/or Qualified Geohazard Professional. For context, **Figure 9B** shows these same areas in Cypress Village plus the lands to be protected as natural areas in Eagleridge.

9.2.3 **Figure 9A** also shows the approximate areas in Cypress Village that will be developed for urban use. The combination of the required site area to accommodate residential and employment uses, required road construction, and required vegetation removal to minimize wildfire risk means that these urban areas will be cleared. Clearing will be phased to avoid having large areas of exposed ground for long periods of time and clearing will be managed carefully to avoid risk of damage to adjacent natural areas, such as sedimentation or erosion, while also taking into consideration scope and timing to allow timely provision of parks, environmental enhancement works, revegetation and landscaping, and material processing and handling, construction staging and parking, and related activities that assist in the reduction of transport requirements and carbon impact of land development and construction activities.[13]

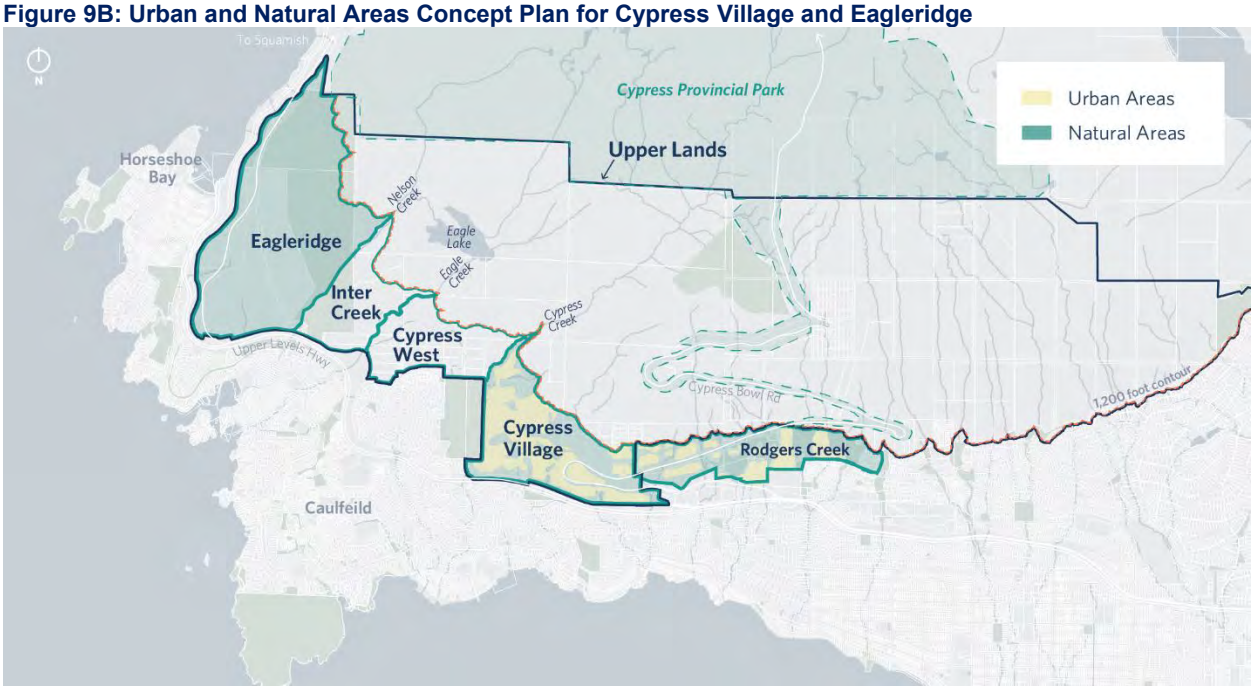
9.2.4 Some changes to riparian areas within the urban areas are required in order to achieve a contiguous, pedestrian-oriented retail precinct. These changes require authorization from the federal Department of Fisheries and Oceans (DFO), which BPP has received, and will also involve the construction of new and improved habitat within the urban areas which, along with off-site compensation, has a goal of achieving a net environmental gain to riparian and fish habitat.

Figure 9A: Urban and Natural Areas Concept Plan for Cypress Village



[13] As clearing occurs, consider whether there are opportunities to make some Cedar, Maple, and Douglas Fir trees over 30cm in diameter that are cut and that are readily transportable available to local First Nations for cultural purposes or to local stakeholder groups for trail building and stream-keeping purposes.

Figure 9B: Urban and Natural Areas Concept Plan for Cypress Village and Eagleridge



As illustrated in **Figure 9B**, when combined with the Eagleridge planning area (all of which is, or will be, dedicated as Park and retained as natural areas), a total of at least 75% of the lands in the two planning areas combined will be retained as natural areas (i.e. all 692 acres in Eagleridge, plus at least 103 of the 345 acres in Cypress Village).[14] This represents an unprecedented level of protection of natural areas in the Upper Lands. In the Rodgers Creek Area Development Plan, 55% of the total land area was designated as environmentally-protected green space including creeks and their riparian areas, rock bluffs, and large stands of forests.

9.3 Land Use Plan and Land Use Designations

The land use plan sets out land uses in Cypress Village with the intention of creating a compact, vibrant community with a diversified tax base, a central community hub and commercial core, and a large share of the population living within close proximity to the village core to support active modes of travel within the village.

The land use plan retains existing uses such as the School District works yard, BC Hydro substation, and District's Operations Centre (works yard) which are anticipated to remain for the foreseeable future. It does not strictly adhere to existing land ownership boundaries and, consistent with the Planning Principles, anticipates that some District-owned lands in the Cypress Village planning area can form part of development parcels or lands needed for roads.

The following policies set out and describe the land use concept plan and land use designations for Cypress Village:

9.3.1 Lands to be developed for residential or employment uses in Cypress Village are assigned to the land use designations approximately as shown in **Figure 9C**. These include:

a. *Mixed-Use Village Core designation*.

[14] If calculated only including the lands currently owned by BPP in Eagleridge that are being protected now (holding aside District-owned lands in Eagleridge), a total of 262 of the 262 acres owned by BPP in Eagleridge are being protected plus at least 103 acres of the total 345 acres in Cypress Village, which is at least 365 out of 607 acres being protected (60%).

b. *Multi-Family Housing designation*.

c. *Ground-Oriented Housing designation*.

d. *Employment Uses designation*.

9.3.2 Serving as the heart of the village, lands designated *Mixed-Use Village Core* will be developed with a mix of commercial, residential, and community facilities along with public plazas, pathways, and park spaces. Buildings will be mostly multi-family residential (apartments) above local-oriented commercial space (e.g. shops, services, restaurants). Office uses and hotel use are also allowed. Community uses (including an elementary school, sports field, and community centre) are strategically located in the *Mixed-Use Village Core* for optimal access and convenience, and to utilize the McGavin Field site which has beautiful views and has a Restrictive Covenant on title supporting community use of the lands. The *Mixed-Use Village Core* precinct will include a mix of mid-rise and taller buildings.

9.3.3 The *Mixed-Use Village Core* precinct will be located immediately west of the first switchback of Cypress Bowl Road to create a gateway and sense of arrival to the village. A vital and vibrant commercial precinct depends on having a critical mass of ground-floor retail/service space, visibility, and access. The mix of commercial uses is expected to include a variety of tenants such as:

- Grocery store.
- Pharmacy.
- Beer, wine, and spirits.
- One cannabis retail unit.
- Breweries/distilleries.
- Restaurants and cafes.
- Personal services such as hair care, spa, and dry cleaning/laundry.
- Health services such as doctor, dentist, physiotherapy.
- Branch financial institutions. Financial services will also be permitted but limited.
- Specialty retail (e.g. bike store, bakery).
- Other office uses (e.g. realty, insurance, co-working space).

9.3.4 Prior to the issuance of any CV4: Form and Character of Development Permit for any building in the *Mixed-Use Village Core*, a detailed plan for commercial spaces in the *Mixed-Use Village Core* must be prepared by BPP and approved by the District. This plan may be completed for the *Mixed-Use Village Core* in its entirety, or phased for up to four commercial precincts within the *Mixed-Use Village Core.* The overall commercial plan or each precinct plan should identify:

- The proposed alignment of roads, lanes, and pedestrian/cycling paths.
- The footprints and approximate dimensions of all ground level commercial space.
- The active frontage of commercial spaces (i.e. the frontage that contains the main entrance(s) to be used by customers).
- Schematic arrangement of loading and garbage/recycling service areas for the commercial spaces.
- Location of entrances/exits to underground parking.
- Proposed location of some key commercial business types, including the grocery store, financial institutions, and hotel.
- Urban design ideas for the treatment of the side and rear elevations of commercial space.

9.3.5 Some commercial uses (e.g. food and beverage, bike shop) may serve both local residents and visitors to the village, Cypress Mountain, and the network of open spaces and trails, but in general retail/service uses should mostly serve local residents and not create a major new retail destination that attracts significant customer traffic from outside the area.

9.3.6 Commercial space should be phased to match the growth of the resident population. BPP will provide a first phase of retail space in the *Mixed-Use Village Core* (including the grocery store) in an early phase of the development by an agreed-upon date or metric.

9.3.7 Key elements of the local commercial component of the *Mixed-Use Village Core* (including the grocery store, pharmacy, liquor store, drycleaner, pub, and specialty food store) must be located in the portion of the *Mixed-Use Village Core* that is on the south side of Eagle Lake Road.

9.3.8 The *Multi-Family Housing* area along Eagle Lake Road will help to concentrate population near the village core to encourage walking/cycling to commercial uses, community facilities, and transit. While almost all of the commercial space will be located in the *Mixed-Use Village Core*, there may be opportunities for a small amount of retail space in the *Multi-Family Housing* areas such as a corner store or coffee shop. The *Multi-Family Housing* precinct will include a mix of mid-rise and taller buildings.

9.3.9 Lower density residential uses in the *Ground-Oriented Housing* areas are located further from the core, on steeper terrain where development impact can be minimized and where walking or transit use is less likely than in the village core.

9.3.10 As subdivision and development proceeds, there may be opportunities to consider including space for community groups in the *Mixed-Use Village Core*, *Multi-Family Housing* areas, and/or in natural areas (for example, a nature house that could be located in a natural area, visible and accessible from a multi-use path or trail).

9.3.11 Lands designated for *Employment Uses* include:

a. The District's Operations Centre (works yard) site inside the first switch-back of Cypress Bowl Road. The site is envisioned to include a works yard for the foreseeable future along with community/public use facilities (e.g. a new fire station, possibly a reconfigured fire training grounds), possibly other employment uses, and possibly purpose-built affordable rental housing or workforce rental housing.

b. A new benchlands area adjacent to the new Westmount Connector. These lands are currently steep but the new Westmount Connector will create the possibility of building level platforms that are envisioned to accommodate business-park type employment uses compatible with a location in close proximity to the village (e.g. office, craft brewery, light manufacturing, film studio). Purpose-built affordable rental units or rental apartment units may be located above the business-park type employment uses on the benchlands.

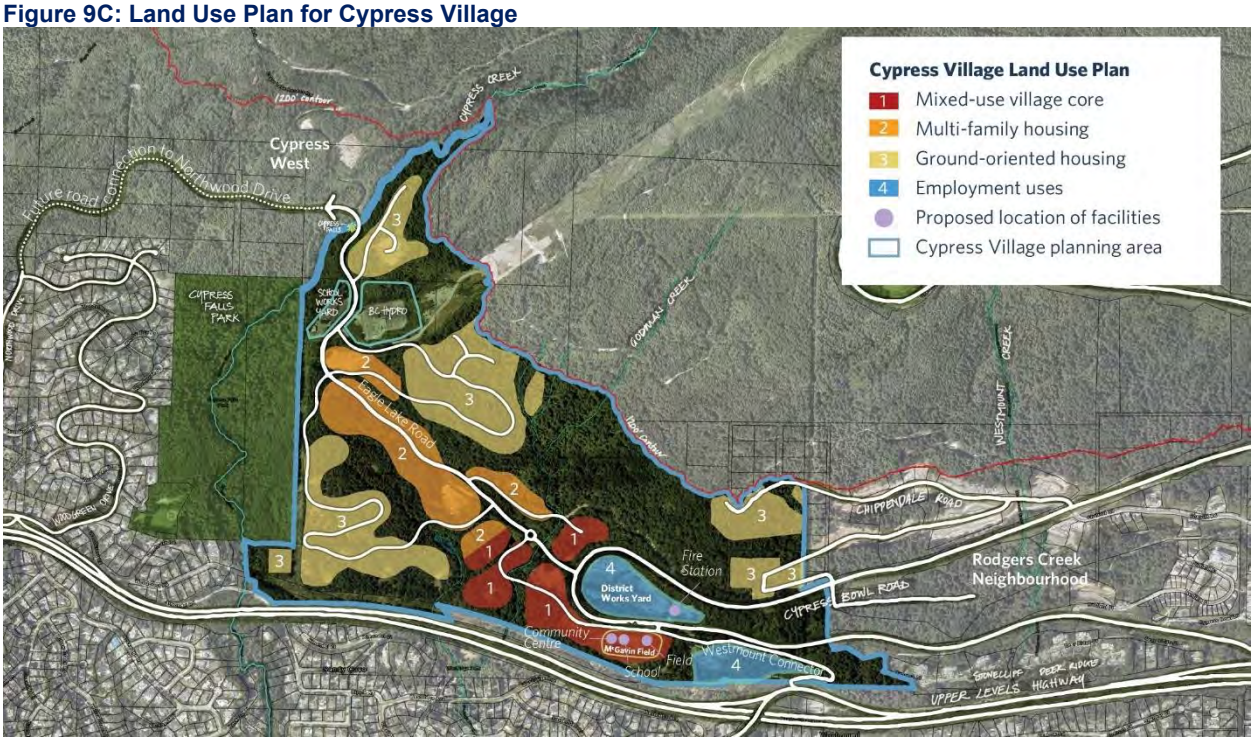
9.3.12 Based on the visions articulated in Sections 9.3.2 to 9.3.11, uses and building heights in each land use designation will be regulated in the new zoning bylaw in accordance with the following parameters:

Land Use Designation	Uses	Employment Floorspace Restrictions	Building Heights
Mixed-Use Village Core	• Mixed-use buildings with apartment dwellings above commercial space (retail/service, office) • Assisted living/community care • Hotel • Community/public uses	• Minimum of 108,000 square feet (10,033 square metres) of commercial space in this designation must be ground floor retail/service	• Mid-rise (4 to 6 storeys) • Taller buildings (up to 25 storeys)

(table continues on following page)

Land Use Designation	Uses	Employment Floorspace Restrictions	Building Heights
Multi-Family Housing	• Apartment dwellings • Mixed-use buildings with apartment dwellings above at grade commercial space • Assisted living/community care	• Maximum of 7,000 square feet (650 square metres) of commercial space in total in this designation	• Mid-rise (4 to 6 storeys) • Taller buildings (up to 25 storeys)
Ground-Oriented Housing	• Single family dwellings, duplex dwellings, triplex dwellings, ground-oriented housing including townhouses	• No commercial space permitted in this designation	• 2-3 storeys
Employment Uses	*Benchlands site:* • Business-park employment uses • Mixed-use buildings with apartment dwellings limited to purpose-built affordable rental units or rental apartment units above business-park employment uses *District's Operations Centre (works yard) site:* • Community/public uses • Purpose-built affordable rental housing (including affordable rental housing or mixed market/affordable rental housing owned by a non-profit organization) • Workforce rental housing	*Benchlands site:* • Maximum of 130,000 square feet (12,077 square metres) of business park employment space *District's Operations Centre (works yard) site:* • n/a	*Benchlands site:* • 2 storeys plus a mezzanine for employment uses, with heights (to be defined in the zoning bylaw) suitable for business-park uses, plus up to 3 storeys above for rental housing *District's Operations Centre (works yard) site:* • n/a

Figure 9C: Land Use Plan for Cypress Village



9.4 Transportation Plan

Consistent with the Planning Principles, the transportation plan for Cypress Village provides safe, accessible, convenient, reliable, and efficient transportation options; includes sufficient transportation infrastructure for all anticipated modes of travel in the village; seeks to reduce the dependence on private automobiles within and to/from Cypress Village through efficient land use planning and urban design and by providing access to sustainable transportation choices; and was informed by a Traffic Impact Assessment that was reviewed and accepted by the Ministry of Transportation and Infrastructure (MoTI) and the District.

The transportation plan includes the following main elements:

- Access.
- Road network.
- Active transportation network, which includes a pedestrian network, cycling network, and multi-use path network.
- Transit.
- Parking.

The Road Network Plan, Transit Route, Pedestrian Network Plan, and Cycling Network Plans presented show the approximate location of these components of the transportation plan. As development in Cypress Village proceeds, the transportation infrastructure will be designed in detail consistent with the policies in this ADP and with appropriate design review and approvals as needed from the District and from MoTI, which has jurisdiction over Cypress Bowl Road and the Upper Levels Highway.

Access

Vehicular access to Cypress Village will be from:

- Cypress Bowl Road from the existing Interchange (Exit 8) on Highway 1, which will undergo improvements.
- The Chippendale Road intersection at Cypress Bowl Road northeast of the village.
- A third road access that will be constructed as part of developing the village, connecting the Westmount Road Interchange (Exit 7) from Wentworth Avenue up to the village. This is referred to as the Westmount Connector.

Localized vehicular access into the village will occur at two intersections on Cypress Bowl Road:

- The first is an intersection of Cypress Bowl Road close to the entrance to the District's Operations Centre (works yard) site which will be a roundabout (subject to detailed design and approval by MoTI). This will replace three existing adjacent T-intersections and will provide connections to the new Westmount Connector and a new local road that will connect to the village alongside McGavin Field. This roundabout/intersection will have provision for vehicles (including cars, trucks, and buses), active transportation users (including pedestrians and cyclists), and emergency vehicles.
- The second is an intersection at Cypress Bowl Road and a realigned Eagle Lake Road which will be a roundabout (subject to detailed design and approval by the MoTI) with provision for vehicles (including cars, trucks, and buses), active transportation users (including pedestrians and cyclists), and emergency vehicles.

Having more than one access point to Cypress Village is important for redundancy (in the event that one of the access routes is unavailable) and overall traffic circulation, provision of emergency services and fire safety, and traffic management.

Road Network Plan

The design of the on-site road network considers the unique topography, terrain, and environment within the Cypress Village planning area along with active transportation, transit service, and placemaking goals, and the results of technical Transportation Impact Analysis.

The following policies will guide the road network in Cypress Village:

9.4.1 The road network in Cypress Village will be approximately as shown in **Figure 9D**.

9.4.2 The roads in Cypress Village will be organized into the following categories:

a. *Off-site Arterial Road*: Cypress Bowl Road (shown in red in **Figure 9D**), which is a high capacity road that carries traffic between destinations.

b. *On-site Collector Roads*: Eagle Lake Road (shown in orange in **Figure 9D**) and the Westmount Connector (shown in blue in **Figure 9D**), which provide connections between Arterial Roads and Local Roads.

c. *On-site Local Roads*: new local roads (shown in yellow shading in **Figure 9D**) which will branch off of Eagle Lake Road to provide access to residential development areas within Cypress Village.

9.4.3 Road design must meet the Road Standards to be developed for Cypress Village to govern detailed design and be consistent with the schematic road sections provided in **Appendix F**. The Road Standards for Cypress Village will take into consideration relevant municipal plans, including the District's *Official Community Plan*, *Strategic Transportation Plan*, *Cycling Network and Greenway Plan*, and *Cycling Implementation Plan Report*, and available design standards

and guidelines (including the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads*, *Master Municipal Construction Documents*, and *Master Municipal Design Guidelines* including consideration from the publication's Hillside Standards section). The Road Standards for Cypress Village will be defined in the Phased Development Agreement.

9.4.4 Cypress Bowl Road is an existing road that is owned and operated by MoTI. It is the sole transportation route to Cypress Provincial Park and the Cypress Mountain Ski Resort, consists of two uphill lanes and one downhill lane, and has no on-street parking. The following changes are anticipated to Cypress Bowl Road as the village is developed, subject to detailed design review and approval from MoTI:

a. New roundabout at the intersection of a realigned Eagle Lake Road and Cypress Bowl Road.

b. New roundabout at the intersection of the new Westmount Connector, new village street, and the entrance to the District's Operations Centre (works yard site).

c. Upgrades to the section of Cypress Bowl Road between the two new roundabouts to reconfigure this segment into a two-lane road.

d. Upgrades to the Exit 8 Cypress Bowl Road offramp up to Cypress Bowl Lane (Mulgrave School Access), where the existing westbound offramp is a single-lane exit that merges into the existing two-lane Cypress Bowl Road. These upgrades will be determined over time but could include the staged installation of intersection signals and additional lanes.

e. Upgrades to lanes eastbound on Cypress Bowl Road to Cypress Bowl Lane.

9.4.5 Continuous, safe public use of Cypress Bowl Road will be maintained throughout the development of Cypress Village, in accordance with traffic management plans that will be developed as part of the detailed design and MoTI review/approval process.

9.4.6 Eagle Lake Road will be the principal On-site Collector Road, acting as the primary organizing spine of the community. The alignment of the new Eagle Lake Road will closely follow the alignment of an existing paved access road in this location. Eagle Lake Road will provide access into Cypress Village from Cypress Bowl Road, access to most of the development areas, and operate as the main transit route in the community. The Eagle Lake Road cross-section will differ along the length of the road, depending on the fronting development form and the varying levels of service required for traffic, active transportation solutions, parking, transit, and stormwater management (as per **Appendix F**). Subject to detailed design, the existing Eagle Lake Road culvert crossing of Godman Creek will be replaced with a clear span structure to minimize the impacts to Godman Creek and associated riparian areas.

9.4.7 A future connection of Eagle Lake Road through to Northwood Drive in Cypress Falls Estates is expected when the Cypress West neighbourhood is planned and developed (likely 20 years or more in the future). In the meantime, the connection through to Northwood Drive beyond the Cypress Village planning area boundary (west of Cypress Creek) will be retained as a gravel emergency services route and eventually upgraded to a paved multi-use path connection.

9.4.8 Westmount Connector will be an On-site Collector Road providing alternate access to and from the village. Starting near the McGavin Field site at Cypress Bowl Road, the new Westmount Connector will head east, cross Turner Creek, go past the new employment benchlands (which will be created at the same time as the Westmount Connector is constructed), and south to Wentworth Avenue. It will be bound on either end by MoTI roadways (Cypress Bowl Road at the north end and Wentworth Avenue at the south end), so coordination will be needed with MoTI. In considering the detailed design for the Westmount Connector (and its connection to Cypress Bowl Road), the District will require that the road network leaves sufficient land area to be able to achieve the minimum size for the sports field outlined in Section 9.7.7, subject to coordination with MoTI. Over time, upgrades are anticipated where the Westmount Connector meets Wentworth Avenue, including a traffic signal and laning upgrades, and south of the Highway at the Westridge Avenue/Westmount Road intersection, including a traffic signal, laning upgrades, and road geometry improvements.

9.4.9 A network of on-site Local Roads will provide access through the village core and to the residential development areas. The local road providing access to the village from the first new roundabout on Cypress Bowl Road will generally run east to west, crossing Godman Creek and meandering through the village core. The local roads providing access to the residential development areas from Eagle Lake Road will contain the same basic general elements of a typical local road and associated servicing corridor, but each road will need to be customized to suit specific land uses, physical conditions, topography, and traffic requirements, and to accommodate active transportation networks (pedestrians, cyclists).

9.4.10 Detailed design for the roads in Cypress Village will be completed over time as the village develops but will be consistent with the schematic road sections provided in **Appendix F**. In considering the detailed design for the Local Roads in the *Mixed-Use Village Core*, the District will require that the road network leaves sufficient land area to be able to achieve the minimum size for the sports field outlined in Section 9.7.7, subject to coordination with MoTI.

9.4.11 Ownership of roads in Cypress Village will be as follows:

a. Public roads built on land will be dedicated to the District.

b. Public roads built over top of private structures (such as below-grade parking) will have statutory rights-of-way in favour of the District with appropriate indemnification and terms for maintenance/repair and liability.

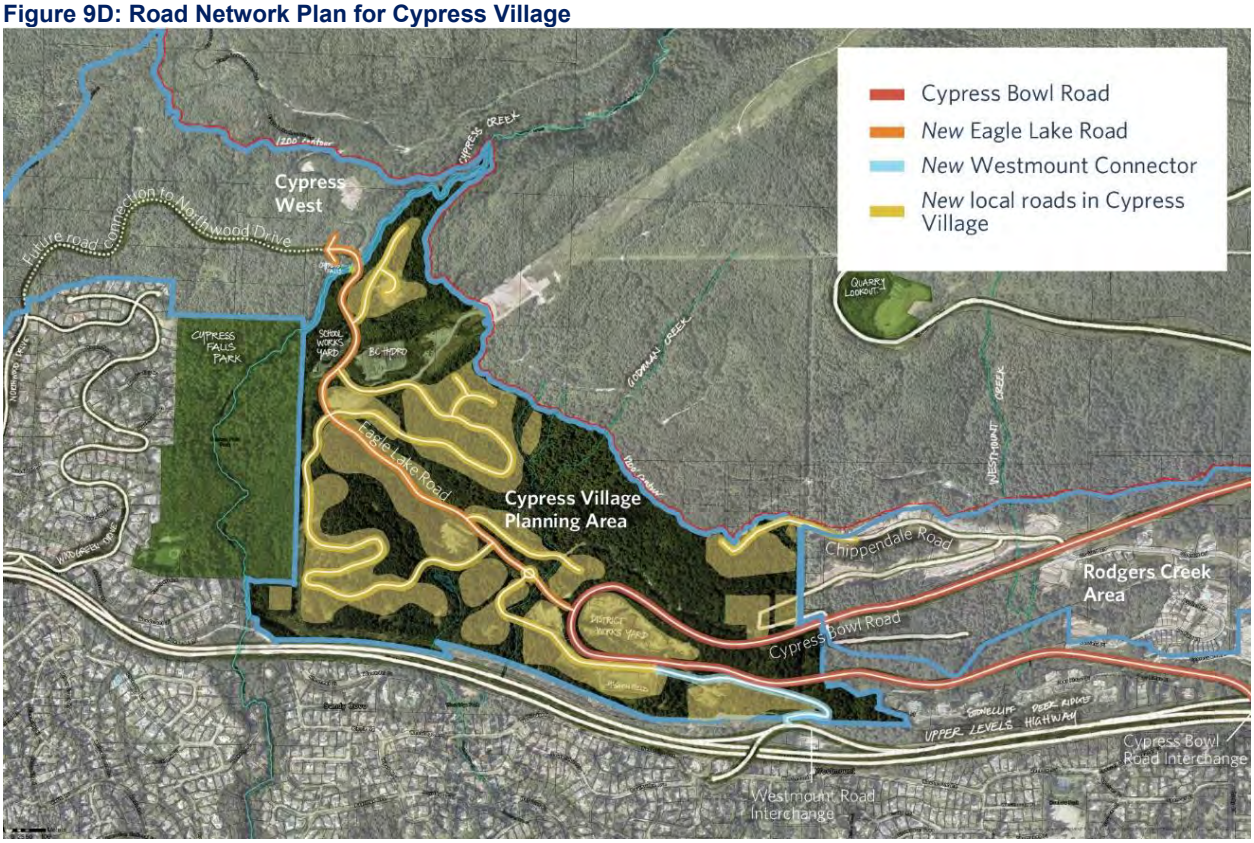
c. Private roads will be retained and maintained by the applicable strata corporations.

9.4.12 Street lighting in Cypress Village will be installed primarily as a function of roadway and multi-use path design, spaced intermittently along road/path alignments and at intersections and crosswalks. Ducts will be installed to run within the boulevards, generally alongside curbs. Lighting will be provided for collector and local roads, including adequate coverage for sidewalks and paths within the road section. Lighting may vary in different parts of the village:

a. The street lighting within the centre of the *Mixed-Use Village Core* will be designed as part of a comprehensive streetscape and lighting plan for public roadways, pedestrian areas, plaza space, and on-site circulation areas, and may include a combination of standard pole mounted lighting, and structure or catenary mounted lighting to create a vibrant, accessible, and safe pedestrian space. The streetlight poles and other facilities within the village core will also be provided with receptacles for seasonal or event lighting.

b. A lower impact of illumination may be desired in the *Ground-Oriented Housing* areas, potentially with reduced spacing.

Figure 9D: Road Network Plan for Cypress Village



Active Transportation Network (Walking, Cycling)

Cypress Village will provide multiple options for active modes of travel such as walking, scooting, roller-blading, skateboarding, and cycling. The goal is to encourage residents, employees, and visitors to choose active modes of travel for a large share of local trips within Cypress Village, such as trips to and from retail/service businesses, community facilities (including the school and community centre), parks/plazas, and transit stops. The majority of these trips will be made within the *Mixed-Use Village Core* and nearby portions of the *Multi-Family Housing* area, where about two-thirds of the housing units will be located, where the terrain is flat or has gentle grades, and where walking distances to the village core are 400 metres or less.

The following policies will guide the active transportation network in Cypress Village:

9.4.13 The active transportation network will:

a. Incorporate a combination of sidewalks, pathways, trails, and on-street bicycle facilities to provide multiple options for pedestrians and cyclists to travel within, to, and from Cypress Village.

b. Be designed to attract and accommodate pedestrians and cyclists of all ages and abilities, including seniors, children and youth, and persons with disabilities. This objective informs the preferred design approach for cyclists, focusing on skill level and comfort in traffic rather than trip purpose (commuter, recreational).

c. Accommodate persons with physical, visual, hearing, and cognitive disabilities, including persons who use mobility aids such as wheelchairs, walkers, canes, and crutches.

d. Provide continuous connections for pedestrians and cyclists throughout Cypress Village and connections to other areas of West Vancouver, including the Rodgers Creek area, the future Cypress West neighbourhood, Caulfeild, and the future trail network in the Upper Lands.

e. Include cycling facilities (e.g. bicycle racks to which bicycles can be locked and secure bicycle parking in visible areas including in commercial areas, at community facilities, and in other locations where needed) as well as end-of-trip facilities (e.g. change rooms) in the *Employment Uses* area on the benchlands and in the *Mixed-Use Village Core* to support cycling to work.

f. Be clearly identified with signage, pavement markings, and other design elements, supplemented with wayfinding and other information regarding walking and cycling opportunities in Cypress Village. Opportunities to incorporate local Indigenous cultural recognition (such as interpretive signage along pathways and trails) will be explored in consultation with local First Nations.

g. Be planned and designed in accordance with the Active Transportation Design Criteria to be developed for Cypress Village to govern detailed design. The Active Transportation Design Criteria for Cypress Village will take into consideration relevant plans, including the District's *Official Community Plan*, *Strategic Transportation Plan*, *Cycling Network and Greenway Plan*, and *Cycling Implementation Plan Report*, and relevant guidance, including the *British Columbia Active Transportation Design Guide* and the *Transportation Association of Canada's (TAC's) Geometric Design Guide for Canadian Roads*, as well as current best practices in the Lower Mainland and in other Canadian municipalities. The Active Transportation Design Criteria for Cypress Village will be defined in the Phased Development Agreement.

h. Detailed design for the active transportation network in Cypress Village will be completed over time as the village develops but will be consistent with the schematic sections provided in **Appendix F** (active transportation facilities are shown within the Road Sections).

9.4.14 The active transportation network will include the following typologies generally located as shown in **Figure 9E** (Pedestrian Network) and **Figure 9F** (Cycling Network):

a. *Multi-use pathways shared by pedestrians and cyclists*. Multi-use pathways will be separated from the roadways (although in some locations they will be parallel to a roadway) and will accommodate cyclists[15], pedestrians, other non-motorized modes of transportation (e.g. scooters, skates), and persons using wheelchairs and other mobility aids. Pathways will generally target grades of 5% or less in order to be accessible for persons with disabilities and to accommodate cyclists of all ages and abilities, although maximum grades may be higher in some short locations where flat landings at regular intervals can be achieved. Pathway widths will meet Active Transportation Design Criteria to be developed for Cypress Village, based on the *BC Active Transportation Design Guide* standards. Pathways will incorporate safety measures (e.g. pavement markings and surface treatments to separate pedestrians and cyclists, physical barriers, localized widening, rest areas, signage, buffers along the edges between the pathway and other objects such as trees and street lights, and adequate stopping sight distance where pathways and roadways intersect).

b. *A multi-use pathway on the north side of Eagle Lake Road designated for uphill cycling only*. Given the grades of up to 12% on Eagle Lake Road, it is preferable to accommodate uphill cyclists on a pathway rather than on the road, as cyclists riding uphill (including cyclists on e-bikes) will be travelling at slower speeds that are more compatible with pedestrians than vehicles. At slow speeds, cyclists often "wobble" and may not ride in a straight line, creating a potential for conflicts with motorists if cyclists are on the road.

[15] Within Cypress Village, the preferred approach is to accommodate cyclists on off-street multi-use pathways. Cyclists of all ages and abilities generally consider pathways to be the most attractive and comfortable type of bicycle facility, as they are separate and away from roads and traffic. Experienced cyclists may choose to travel with traffic.

c. *A shared traffic lane downhill on Eagle Lake Road*. The grade on the upper section of Eagle Lake Road is approximately 12%. In this condition, cyclists travelling downhill could reach high speeds and it is not desirable for cyclists travelling at these speeds to share a pathway with pedestrians. To avoid the steep grade on Eagle Lake Road, the preferred downhill route for cyclists is the multi-use pathway to the south. However, some confident and experienced cyclists who are comfortable riding in traffic might prefer to ride downhill on Eagle Lake Road rather than using the pathway. A shared traffic lane downhill will accommodate experienced, confident cyclists who wish to ride at speed.

d. *Pedestrian-only sidewalks* will be provided on most roads. In some cases, such as on the north side of Eagle Lake Road, pedestrians will be accommodated on the shared multi-use pathway instead.

e. *Pedestrian-only trails, paths, and connections*. These are secondary elements of the active transportation network that help provide additional connectivity and route options for pedestrians.

f. *Improved bicycle facilities on Cypress Bowl Road*. Cyclists currently ride in the traffic lanes on Cypress Bowl Road. The Cycling Network Plan suggests an on-street bicycle lane or shoulder for cyclists on Cypress Bowl Road between the village intersections, but the type(s) of bicycle facilities included on Cypress Bowl Road at the village and on either side of the village will be determined by MoTI and will be incorporated into detailed road and intersection designs for Cypress Village as appropriate.

g. *Pedestrian crossings* will also be an important part of the pedestrian network, to improve safety for pedestrians at road crossings and to prevent major roads from becoming obstacles that discourage people from walking.

9.4.15 Consistent with the OCP, the active transportation network provides for enhanced trail connectivity outside of Cypress Village and to the broader mountainside including:

a. Completion of the Mountain Path, which will connect to Chippendale Road and the Rodgers Creek neighbourhood.

b. Allowance for a future connection to Almondel Road, providing an option for walking to shopping and Rockridge Secondary.

c. A connection into Cypress Falls Park.

d. Connections to major trails above the 1200 foot contour including Fern Trail and the Trans Canada Trail (formerly called the Great Trail). Opportunities could be explored to adjust the Trans Canada Trail route in this vicinity to connect with some of the new multi-use paths and trails in Cypress Village.

Figure 9E: Pedestrian Network Plan for Cypress Village

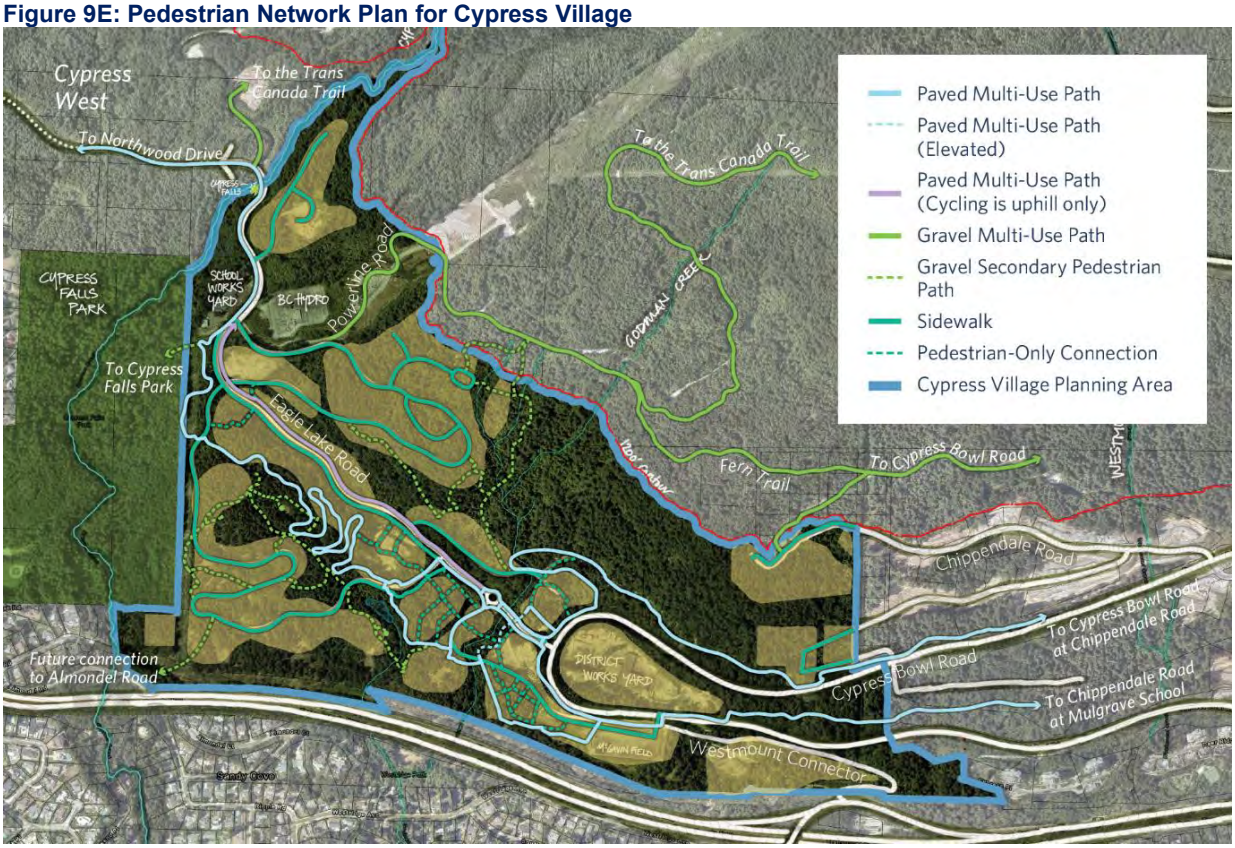
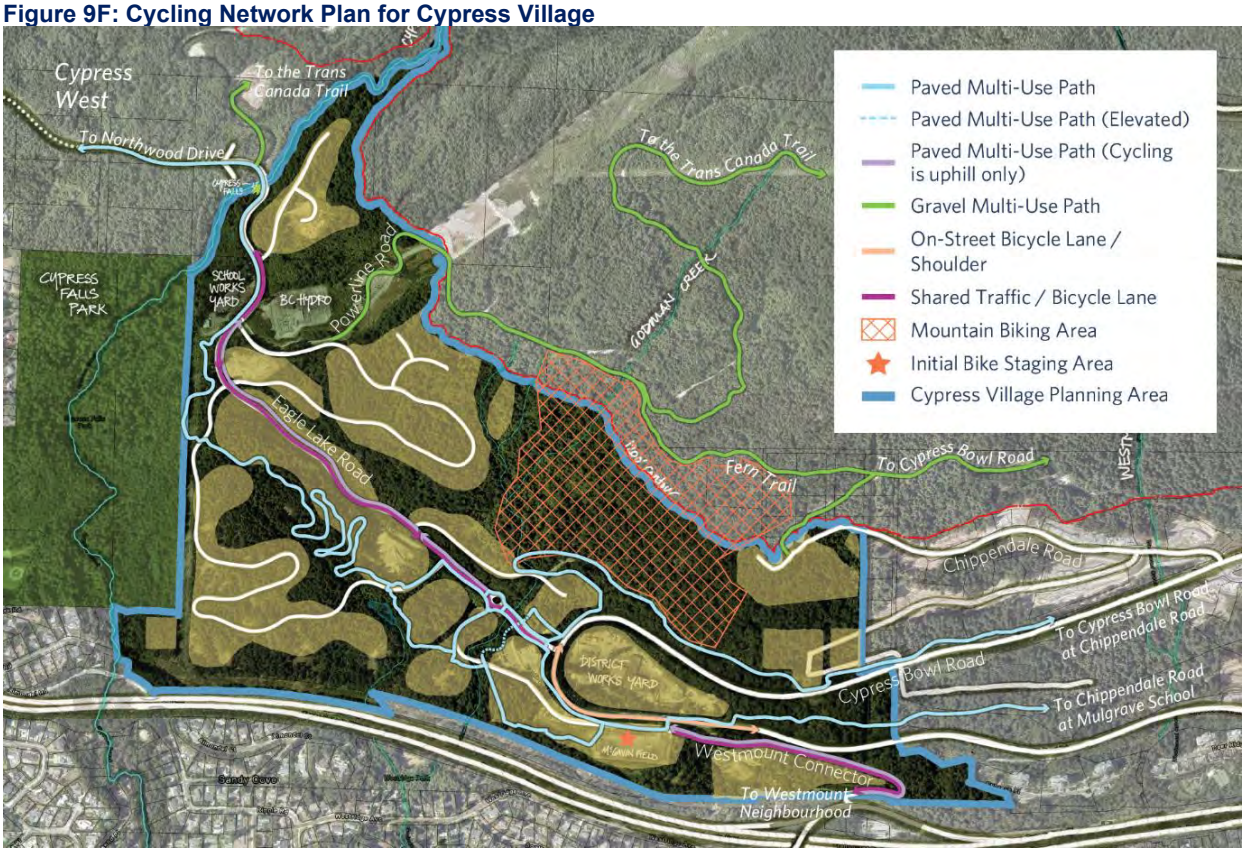


Figure 9F: Cycling Network Plan for Cypress Village



Transit

9.4.16 Cypress Village will be served by an Independent Transit Service (ITS), operated and funded by BPP until the service is taken over by TransLink, the regional transit agency, or the District and BPP agree to an alternative. The ITS will also help serve residents of Rodgers Creek and nearby areas. As Cypress Village is being developed, the District and BPP will work together towards having TransLink include Cypress Village in its service expansion plans.

9.4.17 The ITS must meet all of the general terms, conditions, criteria, and requirements outlined in TransLink's *Independent Transit Service Policy* as well as the operating terms and conditions specific to TransLink's approval of the Cypress Village ITS.

9.4.18 Consistent with TransLink's approval, the ITS will "provide regularly scheduled vehicle trips, open to the general public, with the capacity to carry multiple passengers whose trips may have different origins, destinations, and purposes."

9.4.19 Consistent with TransLink's approval, the service will only run between Cypress Village and Park Royal (where there are connections to bus service to Ambleside, over the Lions Gate Bridge, and east to North Vancouver and the Second Narrows Bridge), unless the District, BPP, and TransLink agree to a modified route. **Figure 9G** shows the anticipated ITS route to Park Royal.

9.4.20 The ITS will initially have stops in the *Mixed-Use Village Core.* Transit service will extend west along Eagle Lake Road as development proceeds. Within Cypress Village, the route, capacity, and schedule for the service should make transit use convenient for Cypress Village residents, as part of a strategy to reduce the number of private automobile trips out of the neighbourhood. The location of transit stops will be coordinated with the walking and cycling networks. **Figure 9H** shows the anticipated stops in the village and **Figure 9I** shows an artist's illustration of the ITS on Eagle Lake Road.

9.4.21 The public realm will be designed to help support transit use (e.g. weather protected transit stops, well-lit sidewalks, attractive walking and cycling paths that provide access to the transit stops).

9.4.22 The level and frequency of the ITS will increase over time, but initial service must commence on or before the date of occupancy of the first residential unit in Cypress Village and must contribute to transportation demand management. The District and BPP will agree to a level of service that must be met and the level of service that must be provided over time, tied to the number of residential units completed in Cypress Village. The level of service should be measured in quantitative terms, such as the number of passengers that can be accommodated in peak hours, hours of service per day, number/capacity of vehicles in service at peak hours and during mid-day hours, and/or minimum number of one-way trips in the direction of peak hour travel during peak periods along these lines (note that the following table is illustrative; the service could include different numbers/sizes of buses to deliver the desired level of service at each unit count threshold):

	Residential Units Completed	Peak Hour Passengers	Hours in service per day			Minimum # of one-way trips during 3 hour peak periods	
			Weekday	Sat	Sun	AM	PM
Stage 1	First building	16	6	-	-	3	4
Stage 2	240	36	12	-	-	4	5
Stage 3	820	87	15	12	8	7	9
Stage 4	1,860	147	16	12	8	9	12
Stage 5	3,375	182	16	12	8	12	15

Figure 9G: Anticipated Cypress Village Transit Route to Park Royal

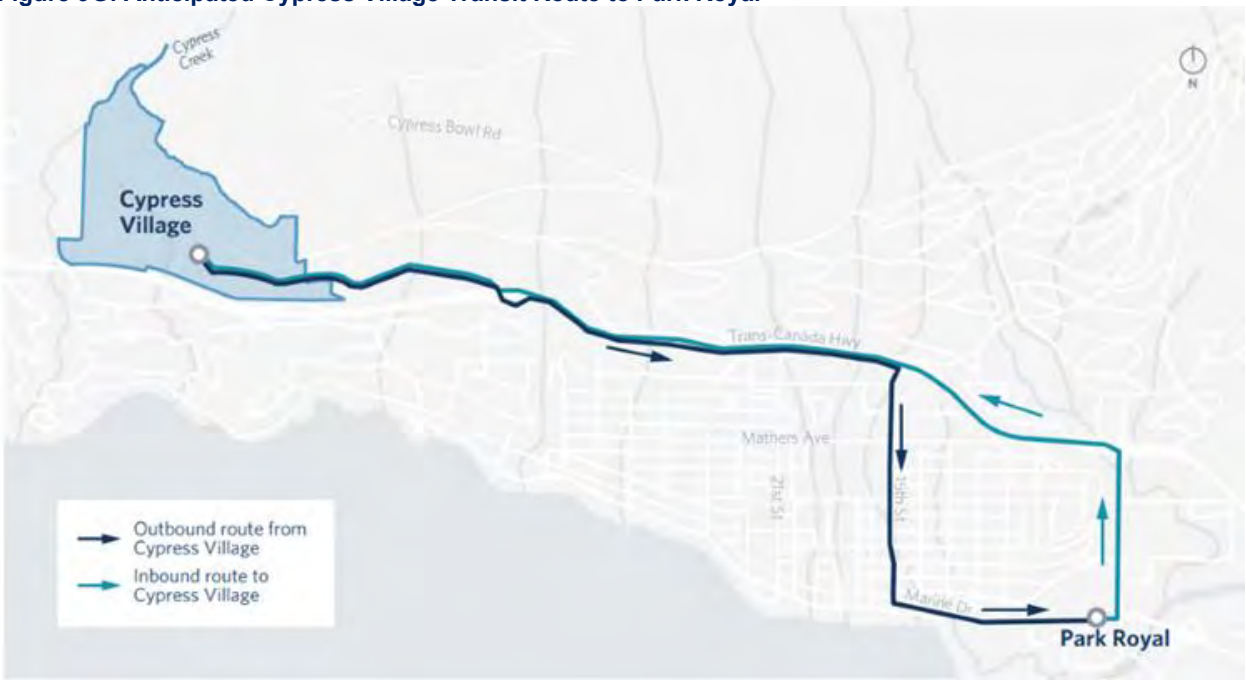


Figure 9H: Anticipated Transit Route and Transit Stops within Cypress Village

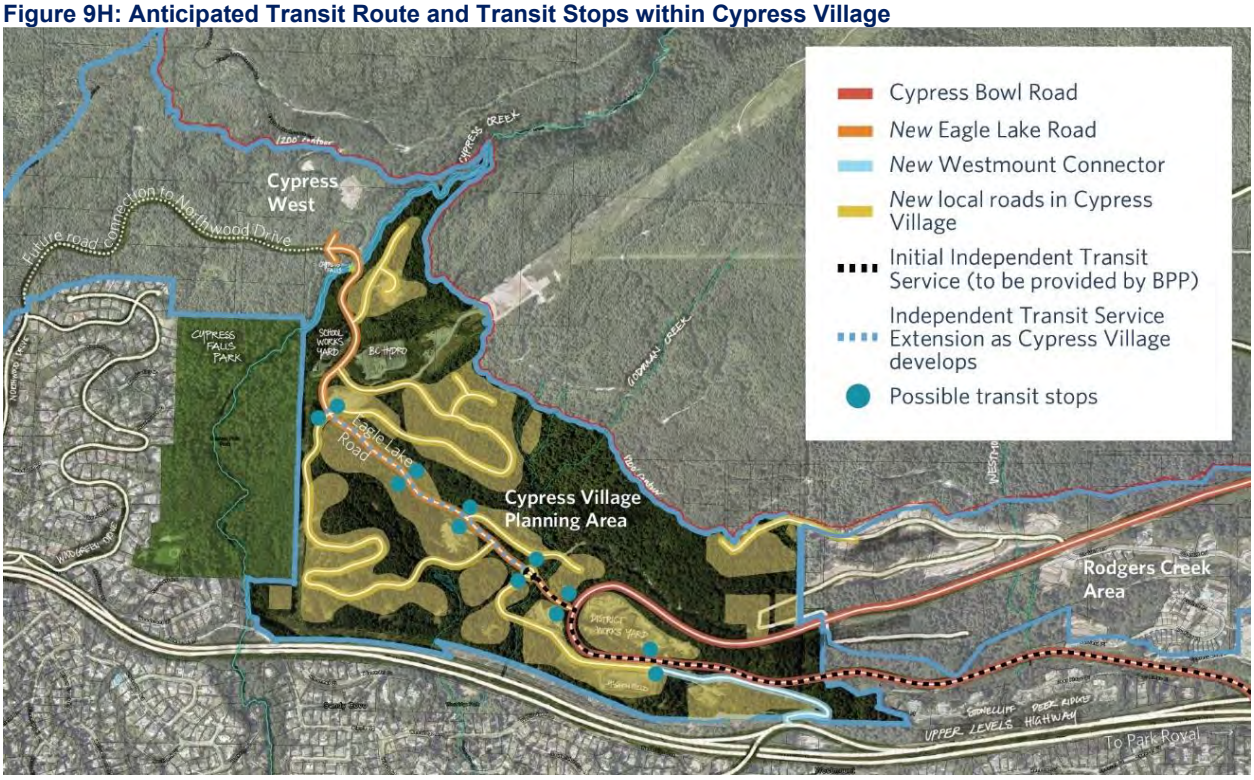
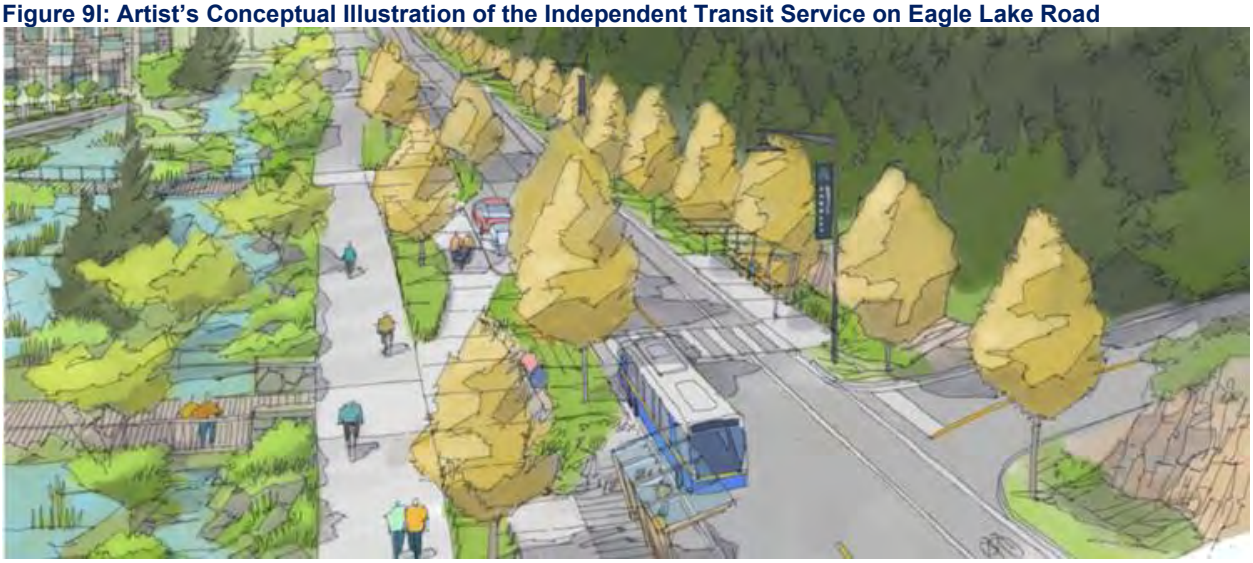


Figure 9I: Artist's Conceptual Illustration of the Independent Transit Service on Eagle Lake Road



Parking

9.4.23 Parking regulations in Cypress Village will balance two objectives. Sufficient parking must be available for residents, employees, and visitors, but the total amount of parking should be limited in order to support and encourage transit use. Parking requirements will be set out in the zoning bylaw.

9.4.24 Most of the parking will be provided below-grade, with on-street parking along parts of Eagle Lake Road and other local streets and parking at-grade/in garages or on driveways in the *Ground-Oriented Housing* areas.

9.5 Recreation Areas

The Cypress Village planning area already includes outstanding (but unauthorized) recreational activities including hiking trails, mountain biking trails, and bouldering. Development will occur in some places where existing trails are currently located on private land. However, consistent with the vision in the OCP of becoming a "gateway to mountain recreation", Cypress Village will include extensive recreation areas and recreational assets as set out in the following policies:

9.5.1 Cypress Village will include an extensive network of authorized hiking trails, bouldering areas, and over 50 acres of mountain biking areas providing access to outstanding natural areas. These will generally be located as shown in **Figure 9J** (Recreation Areas Plan).

9.5.2 While some existing trails will need to be modified, re-routed, or replaced, the goal is to achieve a net increase in the number of mountain biking trails in Cypress Village and to have trails for all levels of riders. Opportunities to keep existing trails, re-route existing trails (for example, possibly the bottom of the "Fifth Horseman" trail), and add new trails should be considered as this ADP is implemented over time and as part of future trail planning processes.

9.5.3 Infrastructure to support recreational uses will be provided in the village, including secure vehicle parking, secure bicycle parking (for example, bike racks to which bicycles can be locked in visible locations), recreation staging area, trailheads, and washrooms. This will include an initial bike staging area and a permanent recreation staging area:

a. Until 2031, BPP has a license to use the McGavin Field site for the creation of a temporary presentation centre/showroom and discovery centre. As part of this use, BPP has created the Cypress Pop-Up Village which includes public washrooms, parking, a large grass public lawn area, the discovery centre, and a pop-up food vendor. This also includes a bike wash and

bike maintenance/repair station for all cyclists. This is shown as the initial bike staging area on the Recreation Areas Plan in **Figure 9J**.

b. After 2031, a permanent recreation staging area will be located in the village core. A location near the community centre would be central (near commercial space, community facilities, and vehicular parking) and accessible from the mountain biking area and paths/trails. The location of the permanent recreation staging area will be finalized as part of a subsequent District-led trail planning and engagement process that will involve collaboration with BPP and the mountain biking community.

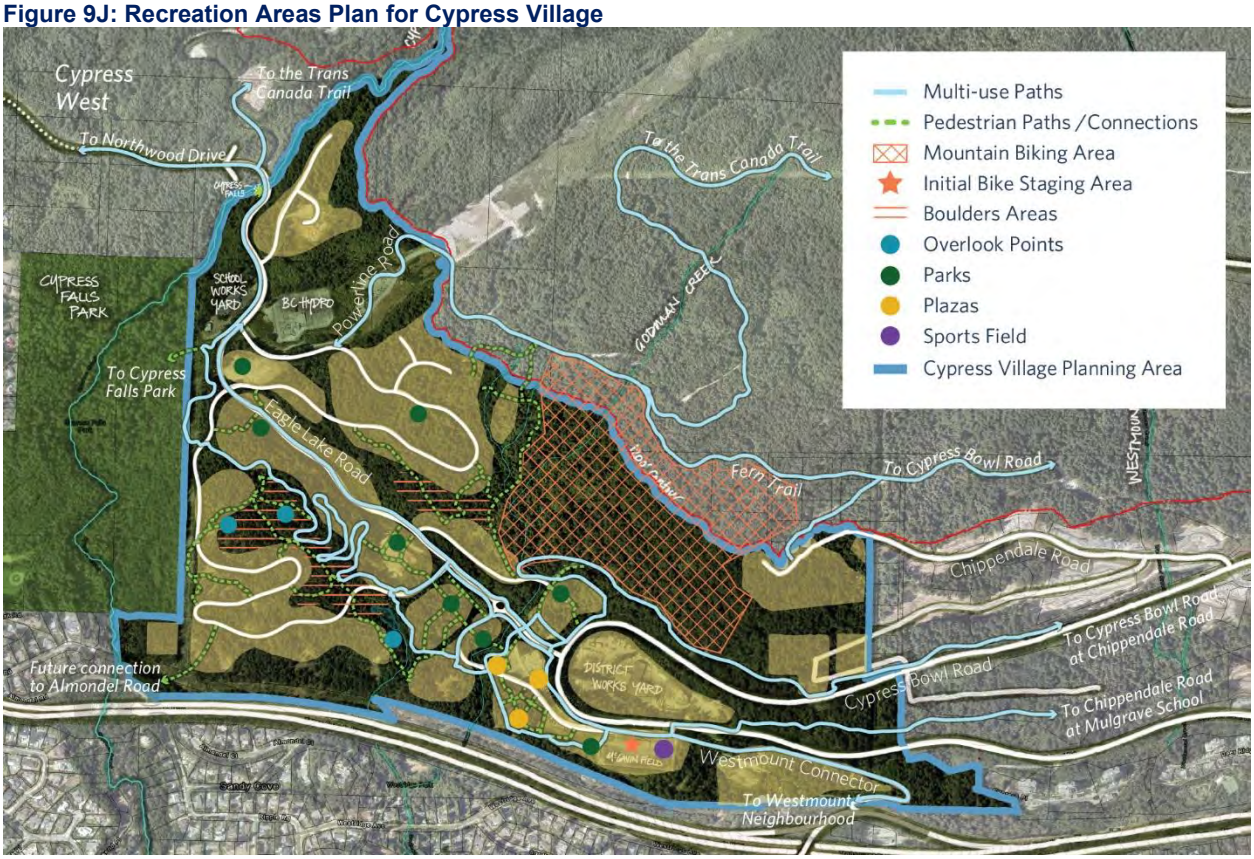
9.5.4 The recreation areas are in addition to and should complement the parks and plazas that will encourage outdoor play and socializing and the sports field on the east end of the McGavin Field site.

9.5.5 There has been an incremental approach to planning and formalizing the trail network in the Upper Lands and this should continue. In subsequent, separate processes, the District and BPP will work collaboratively with stakeholders to:

a. *Formalize and manage trails in Cypress Village*. The District and BPP are committed to a subsequent, separate planning process to formalize, plan for, build, and manage mountain biking trails in the proposed mountain biking area in Cypress Village and to formalize, plan for, build, and manage hiking trails including those that access bouldering areas in Cypress Village. This will be a District-led process. This process will also help identify the preferred location for a permanent recreation staging area in the village. This process will involve consultation with the mountain biking community as well as the bouldering community and creating a maintenance plan for these recreational assets.

b. *Formalize and manage trails above the 1200 foot contour*. The District and BPP are committed to a subsequent, separate District-led planning process to formalize, plan for, build, and manage hiking and mountain biking trails above the 1200 foot contour, as a continuation of the incremental step-by-step process towards a broader management plan for the entire mountainside. This broader management plan should consider environmental, cultural, and recreational values as well as collaboration with local First Nations.

Figure 9J: Recreation Areas Plan for Cypress Village



9.6 Parks and Open Spaces

9.6.1 Consistent with the vision articulated in the West Vancouver's *Parks Master Plan*, parks and open spaces in Cypress Village will be designed to:

a. Protect and steward the natural environment.

b. Allow West Vancouver residents to experience, appreciate, and understand the natural beauty of creeks and forests.

c. Celebrate the fun of parks.

d. Promote and support active living, health, and social and spiritual well-being.

e. Be inclusive, accessible, and respectful for all people.

f. Provide a welcoming atmosphere that fosters community interaction and involvement.

g. Be safe and secure.

h. Provide natural assets that are sustainable for future generations.

9.6.2 The parks and open space system in Cypress Village will include:

a. Urban character outdoor spaces such as plazas and courtyards. These will provide gathering places and a welcoming location for hosting community activities and events.

b. Pocket parks interconnected by trails, walkways, multi-use paths, and streets.

c. Natural areas with walking/hiking and cycling trails and recreational opportunities (bouldering, mountain biking).

d. Natural areas set aside for environmental protection, with limited access, including elements of the rainwater management system such as bio-swales and rain gardens.

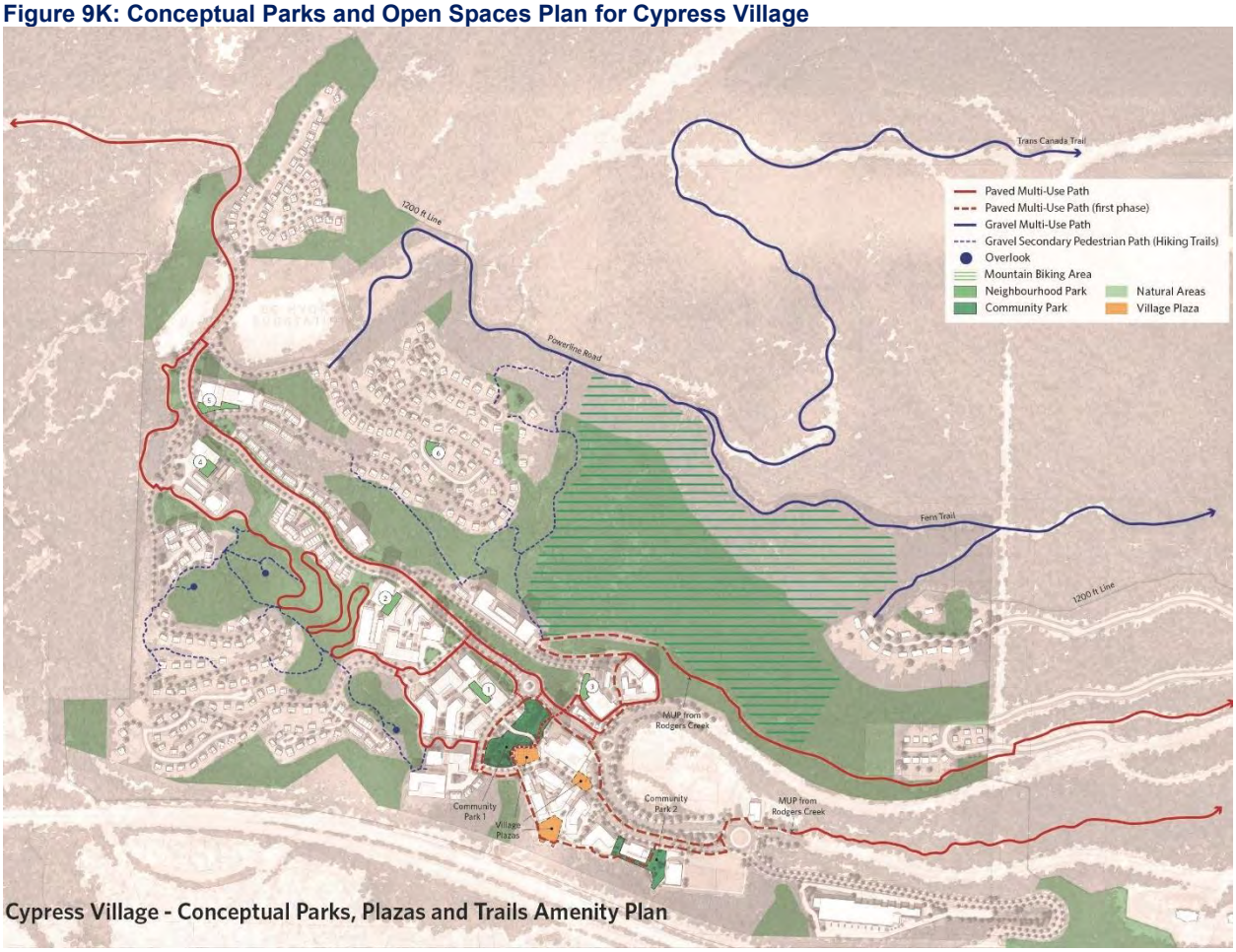
e. A community sports field on the east end of the McGavin Field site. This will be an artificial turf field that will provide opportunities for outdoor sports such as community soccer, baseball/softball, playground, running/fitness, ultimate frisbee, outdoor events, and other activities. The size of the sports field will mean that for some sports (e.g. field hockey, flag football, non-contact rugby, field lacrosse) the field may be suitable for practices but not for games.

9.6.3 The parks and open spaces will be located throughout the village, generally along the lines shown in the conceptual illustration in **Figure 9K**. Individual plazas, parks, and outdoor spaces will be designed in detail as the village gets developed over time.

9.6.4 Opportunities for local First Nations gatherings will be considered in parks and open spaces.

9.6.5 Paths, connections, and streets will help provide connectivity throughout the village, including connections to the parks and open spaces.

Figure 9K: Conceptual Parks and Open Spaces Plan for Cypress Village



9.7 Community Amenities and Facilities

Cypress Village will include a wide range of amenities to serve the West Vancouver community and to serve local residents.

The broader community amenities being created include:

- A total of 262 acres of land in Eagleridge will be acquired by the District and retained in a natural state.
- Development will be clustered in Cypress Village to protect natural areas and create a compact, sustainable community, protecting over 100 acres in the Cypress Village planning area as green space, in addition to Eagleridge.
- Cypress Village will provide a new recreation and entertainment destination for the entire community including hiking and walking trails, cycling trails, bouldering areas, mountain biking trails, cafes, and restaurants.

In addition, Cypress Village will include local-serving amenities and facilities for existing and future residents of Rodgers Creek, Cypress Village, and other nearby areas.[16]

The following policies will guide the provision of local-serving amenities and facilities in Cypress Village:

9.7.1 In addition to the amenities that will serve the broader community, transit, commercial space, and parks/plazas/pathways, Cypress Village will include the following amenities and community facilities:

a. A fire station, possibly with other emergency management services that might be candidates for co-location with the fire station such as BC Ambulance Services and community police.

b. A community centre.

c. Child care facilities.

d. A site for an elementary school.

e. Sports field.

9.7.2 The fire station, community centre, elementary school, and sports field will be located approximately as shown on the concept plan in **Figure 9L**.

9.7.3 Guidelines for the new fire station are as follows:

Description	• The new fire station will be in addition to the existing fire stations in the District to meet the demand for fire protection services above and below the Upper Levels Highway. • The new fire station can be: · A stand-alone fire station. · A fire station co-located with other emergency management services (such as BC Ambulance Services which would relocate its facilities in West Vancouver to this location and/or space for on-patrol community police to utilize). · A fire station with affordable rental housing or workforce housing above (with or without co-located emergency management services).

[16] In addition to local-serving amenities and facilities in Cypress Village, there may also be opportunities to utilize facilities at Mulgrave School to help serve the residents of Rodgers Creek, Cypress Village, and other nearby areas in both the short term and long term.

Size	• The size of the facility will depend on whether the facility is standalone, co-located with other emergency management services, and/or co-located with affordable rental housing or workforce housing. • A standalone facility should accommodate 3 fire truck bays and the functions needed to operate fire services. • A facility co-located with emergency management services should accommodate 5 fire truck bays (3 bays for fire trucks and 2 bays to accommodate 2 ambulances each) and the functions needed to operate fire services, BC Ambulance services, and possibly space for on-patrol community police to utilize, and take into account efficiencies that can be achieved by co-locating these services (e.g. shared kitchen, meeting rooms, etc).
Funding, construction, and operating responsibilities	• District to use CAC Reserve funds as main funding source (the CAC Reserve includes funds already collected from previous rezonings in Rodgers Creek for amenities such as a fire station in this location). • BPP to provide a cash contribution. • District to design and construct. • District to operate.
Location	• To be located on the District's Operations Centre (works yard) site, along with any changes needed to reconfigure the existing fire training grounds in this location or relocate those elsewhere.
Timing	• Within five years of the District and BPP entering into the Phased Development Agreement, with the Phased Development Agreement to define fallback provisions about what happens if the fire station is not built in this timeframe and the District is unable to issue occupancy permits for buildings in Cypress Village because the fire station is not complete.

9.7.4 Guidelines for the community centre are as follows:

Description	• The Cypress Village community centre should include a gym, fitness centre/recreation space, multi-purpose rooms (for meetings, classes, social events, or programming by local organizations) and possibly a branch library (if the West Vancouver Library Board decides to operate a community library in Cypress Village) or other library services (e.g. book lending machine). • The multi-purpose rooms could: · provide opportunities for community organizations to co-locate. · provide space for a permanent recreation staging area. · provide an office to be utilized by on-patrol community police (if this is not included in the new fire station). · provide space for an interim Kindergarten-Grade 3 elementary annex to operate, prior to the construction of a full Kindergarten-Grade 7 elementary school in the village.
Size	• Approximately 24,000 square feet (2,230 square metres) in size, which is similar to the existing Gleneagles community centre.
Funding, construction, and operating responsibilities	• BPP to provide a cash contribution to be defined in the Phased Development Agreement based on a 24,000 square foot (2,230 square metres) community centre. • District to pay for incremental capital cost if District elects to increase the size of the community centre. • District to design and construct, with the District and BPP to agree on design/construction milestones recognizing that the community centre is an important amenity in the village (with alternative approaches to delivery if milestones are not met). • District to operate.

Location	• To be located near the village core, elementary school site, and the sports field, so that it is easily accessible by walking, cycling, or driving from other community facilities; is near commercial space (such as restaurants and coffee shops); and is near outdoor recreation facilities.
Timing	• By the later of eight years after the District and BPP enter into the Phased Development Agreement or the occupancy of the 1400th housing unit, with the Phased Development Agreement to define milestones and fallback provisions about what happens if the milestones are not met.

9.7.5 Guidelines for the child care facilities are as follows:

Description	• Non-profit child care spaces will be provided in Cypress Village over time to meet the needs of residents and employees in Cypress Village.
Spaces/size	• Child care facilities will provide a minimum of 2.89 child care spaces per 100 housing units over the course of development (for a minimum total of 107 child care spaces upon build-out). • Child care facilities will meet the *BC Child Care Licensing Regulation* and the guidelines in Vancouver Coastal Health's *Design Resource for Child Care Facilities*.
Funding, construction, and operating responsibilities	• To be funded and constructed by BPP with ownership transferred to the District. • BPP to work with the District to select the initial child care operators.
Location	• To be provided in mixed-use, multi-family, and/or civic buildings throughout the village to ensure ease of access for village residents and workers. • Convenient and accessible locations that are close to the community centre, elementary school, parks, and transit should be prioritized.
Timing	• Child care facilities will be built in increments over time and should be delivered upon completion of the 500th unit and then upon the completion of every 800th unit after that.

9.7.6 Guidelines for the proposed elementary school are as follows:

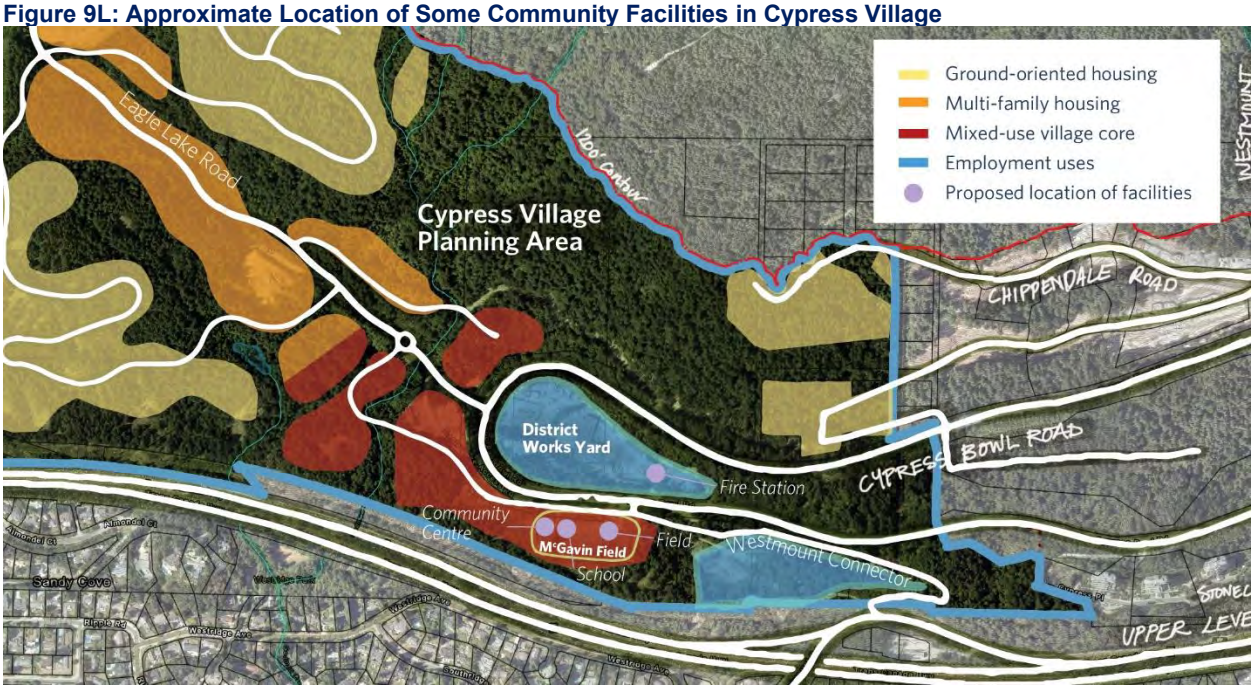
Description	• Funding for school construction is provided by the Province of BC and funding for school operations requires the approval of the West Vancouver Schools (School District 45), so the District and BPP cannot decide on their own how to provide schools for Cypress Village. However, providing school space in Cypress Village is an important element in building community and reducing traffic. • Once there is sufficient enrolment, an elementary school annex (with two classrooms or more) should operate using space in the community centre (including the gym) and the outdoor recreation facilities on the McGavin Field site. • As potential enrolment increases over time (based on the population of Cypress Village and Rodgers Creek, which will be the primary catchments for the school), the Province will be requested to provide funding for a Kindergarten to Grade 7 elementary school.
Size	• The size of facility will meet the Provincial Ministry of Education's *Area Standards*.
Funding, construction, and operating responsibilities	• To be funded by the Province and constructed/operated by School District 45 on a site to be provided by the District.
Location	• The interim elementary school annex can be located in the community centre.

	• Subject to Ministry approval, a permanent Kindergarten to Grade 7 elementary school would be located on the western end of the McGavin Field site on land provided by the District at a nominal fee. It is expected that this school could continue to use the gym in the community centre and the outdoor recreation facilities on McGavin Field.
Timing	• Depends on enrolment and other parties (West Vancouver Schools, Province of BC).

9.7.7 Guidelines for the McGavin Field sports facility are as follows:

Description	• The sports field will be an artificial turf field that can accommodate outdoor sports such as community soccer, baseball/softball, playground, running/fitness, ultimate frisbee, outdoor events, and other activities.
Size	• The sports field should be at least 50 metres by 100 metres. The District's approval of the design of nearby roads will take into account these dimensions.
Funding, construction, and operating responsibilities	• To be built by the District using funds from BPP (including funds already on hand, funds that BPP is already obligated to provide based on the temporary License, and additional funds to be contributed by BPP). • To be operated by the District.
Location	• To be located approximately as on the site shown in Figure 9L.
Timing	• After BPP's License expires in 2031.

Figure 9L: Approximate Location of Some Community Facilities in Cypress Village



9.8 Form and Character of Urban Development in Cypress Village

Planning for Cypress Village provides an extraordinary opportunity to create a unique place with a strong connection between urban and natural areas, a strong sense of community, outstanding environmental and recreational assets, and a commitment to sustainable development.

As per Section 2.3 of this ADP, the Cypress Village planning area is designated as a Development Permit Area (DPA). A Development Permit (DP) will be required for all construction (buildings, structures, roads, pathways, public open spaces, plazas) and landscaping in Cypress Village, in accordance with the CV4: Form and Character DPA Guidelines in **Appendix A**. The Development Permit guidelines are based on the following principles:

9.8.1 The urban form and character for Cypress Village should draw on the inherent natural character of the lands. Development in Cypress Village should be integrated within its natural setting and should create a sense of community that is vibrant, sustainable, and connected.

9.8.2 The urban form and character for Cypress Village could draw inspiration from other well-regarded master-planned communities in the region (which are documented in a Precedents Study in **Appendix G**). This is not to say that Cypress Village should look exactly like any of these other places; simply that Cypress Village could draw upon these examples and the common themes they suggest for successful place-making and community building, particularly in terms of creating active and vibrant mixed-use village cores and urban-natural interfaces.

9.8.2 The urban form and character will be consistent with Policy 2.2.13 of the OCP, which envisions that Cypress Village will be "a unique gateway to mountain recreation with strong links to the rest of West Vancouver, incorporating distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community." The identity of Cypress Village should reflect its incredible access to nature and recreational opportunities such as mountain biking and bouldering.

9.8.3 The village core will be a walkable, pedestrian environment with a mix of commercial, residential, and community uses; a mix of active ground floor uses; and a network of plazas, courtyards, paths, and park spaces that will help create a sense of place.

9.8.4 Development will be compact (to encourage walking and cycling within the village), clustered (to protect a large proportion of the land in its natural state), and varied with a mix of low-rise, mid-rise, and taller buildings. A mix of building forms will help to create a community with an urban character village as well as lower density housing options, providing housing choice, diversity, and inclusivity.

9.8.5 Taller buildings will be concentrated in the village core and along Eagle Lake Road, which is the principal collector road in the village, so that about two-thirds of residents will be within easy walking distance (400 metres or less) of the retail/service businesses, community facilities, and transit stops. The general pattern should be to concentrate taller buildings on the upslope side of the development, and to create a core precinct with a pedestrian scale.

The intended urban form and character for Cypress Village is illustrated in a series of artist's illustrations and character sketches below. The images are conceptual and meant to illustrate ideas and the overall vision for the village; they are not intended to be exact drawings of what Cypress Village will look like. In addition, a conceptual view analysis is provided in **Appendix H**. The views include:

- An aerial view of Cypress Village in the North Shore and Vancouver context.
- Views looking towards Cypress Village from the Lions Gate Bridge to show Cypress Village in the North Shore Context.
- Views looking towards Cypress Village from Ambleside Beach and the Dundarave Pier to show visual impacts from places in the West Vancouver community.

- Views looking towards Cypress Village travelling westbound and eastbound on the Upper Levels Highway.
- Views looking towards Cypress Village from Kits Beach in Vancouver.

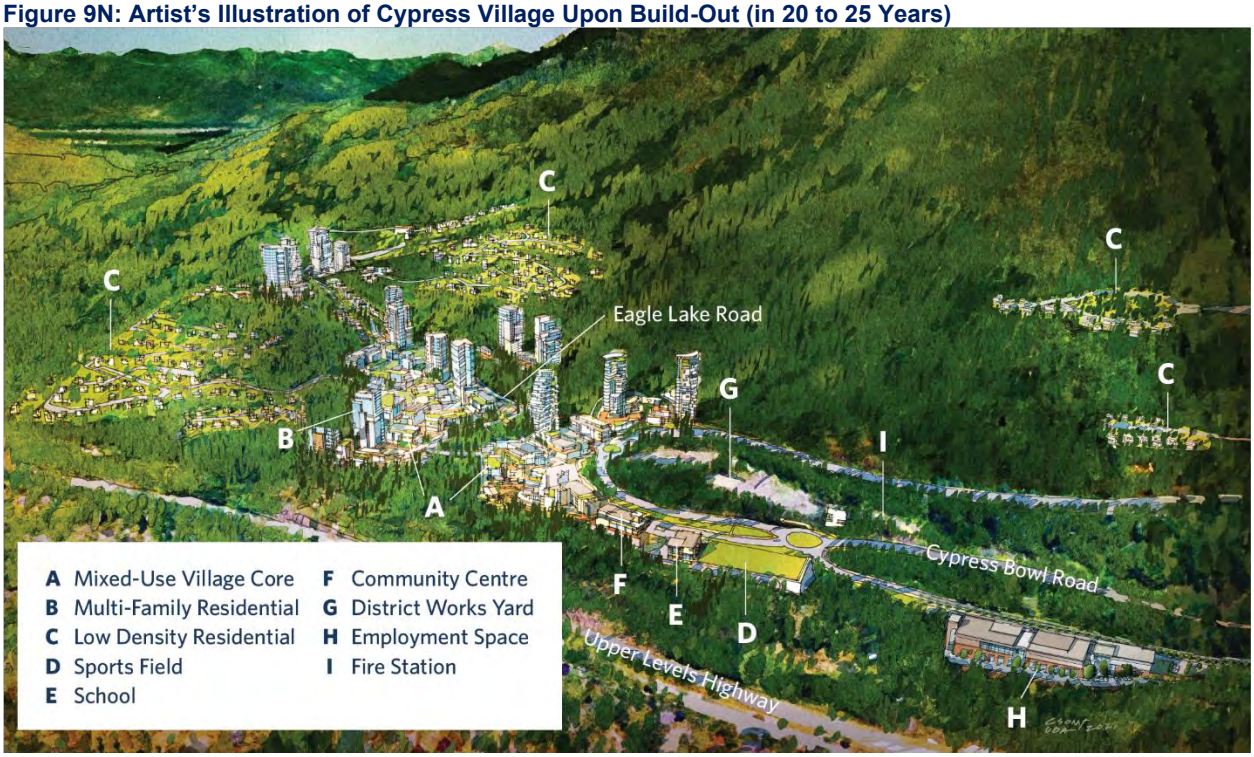
The conceptual view analysis includes images of the existing views and views in 5 year increments to show how each view may change as Cypress Village gets developed over time.

Overall Concept Plan and Character Sketch of Cypress Village Upon Build-Out

Figure 9M shows a concept plan for Cypress Village upon build-out in about 20 to 25 years and **Figure 9N** shows an artist's illustration of Cypress Village upon build-out in about 20 to 25 years. This is intended to be illustrative not prescriptive. Actual building design, heights, and layouts will be determined as each building/development proceeds.

Figure 9M: Cypress Village Concept Plan Upon Build-Out (in 20 to 25 Years)

Figure 9N: Artist's Illustration of Cypress Village Upon Build-Out (in 20 to 25 Years)



Character Sketches of Places in Cypress Village

The following images show artist's illustrations of different places and elements of Cypress Village.

Artist's Illustrations of the Mixed-Use Village Core in Cypress Village

Artist's Illustrations of Multi-Family Housing in Cypress Village

Artist's Illustration of Eagle Lake Road

Artist's Illustration of Ground-Oriented Housing Neighbourhoods in Cypress Village

Artist's Illustrations of Business-Park Employment Space on the Benchlands

Artist's Illustrations of Business-Park Employment Space on the Benchlands - Continued

Artist's Illustrations of Plazas, Paths, and Walkways

Artist's Illustrations of Plazas, Paths, and Walkways - Continued

Artist's Illustrations of Plazas, Paths, and Walkways - Continued

Artist's Illustration Looking at the Future School and Community Centre

9.9 Conceptual Servicing Strategy

Development in Cypress Village will connect with existing West Vancouver water, sewer, and stormwater servicing networks. BPP will be responsible for the construction of, or appropriate financial contributions toward, the capital cost of all on-site and off-site infrastructure needed to serve the Cypress Village community all in accordance with the Phased Development Agreement. In some cases, the District may choose to accommodate additional capacity (e.g. upsizing of pipes) to serve demand from existing and future development outside of Cypress Village. In these cases, the District will contribute the incremental capital costs for the incremental servicing infrastructure.

The servicing concepts for water, sanitary sewer, rainwater management and drainage, and utilities are summarized below. Detailed designs for all on-site and off-site infrastructure to serve Cypress Village will be completed as part of Subdivision Servicing requirements for individual parcels as subdivision and development proceeds over time or as part of construction contracts or similar agreements between the District and BPP for some off-site infrastructure.

Water

9.9.1 Cypress Village will be connected to the existing District of West Vancouver water distribution system. As with the rest of the municipality, Cypress Village will be serviced with treated water provided by both Eagle Lake and Metro Vancouver sources.

9.9.2 The Cypress Village water system will consist of the following:

a. A local network of distribution watermains will be located in District-owned road dedications or utility rights-of-way that provide unrestricted access by the District for construction, maintenance, and repair.

b. Storage reservoirs will be constructed in Cypress Village to provide fire flow storage and balancing storage with added emergency capacity.

c. Three pressure reducing valves (PRVs) will be installed between pressure zone boundaries within Cypress Village that align with existing District pressure zones.

d. A new pump station within Cypress Village will be constructed to provide adequate pumping capacities to convey consumption demands for areas of the development within certain pressure zones.

9.9.3 To meet the water requirements for Cypress Village, several upgrades within the existing servicing network are anticipated, including:

a. Relocation of the existing transmission watermain known as the “cross-country watermain”, as part of replacing the existing Eagle Lake Access Road (a private road) with an On-site Collector road in this same vicinity to serve the village. This watermain must remain in service throughout construction as this is an active transmission main for the District.

b. Additional pumping capacity at the Westmount and 11th Street pump stations. Both of these pump stations are important for existing water service demands in West Vancouver and there is already a need to expand pumping capacities provided by the Westmount pump station and upgrade the 11th Street pump station based on existing population demands. Additional pumping capacity will take into account existing needs unrelated to Cypress Village as well as capacity needed to serve the village.

c. Increased capacity within the Queens Avenue transmission watermain between the Westmount and 11th Street pump stations. This is mainly to service increased maximum day demand flows to serve Cypress Village and will be completed incrementally in stages over time as Cypress Village is developed.

Sanitary Sewer

9.9.4 Cypress Village will be connected to the existing West Vancouver sanitary sewer collection system. Almost all of the sewer collection system within the limits of the Cypress Village development lands will connect to a single line that will exit Cypress Village, connect to the existing District sewer system, and then connect into Metro Vancouver's trunk system which conveys effluent to the Lions Gate Wastewater Treatment Facility. Development in the northeast portion of the Cypress Village planning area adjacent to Rodgers Creek will connect to the existing Rodgers Creek sanitary sewer systems.

9.9.5 All sanitary sewer mains in Cypress Village will be located in District-owned road dedications, utility rights-of-way, or MOTI rights-of-way that provide unrestricted access by the District for construction, maintenance, and repair.

9.9.6 Some upgrades to the District's existing sewer system will be required to accommodate the additional flows from Cypress Village development; this work will be carried out and paid for by BPP. Any additional upsizing costs associated with expanding capacity beyond that needed to serve Cypress Village will be at the District's option and cost.

Rainwater Management and Drainage

9.9.7 The rainwater management strategy for Cypress Village will be designed to maintain the quantity and quality of water in the natural drainage systems of the planning area and avoid negative downstream impacts. The strategy will use a holistic approach including the principles of detention, retention, treatment, base flow maintenance, peak flow diversion, and enhanced environmental benefit for the entire development area.

9.9.8 Low Impact Development (LID) features will be combined with productive natural wetland ecosystems to yield a system that removes pollutants, avoids increased erosion and flood risk, and encourages habitat growth.

9.9.10 In general, all roads will include local storm sewer collection systems integrated with a comprehensive system of natural and enhanced watercourses and wetlands, to reduce stormwater runoff, increase habitat, promote natural processes, and primarily discharge runoff into natural or enhanced watercourses and wetlands on-site. The intent of this integrated system is to prioritize base flows to be first directed into the watercourse and habitat features (through treatment devices and flow structures), while flows exceeding this level will overflow to (or remain in) the local storm sewer.

9.9.11 High flow stormwater that could damage property and infrastructure below Cypress Village will be diverted from environmental base flows. While environmental base flows will be treated with mechanical separation and/or biofiltration and returned to natural and enhanced watercourses on-site, higher flows generated by more significant duration and intensity rainfall events will be conveyed through a stormwater diversion system. Consistent with the Five Creeks Integrated Stormwater Management Plan, the western leg of the diversion system will be constructed to serve Cypress Village and will be tied into the existing diversion system, which will safely convey potentially damaging high runoff flows from significant weather events into the ocean.

Utilities

9.9.12 Electricity, natural gas, and communications lines will be provided by independent third party utility companies.

9.9.13 Fibre optic communications lines will be installed to provide future connectivity of fibre optic communications between District facilities, consistent with the Road Sections in **Appendix F**.

9.9.14 All services and infrastructure will be installed underground (except some ancillary works, such as kiosks, junction boxes, meters, which may be at or above grade).

9.10 Sustainability

"A sustainable community effectively balances economic, social, cultural, and environmental interests in order to meet the needs of the present generation without compromising the ability of future generations to meet their needs….Sustainable and resilient communities are compact, complete, centred, connected, and consider natural assets and hazards." ~ Province of British Columbia

Sustainability is foundational to this ADP:

- Developing a compact, complete, transit-served community in Cypress Village is a more sustainable way of accommodating new housing than large single family houses, which is what is currently permitted by the existing zoning on BPP's lands in Cypress Village and Eagleridge. The District's 2016 "Community Energy & Emissions Plan" found that household emissions are lowest in mixed use, compact village nodes and corridors with a diverse mix of housing types, transportation options, and close proximity to destinations such as shopping and community facilities. Protecting 262 acres of land in Eagleridge and over 100 acres of land in Cypress Village in its natural treed state for conservation and recreation maintains forested areas that play an important role as carbon sinks, in addition to contributing to ecological diversity.
- Community design for Cypress Village supports social and cultural sustainability by providing opportunities for physical activity (with an active transportation network and extensive recreation areas), community connection, housing affordability, and accessibility to services (including an elementary school, child care facilities, and community centre).
- Clustering development in Cypress Village, including a mix of land uses, and the funding strategy for infrastructure supports economic sustainability.
- Connectivity is prioritized in the active transportation network, parks and open spaces plan, and village design.
- Protecting lands in Eagleridge (as well as lands in the Cypress Village planning area) reflects the importance of natural assets to the community.

The following policies will help achieve a sustainable mixed-use village that supports the District's response to addressing the impacts of climate change:

9.10.1 Cypress Village should minimize its carbon footprint by providing for:

a. A compact community with transit service and a diversity of housing and population that maximizes transit ridership.

b. Dedicated bike and pedestrian networks with connectivity within and outside of the community to encourage active modes of transportation such as walking and cycling rather than driving.

c. Building design, site development, and energy systems that achieve a low carbon footprint, consistent with the District's Building Code.

d. Integrated rainwater management planning.

e. Protection of environmental areas within the Cypress Village planning boundary to enhance habitat and reduce risks of natural hazards.

f. Other sustainable principles such as providing for car share and electric vehicle use and charging, consistent with the District's Building Code.

9.10.2 The infrastructure design for Cypress Village seeks to address climate change by:

a. Designing low-impact rainwater management systems (e.g. including mechanisms such as infiltration, rain gardens, bio-swales, and biofiltration as part of street, building, and pathway

designs to help manage the rate and quality of run-off and provide a cleaning function for rainwater and supplement the wetland and stream habitats).

b. Providing stormwater diversion systems that will divert higher rainwater event flows, which are happening more frequently, to the ocean and in turn protecting existing public and private property and infrastructure below the highway.

c. Planning, designing, and providing for climate resilient infrastructure systems that will service the Cypress Village community over the life of the assets comprising those systems.

d. Incorporating a new fire station in the Cypress Village planning area which will significantly improve response times in the area and help address the risk of wildfires.

e. Adhering to the CV2: Cypress Village Wildfire Hazard DPA Guidelines (see **Appendix A**) to mitigate the impacts of a potential wildfire event on Cypress Village and West Vancouver.

f. Incorporating other requirements such as emergency access routes to cul-de-sac streets.

9.10.3 The CV:4 Form and Character DPA Guidelines in **Appendix A** include guidelines to help support sustainable development.

9.11 Risk Management

9.11.1 As per Section 2.3 of this ADP, the Cypress Village planning area is designated as a Development Permit Area (DPA). Development Permits (DPs) will be required for:

a. Any tree clearing and for subdivision in accordance with the CV2: Cypress Village Wildfire Hazard DPA Guidelines in **Appendix A**.

b. Any tree clearing, earthworks, and subdivision in accordance with the CV3: Cypress Village Hazardous Conditions DPA Guidelines in **Appendix A**.

9.12 Phasing of Development

9.12.1 *Pace of Development*. Cypress Village is anticipated to be built over about 20 to 25 years. Average annual population growth is estimated to be about 275 people per year, although this will vary over time. Growth will likely be slower at the start, so it is anticipated that the population of Cypress Village will be approximately:

- About 300 people by the end of 2029.
- About 1,700 people by the end of 2034.
- About 6,900 people at build-out in about 2048.

For context, the OCP anticipates that the total population in West Vancouver (including new residents of Cypress Village) will increase by over 10,000 people from 2016 to 2041.

9.12.2 *Neighbourhood Phasing*. The anticipated phasing of development in Cypress Village is illustrated in a series of images (**Figures 9O to 9T)** on the following pages using the land use plan, the concept plan for the village, and artist's illustrations of the village. The concept plan and artist's illustrations are sequenced to show how the village is anticipated to develop over time using 5 year increments.

In general, it is anticipated that:

- Development will progress from east to west in the planning area.
- The first phase of residential development will include part of the *Mixed-Use Village Core* as well as the *Ground-Oriented Housing* area near Rodgers Creek. The paved multi-use path connecting Rodgers Creek to Cypress Village and providing circulation within Cypress Village, and the fire station, are also anticipated to be built early on. Development of the final

phases of residential development in Rodgers Creek will likely occur at the same time as the first phase of development in Cypress Village.

- Next, development will focus on completion of the *Mixed-Use Village Core*, the *Multi-Family Housing* area along Eagle Lake Road, the low *Ground-Oriented Housing* neighbourhood in the southwest portion of the planning area, and the Westmount Connector and business park *Employment Uses* space.
- The final phase of development will include completion of the *Multi-Family Housing* area at the north end of Eagle Lake Road and the *Ground-Oriented Housing* neighbourhood in the northwest portion of the planning area.

Figure 9O: Land Use Plan for Cypress Village Showing Approximate Phasing in 5-Year Increments

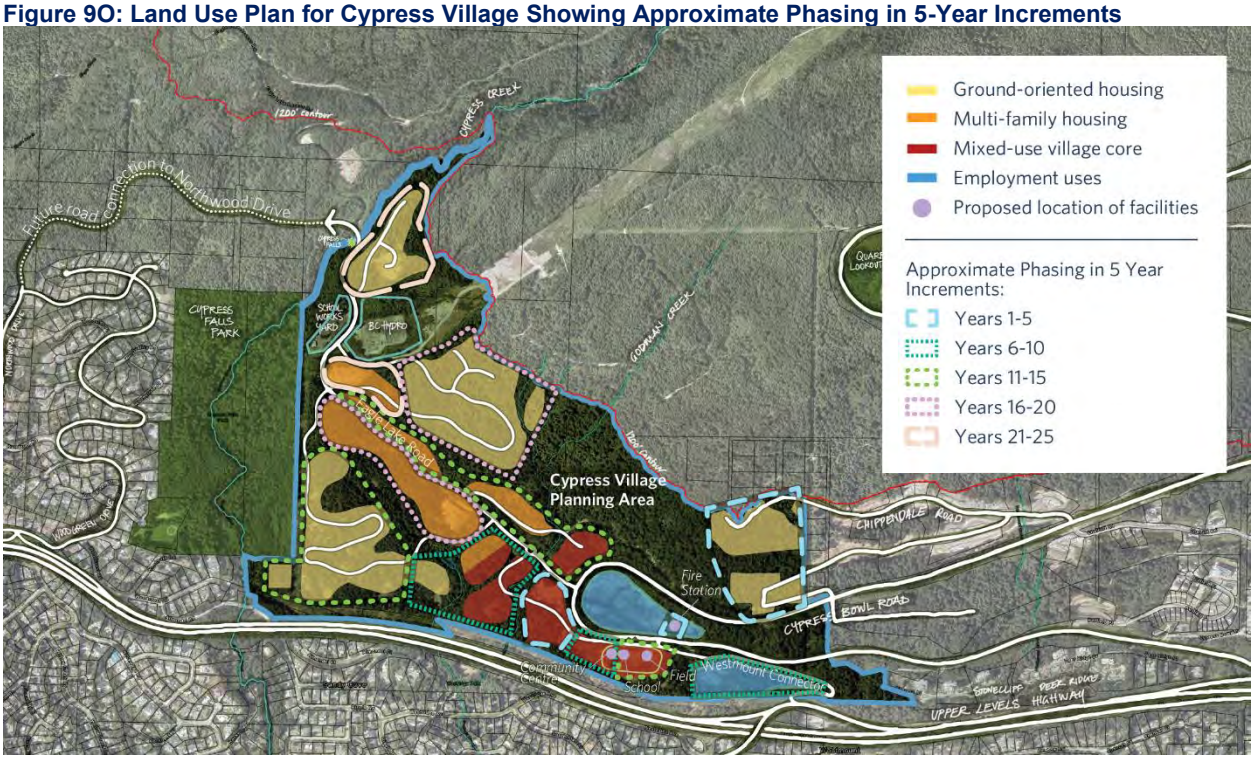


Figure 9P: Concept Plan and Artist's Illustration of Cypress Village at Year 5

Figure 9Q: Concept Plan and Artist's Illustration of Cypress Village at Year 10

Figure 9R: Concept Plan and Artist's Illustration of Cypress Village at Year 15

Figure 9S: Concept Plan and Artist's Illustration of Cypress Village at Year 20

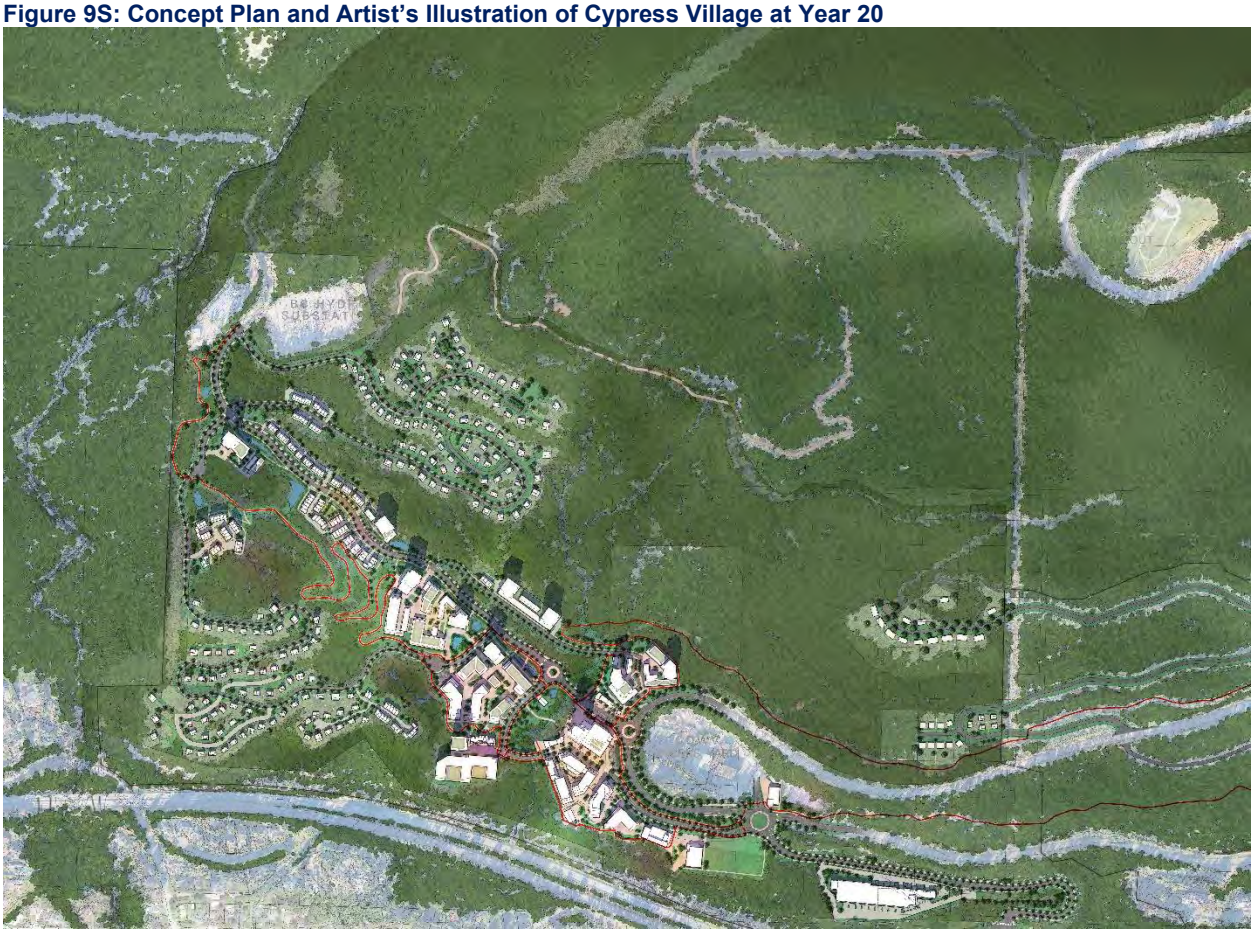
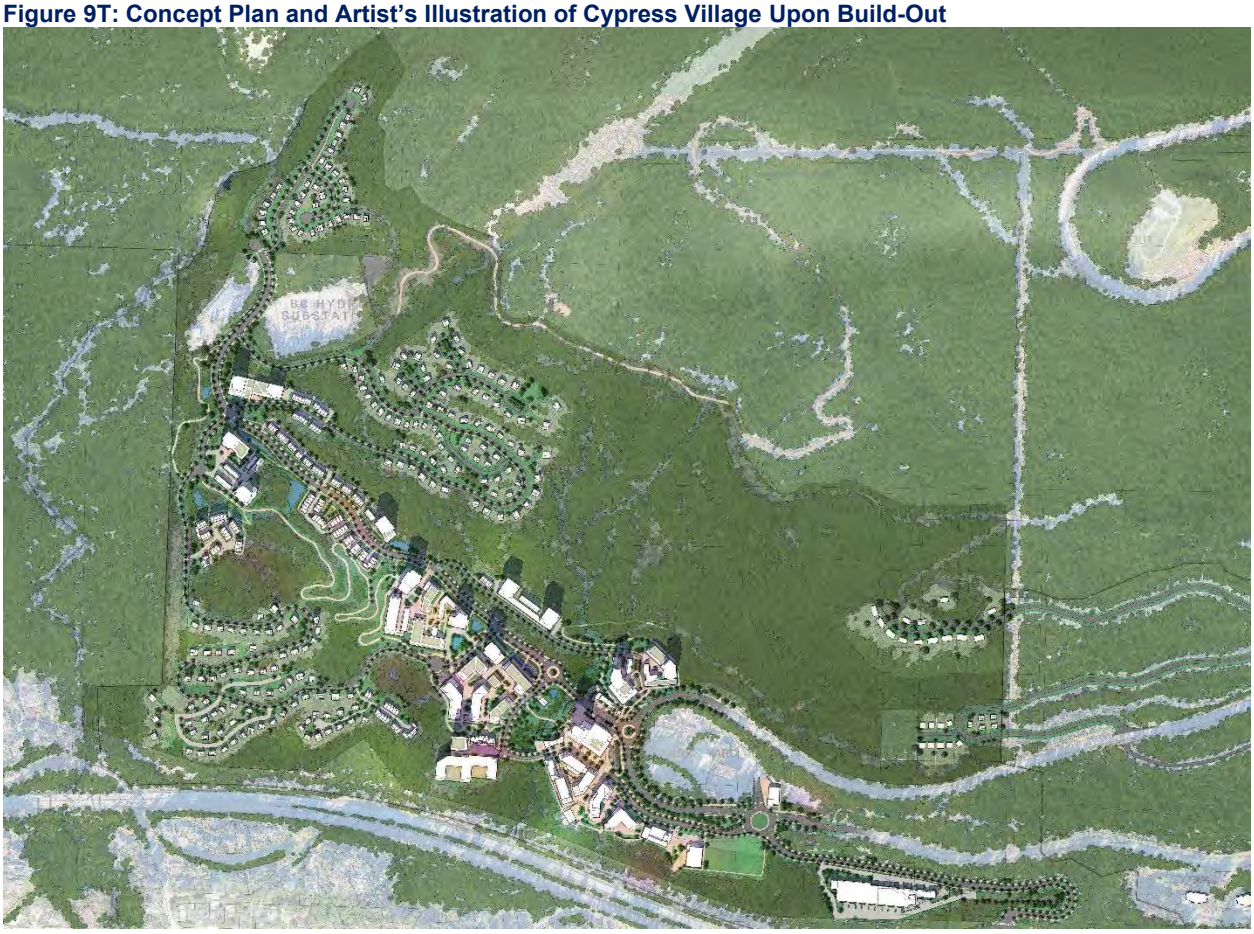


Figure 9T: Concept Plan and Artist's Illustration of Cypress Village Upon Build-Out



9.12.3 *Timing of Key Obligations.* Community-building and placemaking from the start of development of Cypress Village is important to help create a vibrant, successful neighbourhood and to meet the needs of residents of the village, Rodgers Creek, and other nearby areas. The development will be required to meet key milestones as governed in the Phased Development Agreement and as outlined generally below:

a. The fire station must be built within five years of the District and BPP entering into the Phased Development Agreement, with fallback provisions to be defined in the Phased Development Agreement if the fire station is not built in this timeframe and the District is unable to issue occupancy permits for buildings in Cypress Village because the fire station is not complete.

b. The first phase of retail/service space in the village core must be large enough to include a grocery store and must be completed early in the development by an agreed-upon timeline (for example, a metric tied to the issuance of the building permit or occupancy permit for a defined number of residential units).

c. The Independent Transit Service (to be provided by BPP) must commence on or before the date of occupancy of the first residential unit in Cypress Village. The level of service should be adjusted commensurate with population growth in Cypress Village over time.

d. The community centre will be built by the later of eight years after the District and BPP enter into the Phased Development Agreement or the occupancy of the 1400th housing unit, with milestones and fallback provisions about what happens if the milestones are not met to be defined in the Phased Development Agreement.

e. McGavin Field will be built by the District after BPP's temporary License for the Cypress Pop-Up Village expires (i.e. after May 2031).

f. Child care spaces must be provided commensurate with the pace of residential development, with facilities to be built in agreed-upon increments over time (for example, in increments tied to the issuance of building permits or occupancy permits for defined numbers of residential units).

g. The market rental units must be provided commensurate with a mechanism that restricts the amount of market strata residential development that can be approved based on the number of market rental units completed.

h. The title to parcels to accommodate the purpose-built affordable rental apartment units must be transferred to the District or, at the District's discretion, to a non-profit housing operator(s) selected by the District, based on agreed-upon milestones.

i. Parks, plazas, and pathways should be built at the same time as adjacent urban development is being built and/or by agreed-upon milestones related to the issuance of building permits or occupancy permits for defined numbers of residential units.

j. Major road improvements (e.g. upgrades to Cypress Bowl Road, Westmount Connector subject to MoTI approval) must be built within the first ten years to help support transportation demand management.

10.0 Summary of the Financial Strategy and Financial Implications for the District

Financial Strategy

The financial strategy for the protection of lands in Eagleridge and the creation of a compact, sustainable urban community in Cypress Village includes the following key elements:

10.1 BPP will be responsible for:

a. The construction of, or appropriate financial contributions toward, the capital cost of all on-site and off-site infrastructure that serves the Cypress Village development, including roads, water, sanitary sewer, drainage, communication, and hydro utilities.

b. Funding and operating the Independent Transit Service until such time as it is taken over by TransLink, the regional public transit agency, or the District and BPP agree to an alternative. As Cypress Village is developed, the District and BPP will work together towards having TransLink include Cypress Village in its service expansion plans. The ITS is subject to renewal by TransLink which BPP and the District will seek together. If TransLink does not renew approval, BPP and the District will explore alternatives.

c. Transferring ownership of two land parcels to the District or (at the District's option) a non-profit housing operator(s) selected by the District for the purpose of accommodating the affordable rental housing.

d. The construction of, or appropriate financial contributions toward, the following amenities and community facilities to be provided in Cypress Village:

- Community centre. The District will design and construct the community centre with BPP being obligated to provide a capital cost contribution based on a facility of 24,000 square feet (2,230 square metres) (similar in size to the Gleneagles Community Centre) and with BPP having the option to deliver the community centre on a turnkey basis to the District if certain milestones to be defined in the Phased Development Agreement are not met.
- Fire station. The District will design and construct the fire station, using a combination of CAC Reserve funds and an additional capital cost contribution from BPP to be agreed upon by the District and BPP.
- Child care facilities to be constructed and paid for by BPP.
- Parks and plazas to be constructed and paid for by BPP.
- Open space improvements to be constructed and paid for by BPP.
- Sports field. The District will design and construct the sports field, using a combination of funds already provided by BPP, funds already BPP is already obligated to provide related to the License for the Cypress Pop-Up Village area, and an additional capital cost contribution from BPP to be agreed upon by the District and BPP.
- Pedestrian, cycling, and multi-use pathways to be constructed and paid for by BPP.
- Hiking trails, to be constructed and paid for by BPP.
- Mountain biking trails, to be formalized, planned, built, and managed via a collaborative process with the District, BPP, and stakeholders and for which BPP will make a financial contribution to be used towards trail work.

e. Paying all Development Cost Charges (DCCs) that are required by applicable DCC bylaws, including the District of West Vancouver, Metro Vancouver, GVS&DD, and TransLink. The District's DCC Bylaw No. 3801, 1993, currently sets out DCC rates for five geographic areas in the District and for eight categories of charges (water, drainage, neighbourhood roads,

community roads, underground wiring, Ambleside waterfront, major parks, and local parks). Cypress Village is in DCC Area 4 (which also includes Rodgers Creek). The District should:

- Amend the DCC Bylaw to designate Cypress Village and Rodgers Creek Areas 5 & 6 as separate sub-areas within DCC Area 4.
- Eliminate the water, drainage, neighbourhood roads, underground wiring, and local parks DCCs for the Cypress Village sub-area because BPP will supply all of this local infrastructure in Cypress Village.
- Eliminate the major parks DCC for the Cypress Village and Rodgers Creek Areas 5 & 6 sub-areas because BPP is providing community-serving open spaces within Cypress Village and is also transferring ownership of its 262 acres of land in Eagleridge to the District as a major park.
- Retain the community roads DCC as is for the Cypress Village sub-area, as this is a contribution to the overall road network.
- Retain the Ambleside Waterfront DCC as is for the Cypress Village sub-area, as this is a contribution to a community scale park that all residents of West Vancouver can use including future residents of Cypress Village.

10.2 The District's obligations will include:

a. The District and BPP may agree that, as part of the infrastructure work for Cypress Village, some servicing infrastructure should be upsized to address the needs of existing or future development outside of Cypress Village, in which case the District will contribute the incremental capital cost.

b. The District will build the fire station using funds from the CAC Reserve which were collected from rezonings in Rodgers Creek for the purposes of funding amenities such as a fire station in Cypress Village, plus an additional cash contribution from BPP. The District may elect to expand the size of the facility beyond that required to serve the residents of Cypress Village and Rodgers Creek, and/or may elect to include additional space (e.g. space for co-located emergency management services and/or purpose-built affordable rental housing or workforce housing). If the District elects to expand the size of the facility or include additional space, the District will be responsible for the incremental capital cost.

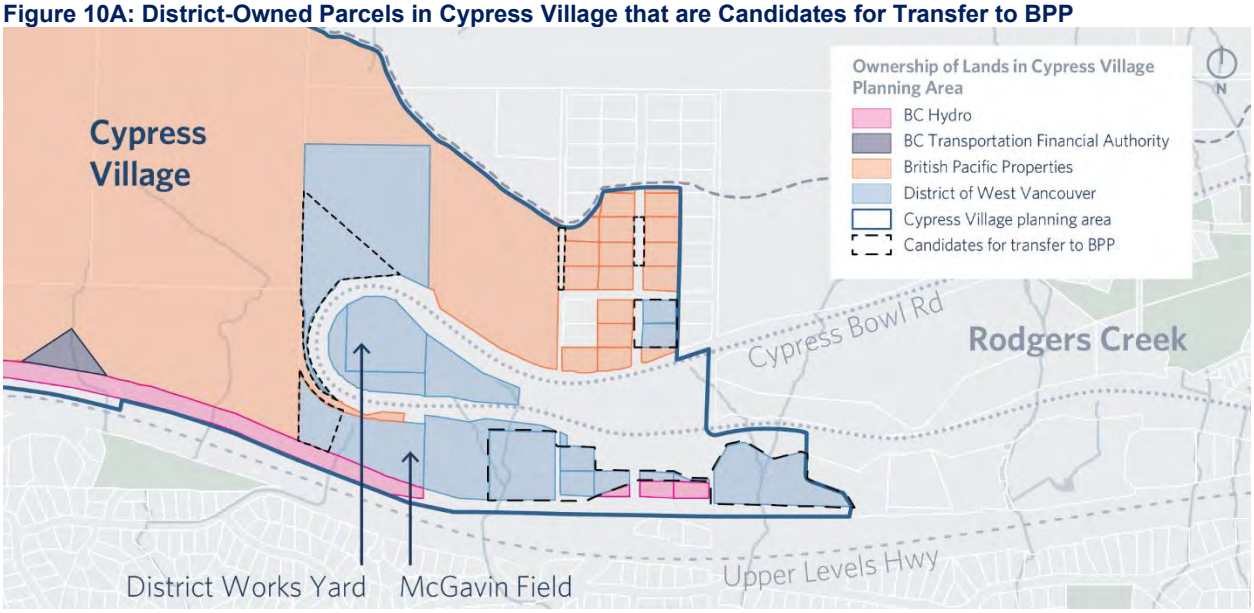
c. The District will build the community centre, may elect to expand the size of the facility beyond that required to serve the residents of Cypress Village and Rodgers Creek, and/or may elect to include additional space (e.g. purpose-built affordable rental housing), in which case the District will be responsible for the incremental capital cost.

d. The District will contribute some assets to help enable the protection of the lands in Eagleridge, to help support the creation of a compact, vibrant village core, and to facilitate the construction of the Westmount Connector and employment benchlands:

- Contributing funds from applicable DCC Reserves towards purposes for which those funds were collected.
- Contributing funds from the CAC Reserve towards purposes for which those funds were collected (e.g. for the fire station and for the sports field).
- Reconfiguring the existing fire training grounds on the District's Operations Centre (work yard) site or relocating this use to another location as needed to accommodate the new fire station in this location.
- Replacing the materials transfer site operations when needed.
- Owning, operating, and maintaining the fire station, community centre, child care spaces, roads and active transportation network, and parks and open space.

- Transferring some District-owned parcels of vacant land (or portions thereof) in Cypress Village to BPP (see **Figure 10A** for candidates) subject to the District's processes regarding the use and disposition of District-owned land.

Figure 10A: District-Owned Parcels in Cypress Village that are Candidates for Transfer to BPP



Financial Implications for the District

The financial implications to the District were evaluated in a comprehensive analysis.

Based on the financial strategy and obligations outlined in Policies 10.1 and 10.2 above, there are not likely to be any significant negative financial impacts of Cypress Village on the District or taxpayers in terms of capital costs.

In terms of operating costs, Cypress Village residents will, like all District residents, add operating costs for emergency services, parks and recreation operating costs, road maintenance, and municipal operations. The estimated future property tax and other fee revenue from development in Cypress Village is sufficient to cover the estimated new operating costs that are associated with the new residents of Cypress Village. The most likely outcome is that the municipal revenues flowing from Cypress Village exceed the municipal cost of providing services to the new community. If revenues are higher than operating costs, this will affect future municipal budgeting in one of these ways: municipal property tax rates will be lower than they otherwise would be, or some municipal services can be expanded without having to increase taxes. Municipal operations are essentially set to breakeven (i.e. property taxes and other fees and charges are set so as to cover costs), so Cypress Village will not have any significant negative financial impact on the taxes and fees paid by other residents and taxpayers in West Vancouver and may have a positive impact.

11.0 Implementation

This Cypress Village ADP is a long-term planning document intended to shape development in Cypress Village over 20 to 25 years consistent with the planning principles, plans, and form and character of development described in this document. Although the plan will be implemented incrementally over time as individual projects process within Cypress Village, these projects will be situated within a coordinated consideration of the village as a whole. The policies and guidelines in this document create the framework to ensure the vision for a compact, sustainable mixed-use village is realized.

The following tools and steps are anticipated to help implement this ADP:[17]

1. Adoption of this ADP.
2. Adoption of consequential and/or supporting amendments to the OCP.
3. Adoption of a Comprehensive Development (CD) Zoning Bylaw for the Cypress Village planning area.
4. Adoption of a Phased Development Agreement (PDA) between the District and BPP. This will require approval from the Inspector of Municipalities.
5. Adoption of an amendment to the Subdivision Control Bylaw to indicate that servicing standards and infrastructure design criteria for Cypress Village are included in the PDA.
6. Adoption of a Bylaw to Amend the District's Development Cost Charge Bylaw No. 3801, 1993. This may require approval from the Inspector of Municipalities.
7. Adoption of DCC Reserve Expenditures Bylaws.
8. Council resolution for the allocation of some CAC Reserve funds towards the fire station.
9. Transfer of title of the lands in Eagleridge that are currently owned by BPP to the District.
10. Transfer of title of approximately 17 parcels, portions of parcels, or road closure lands totaling about 21 to 22 acres in the Cypress Village planning area that are currently owned by the District to BPP.
11. Dedication of the lands in Eagleridge that are acquired by the District as Park.
12. Dedication as Park of other District-owned lands in Eagleridge that are not yet dedicated as Park (see **Figure 8A**).
13. Dedication as Park of park and open space lands in Cypress Village to be transferred to the District after subdivisions.
14. Other property transactions:
    a) Land transfers/exchanges as needed between the District and MoTI to facilitate accommodating agreed-upon changes to Cypress Bowl Road.
    b) Land transfers/exchanges as needed between the District and MoTI to facilitate the inclusion of business park space on the employment benchlands to be created south of the new Westmount Connector.
    c) Right-of-way or road dedication from BC Hydro to facilitate the new Westmount Connector.
    d) Provision of a portion of the McGavin Field site from the District to School District 45 for a school, when the School District has funding to build and operate a school in Cypress Village.
15. Approvals from other agencies:
    a) Detailed design review/approvals by MoTI for transportation elements within MoTI's jurisdiction.

[17] Note that list is not necessarily exhaustive or sequential.

b) Authorization from DFO for some changes to riparian areas in the *Mixed-Use Village Core* (this step is complete).

c) Provincial approvals under Section 11 of BC Water Sustainability Act.

16. Detailed design, subdivisions, development permits, and building permits as development proceeds.
17. Process involving the District, BPP, and stakeholders including the North Shore Mountain Bike Association (NSMBA) to formalize, plan for, build, and manage mountain biking trails in Cypress Village.
18. Process involving the District, BPP, and stakeholders including the North Shore Mountain Bike Association (NSMBA) to formalize, plan for, build, and manage hiking and mountain biking trails above the 1200 foot contour, as a continuation of the incremental step-by-step process towards a broader management plan for the entire mountainside.
19. District process to explore options for managing the Eagleridge lands, which could be part of a broader management plan for the entire mountainside.

12.0 Appendices

Appendix A: Cypress Village Development Permit Areas (DPAs) Guidelines

As part of this Area Development Plan for Cypress Village and Eagleridge, four new Development Permit Areas are created:

1. CV1: Cypress Village Riparian Areas Development Permit Area
2. CV2: Cypress Village Wildfire Hazard Development Permit Area
3. CV3: Cypress Village Hazardous Conditions Development Permit Area
4. CV4: Cypress Village Form and Character Development Permit Area

Definitions

The following terms have the indicated meaning:

"Building" means any structure of any size intended to contain any use, including without limitation residential, commercial, and light industrial buildings, civic buildings, accessory buildings, parking structures, garages, carports, and buildings that house utility infrastructure.

"Cypress Village Area" means the area depicted in Figure 1:

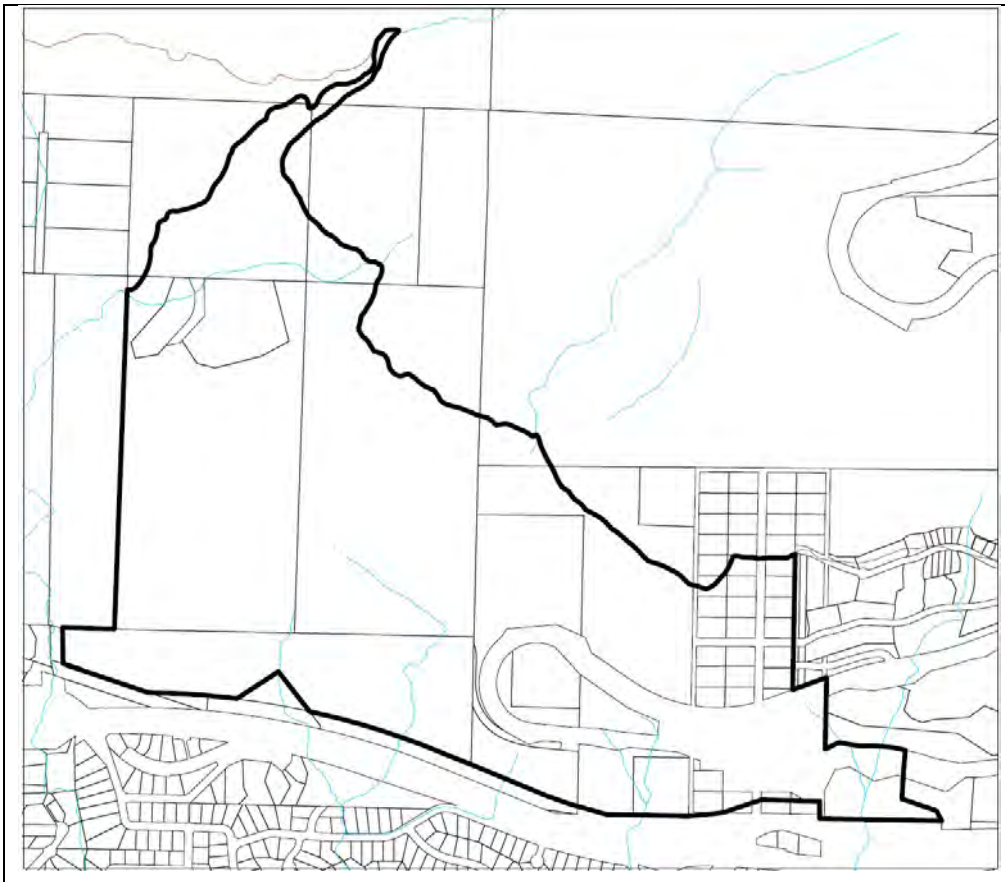


Figure 1

"Cypress Village" means the residential and mixed-use neighbourhood with employment areas, amenities, and transportation infrastructure to be developed in the Cypress Village Area.

“Development” means excavation for and construction of buildings or structures, additions to or alterations to buildings or structures that change the footprint or size, alteration of land including site grading, earthworks, soil removal, soil deposit, landscaping, trail building, creation of any impervious or pervious surfaces such as patios and driveways, infrastructure and related works, utilities, sprinkler systems, and other activity that involves modification to the land.

“District” means the District of West Vancouver.

“Flood Hazard” means the potential for a stream or other body of water to overtop its natural or artificial confines and cover land not normally under water, including events such as flooding, bank erosion, avulsions, scour and sediment transport.

“Geohazard” means potential natural hazards including without limitation, Flood Hazards, debris floods and associated scour and bank erosion, earthquakes, snow avalanches, sinkholes and landslides such as rockfall, debris flow, slumps, slides and earthflows.

“Geohazard and Flood Hazard Risk Assessment and Management Plan” means an assessment of Geohazard risks and recommendations for minimizing the risks of such hazards to people, property, the natural environment, and infrastructure, prepared in accordance with the latest versions of the following Engineers and Geoscientists BC professional practice guidelines:

a) “Professional Practice Guidelines – Natural Hazards: Landslide Assessments in British Columbia” version 4.1 published March 1, 2023, or as amended from time to time.

b) “Professional Practice Guidelines – Natural Hazards: Legislated Flood Assessments in a Changing Climate in British Columbia” version 2.1 published August 28, 2018 or as amended from time to time.

“Riparian Assessment Area” consists of a 30 metre strip on each side of a watercourse or wetland, measured from the Watercourse Boundary, unless a watercourse is in a ravine, in which case the riparian assessment area for the watercourse consists of the following areas, as applicable:

a) if the ravine is less than 60 metres wide, a strip on each side of the watercourse that is measured from the Watercourse Boundary to a point that is 30 metres beyond the Top of the Ravine Bank;

b) if the ravine is 60 or more metres wide, a strip on each side of the watercourse that is measured from the Watercourse Boundary to a point that is 10 metres beyond the Top of the Ravine Bank.

“Qualified Environmental Professional” means a registered professional with education, training, and experience in conducting riparian area and riparian habitat assessments in accordance with the Riparian Areas Protection Regulation.

“Qualified Geohazard Professional”: A professional engineer, professional geoscientist or licensee, who is:

a) licensed to practice by Engineers and Geoscientists BC (EGBC), and

b) has the appropriate level of education, training, and experience in the assessment and mitigation of Geohazards and/or Flood Hazards, as described in the relevant EGBC guidelines, and

c) has the appropriate insurance coverage.

“Qualified Wildfire Professional" means a Registered Professional Forester in good standing with:

a) appropriate education, training, and at least two years of experience in the assessment of risks from wildfire in British Columbia,

b) experience in providing recommendations for mitigating the risks of wildfire through means such as vegetation removal, tree cutting, pruning, removal and ongoing management of forest fuel, setbacks between buildings and the forest interface, and construction materials, and

c) appropriate insurance coverage.

“SPEA” or **“Streamside Protection and Enhancement Area”** has the meaning contained in the Riparian Areas Protection Regulation.

“Structure” means anything that is built, constructed, or placed on the ground which is more than 1.2 metres above finished grade, including exterior mechanical equipment such as heat pumps, boilers, pool equipment, air conditioning and air handling units of any height.

“Top of the Ravine Bank" means the first significant break in a ravine slope where:

a) the grade beyond the break is less than a 3:1 slope for a minimum distance of 15 metres measured perpendicularly from the break, and

b) the break does not include a bench within the ravine that could be developed.

"Watercourse Boundary", in relation to a watercourse or wetland, means whichever of the following is farther from the centre of the watercourse or wetland:

a) the visible high water mark of a watercourse or wetland where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself;

b) the boundary of the active floodplain, if any, of the watercourse or wetland.

CV1: Cypress Village Riparian Areas Development Permit Area

Designation

All of the lands within the Cypress Village Area that are located within a Riparian Assessment Area are designated as a development permit area pursuant to sections 488(1)(a) of the *Local Government Act*, to protect the natural environment, its ecosystems and biological diversity.

Special Conditions that Justify Designation of this Development Permit Area

The Cypress Village Area contains a network of watercourses, wetlands, and riparian areas. The area is environmentally sensitive and provides important habitat (including fish habitat). As a result, SPEAs need to be identified and development activity within Riparian Assessment Areas must be managed in order to protect the SPEAs. While changes to Riparian Assessment Areas in the Cypress Village Area should be avoided, there are circumstances in which changes within the Riparian Assessment Area in the Cypress Village Area may be acceptable, such as:

1. Development that is consistent with the land use concept for Cypress Village in the Area Development Plan for Cypress Village and Eagleridge.
2. Construction of stream crossings for roadways, pathways, or trails.
3. Works necessary to remove or mitigate Geohazard risks.

Activity Requiring Development Permit

For clarity and without limiting Section 489 of the *Local Government Act*, the following activities within a Riparian Assessment Area in the Cypress Village Area require a Development Permit:

1. Vegetation removal.
2. Subdivision, including subdivision of lands that are only partially within the Riparian Assessment Area.
3. Development.
4. Landscaping, fencing, and similar activities.

Exemptions

The following activities within a Riparian Assessment Area in the Cypress Village Area do not require a Development Permit:

1. Work, activity, or undertaking for which the District has received a copy from the developer of an authorization under Section 35(2)(b) or (c) of the *Fisheries Act*.
2. Changes in and about a stream authorized by an approval issued under Section 11 of the *Water Sustainability Act*.
3. Construction of hiking or mountain biking trails (including watercourse crossings) by the District or its authorized agents and contractors on land owned by, or proposed to be dedicated to, the District.
4. Construction, repair, and maintenance of works, parks, and facilities by the District or its authorized agents and contractors.
5. Works undertaken by, or on behalf of, the District in order to remove or mitigate an immediate danger or hazard to the natural environment or the safety of persons or property.
6. Interior renovation of an existing structure or exterior changes to an existing structure provided such changes do not alter the footprint of the structure within the Riparian Assessment Area and do not require any new tree removal or earthworks, soil removal, or soil deposit.

7. Routine maintenance of existing landscaped areas and trails.
8. Subdivision of District-owned lands to consolidate or realign lot lines.

Application Requirements

In addition to information required by the Development Procedures Bylaw, an assessment report and environmental management plan, including a site plan, prepared by a Qualified Environmental Professional shall be submitted that:

a) Is consistent with the methodology in the *BC Riparian Areas Protection Act* and Riparian Areas Protection Regulation (RAPR).

b) Identifies the riparian assessment area for watercourses and wetlands.

c) Identifies the SPEA for each watercourse or wetland.

d) Identifies any impacts posed by the proposed vegetation removal, forest management, earthwork, landscaping, hazard mitigation works, subdivision, landscaping, or Development to natural features, functions or conditions in the SPEA that support the life processes of protected fish, and recommends any measures that are to be taken to avoid identified impacts.

e) Includes a site plan showing areas where the proposed activity is to occur (including any tree cutting, vegetation removal, earthworks, subdivision, landscaping, or Development) and a concept plan showing the design of any proposed fences and the footprints of any proposed Structures.

Development Permit Area Guidelines

1. Portions of a Riparian Assessment Area with high ecological value or that are designated as part of the Natural Areas in Cypress Village in the Area Development Plan for Cypress Village and Eagleridge should remain free of any Development and, to ensure the highest level of ongoing protection, should be dedicated to the District. Portions of Riparian Assessment Areas may be privately owned lands provided appropriate protection mechanisms are registered on title.
2. Where Development within a Riparian Assessment Area is proposed, aim to minimize habitat alteration, locate the activities in the least environmentally sensitive areas as much as possible, follow Qualified Environmental Professional recommendations, re-vegetate and restore areas post-construction.
3. Avoid Development within a 39 metre strip measured from the Watercourse Boundary of Cypress Creek, except for bridges, roads, and utility infrastructure.
4. Erosion, sediment control, site stabilization, and other measures shall be undertaken to protect SPEAs, watercourses, and wetlands from sedimentation, contamination, and landslides, relying on the recommendations of a Qualified Environmental Professional.
5. Development shall be completed within time periods or sequences specified by the District, relying on the recommendations of a Qualified Environmental Professional.
6. Development shall be completed in accordance with conditions of a Development Permit and recommendations of a Qualified Environmental Professional.
7. Portions of a Riparian Assessment Area that are to be protected pursuant to recommendations by a Qualified Environmental Professional that will, as a result of subdivision, remain or become part of privately owned parcels, shall be fenced or otherwise protected except to allow maintenance access and shall not be altered or landscaped in a fashion that damages habitat.
8. Vegetation removal or earthworks for the purpose of subsequent construction of roads, crossings of watercourses, infrastructure, or Buildings will only be considered once approximate road alignments and preliminary subdivision boundaries have been established, to confirm that the vegetation removal and earthworks are in the appropriate locations.

9. Development can only occur if:
   a) It is consistent with the Area Development Plan for Cypress Village and Eagleridge,
   b) It is designed and constructed in accordance with the recommendations of a Qualified Environmental Professional (for ecological and habitat considerations),
   c) It does not require any authorization under Section 35 of the *Fisheries Act* (Canada), and
   d) Appropriate measures for protection of SPEA's are in place.

CV2: Cypress Village Wildfire Hazards Development Permit Area

Designation

All lands in the Cypress Village Area are designated as a development permit area pursuant to sections 488(1)(a) and (b) of the *Local Government Act*, to protect the natural environment, its ecosystems and biodiversity, and to protect Development from hazardous conditions.

Special Conditions that Justify Designation of this Development Permit Area

The Cypress Village Area contains large areas of forested land and is located within the forest interface area where there is a risk of wildfire. This Development Permit Area designation is warranted to guide Development in order to protect people, wildlife, property, infrastructure and the natural environment from wildfires.

Activity Requiring Development Permit

For clarity and without limiting Section 489 of the *Local Government Act*, the following activities require a Development Permit:

1. Vegetation removal, tree pruning, tree cutting, and forest fuel removal.
2. Subdivision of land.

Exemptions

The following activities do not require a Development Permit:

1. Routine maintenance of existing landscaping.
2. Subdivision, to consolidate or realign lot lines or bare land strata subdivision where resulting Development will not be located closer to wildfire risk, as confirmed by a Qualified Wildfire Professional.
3. Subdivision of District-owned lands to consolidate or realign lot lines.

Application Requirements

In addition to information required by the Development Procedures Bylaw, the following information must be submitted with an application for a Development Permit:

1. Wildfire Risk Assessment and Management Plan prepared by a Qualified Wildfire Professional, to include an assessment of wildfire risk, a plan for mitigating risk and managing wildfires, and confirmation that the Wildfire Risk Assessment and Management Plan complies with the guidelines for this Development Permit Area.
2. Site plan showing areas where vegetation removal and forest management work are proposed.
3. For proposed vegetation removal and forest management works only, a site plan showing preliminary subdivision boundaries, approximate road alignments, and preliminary Building footprints.
4. For proposed subdivision, a site plan showing final proposed subdivision boundaries and road alignments.

Guidelines and Requirements

Location of Vegetation Removal

1. Vegetation removal should be limited to areas proposed for Development or road construction, or to minimize the risk of wildfires starting or spreading.

Building Setbacks

Subdivisions should be designed such that future Building envelopes will be as far as reasonably possible from the forest interface, with a minimum setback of 10 metres between the forest and the outermost part of any proposed Building, unless a Qualified Wildfire Professional indicates that a lesser setback is acceptable. Complete any vegetation removal within this area prior to the start of any construction authorized by any other Development Permit or building permit.

Site Works Management

1. Site and vegetation works, and earthworks should be consistent with the requirements of West Vancouver Fire and Rescue including, but not limited to, interface construction protocols.
2. Wildfire fuel generated by site and construction works, such as slash or construction debris, shall be managed to reduce the risk of the start or spread of wildfire.

Forest Areas Management

1. Subject to the recommendations of a Qualified Wildfire Professional, forest cover management beyond the cleared setback should include:
    a. Pruning lower branches and thinning the tree canopy and understory to reduce fuel loads.
    b. Tree removal to achieve sufficient spacing (target of 3 metres or more).
    c. Removal of dead or dying trees.
    d. Disposal of slash via removal not on-site burning.
    e. Planting replacement trees.

Subdivision and Servicing

1. Firebreaks should be designed and installed where feasible, which may be in the form of cleared areas, roads, or utility corridors.
2. Road layouts (including alignment, grade, width, turning radius) shall be designed to allow access by first responders and firefighting equipment.
3. All electrical, communications and other utilities shall be underground, except water utility Buildings, water reservoirs, and any rainwater management works that must be at grade. Any necessary utility poles shall be concrete or steel.
4. Emergency access routes shall be provided to all areas as required in the subdivision servicing criteria for Cypress Village.
5. Any new lot created for future Development with any Buildings will have registered on the title of the lot at time of subdivision a covenant under Section 219 of the *Land Title Act* that requires all construction of structures, Building renovation, and landscaping to comply with a Qualified Wildfire Professional recommendations and the guidelines in this Development Permit Area.

Buildings and Structures

1. The following fire resistive materials and construction practices are required for all Buildings and Structures:
    a) Fire retardant roofing materials (Class A or B, or Class A by assembly) should be used. Asphalt or metal roofing is preferred.
    b) Exterior walls should be sheathed with fire-resistive materials.
    c) Decks, porches, balconies, and patios should use fire resistive decking materials, such as composite decking boards or fire resistive treated wood.
    d) All eaves, attics, roof vents, and openings under floors should be screened to prevent the accumulation of combustible material, using 3mm, non-combustible wire mesh, and vent assemblies should use fire shutters or baffles.
    e) Indoor or outdoor woodburning appliances or equipment are discouraged including fireplaces, wood stoves, pellets stoves, pellet grills, fire pits, wood burning pizza ovens.
    f) Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.
    g) New electrical and communication utility servicing should be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete or steel).

Landscaping

Landscaping plans shall be designed to minimize wildfire risk by addressing the following requirements:

1. The defined defensible space around structures should be maintained by:
    a) Using non-combustible landscaping materials;
    b) Using fire-resistant native plants (using low density plantings);
    c) Removing trees, limbs or shrubs overhanging roofs or growing under eaves of Buildings;
    d) Pruning coniferous trees so that there are no branches to a height of 2.5 metres (live branches may be left on smaller trees);
    e) Trimming hedges to a maximum height of 2 metres (the planting of cedar and juniper hedges is discouraged);
    f) Storing piled debris (e.g. building materials, and other combustible materials) during and post construction being kept outside of the defensible space;
    g) Removing surface litter, wildfire fuel and hazardous trees annually (in accordance with other District bylaws);
    h) Increasing the defensible space beyond 10 metres if recommended by a Qualified Wildfire Professional due to site or topographic considerations; and
    i) Complying with any additional recommendations for the defensible space as determined by a Qualified Wildfire Professional.

Timing and Sequence of Tree Clearing and Earthworks

The issuance of Development Permits should consider:

1. The anticipated neighbourhood phasing for Cypress Village in the Area Development Plan for Cypress Village and Eagleridge to avoid creating large areas with no tree cover and/or disturbed soils

and to protect the natural environment and minimize hazard risk, prior to the anticipated construction of Buildings;

2. Scope and timing to allow timely provision of parks, environmental enhancement works, re-vegetation and landscaping, and measures to protect the integrity of SPEA's; and
3. Land requirements for material processing and handling, construction staging and parking, and related activities that assist in the reduction of transport requirements and carbon impact of land Development and construction activities.

CV3: Cypress Village Hazardous Conditions Development Permit Area

Designation

All lands within the Cypress Village Area are designated as a development permit area pursuant to section 488(1)(b) of the *Local Government Act* to protect Development from hazardous conditions.

Special Conditions that Justify Designation of this Development Permit Area

The conditions that justify this Development Permit Area include steep and difficult terrain, potential and known geological and hydrological hazards, sensitive environmental conditions, and watercourses and wetlands. These conditions create the need to assess and respond to risks such as erosion, flood, debris flow, landslide, and environmental damage.

Activity Requiring Development Permit

For clarity and without limiting Section 489 of the *Local Government Act*, the following activities require a Development Permit:

1. Earthwork.
2. Vegetation removal.
3. Subdivision of lands.
4. Construction of any utilities or infrastructure.
5. Construction of Buildings or Structures.

Exemptions

The following activities do not require a Development Permit:

1. Renovations of existing Buildings or Structures that do not result in an increase in footprint.
2. Bare land strata subdivision creating titles for permitted Buildings.
3. Routine maintenance of existing landscaping.
4. Subdivision of District-owned lands to consolidate or realign lot lines.
5. Construction of Buildings or Structures complying with the requirements of a Geohazard covenant registered on title for the lands or an issued Development Permit, or if such construction has been deemed to be safe for the intended use by a Qualified Geohazard Professional.

Application Requirements

In addition to information required by the Development Procedures Bylaw, the following information shall be submitted with an application for a Development Permit:

1. Site plan showing, as applicable, the location of Riparian Assessment Area*s* and SPEAs, location and extent of proposed earthworks, vegetation removal, infrastructure construction, building envelopes, subdivision, and road and infrastructure construction in the locations for which the earthworks or vegetation removal are proposed.
2. Detailed description of proposed earthworks or construction of utilities or infrastructure including sections and volumes.
3. Geohazards and Flood Hazard Risk Assessment and Management Plan prepared by a Qualified Geohazard Professional regarding the potential nature, magnitude, and frequency of Geohazards that could damage property or pose a risk to life and safety. The Assessment and Management Plan shall include:

a) An assessment of Geohazard risks on the site and surrounding area, including but not limited to Riparian Assessment Areas.

b) Recommendations to ensure land alteration or tree removal works mitigate Geohazard risks during and post construction.

c) Certification that a proposed subdivision is safe for the intended uses. If mitigation measures are required to certify a site is safe for the intended uses, recommendations should include an appropriate process for reviewing mitigation options and future maintenance requirements.

Guidelines and Requirements

1. Areas of land that are identified as being subject to risk from Geohazards should remain free of Development unless:

   a) A Qualified Geohazard Professional has reviewed the lands and their surrounding context, identified the nature, magnitude, and frequency of Geohazards, and has certified that the lands are safe for the intended use;

   b) A Qualified Geohazard Professional has recommended any required Geohazard mitigation works to minimize risk to people, property, infrastructure, and the natural environment such that the lands are safe for the intended use; and

   c) Proposed uses, subdivision and Development of the lands have been considered and any conditions or mitigation works recommended by a Qualified Geohazard Professional to ensure the lands are safe for the intended use are included as conditions of a Development Permit, subdivision, and/or registered as a covenant under Section 219 of the *Land Title Act* on the title.

2. Vegetation removal or earthworks for the purpose of subsequent construction of roads, infrastructure, or Buildings will only be considered once approximate road alignments and preliminary subdivision boundaries have been established, to confirm that the vegetation removal and earthworks are in the appropriate locations.

3. Following any earthworks under point 2 above, a Qualified Geohazard Professional should review the lands and risk of Geohazards and confirm the lands are safe for the intended use or Development and any proposed mitigation strategies are still adequate, or recommend any revised mitigation strategies, to minimize risk to people, property, and infrastructure.

4. A Qualified Geohazard Professional shall review proposed subdivision layouts, building sites, and locations of infrastructure and confirm that the proposed lots and Development are safe for the intended use with or without further mitigation measures; result in an acceptable minimal exposure to risk; and are unlikely to cause new or increase Geohazard risk.

5. The design flow for Flood Hazard risk assessments for proposed subdivisions and Development shall be the design return period for floods specified in Section 3.7.1 Standard-Based Approach in the Engineers & Geoscientists British Columbia “Professional Practice Guidelines – Natural Hazards – Legislated Flood Assessments in a Changing Climate in BC.” An alternative assessment standard recommended by a Qualified Geohazard Professional may be accepted by the District based on risk analysis and evaluation (e.g. Section 3.7.2) or if contained in Provincial standards for Development in areas with risk of Flood Hazard and Geohazard. New culverts and bridges shall accommodate this flow with adequate freeboard allowance.

6. Erosion and sediment control and site stabilization measures are required during and after vegetation removal and earthworks to prevent sedimentation or contamination of watercourses and to prevent creating risk of erosion and landslide.

7. No fill, excavated material, garden and yard clippings, or debris should be placed on any steep slopes or on any area identified by a Qualified Geohazard Professional as being inappropriate for such use.

8. Rainwater management systems and infrastructure should be designed to protect steep slopes from concentrated runoff, avoid ponding, and allow infiltration where appropriate.

9. The issuance of Development Permits should consider and be consistent with:

   a) The anticipated neighbourhood phasing for Cypress Village in the Area Development Plan for Cypress Village and Eagleridge to avoid creating large areas with no tree cover and/or disturbed soils and to protect the natural environment and minimize hazard risk, prior to the anticipated construction of Buildings;

   b) Scope and timing to allow timely provision of parks, environmental enhancement works, revegetation and landscaping, and measures to protect the integrity of SPEA's; and

   c) Land requirements for material processing and handling, construction staging and parking, and related activities that assist in the reduction of transport requirements and carbon impact of land Development and construction activities.

CV4: Cypress Village Form and Character Development Permit Area

This Development Permit Area (DPA) assumes that Development Permits have already been issued under CV2 and CV3 for all subdivisions, such that all lots have covenants on title regarding wildfire and natural hazard requirements if applicable.

Designation

All land within the Cypress Village Area is designated as a development permit area pursuant to sections 488(1)(e), (f), (h), (i) and (j) of the *Local Government Act* (form and character, energy conservation, water conservation, GHGs).

Special Conditions that Justify Designation of this Development Permit Area

1. The goal of creating a compact, mixed use, pedestrian-oriented, sustainable community requires guidelines for the siting and urban design of neighbourhoods, Buildings, Structures, roads, pathways, plazas, open spaces, and public realm elements within Cypress Village, as well as landscaping and architectural guidelines (though the intent is not to be highly specific with regard to the architecture of individual Buildings, allowing considerable flexibility for individual Building architectural design to respond to local site conditions, adjacencies, natural features, and views of surrounding natural areas).
2. Cypress Village is intended to be a model of sustainable urban development, so guidelines are needed for Building materials and construction methods that achieve goals for energy consumption, GHG emissions, transit and active transportation use, rainwater management, and other elements of sustainable development.

Activity Requiring Development Permit

For clarity and without limiting Section 489 of the Local Government Act, the following activities require a Development Permit:

1. Construction of Buildings, Structures, roads, and pathways.
2. Alterations/renovations of Buildings or Structures that result in an increase in footprint.
3. Landscaping on any lot not dedicated as park.
4. Construction of public open spaces and plazas.
5. Signage in the public realm (e.g. wayfinding, pathway designation, and pathway marking) and on Buildings.
6. Subdivision of lands.

Exemptions

The following activities do not require a Development Permit:

1. Construction of single-family dwellings or duplexes.
2. Landscaping on any lot that is developed with a single family or duplex dwelling.
3. Construction of hiking or mountain biking trails by the District or its authorized agents and contractors on land owned by, or proposed to be dedicated to, the District.
4. Construction of essential infrastructure outside urban areas such as reservoirs, pump stations, diversion works, electrical substations, and vehicular bridges.
5. Changes or renovations to an existing Development that do not involve any significant change to the exterior appearance or footprint of Buildings.

6. Subdivision of District-owned lands to consolidate or realign lot lines.
7. Subdivision where there is no form and character impact.

Application Requirements

In addition to information required by the Development Procedures Bylaw, the following information must be submitted with an application for a Development Permit:

1. Architectural, engineering, and landscape architectural drawings and specifications, as required by the Director of Planning and Development Services, for the proposed Development.
2. For residential Buildings or residential space in a mixed-use Building, detailed statistics including total residential floor area, net residential floor area (after deductions for common areas and non-occupiable space), number of residential units by number of bedrooms, residential unit sizes, total Building height (number of storeys and height in metres), and number of parking stalls.
3. For residential Buildings or residential space in a mixed-use Building, designation of units as strata title, market rental, or affordable rental (as defined in Policy 9.1.2 in the Area Development Plan for Cypress Village and Eagleridge).
4. For commercial Buildings or commercial space in a mixed-use Building, detailed statistics including gross commercial floor area, total Building height (number of storeys and height in metres), and number of parking stalls.
5. Designs and content for signage.

Guidelines and Requirements

A. General

1. Neighbourhoods, Buildings, plazas, and open spaces in Cypress Village will be designed carefully to fit with local topography, natural features, and adjacent Buildings, subject to required earthwork and vegetation removal pursuant to Development Permit Areas CV2 and CV3.
2. Taller and higher density Buildings should be concentrated in the Mixed-Use Village Core and along Eagle Lake Road close to transit stops and active transportation routes. Buildings and site Development should provide for easy and accessible connections to transit and active transportation routes.
3. Developments should include rainwater management systems and strategies that manage the rate and quality of run-off to surrounding stream and wetland habitats. The objectives and goals of the Cypress Village Rainwater Management Strategy should be achieved with measures that may include permeable surfaces for infiltration, biofiltration, bioswales, and rain gardens.
4. Subject to vegetation removal and earthworks required to minimize hazards (pursuant to Development Permit Areas CV2 and CV3), Buildings and site Development should avoid impacts on areas to be retained in their natural condition.
5. Neighbourhood design should comply with the principles of Crime Prevention Through Environmental Design (CPTED).
6. Building design should consider opportunities to minimize and mitigate impacts on birds (e.g. via lighting design, bird deterrents, etc.).
7. Public realm elements should incorporate Indigenous cultural and artistic expression (e.g. public art, murals, street furniture such as benches and bike racks, stamped concrete patterns in paving).
8. Vehicular entrances to Development sites and parking should be provided from local streets rather than from Eagle Lake Road (which is the gateway to Cypress Village, the principal connection from Cypress Village to Cypress Bowl Road, and which will function as a collector

road providing the primary vehicular and transit access into Cypress Village as well as a cycling and a pedestrian access into Cypress Village). However, direct access from Eagle Lake Road to Development sites, underground parking, and to on-site loading/circulation areas may be permitted if technical analysis shows that the movements are safe and do not create an unacceptable level of conflict with transit, cyclists, or pedestrians on Eagle Lake Road; there will be an acceptable level of service; and the following criteria are met:

a) The number and locations of such vehicular accesses are generally consistent with the accesses shown in Figure 2.

b) Access points should be located to avoid interrupting commercial frontages.

c) Vehicle accesses to adjacent Development sites should be combined to minimize the total number of such access points.

d) Vehicular access points from Eagle Lake Road to sites in the Mixed-Use Village Core should be “right-in/right-out.”

e) The visual impact of vehicular access points on the character and functionality of the streetscape and commercial frontages along Eagle Lake Road should be mitigated by Building design and landscaping.

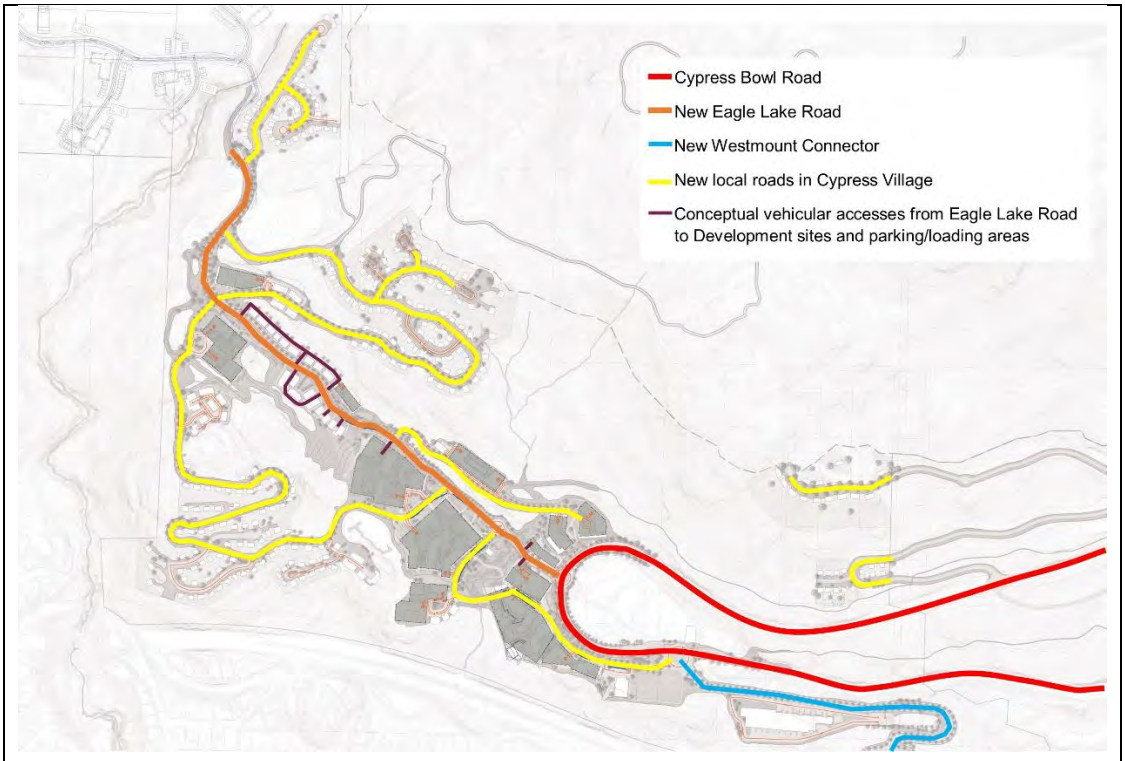


Figure 2

9. Ample room should be provided on Development sites in the Mixed-Use Village Core so that truck movements related to accessing loading spaces, loading docks, delivery parking, and garbage/recycling pick-up locations occur on-site, not on Eagle Lake Road.

10. Buildings in Cypress Village should be designed with:

a) High quality architecture that is inspired by the mountainside setting and surrounding natural landscape.

b) Connection to the natural environment with access to sunlight and views of surrounding natural areas, where possible.

c) A colour palette that is drawn from the natural environment, other than for accent colours, to be sympathetic to the mountainside and forested backgrounds.

d) Locally sourced materials whenever possible to connect back to the mountainside environment and reduce the carbon footprint of Development.

e) South facing overhangs and modulation when appropriate to minimize solar reflection and provide rain protection.

f) Concrete, cementitious products, metal, glass, wood (compliant with wildfire management requirements), brick, and stone. Stucco and imitation materials are discouraged.

g) Building orientation that is sensitive to the privacy and livability of residential interiors and outdoor private spaces.

h) Building massing that is responsive to sunlight penetration into public and semi-private open spaces and streetscapes.

i) Sensitivity to sunlight exposure and shadow impacts on neighbouring residential Buildings with taller Buildings to generally be located on the north side of Development sites.

j) A minimum separation distance of 20 metres between Buildings over 6 storeys.

k) Sensitivity to light pollution from interior light sources to the outside in order to preserve the natural night sky and minimize visual impact on surrounding neighbours.

l) Reduced energy consumption and use of green building strategies, technologies, fixtures, and appliances using innovative approaches exceeding the requirements in District bylaws where feasible.

m) Construction methods, mechanical systems and materials that reflect a strong commitment to sustainability with regard to energy consumption, greenhouse gas emissions, active transportation, and transit orientation.

n) Natural cross-ventilation, low reflective glass, low energy/carbon and non-carbon based mechanical systems for heating and cooling, and green building materials.

o) Building entrances with distinct identity and visibility from the street.

p) Adequate interior storage areas including convenient and secure bicycle storage.

q) Adequate locations for parcel/online shopping delivery parking and offloading areas.

r) 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 the landscape.

s) Any unavoidable above grade structured parking being architecturally integrated into Buildings or screened from view from streets and other public areas with landscaping or other methods.

t) Facades and Building massing that are sculpted and articulated vertically and horizontally to reduce apparent mass and provide visual interest and avoid bland and undifferentiated facades.

u) Weather protection at primary entrances.

v) Design elements and construction methods for attenuation of visual and acoustic impacts of rooftop mechanical equipment, garage entrances, utility boxes, and garbage/recycling areas.

w) Signs that complement neighbourhood character, visually enriching the fabric of the overall community.

B. <u>Landscaping in Cypress Village:</u>

1. Landscaping around Buildings and in the public realm should complement the natural forest context.

2. Landscape design should minimize encroachment on multiuse paths, trails, sidewalks, and other active transportation infrastructure.
3. Landscaping should be consistent with best practices for wildfire and bear management.
4. The use of locally quarried rock for landscaping and retaining walls material is encouraged as a natural extension of the mountainside terrain.
5. Natural stone outcroppings should be incorporated into landscape design.
6. Plants should be selected with these criteria in mind:
    a) Native species are preferred.
    b) Plants that do not require irrigation are preferred, consistent with wildfire management practices.
    c) Planting should provide food for birds and include some species that contribute to wildlife and bird diversity and resilience while being consistent with best practices for bear management.
7. Exterior lighting should be designed and located to:
    a) Minimize light spill and glare impact on adjacent properties and public space, and
    b) Include down lighting, adaptive lighting controls, dimmers and motion sensors, in order to reduce energy consumption, minimize impacts on wildlife and birds, and minimize impacts on the night sky.

C. <u>Buildings Containing Commercial Space in the Mixed-Use Village Core</u>

1. Core elements of the local commercial component of the Mixed-Use Village Core (including the grocery store, pharmacy, liquor store, drycleaner, pub, and specialty food store) should be located to form a contiguous pedestrian-oriented, 'local convenience' commercial area designed with an active retail and service frontage and a vibrant pedestrian experience in the portion of the Mixed-Use Village Core south of Eagle Lake Road. Figure 3 shows the location of the Mixed-Use Village Core.

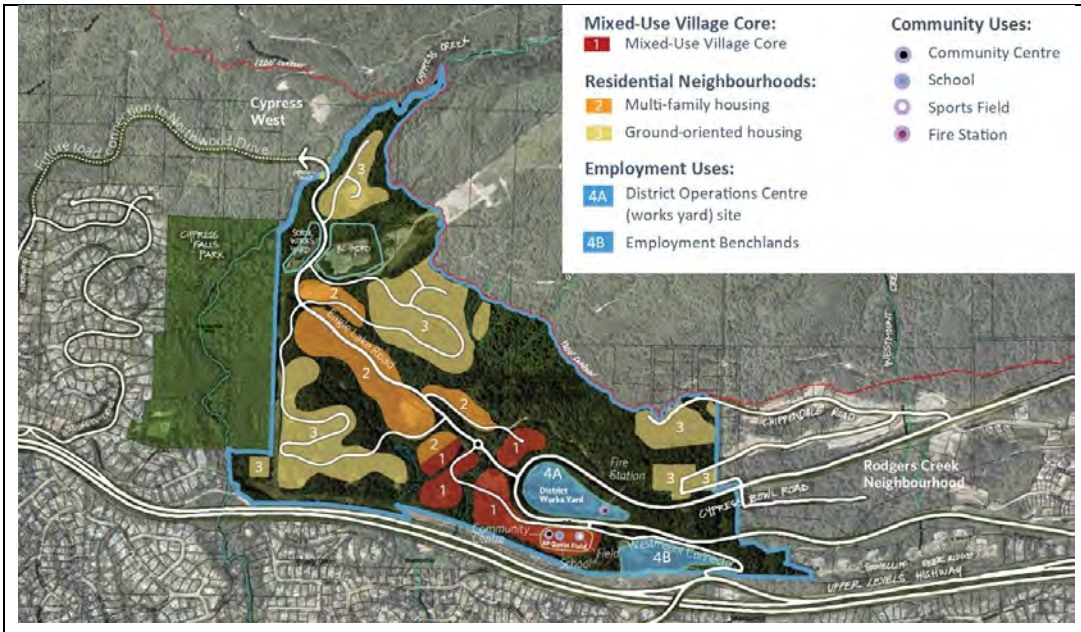


Figure 3

2. Eagle Lake Road is the primary access road into Cypress Village. While some ground level commercial uses may have visual exposure onto Eagle Lake Road, the main pedestrian

entrances to commercial uses on the south side of the road should not front on Eagle Lake Road and should front on the smaller local streets and lanes that provide vehicular, pedestrian, and cycling access to the commercial uses.

3. Any roads that run to, or through, the commercial core shall be local roads primarily serving the core, not roads primarily intended or designed to provide vehicular access to other residential neighbourhoods in Cypress Village. The intent of this guideline is to minimize interruption of pedestrian and bicycle travel between commercial areas by major roads.
4. The core elements of the local commercial component (including the grocery store, pharmacy, wine/beer/liquor store, cafes, branch financial institutions, personal care, etc.) should be designed to be contiguous to and connected to, the site of the community centre via pedestrian and cycling paths. Any roads within the commercial core should be designed as public spaces with priority for pedestrian and bike access, providing vehicle access primarily to the Mixed-Use Village Core not to other residential neighbourhoods. The intent of this guideline is to make it safe and comfortable to walk or cycle between the community centre and commercial facilities without crossing major traffic routes.
5. Commercial uses in the Mixed-Use Village Core should wherever possible front onto the pedestrian-oriented streets and plazas, and provide a continuous grade level commercial experience within each commercial pod.
6. Ground floor commercial space should be designed to create an active retail and service frontage and a vibrant pedestrian experience.
7. Buildings with ground level commercial space must provide weather protection along Building frontages, with such protection being as continuous as possible throughout the Mixed-Use Village Core. This may also be achieved by incorporating individual awnings or covered terraces with the intent of creating a distinctive and highly local sense of service and shops at the ground level.
8. Active transportation end-of-trip facilities should be provided for employee use in the Mixed-Use Village Core, which could be shared facilities serving more than one Building with commercial space in the Mixed-Use Village Core.
9. Commercial signage shall be high-quality and add character and variety while distinguishing specific businesses in the retail district of the village and should be considered under a signage strategy for the commercial areas of Cypress Village.
10. Public realm and commercial signage should consider other public amenities in establishing the character of the street on which they front while clearly identifying a business and enhancing the pedestrian experience.

D. Residential Neighbourhoods and Buildings

Each residential neighbourhood in Cypress Village is encouraged to have a unique sense of place created by the local natural setting, architecture, landscaping and palette of plant materials. Figure 3 above shows the residential neighbourhoods, which include the Multi-family housing areas and Ground-oriented housing areas.

1. Neighbourhoods with apartment Buildings:
    a) Buildings taller than six stories should step-back where possible when adjacent to public space between Buildings, to reinforce a human scale within the neighborhood. This is particularly important where towers are located in the same neighbourhood as low-rise Buildings.
    b) Roof lines that vary and include overhangs are encouraged.
    c) Ground level patio and individual dwelling unit accesses are encouraged along streets and public space.

2. Neighbourhoods with ground-oriented attached multi-family:

    a) The front façade of a block of attached ground-oriented homes should be articulated with portions stepped in or out to reduce the overall impression of Building bulk.

    b) Limit the number of attached units with the same exterior design elements to six dwelling units.

    c) Individual homes should be distinguishable by varying the Building façade through changes of colours, materials and finishes or three-dimensional relief, with easily identifiable entrances that address the street or path.

    d) Weather protection such as overhangs or porches should be provided over each front entrance.

    e) Roof lines that vary and include overhangs for design interest and weather protection are encouraged.

    f) Landscaping and fencing should be lower than one metre at the front of the Building to encourage connection and visibility to the fronting street/pathway. Tree species or locations that do not obstruct visibility between a Building and outdoor space, fronting streets and paths are encouraged.

    g) Landscaping and fencing between dwelling units and adjacent sites should be no higher than two metres to preserve privacy.

    h) Where blocks of attached homes are clustered, consider incorporating common arrival sequences, shared outdoor spaces, and opportunities for play and gardening.

E. Employment Benchlands

1. Building design in the Employment Benchlands (see Figure 3 above) should:

    a) Be functional and efficient for the intended use, well-designed and attractive, while also considering the slope-side context.

    b) Avoid long blank walls and, if not possible, should be articulated using a variety of materials, textures, colours, and three-dimensional relief or roof forms.

    c) Endeavour to have individual tenants to be distinguishable by varying the Building façade through changes of colours, materials and finishes or with signage.

    d) Ensure main pedestrian Building entrances are easily identifiable and accessible with projections or recesses from the Building façade and be weather protected.

    e) Rooftop mechanical equipment should be screened when viewable from nearby public spaces in Cypress Village with compatible materials and colours that are harmonious with Building architecture.

    f) Consider opportunities for use of Building rooftops for solar panels, gardens or employee outdoor space.

2. Buildings shall provide active transportation end-of-trip facilities for employee use.

3. Landscaping design for the Employment Benchlands should:

    a) Include trees and/or green walls to break up or soften Building façades.

    b) Accent site entry points, define pedestrian corridors, frame circulation aisles and break up long rows of parking into small pockets.

    c) Use areas not built upon or used for parking, loading, storage, or maneuvering aisles for landscaping and trees.

    d) Have retaining walls built with materials and colours drawn from the natural environment and compatible with Building façades.

e) Use landscaping to screen tall retaining walls.

f) Screen on-site garbage, recycling and utilities with fencing and landscaping.

F. Community Centre:

1. The community centre (see Figure 3 above) in Cypress Village should be designed:

   a) Acknowledging its prime location at the gateway to Cypress Village;

   b) With, and anchored by, public spaces with amenities such as art, facilities for active mountainside users, and opportunities for public gathering;

   c) To reflect the primary aesthetic values important to the mountain setting including a celebration of views of nature and the natural environment;

   d) With a ground floor that is activated along primary frontages to help provide a logical connection between the mixed-use residential and commercial Buildings in the Mixed-Use Village Core and the sports field; and

   e) To prioritize pedestrians and cyclists.

G. Public Realm, Parks, Pathways and Open Space

1. Public realm, parks, pathways and open spaces in Cypress Village should be designed to:

   a) Protect and steward the natural environment.

   b) Allow residents to experience, appreciate, and understand the natural beauty of the environment such as creeks, forests and views.

   c) Promote fun.

   d) Promote and support active living, health and social and spiritual well-being.

   e) Be inclusive, accessible, and respectful for all people and in accordance with best practices for barrier free access and to accommodate persons with physical, visual, hearing, and cognitive disabilities, including persons who use mobility aids such as wheelchairs, walkers, canes, and crutches, considering constraints to this guideline posed by steep topography or natural features.

   f) Provide a welcoming atmosphere that fosters community interaction and involvement.

   g) Be safe and secure.

2. Local parks, plazas and public infrastructure are to include elements such as water features, landscaping and landscape features, children's play equipment, site furniture (benches/picnic tables), bike end-of-trip facilities (i.e. racks that bicycles can be securely locked to/wash stations/repair) and washrooms considering their location, access, operational considerations and adjacent uses. Consideration of some outdoor weather-protected areas (e.g. covered picnic area, covered children's play area) is encouraged. Creating a consistent design standard across public spaces in Cypress Village is encouraged.

3. Transit shelters along Eagle Lake Road will be covered, have adequate weather protection, have a bench for sitting under the covered area, have signage, incorporate accessibility standards, and be designed with a consistent design aesthetic that coordinates with other public infrastructure. Developing a single design standard for shelters is encouraged for design consistency and operational efficiency throughout Cypress Village.

4. Pathways should be designed to attract and accommodate pedestrians and cyclists of all ages and abilities, including seniors, children and youth, and persons with disabilities. This objective informs the preferred design approach for cyclists, focusing on skill level, safety and comfort rather than trip purpose (commuter, recreational).

5. Public realm, parks, pathways and open spaces signage shall:
    a) Include wayfinding, interpretive opportunities, neighbourhoods/park designation, identification of special features and identification of streets, paths, creeks etc.
    b) Have consistent colours, fonts and materials.
    c) Be attractive, legible and easy to decipher with a logical hierarchy (size, style etc.) to distinguish the intent and purpose of the information being conveyed.
    d) Be comprehensively designed via a ‘sign standards’ document to ensure consistency and encourage ease of replication.
6. Gateway monument signs shall be contemplated at the entries to Cypress Village adjacent to the Community Centre and at Eagle Lake Road and Cypress Bowl Road, with the intent of creating meaningful arrival sequence and recognizing important locations.
7. Street lighting is required on public roads, public spaces and pathways (except hiking trails and mountain biking trails), spaced intermittently and at intersections and crosswalks. Lighting should:
    a) Balance public safety with dark sky objectives;
    b) Illuminate the roadway and provide adequate lighting for pedestrians and cyclists; and
    c) Include lower lighting levels in the areas designated for Ground-Oriented Housing in Cypress Village.
8. Lighting may include a combination of standard pole-mounted lighting and structure or catenary mounted lighting to create a vibrant and safe pedestrian space. Streetlight poles and other structures should be provided with receptacles for seasonal and event lighting in public gathering spaces, entry to Cypress Village, and other appropriate locations.
9. Public realm lighting should use fixtures with down lighting, adaptive lighting controls, dimmers, and motion sensors, in order to reduce energy consumption, minimize impacts on wildlife and birds, and minimize impacts on the night sky.

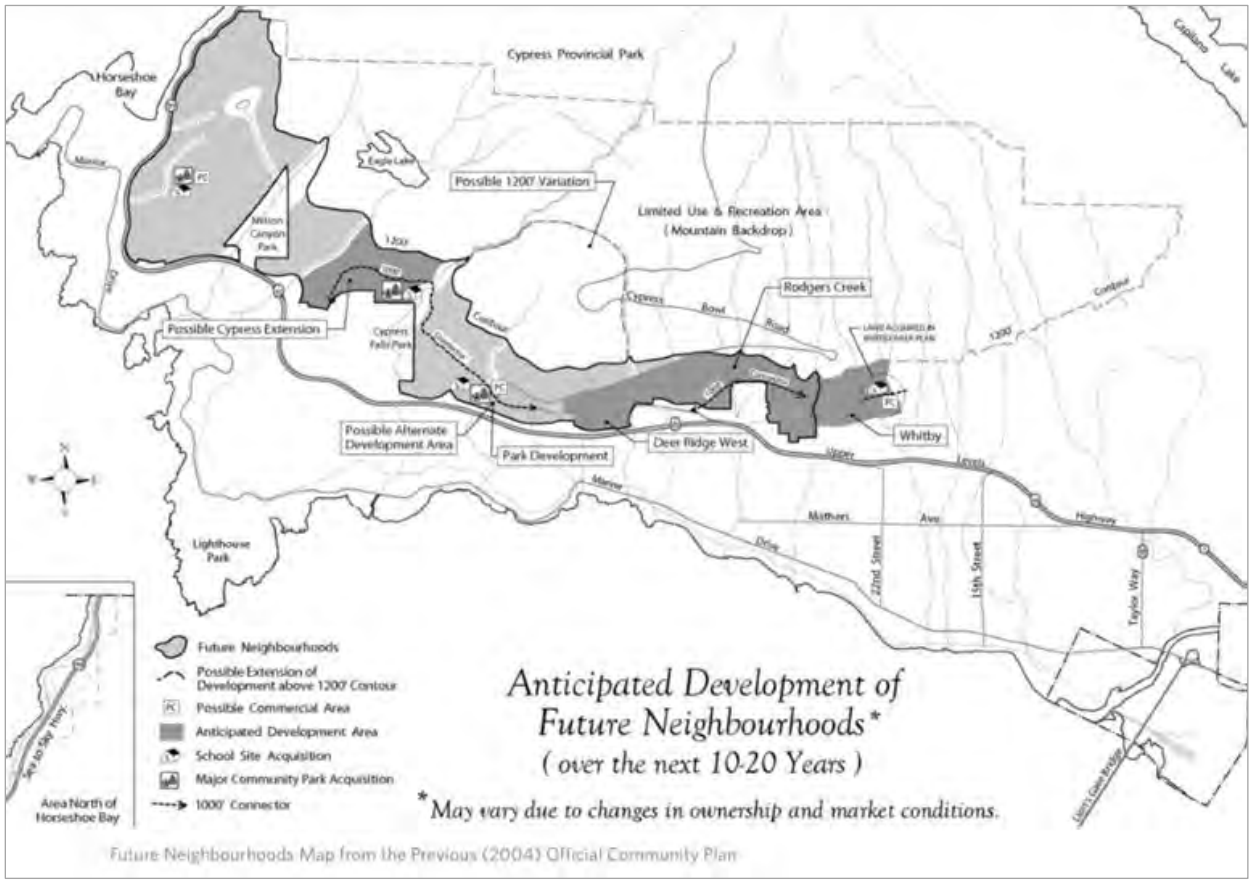
Appendix B: Detailed Information about the Planning History and Policy Context

Previous (2004) Official Community Plan

In 2004, the District's (previous) OCP designated the Upper Lands that are below the 1200 foot contour as "Future Neighbourhood Areas" to be planned for development over the coming decades. The 2004 OCP anticipated a shift to including a larger share of multi-family housing in these Future Neighbourhoods and directed that further planning for the Upper Lands focus on four community building principles:

- Create a strong community.
- Establish a sensitivity and connection to the natural environment and mountain qualities.
- Encourage a diverse community with housing variety and a mix of uses.
- Focus on environmental and economic sustainability.

The 2004 OCP included the idea of a village at the first switchback of Cypress Bowl Road.



Future Neighbourhoods Map from the Previous (2004) Official Community Plan

Rodgers Creek Working Group and Area Development Plan (2007 to 2008)

In January 2007, Council established a citizen-led Rodgers Creek Working Group to envision a future for the Rodgers Creek area and to guide the development of a Rodgers Creek Area Development Plan.

The Rodgers Creek Working Group presented an Overview Report to Council in March 2008 which summarized its conclusions, recommendations, and the key directions in the Rodgers Creek Area

Development Plan. The Rodgers Creek Area Development Plan establishes three key directions for the Rodgers Creek Area:

- “Cypress Village - future plans for a new Village with shopping and services for residents of Rodgers Creek, as well as for the wider Upper Lands community.”
- “Mountain Path - a trail network to link the Village to the Rodgers Creek neighbourhoods will be focused on the Mountain Path, a wide path with gentle gradients for pedestrians, cyclists and other users.”
- “Concentrating Density Westward - higher density multiple family housing will be concentrated close to the Village.”

The planning for Rodgers Creek in 2008 marked a shift towards including multi-family housing forms in the Upper Lands and towards preserving more land in a natural state.

The policies and framework in the Rodgers Creek Area Development Plan were predicated on the vision for a new mixed-use, higher-density urban community in Cypress Village that would serve the residents of both Cypress Village and Rodgers Creek.

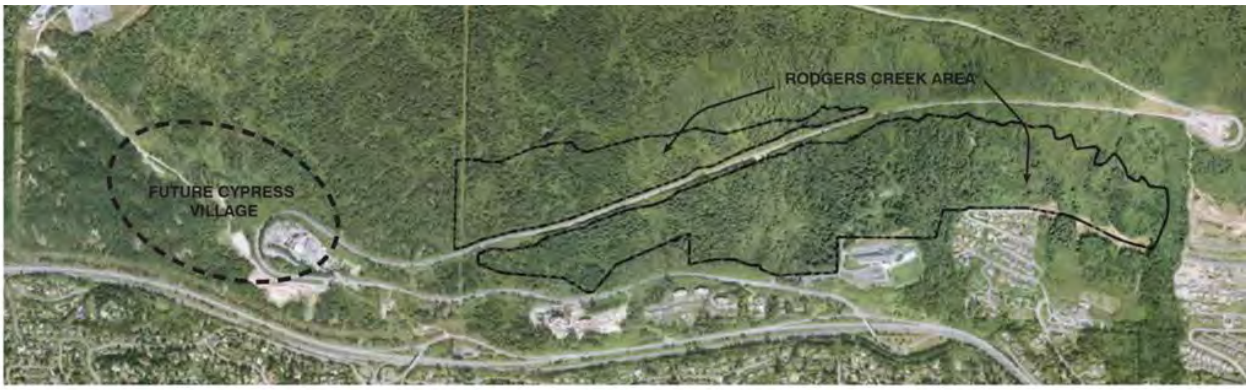


Image from the Rodgers Creek Area Development Plan Overview Report

The Community Dialogue on Neighbourhood Character and Housing (2008)

During 2008, a Council-appointed volunteer Working Group of West Vancouver residents assisted municipal staff in designing and implementing a public participation program to engage the community in a dialogue about neighbourhood character and housing issues.

Based on extensive dialogue with the community, the Working Group outlined 20 recommendations, which included (among other things), “requiring ‘village node’ planning in all new neighbourhoods” with a mix of housing types and retail and service uses to “lessen the reliance on the private automobile, encourage social interaction within neighbourhoods, and serve the day-to-day needs of residents.”

Upper Lands Study Review Working Group (2013 to 2015)

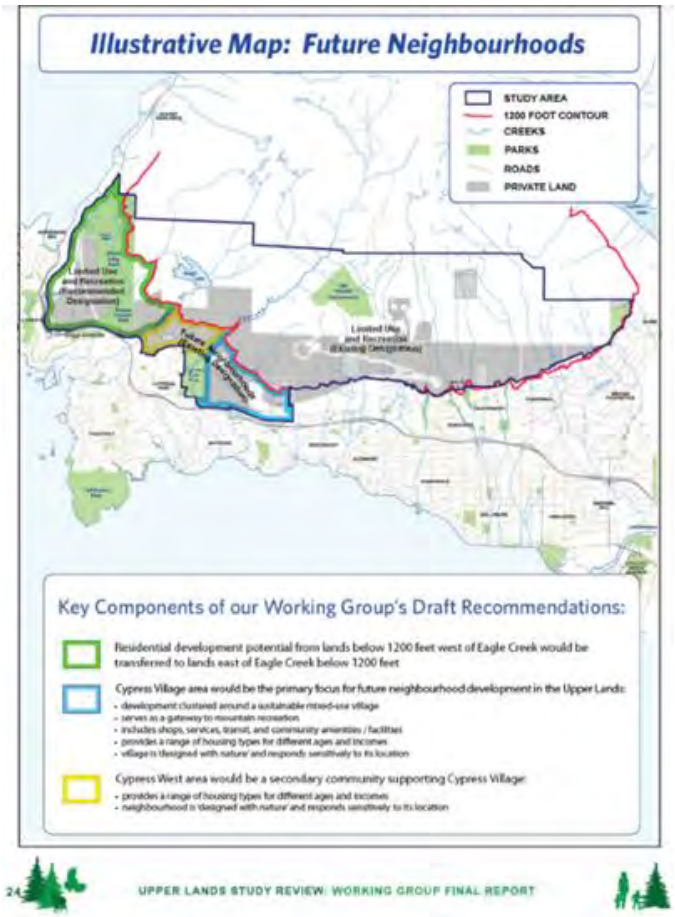
During 2013 to 2015, a Working Group of nine District-appointed citizen volunteers assessed environmental data, reviewed existing bylaws and policies, and engaged with stakeholders and the wider community about the future of the Upper Lands. Their work was intended to “help identify which lands should be preserved, which lands could be developed, the kinds of development that would make sense and the types of public uses that should be maintained”.

The Working Group’s Final Report was presented to Council in June 2015. Subsequent updates to the District’s OCP in 2018 built upon the Working Group’s 2015 recommendations.

The Working Group identified the community's three core values for the Upper Lands (in priority order):

- Protecting "environmental features and systems of the Upper Lands, and their immense, contiguous, natural beauty."
- Enhancing "the outstanding recreation opportunities of the Upper Lands, and the lifestyle and heritage associated with 'outdoor living'."
- Planning future neighbourhoods using a "certain kind of neighbourhood model (one that 'works' with nature, and is desirable, vibrant, inclusive, compact, and sustainable)."

The Working Group envisioned that "there would be no residential development above 1,200 feet, or west of Eagle Creek", "people would live in compact and sustainable neighbourhoods, clustered around a mixed-use, walkable, transit-served Cypress Village", and that ecological and environmentally sensitive lands would be protected "by transferring their development potential to other less sensitive areas."



Excerpt from the Upper Lands Study Review Working Group Final Report, Part One

Photos from the Upper Lands Study Review Working Group (2013-2015)

The Community Energy and Emissions Plan (2014 to 2016)

The Community Energy and Emissions Plan was prepared by a District-appointed volunteer citizen working group during 2014 to 2016. This Plan provides high level strategies to help address the challenges of climate change and energy security. It includes the following statements regarding the Upper Lands:

- "The District's interest in focusing growth in the Upper Lands can make an important contribution to maintaining natural areas that contribute to public and ecosystem health…Avoiding the loss of forests and forest carbon is an important contribution to climate protection."
- A village near the base of Cypress Bowl Road should be defined by "mixed use, strong transportation choice, notably walking and cycling, parks and plazas."

BPP Visioning Process (2016)

During 2016, BPP as the major landowner in the Upper Lands completed an independent, pre-application visioning and community consultation process to explore planning principles, built forms, aspirations, and concept plans for Cypress Village. This developer-led process focused on how to make a great place with a strong sense of community and a strong connection to nature in Cypress Village. It did not contemplate the transfer of development potential to enable the protection of lands in Eagleridge.

Planning Cost Recovery Agreement (2017)

In 2017, Council approved a Planning Cost Recovery Agreement between the District and BPP which means that the costs of consultants retained by the District to assist with the planning work for Cypress Village and Eagleridge are recovered from the major landowner, BPP.

Pre-Conditions Phase (2017 to 2019)

During 2017 to 2019, the District and BPP worked collaboratively on technical analysis and studies related to the Upper Lands. This ADP draws upon and includes some of this technical background work.

Official Community Plan (2018)

The main guiding policy document for this ADP is the District's OCP, which was most recently updated in 2018. The new OCP includes expanded planning policy for the Upper Lands, proposing a further evolution in the shift toward protection of natural areas and more sustainable development. The OCP:

- Sets out population and housing growth targets for the entire community.
- Acknowledges existing residential development entitlements (based on existing zoning) in the Upper Lands.
- Encourages the protection of the lands in Eagleridge and Inter Creek for conservation and recreation by transferring the development potential from these lands into Cypress Village and Cypress West.
- Outlines a vision for Cypress Village.
- Encourages new development to provide community amenities and community benefits.
- Describes information that should be included in Area Development Plans and Local Area Plans.

Population and Housing Growth Targets for West Vancouver

The OCP includes projections for anticipated population, housing, and employment growth in the municipality to 2041. These projections anticipate growth of over 10,000 people, 5,000 housing units, and

6,000 jobs in West Vancouver during 2011 to 2041. A mixed-use sustainable urban community in Cypress Village will help accommodate some of this growth.

Existing Zoning in the Upper Lands

The OCP acknowledges that "undeveloped lands below 1,200 feet in elevation are zoned for single family development. However, these lands include important environmental assets and recreational opportunities that the community values, notably in areas west of Eagle Creek where the District recently dedicated Whyte Lake Park (2014) and where important wetlands and Arbutus groves exist. Adopting a more holistic lens is needed to situate all future development within its wider mountain context" (OCP Section 2.2).

Protect Eagleridge and Inter Creek by Transferring the Development Potential to Cypress Village and Cypress West

Several policies in the OCP set out the vision for protecting the lands in Eagleridge and Inter Creek by transferring the development potential of those lands into new neighbourhoods in Cypress Village and Cypress West. For example:

- "This OCP recommends the transfer of development potential away from higher value ecological and recreational assets to cluster new housing close to existing infrastructure in the compact and complete future neighbourhood(s) of Cypress Village and Cypress West. This would allow a much larger area to become protected in perpetuity" (OCP Section 2.2)
- "Protect environmental values below 1,200 feet in the Upper Lands area by: (a) Seeking to protect permanently areas west of Eagle Creek, prioritizing areas of significant ecological values such as the Arbutus groves west of Nelson Creek, Larson Creek and wetlands, and other sensitive wetlands and habitats; (b) Transferring development potential of lands west of Eagle Creek to future neighbourhoods east of Eagle Creek and dedicating public lands west of Eagle Creek as municipal parkland; and (c) Establishing a 'soft edge' of development and appropriate urban-forest interface and buffer to sensitive features" (OCP Policy 2.7.9)
- "Seek to transfer the residential development potential from all remaining lands below 1,200 feet west of Eagle Creek to: (a) The Cypress Village planning area (between Cave and Cypress Creeks) as the primary focus for future neighbourhood development in the Upper Lands; and (b) The Cypress West planning area (between Cypress and Eagle Creeks) as a secondary community supporting Cypress Village." (OCP Policy 2.2.9)
- "Protect lands west of Eagle Creek below 1,200 feet whose development potential has been transferred, designate these lands as Limited Use and Recreation, and dedicate them as public parkland or non-profit conservancy or similar publicly-accessible open space in perpetuity." (OCP Policy 2.2.11)

Note that the references to "lands west of Eagle Creek" refer to the planning areas called Eagleridge and Inter Creek.

OCP Policies Outlining the Vision for Cypress Village

The OCP describes Cypress Village as a mixed-use village that should:

- Include a range of housing types, tenures, and unit sizes (including rental, non-market, family, and seniors housing).
- Aim to minimize the area developed to protect natural and recreational features, reduce required infrastructure, achieve the compact development of mixed housing forms, and ensure a sustainable village with a strong sense of community.

- Be a unique gateway to mountain recreation with strong links to the rest of West Vancouver.
- Incorporate distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community.
- Incorporate recreational and visitor spaces and amenities.

OCP Policies Encouraging New Development to Provide Community Amenities and Community Benefits

The OCP notes that "to manage growth and the associated demand in public amenities and servicing, the Local Government Act enables municipalities to collect Development Cost Charges from developers to contribute to off-site infrastructure (e.g. utilities like sewage, water, and drainage) to maintain and enhance our municipal services. Growth and development can also lead to additional demand and provide opportunities for other forms of amenities" (OCP, Section 3.1).

The District encourages developers to provide community amenities and benefits such as affordable housing, child care facilities, community meeting spaces and/or activity spaces, and parks and environmental enhancements.

The OCP notes that "in addition to District-wide policy, area-specific public benefit strategies will be prepared through local area planning processes to reflect the specific nature of growth, the need for amenities, and the planning objectives of these centres and corridors" (OCP, Section 3.1).

The OCP also notes that additional density could be considered in Cypress Village to achieve a more complete and successful community "in terms of amenities and facilities, the desired variety of housing types and tenures, and the economic feasibility of commercial services" (OCP, Policy 2.2.15).

This ADP defines the community amenities to be provided in Cypress Village.

OCP Policies Regarding Content for Area Development Plans (and Local Area Plans)

The OCP notes that Local Area Plans should set out area-specific visions, objectives, and suitable built-form, heights, and densities that respond to neighbourhood context and character (e.g. topography, natural features, site area, transportation, and amenities). This same intent underlies the content of this ADP.

The OCP notes that new development in the Upper Lands should be managed by creating Area Development Plans that define permitted land uses, development criteria, and design controls, and that contain at least the following information:

"(a) An approved area defined by major features that is sufficiently large to permit the proper planning for transportation networks, public facilities and parklands, and comprehensive neighbourhood designs;

(b) A comprehensive inventory and sieve analysis of the area's terrain and topography, watercourses, habitats and ecosystems (including any species at risk or environmentally sensitive areas), locally important biophysical or natural features, and recreational and cultural features;

(c) A demonstration of how the analysis of the area is used to identify land use opportunities and constraints, lands that are suitable for development, and lands of particular environmental, cultural or recreational significance that may warrant special treatment or protection (such as watercourse corridor protection);

(d) A proposed land use plan with types of commercial and housing uses (including rental and non-market), and any lands required for community facilities (including consideration of the need for school sites), that relates the proposed land use to the terrain, including type of development, anticipated site coverage and overall square footage;

(e) *The location and intended function of parks and open spaces (for example, active, passive, preservation) and the use of natural and landscape features (such as watercourse corridors and greenbelts) to frame and connect neighbourhoods and achieve an irregular mountain outline or "soft edge" to development;*

(f) *The location and preliminary design for major roads and trail systems and other public infrastructure requirements and a description of how trail, road and driveway configurations are sited to respond to terrain;*

(g) *An identification and analysis of how the proposed development integrates with and impacts the community's existing transportation network, including walking, cycling, and transit, with consideration to access, parking and transportation demand management;*

(h) *An environmental plan - including stormwater management, energy efficiency and reduced greenhouse gas emissions, risk management (e.g., forest fire), and other mitigation and adaptation strategies - to achieve a sensitive and sustainable development scheme;*

(i) *Implementation requirements including general servicing, funding and legal agreements, the approach to community amenity and other developer contributions, and development permit guidelines for the future development of specific sites; and*

(j) *An assessment of the development's overall financial implications to the municipality."*

~ (OCP Policy 2.2.4)

This list guides the content of this ADP.

Council's Strategic Plans (2020-2021 and 2021-2022)

In early 2019, Council set strategic goals and objectives that it wanted to accomplish over the next two years, to be reviewed annually. In March and April 2020, Council reviewed and confirmed the major Strategic Goals from the previous 2019-2020 plan and reviewed and updated the objectives for the next two years. In 2021, Council reviewed, reaffirmed and updated the Strategic goals and objectives for 2021-2022. On November 8, 2021, Council adopted the updated Strategic Plan for 2021-2022.

Council's Strategic Plans for 2020-2021 and 2021-2022 include goals and objectives for topics including: Housing, Local Economy, Climate Change and Nature, Mobility, Municipal Services, Social Well-Being, and Major Project Priorities. References to Cypress Village are included in the goals for Housing and Local Economy:

- Council's Strategic Goal for Housing is to "significantly expand the diversity and supply of housing, including housing that is more affordable." Objective 1.2 under this goal is to "work towards an Area Development Plan for a residential mixed-use neighbourhood in the Upper Lands – Cypress Village."
- Council's Strategic Goal for the Local Economy is to "create vital and vibrant commercial centres." Objective 2.4 under this goal is to "ensure that a vibrant commercial component is included in the neighbourhood development of Cypress Village."

Planning the Upper Lands: Creating a Sustainable, Urban Community in Cypress Village and Protecting Lands in Eagleridge (2019 to 2022)

Overview of the *Planning the Upper Lands* Process

Starting in 2019, the District began a three-phase, comprehensive planning and community engagement process called *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge*. The process is illustrated in the image below. This process has informed this ADP for Cypress Village and Eagleridge.

Illustration of the *Planning the Upper Lands* Process

The objective of the *Planning the Upper Lands* process is to create detailed policy for the lands in Cypress Village and Eagleridge as a first step towards implementing the Upper Lands policies in the OCP.

Summary of Community Engagement Activities

Planning the Upper Lands was mostly completed during the COVID-19 global pandemic, so the engagement strategy, tools, and tactics reflected refinements as needed to respond to Public Health Orders and guidelines. The engagement and communication strategy also reflected input from District Communications staff and the Community Engagement Committee (CEC).

The main engagement tools and activities during *Planning the Upper Lands* were as follows:

- A project webpage was created to help raise awareness, communicate information, and engage with the community throughout the process. The project webpage was the main portal for the public to (a) access up-to-date information about the project, (b) access online surveys and question forms, and (c) subscribe to project updates.
- Surveys were utilized to collect input from the community during Phases 1 and 2. Both the Phase 1 Survey and the Phase 2 Survey were posted on the project webpage. Hard copies of the Phase 2 Survey were also provided at the West Vancouver Memorial Library, Seniors Activity Centre, and Youth Hub.
- An online question form was available on the project webpage during Phase 3.
- A project-specific email address was maintained throughout the process for the community and stakeholders to contact the planning team with questions/comments.
- The planning team participated in Cypress Liaison Meetings, which are bi-annual meetings organized by the District for groups, associations, and organizations with an interest in the Upper Lands to share information.
- The planning team engaged with youth in a scheduled session at the Youth Hub. The format was a presentation followed by a question and answer period.
- District Communications staff and the planning team participated in multiple Virtual Information Meetings during Phases 2 and 3. The format for these included a presentation followed by a question

and answer period. A video recording of the first Virtual Information Session from each of Phases 2 and 3 was posted on the project webpage.

Information about the planning and engagement process and about opportunities to provide input was widely communicated at the outset of the project, at the launch of each phase, and during the time that the online surveys and question forms were open. Communication tools and tactics included:

- Direct mailouts. A postcard mailout was sent to all residents and businesses in West Vancouver at the outset of the project and letter mailouts were sent to local residents during Phases 2 and 3.
- Print advertisements in the North Shore News and The Beacon community newsletter.
- Digital advertisements on the North Shore News online.
- Posts on the District's homepage (e.g. news feed, calendar posts, Carousel image).
- Social media campaigns using the District's Instagram, Facebook, and Twitter accounts.
- E-newsletters to those subscribed to westvancouverITE updates, project specific updates, and e-west.
- Outreach to 40 stakeholder groups.
- Notices on the community boards at the West Vancouver Memorial Library, Seniors Activity Centre, and Youth Hub.
- Pop-up information booths at the West Vancouver Memorial Library (Phases 2 and 3), West Vancouver Community Centre (Phase 3), Gleneagles Community Centre (Phase 3), and Cypress Pop-Up Village (Phase 3).

Throughout the *Planning the Upper Lands* process, extensive input was provided by:

- The community.
- Members of the former Upper Lands Working Group, whose work during 2013 to 2015 set out the vision for the Upper Lands that was included in the 2018 OCP and which is now being implemented. The former group members offered ongoing input and insight, feedback about the content of materials, suggestions for important FAQs to be addressed, and suggestions for the narrative about the dual goals of *Planning the Upper Lands.*
- Many stakeholder groups (including BC Parks Foundation, Cypress Trail Collective, HUB Cycling North Shore, Mountain Bike Tourism Association, Mulgrave School, Navvy Jack Nature House, North Shore Heritage Preservation Society, Trails BC Southwest Region, Vancouver Climbers Association, West Vancouver Historical Society, and West Vancouver Minor Hockey Association).
- BPP, who participated in ongoing discussions with the planning team about the transfer of development potential, community amenities and benefits, development phasing, and planning and engagement work for Cypress Village and Eagleridge.

In addition, the planning team invited and worked with local First Nations in the development of this ADP.

Overview of Each Phase of Engagement

Phase 1 Engagement

The Phase 1 engagement (2020) communicated the vision and goals already contained in the OCP, presented draft planning principles for Cypress Village and Eagleridge to help guide the next phases of the detailed planning work, and sought community input about the trade-off between the scale of development in Cypress Village and the share of the Eagleridge lands owned by BPP to protect as green space now.

Two approaches were presented for the key trade-off explored during Phase 1:

- Approach A: protect about half of Eagleridge at this time and plan for about 2,500 housing units (plus amenities and commercial space) in Cypress Village. The other half of Eagleridge would then be protected as part of a subsequent, future planning process.
- Approach B: protect all of Eagleridge at this time, plan for about 3,500 housing units (plus amenities and commercial space) in Cypress Village and determine what other mechanisms are needed to make this approach work.

During Phase 1, the community and stakeholders responded by supporting greater development in Cypress Village in exchange for protecting all of the Eagleridge lands owned by BPP at this time, rather than in a phased approach over time. Council directed the planning team to proceed to the second phase of the planning and engagement work based on this approach.

Phase 2 Engagement

The Phase 2 engagement (2021) presented a proposed land use plan and development concept for Cypress Village, sought input about the level of support for these proposals, and provided open-ended opportunities to ask questions and provide feedback.

During Phase 2, the community and stakeholders responded by indicating support for the proposed land use plan and development concept. Based on the results of Phases 1 and 2, Council directed the planning team to proceed to the third (and final) phase of the process.

Phase 3 Engagement

Phase 3 involved preparing the following documents:

- This Area Development Plan for Cypress Village and Eagleridge (ADP).
- New Comprehensive Development (CD) zoning for Cypress Village.
- A Phased Development Agreement between the District and the developer (BPP, the major landowner in Eagleridge and Cypress Village), which sets out development phasing and the provision of community amenities as well as the legal mechanisms for protecting the lands in Eagleridge.
- Supporting bylaws such as a Park dedication bylaw and OCP amendments bylaw.

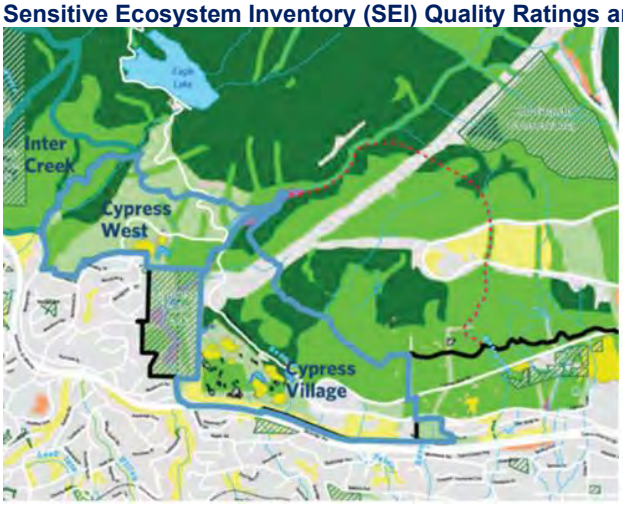
Prior to the bylaws adoption/public hearing process, Phase 3 included an additional opportunity for the community and stakeholders to review a draft of the ADP document and ask questions. Input received during the Phase 3 engagement helped inform the final ADP.

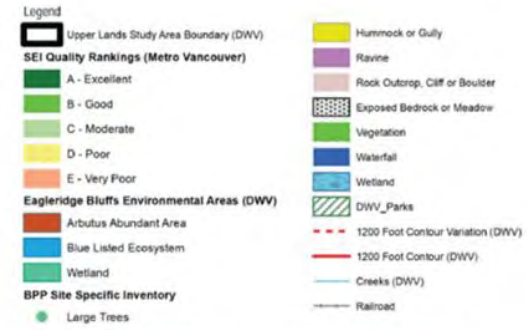
Evolution of the Plan Based on Community and Stakeholder Input

Each phase in *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge* built on the community and stakeholder input from the previous phase(s). Comments and suggestions were varied and diverse, and many resulted in refinements of the proposed plan throughout the process. This ADP was shaped by the meaningful input provided throughout the planning and engagement process.

Appendix C: Environmental Information about the Lands in Cypress Village from the Upper Lands Working Group Final Report

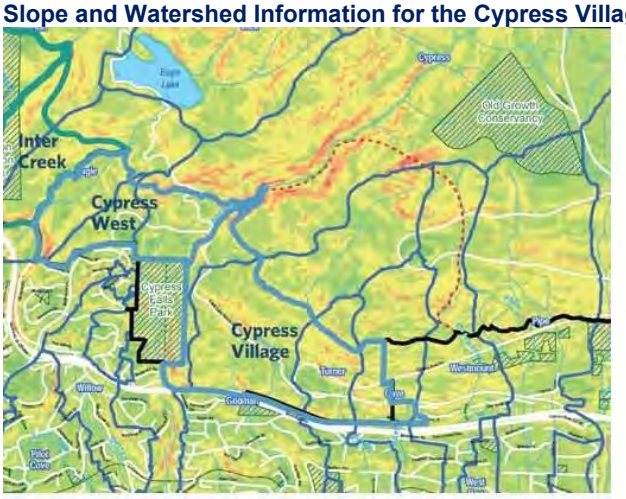
Sensitive Ecosystem Inventory (SEI) Quality Ratings and Other Inventories in Cypress Village

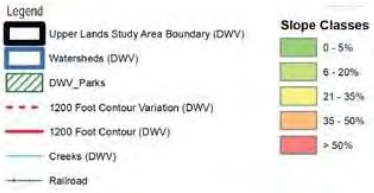




Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 5: Sensitive Ecosystem Inventory (SEI) Quality Ratings and Other Inventories. Cypress Village and Cypress West boundaries added.

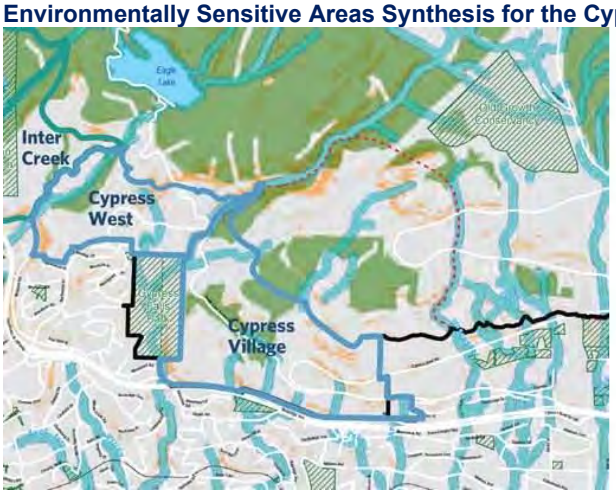
Slope and Watershed Information for the Cypress Village Lands





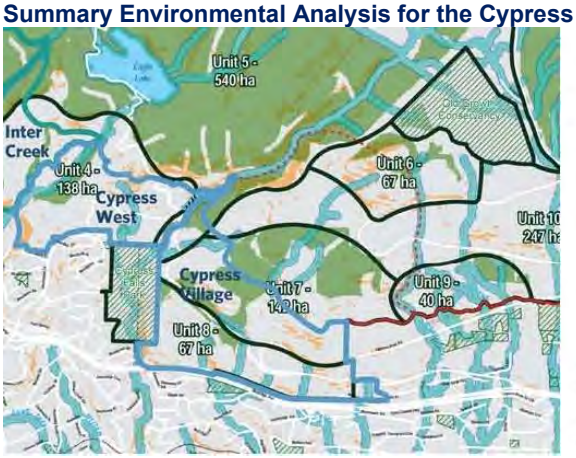
Source: Urban Systems for District of West Vancouver, Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 6: Slope and Watersheds. The Upper Lands Study Review Working Group report noted that "slopes under 5% are flat or very gently sloping, developable but can have drainage issues. Slopes from 6 to 20% are relatively easy to develop. From 21 to 35%, increasingly difficult terrain suggests the need for compact forms of development. From 35 to 50%, there is restricted potential for building. Slopes over 50% are considered too steep for urban development for geotechnical and environmental reasons." Cypress Village and Cypress West boundaries added.

Environmentally Sensitive Areas Synthesis for the Cypress Village Lands



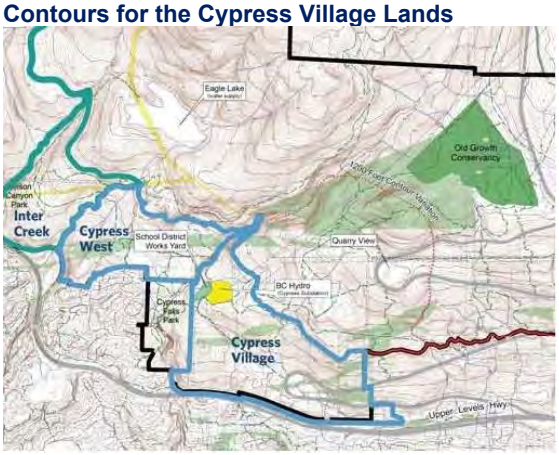
Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 7: Environmentally Sensitive Areas Synthesis. Cypress Village and Cypress West boundaries added.

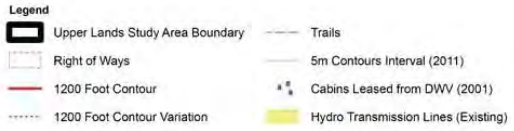
Summary Environmental Analysis for the Cypress Village Lands



Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 8: Summary Analysis. Cypress Village and Cypress West boundaries added.

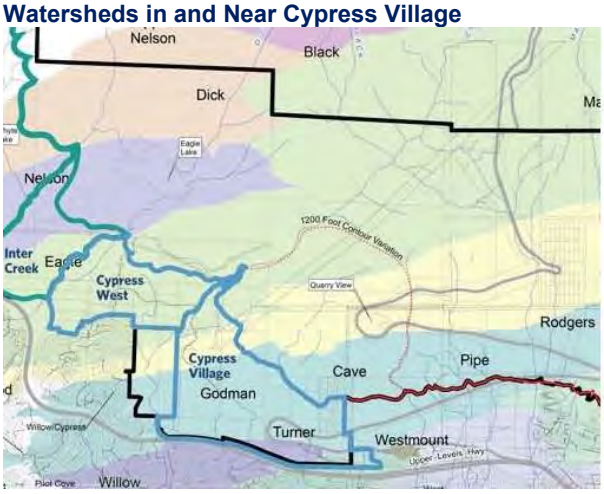
Contours for the Cypress Village Lands





Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Contours map. Cypress Village and Cypress West boundaries added.

Watersheds in and Near Cypress Village



Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Watersheds map. Cypress Village and Cypress West boundaries added.

Appendix D: Sieve Analysis for Cypress Village

The Cypress Village considered six main types of physical features about the landscape and important environmental features to inform site planning:

1. Aquatic features, including creeks and wetlands.
2. Terrestrial features, including forests, plants, animals, and rock outcrops.
3. Terrain features including topography (slopes) and the potential for rockfall and avulsion hazard.
4. Infrastructure features including existing buildings, roads, and utilities.
5. Legal features including existing ownership, land use, and encumbrances.
6. Recreational, cultural, and natural features including landforms, landscape features, and existing unauthorized trails.

Data sources included on-site fieldwork completed by professional biologists, LiDAR topographical slope data, geotechnical analysis by professional geotechnical engineers, aerial photographs, and discussions with stakeholders about recreational features. The data was evaluated by professional biologists, engineers, planners, and landscape architects.

Two levels of evaluation were completed:

- The aquatic, terrestrial, and recreational/cultural features were evaluated based on an assessment of their intrinsic value (meaning the quality or benefit of the environmental habitat, how easily that value might be replicated, and/or the importance to the community of a specific natural or man-made feature).
- The terrain, infrastructure, and legal features were evaluated based on the level of constraint that they impose on possible development (meaning how complex development would be in a certain location, how difficult it would be to relocate a built feature, and/or how land ownership patterns could limit or restrict development).

Based on evaluations, the six features were categorized in terms of four levels of consideration:

High Consideration	Feature/attribute has a high value or high constraint and cannot be mitigated or modified to facilitate development. Attribute should be given high consideration for retention in its existing state and/or the most rigorous review if development is considered in this location.
Moderate Consideration	Feature/attribute has a moderate value or moderate constraint and would require significant effort or cost to modify. There should be a sound rationale if development is considered in this location.
Low Consideration	Feature/attribute has a low value or low constraint and can be modified with reasonable cost. Attribute can be more easily resolved or accommodated if development is considered in this location.
No Consideration	There are the lowest barriers to development in this location.

The features analysis and evaluation were then overlaid to create a composite sieve analysis.

The evaluation considered the lands in the Cypress Village planning area as well as nearby lands above the 1200 foot contour for context.

The detailed evaluation matrix, analysis for each feature, and composite sieve analysis are summarized below.

Detailed Evaluation Matrix

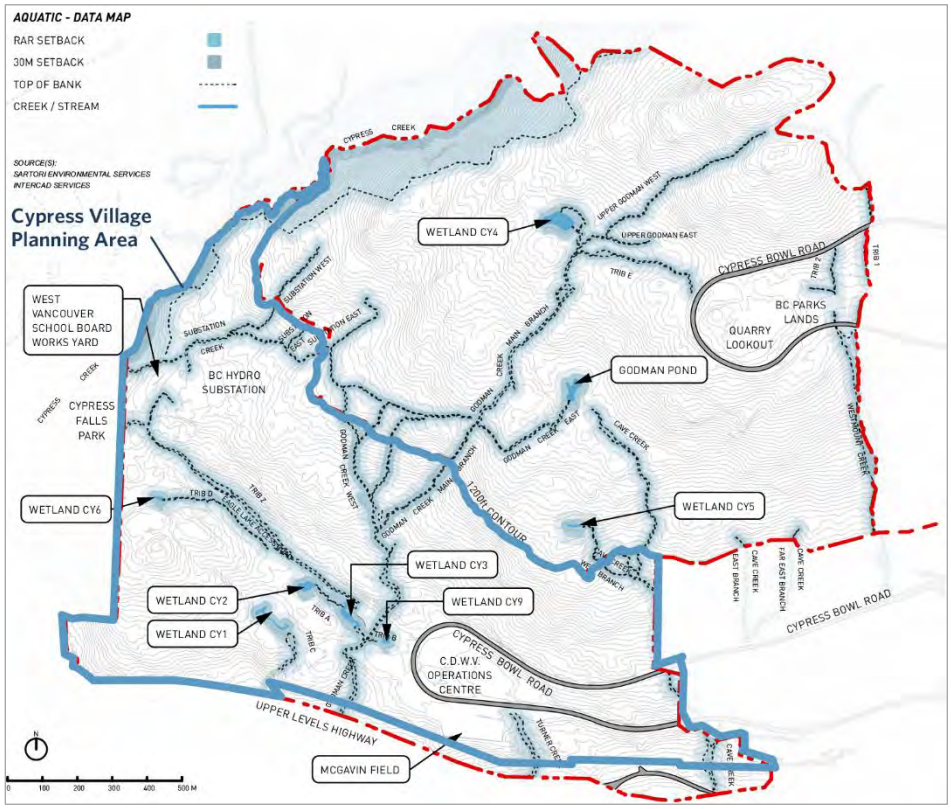
Priority Ranking	Attribute Typology	Physical / Biophysical Attribute	Evaluation Criteria			
			High	Moderate	Low	No
1	Aquatic	Creeks	High quality watercourses with many of the following features: Naturally formed, water permanence, fish bearing, high quality habitat, Proper Functioning (PFC) and with the existence of Red Listed or Endangered SARA species.	Moderate quality watercourses with some of the following features: Naturally formed, water permanence, fish bearing, moderate quality habitat, Proper Functioning (PFC) and with the existence of Blue Listed or Threatened SARA species.	Low quality watercourses with few of the following features: Naturally formed, water permanence, fish bearing, low quality habitat, Proper Functioning (PFC) and with the existence of Blue Listed or Threatened SARA species.	Features that do not meet the definition of a watercourse.
		Wetlands	High quality natural wetlands with water permanence and high quality habitat features and the existence of Red Listed or Endangered SARA species.	Moderate quality wetlands with seasonally wetted habitat features, water permanence and with the existence of Blue-Listed or Threatened SARA species.	Low quality wetlands, dries frequently with low quality habitat features and no Listed or Endangered/threatened SARA species.	Wet areas that dry quickly and have negligible ecological value or habitat value.
2	Terrestrial	Forests	Old Forests of any coverage including stands that have any old growth occurrence of red-listed ecological communities or that contain >50% coverage of mature growth occurrence of red-listed ecological communities.	Mature Forests with 50 to 100% coverage and 0 to 50% coverage of mature growth occurrence of red-listed ecological communities.	Mature Forests with 20 to 50% coverage that do not contain any coverage of old or mature growth red-listed ecological communities.	Young 2nd Growth Forests with Mature Forest of <20% coverage and do not contain any coverage of old or mature growth red-listed ecological communities
		Rock Outcrops	Polygons with assemblage of rare or listed plant species.	Rock Outcrops with 50 to 100% coverage.	Rock Outcrops with 20 to 50% coverage.	Polygons with Rock Outcrop coverage < 20%.
		Plants	Red-Listed and Endangered SARA species and associated habitats.	Blue-Listed and Threatened SARA species and associated habitats.	Locally unique species and associated habitats.	No assemblage of unique ecosystem elements.
		Animals	Red-Listed and Endangered SARA species and associated habitats that should be preserved, managed or relocated.	Blue-Listed and Threatened SARA species and associated habitats.	Locally unique species and associated habitats.	Species and associated habitats that are common throughout the site and beyond. Areas with no ecological function to support animal species or invasive species.
3	Terrain	Topography	In general, slopes that are difficult to construct upon or around requiring above average construction intervention. Typically >50% slopes but can range down to 35% depending on the aggregate complexity of the slope. Generally large in overall area of slope or notable sized feature(s) in the landscape.	In general, slopes that can be constructed upon or around with a moderate level of intervention. Typically 35-50% slopes but can include areas of slope above 50%. A complex aggregate of slopes and features within the range or steeper but that average to be within the noted range of slopes. Moderately large sized areas relative to a development parcel or size of structure.	In general, slopes that can be constructed upon or around with a low level of intervention. Typically 35-50% slopes but can include areas of slope down to 20-35%. A less complex aggregate of slopes equal to or less steep and with fewer or smaller features. Moderate to small sized areas relative to a development parcel or size of structure.	In general, slopes that can be constructed upon or around that require very little or no intervention beyond normal construction practices. The most ideal slopes are 0-20% but this category also includes slopes between 20-35% depending on the size of the area and complexity of the aggregate slopes. Varying ranges of area but none of the large and contiguous slopes of low complexity and few large features.
		Hazards	Area has potential to be impacted by a geohazard that could result in structural damage to buildings or loss of life. Mitigation of the identified hazard is either prohibitively expensive or untenable, making the area unsuitable for development. Rockfall area or channel avulsion area where mitigation is extremely difficult or impossible.	Area has a potential to be impacted by a geohazard that could result in structural damage to buildings or loss of life. However, cost-effective mitigation is possible. Rockfall area or channel avulsion area where mitigation is possible, however extensive and costly.	Area has low potential to be impacted by a geohazard. Minor or no mitigation works are required. Rockfall area or channel avulsion area where mitigation is achieveable through specific and common measures.	No geohazard identified that could impact buildings. Not within a rockfall or channel avulsion area.
4	Legal	Ownership	Existing ownership currently prohibiting development that is not subject to change.	Existing ownership currently limiting development where it is unknown if it may be likely to change.	Existing ownership currently limiting development that is likely to change.	Existing ownership currently allowing development or with existing desired development.
		Land Use	Existing land use designations currently prohibiting development that are not likely to change.	Existing land use designations currently limiting development that may be unlikely or difficult to change.	Existing land use designations currently limiting development that is likely and easy to change.	Existing land use designations currently allowing development or with existing desired development.
		Encumbrances	Encumbrances on the land/title currently prohibiting development that are not likely to change.	Encumbrances on the land/title currently limiting development that may be unlikely or difficult to change.	Encumbrances on the land/title currently limiting development that is likely and easy to change.	Encumbrances on the land/title currently allowing development or no encumbrances on the land/title.
5	Infrastructure	Buildings	Existing buildings that are highly unlikely to change (e.g., BCH substation).	Existing buildings that can be removed or repurposed under an municipal/provincial application/approvals process (e.g., School Board Facility).	Existing buildings that can be removed, repurposed or replaced under existing zoning / land use (e.g., BPP site office).	Areas without existing buildings or that can remain with existing desired uses.
		Roads	Roads and established rights of ways that can not likely be relocated or redesigned/deoaved. (e.g., Cypress Bowl Road above the DWV Operations Centre).	Roads and established rights of ways that can be removed or relocated under a municipal/provincial application/approvals process.	Roads and established rights of ways that can be removed or relocated under current zoning/land use designations or where verbal agreements are in place (e.g., Cypress Bowl Road below the C.D.W.V. Operations Centre).	Roads and established rights of ways that can be relocated without process or approvals. Areas with no roads or established rights of ways.
		Utilities	Existing site services that are likely not to be removed or relocated.	Existing site services that can be removed or relocated under an municipal/provincial application/approvals process.	Existing site services that can be removed or relocated under current zoning/land use designations.	Areas with no existing site services.
6	Recreational, Cultural and Natural Features	Recreational landforms	Large expanses of exposed rock, established lookout points or other places of interest that have recreational value and are in high level active use.	Areas of exposed rock, lookout points or other places of interest that have recreational value, are in moderate level of use or could be modified to be used for recreational activity with minimal effort and/or investment.	Smaller areas of exposed rock, potential lookout points or other places of interest that have potential recreational value, are in low level of use or could be modified to be used for recreational activity with moderate to significant effort and/or investment.	Landforms with little potential for recreational activity
		Landscape Features	Significant, unique and highly visually appealing features that represent the natural/archetypal character of the area that if preserved would provide a high value, visual landscape amenity.	Notable and visually appealing features that have a natural character that if preserved would provide a moderate value, visual landscape amenity.	Smaller visually appealing features that have a natural character that if preserved would provide a low value, visual landscape amenity.	Features with little potential to be a special natural feature.
		Trails	Sanctioned trail, high level of sustainable construction, high level of use, no proximity or impact to sensitive ecosystem areas	Sanctioned trail, moderate level of sustainable construction, moderate level of use, proximal to sensitive ecosystem area(s) but impact can or is mitigated.	Unsanctioned trail, low sustainable construction, low level of use, adjacent to or partially within sensitive ecological area(s) and difficult to mitigate impact.	Unsanctioned trail, unsustainably built, decommissioned or very low level of use, notable portions of the trail within a sensitive ecological area(s) creating negative impacts.
		Heritage	Significant cultural heritage features that are unique, well preserved or of a high cultural value that should be preserved in place or relocated (e.g., an old mill site).	Notable cultural heritage features that are reasonably well preserved or of some cultural value that could be preserved in place or relocated (e.g., milling and forestry equipment).	Cultural heritage features that are not well preserved but have minor cultural value and could be relocated (e.g., milling and forestry equipment).	Areas without cultural heritage artifacts or remnants of use or habitation.

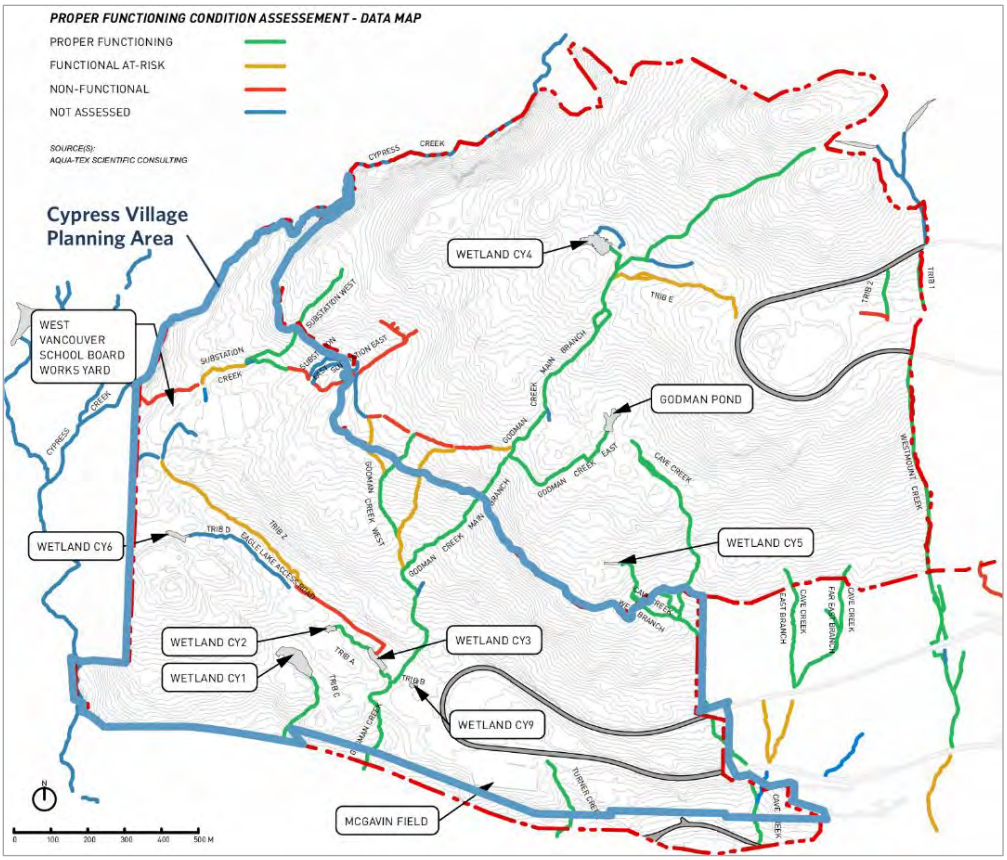
Aquatic Features

The aquatic features in the Cypress Village planning area include creeks and wetlands. Three data sets are presented:

- An Aquatic Data Map which shows the location and names of all creeks and wetlands in the Cypress Village planning area. This map also shows wetland setbacks at a Provincial Riparian Area Protection Regulation (RAPR) boundary as determined by environmental consultants, and creek setbacks at a 30 metre Municipal regulation boundary. This map does not consider different regulatory approvals processes.
- A Proper Functioning Condition Assessment Data Map describes each stream's physical condition and ability to withstand a 1 in 25 year rainstorm event.
- Data Tables of Wetland and Creek Characteristics. The aquatic features were evaluated in relation to the environmental value of creeks and wetlands, including water permanence, habitat diversity, species presence, wetland setbacks.

Each feature was assessed and analyzed by environmental consultants based multiple characteristics, resulting in an overall Aquatic Evaluation Map. High evaluations were assigned to areas such as Godman Creek due to its many positive characteristics (e.g. natural occurrence, good water flow, presence of Coastal Tailed Frogs). Low evaluations were assigned to areas such as Tributary Z, which is along the uphill side of Eagle Lake Access Road, is part of the historic construction of this road, functions generally as a ditch that conveys water to naturally occurring streams, has not listed species or riparian buffer at its southern edge. Wetland CY2 is another anthropogenic created aquatic feature that is in existence due to the construction of Eagle Lake Access Road. Although CY2 does have some vegetation density and habitat quality, its habitat diversity is low. The overall evaluation considered whether the existing condition of each feature demonstrates functionality or value in its current state.





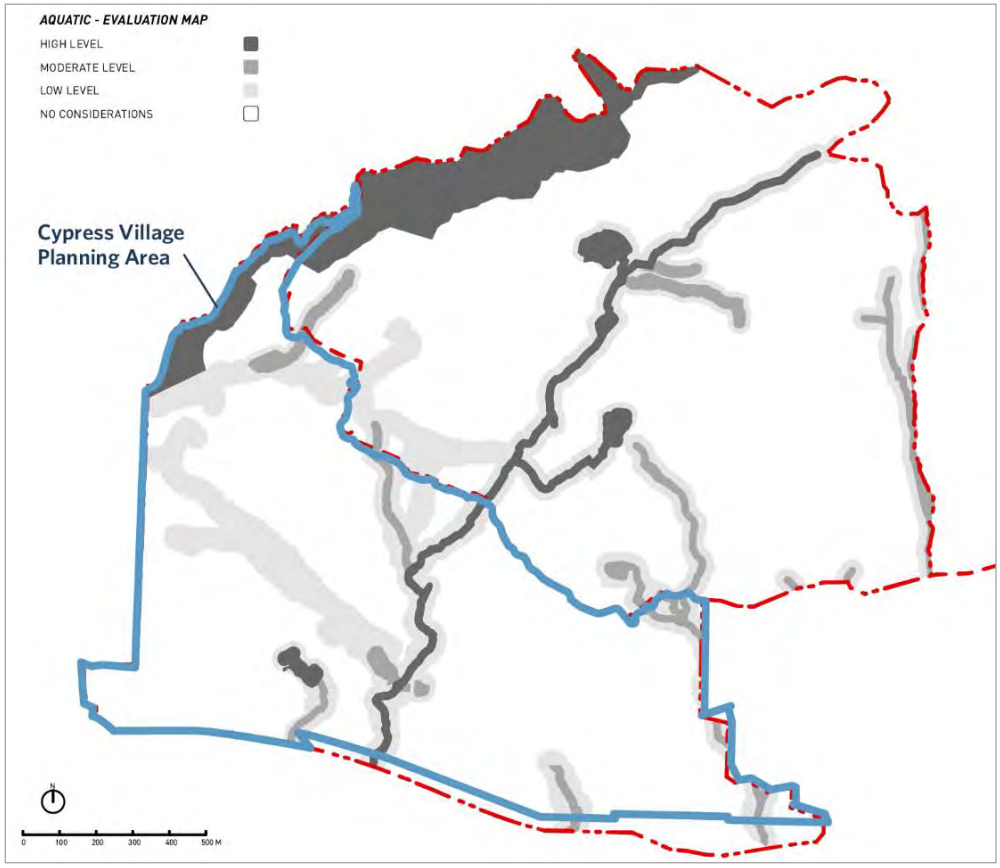
DATA TABLES - WETLAND CHARACTERISTICS

	WETLAND AREA (m²)	WETLAND ORIGIN	WATER PERMANENCE	WATER DEPTH	VEGETATION DENSITY	HABITAT DIVERSITY	HABITAT QUALITY	PRESENCE OF LISTED SPECIES
GODMAN POND	1550m²							Red-legged Frog
WETLAND CY1	3550m²							
WETLAND CY2	400m²							
WETLAND CY3	1040m²							Red-legged Frog
WETLAND CY4	3650m²							Coastal Tailed Frog
WETLAND CY5	260m²							
WETLAND CY6	700m²							
WETLAND CY9	263m²							

DATA TABLES - CREEK CHARACTERISTICS

	CREEK LENGTH (M)	CREEK ORIGIN	WATER PERMANENCE	CREEK CHARACTERISTICS WIDTH	GRADIENT	SUBSTRATE	PROPER FUNCTIONING CONDITION	PRESENCE OF LISTED SPECIES
CAVE CREEK	1244m (WITHIN STUDY AREA)			2.4m	25%	Organic Soil/Woody Debris/ Bedrock/Cobbles		
CAVE CREEK WEST	247m			1.4m	21%	Cobbles/Small boulders/ Occassional bedrock		
CYPRESS CREEK	(HAS NOT BEEN ASSESSED)					Bedrock		
GODMAN CREEK Main Branch	375m			3.5m	16.0%	Gravel/Cobble/Boulder		Coastal Tailed Frog
GODMAN CREEK West Branch								Coastal Tailed Frog
SUBSTATION CREEK	296m			2.0m	14%	Gravel/Cobble		
SUBSTATION EAST	422m			1.4m	19%	Large Boulders and fines over geotextile		
SUBSTATION WEST	396m			1.3m	24%	Soft Organic forest duff/ Fines		
TRIBUTARY A	123m			0.9m	9.4%	Fines/Gravel		
TRIBUTARY B	35m			1.2m	5.6%	Gravel/Cobble	Not Assessed	
TRIBUTARY C	221m			1.0m	16.9%	Fines/Gravel		
TRIBUTARY D	418m			1.1m	12.7%	Cobbles/Gravel	Not Assessed	
TRIBUTARY E	413m			1.2m	10.6%	Cobbles/Gravel	Not Assessed	
TRIBUTARY Z Centre Reach	356m			1.8m	9.8%	Cobble/Gravel		
TRIBUTARY Z Roadside ditches North of Eagle Lake Road	509m			1.1m	6.5%	Cobble/Gravel		
TURNER CREEK	256m			2.9m	25%	Cobbles/Gravel/Fines		

SOURCE(S): SLR CONSULTING, SARTORI ENVIRONMENTAL SERVICES, AQUA-TEX SCIENTIFIC CONSULTING

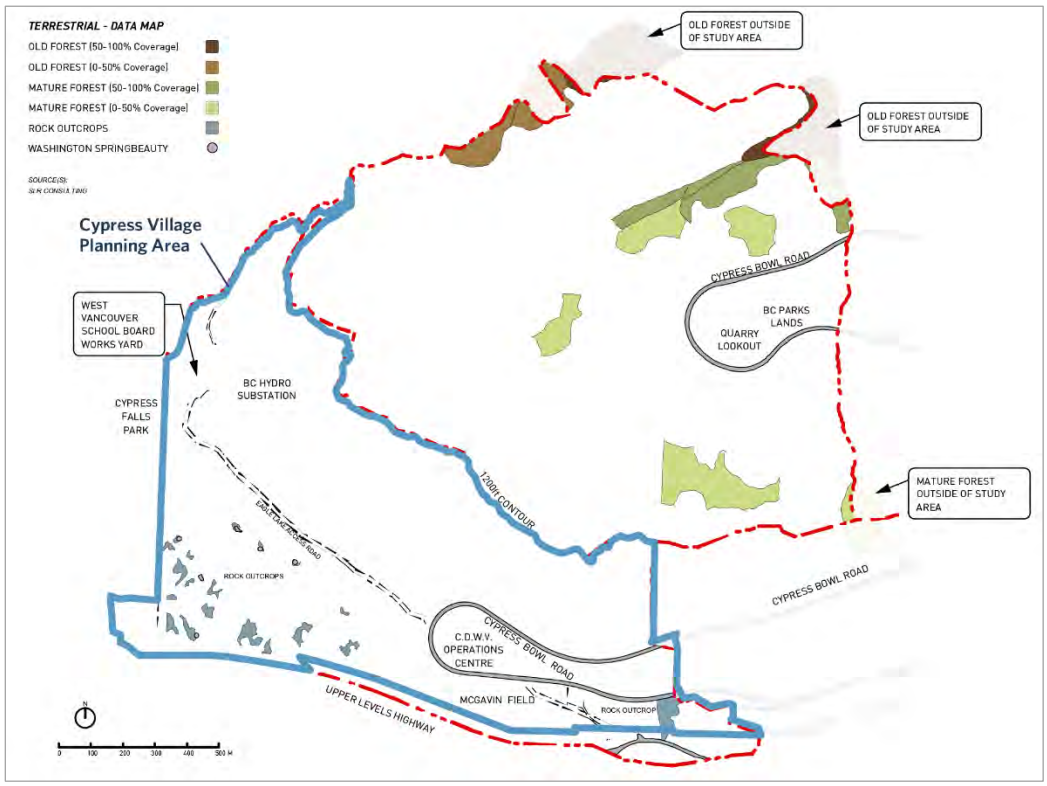


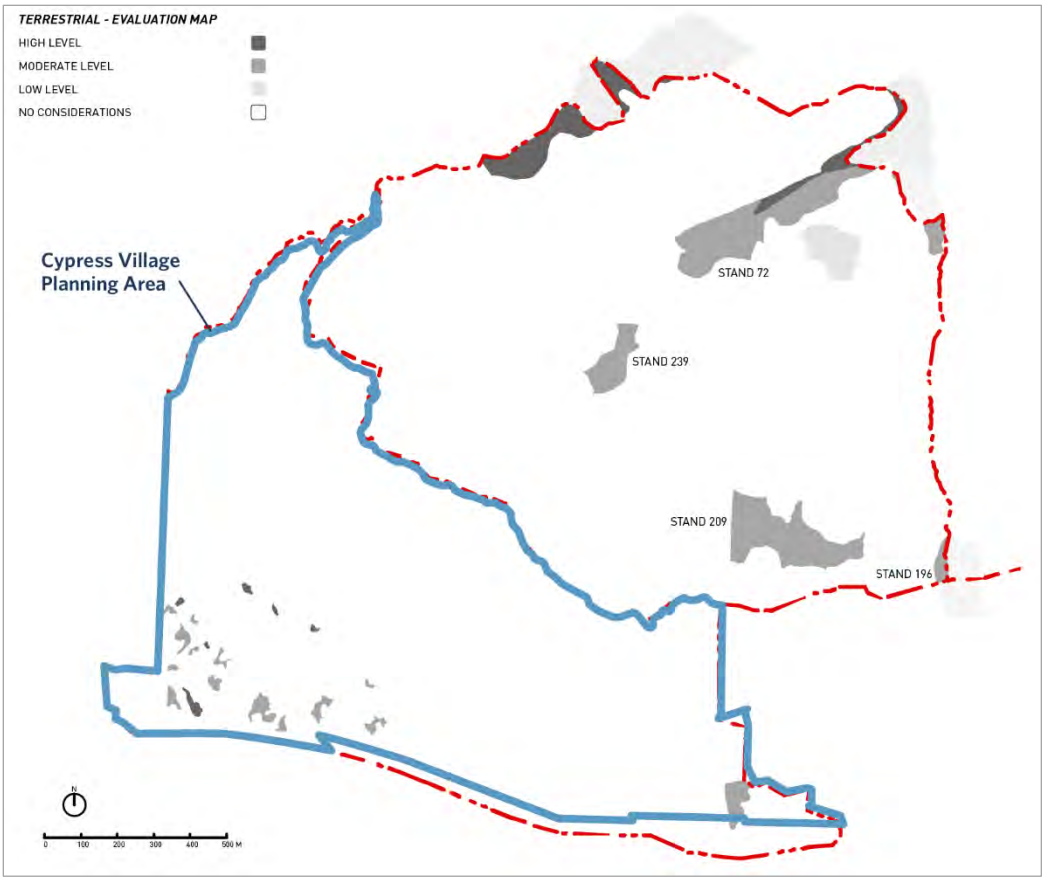
Terrestrial Features

The terrestrial features in or above the Cypress Village planning area include forests, rock outcrops, plants, and animals.

The Terrestrial Data Map shows the location of all terrestrial features in and above the Cypress Village planning area. Each feature was assessed and analyzed by professional biologists based multiple characteristics, resulting in an overall Terrestrial Evaluation Map.

- Forests were characterized as Old Forest (trees greater than 250 years old) (evaluated as High), Mature Forest (trees 80 to 250 years old) (evaluated as Moderate and Low based on the percentage of Mature trees in an area). The majority of forest evaluated consists of younger, second growth trees due to previous logging.
- There are a number of rock outcrops in the study area, which consist of thin layers of mossy vegetation over bedrock outcrops that sometimes occur within stands of Arbutus trees. These habitats are unique in the study area but are common throughout the region. When evaluated, these rock outcrops were defined as Moderate when having a coverage of more than half of a polygon and Low when the coverage is between 20% to 50%. Areas below 20% coverage were deemed to have an evaluation of None. However, if any of these habitats are accompanied by Red Listed or Endangered SARA species, the consideration was raised to High.
- There were five places in the southwest corner of the study area where the Red Listed plant species, Washington Springbeauty, was observed. These plants occurred on the rock outcrops and were deemed to be a High consideration in the evaluation.
- There were no Red Listed or endangered SARA animals observed in the study area.





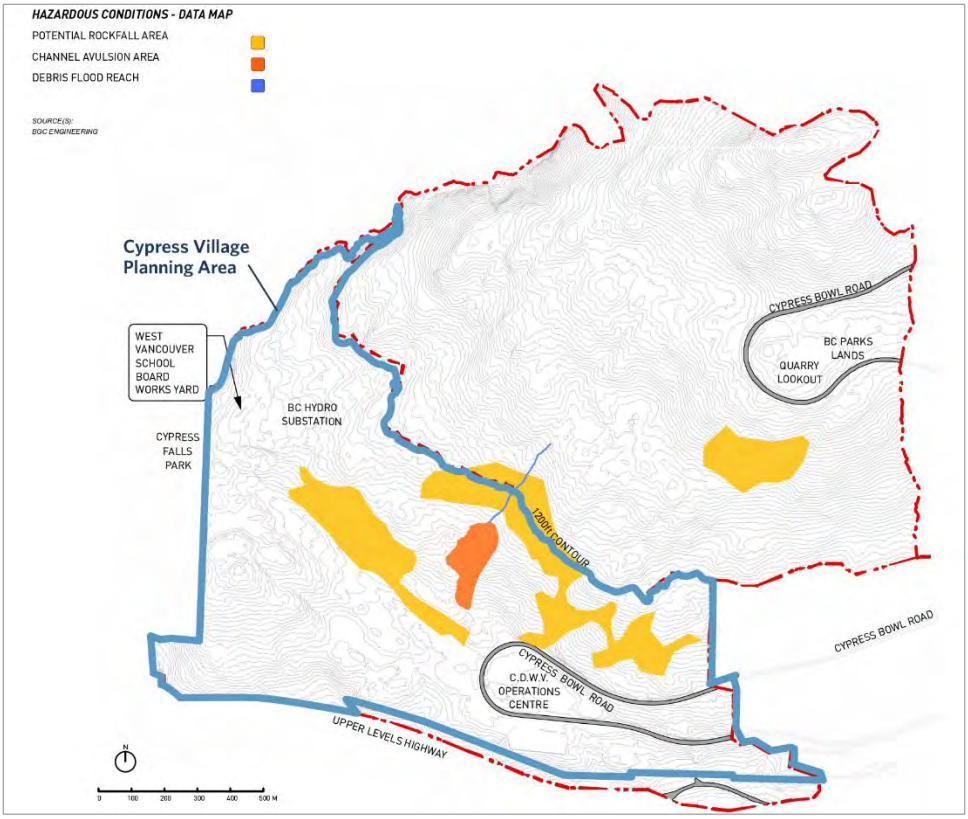
Terrain Features

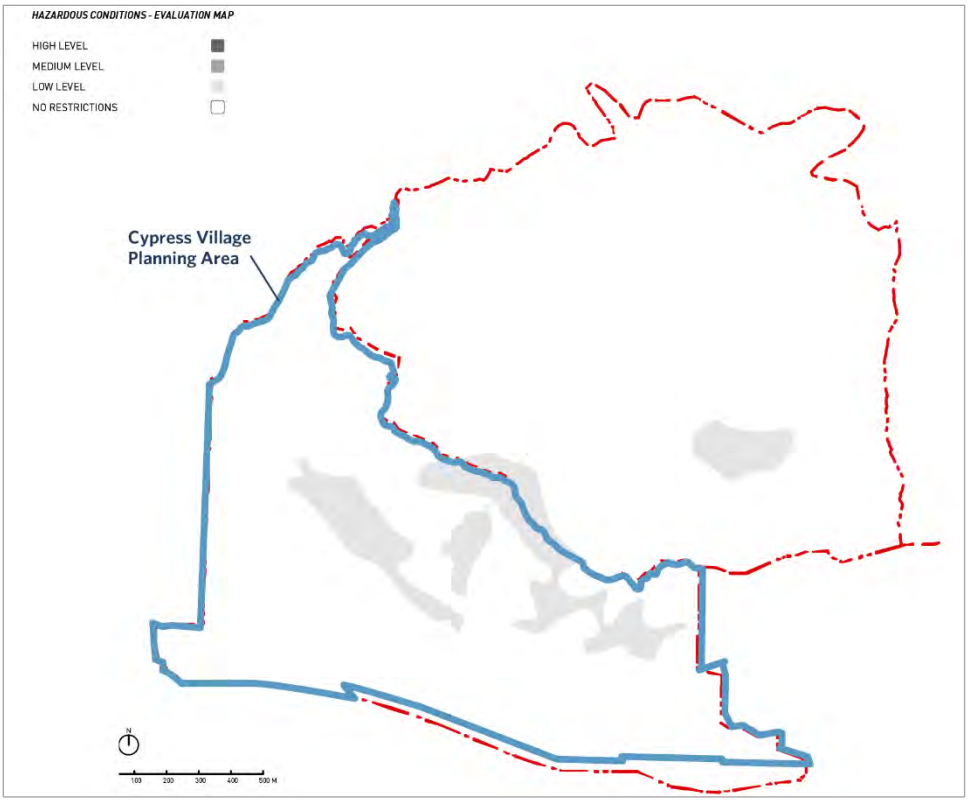
The terrain features in or above the Cypress Village planning area include topographic and geotechnical conditions.

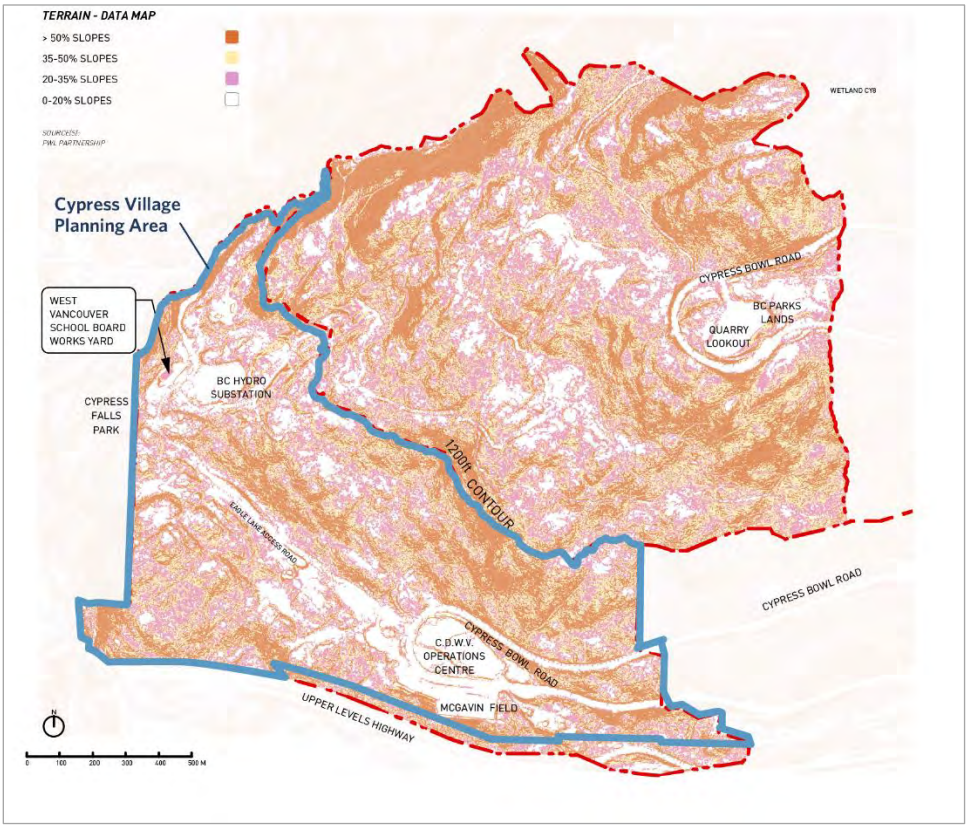
The topography, captured by LiDAR mapping, describes the steepness of the ground slopes. The geotechnical conditions, determined by professional engineers, describe the structural stability of the ground to support the construction of buildings and roads.

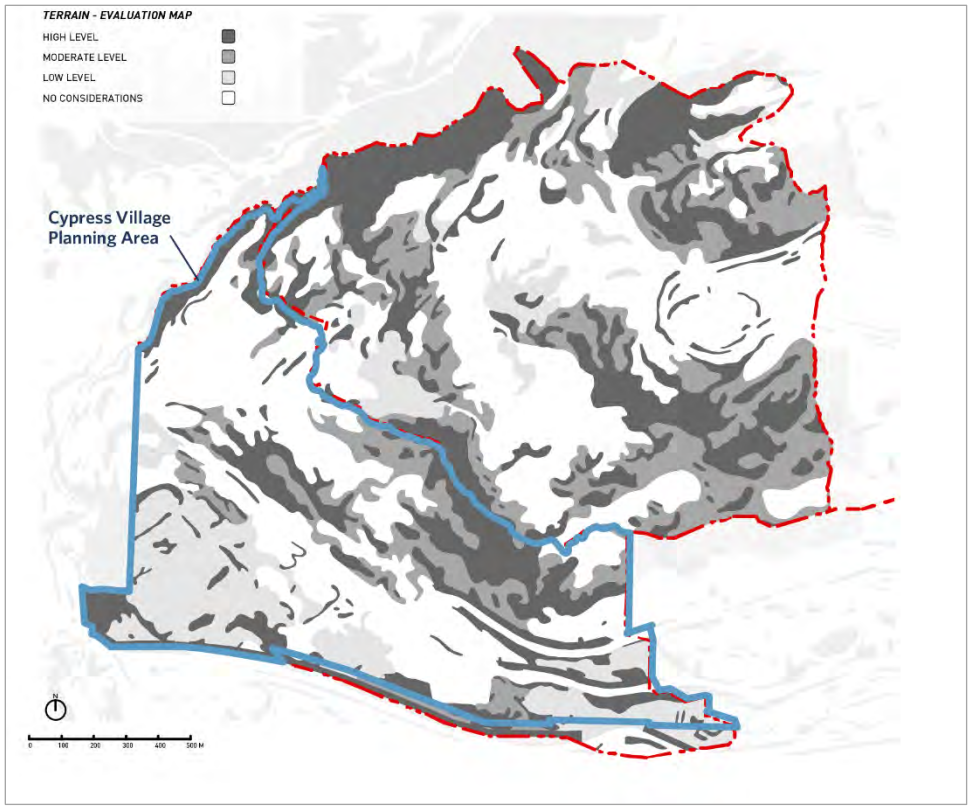
The evaluation of the terrain slopes was categorized based on the viability for constructing roads and buildings. Slope grades of 0% to 20%, which often correspond to areas with existing built features or roads, are deemed optimal for building and categorized with an evaluation of None. Low evaluation was given to slopes between 21% to 35% because these grades are fully permissible for development but may require different decisions for construction strategies. Slopes in the range from 36% to 50% were considered Moderate as the consistency of slope and proximity to other lesser or greater slopes would affect the feasibility of building in these locations. Grades over 50% were given a High evaluation level as they require significant intervention for development to occur. It should be noted that the complexity in building on the various slopes is also defined by the total area slope, contiguous length of slope runs, adjacencies and the connectivity to other features inside and outside of the study area. For example, a small knoll of steep slopes within a generally low slope area would not truly be a constraint that warrants a High evaluation. Similarly, a small to moderately sized low slope area within a larger steep slope condition may not be accessible and therefore would not be a realistic development area. The evaluation involved a significant exercise of synthesizing the slope map to provide a slope analysis more representative of practical development opportunities and constraints.

The terrain attributes were evaluated in relation to the physical constraint and/or consideration for level of effort to make developable or mitigate a hazard.




HAZARDOUS CONDITIONS - EVALUATION MAP
HIGH LEVEL
MEDIUM LEVEL
LOW LEVEL
NO RESTRICTIONS
Cypress Village
Planning Area
N
100 200 300 400 500 M


TERRAIN - DATA MAP
> 50% SLOPES
35-50% SLOPES
20-35% SLOPES
0-20% SLOPES
SOURCES:
PWL PARTNERSHIP
Cypress Village
Planning Area
WETLAND CY8
CYPRESS BOWL ROAD
BC PARKS
LANDS
QUARRY
LOOKOUT
WEST
VANCOUVER
SCHOOL BOARD
WORKS YARD
BC HYDRO
SUBSTATION
CYPRESS
FALLS
PARK
1200ft CONTOUR
EAGLE LAKE ACCESS ROAD
CYPRESS BOWL ROAD
C.D.W.V.
OPERATIONS
CENTRE
CYPRESS BOWL ROAD
MCGAVIN FIELD
UPPER LEVELS HIGHWAY
N
0 100 200 300 400 500 M

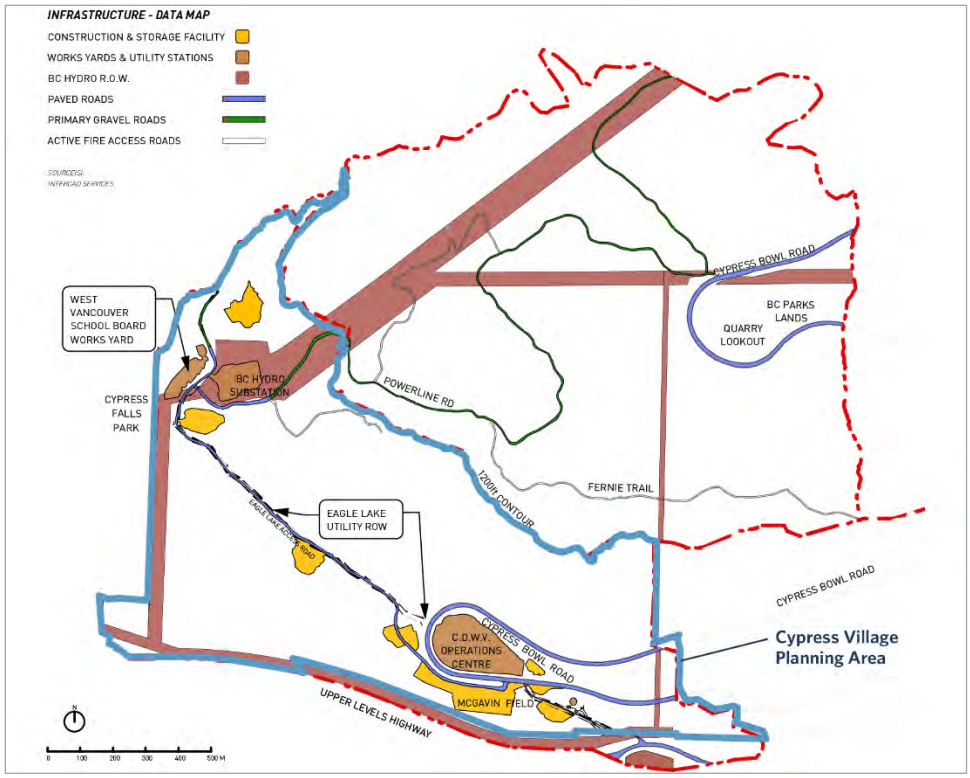


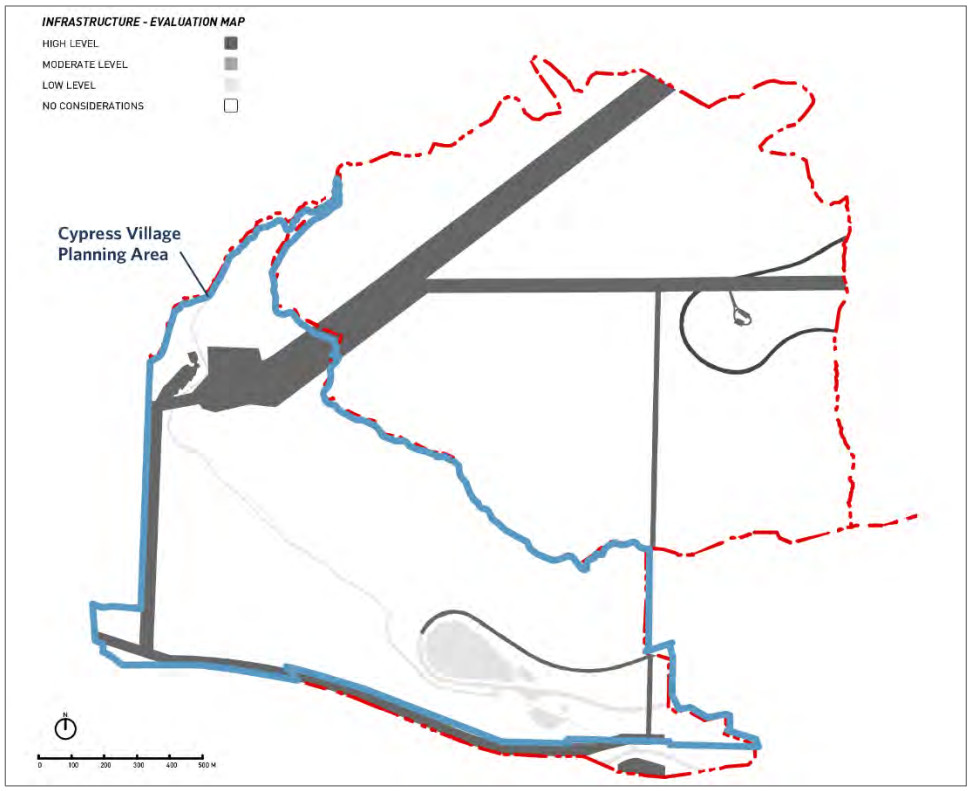
Infrastructure Features

The infrastructure features in or above the Cypress Village planning area include buildings, roads, and utilities. These features were mapped based on publicly available mapping and on-site investigations.

The Infrastructure Data Map identifies and names each infrastructure feature. These include operating works yards, roads including paved highways and gravel access roads, utility structures such as the BC Hydro Substation, and utility rights-of-way which impact setbacks for development.

The infrastructure consideration is based on the physical form and technical function of each feature. Features that would be very difficult, impractical, or costly to relocate are given High consideration (such as the BC Hydro substation). Features that could be reasonably difficult or costs to relocate are given Moderate consideration (such as the School Board works yard), and features where development could occur are given Low consideration (such as the District's works yard).

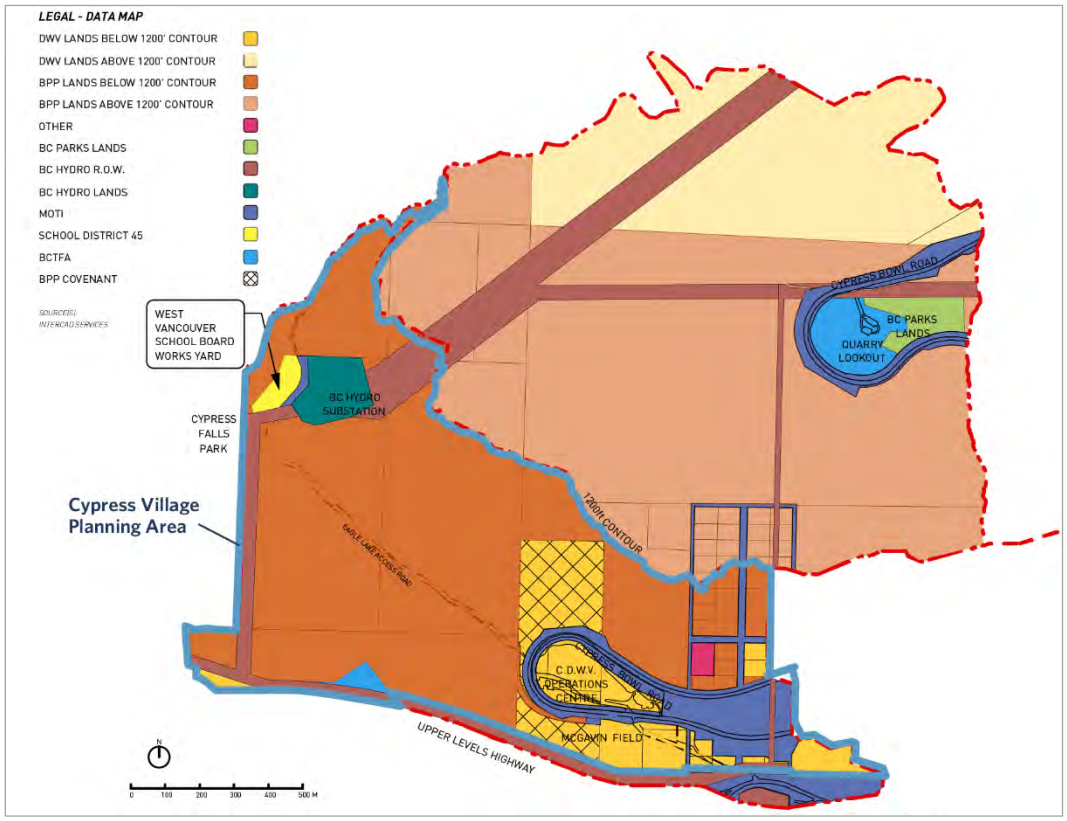

INFRASTRUCTURE - DATA MAP
CONSTRUCTION & STORAGE FACILITY
WORKS YARDS & UTILITY STATIONS
BC HYDRO R.O.W.
PAVED ROADS
PRIMARY GRAVEL ROADS
ACTIVE FIRE ACCESS ROADS
WEST VANCOUVER SCHOOL BOARD WORKS YARD
BC HYDRO SUBSTATION
CYPRESS FALLS PARK
POWERLINE RD
CYPRESS BOWL ROAD
BC PARKS LANDS
QUARRY LOOKOUT
FERNIE TRAIL
1200M CONTOUR
EAGLE LAKE UTILITY ROW
EAGLERIDGE ROAD
C.D.W.V. OPERATIONS CENTRE
MCGAVIN FIELD
UPPER LEVELS HIGHWAY
Cypress Village Planning Area

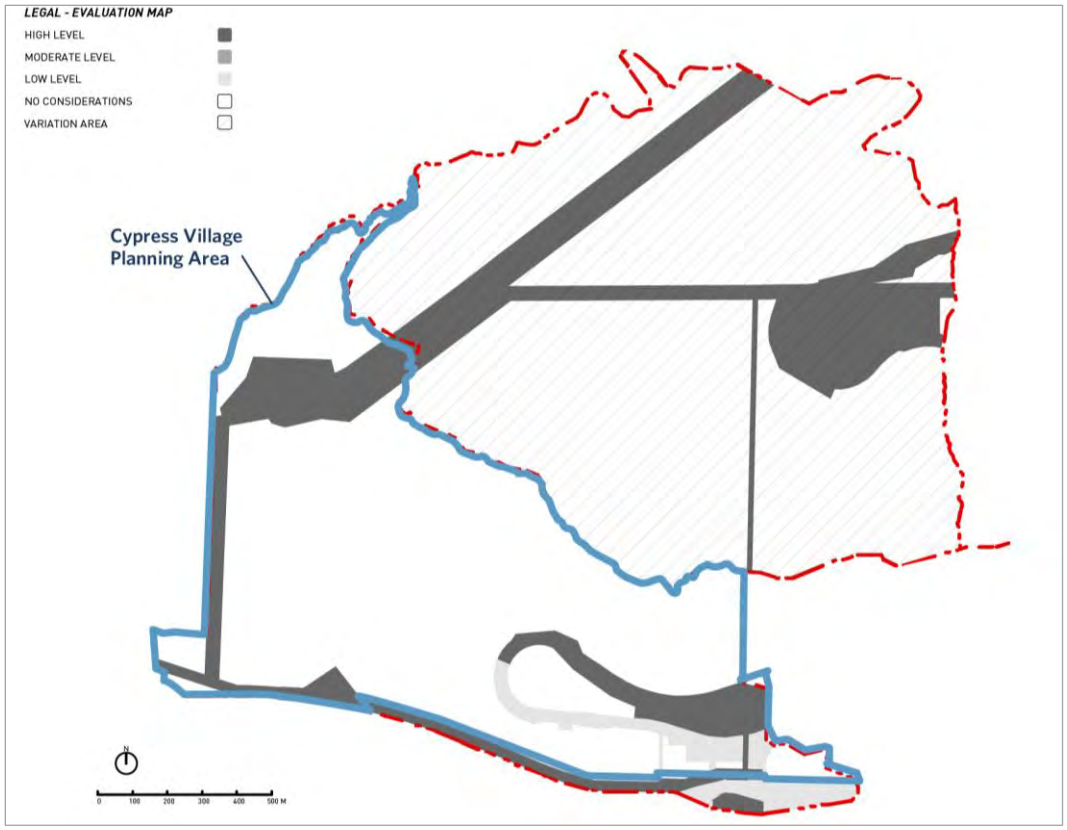

INFRASTRUCTURE - EVALUATION MAP
HIGH LEVEL
MODERATE LEVEL
LOW LEVEL
NO CONSIDERATIONS
Cypress Village Planning Area

Legal Features

The legal features in or above the Cypress Village planning area include ownership, land use, and encumbrances. Ownership is defined as the owner on title, land use is defined as the existing land use designations in the District of West Vancouver's Official Community Plan, and encumbrances are defined as easements, covenants, rights-of-way, or access on the land or title. This data was collected from publicly available mapping.

The Legal Data Map identifies the location of each legal feature. The Legal Evaluation Map designates the majority of the lands and rights-of-way held by BC Hydro, MoTI, School District 45, and the Crown as High consideration as they are the least likely to be altered in ownership or land use. The exception is the most southern length of Cypress Bowl Road, for which there may be flexibility in considering possible re-alignments. Note that the road rights-of-way north of Cypress Bowl Road are shown as MoTI lands in the Legal Data Map but these have since been confirmed to be District road rights-of-way.





Recreational, Cultural, and Natural Features

Five recreational, cultural, and natural features were considered:

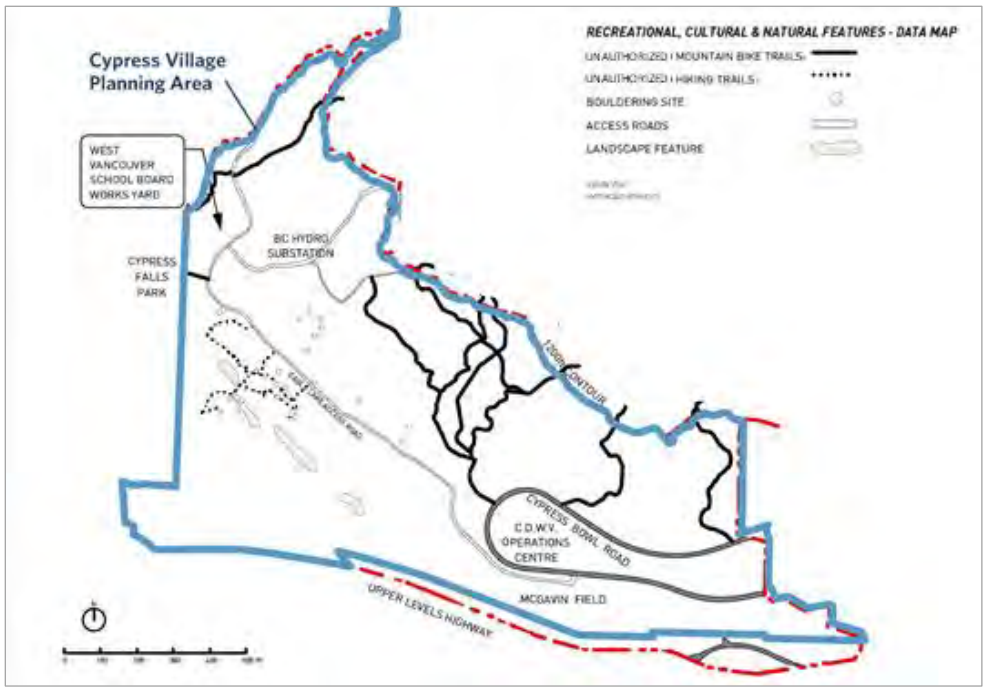
- Recreational landforms (topographical features that are valued in their form for active or passive recreation).
- Landscape features (elements of the landscape that are visually appealing and which represent natural or archetypal character of the area).
- Trails (unauthorized hiking and mountain biking trails).
- Heritage (cultural features in the landscape). No heritage artifacts have been found or are known about in the study area.
- Trees (individual or stands of trees that have value from a human perspective not an ecological function). Arbutus trees, which have some cultural significance, sometimes occur in the rock outcrop habitats which are shown in the Terrestrial Data Map.

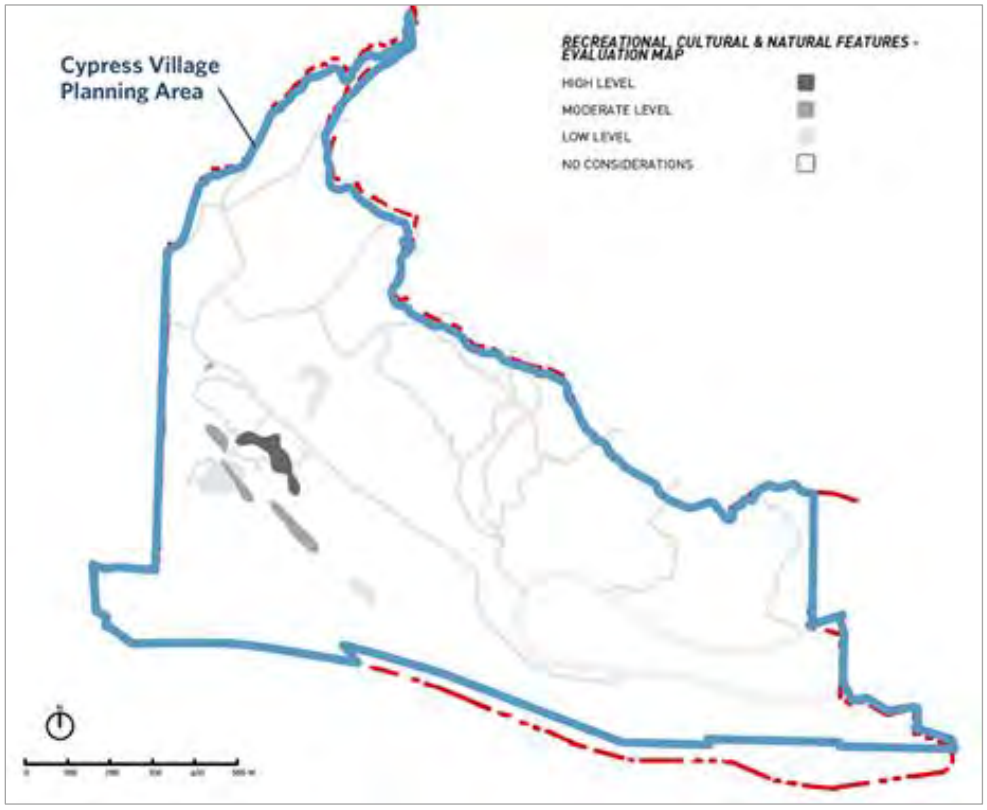
This data was collected from publicly available mapping and on-site survey work. The Recreational, Cultural, and Natural Features Data Map shows the location of these features. All of the recreation features are unauthorized uses on private land.

The cultural consideration Recreational, Cultural, and Natural Features Evaluation Map shows the overall consideration of community and amenity values of landscape features, recreational opportunities, and trails and an evaluation of the possibility of relocating a feature (e.g. a trail can be relocated but a large boulder cannot be relocated or easily replicated).

Note that an Archaeological Impact Assessment (AIA) is being conducted for the development lands in Cypress Village, but an AIA was not available at the time of the sieve analysis.

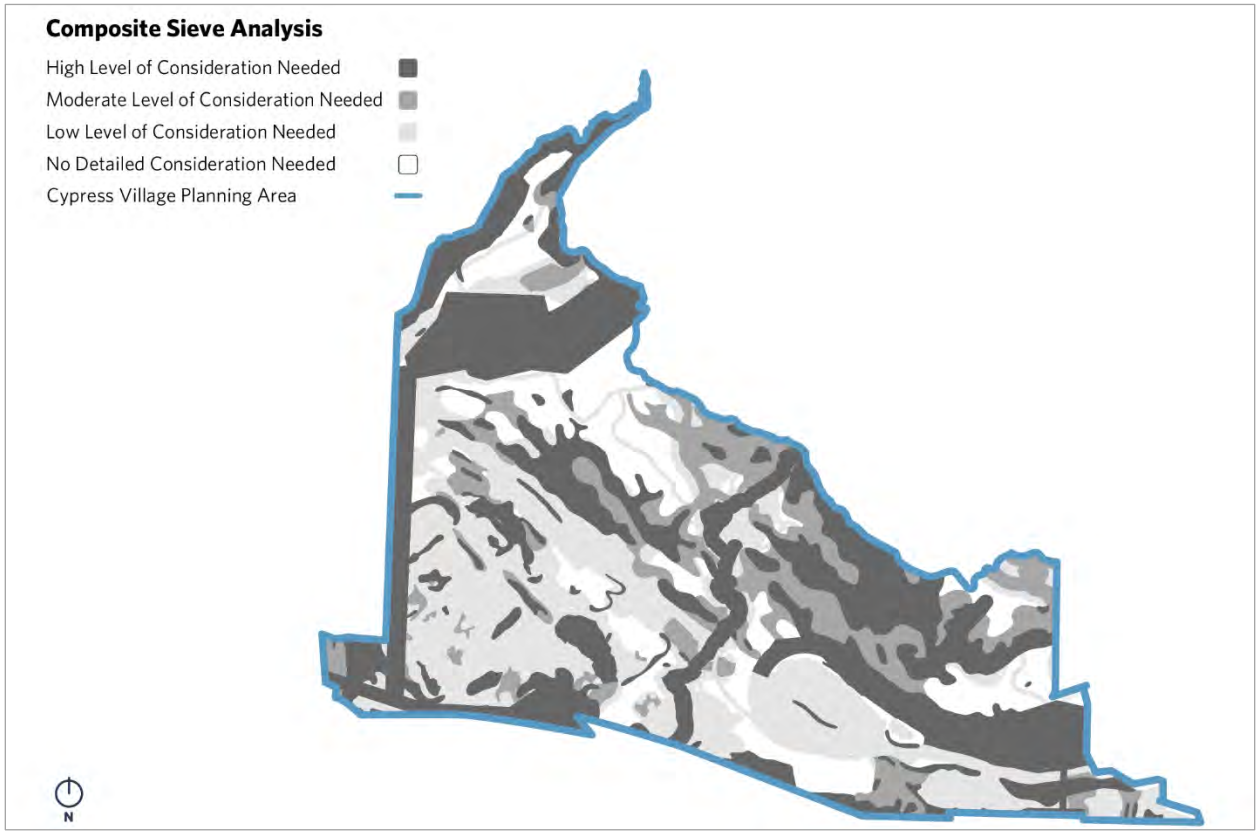
Also note that some of the existing (unauthorized) trails have changed since the time of the sieve analysis.





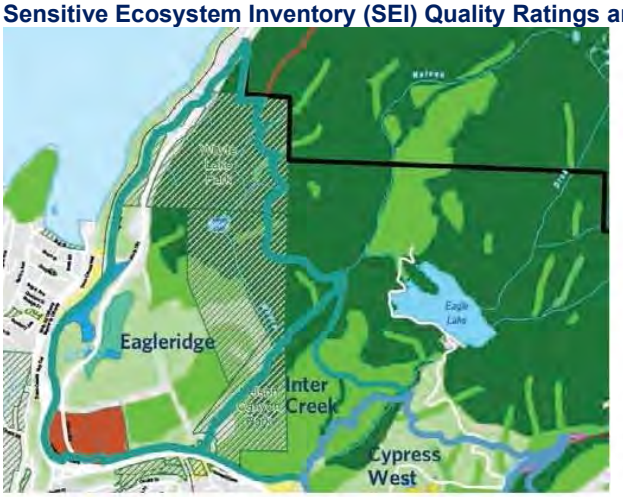
Composite Sieve Analysis

The Cypress Village planning area has many different physical elements. Taking into account the mapping and evaluation of the six main features, the composite sieve analysis creates the environmental framework for where new development should be concentrated in Cypress Village. Generally, areas with a compositive sieve analysis of 'No Consideration' or 'Low Consideration' are the best suited for development opportunities. Development is also possible in areas with 'Moderate Consideration' or 'High Consideration' but requires a more involved and comprehensive review of implications.



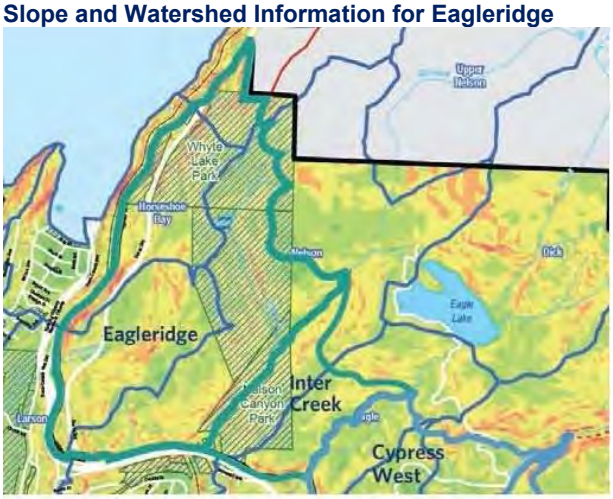
Appendix E: Environmental Information about the Lands in Eagleridge from the Upper Lands Working Group Final Report

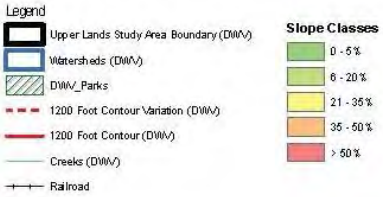
Sensitive Ecosystem Inventory (SEI) Quality Ratings and Other Inventories for Eagleridge



Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 5: Sensitive Ecosystem Inventory (SEI) Quality Ratings and Other Inventories. Eagleridge and Inter Creek boundaries added.

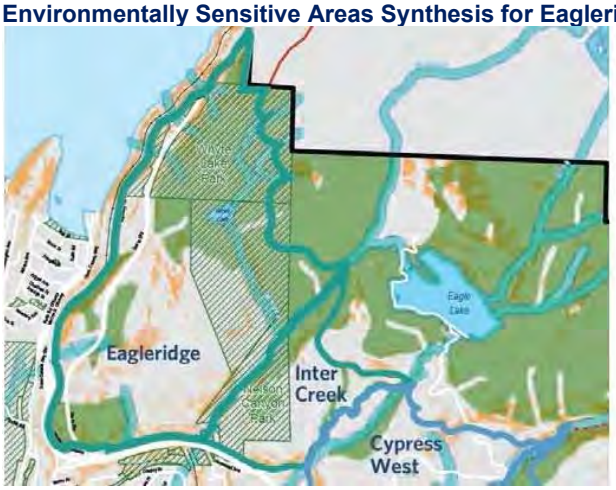
Slope and Watershed Information for Eagleridge





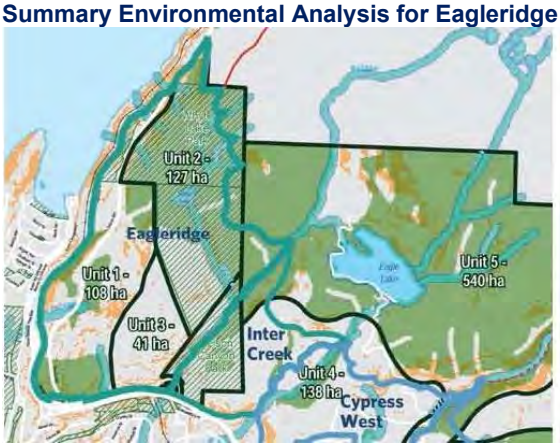
Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 6: Slope and Watersheds. The Upper Lands Study Review Working Group report noted that "slopes under 5% are flat or very gently sloping, developable but can have drainage issues. Slopes from 6 to 20% are relatively easy to develop. From 21 to 35%, increasingly difficult terrain suggests the need for compact forms of development. From 35 to 50%, there is restricted potential for building. Slopes over 50% are considered too steep for urban development for geotechnical and environmental reasons." Eagleridge and Inter Creek boundaries added.

Environmentally Sensitive Areas Synthesis for Eagleridge



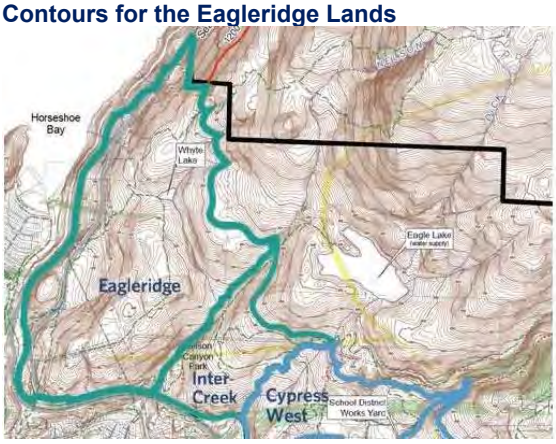
Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 7: Environmentally Sensitive Areas Synthesis. Eagleridge and Inter Creek boundaries added.

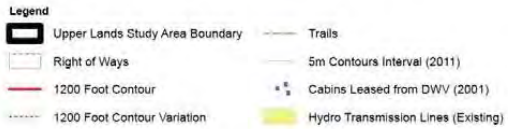
Summary Environmental Analysis for Eagleridge



Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Map 8: Summary Analysis. Eagleridge and Inter Creek boundaries added.

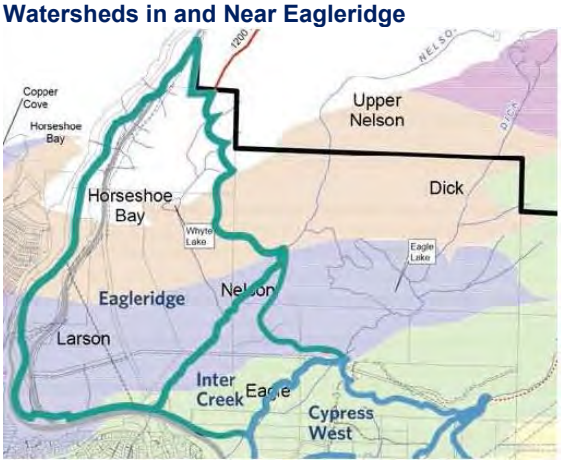
Contours for the Eagleridge Lands





Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Contours map. Eagleridge and Inter Creek boundaries added.

Watersheds in and Near Eagleridge



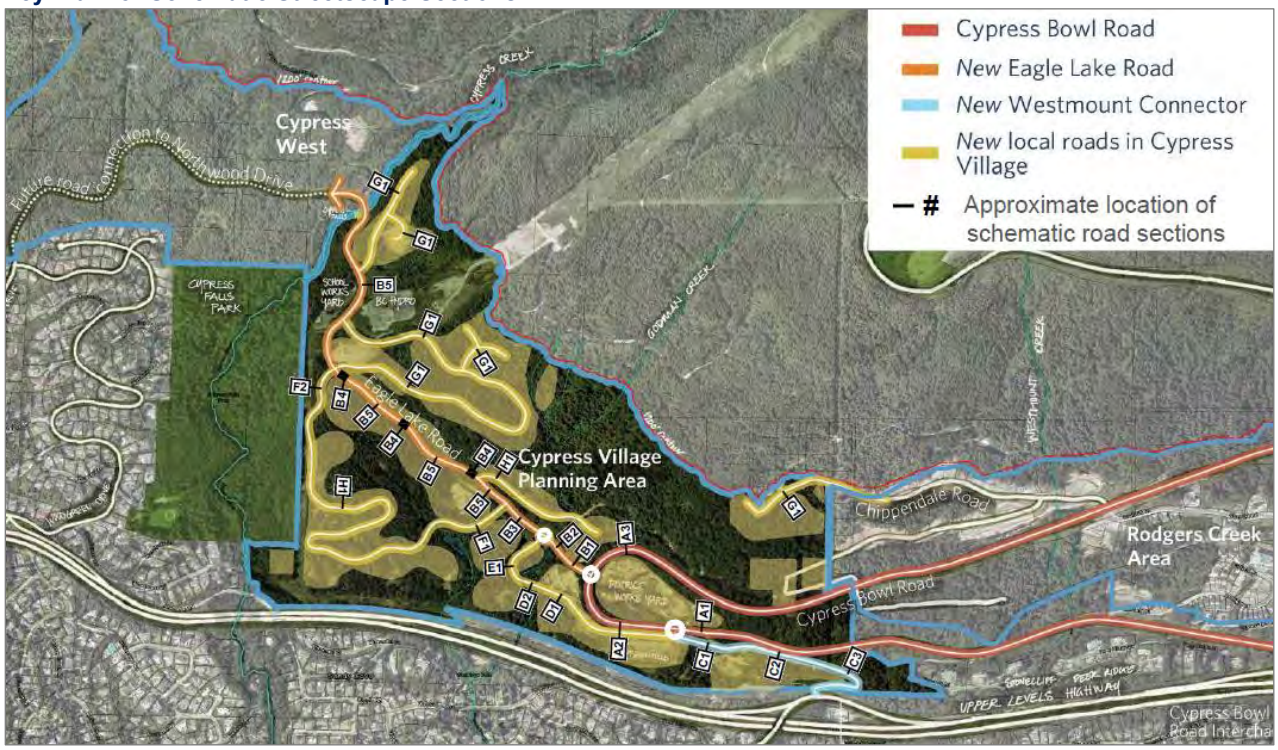
Source: Urban Systems for District of West Vancouver, "Upper Lands Study Review Working Group Final Report, Part 2: Background Report." June 1, 2015. Extract from Watersheds map. Eagleridge and Inter Creek boundaries added.

Appendix F: Schematic Road Sections for Cypress Village

This Appendix provides typical streetscape sections for the roads in Cypress Village. The sections are schematic in nature and will be refined during the detailed design.

The streetscape sections are keyed to the following image:

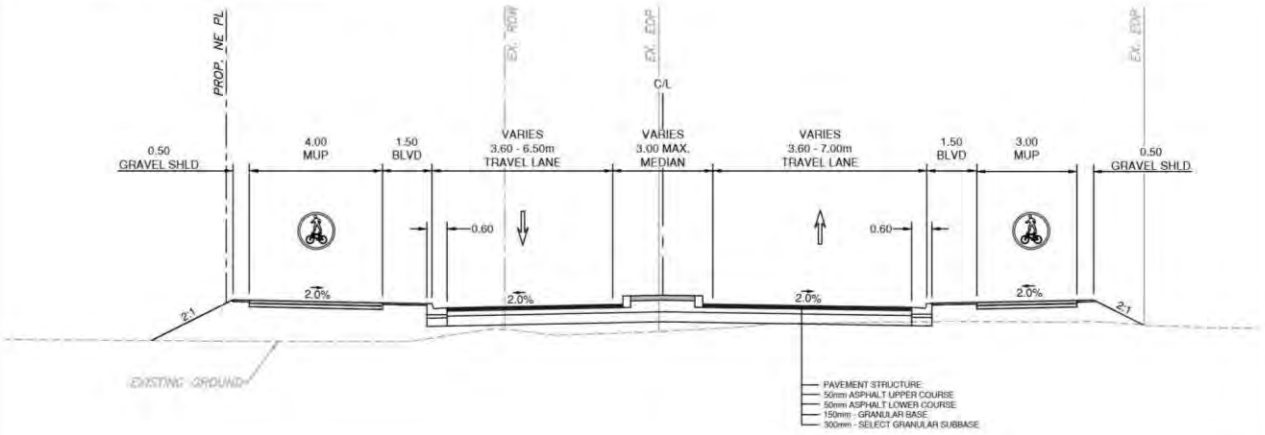
Key Plan for Schematic Streetscape Sections



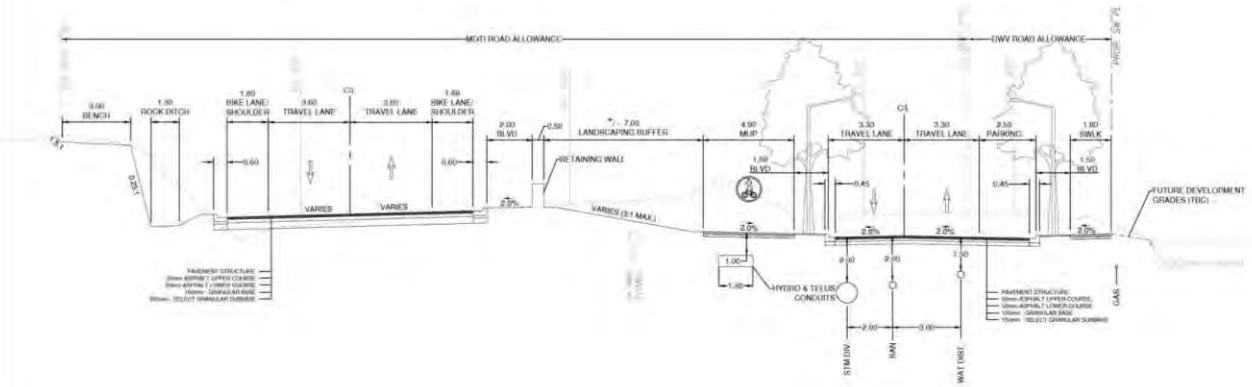
Note: The locations of the bus stop cross sections (B4) are represented schematically on this Key Plan, but the final locations will be confirmed at detailed design.

Schematic Streetscape Sections

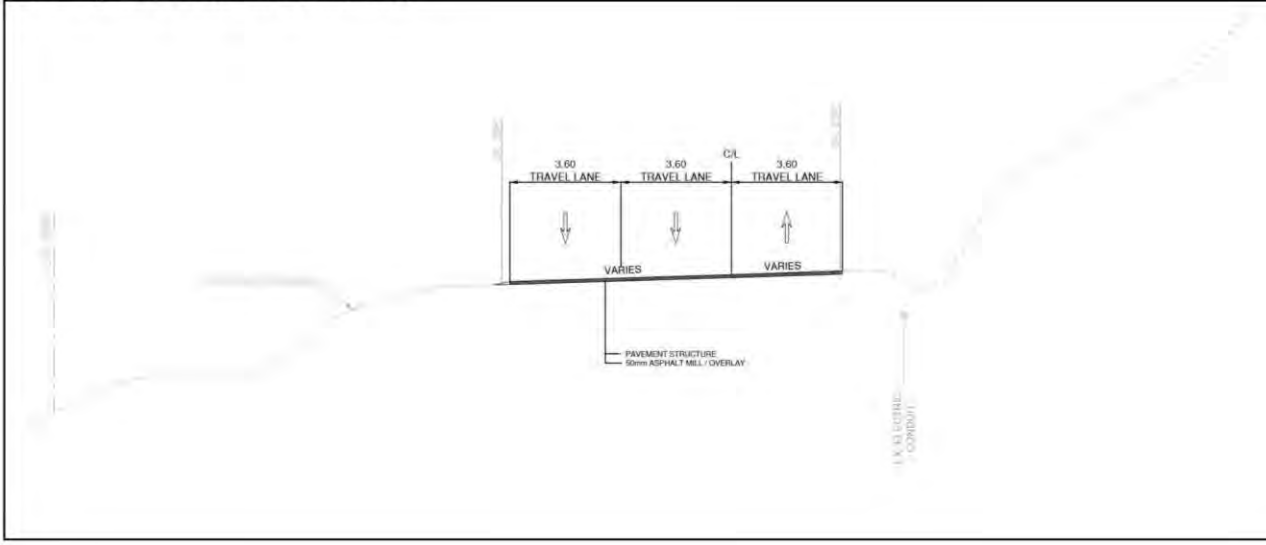
A1 – Cypress Bowl Road (Collector)



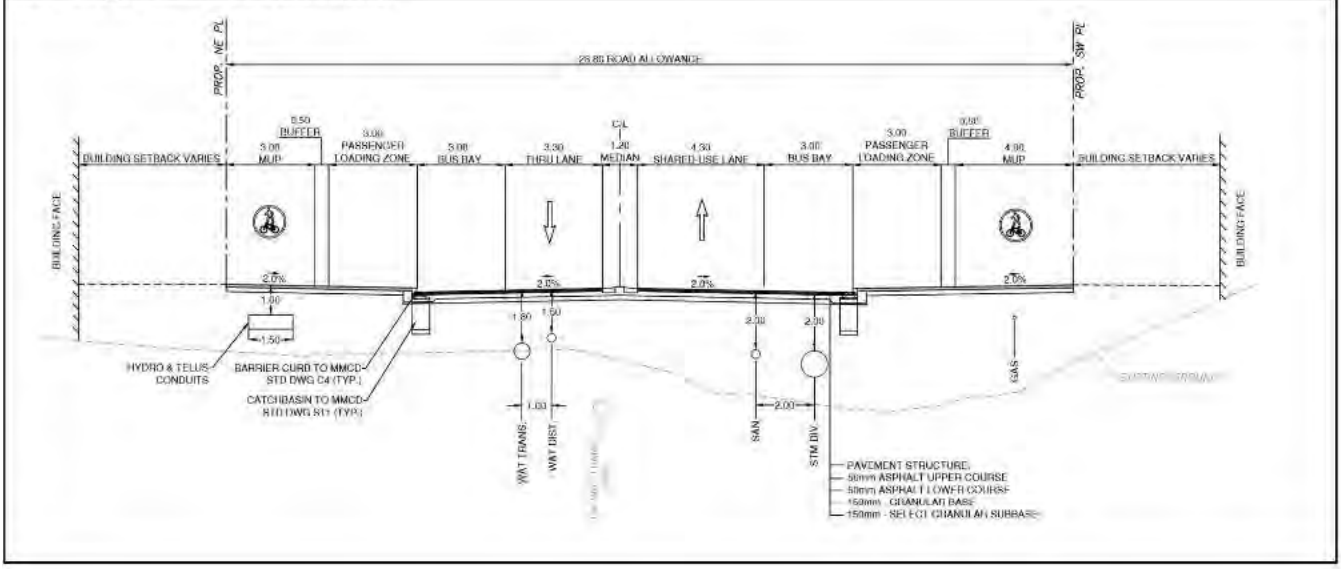
A2 – Cypress Bowl Road (Collector) and Village Street (Local)



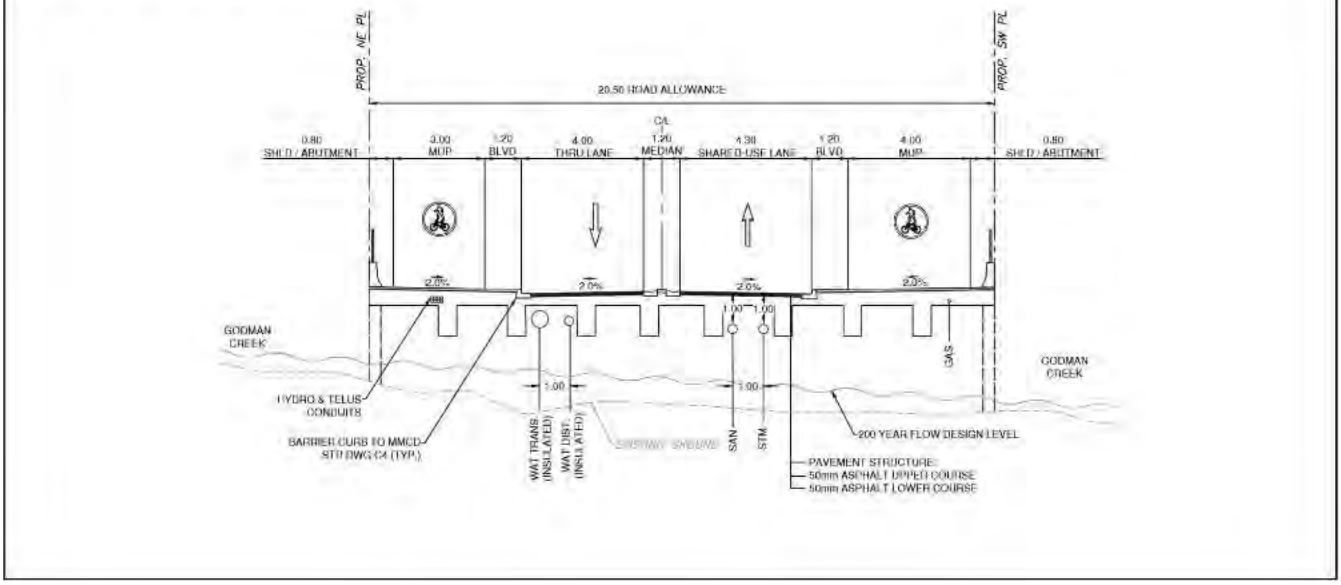
A3 – Cypress Bowl Road (Collector)



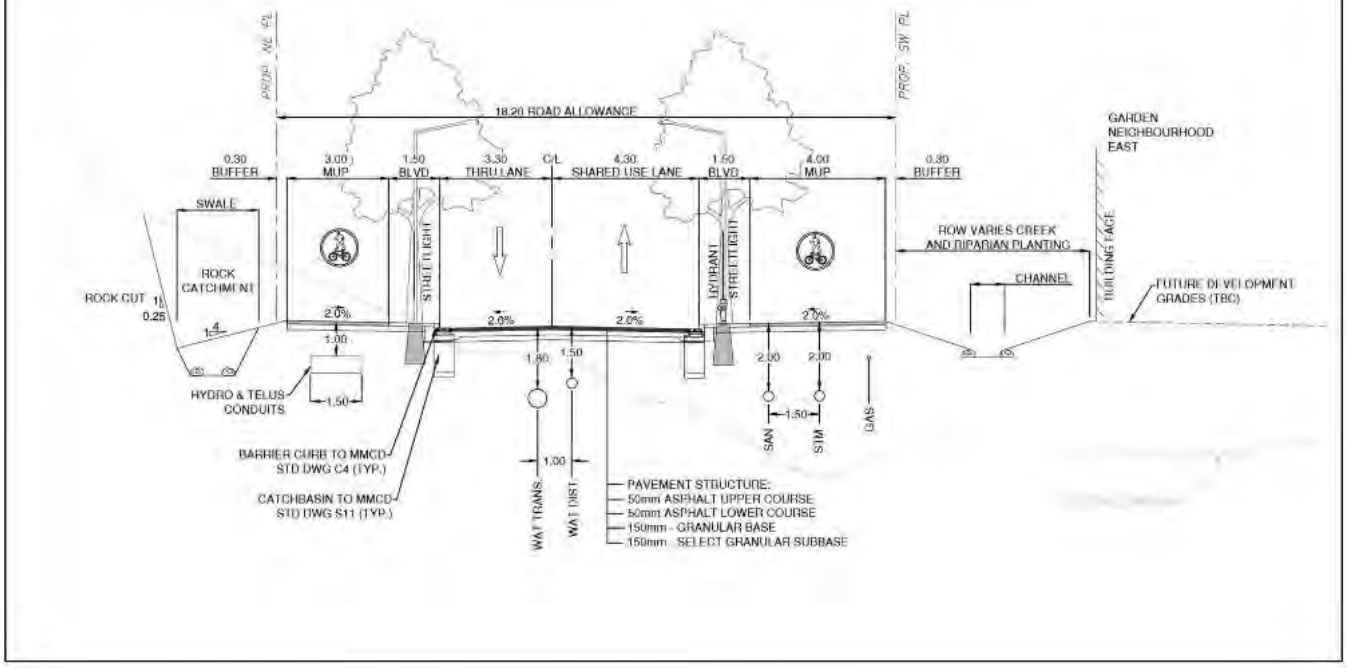
B1 – Eagle Lake Road (Collector)



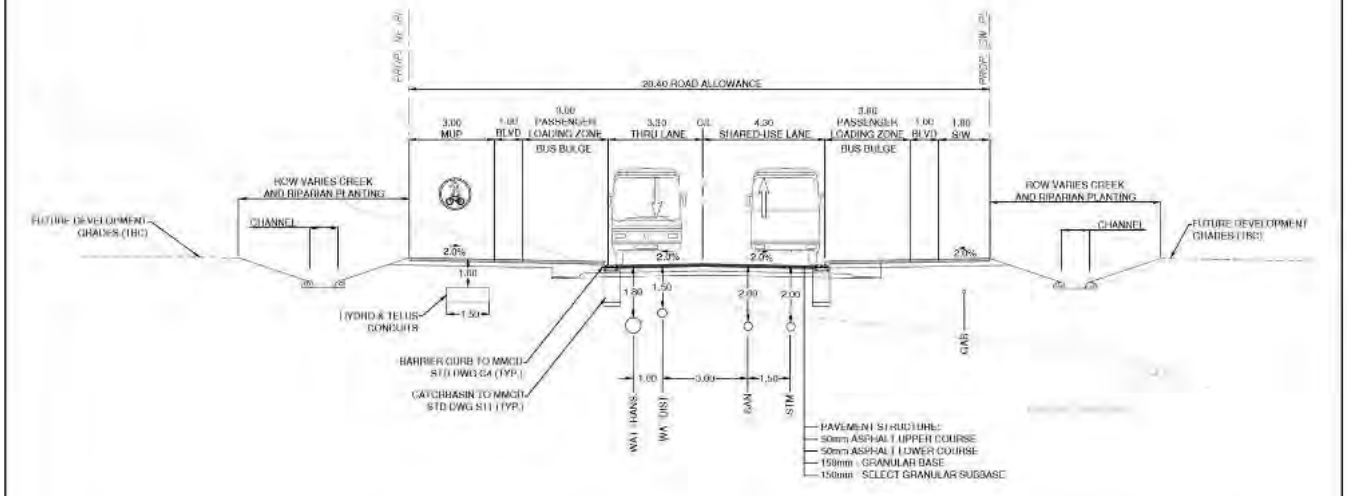
B2 – Eagle Lake Road (Collector)



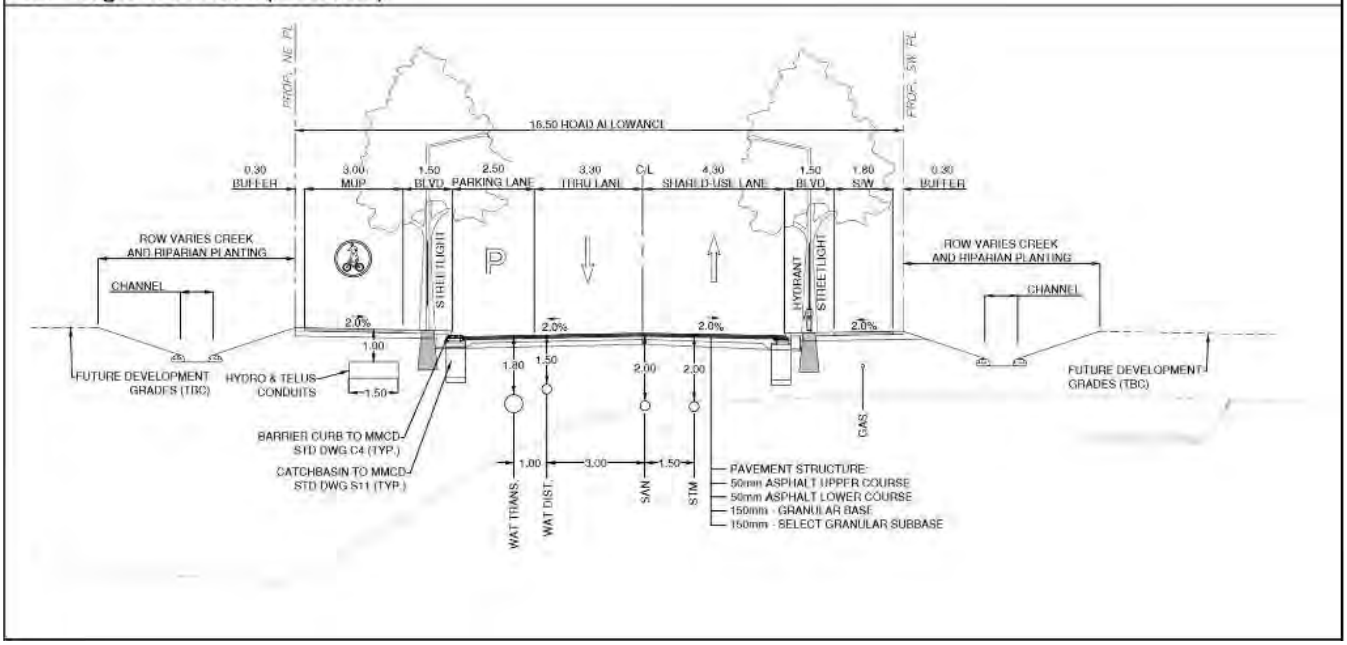
B3 – Eagle Lake Road (Collector)



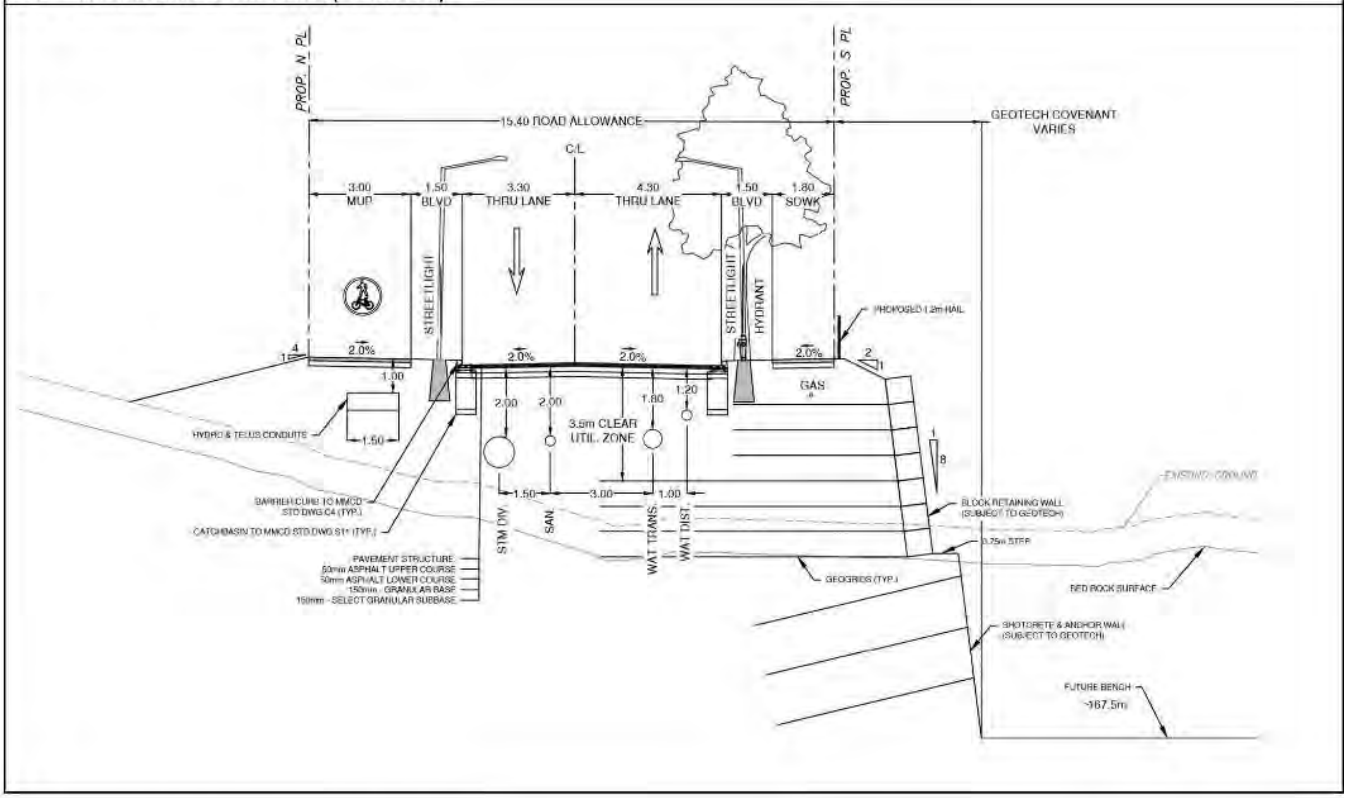
B4 – Eagle Lake Road (Collector) – at Bus Stop Locations Only



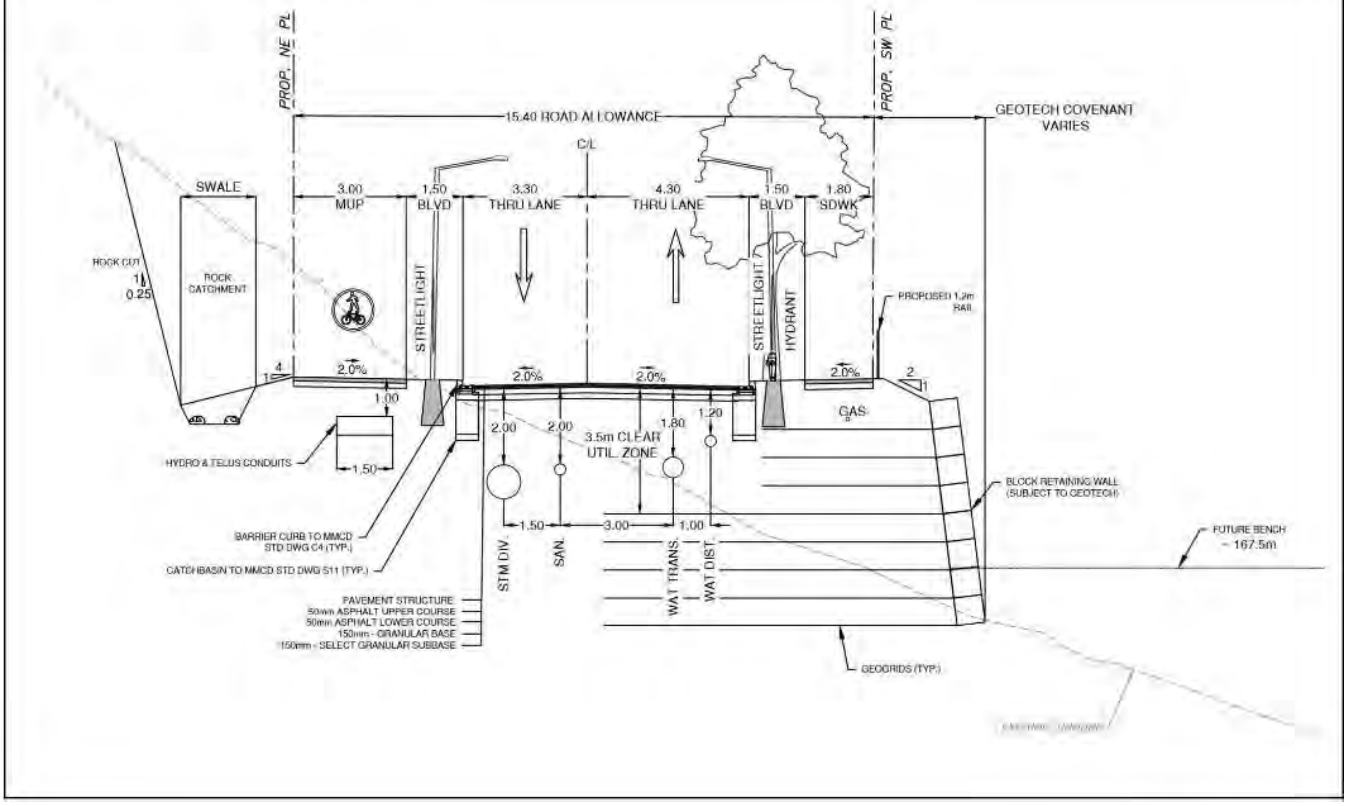
B5 – Eagle Lake Road (Collector)



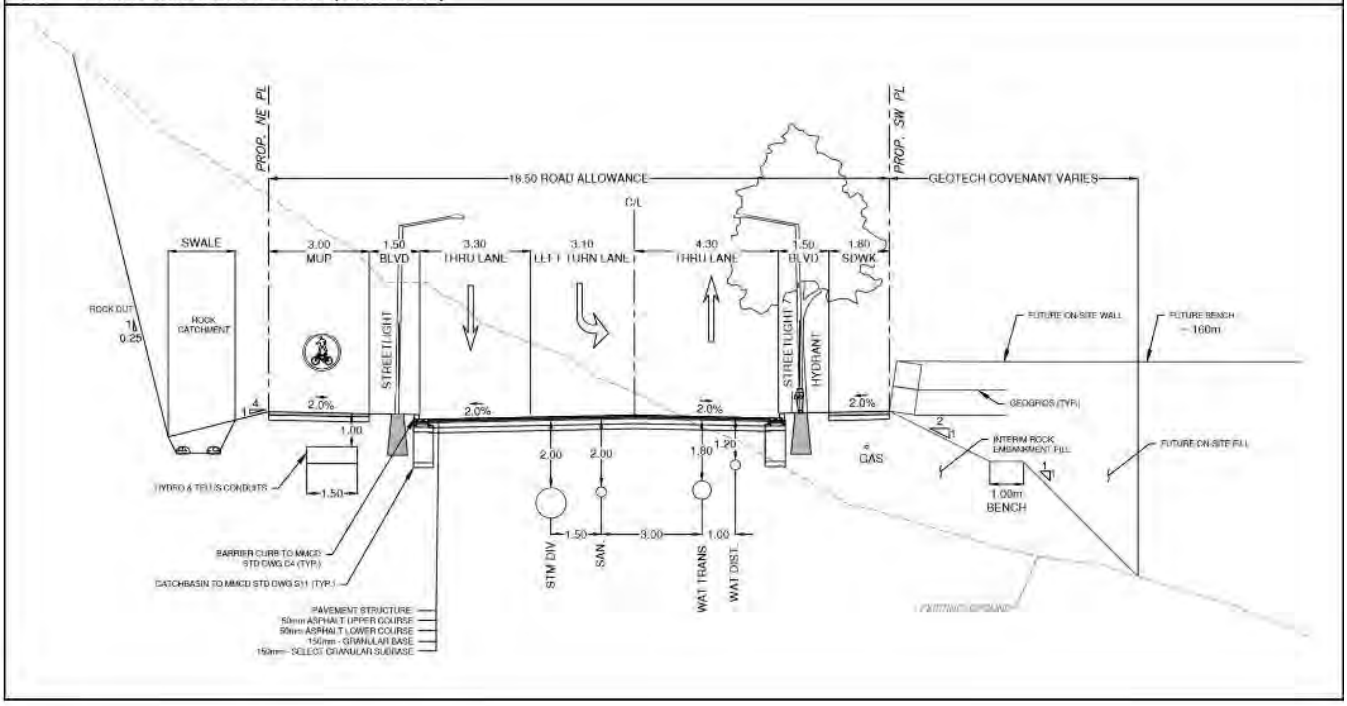
C1 – Westmount Connector (Collector)



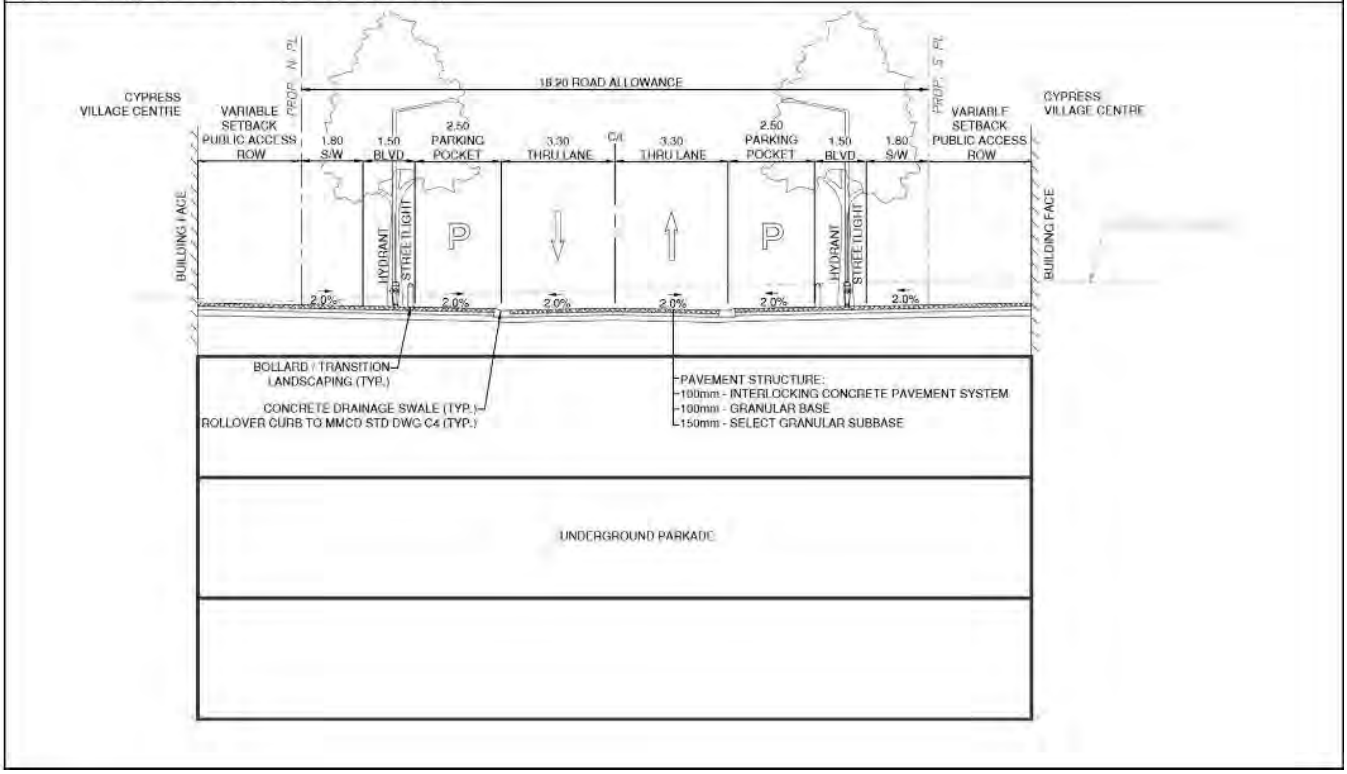
C2 – Westmount Connector (Collector)



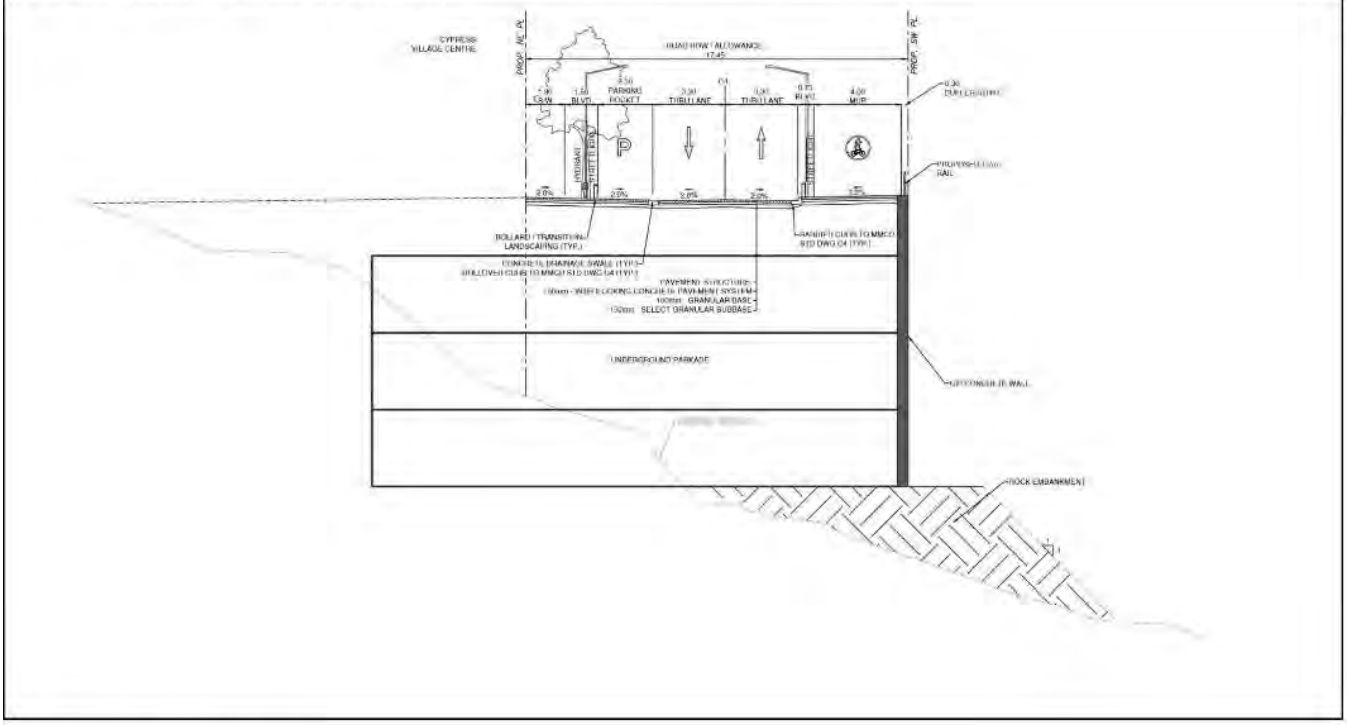
C3 – Westmount Connector (Collector)



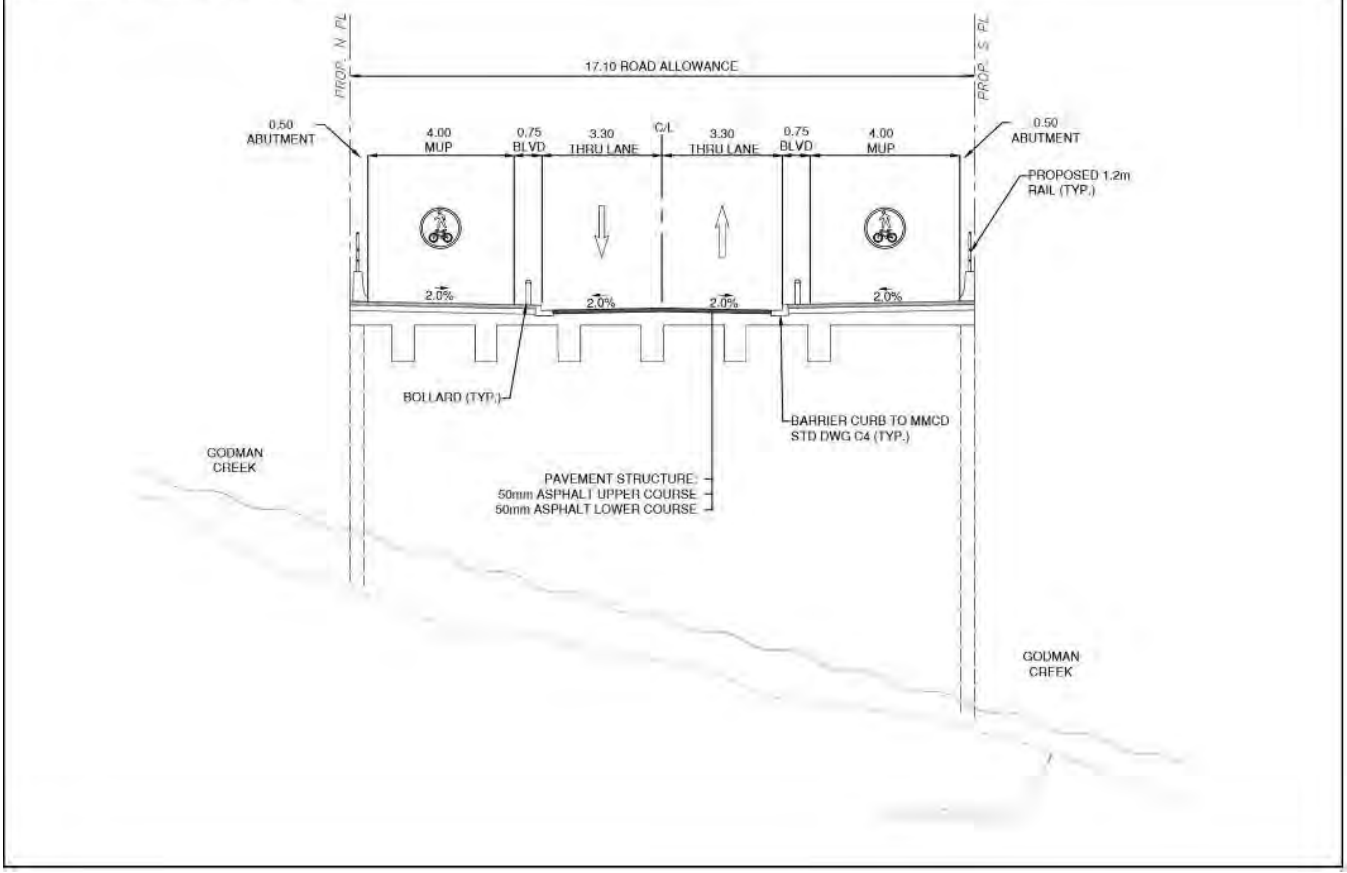
D1 – Village Street Alternative 1 (Local)



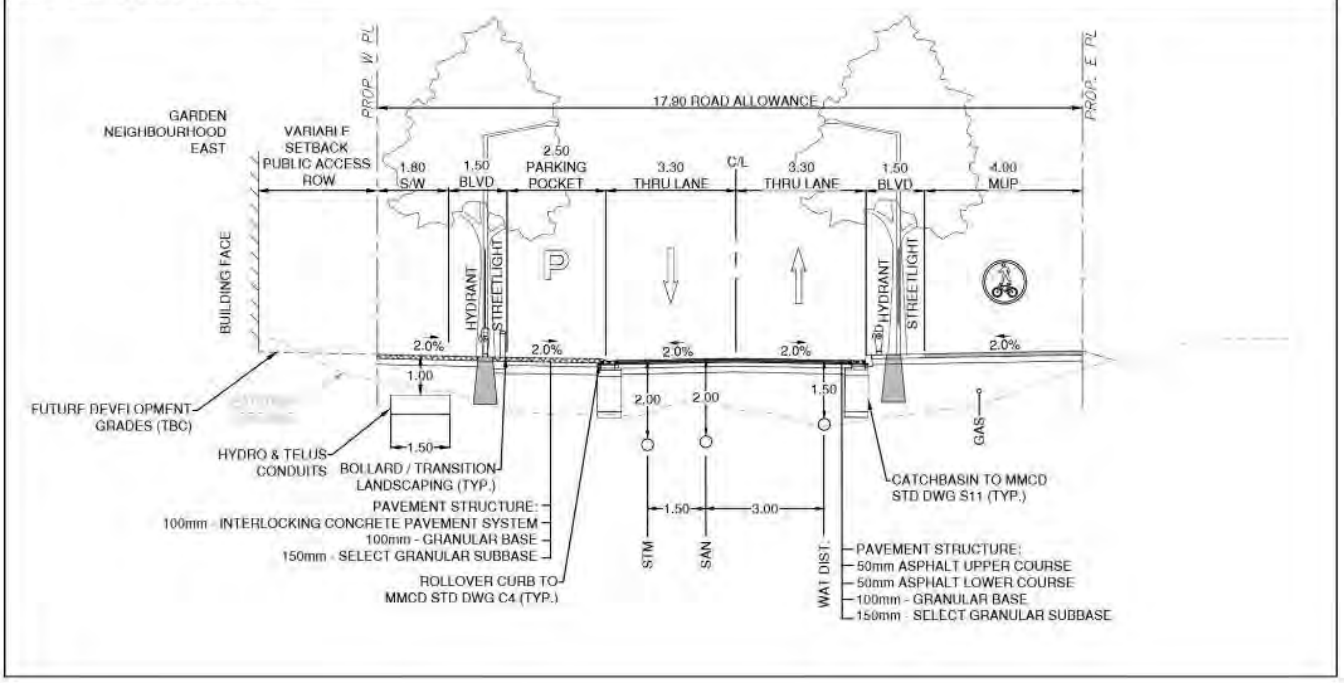
D1 – Village Street Alternative 2 (Local)



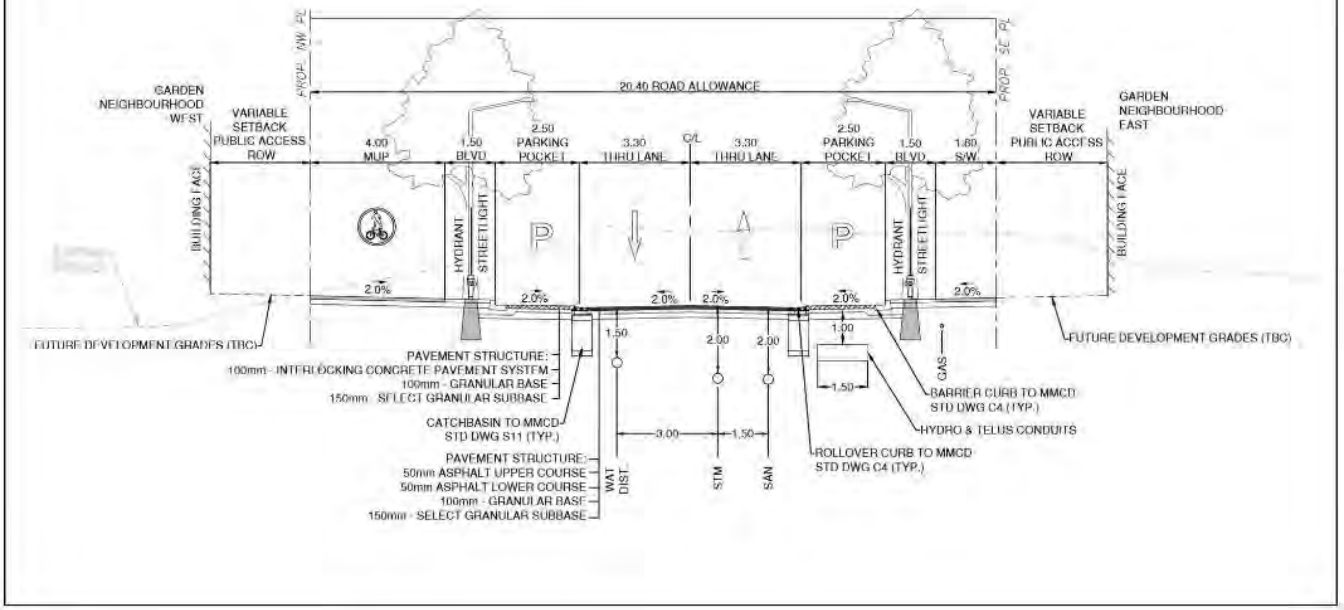
D2 – Village Street (Local)



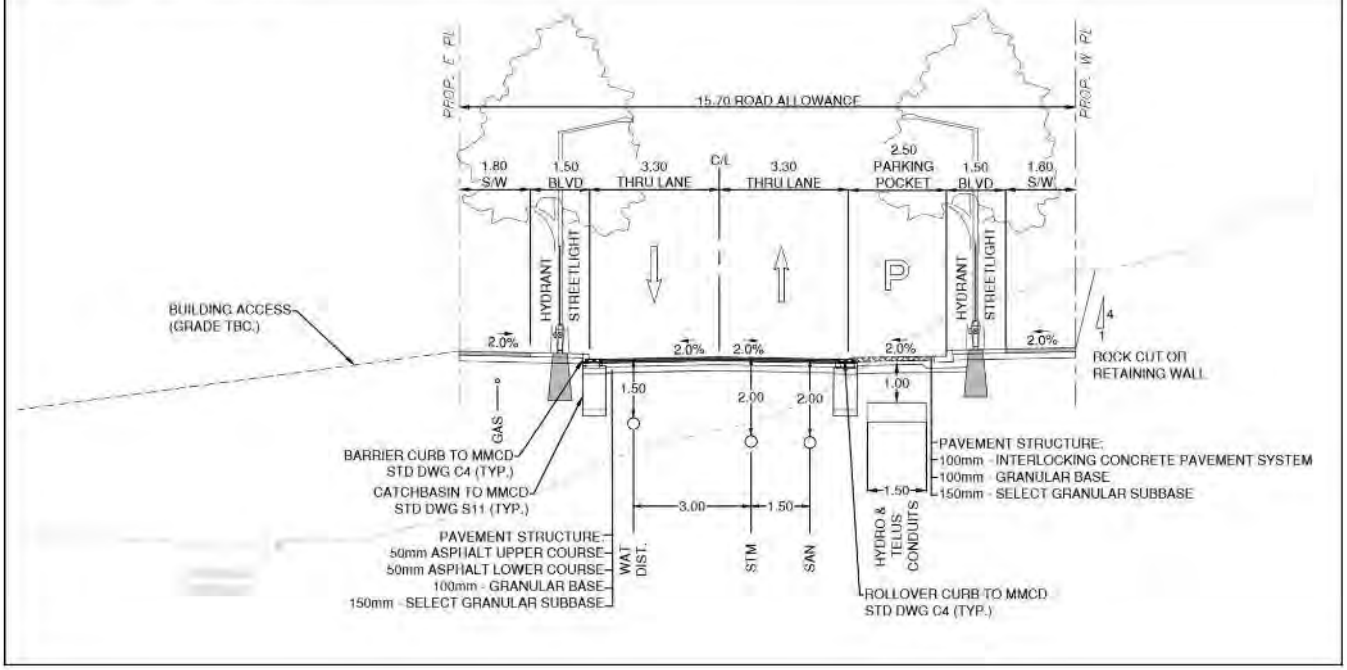
E1 – Local Road (Local)



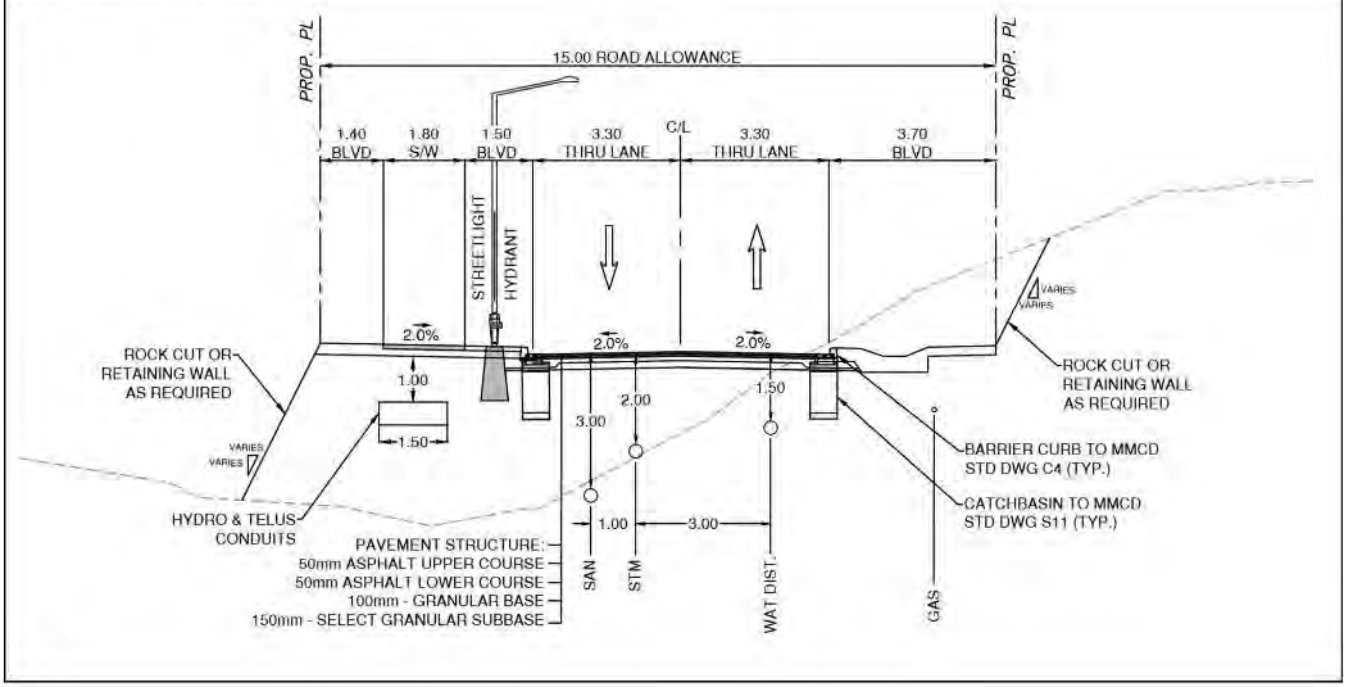
F1 – Local Road (Local)



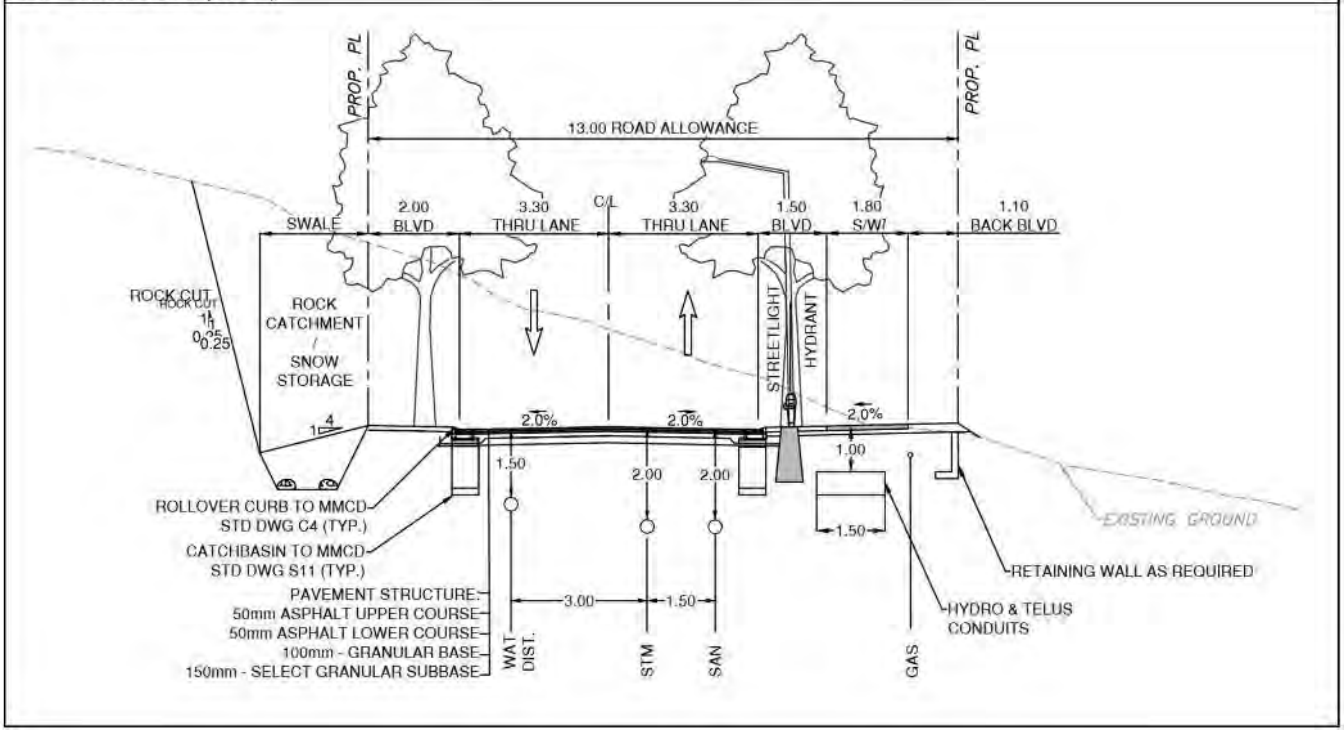
F2 – Local Road (Local)



G1 – Local Road (Local)



H1 – Local Road (Local)



Appendix G: Form and Character of Development Precedents Study

Cypress Village: Precedents Study

The planning team explored precedents that could be drawn upon for ideas and inspiration for the form and character of Cypress Village.

First, the precedents include images showing good examples of:

- Mixed-use core areas.
- Multi-family residential projects in a natural setting.
- Sensitive integration of urban development with natural environments.

Second, the precedents include profiles of other master-planned communities in the region, including:

- Wesbrook Village at UBC.
- UniverCity at SFU's Burnaby Campus.
- Newport Village in Port Moody.
- The River District in Vancouver.
- Arbutus Walk in Vancouver.

These precedents suggest that great place-making and community building incorporates the following elements:

1. Integrate development within the natural context.
2. Incorporate open spaces, multi-use pathways, trails, and outdoor recreation opportunities to reinforce a sense of connection to nature.
3. Emphasize the pedestrian realm and use open space design to bring the community together for social connection in everyday life while also accommodating special events.
4. Design streets to have a human-scale, sense of safety and comfort, and with store-fronts that help add vitality to the neighbourhood.
5. Include a diverse range of housing types and use building form and character to help create a sense of place.

Precedent Images: Mixed-Use Village Cores

Brewery District, New Westminister

Newport Village, Port Moody

River District, Vancouver

Olympic Village, Vancouver

Precedent Images: Mixed-Use Village Cores – *Continued*

Wesbrook Village, Vancouver

UniverCity, Burnaby

Ambleside, West Vancouver

Precedent Images: Multi-Family Residential in a Natural Setting

StoneCliff, West Vancouver (from Cypress Place)

StoneCliff, West Vancouver (from Cypress Bowl Rd)

Precedent Images: Multi-Family Residential in a Natural Setting – *Continued*

Arbutus Walk, Vancouver

Upper Lands Townhomes, West Vancouver

Deer Ridge, West Vancouver

Boulders, West Vancouver

The Peak, West Vancouver

UniverCity, Burnaby

Precedent Images: Multi-Family Residential in a Natural Setting – *Continued*

Garrison Crossing, Chilliwack

Rovers Creek, Sunshine Coast

Shannon Mews, Vancouver

Evelyn Condos, West Vancouver

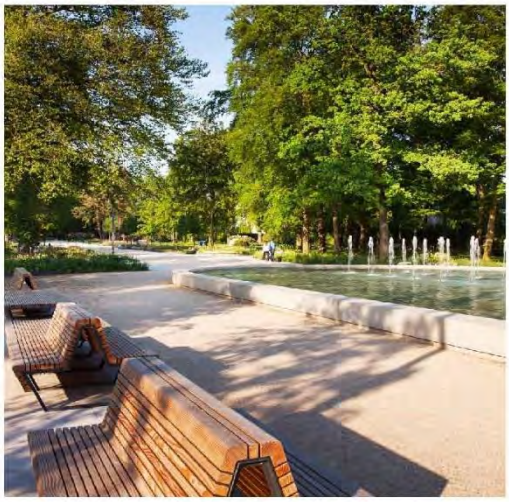
Whistler, BC

Hawksley, West Vancouver

Precedent Images: Incorporating Natural Elements

Forest Areas and Open Space

The forest presents a unique and substantial opportunity for the village residents to immerse themselves into the wilderness and reap the health and mental benefits from being in nature. Forest parks have been creating these opportunities all around the world where the urban environment can sensitively blend into the natural environment.



Forest Park in Bad Lippspringe, Germany

Hawa Forest, Poland

Water Features

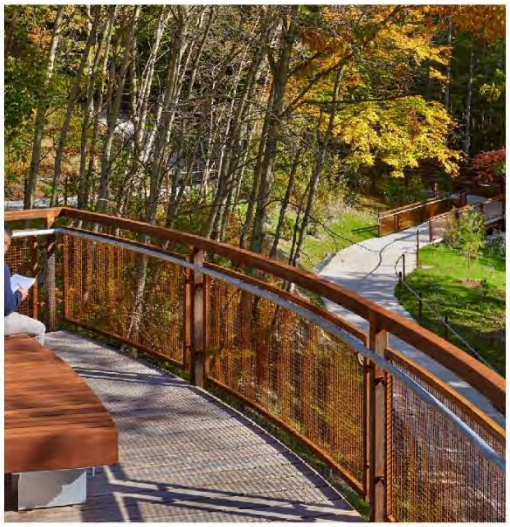
Water brings significant ecological value to the natural ecosystem. Riparian areas, rain gardens, ponds, and controlled water mitigation channels are some of the diverse methods used to help urban areas adapt & hold water in a sustainable and ecologically sensitive way. This enhances wildlife habitat, improves water quality, mitigates floods, and provides recreational spaces.

Riparian Forest Park, Sweden

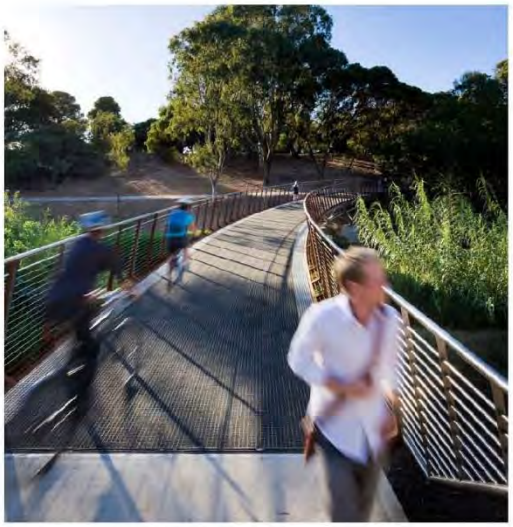
Le Parc du Chemin de l'Ile, Paris

Trails, Pathways, and Bridges

Trails and pathways contribute to the walkability of a community by enhancing connectivity, promoting more active transportation, and shortening travel times. Trails and pathways also provide opportunities for natural recreational activities. Pedestrian bridges can also be utilized over creeks, riparian areas, and complex terrain - providing a safe and engaging way of moving around.



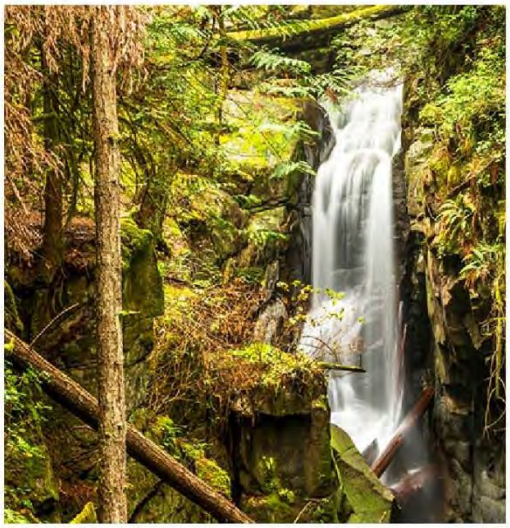
Scarborough Valley Land Trail, Toronto



River Torrens Bridge, Australia

Landmarks

Landmarks are physical elements that help orient and create a sense of place.



Cypress Falls Park, West Vancouver

Cypress Creek, West Vancouver

Signage and Interpretation

Signage can be used to help communicate wayfinding and for story-telling about the natural environment and history of the lands, helping people make connections with where they are and feel comfortable navigating through the community.

Stanley Park, Vancouver

Wayfinding signage, North Shore

Views

Thoughtful design of the sequence of space, framing of buildings, and protection of scenic views aims to connect the lived urban environment with the larger regional natural environment. Promenades, vantage points, and intentional elevational interventions can help create a potent experiential connection with the mountain, sky, surrounding cities, and the regional landscape.

View from Hollyburn Mountain, West Vancouver

Whistler Village, Whistler

Precedents of Master-Planned Communities: Wesbrook Village at UBC

Wesbrook Place (known as Wesbrook Village) was intentionally designed to be a compact, complete and walkable neighbourhood. The vision was to create an urban village in the woods. The development is a high density mixed use neighbourhood that is rich in public spaces and that has a strong network of green corridors, enhanced bike and pedestrian circulation, and excellent transit service.

Diversity of Housing Options

The neighbourhood offers living options to accommodate a diverse variety of user groups – from those looking to buy or rent in Wesbrook for the long term, to students and families attending UBC (or University Hill Secondary, or any of the other west side schools), to visiting professors.

Human Scale High Street

The Wesbrook Village highstreet integrates residential, commercial, and public spaces seamlessly at a 'human-scale' (lower building heights) to allow for a comfortable pedestrian sidewalk experience. This is an important feature to any successful highstreet and essential to ensuring an activated public realm experience.

Parks and Recreation

The public realm at Wesbrook is a key component of this neighbourhood's livability. Wesbrook village integrates a variety of connected water features, plazas such as Mackenzie Square, community gardens and a softball diamond at Nobel Park, and soccer fields at Brockhouse Park. It is a neighbourhood rich in outdoor spaces to play and gather.

Size	Landuse	Density/Form	Amenity
115 acres 12,500 residents & 6,000 units upon build-out (3,000 units now) 6 million sqft² residential space	Residential Commercial Institutional Civic Public Use	High Density Townhouses, Low-Rise (4-6 storeys), and Taller Buildings (14-22 storeys)	Retail Core Park Bike Routes Community Centre High school Daycare

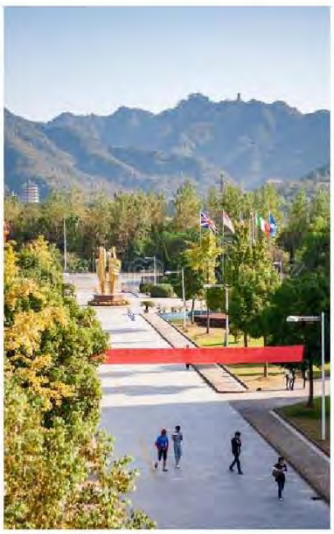
Wesbrook Village Land Use Plan

Precedents of Master-Planned Communities: UniverCity at SFU's Burnaby Mountain Campus

UniverCity is a sustainable community located on Burnaby Mountain, adjacent to Simon Fraser University.

Architectural Variety

Building articulation, stacking, and color palettes help contribute to a vibrant built environment.



Campus Integration

UniverCity was designed to be well integrated with the campus making the community highly walkable, and bringing people closer to a significant number of amenities. The abundance of open spaces, plazas, and green space provide many opportunities to partake in an active lifestyle close to where people live.

Human Scale Mixed Use Core

Mixed-use buildings integrate residential, commercial, and public spaces seamlessly at a 'human-scale' (lower building heights) to allow for a comfortable pedestrian sidewalk experience. This feature places emphasis on the public realm and the pedestrian's experience on the ground.

Size	Landuse	Density/Form	Amenity
160 acres About 3,000 units and 5,000 residents	Residential Commercial Institutional Civic Public Use	High Density Townhouses, Low-Rise (4-6 storeys), and Taller Buildings (7-20 storeys)	Retail Core Park Bike Routes Community Centre Elementary School Daycare

UniverCity Neighbourhood Plan

Precedents of Master-Planned Communities: Newport Village in Port Moody

Newport Village is a mixed-use community in Port Moody near the city hall, library, and arena.

Diversity of Housing Options

Newport Village includes low-rise and high-rise multi-family residential buildings. The strategic placement of different building forms protects the pedestrian realm along the high street.

Commercial Core

The compact commercial core at Newport Village brings vibrancy and character to the area and helps meet the day-to-day needs of residents.

Sustainable Density

Including taller buildings helps facilitate a sustainable, compact, livable, and highly walkable community.

Size	Landuse	Density/Form	Amenity
13.5 acres 1,100+ Units	Residential Commercial Office	High Density Low-rise (4 storeys) and taller (20-25 storeys) buildings	Retail Core Green Space Plazas

Newport Village Conceptual Land Use Plan

Precedents of Master-Planned Communities: The River District in Vancouver

The River District neighbourhood is envisioned as a complete community with opportunities for its residents to live, work, learn, shop and play. The new community will be socially and environmentally sustainable and will provide housing opportunities for a variety of households, ages and income levels.

Pocket Parks in Residential Parcels

The neighbourhood integrates natural landscapes and pocket parks.

Activated Open Space / Plazas

At the town centre, a civic plaza provides opportunity to mingle, celebrate, and experience the vibrancy of the community.

Integrated Tower Forms

Different building forms are integrated to maintain a human scale street interface.

Size	Landuse	Density/Form	Amenity
130 Acres 7000+ Units at build-out 25 Acres Green	Residential Commercial Office Civic Public Space	High Density Townhouses, Low-Rise (5-6 storeys), and Taller Buildings (7-26 storeys)	Retail Core Parks & Plazas Town Centre Bike Route Waterfront

The River District Neighbourhood Plan

Precedents of Master-Planned Communities: Arbutus Walk in Vancouver

Previously home to the Carling Brewery, the lands were rezoned to allow multi-family residential use. Key features of the Arbutus Walk community are a linear greenway running through the centre of the site and a system of new paved roads providing building access and allowing greater priority to pedestrians and cyclists.

Mid-density Residential

A continuous street wall and maintained building heights across the linear park create a sense of place in Arbutus Walk.

Fronting a Linear Park

The residential developments at Arbutus Walk front a long linear park that goes through the whole site. This central green space creates an astonishing view corridor, while providing a beautiful opportunity for residents to have a green corridor in their front yard.

Generous Pedestrian Realm

As its name suggests, the Arbutus Walk neighbourhood supports walking and active transportation through its wide pedestrian trail network.

Size	Landuse	Density/Form	Amenity
13 acres 800+ units	Residential Public Space	Medium Density Low and mid-rise buildings (4–8 storeys)	Green Space Park Pedestrian Ways Linear Park

Arbutus Walk Conceptual Land Use Plan

Appendix H: View Analysis

The following images shows conceptual views towards Cypress Village as the village is built over time. The views include:

- An aerial view of Cypress Village in the North Shore and Vancouver context.
- Views looking towards Cypress Village from the Lions Gate Bridge to show Cypress Village in the North Shore Context.
- Views looking towards Cypress Village from Ambleside Beach and the Dundarave Pier to show visual impacts from places in the West Vancouver community.
- Views looking towards Cypress Village travelling westbound and eastbound on the Upper Levels Highway.
- View looking towards Cypress Village from Kitsilano Beach in Vancouver.

There are images of the existing views (produced in 2022) plus a time series to show how each view may change as Cypress Village gets developed over time.

Aerial View of Cypress Village, the North Shore, and Vancouver

Existing Situation

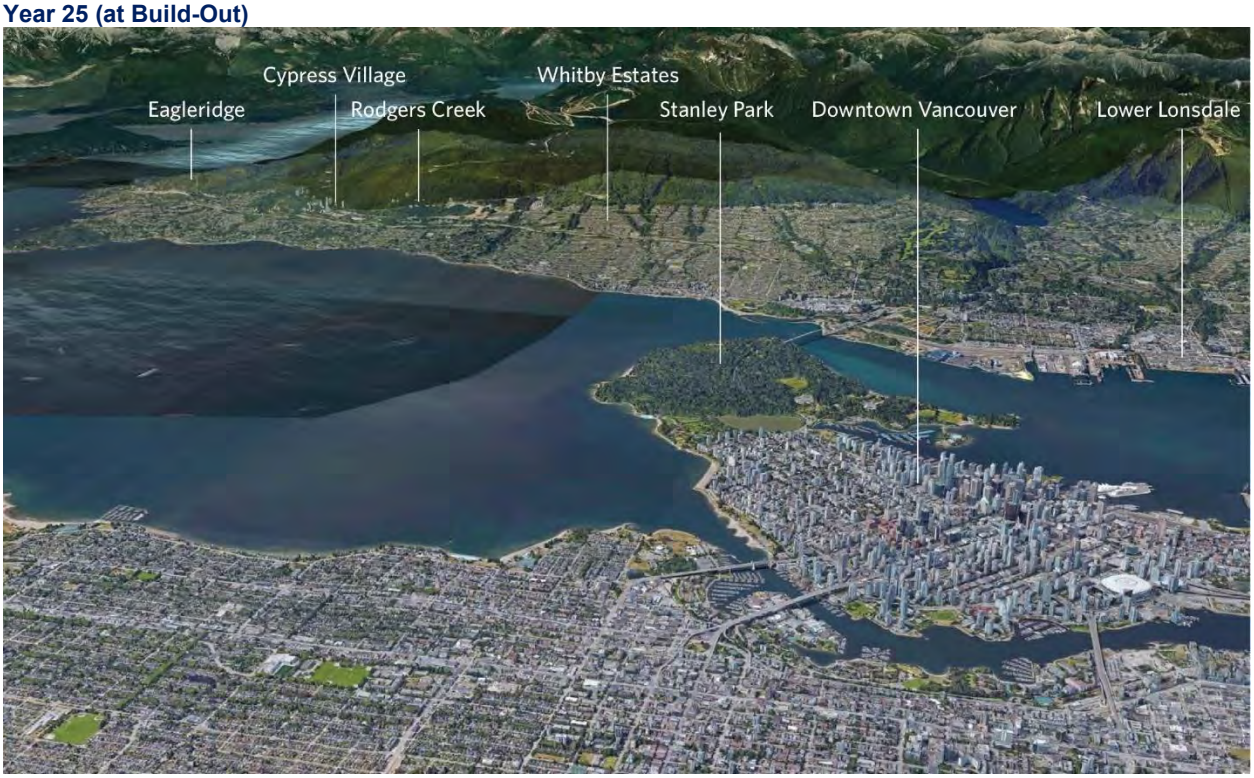
Year 5

Year 10

Year 15

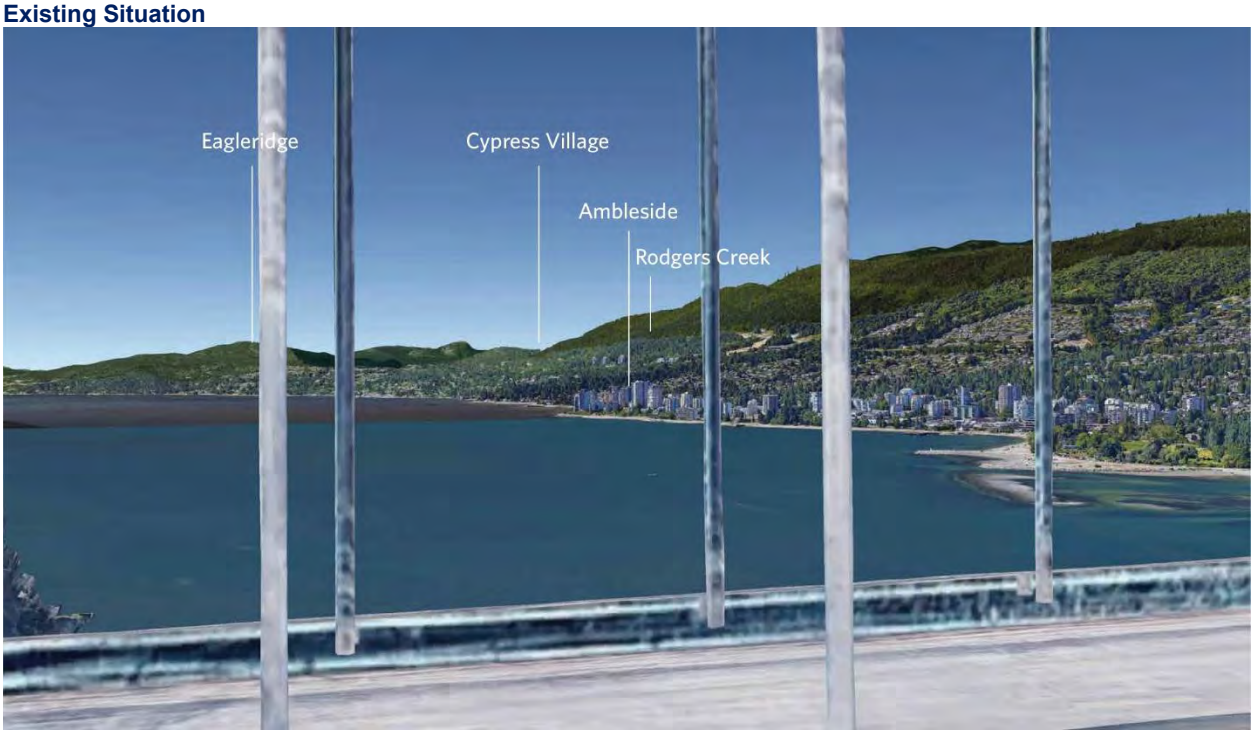
Year 20

Year 25 (at Build-Out)

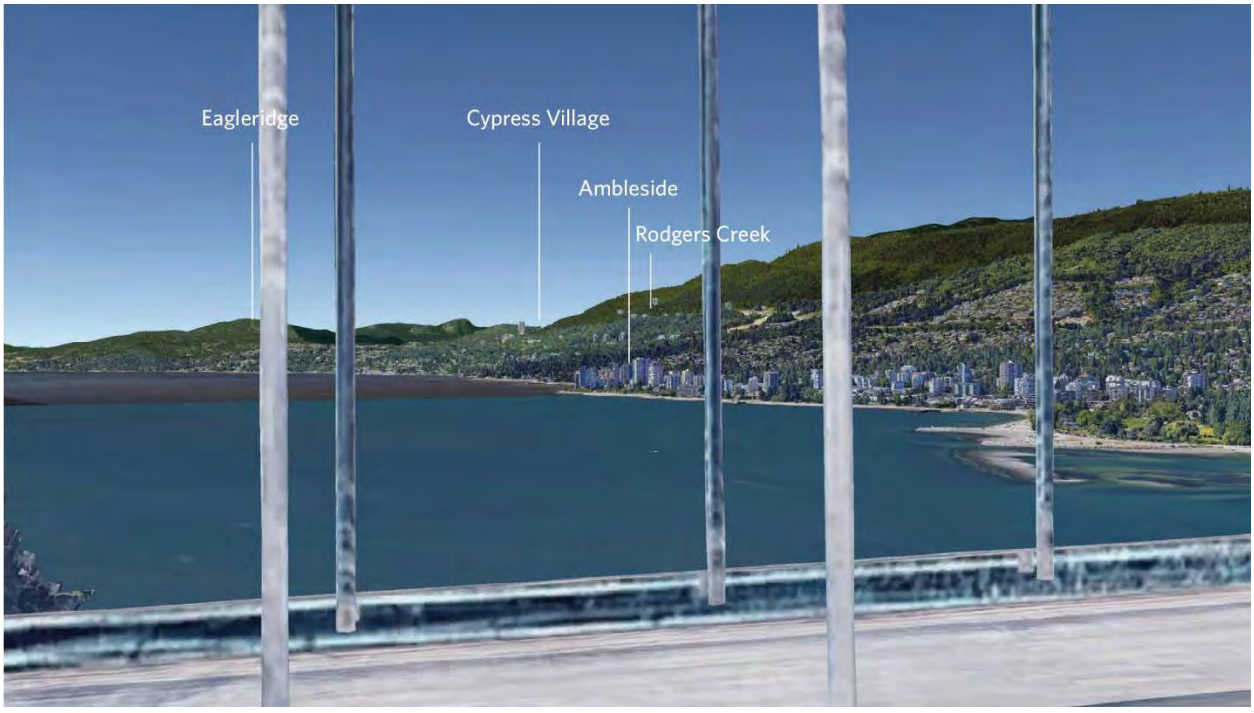


View of Cypress Village from the Lions Gate Bridge

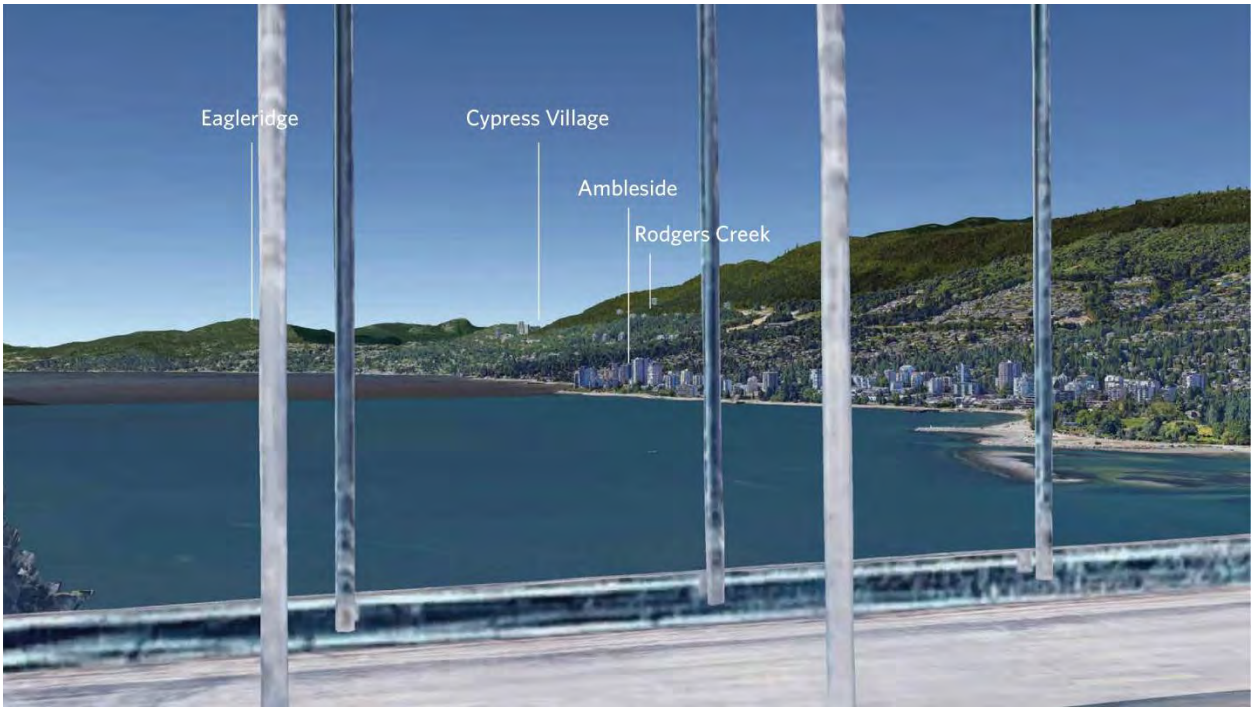
Existing Situation



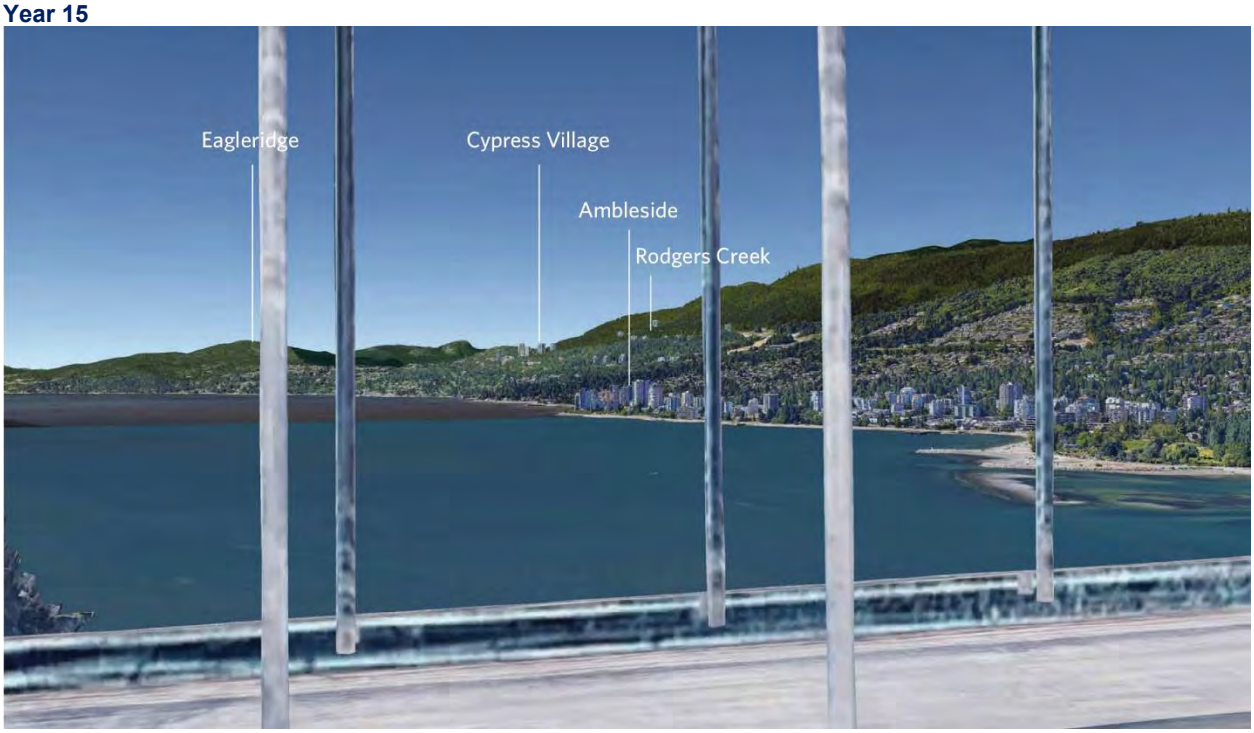
Year 5



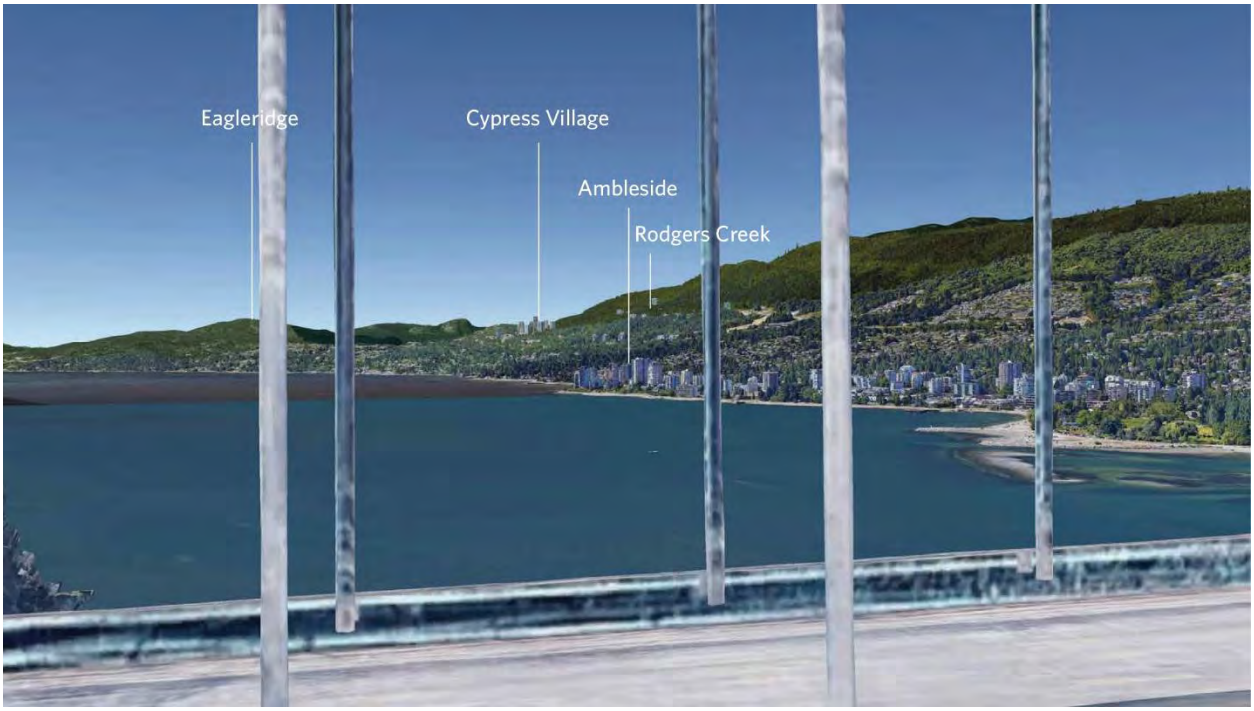
Year 10



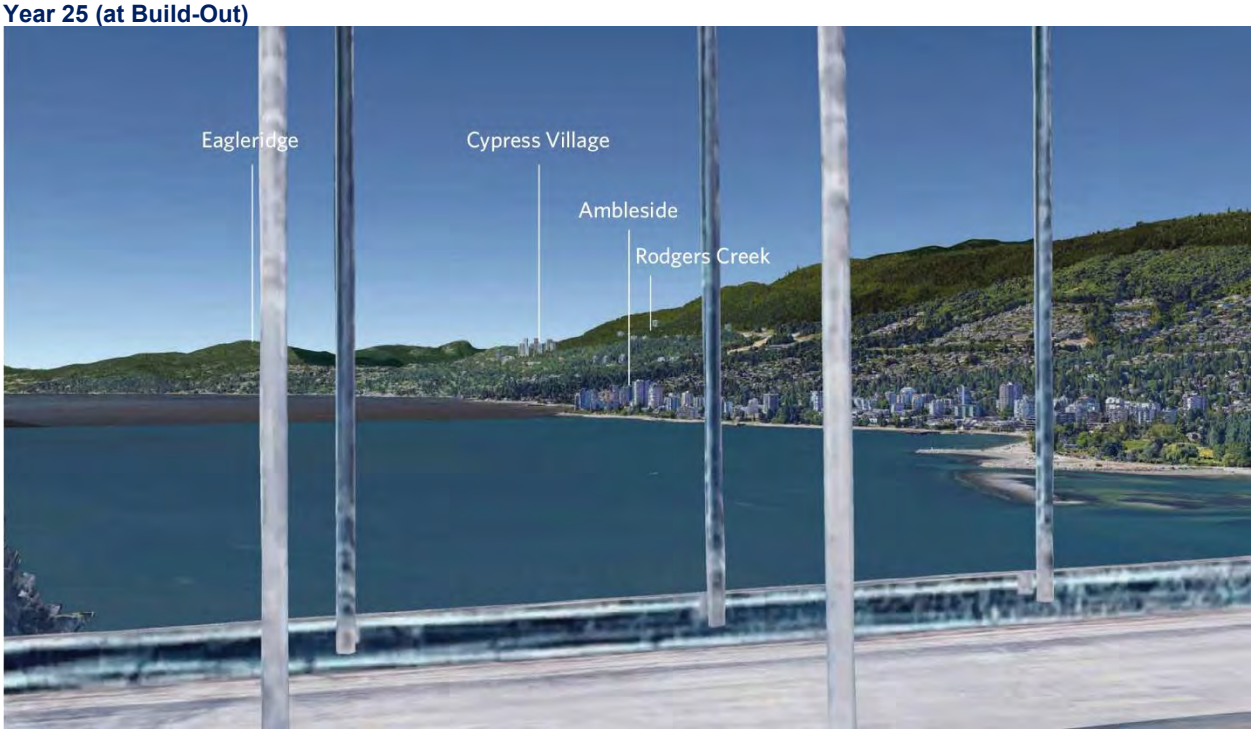
Year 15



Year 20



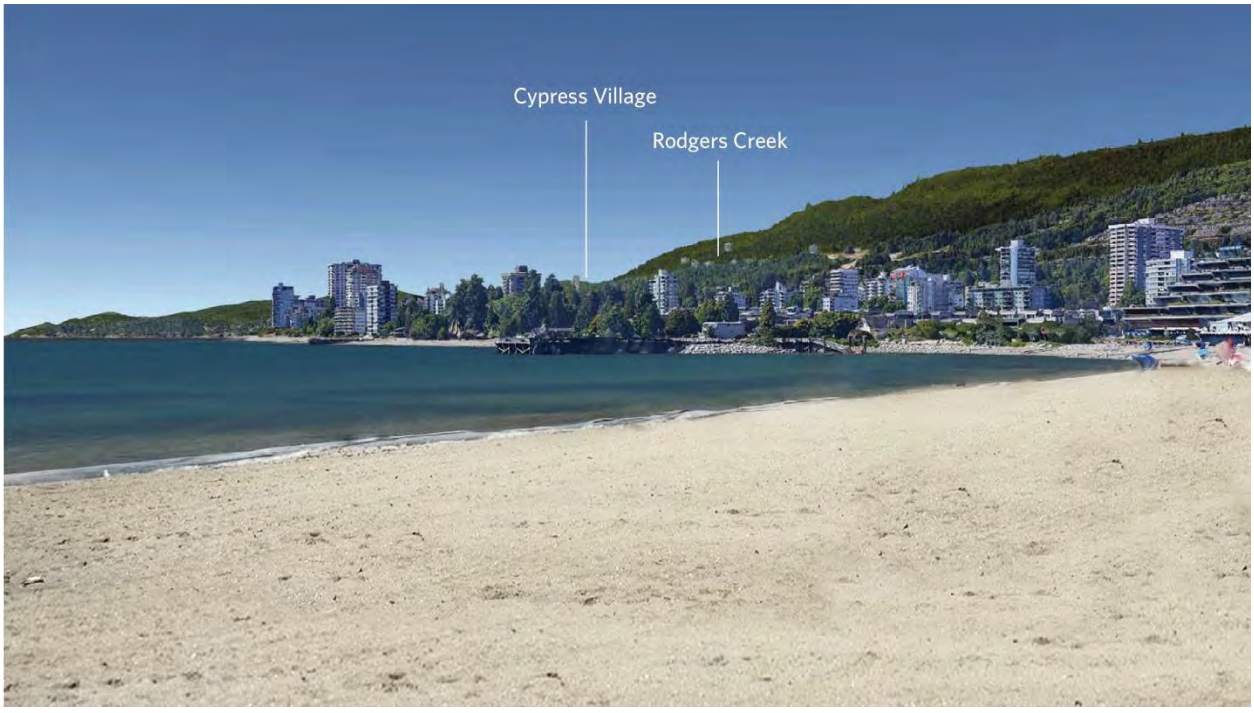
Year 25 (at Build-Out)



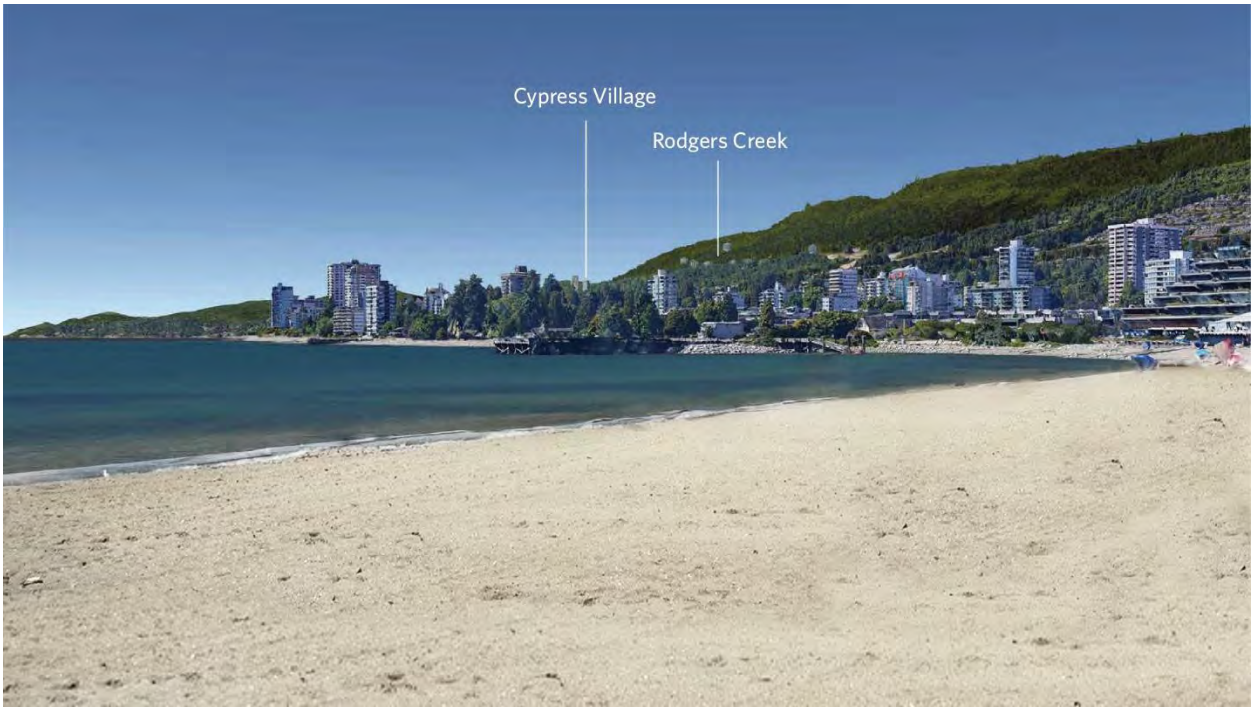
View of Cypress Village from Ambleside Beach

Existing Situation

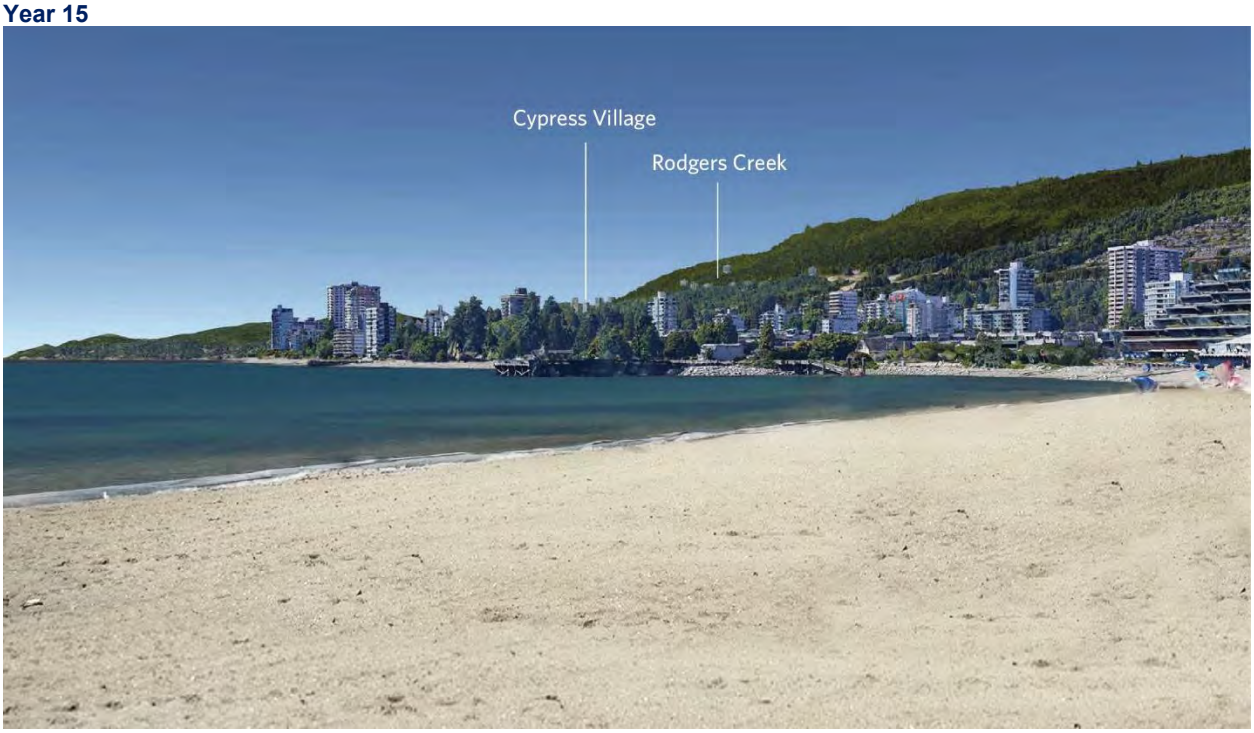
Year 5



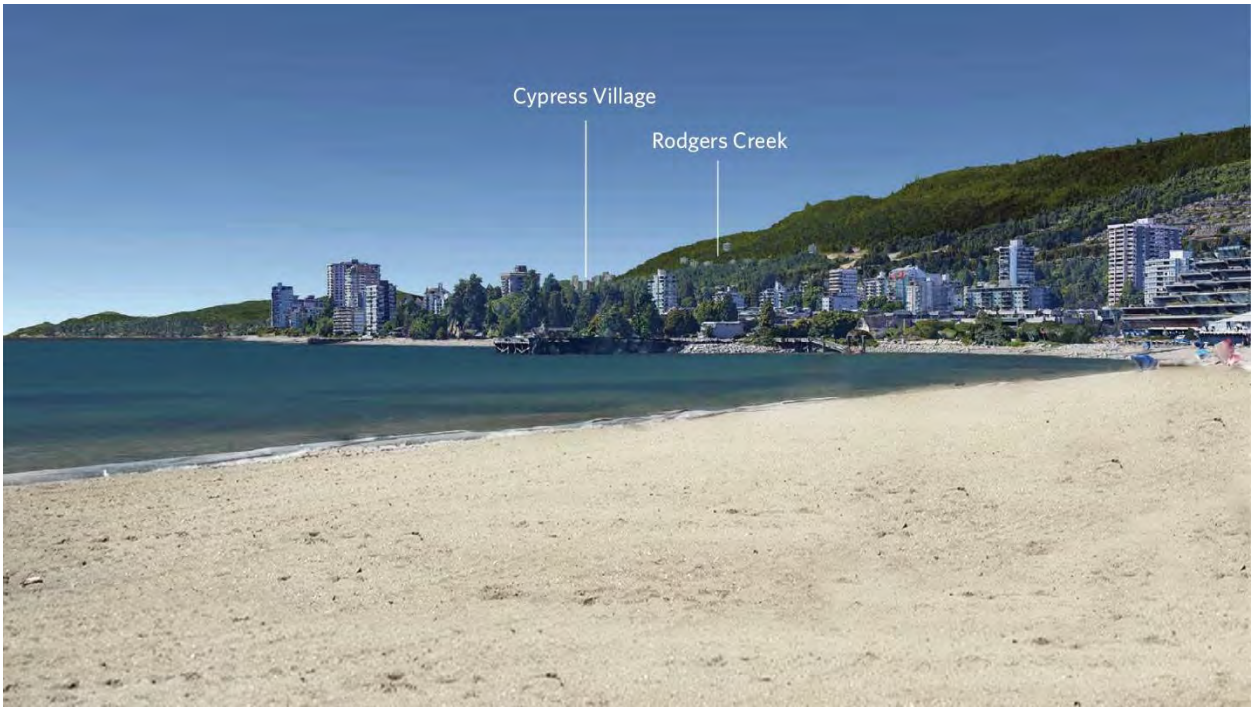
Year 10



Year 15



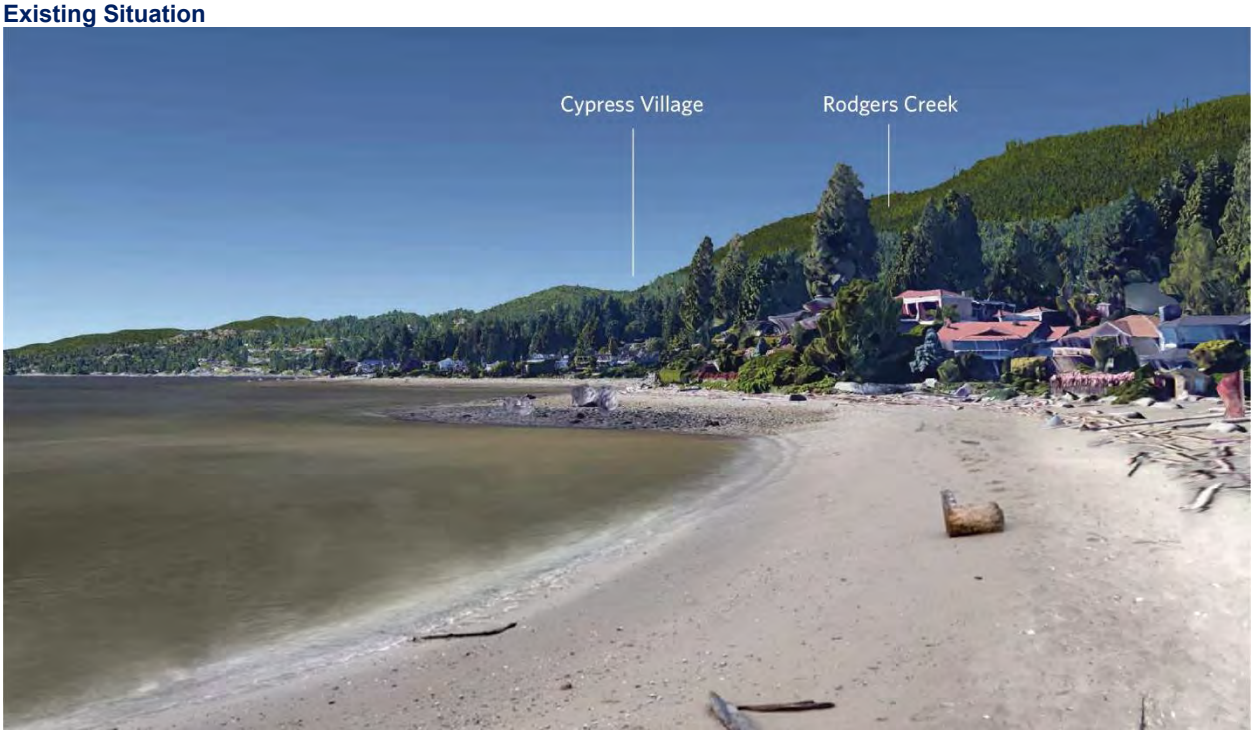
Year 20



Year 25 (at Build-Out)

View of Cypress Village from Dundarave Pier

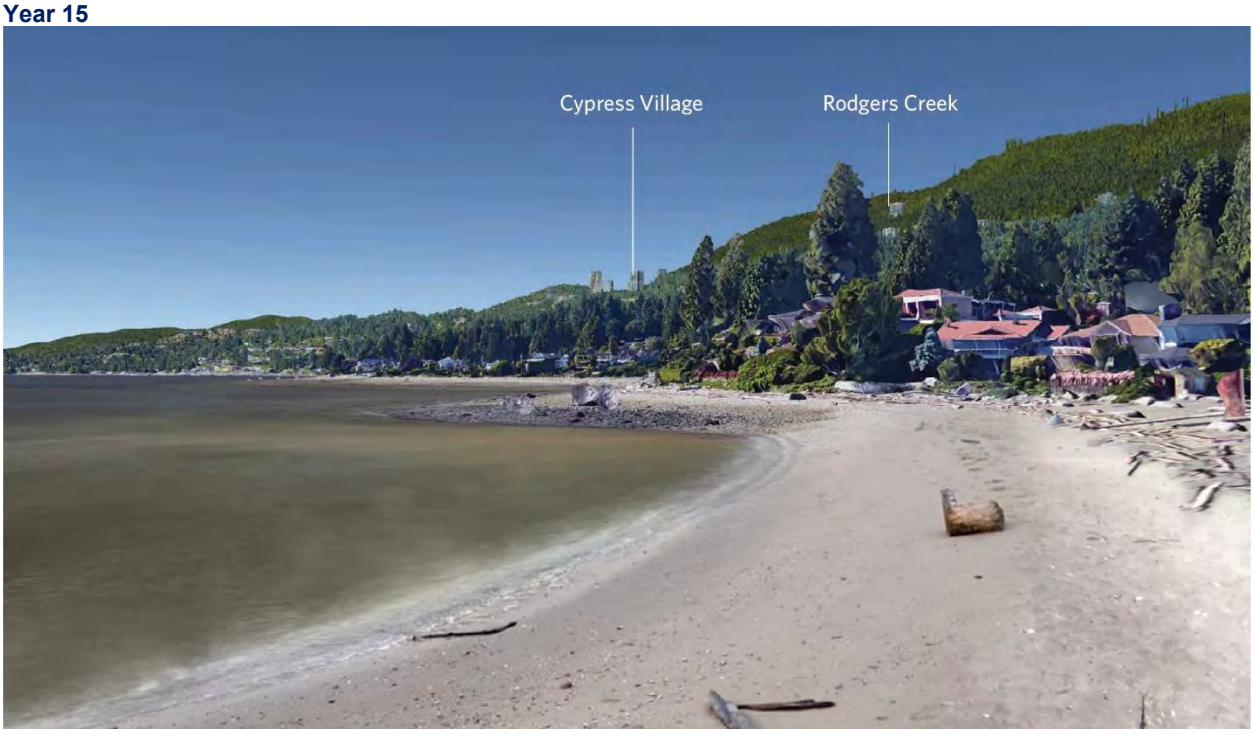
Existing Situation



Year 5

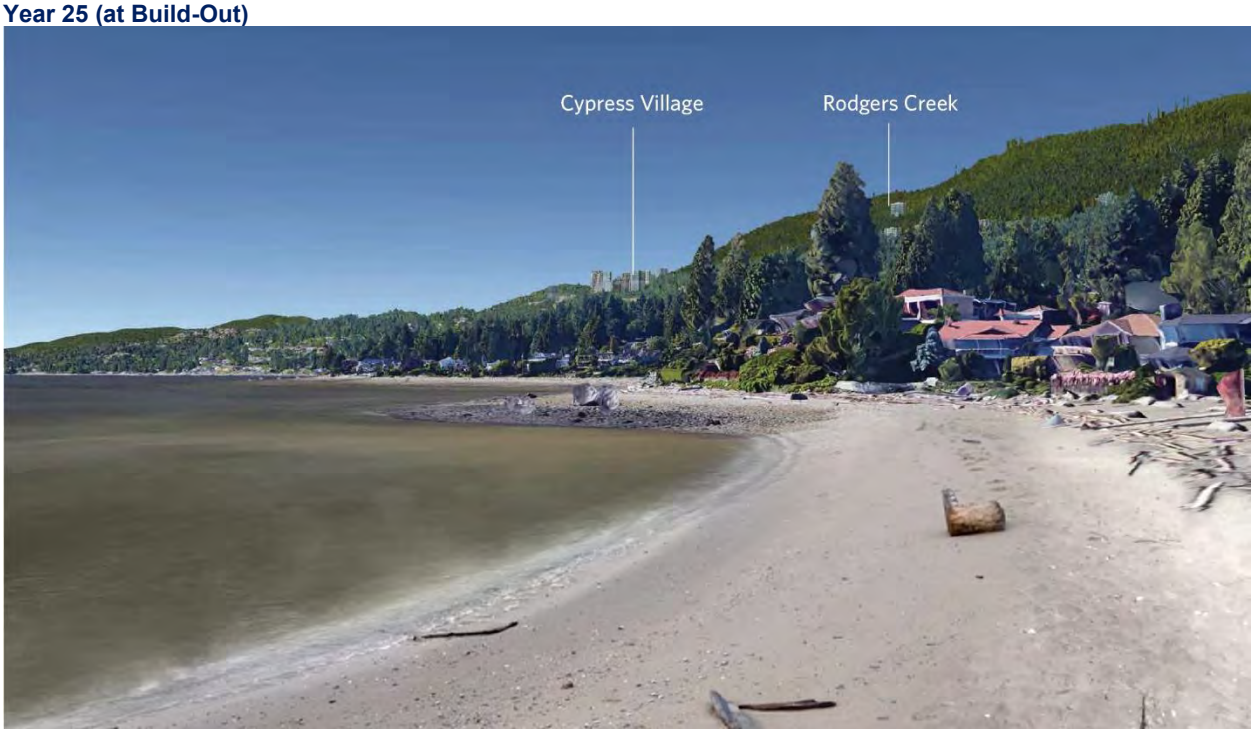
Year 10

Year 15



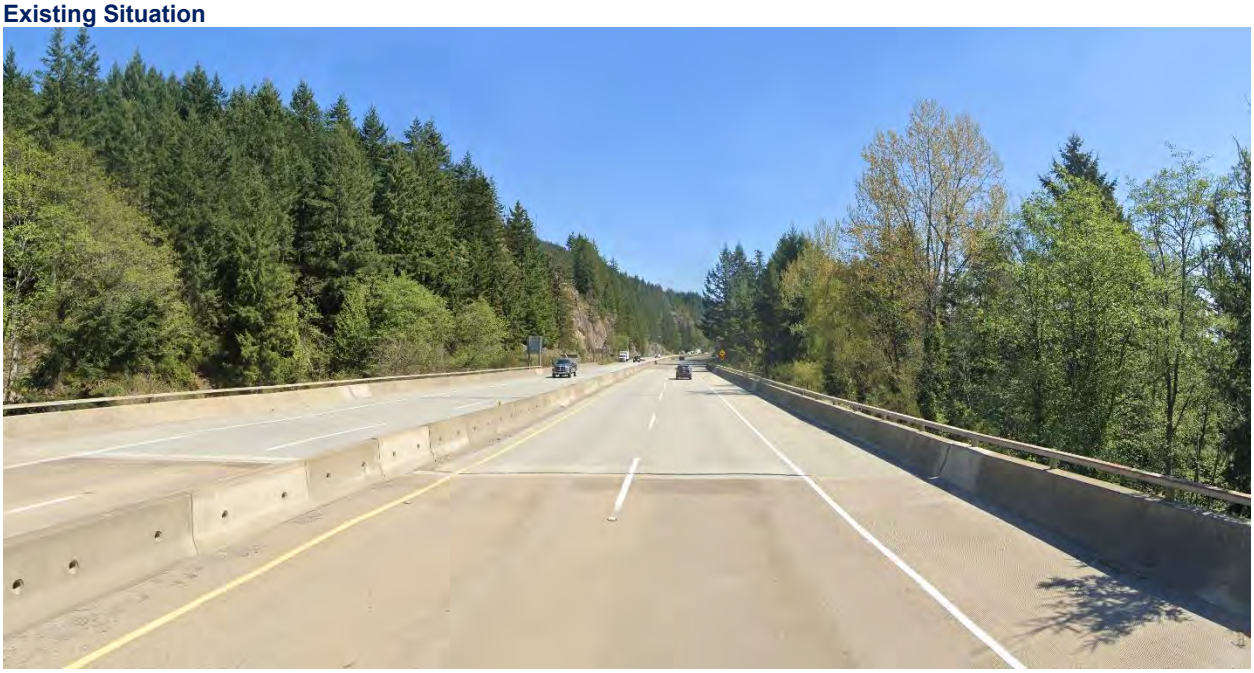
Year 20

Year 25 (at Build-Out)

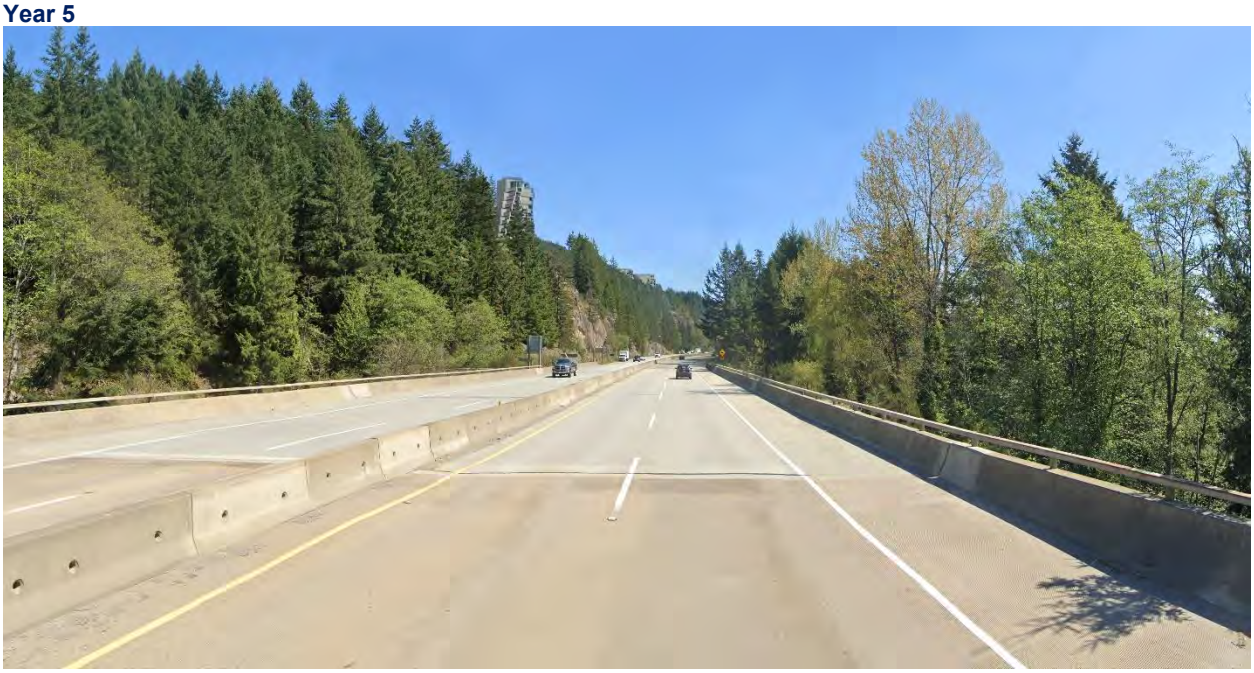


View of Cypress Village Heading Eastbound on the Upper Levels Highway

Existing Situation



Year 5



Year 10

Year 15+ (view does not change further after year 15)

View of Cypress Village Heading Westbound on the Upper Levels Highway

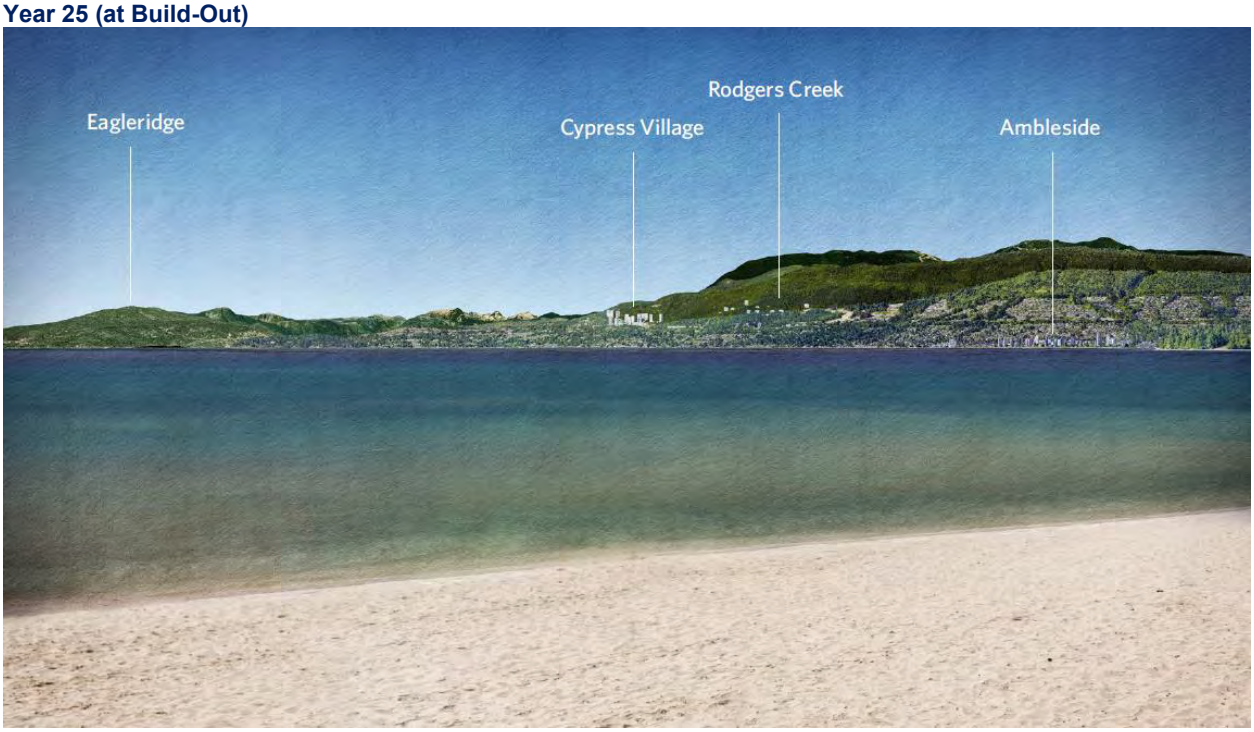
Existing Situation

Year 5+ (view does not change further after year 5)

View of Cypress Village from Kits Beach in Vancouver

Existing Situation

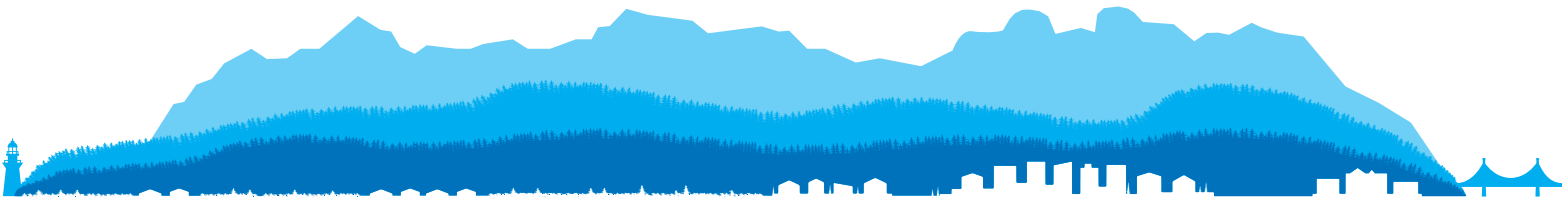
Year 25 (at Build-Out)



SCHEDULE iii

GLOSSARY

west vancouver



SCHEDULE iii

GLOSSARY

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

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

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

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

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

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

SCHEDULE iv

ESTIMATED 20-YEAR HOUSING CAPACITY

west vancouver

SCHEDULE iv

ESTIMATED 20-YEAR HOUSING CAPACITY

The District of West Vancouver is required, under section 473.1 of the *Local Government Act*, to consider the District's most recent housing needs report and provide for at least the 20-year total number of housing units required to meet anticipated housing needs within the OCP's statements and maps. The table below summarizes West Vancouver's estimated 20-year housing capacity provided within the statements and maps of the OCP.

	OCP Policies	Estimated Remaining Housing Capacity[1]
Existing Neighbourhoods		**2,150 – 2,400**
Sensitive Infills	2.1.1-2.1.3	400 – 500
Missing Middle	2.1.4-2.1.7	350 – 500
SSMUH	2.1.3-2.1.4	750
Approved Site-Specific Projects	See DPAs	650
Local Areas		**2,600 – 3,600**
Ambleside	2.1.13 DPA BF-B4	1,000 – 1,200
Horseshoe Bay	HSP LAP	200 – 300
Marine Drive	MD LAP	200 – 300
Taylor Way-Park Royal	2.1.14	1,200 – 1,800
Future Neighbourhoods		**5,400**
Rodgers Creek	UL8.1c	1,000
Cypress Village	ADP 9.1.1	3,700
Cypress West	2.2.1	700[2]
Rental, Seniors, and Supportive Housing	2.1.17-2.1.21	**600 – 850**
Grand Total		**10,750 – 12,250**
20-Year Housing Needs[3]		10,742

[1] Estimates in ranges are provided for proposed OCP policies. Housing capacity for previously approved projects are based on approved and unbuilt unit counts as of October 1, 2025. The total housing capacity does not guarantee uptake and actual development will depend heavily on macroeconomic economics (e.g., interest rates, construction costs, market demand, etc.). All numbers are rounded to nearest 50s.

[2] Estimate reflects policy of 2.5 units per acre applied to the Inter Creek and Cypress West areas. However, the OCP enables unit increases based on housing, parks, environment, and other objectives. Estimated housing units would be expected to increase in order to secure the Inter Creek and other important areas above 1,200 feet (e.g., Cypress Falls) as public parkland.

[3] Based on Interim Housing Needs Report, received on December 9, 2024.

District of West Vancouver Official Community Plan
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