

DIVISION VII: DEVELOPMENT PERMIT GUIDELINES

Purpose:

Division VII contains “Development Permit Guidelines” which apply to specific Development Permit Areas, as designated through the Official Community Plan.

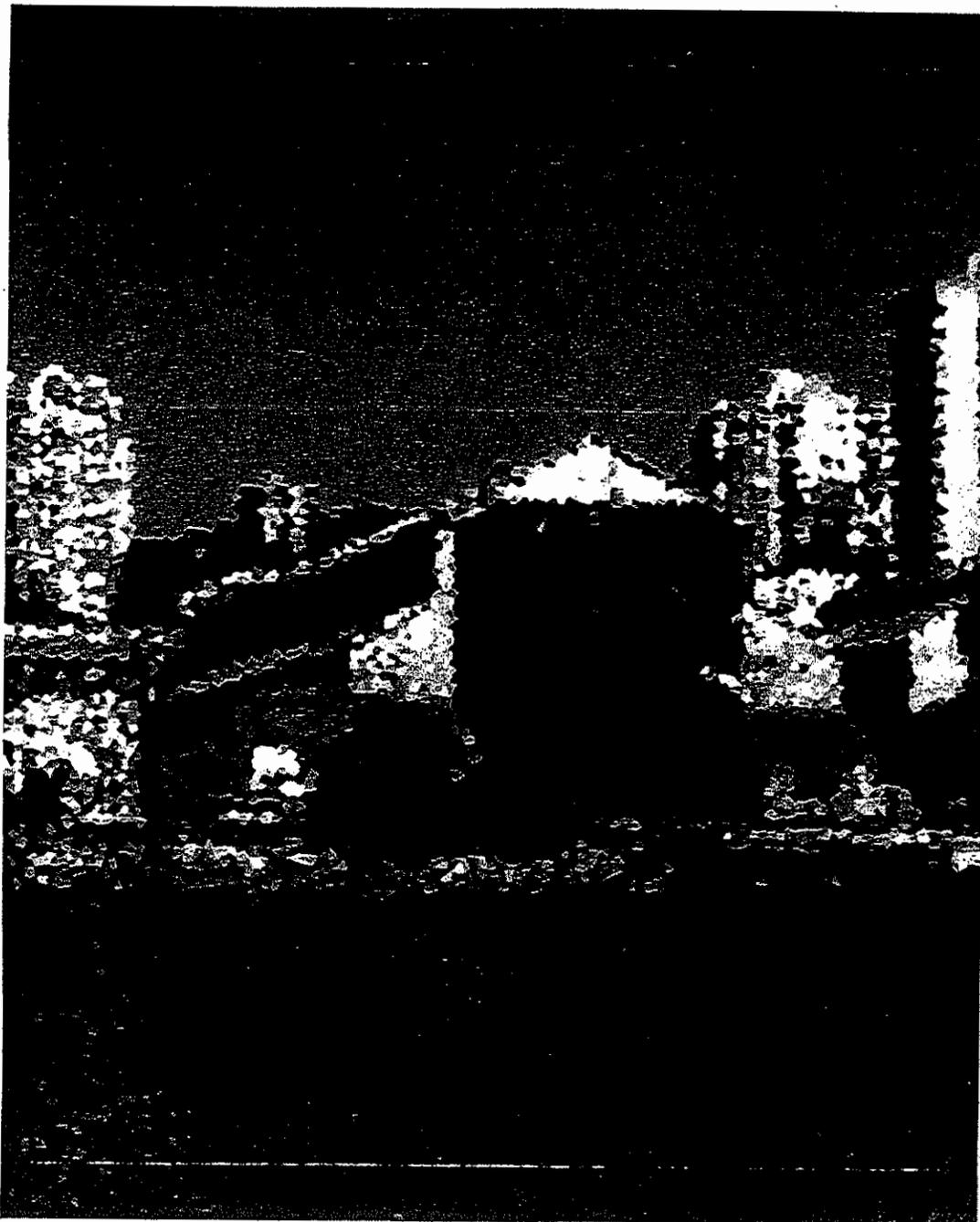
Development Permits are used by the City to influence the development of properties beyond standard Zoning regulations. If your property is in a Development Permit Area, you will likely require a Development Permit in addition to a Building Permit. Development Permits are a separate level of approval, usually issued prior to the issuance of Building Permits.

The following Development Permit Areas and Guidelines have been adopted:

- A. Shipyards Development Permit Area Guidelines *[Bylaws 7432 and 7805]*
- B. Streamside Protection and Enhancement Development Permit Area Guidelines *[Bylaws 7759, 8135, 8928]*
- C. Accessory Coach House Development Permit Guidelines *[Bylaws 8065, 8407, 8575, 8578, 8642, 8883]*
- D. Deleted *[Bylaw 8642 – Duplex Development Permit Guidelines]*
- E. Harbourside Waterfront Development Permit Area Guidelines *[Bylaws 8337, 8928]*
- F. Moodyville Development Permit Area Guidelines *[Bylaws 8464, 8928]*
- G. Rooftop Antenna Development Permit Area Guidelines *[Bylaw 8882]*
- H. Harry Jerome Neighbourhood Lands Development Permit Area Guidelines *[Bylaws 8635, 8928]*

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ZONING BYLAW, 1995, No. 6700
DIVISION VII: DEVELOPMENT PERMIT GUIDELINES



A. THE SHIPYARDS
DEVELOPMENT PERMIT GUIDELINES

Parcel Guidelines

City of North Vancouver
Zoning Bylaw, 1995, No. 6700

Division VII: Development Permit Guidelines

A. The Shipyards Development Permit Guidelines

This document entitled "The Shipyards Development Permit Guidelines" forms an integral part of the Zoning Bylaw, 1995, No. 6700.

As per the City of North Vancouver Official Community Plan, the Shipyards lands and water described herein are designated as a Development Permit Area.

The Shipyards Development Permit Area presents an important opportunity in the City of North Vancouver to achieve:

- i) the protection of the natural environment along the shoreline of Burrard Inlet;
- ii) the revitalization of the Lonsdale Town Centre with new commercial and public uses;
- iii) the creation of a unique character of development that retains important industrial heritage buildings and reflects this industrial waterfront character in new development;
- iv) new development that mitigates the impacts from adjacent industrial, road, rail or other uses; and
- v) the integration of this redevelopment site into the Lower Lonsdale neighbourhood with its existing commercial, residential and industrial uses and heritage buildings.

It is the objective of these guidelines to achieve a redevelopment of the private development parcels within the Shipyard Site that will address the above conditions to the satisfaction of the City. Those portions of the site to be provided to the City as public open spaces are excluded from these guidelines and are addressed through separate development controls.

Private development within The Shipyard Development Area will be expected to substantially comply with the Zoning Bylaw, Heritage Designation Bylaw No. 7174, covenants or other charges on the title of the lands and the following Parcel Guidelines.

Introduction

The Shipyards' design character evolves from its waterfront industrial setting, the historic Shipyards structures and the adjacent character of the Lower Lonsdale area.

An important principle in the design guidelines for the project is to build on this character, thereby enhancing the heritage image of the site. At the same time, new residential buildings are to be designed to be both contemporary and complementary to the historic character of the site.

To this end, different strategies are proposed for the components of the Shipyards property north and south of Esplanade. The southern site is clearly divided into an historic precinct in the westerly part of the property and a new residential precinct to the east. With the insertion of a hotel site into the westerly, historic precinct, it will be very important to ensure that the character of this complex is sympathetic to the waterfront industrial structures to the south, Lonsdale Avenue to the west and Esplanade to the north. This development site must bridge between historicism and a contemporary approach to the new building. The proposed hotel is at a major and highly visible intersection, requiring a landmark quality building.

The easterly residential precinct on the south site is to take on a more contemporary flavour with a combination of ground oriented units and upper level apartments. The buildings located on the waterfront should echo industrial structures with gable roof forms, glass and metal, complementary with the historic precinct to the west. The most easterly residential structure is a single-loaded building sited close to the east property line and fronting St. George's Promenade. The intention here is to develop a concrete building that effectively acts as a sound wall, buffering the heavy, waterfront industrial activities on the Port property east of the site. As an eight storey building, it will blend aesthetically between new residential and port industrial character.

The portion of the site located on the north side of Esplanade carries a considerable amount of the project's density. The character of these buildings will reflect a more contemporary approach, with both high rise and low rise residential components. The commercial development on Lonsdale Avenue should be in keeping with the 'Main Street' character of this important street in Lower Lonsdale. The building

character on the north side of Esplanade is seen as a low-rise brick base out of which grow higher building elements with a lighter, maritime character. Residential structures up to 20 storeys in height have been carefully placed to accommodate the view corridors developed by the City of North Vancouver as part of the strategy for Lower Lonsdale.

In order to provide an overall high quality of development, as well as protection from noise and vibration, it is generally intended that all mid-rise and high-rise residential buildings be concrete structures. It is also desirable that low-rise housing be concrete, although it is possible that some of these components could be wood frame if it can be shown that high quality and adequate noise protection can be achieved.

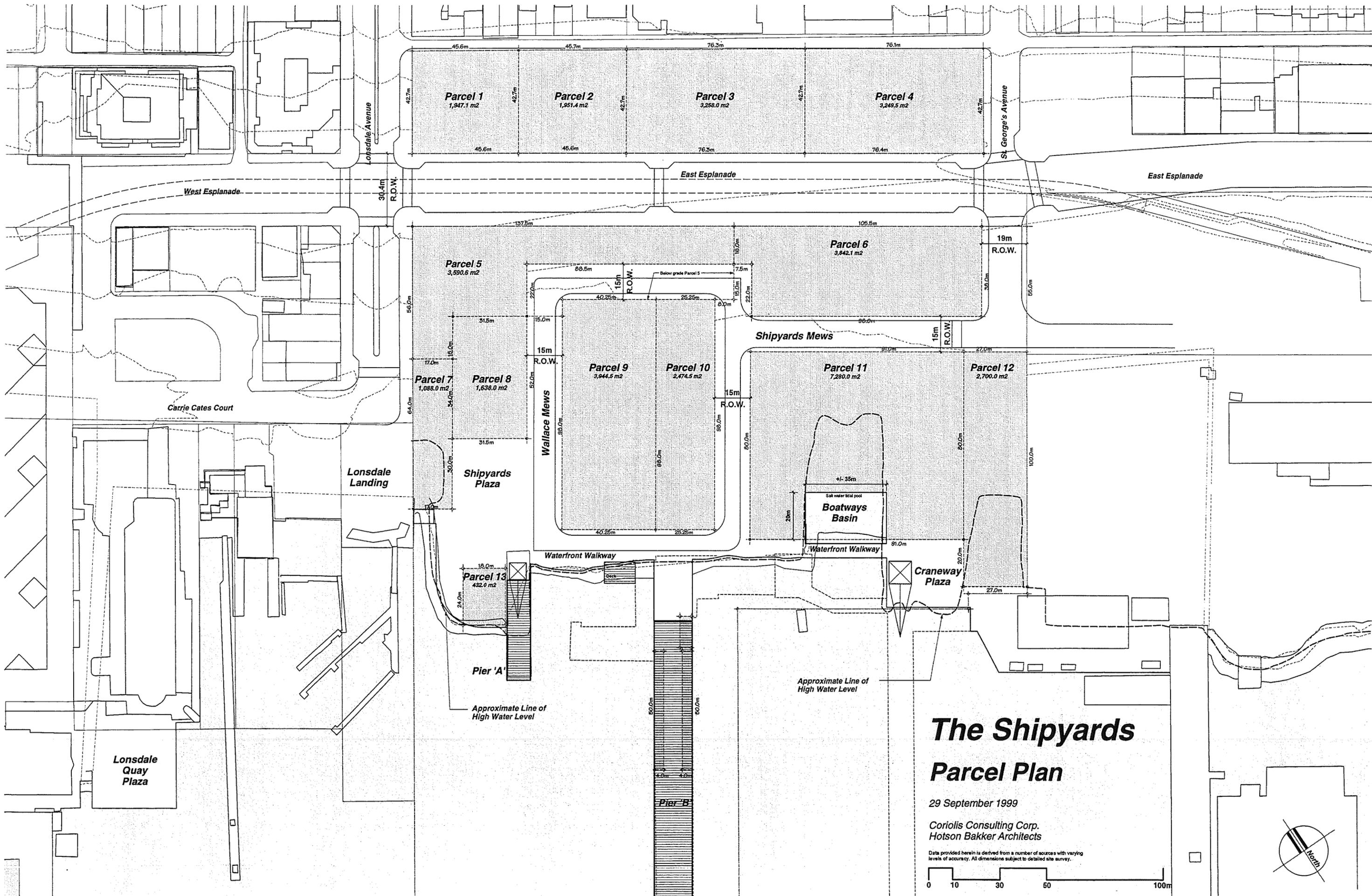
Within this overall framework for the Shipyards, the following thirteen parcel packages each describe:

- Design guidelines which describe land use, building form and character;
- Outline site plans, building and parking plans which are included as illustrative concepts for the development of each site. A fourteenth package is included for Pier B on which limited commercial development is proposed.
- For each parcel, building heights are given as the maximum vertical distance from the "average adjacent grade" and top of building parapet. Rooftop mechanical equipment, elevator penthouses and mechanical rooms are excluded from building height. The heights given may vary from the zoning by-law heights which are measured from the "average grade" of the site.

The Shipyards Parcel Guidelines

29 September 1999

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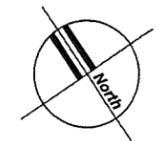
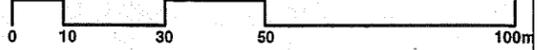


The Shipyards Parcel Plan

29 September 1999

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Data provided herein is derived from a number of sources with varying levels of accuracy. All dimensions subject to detailed site survey.



P2 - Design Guidelines

Required Elements

Land Use

- Retail, service, office or residential at grade;
- Residential above.

Maximum Building Height

- 21 storeys;
- 62 m from average adjacent grade elevation.

Minimum Setback

- 4 m sideyard from west property line;
- 5 m sideyard from east property line;
- 5 m rearward from lane;

Building Massing

- One storey retail base built to Esplanade property line;
- Residential tower setback of 8 m from Esplanade property line;
- South facing terracing in the upper four storeys of the tower.

Open Space

- North-south pedestrian walkway at the east property line to connect with route north to East First Street.

Discretionary Elements

Access

- Retail access from Esplanade;
- Residential lobby access from Esplanade;
- Truck service access from lane;
- Parking ramp access from Esplanade, shared with Parcel 1.

Parking

- 3 to 4 levels underground.
- Potential to share parking with Parcel 1.

Architecture

- Fully glazed storefronts along the retail frontage;
- Extensive use of glass in high rise tower;
- Potential use of brick for the retail frontage and the

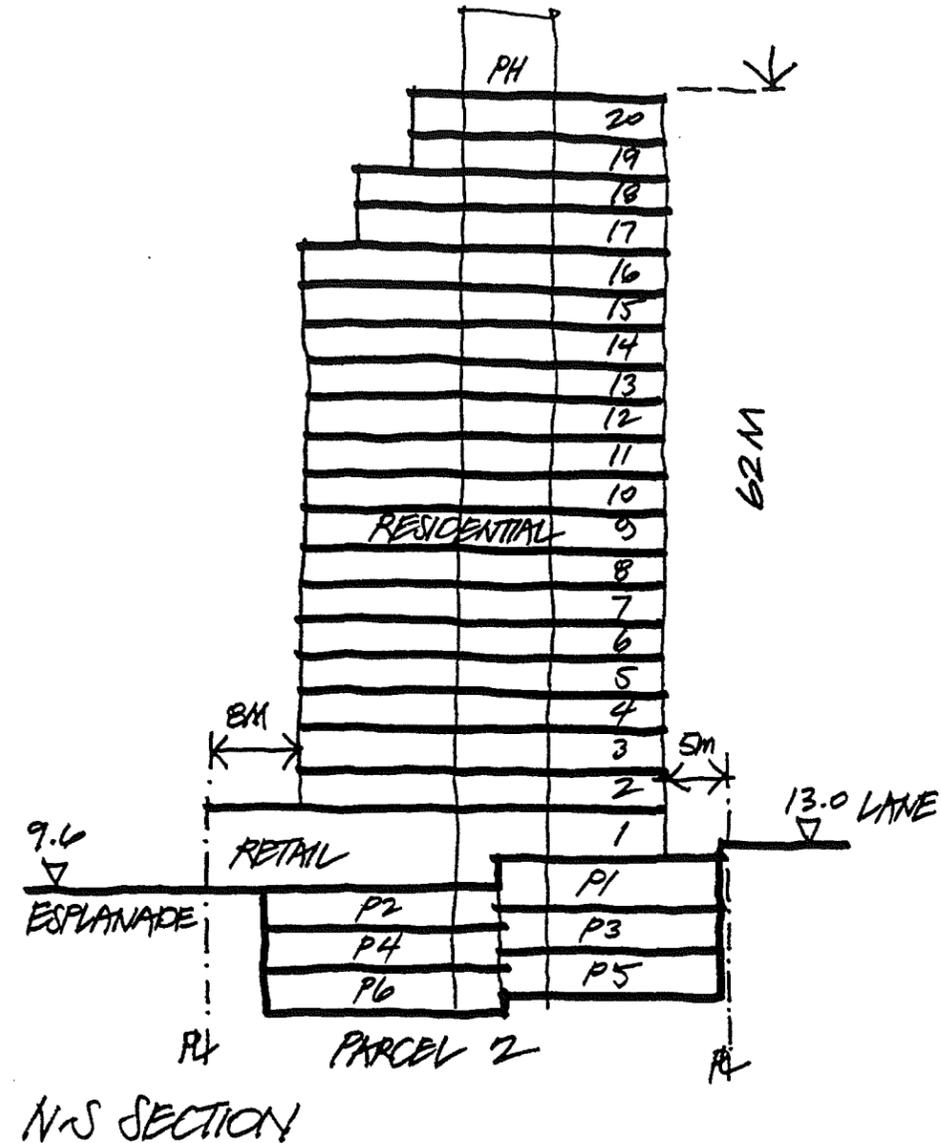
- lower levels of the tower;
- Articulation of the plan and elevation of the tower is encouraged to maximise outward views from units and for architectural interest;
- Exterior balconies are encouraged and should remain un-enclosed through time;
- Articulation of the top four floors to be achieved by stepping back the floor levels from Esplanade.

Landscape

- Tree planting or other landscape element within the west property line sideyard;
- On-site open spaces landscaped for resident use;
- Materials in the ground plane to be compatible with adjacent streetscape design.

Signage

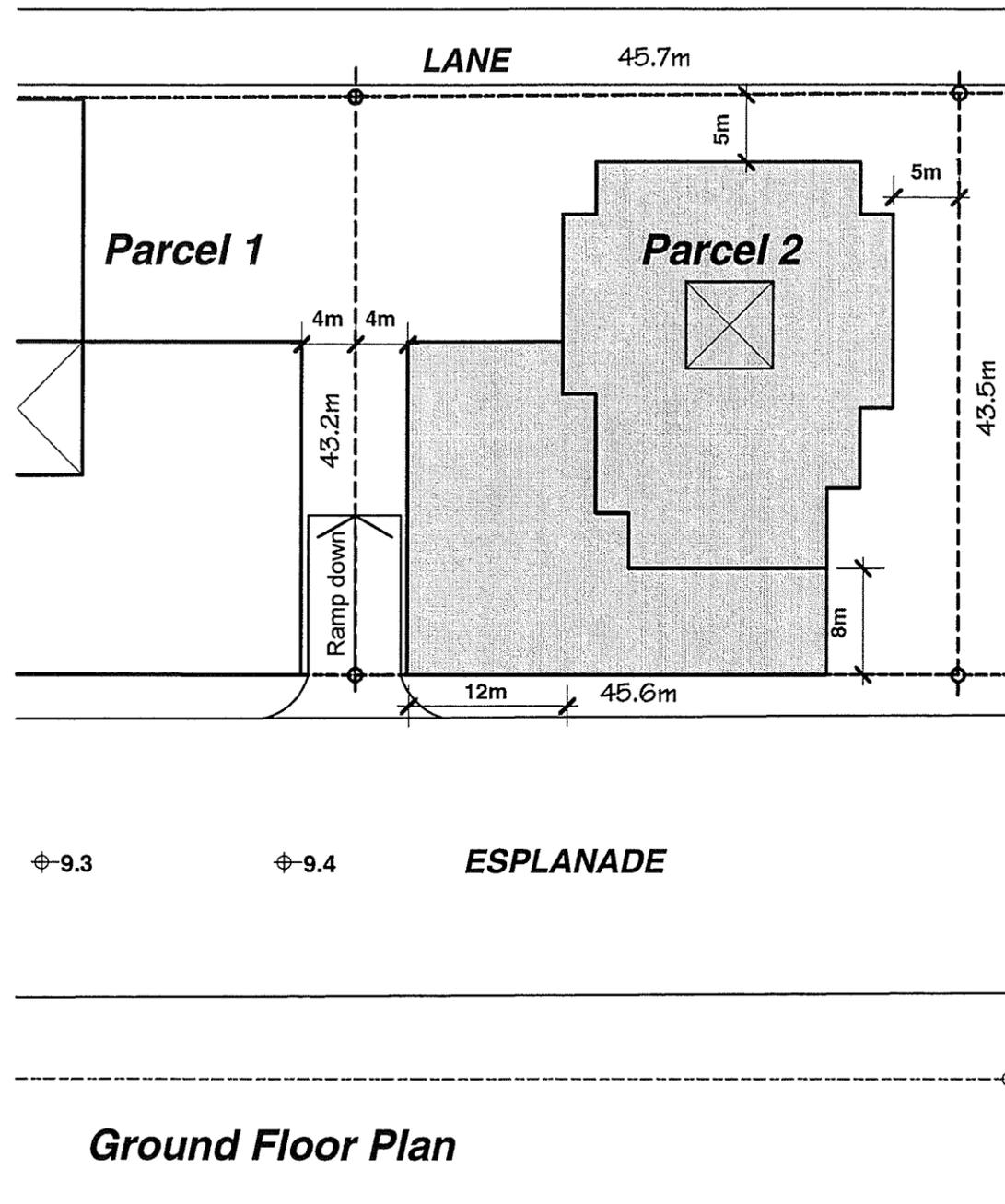
- Retail signage should be consistent with that of Parcel 1;
- Traditional signage methods are preferred;
- No back-lit fluorescent sign boxes;
- Projecting signage preferred;
- Minimal use of fascia signs;
- Symbol signs are encouraged;
- Residential signage to be low-level, illuminated and easily read from the street.



The Shipyards Parcel 2

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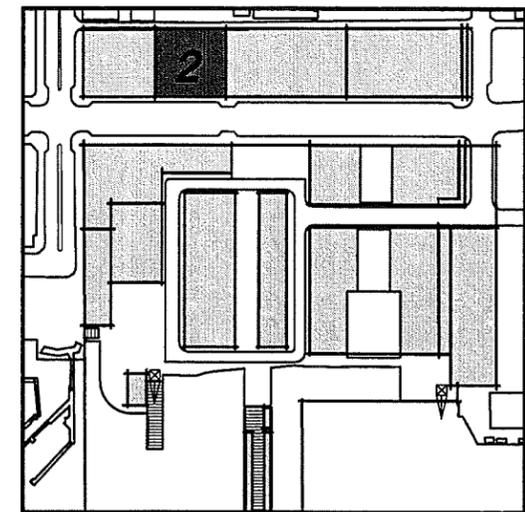
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Ground Floor Plan

PARCEL 2 DEVELOPMENT SUMMARY

SITE AREA 1,951.4 m²



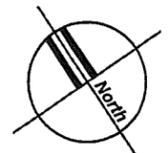
The Shipyards

Parcel 2

Illustrative Concept

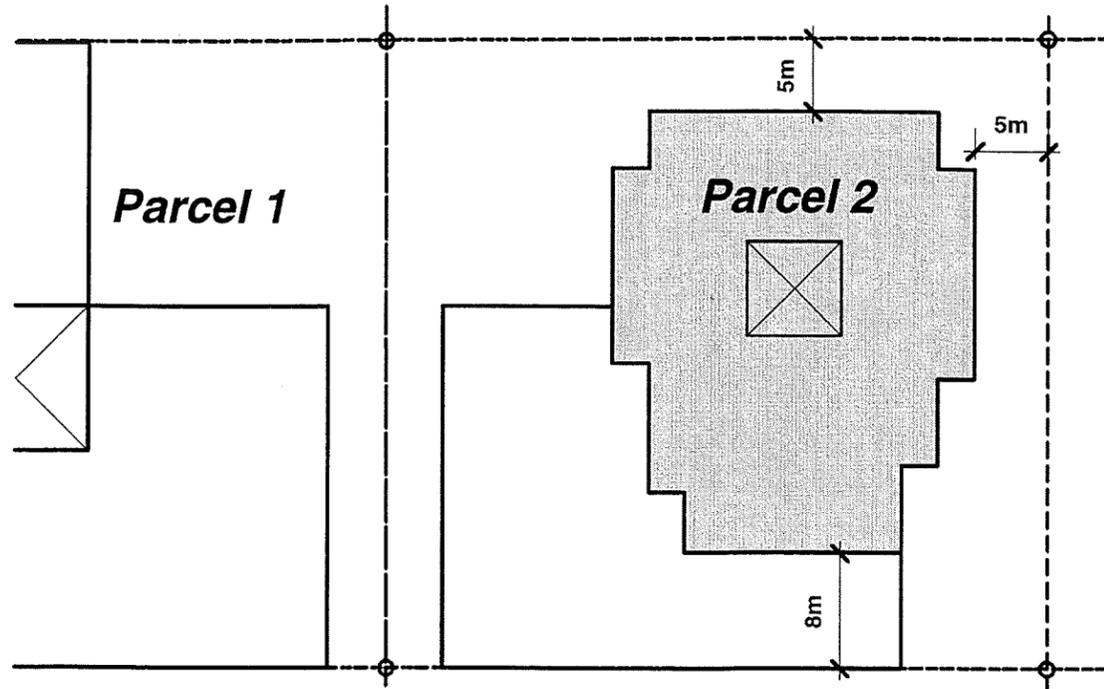
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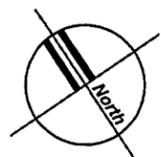
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Parcel 2

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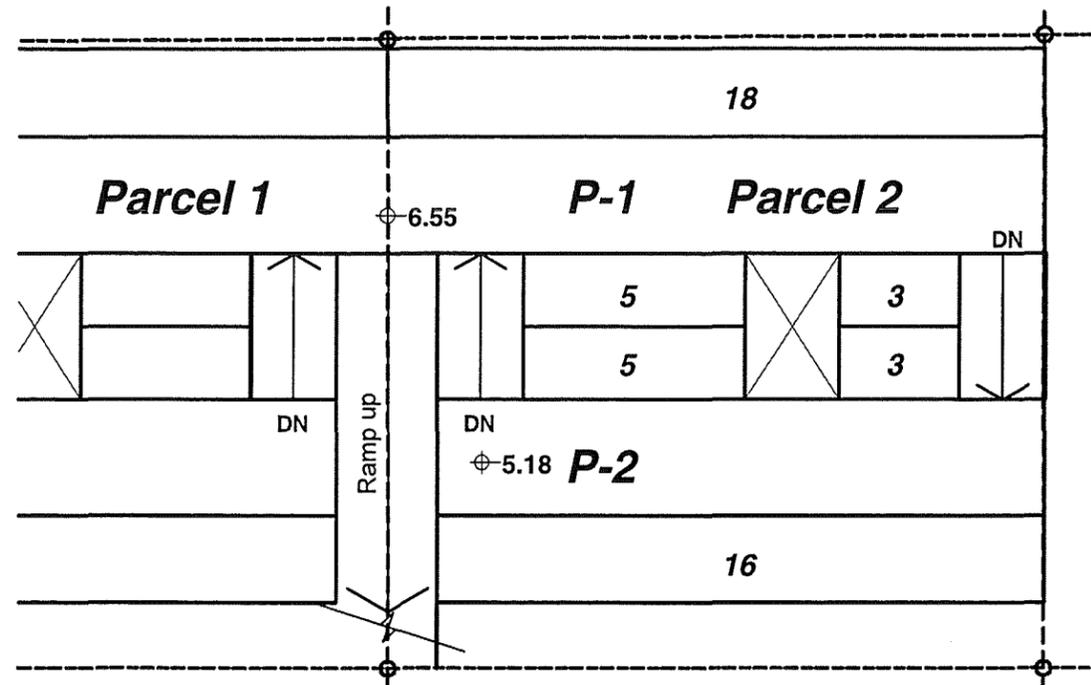
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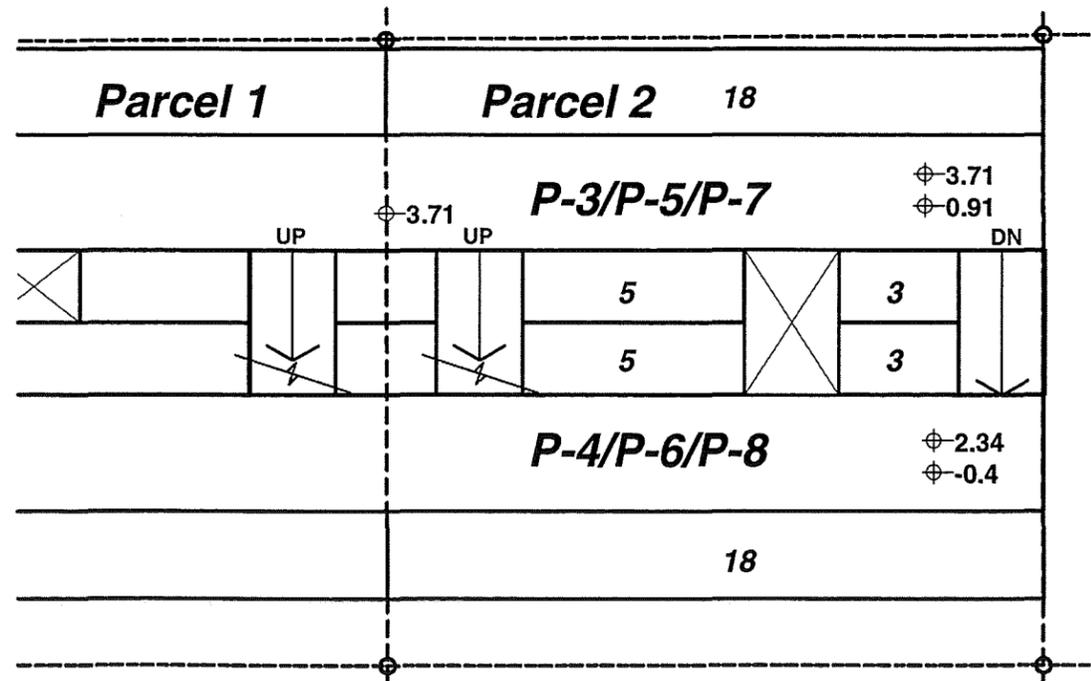


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Parking P-1/P-2



Parking P-3/P-4/P-5/P-6

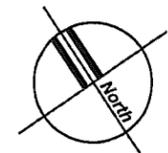
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Parcel 2

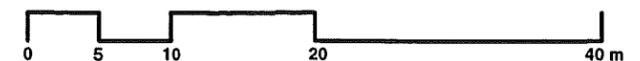
Illustrative Concept

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P3 - Design Guidelines

Required Elements

Land Use

- Retail, service, office or residential at grade;
- Residential above.

Maximum Building Height

- 5 storeys;
- 16 m from adjacent average grade elevation.

Minimum Setback

- 0 m from Esplanade property line for retail;
- 3 m from Esplanade property line for residential;
- 5 m sideyards and lane setback.

Open Space

- North-south pedestrian walkway at the west property line to connect with route north to East First Street.

Discretionary Elements

Access

- Residential lobby access from Esplanade;
- Truck service access from lane;
- Parking ramp access from Esplanade, shared with Parcel 4.

Parking

- 1 1/2 levels underground.

Building Massing

- General massing to align with view corridors from the existing development to the north;

Architecture

- Corner articulation is encouraged to maximise outward views and to create architectural interest;
- Use of brick is encouraged;
- Exterior balconies are encouraged and should remain un-enclosed through time;

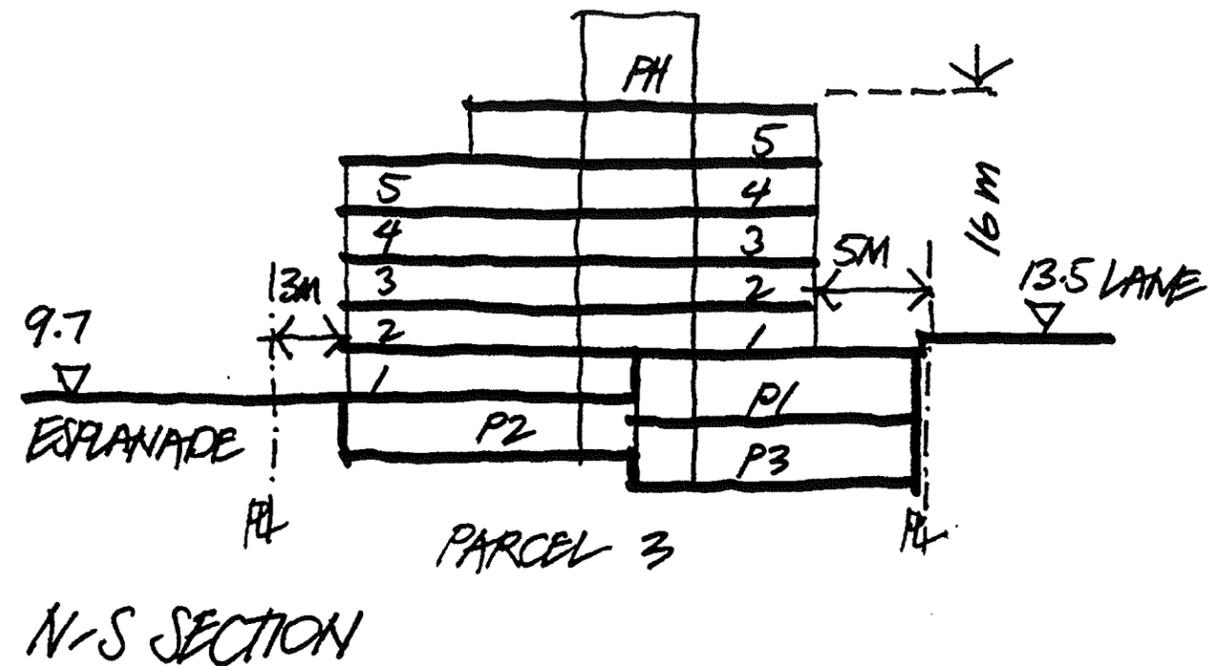
Landscape

- The north/south walkway requires appropriate planting, paving and lighting to ensure 24 hour public access;

- On-site open space landscaped for resident use;
- Materials in the ground plane to be compatible with the adjacent streetscape design;
- Tree planting or other landscape element within the required sideyards.
- Landscape treatment over the parking entry ramp.

Signage

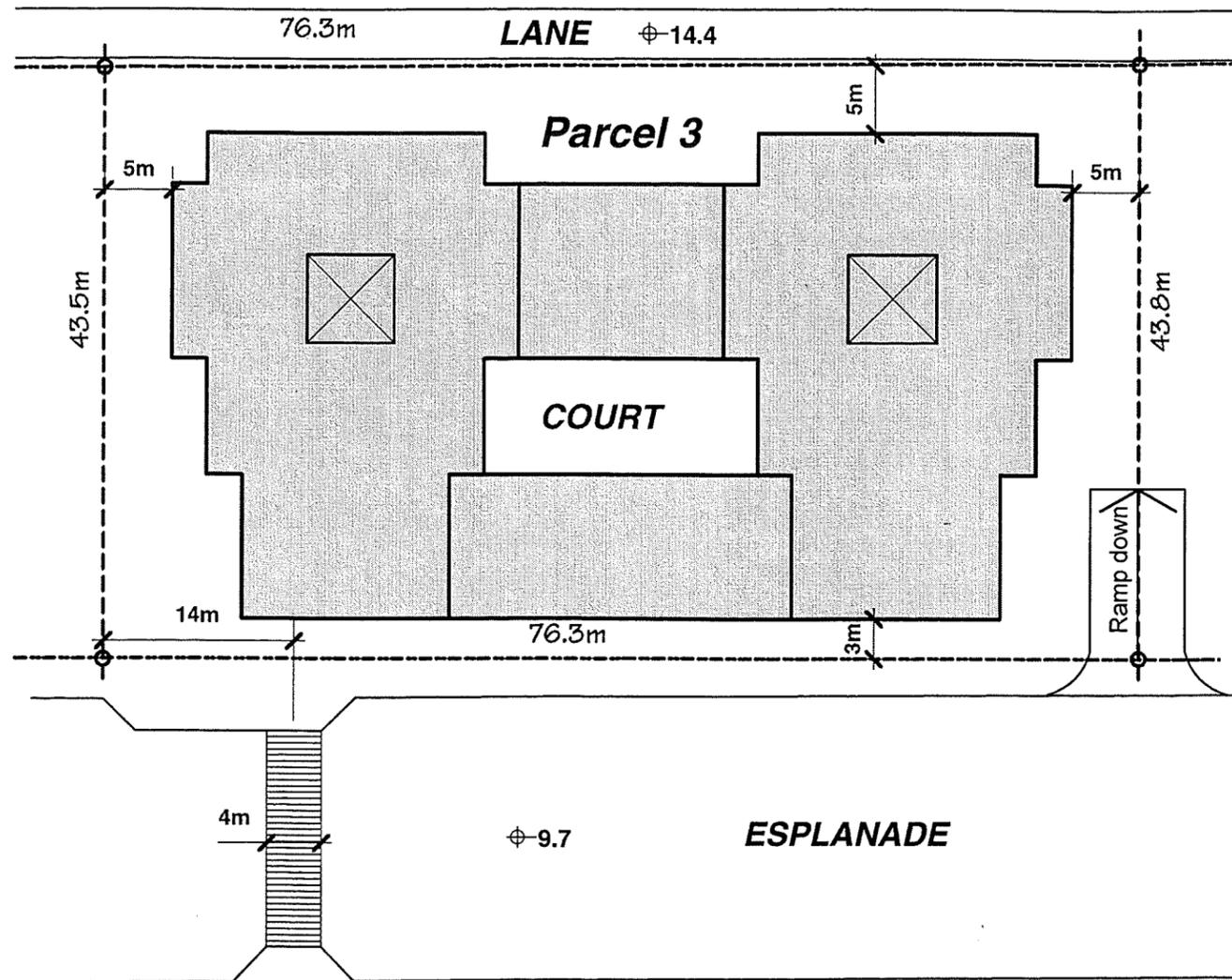
- Low level, illuminated identification signage clearly visible from the street.



The Shipyards Parcel 3

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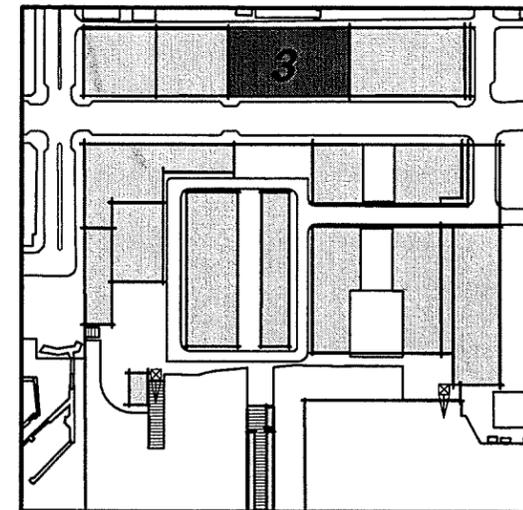
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Floors 1 to 2

PARCEL 3 DEVELOPMENT SUMMARY

SITE AREA 3,258.0 m²



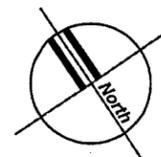
The Shipyards

Parcel 3

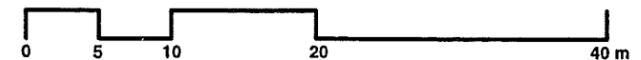
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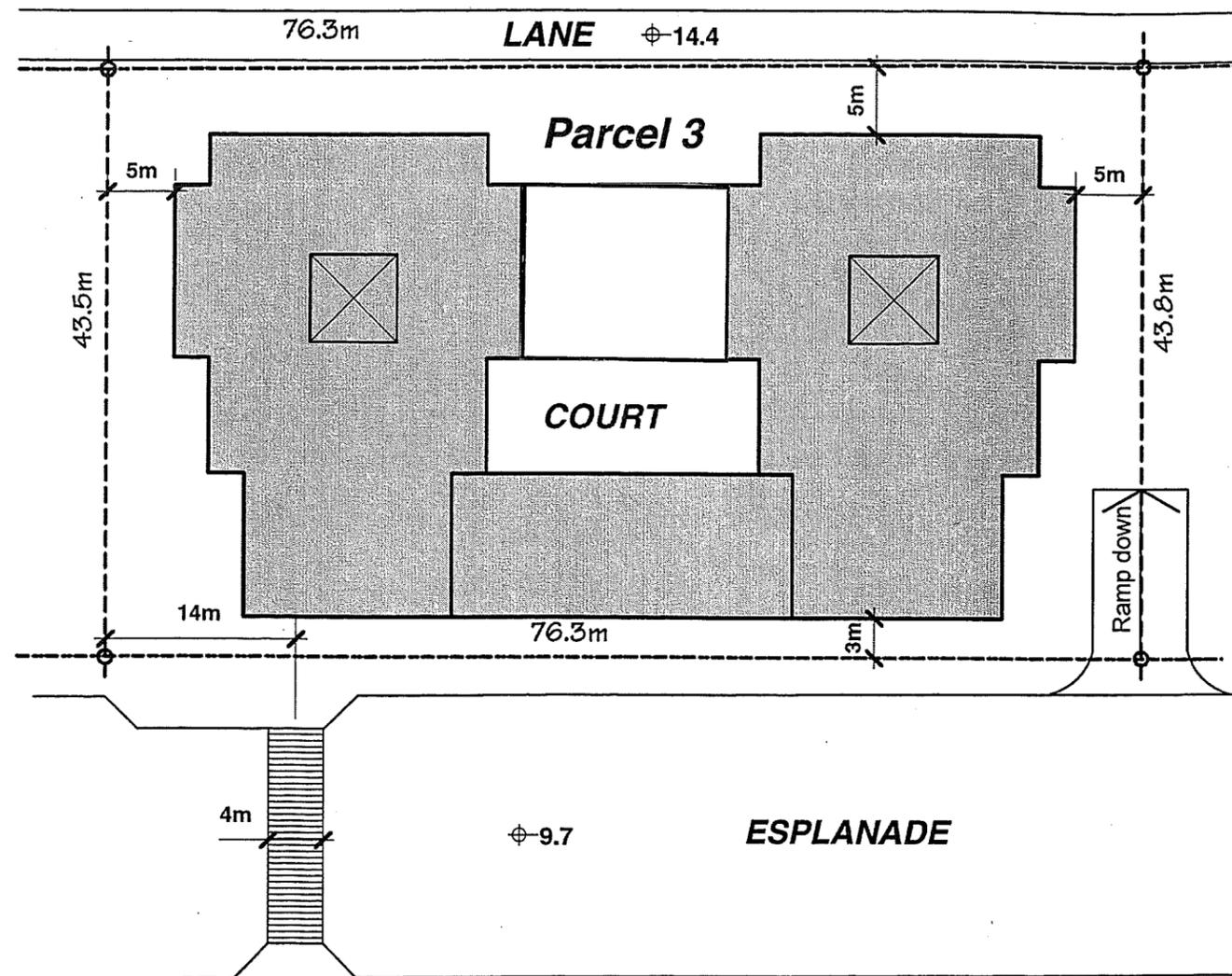
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Floor 3

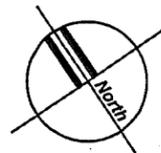
The Shipyards

Parcel 3

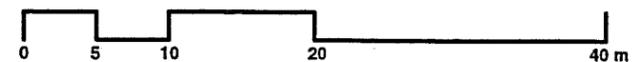
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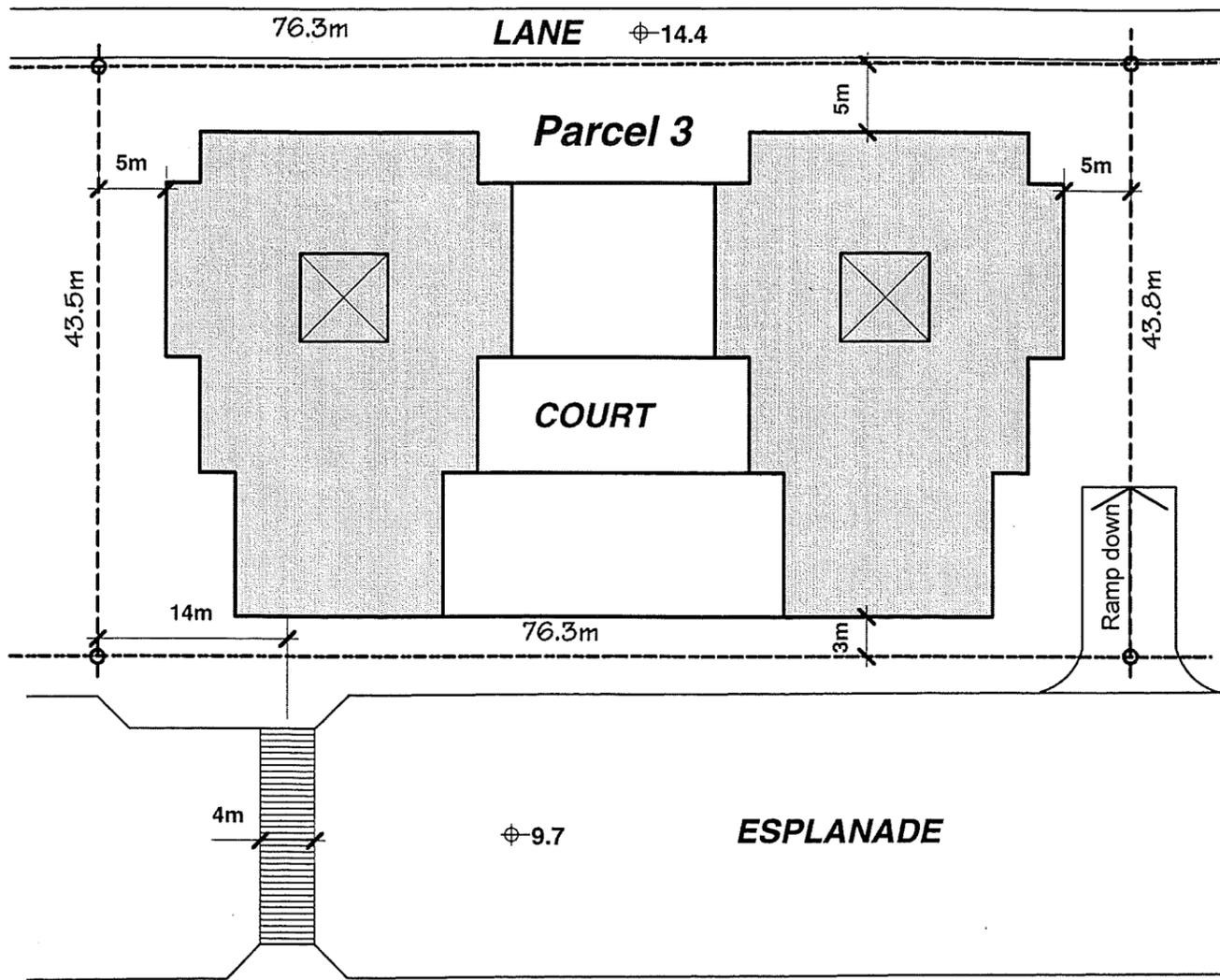
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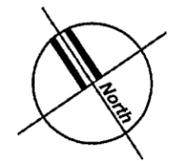




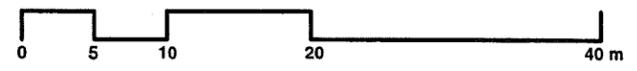
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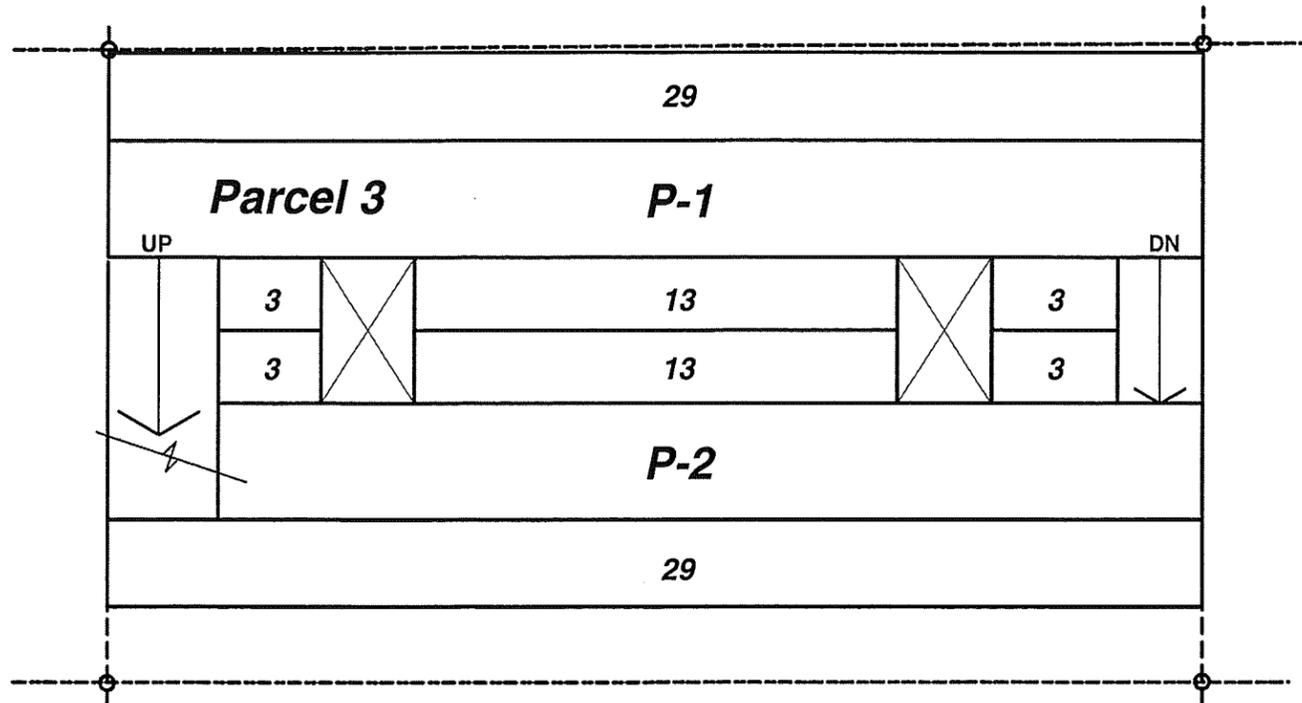
The Shipyards
Parcel 3
Illustrative Concept

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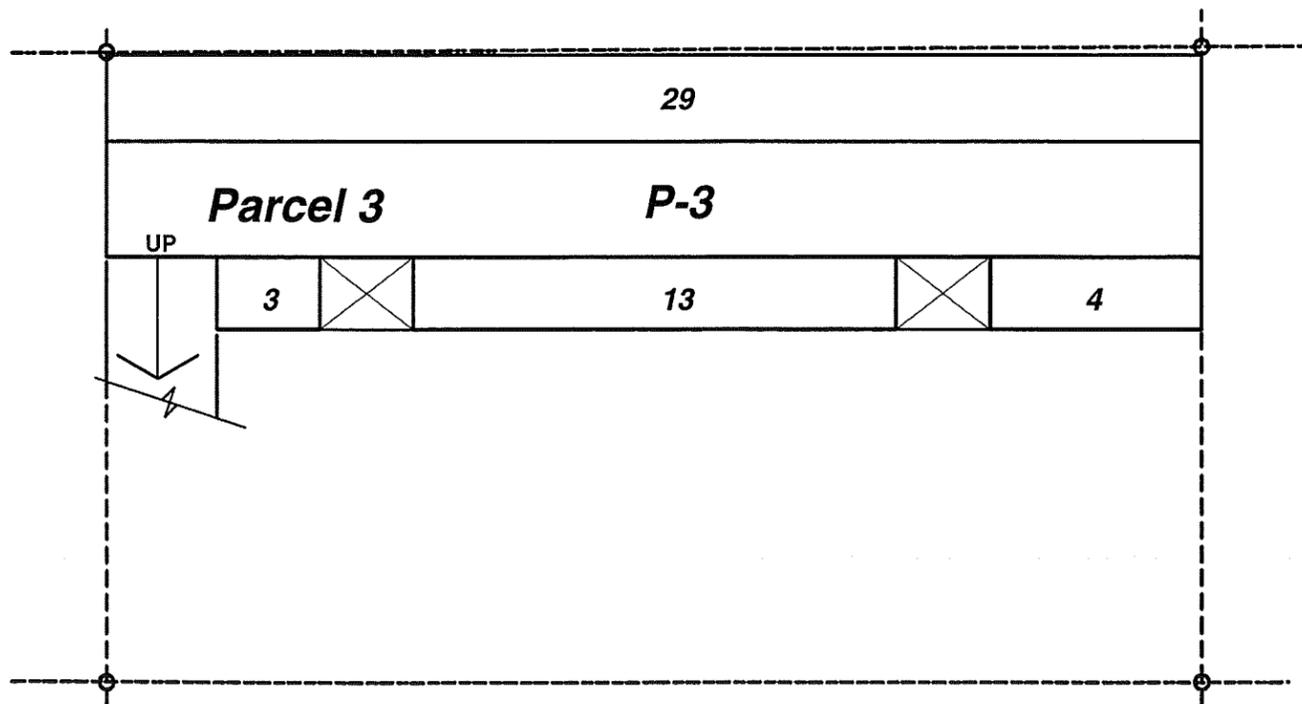


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Parking P-1/P-2



Parking P-3

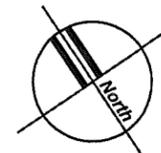
The Shipyards

Parcel 3

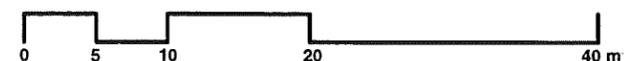
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P14 / Pier B - Design Guidelines

Electrical Sub-station

Land Use

- Retail, restaurant, marine commercial, utilities.

Building Height

- 2 storeys;
- +/- 6 m.

Access

- Public access from Pier B;
- Truck service access from Pier B.

Parking

- No parking required.

Open Space

- Relate to adjacent Pier B.

Building Massing

- Re-use existing structure;
- Potential for mezzanine or second floor.

Architecture

- Maintain existing form and materials;
- Colour selection consistent with historical colour used;
- New windows and doors, as required.

Landscape

- No on-site landscape requirement.

Signage

- Consistent with industrial vernacular of the Shipyards.

Pavilions

Land Use

- Seasonal commercial.

Floor Area

- to be determined.

Building Height

- 1 storey;
- 6 m measured from adjacent grade.

Access

- Public access from Pier B;
- Truck service access from Pier B.

Parking

- No parking required.

Open Space

- Relate to Pier B.

Building Massing

- Pavilion type structures with sloped roof form;
- Maximum 4 m plan depth.

Architecture

- Structures should have a maritime character;
- Lightweight steel construction;
- Solid or fabric roof system and windbreak walls;
- Strong colours encouraged.

Landscape

- No on-site landscape requirement.

Signage

- Temporary, lightweight signage;
- A "busy market" appearance;
- Maritime motif.

The Shipyards Parcel 14

29 September 1999

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Streamside Protection & Enhancement Development Permit Guidelines

Development Permits for Streamside Protection and Enhancement serve to both streamline and formalize the current process for reviewing development near riparian areas and provide greater protection for natural fish resources.

1.0 Purpose

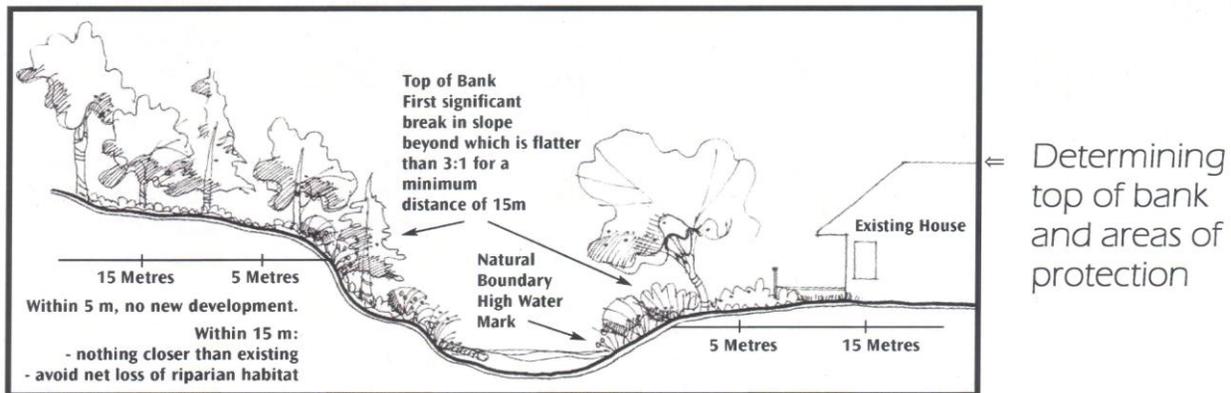
The purpose of these guidelines is twofold:

- To provide the owners of affected property and the development community with an outline of the legal requirements to protect riparian areas on privately owned lands; and,
- To clarify the process for approvals associated with developments near riparian areas in the City.

2.0 When is a Development Permit Required?

A Development Permit for Streamside Protection and Enhancement is required for any work to be done within 15 metres of the top of a watercourse bank (10m from top of ravine bank), including:

- constructing any structure or building;
- constructing an impervious / semi-impervious surface; or
- undertaking landscaping changes, including tree removal.



3.0 Exemptions:

An owner/applicant may be exempt from the requirement for a Development Permit if the work is limited to:

- i. Interior renovations or exterior renovations / maintenance of existing buildings involving no additions;
- ii. Activities occurring more than 15 metres from the top of watercourse bank or edge of wetland (10 metres from top of ravine bank);
- iii. Maintenance of existing landscape conditions;
- iv. Construction and maintenance activities carried out by, or on behalf of, the City, designed to enhance the coexistence of natural habitats and public trails;
- v. Emergency works, including tree cutting, necessary to remove an immediate danger or hazard, but will still need to follow reporting requirements in accordance with the hazardous removal process outlined in the City's "Tree Bylaw, 2022, No. 8888"; [Bylaw 8928, June 20, 2022]
- vi. Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Development Permit designation;
- vii. The implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction; and,
- viii. The alteration or removal of high to extreme risk trees assessed by a Qualified Tree Risk Assessor who provides the risk rating, and replanting plan consistent with the Ministry of Environment Tree Replacement Criteria or consistent with the City's "Tree Bylaw, 2022, No. 8888", whichever has a greater replacement ratio.

[Bylaw 8928, June 20, 2022]

4.0 Definitions

For the purposes of this guideline the following definitions apply:

"active floodplain" means an area of land within a boundary that is indicated by the visible high water mark or water level of a watercourse that is reached during annual flood events as evidenced by riparian area conditions described in the definition of "riparian area";

"development" shall refer to 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.

"fish" means all life stages of:

- (a) salmonids,
- (b) game fish, and
- (c) regionally significant fish;



"fish bearing watercourse" means a watercourse in which fish are present or potentially present if introduced barriers or obstructions are either removed or made passable for fish;

"non fish bearing watercourse" means a watercourse that:

- (a) is not inhabited by fish, and
- (b) provides water, food and nutrients to a downstream fish bearing watercourse or other water body;

"no net loss" is a working principle by which the City strives to balance unavoidable habitat losses with habitat replacement on a project-by-project basis so that further reductions to fisheries resources due to habitat loss or damage may be prevented.



"non-permanent watercourse" means a watercourse that typically contains surface waters or flows for periods less than 6 months in duration;

"permanent watercourse" means a watercourse that typically contains continuous surface waters or flows for a period more than 6 months in duration;

"permanent structure" means any building or structure that was lawfully constructed, placed or erected on a secure and long lasting foundation on land in accordance with any District or approval condition in effect at the time of construction, placement or erection;

"potential vegetation" is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally, and is considered to not exist on that part of an area covered by a permanent structure;

"ravine" means a narrow, steep sided valley that is commonly eroded by running water and with slope grades greater than 3:1;



"riparian area" means the area adjacent to a watercourse that may be subject to temporary, frequent or seasonal inundation, and supports plant species that are typical of an area of inundated or saturated soil conditions, and that are distinct from plant species on freely drained adjacent upland sites because of the presence of water;

"streamside protection and enhancement area" means an area adjacent to a watercourse that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the watercourse, the width of which includes the area within 15m of the top of bank of a watercourse or 10m of the top of bank of a ravine;

"top of the bank" means:

- (a) the point closest to the boundary of the active floodplain of a watercourse where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break, and
- (b) for a floodplain area not contained in a ravine, the edge of the active floodplain of a watercourse where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge;

"top of the ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed;



"tree" means a woody perennial plant having one or more stems, with at least one stem having a diameter of 10 centimetres or more, measured at 1.3 metres above the natural grade on the uphill side of the tree, and includes the Critical Root Zone. [Bylaw 8928, June 20, 2022]

"watercourse" means a creek, pond, lake, river, stream, or brook, whether usually containing water or not and any spring or wetland that is integral to a watercourse;

"wetland" means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions that supports vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a watercourse.

5.0 Basic Information Requirements

- 5.1 Provide the following information to demonstrate existing conditions (baseline information) on the site:
- a. All plan(s) drawn to scale, preferably 1/8 inch to 1 foot or larger, showing North arrow, and 30cm contour intervals;
 - b. Parcel boundaries and adjacent streets and rights of way;
 - c. Natural features including watercourses, wetlands and top of bank;
 - d. Lines showing 5 and 15 metres from top of watercourse bank OR 5 and 10 metres from the top of ravine bank (streamside protection and enhancement areas);
 - e. Potential Streamside Protection and Enhancement Areas identified in accordance with the Development Permit Guidelines for Streamside Protection and Enhancement;
 - f. Any existing development including locations and dimensions of existing buildings, driveways, motor vehicle parking areas and landscaping; and
 - g. An arborist report written by a certified arborist showcasing all trees within 15 metres of the top of the watercourse bank or edge of wetland OR within 10 metres of top of ravine bank, highlighting those that will be affected/removed by proposed development. *[Bylaw 8928, June 20, 2022]*
- 5.2 Detail the proposed development including:
- a. Locations and dimensions of proposed buildings, driveways, motor vehicle parking areas and landscaping;
 - b. Conceptual building elevations; and
 - c. Points of vehicular ingress and egress.
- 5.3 Provide an analysis prepared by a Registered Professional Biologist demonstrating that the proposed development is consistent with the applicable Development Permit Guidelines and, where appropriate, identify mitigation measures that are consistent with the Guidelines including measures that may be specified as Development Permit conditions.
- 5.4 Provide a Sediment and Erosion Control Plan, as described in Section 7 of the Stream and Drainage System Protection Bylaw, 2003, No.7541. Sediment and erosion control measures are to be put in place prior to any disturbance of soils during site preparation and must remain in place until project completion.
- 5.5 Provide written assessment by a Qualified Tree Risk Assessor, confirming the condition of any trees proposed for removal, including recommended replacement species and size in compliance with current Ministry of Environment's Tree Replacement Criteria or the City's Tree Bylaw, whichever has a greater replacement ratio. *[Bylaw 8928, June 20, 2022]*
- 5.6 As outlined in Section 6(c) of the Development Procedures Bylaw, 2001, No.7343, additional information, such as a Survey by a BCLS and a Landscape Plan by a BCSLA and other additional information may be required in order to accurately assess the impact of a proposed development on the Streamside Protection and Enhancement Area.

6.0 Fees

When submitting a Development Permit Application for Streamside Protection and Enhancement Areas, the following fees are applicable:

Obtain a Development Permit (DP) for Streamside Protection and Enhancement:

Exemption from DP (alteration or removal of high to extreme risk tree).....	\$25.00
Minor DP (Landscape, Accessory Building or Accessory Structure).....	\$50.00
Full DP (Principal Building in any Zone).....	\$350.00
Full DP with Variance (Variance to Zoning or not meet Guidelines).....	\$1,700.00

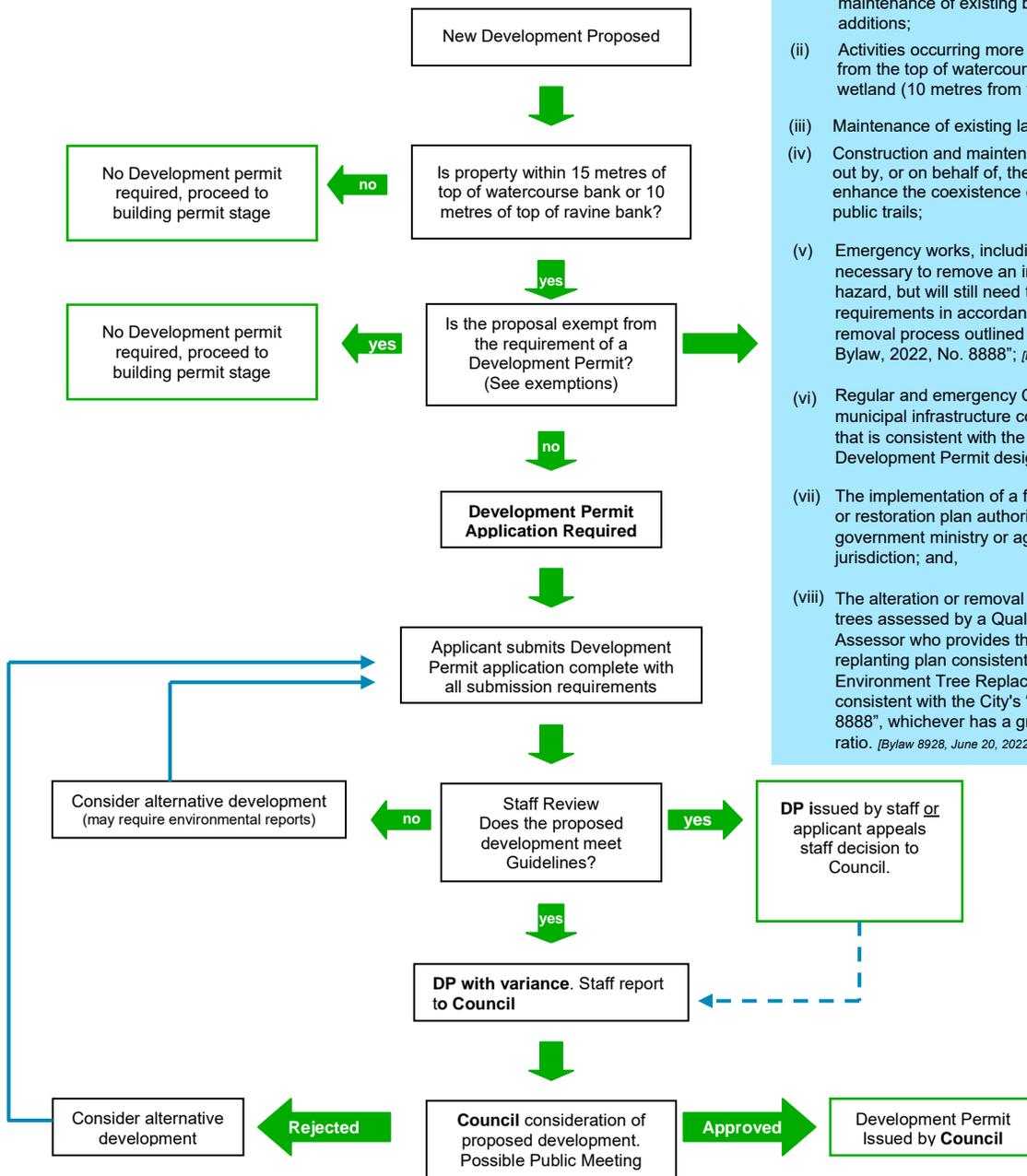
7.0 Development Permit Process

This chart outlines the Development Permit (DP) process. Throughout the process, staff will be available to work with applicants to ensure an efficient and timely process. If you have any questions regarding the process or whether you require a Development Permit, please do not hesitate to contact staff.

Once a Development Permit is obtained, you may proceed to Building Permit stage.

Exemptions

- (i) Interior renovations or exterior renovations / maintenance of existing buildings involving no additions;
- (ii) Activities occurring more than 15 metres from the top of watercourse bank or edge of wetland (10 metres from top of ravine bank);
- (iii) Maintenance of existing landscape conditions;
- (iv) Construction and maintenance activities carried out by, or on behalf of, the City, designed to enhance the coexistence of natural habitats and public trails;
- (v) Emergency works, including tree cutting, necessary to remove an immediate danger or hazard, but will still need to follow reporting requirements in accordance with the hazardous removal process outlined in the City's "Tree Bylaw, 2022, No. 8888"; [Bylaw 8928, June 20, 2022]
- (vi) Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Development Permit designation;
- (vii) The implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction; and,
- (viii) The alteration or removal of high to extreme risk trees assessed by a Qualified Tree Risk Assessor who provides the risk rating, and replanting plan consistent with the Ministry of Environment Tree Replacement Criteria or consistent with the City's "Tree Bylaw, 2022, No. 8888", whichever has a greater replacement ratio. [Bylaw 8928, June 20, 2022]



8.0 Obligation to Obtain Permit

- 8.1 Failure to obtain a Development Permit for Streamside Protection and Enhancement before proceeding with any development in the Streamside Protection and Enhancement Area is a ticketable offence. A fine in the amount of \$100.00 per offence will be applied to any such contraventions.

9.0 General Guidelines

If, in the opinion of staff or Council, the Development Permit proposal meets the intent of the following guidelines, a Development Permit may be issued. The applicant shall:

- 9.1 Locate development on portions of the site that are least environmentally sensitive.
- 9.2 For permanent watercourses and wetlands:
- 9.2.1 Avoid the net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland or within 10m of the top of a ravine bank.
 - 9.2.2 Within 15 metres of the top of the watercourse bank or edge of wetland (10m for ravines), the applicant shall locate new buildings, structures and impervious / semi-impervious surfaces at least as far from the watercourse, wetland or top of ravine bank as any existing development.
 - 9.2.3 Keep the area within 5 metres of the top of the watercourse bank, edge of wetland or top of ravine bank free of all new buildings, structures and impervious / semi-impervious surfaces.
 - 9.2.4 Where necessary, zoning variances, including reduced building setbacks, may be considered in order to prevent the loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland or within 10m of the top of the ravine bank.
 - 9.2.5 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 (within 10m of top of bank for ravines), provide mitigation as approved by the City of North Vancouver to achieve an overall no net loss of riparian habitat.
- 9.3 Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.
- 9.4 Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality.
- 9.5 Implement recommendations approved by the City of North Vancouver, including mitigation measures that are consistent with these guidelines.
- 9.6 Provide security for works to ensure their completion. This shall be in the form of a letter of credit in the amount of 120% of the estimated value of works.



For more information or if you are unsure if a Development Permit is required please contact the Planning Department at planning@cnv.org or 604-983-7357 or visit www.cnv.org



Accessory Coach House

Development Permit Guidelines

Updated January 2022



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Part I – General Regulations

1. Introduction

Coach Houses are detached rental units, also known as granny suites, laneway houses, garden suites and carriage houses, which are permitted accessory to One-Unit Residential Use on site. Generally, these can be permitted on RS-1 zoned properties within the city, where one principal dwelling unit, one Accessory Secondary Suite (contained within the principal dwelling unit) and one Accessory Coach House (a detached dwelling unit) may be permitted, for a total of three dwelling units on a site.

1.1. Intent and Use of the Guidelines

These guidelines apply to all Accessory Coach House development applications on lots where One-Unit Residential Use is permitted, in accordance with Zoning Bylaw 1995, No. 6700.

The intent is to establish objectives for the form and character of Accessory Coach Houses. All Accessory Coach Houses must comply with zoning requirements and must be self-contained units consisting of a full bathroom, sleeping and living area and cooking facility (kitchen).

These guidelines supplement the Zoning Bylaw and emphasize compatibility with existing single-family surrounding context. Applicants and designers are advised to consider appropriate size, massing and landscape design for a Coach House in the context of any potential impact on adjacent neighbours, in order to achieve integration with the existing residential fabric.

As the guidelines form part of the Zoning Bylaw, applications which are not consistent with the intent of the guidelines may be required to resubmit.

2. Approval Process

2.1. Exemptions

Minor exterior renovations to existing coach houses which do not significantly alter the footprint or character of the building may be exempted from Development Permit requirements at the discretion of the Director of Planning and Development.

2.2. Planning Application Requirements

A Coach House Development Permit application must be accompanied by relevant development information in the form prescribed by the City. This submission includes, but is not limited to:

- 1) Plans demonstrating:
 - a. a site plan showing the proposed location of all buildings and structures on the site;
 - b. the proposed siting and pavement material of parking areas on the site;
 - c. the proposed siting of private outdoor amenity spaces serving the dwelling units on site;
 - d. relevant information such as existing mature trees and heritage status of the principal building;
 - e. the proposed siting of entrances;
 - f. the proposed siting of pathways;
 - g. the proposed siting of all landscape features including pavement, lawns, planters and accessory structures (including fences);
 - h. the proposed locations of all exterior lighting;
 - i. larger scale floor plans and elevation plans indicating floor area information and heights as required under the Zoning Bylaw.
- 2) A checklist indicating how the proposal complies with all relevant provisions of the Zoning Bylaw as well as these guidelines, and a design rationale to accompany any deviation from these guidelines.

2.3. Amendments

A Development Permit Amendment Application may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Planning and Development.

Part II - Design Guidelines

3. Site Design

3.1. Emergency Access and Unit Identification

- 1) A 1.0 m (3.28 ft.) wide paved pathway connecting the main entrance of the Coach House to a street shall be provided.
- 2) The pathway shall be illuminated at night and fully located within the lot except for a direct connection to the sidewalk.
- 3) The pathway shall not be obstructed or overlap with any parking spaces, garbage storage areas, or other paved areas that may be occupied by movable items.
- 4) A Coach House shall have addressing (including a unit number) that is clearly visible from both the street and lane and which shall be illuminated at night.
- 5) If located on a non-corner lot, addressing at the front of the lot shall be located within 0.9 m (3 ft.) of the required pathway to the main entrance of the Coach House.

3.2. Landscaping

- 1) A 0.9 m (3 ft.) wide landscape buffer along the rear lot line and exterior side yard should be provided within 4.6 m (15.0 ft.) adjacent to the Coach House.
- 2) The landscape buffer may be interrupted by a maximum of two driveways and two foot pathways each of a maximum width of 1.1 m (3.6 ft.).
- 3) Landscape Screens such as fences along the Exterior Side Lot Line and the Rear Lot Line located within 4.57 metres (15 feet) of a Coach House should not be taller than 0.91 metres (3 feet).

3.3. Private Outdoor Amenity Spaces

- 1) The Coach House and Principal Building should each have their own private outdoor amenity space no less than 7.1 sq. m (76.0 sq. ft.), located adjacent to and directly accessible from the unit.

3.4. Parking

- 1) Where a lane exists, parking should be accessed from the lane and existing driveways providing access from a street should be removed.
- 2) All uncovered parking areas should be constructed of permeable pavement material.

4. Building Design

4.1. Interface with the Lane

- 1) If not located on a corner lot, the main entrance of the Coach House should be visible from the rear lane.
- 2) At least one window on the main floor level should be provided on the elevation facing the rear lot line. The windows should have a minimum clear glazed dimension of 0.9 m (3 ft.) tall by 1.5 m (5.0 ft.) wide including a moderate number of muntins, transoms, casements and mullions, and:
 - The lowest part of clear glazed area should be at least 1.1 m (3.5 ft.) above the main floor level.
 - On lots where a rear lot line is less than 11 m (36.0 ft.) wide, the width of the clear glazed area may be reduced to 0.9 m (3 ft.).

4.2. Interface with Side Streets (for Corner Lots)

- 1) The Coach House's main entrance and address number should be provided on the elevation fronting the side street and should be visible from the side street.
- 2) At least one window on the main floor level should be provided on the elevation facing the exterior side lot line. The windows should have a minimum clear glazed area of 0.9 m (3 ft.) tall by 1.5 m (5.0 ft.) wide including a moderate number of muntins, transoms, casements and mullions, and:
 - The lowest part of clear glazed area should be at least 1.1 m (3.5 ft.) above the main floor level.

4.3. Privacy

- 1) Balconies and decks located on the second floor should face the rear lot line or exterior side lot line, and any portion of the balcony or deck facing interior lot lines should provide a privacy screen that is minimum of 1.5 m (5 ft.) high.
- 2) Windows on the second floor facing interior side yards or the front lot line should either have a sill height of at least 1.1 m (3.5 ft.) or should have no clear glazing below that height.

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Part I – General Regulations

1.0 General

1.1 Introduction

The Harbourside Waterfront Development Permit Area boundary and justification is described in the Official Community Plan.



Figure 1. Harbourside Development Permit Area boundaries

The City designates Development Permit Areas (DPAs) to provide Council and staff with the ability to shape development beyond what is possible through policy or zoning regulations. These DPAs will shape development of the Harbourside Waterfront to help deliver: 1) a high quality life for people in the City of North Vancouver through multifamily and commercial development which has a form, character and open space design of high quality; and 2) revitalization of a commercial area; 3) conservation of energy; 4) conservation of water; and 5) reduction of greenhouse gas emissions.

Where land has been designated by the City of North Vancouver as a Development Permit Area (DPA), the landowner must first be issued a Development Permit by the City before developing the land. In accordance with section 920(1) of the Local Government Act, RSBC 1996, c 323, land within a DPA must not be subdivided, and construction of, addition to, or alteration of a building or other structure must not be commenced, until the landowner obtains a development permit. In addition, land within a DPA designated for protection of the natural environment or for protection of development from hazardous conditions must not be altered until the landowner obtains a Development Permit.

These development permit guidelines (the "Guidelines") are to be considered as part of development proposals on the site and in conjunction with any zoning provisions and development covenant(s) for the Harbourside Waterfront area. The issuance of a Development Permit must be in accordance with all applicable Guidelines. A Guideline will not be applicable to a specific Development Permit, only where the City has deemed that such Guideline is inapplicable to that specific Development Permit.

Every application for a Development Permit must be accompanied by:

- 1) Plans demonstrating:
 - a. the proposed location of all buildings and structures;
 - b. the proposed siting of parking areas, and mobility networks and access (walking, bikes, cars, transit);
 - c. the extent and nature of existing and proposed landscaping; *[Bylaw 8928, June 20, 2022]*
 - d. the proposed exterior finish, materials, and colour of buildings and roofs;
 - e. the proposed location, number, dimension and type of signage;
 - f. A certified arborist report if any protected trees are planned to be removed, detailing trees retained, proposed to be planted, and reasons for removal to comply with the City's "Tree Bylaw, 2022, No. 8888". *[Bylaw 8928, June 20, 2022]*
- 2) Preliminary engineered frontage drawings;
- 3) Detailed descriptions about how the development will comply with the City's:
 - a. energy performance requirements;
 - b. adaptable design requirements;
 - c. flood management and sea level rise requirements, including any such requirements included in covenants registered on title to the property which is the subject of the development permit application;
 - d. community amenities requirements associated with that particular phase of the development as outlined within the legal agreements on title;
- 4) A summary report outlining transportation indicators and the monitoring plan results from previous phases of construction;
- 5) A synopsis of design intent indicating how the proposal meets the objectives of the overall community, as well as the role it plays in its specific site location in relation to the precinct characteristics; and
- 6) A drawing showing how the proposed phase will contribute to the overall Public Art Plan.

Applicants are required to provide a checklist or statement indicating how their proposal complies with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided.

The City will require security to ensure the installation and maintenance of landscaping in compliance with the Guidelines. All Development Permit applications must include a professional landscape plan prepared by a Landscape Architect (BCSLA).

1.2 Exemptions

Notwithstanding the designation of an area as a DPA, the Local Government Act provides that conditions may be specified under which a development permit is not required. In the Harbourside Waterfront DPA, a development permit is not required in the case of:

- A subdivision which consists of a parcel line adjustment or consolidation where no additional lots are created;
- A subdivision for park purposes;
- An internal alteration (a change or extension in the interior of a building relating to any matter or thing regulated by the B.C. Building Code);
- Temporary buildings or structures that are erected either for offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
- Road or utility works or landscaping within a dedicated road right of way or strata road; and/or
- Green space or trail improvements on City-owned land.

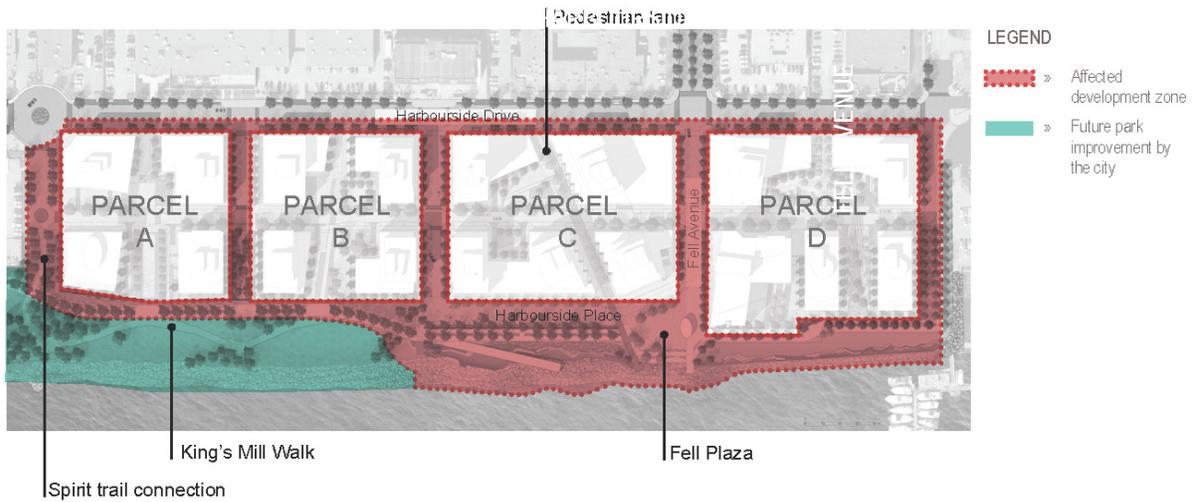


Figure 2. Conceptual site plan and key elements. (Note: Parcels A through D reflect the layout for Harbourside Waterfront development. The original lot numbers A, B, 43, 44, and 45 are shown in Figure 1.)

1.3 Amendments

A Development Permit amendment may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Community Development, including in the following cases:

- Renovations or changes to the exterior finish of buildings or landscaping which are less than 15 square metres (161 square feet) in area;
- Minor fencing;
- Green space or trail improvements on privately owned lands;
- Removal of invasive vegetation if the invasive vegetation is replaced with additional landscaping which differs from the Development Permit already approved.

Part II – Environmental Guidelines

2.0 Energy & Greenhouse Gas Emissions

→ Objectives

- a) Design the land use mix, transportation system, buildings and energy systems to exceed the energy and carbon performance of conventional developments at the time of construction.

2.1 Buildings

- 2.1.1 Use whole building energy modeling to optimize demand and supply, and passive and active systems.
- 2.1.2 Exceed energy performance requirements under Zoning Bylaw, 1995 No. 6700 (the “Zoning Bylaw”) and/or the BC Building Code, whichever is highest, with the aim of a five percent energy use intensity improvement.
- 2.1.3 Work with Lonsdale Energy Corporation to reduce carbon intensity beyond typical construction in the City for equivalent buildings through the district energy system.
- 2.1.4 Optimize passive building design opportunities (efficiency, heating, cooling, daylighting and ventilation) to reduce energy and carbon use.
 - Within site constraints, orient buildings to optimize passive solar heating potential. Most passive solar heating gain can be achieved by facing within approximately 20 degrees of solar south. For single loaded buildings, orient the building on an east-west axis and/or ensure a south facing roof aspect. For buildings that are double loaded, consider orienting the building on a north-south axis to ensure that units on both sides of the building receive some amount of solar exposure.
 - Where possible, residential buildings should be designed to receive daylight and natural ventilation from at least two sides or from one side and a roof. Dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
 - Within site constraints, develop building siting, form, and scale to minimize interference with view corridors or solar access for existing or anticipated development, and shadowing impacts on adjacent residential buildings and usable open spaces. Include sun/shade diagrams of the subject development and the surrounding properties at the following times:
 - March 21: 9 a.m., 12 noon, 3 p.m.
 - June 21: 9 a.m., 12 noon, 3 p.m.
 - September 21: 9 a.m., 12 noon, 3 p.m.

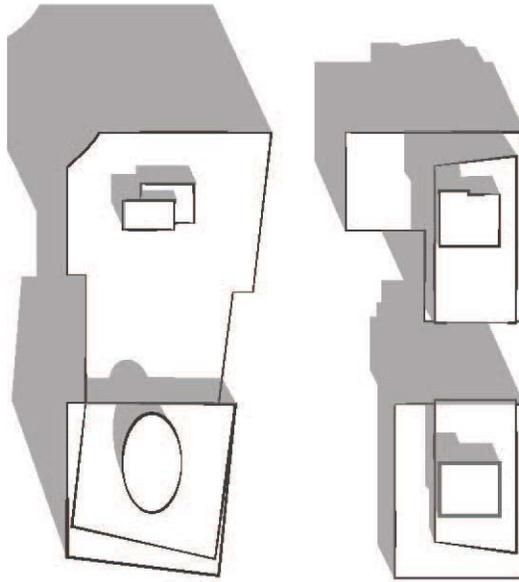


Figure 3. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open spaces and buildings

- Design landscaping and buildings to provide solar access in winter, and in summer shading of afternoon sun and management of the urban heat island effect. Install deciduous trees and landscaping and/or shading devices on southern and western exposures to reduce undesired solar gain in summer and filter solar heat and light in the summer. Use light coloured sidewalks, plazas, greenways and paths to reduce the urban heat island effect.

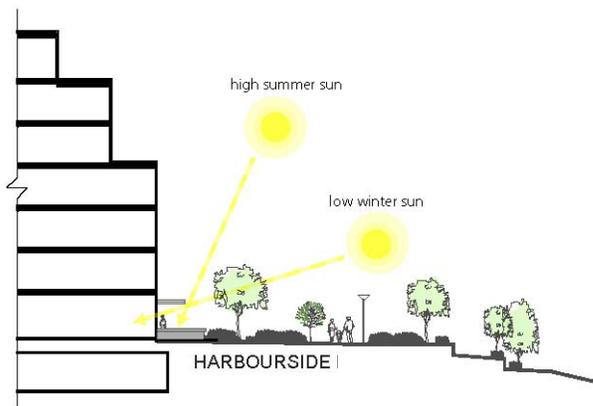


Figure 4. Design to allow light penetration into interior living spaces in winter, and protect from direct sunlight in the afternoon hours of summer

- Integrate courtyards and greenways into the design to allow direct sunlight penetration.
- Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves. To limit solar gain in summer months, external solar shading (e.g. recessed balconies, overhangs, and louvers), should be considered, especially on the south and west elevations of buildings. Balance the benefits of reducing solar gains in summer with the benefit of increasing solar gains in the winter by taking advantage of the different seasonal sun angles.

- 2.1.5 Install smart automation technologies such as timers or occupancy sensors, and programmable thermostats.
- 2.1.6 Use Energy Star appliances.
- 2.1.7 Use high efficiency exterior private realm lighting, such as LEDs, and direct and shade lighting to minimize light pollution and maximize energy service. Energy efficient motion or photo sensitive technologies should be considered, along with safety and security considerations.
- 2.1.8 Provide energy conservation, operation and maintenance information to tenants and residents.
- 2.1.9 Avoid Hydro chlorofluorocarbon (HCFC)-based refrigerants in new HVAC&R (heating, ventilation, air conditioning and refrigerating) systems, and halons in fire suppression equipment.

2.2 Transportation

Guidelines to achieve transportation-related energy and greenhouse gas objectives are addressed in Section 4.7 Circulation, Access and Parking, Section 4.8 Streets, and Section 4.9 Active Transportation and Transit.

3.0 Water

→ Objectives

- a) Reduce potable water use in buildings and on sites.
- b) Minimize the negative effects of stormwater.

3.1 Potable Water Conservation

- 3.1.1 Reduce potable water use and generation of wastewater in commercial and residential buildings through the installation of:
- Low-flow plumbing fixtures;
 - Dual-flush or high-efficiency toilets; and
 - ENERGY STAR appliances.
- 3.1.2 Minimize and where possible eliminate the use of potable water for irrigation by applying the following techniques:
- Drought-tolerant vegetation or xeriscaping that minimizes or eliminates the need for long-term irrigation (beyond the first 3-5 years);
 - If irrigation is required, use water efficient systems (e.g. drip irrigation, moisture detection control systems, high efficiency spray) and/or systems that make use of rainwater.



Figure 5. Rainwater captured from rooftops can be used to irrigate landscapes

3.2 Rainwater Management

For further related guidelines, see Section 4.10 Landscape and Public Realm

- 3.2.1 Landscape design should be intended to limit impervious cover to absorb and filter stormwater and reduce sedimentation of receiving waters (Burrard Inlet). Design systems to achieve a target for total suspended solids at the point of discharge to receiving waters of 25 mg/l during dry conditions and 75 mg/l during storm events, or targets that meet best practices at the time the Development Permit is issued.
- 3.2.2 Direct overland flooding from impermeable surfaces to planted areas, permeable areas and rain gardens and minimize the use of catch basin and storm drains.
- 3.2.3 Install rainwater runoff controls to mimic the natural runoff system through infiltration of rainwater on-site. These controls could include: bioswales, infiltrations trenches, storage in ponds or constructed wetlands, rain gardens, or road/curb configurations. They should assist in mitigating peak volumes of street runoff entering into the municipal storm sewer system. Such systems should be highly visible features and should include educational elements such as interpretive signage.
- 3.2.4 Consider methods to collect, re-use and recycle rainwater, including re-use of rainwater run-off in open areas for water features that provide landscape amenity and/or for landscaping of the public realm.



Figure 6. Visible rainwater controls help to build public awareness around stormwater management.

- 3.2.5 Meet the requirements of *Urban Runoff Quality Control Guidelines for British Columbia*, as amended or replaced, both during and after construction.
- 3.2.6 Incorporate green roofs, including urban agriculture plots for residents on at least 50% of the available roof area of residential and mixed-use buildings, while also making efforts to incorporate green roofs into the design of commercial buildings where possible, and at a minimum, using roof space to control and reduce stormwater run-off.



Figure 7. Green roofs can help reduce the rate and volume of stormwater run-off and improve water quality

- 3.2.7 All development must incorporate equipment to remove oil wastes and sediments from rainwater run-off.
- 3.2.8 Landscaped areas will be used to remediate surface run-off that is not captured by equipment.

Part III – Form & Character Guidelines

4.0 Harbourside Waterfront Mixed Use Guidelines

→ Objective

The mixed use development of Harbourside Waterfront aims to revitalize the harbourfront lands to create a vibrant destination and complete community, anchoring the western end of the City and enhancing the waterfront experience along the North Shore. Development of Harbourside Waterfront aims to create an attractive destination with a mix of retail, office and diverse residential uses that serve to animate and add public spaces and services to the City's waterfront.

Specific form and character objectives:

- Ensure that the form and character of intensive residential, multi-family, commercial and mixed use waterfront development is a desirable addition to the City of North Vancouver, particularly with regard to the City's West Waterfront goals and objectives and in respect to the North Shore Spirit Trail;
- Ensure that commercial vitalization is realized through initial phases of development;
- Ensure that development delivers desirable public realm, landscaping, exterior design and finish of buildings and structures at each phase of development; and,
- Ensure that there is a sense of completion at each phase of development.

4.1 Use of Natural Site Characteristics

- 4.1.1 Animate the waterfront by creating a significant focal point and place for public gathering and significant public art at the foot of Fell Ave and the south portion of Harbourside Place.



Figure 8. Conceptual illustration of focal points and gathering places linked together along the waterfront

- 4.1.2 Incorporate open spaces as central organizing features.
- 4.1.3 Connect adjacent areas by pedestrian and bicycle paths to create a walking and cycling friendly neighbourhood.

4.1.4

Development design should use natural site characteristics to:

- Celebrate the site's waterfront setting with views of Burrard Inlet and the City of Vancouver to the south and mountain views to the North;
- Take advantage of its waterfront location by engaging and animating the public waterfront through the selection of land uses and design of shoreline features;
- Recognize the adjacent patterns of natural features as well as industrial and marine activities adjacent to the site and located in Burrard Inlet;
- Restore and enhance the ecology of the shoreline and riparian areas; and
- Use greenways to connect to nearby parks and creek areas.



Figure 9. *Conceptual illustration of terraced public spaces integrated with shoreline features to provide an engaging waterfront experience that retains some natural elements*

4.2 Building Siting, Orientation and Views



Figure 10. Key view corridors of the mountains and oceans are preserved through building height, siting and orientation

- 4.2.1 Orient taller building elements in a north/south direction to balance the need to reduce energy consumption, minimize privacy and noise conflicts, and provide daylight access to public and private spaces, while also maximizing public views of the North Shore mountains to the north and Burrard Inlet and the City of Vancouver to the south. See Figure 10.
- 4.2.2 Orient lower buildings in an east/west direction to frame views of the North Shore Mountains to the north and Burrard Inlet and the City of Vancouver to the south, and to the water, as well as to allow light penetration into the interior blocks and courtyards. See Figure 10.
- 4.2.3 Clearly define the street, waterfront, or open space edge with a 1 storey to a 5 storey street wall.
- 4.2.4 Create an interesting interface between buildings and the sidewalk to support pedestrian leisure and commercial activity, including using varied colours and materials, and ensuring frequent doorways and windows.

- 4.2.5 Consider design measures to mitigate noise and vibration impacts for buildings in close proximity to industrial areas. Noise attenuation measures could include orienting buildings and openings away from the source noise, using triple glazed windows, reducing the ratio of windows to wall area, placement of vegetation, acoustic barriers, etc.
- 4.2.6 Orient buildings toward the street, maximizing the number of residential and commercial units with direct overview of public areas in order to increase security.
- 4.2.7 Provide weather protection for pedestrians on all commercial frontages.
- 4.2.8 Define principal doorways and windows.
- 4.2.9 Modulate semi-private and semi-public spaces along streets and mews.
- 4.2.10 Maximize transparency and porosity (penetrable shop fronts) along commercial frontages.
- 4.2.11 Animate open spaces and paths by locating key activity generating uses close by and by providing appropriate seating, lighting, public artwork and other elements to add interest and activity.
- 4.2.12 The maximum floor plate dimension of portions of buildings exceeding 5 storeys in height should be 35 m (see Figure 11).
- 4.2.13 In order to minimize shadows, in the east-west direction, the maximum floor plate width above 5 storeys should not exceed 20 m (see Figure 11). Office buildings are excepted from this guideline.
- 4.2.14 The spatial separation between portions of buildings exceeding 5 storeys in height should be:
- (1) on the same block face – a minimum of 24 m with 40 m preferred;
 - (2) across north-south streets from each other – 22.8 m ;
 - (3) across the east-west Mews – 16.2 m (see Figure 11).
- 4.2.15 Balconies and bay windows may protrude into setbacks and spatial separations by a maximum of 0.75 m.
- 4.2.16 The portion of any building oriented toward Kings Mill Walk or the Spirit Trail and exceeding 5 storeys should be stepped back by a minimum of 3.0 m.
- 4.2.17 Foreground buildings may be exempted from maximum floor plate dimensions, siting and setback and stepback requirements.
- 4.2.18 DPA and Zoning Bylaw setback requirements, floor plate dimensions, building separations, and stepbacks may be varied in the Development Permit, subject to the approval of the Director of Community Development, provided the following criteria have been met:
- (1) buildings do not have living spaces directly facing one another; and,
 - (2) privacy and overlook issues have been fully addressed; and,
 - (3) the proposed design has been reviewed and approved by the Advisory Design Panel.

- 4.2.19 Buildings should be accentuated on street corners through the use of architectural details, massing and/or prominent building entries.
- 4.2.20 Modulate building faces in width, height, depth and finishes and accentuate building entries to visually 'break down' large building walls.

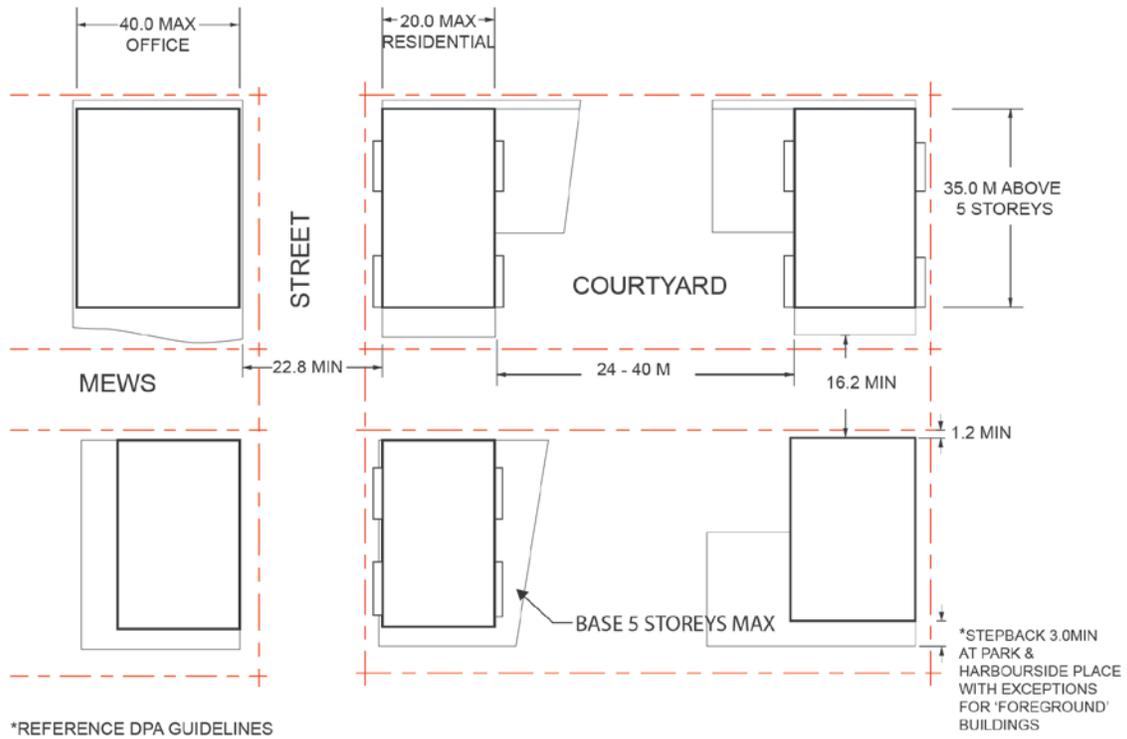


Figure 11. Key dimensional requirements for building siting and orientation.



Figure 12. Integrate modulated, transparent and permeable commercial facades to create a vibrant streetscape

- 4.2.21 Site buildings to maximize opportunities for creating usable, and well-integrated private open spaces and public or semi-public amenity areas.
- 4.2.22 Design private open spaces to increase liveability in the neighbourhood by balancing the need for privacy with the desire for vibrancy and public activity. Refer to Section 4.11 Open Spaces.

4.3 Building Form, Height & Massing

The Harbourside Waterfront development is planned to include ground floor office and/or retail uses areas along Fell Avenue, Harbourside Place and Harbourside Drive. Buildings are intended to be a combination of stand-alone residential uses, stand-alone commercial uses and mixed uses.

- 4.3.1 Create a diversity of architectural expression in the form and character of buildings by varying massing, architectural design and material selection across the neighbourhood; and with consideration of engaging a variety of architectural and design firms;

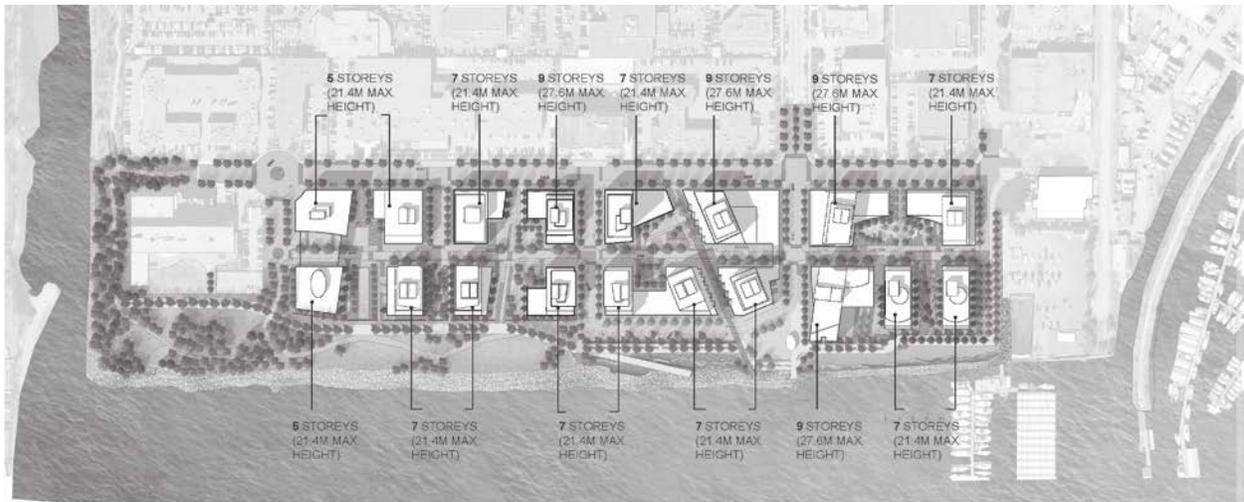


Figure 13: Building heights

- 4.3.2 Comply with building height requirement outlined in the Official Community Plan and in the Zoning Bylaw.
- 4.3.3 Building forms must follow the recommended characteristics described and illustrated with regard to Figure 14, below:

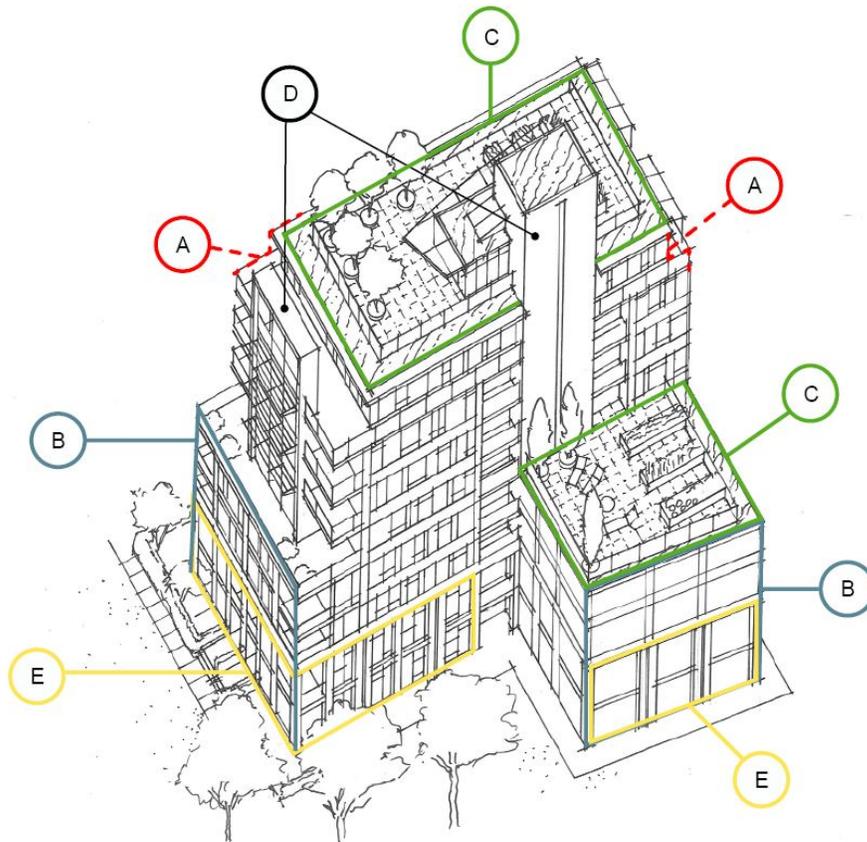


Figure 14. Use Step-backs and lower podium heights to help maintain pedestrian-scale

A. Step-back at upper floors:

- Create minimum step backs of at least 3 m on southern elevations of all building elements above the fourth floor. Step backs should be integrated with material changes. Foreground buildings would be excluded from this requirement.

B. Podium and building wings:

- Limit building height to a 4-storey scale expression adjacent to the park and Spirit Trail, except for the unique foreground buildings which should be allowed to exceed this maximum.
- East-west podiums along Harbourside Drive should be kept to a maximum 5-storey scale expression. Variation in the podium heights between 3, 4 and 5 storeys are strongly encouraged.
- Taller ceiling heights for commercial spaces are encouraged along Fell Avenue and Harbourside Place.

C. Rooftops:

- Roof areas are encouraged to be developed as a combination of usable common and private areas, intensive green roof areas and urban agriculture areas, where appropriate. See Figure 15.
- Both elevator and stair access to usable rooftop areas is strongly encouraged.
- Elevator equipment rooms and other rooftop appurtenances are to be limited in number, minimized in off-site visual impact and architecturally integrated in built form.

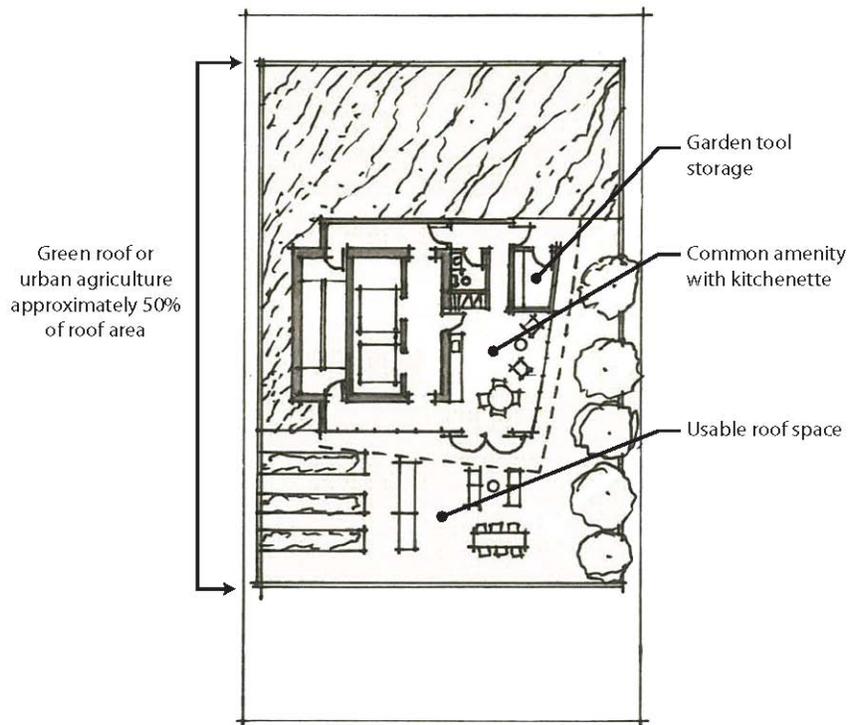


Figure 15. Possible layout of usable roof

D. Interconnecting Forms:

- Allow for a variety of interconnecting form elements that link between base, middle and top components.

E. Base Expression:

- Create 1 to 5 storey street scale expression exploring different approaches to fenestration, recessed entries, balcony configurations, and materiality all relating to a human scale along street frontages and courtyard exposures. Variation of architectural expression and heights in this range is encouraged. See Figure 16.



Figure 16. One to five storey base expression enhances human scale along street frontages and public open spaces.

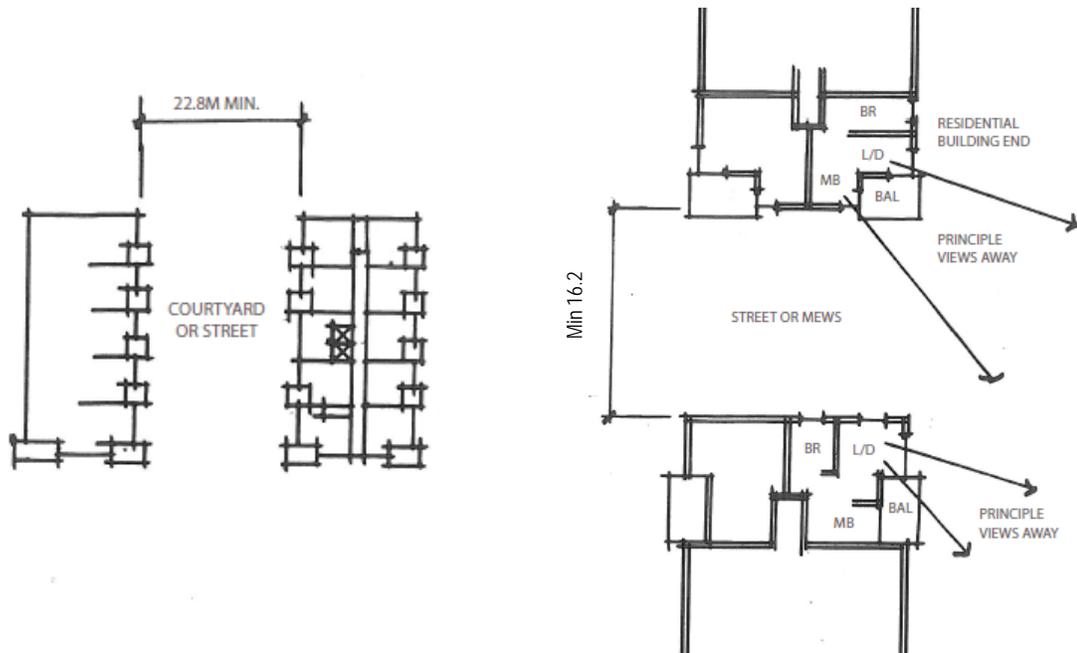


Figure 17. Minimum separation distances will be greater for buildings with living spaces looking towards one another versus buildings with living spaces looking outwards or away from one another. Also refer to Figure 11.



Figure 18. Conceptual illustration of the varied form and material expression creating a rich sense of place and distinctive character

- 4.3.3 The design and detail of buildings and of publicly accessible private spaces should complement the design of the public realm through the use of complementary materials, forms and motifs. Aspects to consider include paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, recycling, and loading facilities.
- 4.3.4 Building heights shall be as generally indicated in Figure 18.5, with a maximum of four buildings achieving a height of 27.5 m. Consideration can be given to alternate locations for the four 27.5 m buildings provided that the proposed locations preserve view corridors and maintain lower building forms closer to the water.

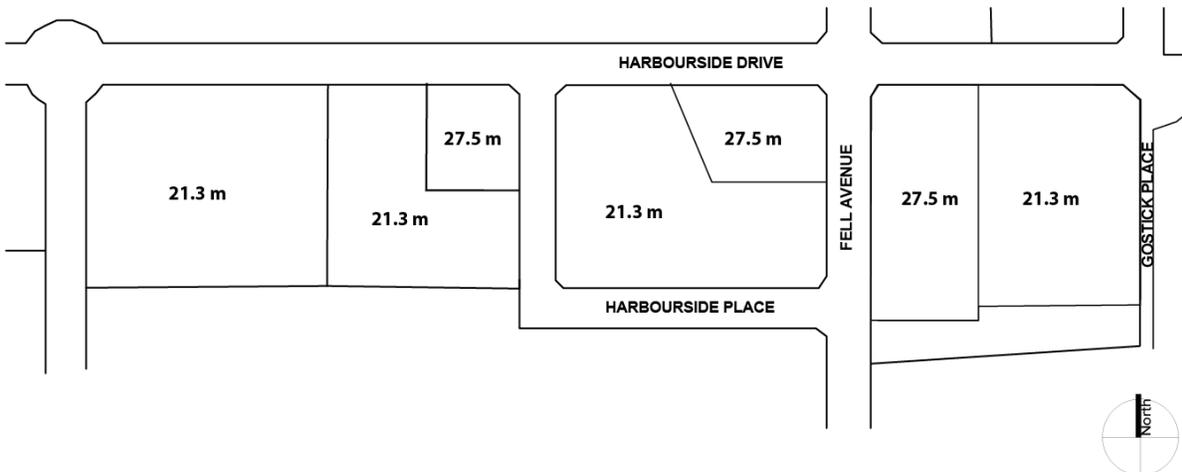


Figure 18.5 General locations of taller Buildings

4.4 Building Materials

- 4.4.1 Use a palette of materials, textures and colours that are consistent with the industrial and waterfront characteristics of the surroundings to create a distinct neighbourhood identity and “sense of place”
- 4.4.2 Select rugged materials and durable building finishes that are intended to combine with materials of a more highly finished nature. Brick, concrete, galvanized steel, finished stone, heavy timber and glulam wood structural elements, form the basis of the hardy “industrial chic” vocabulary.
- 4.4.3 More highly finished products such as prefinished aluminum cladding, painted steel and anodized aluminum, and spandrel glazing are encouraged to offset the industrial with a nautical or marine reference.
- 4.4.4 Use glazing colour to support cohesive design.
- 4.4.5 Generally use building materials with origins from British Columbia and the Pacific Northwest where they are available and price comparable.

4.5 Weather Protection & Shadowing

- 4.5.1 Provide weather protection at all common entries to buildings.
- 4.5.2 Create substantially continuous pedestrian weather protection in the active retail heart of the development through the use of canopies over sidewalks at all commercial retail frontages with a recommended minimum depth of 2.4m, (8 ft.), increased in areas of high pedestrian activity where appropriate. See Figure 19.
- 4.5.3 Allow daylight to reach common and public areas through the proportion of height to width of buildings and adjacent streets/open space.



Figure 19. Sidewalks should include pedestrian weather protection along all retail street frontages.

4.6 Safety, Security & Accessibility

- 4.6.1 Apply principles of Crime Prevention Through Environmental Design (“CPTED”) to create safe, secure and pleasant buildings and open spaces accessible to people of all abilities.
- 4.6.2 Encourage casual surveillance and “eyes on the street,” through the placement of windows, balconies and active street-level uses. Avoid blank, windowless walls.
- 4.6.3 Take into account the following factors to design urban spaces which people feel safe to use:
- Lighting (designed to maximize visibility of faces and minimize glare);
 - Sightlines (ability to see the route ahead, and to observe open spaces from buildings);
 - Entrapment Spots (avoid small areas shielded on three sides);
 - Movement Predictors (avoid unchangeable routes or paths which offer no choice to pedestrians);
 - Visibility by Others (design for seeing and being seen);
 - Wayfinding is clear;
 - Land Use Mix (avoid single use areas; include day and night uses so people are present most of the time);
 - Activity Generators (design places to accommodate uses which attract people and provide opportunities for surveillance); and
 - Sense of Ownership (linked with responsive space management and participatory design; fits with the features of street-facing layouts, well-defined access, through routes and well-used public spaces).



Figure 20. Orient buildings to provide overlook of public spaces and increase safety and security

- 4.6.4 A minimum of 25% of units shall be designed to Level Two adaptable design standard, with consideration given to increasing the number of units that meet Level Two or Level Three adaptable design standards. Consider 'visitability' access for all residences. Consider additional adaptive features for 'aging in place'.
- 4.6.5 Create accessible public and private spaces that consider users with special needs such as people with disabilities, the elderly, parents with strollers, and young children.
- 4.6.6 Accommodate people of all abilities by ensuring that pedestrian routes and access points are fully accessible to the mobility impaired (including those with strollers), with a minimum clear width of 1.8 m.
- 4.6.7 Minimize segregation of people with disabilities from people without disabilities, by integrating seamless grade changes (wide and accessible ramps) into overall circulation routes (i.e. without use of separate ramps).
- 4.6.8 Avoid the use of "stramps" or ramps with drop-offs to stairs, which are a big hazard to wheelchair users and the visually impaired.
- 4.6.9 Integrate high contrast colours and design elements as well as legible tactile surfaces at key wayfinding points, in order to address the needs of people with visual impairments.
- 4.6.10 Include two let-downs at intersections for improved directionality and other standard designs where possible, such that streetscapes and the public realm can be "read" and understood by people who are visually impaired.
- 4.6.11 Consider curbless streets or use of rollover curbs along the length of on-street parking areas to greatly enhance street accessibility and ensure freedom of movement for people with motorized wheelchairs, while continuing to protect the public realm from negative impacts from motor vehicles.
- 4.6.12 Where appropriate, consider physically separated paths between different modes of travel.
- 4.6.13 Avoid slip hazards by applying maintenance guidelines that incorporate best practices for surface cleaning (with regard to leaf / snow removal), or consider planting evergreen trees instead of deciduous trees in proximity to major pedestrian pathways.
- 4.6.14 Encourage seating with backrests in publicly accessible areas. A minimum seat depth of 40 cm should be provided for seats without backrests or with backrests less than 30 cm high. A minimum seat depth of 35 cm should be provided for seats with backrests at least 30 cm high.
- 4.6.15 Disabled parking spaces must be located as close to the main entrances of buildings as possible.
- 4.6.16 Curb ramps or mountable curbs should be used to allow wheelchair users to directly access the sidewalk.
- 4.6.17 Landscaping along the sidewalk should be strategically located as to not restrict movements by wheelchair/ stroller users exiting their vehicles.

4.7 Circulation, Access & Parking

Many of these guidelines also address the Energy & Greenhouse Gas Emission Management Objectives in Section 2.0.

- 4.7.1 Location of parking entrances to the underground parking structures must mitigate the impacts of motor vehicles on pedestrians and the public realm.
- 4.7.2 Parking entrances must be integrated into the buildings or landscape, and exposed walls and soffits must be architecturally treated.
- 4.7.3 Sight visibility requirements must be met at the parkade entrances to ensure safety for vehicles and pedestrians.
- 4.7.4 Clearance at garage entrances must be able to accommodate the largest commercial vehicle accessing the internal loading bay, and have a minimum clearance height of 2.134m.
- 4.7.5 Residential parking access, loading and service areas are encouraged to be shared by adjacent commercial uses.
- 4.7.6 Consideration may be given to reducing the required residential and commercial parking below the amounts required under the Zoning Bylaw, provided that:
 - (1) The decrease can be justified based on a parking demand study;
 - (2) Means of meeting anticipated parking demand have been identified (e.g. the availability of parking in a nearby facility); and,
 - (3) Means of reducing anticipated parking demand have been identified.
- 4.7.7 Provide separate and secure parking for each residential building with direct vertical access to each main building entrance.
- 4.7.8 Pool visitor parking for residential and commercial buildings where possible.
- 4.7.9 Include clearly identified visitor parking. Consider short term retail parking regulations, to encourage a high turnover of users.
- 4.7.10 Locate surface parking areas so they do not visually dominate either the development or the public domain surrounding the development; underground parking is encouraged.
- 4.7.11 Incorporate preferential parking for carpool, car share and electric vehicles to encourage alternative modes of transportation.
- 4.7.12 Accommodate some on-street parking, and drop-off to support the commercial needs of the community.
- 4.7.13 To reduce parking demand and car ownership and support housing affordability, provide a minimum of one car-share vehicle per phase of development, and evaluate opportunities for unbundling parking from residential units (to be sold separately).
- 4.7.14 Efforts should be made to provide on-site parking at a level consistent with the sustainability objectives outlined in this DPA and market demands, and to support visitor use. Development should discourage the predominance of cars by restricting parking times and introducing pay parking for some on-site parking spaces.

4.8 Streets

Note: Most of these guidelines also address Energy & Greenhouse Gas Emission Management Objectives in Section 2.0. Section 2.0 objectives should be cross-referenced.

- 4.8.1 Prioritize circulation within the development in the order of pedestrians, cyclists, transit vehicles and private vehicles. Street network and open spaces shall create an integrated network that supports universal accessibility.
- 4.8.2 Maximize pedestrian access and permeability while limiting access and through traffic circulation for motor vehicles except for high activity commercial areas underground parking, and service access.



Figure 22. *Conceptual illustration of alternative street design standards that are encouraged and must satisfy the City Engineer's performance standards.*

- 4.8.3 Explore alternative design street standards (e.g. special paving, bollards rather than curbs) within the development area to enhance the attractiveness and low-impact development objectives of Harbourside Waterfront, while effectively managing maintenance costs and satisfying the City Engineer's performance standards. Refer to Streetscape Design Guidelines, which will be registered on title to the subject property.
- 4.8.4 Offer a finer grain network with the provision of pedestrian right-of-ways in addition to public streets, together with usable entrance terraces, fencing, signage, canopies, planters, street trees and lighting etc. at street frontages, appropriate to residential or commercial usage.
- 4.8.5 The East/West neighbourhood mews at Harbourside Waterfront may accommodate an extension of the public pedestrian realm into the vehicular realm and serve a multi-purpose function.
- 4.8.6 The mews and new north south streets will serve as the main access through residential neighbourhoods, accommodating pedestrian movement, cyclists and vehicular traffic.
- 4.8.7 Design Harbourside Place and the southmost block of Fell Avenue as the retail "high street" that defines the heart of the Harbourside Waterfront community. These streets must border or embrace the active retail, public, and community facilities and open spaces.

- 4.8.8 Design the southernmost areas of Harbourside Place so that the roadway may be closed off to traffic for special events. Carefully design driving and pedestrian areas to appear as an integrated, shared surface, to be universally accessible to persons with disabilities, and to use materials which identify it as a special and unique area, provided that the City Engineer's performance and safety standards are met.
- 4.8.9 Neighbourhood street edges may be defined by ground oriented residential buildings providing a layering of public and private spaces with patios and terraces accessing tree-lined sidewalks. Planted street edges and corner bulges, while maintaining site lines for all road users, will function to enhance the neighbourhood character and create a distinctively intimate street environment without posing sight visibility issues or increasing risk for cyclists on the designated bike routes.
- 4.8.10 Access to the site should accommodate accessible pedestrian and cyclist mobility as well as the movement of goods and services through the community, and function as important cross-town commuting routes. Planted medians, tree lined boulevards, improved sidewalks and bikeways, and corner bulges on side streets are encouraged to reduce the scale of the street corridor and to support active modes of transportation.

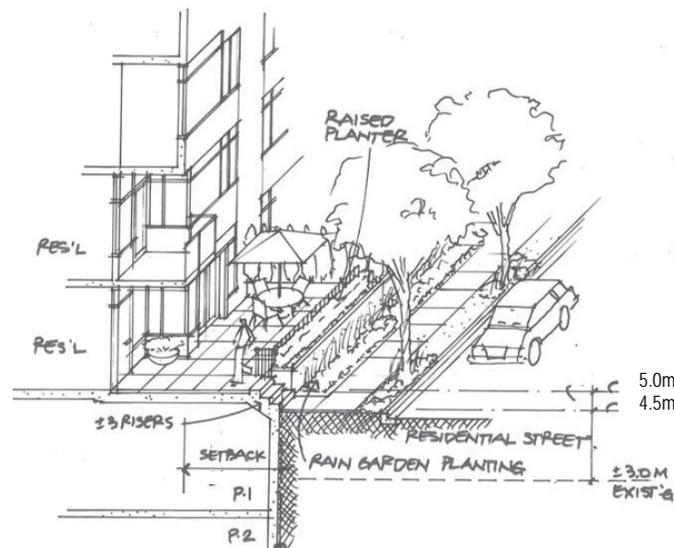
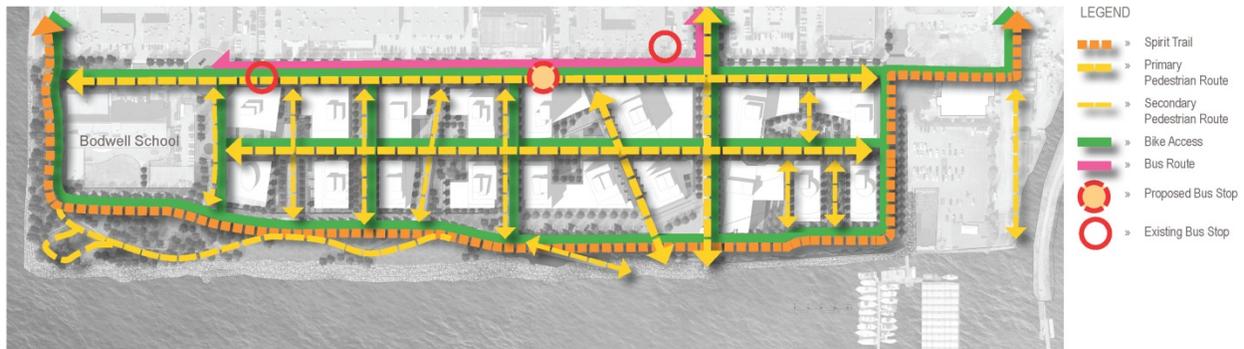


Figure 23. Conceptual illustration of layered patios and terraces marking the interface between public and private space

- 4.8.11 A cohesive street character should be created across the development by selecting thematically consistent street elements such as paving, plantings, lighting, and street furniture. Variation across different areas such as the diagonal north-south lane, the proposed plaza at the foot of Fell Avenue or the retail area should exist within a broader thematically coherent suite of elements. See Streetscape Design Guidelines registered on title to the subject property.
- 4.8.12 Consider areas adjacent to the mews as potential locations for green courtyards which may provide for a variety of uses such as outdoor areas of restaurants, residential yards and programmed and un-programmed landscaped areas for relaxation and play.

4.9 Active Transportation & Transit

Note: Most of these guidelines also address Energy & Greenhouse Gas Emission Management Objectives in Section 2.0. These objectives should be cross-referenced.



Pedestrians, Bikes and Transit

Figure 24. Conceptual illustration of sustainable transportation network

Harbourside Waterfront will be a mixed use development where vehicle trips are minimized by providing working, living, commercial and recreation and leisure opportunities within walking distance of each other. Land uses are supportive of the existing and future needs of the area to reduce external trips and lower peak vehicle demand periods

- 4.9.1 To meet the objective of a walkable neighbourhood, create an amenity rich space that supports a variety of supportive pedestrian infrastructure, potentially including trails, paths, boardwalks, sidewalks, pedestrian bridges, plazas and open spaces that provide a range of universally accessible experiences for the pedestrian.
- 4.9.2 Provide a variety of facilities for cyclists connect to the Spirit Trail along the waterfront as well as on-street cycle route.



Figure 25. Integrate buildings with outdoor pedestrian spaces to enhance the walkability of the neighbourhood

- 4.9.3 Provide secure and universally accessible pedestrian walkway connections on-site and to City sidewalks including:
- Connecting and integrating buildings with pedestrian-oriented open spaces such as narrowly-spaced streets, courtyards, gardens, patios, and other landscaped areas;
 - Providing pedestrians and cyclists with more route choice and permeability both on and off-street;
 - Providing safe, effectively-lit sidewalks and pedestrian paths;
 - Slowing vehicular traffic through the development; and
 - Designing aesthetically pleasing streets, sidewalks and street furniture that can be well maintained over the longer term.
- 4.9.4 Consider marked and enhanced pedestrian crossings at mid-block locations and intersections.
- 4.9.5 Include an arrival and departure gateway node for transit users on Harbourside Drive within the development with strong pedestrian, cycling infrastructure and social vitality. Consider including the following features in the sustainable transportation gateway:
- Café or similar services close to node;
 - Wi-Fi access (for bus tracking);
 - Weather-protected, safe and secure location;
 - Appropriate signage and lighting;
 - End of trip bike facilities including, safe, covered bike parking and some access to charging facilities for electric bikes; and
 - Safe access to the Spirit Trail for diverse pedestrians and cyclists.
- 4.9.6 Where transit routes exist provide transit shelters that are designed with consideration to adjacent commercial uses, where possible.
- 4.9.7 Provide “end of trip” facilities within buildings for cyclists (i.e. shower, locker and changing room) to make cycling a more viable and attractive transportation mode. Consider surpassing Zoning Bylaw requirements.
- 4.9.8 Design street infrastructure to encourage cycling:
- Develop a bike plan as part of street and site design;
 - Design the bike network to accommodate seasoned commuters and recreational cyclists as well as children, young adults and seniors; and
 - Locate safe end of trip facilities for visitors at residential and commercial locations, with a portion that are weather protected and some that allow for electric bike charging.

4.10 Landscape, Site Furnishings & Public Art

For further related guidelines, see Section 3.2 Rainwater Management

- 4.10.1 Consider positioning a series of mid-block “parklets” at Harbourside Place and the foot of Fell Avenue between parallel parking stalls along mid-block conditions to provide additional outdoor seating and animation within the pedestrian sidewalk realm opposite to street retail (see Figure 26).

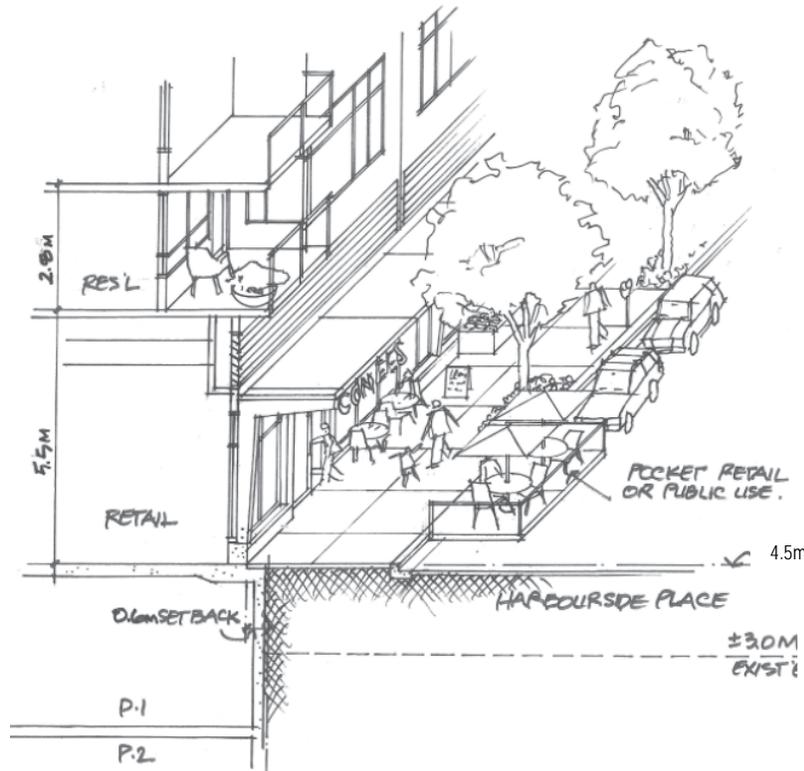


Figure 26. Conceptual illustration of a Harbourside Place “parklet”

- 4.10.2 Prior to Development Permit issuance, furnishings should be selected for different areas such as the public waterfront, streets, parks and each of the development parcels from a thematically coherent suite of elements, reflecting an industrial/marine character. There should be a combination of industrial/marine aesthetic fixtures that may include benches, bollards, trash and recycling receptacles, and bike racks all of which will be used to create a unique neighbourhood identity. See Figure 27.



Figure 27. Examples of maritime elements to enhance the public realm

4.10.3 Reflect maritime elements from the adjacent industrial areas in the public realm and site furnishings. These include the shipping cleats, pile/pier structures, cabling and lighting surrounds, and material finishes that are robust, resistant to salt corrosion reinforce the waterfront industrial character of the site, and are at least equivalent to City standards in their construction and materiality. See Figure 27.



Figure 28. Public art integrated into the design of the public realm

4.10.4 For the surface materials of site furnishings utilize long-lasting materials including certified hardwoods and metal finishes in order to minimize long term maintenance requirements. Simple yet sophisticated design and construction methods should aim to reduce construction and maintenance costs.

4.10.5 Integrate public art into the overall design of the public realm both as stand-alone and integrated pieces. See Figure 28.

- Public art should have a focus on the themes of: sustainability; industrial maritime; and/or community place-making.
- Consider educational public art and interpretative displays to foster interest and awareness of sustainability features such as the sea level rise flood management plan, district energy system; its historical and current social and economic significance in ship building and a vantage of marine activity.
- The plaza at the foot of Fell Avenue at the waterfront provides an opportunity for a significant signature public art installation.
- The plaza and its public art components should be installed in Phase 1 of development.

4.10.6 Trees within the neighbourhood are intended to enhance local ecological conditions, reduce the urban heat island effect, improve the pedestrian realm, and define the overall neighbourhood character and place.

4.10.7 Street end views to the waterfront should be given consideration in the placement and planting of trees.

4.10.8 Street, boulevard and public realm trees should be selected with consideration of disease tolerance, scale and character, colour, canopy shade, hardiness, allergenic risks and sustainability attributes. The City of North Vancouver's Street Tree Master Plan (2004) should be referenced and the City will work in conjunction with the project landscape architect to determine the appropriate tree species.

4.10.9 Incorporate a planting strategy that is intended to enhance local ecological conditions, reduce the urban heat island effect, improve the pedestrian realm, and define the overall neighbourhood character and place. Hardy and durable plant material that is drought resistant, primarily native or non-invasive introduced species, low maintenance, pest resistant and adaptable should be used.

4.11 Open Spaces

The open spaces within the Harbourside Waterfront community will become part of an interconnected system of parks and open space including an improved and expanded King's Mill Walk, as determined by a City-led and public parks planning process. It is anticipated that King's Mill Walk will be extended along the waterfront and will respect and maintain the existing uses within King's Mill Park including the designated dog park, places to access the water's edge and spaces for passive seating and recreation. Future anticipated uses are expected to compliment these program features with a focus on increasing access to the water's edge, as well as creating more opportunities for active recreation, seating, viewing, and children's play. It is anticipated that Kings Mill Walk will be designed with strong and direct linkages to the neighbourhoods and residents to the north and with strong east west connectivity via the Spirit Trail. The ultimate park design will add to the contiguous Spirit Trail as a unique, waterfront-oriented, multi-use and fully accessible greenway that will provide access across the North Shore. See Figures 29 and 30.



Figure 29. Conceptual illustration of waterfront linkage design concepts

4.11.1 Provide a number of smaller neighbourhood green spaces within the larger open space system. Children's play areas may be designed in one or more of these neighbourhood green spaces that could include courtyards and/or building rooftops. These play areas could include flexible play environments that stimulate creativity and exploration. In addition to play areas, urban agriculture, rainwater collection, biodiversity, and recreation shall be considered in all neighbourhood green spaces.

Public Passages Through Site

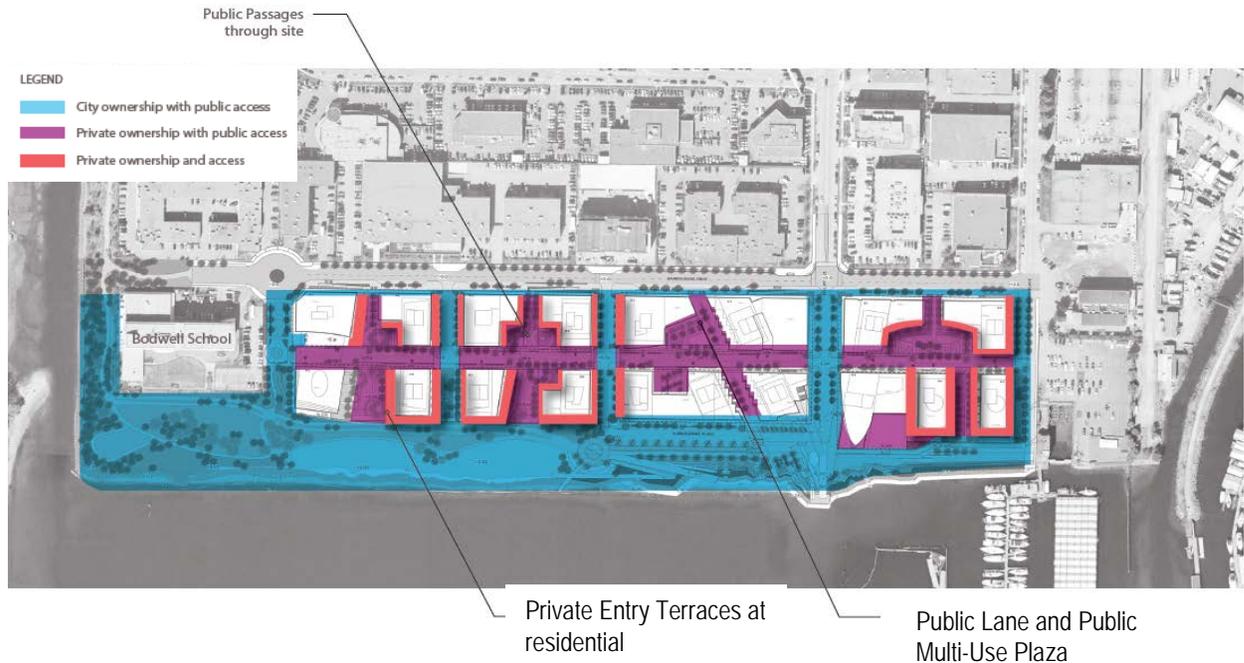


Figure 30. Conceptual illustration of the hierarchy of spaces from private, semi-private, and semi-public to public

- 4.11.2 Provide a network of publicly accessible open spaces. These would include linear green spaces as street extensions of the north south street right of ways, as well as publicly accessible passages through development sites. Linear green spaces defined within street right-of-ways will enable connectivity between the street system and the waterfront park space and serve as major pedestrian and cyclist connections. They should create more intimate open space experiences offering places for outdoor seating, viewing the mountains and water, as well as places to celebrate and manage rainwater runoff. Publicly accessible passages through development sites will enable connectivity between the development courtyards and the waterfront park space. They shall have a public feel, not be perceived as private open space for the surrounding residences and should connect and integrate with proposed public right-of-way linkages and public park space. See Figure 30.
- 4.11.3 Provide street end plazas and/or green spaces that become the pedestrian oriented extensions to the north south streets in areas of the plan designated as nodes. The design of these areas should reflect the neighbourhood character areas and be recognized as important nodes and places within the Harbourside Waterfront community. See Figure 29.
- 4.11.4 Design the proposed plaza at the southmost area of Fell Avenue to act as the neighbourhood heart and centre of the Harbourside Waterfront community. The plaza and its extension to the waterfront is intended to be one of the most active and flexible spaces in the community. It may serve as a public gathering place, ceremonial space, performance space, outdoor market place, place for socializing, and a place for play. See Figure 31.

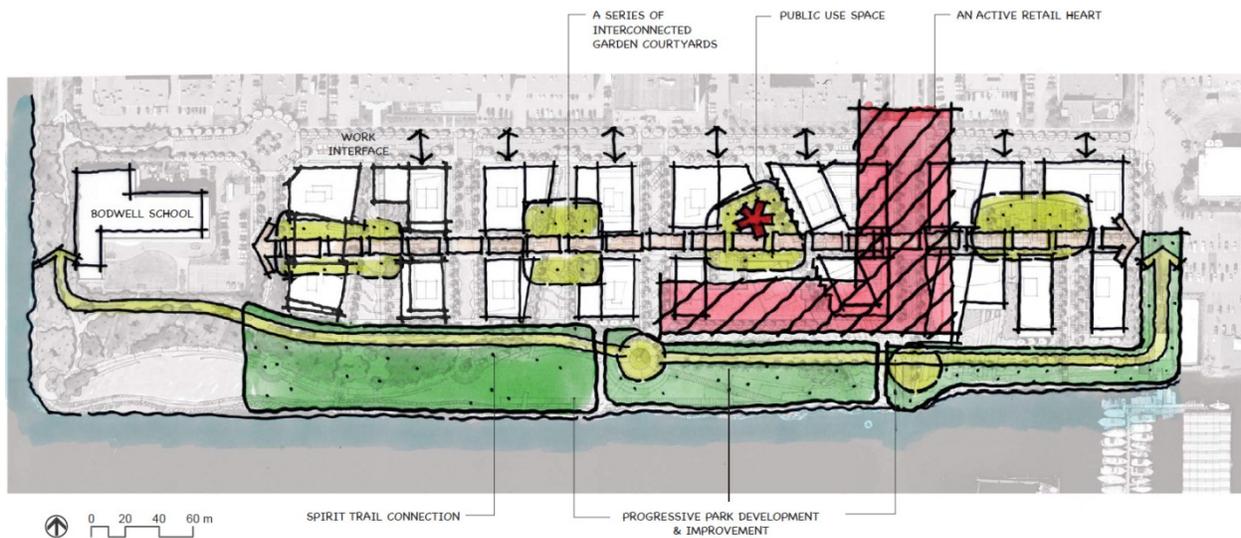


Figure 31. Conceptual illustration of key public realm components, i.e. open green spaces, garden courtyards, and active retail areas

- 4.11.5 Harbourside Place Plaza located at the “elbow” of Harbourside Place should be designed to act as an important node that connects the westerly section of King’s Mill Park with the more active, urban ‘high street’ and waterfront promenade to the east. It is intended to be a place for seating, orientation and an opportunity to integrate environmental public art relating to or celebrating the wind, the sun and/or the rain. See Figure 31.
- 4.11.6 Green spaces must incorporate methods for rainwater runoff control and capture that mimic the natural runoff system through infiltration of rainwater on-site. These rain gardens must be designed to be highly visible features and should incorporate educational elements, such as signage, in order to help communicate the overall stormwater story.

4.12 Signage & Wayfinding

- 4.12.1 Link all pedestrian sidewalks and multi-use trails to the Spirit Trail and the wider trail network that connects to Lonsdale Quay/ Seabus, utilizing the wayfinding system developed for the Spirit Trail.
- 4.12.2 Signage that adds colour and character to the built form is encouraged.
- 4.12.3 Coordinate commercial signage with the overall design of the building, landscaping, and public realm. Rooftop / parapet signs are prohibited on both commercial and residential buildings.
- 4.12.4 Where possible, employ materials for signage that are consistent with the public realm furnishings and are inspired by and reflect maritime elements from the adjacent industrial areas. These include the shipping cleats, pile/pier structures, cabling and lighting surrounds, and material finishes that are robust, resistant to salt corrosion and reinforce the waterfront industrial character of the site.
- 4.12.5 To facilitate creative and attractive signage consistent with this section 4.12, Development Permits issued may vary the standards in the Sign Bylaw, 1992, No. 6363.

4.13 Lighting

- 4.13.1 Consider light pollution, energy efficiency, safety, security, and aesthetics in the design and selection of lighting. Lighting should minimize light pollution both to the sky and excess light on the ground. Glare conditions should be reduced especially on the foreshore where city and water views predominate. Lighting should generally be directed downwards with some exceptions for signage and architectural lighting. See Figure 32.
- 4.13.2 The design of light fixtures should reflect the character themes of each neighbourhood. LED or other high efficiency lighting technology should be used on streets and light levels should generally meet IES guidelines for road class and activity
- 4.13.3 Use high efficiency, human-scaled lighting in pedestrian areas such as paths and entrances for night time visibility, safety and security. Exterior motion and photo-sensitive fixtures are discouraged.
- 4.13.4 Public realm lighting is subject to review and approval by the City's Streetscape Planner.



Figure 32. Conceptual illustration of "street" lighting of the pedestrian accessible "Lions Lane"

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Moodyville

East 3rd Street Area Development Permit Area Guidelines

Amended June 20, 2022, Bylaw No. 8928



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Part I – General Regulations

1 Introduction

These guidelines apply to residential development applications in the Moodyville neighbourhood in the City of North Vancouver. The Official Community Plan 2014, No. 8400, (OCP) establishes the East 3rd Street Area Development Permit Area (DPA), known as Moodyville, to respond to sustainability concerns, design issues and local context. In conjunction with related amendments to the Zoning Bylaw 1995, No. 6700, the Moodyville guidelines provide opportunities for a range of ground-oriented multifamily housing types in proximity to employment, services and schools.

This area has long served as a focus on the North Shore. For centuries prior to the arrival of European explorers, First Nations permanent villages and seasonal encampments established historical and spiritual ties to these lands that continue today. The multicultural company town that would become known as Moodyville was founded in the mid-19th century, predating development along Lonsdale Avenue to the West.

The neighbourhood continues today to be characterized by its south-facing slope towards the shoreline, quiet streets and interrupted views of Burrard Inlet and the City of Vancouver skyline beyond. The multiuse Spirit Trail crosses Moodyville, connecting Lower Lonsdale, the Squamish Nation and other communities across the North Shore. The neighbourhood overlooks the Port Metro Vancouver industrial waterfront, a principal element of the City's and region's economic profiles, a leading employer, and a contributor to local infrastructure and services. Grain elevators and other port infrastructure are the dominant built elements.

It is this context that serves as the foundation for the next chapter in Moodyville's narrative. With the community's participation, these guidelines have been developed to advocate for a welcoming and attractive neighbourhood. They illustrate multifamily development that frames local, tree-lined streets. A range of building forms and housing types create a diverse streetscape, unified by the pedestrian-scale rhythm of front doors with paths to the sidewalk. Lanes and greenways further promote a living streets approach with fine-grained access through the neighbourhood. Buildings follow the natural slope, and considerations of view impacts and neighbourliness temper the apparent scale of development. Contemporary architectural forms support placemaking and comfort through well designed frontages and enhanced energy efficiency, noise reduction and adaptability.

The Moodyville guidelines will support efforts to increase family-friendly housing in the community through designated densities that allow for a diversity of ground-oriented townhouse and low-rise apartment housing forms. Buildings are commonly arranged around a courtyard, and, in almost all forms, each dwelling benefits from a front door opening onto the street, lane or mews. The topography contributes to the ability of stacked townhousing to maintain a ground orientation. In conjunction with the City's Active Design Guidelines, outdoor and common area design emphasize the social interaction and neighbourliness often associated with townhouse forms. Finally, housing diversity is supported through a mix of unit sizes and the introduction of rental lock-off units to enhance the ability of a dwelling to meet a family's needs as they change over time.

These guidelines reflect an opportunity to introduce new types of ground-oriented housing into the City and to create a model for transit-oriented and energy efficient development. They support a neighbourhood identity shaped by parks, greenways and paths, proximity to the Lonsdale Regional City Centre and the future rapid transit corridor.

1.1 INTENT AND USE OF THE GUIDELINES



Development Permit Area guidelines allow for more detailed consideration of development, and they provide additional certainty of the form and character of new buildings to the benefit of owners, neighbours and the broader community. A focus of the Moodyville guidelines is encouraging a pedestrian-friendly and transit-supportive environment. Moodyville is part of a Metro Vancouver identified Frequent Transit Development Area centred on a future rapid transit corridor. Development in Moodyville will contribute to transit investment by delivering a widened transit corridor, enhanced streetscape and greenway network. This public realm will help to define the neighbourhood and to encourage a range of active uses.

These guidelines also promote energy and water conservation as well as the reduction of greenhouse gases (GHG). In addition to encouraging a range of transportation options, Moodyville is expected to be a model of passive design with new buildings demonstrating energy savings and GHG reductions through enhanced envelope performance and decreased reliance on mechanical systems for building comfort. Landscaping guidelines seek to create attractive and productive gardens and boulevards and to implement progressive strategies to manage stormwater and to conserve water.

Development Permit (DP) applications are reviewed against these Guidelines by staff and the Advisory Design Panel. Most applications will require revisions prior to DP issuance. Applications that fail to comply with the guidelines will be required to apply for a Development Variance Permit or Rezoning. This process will require additional time to allow for a Public Meeting or Public Hearing to inform Council's decision.

The identity of Moodyville is enhanced through the collective influence of existing and future residents of this neighbourhood. Applicants and designers are asked to consider the appropriate size and massing and the potential impact on neighbours.

The Moodyville guidelines should be considered in conjunction with the Zoning Bylaw and other City regulations. Contact staff for consolidated materials created for the convenience of applicants.

1.2 GUIDING PRINCIPLES

The following principles, identified through community consultation, direct the Moodyville Guidelines. Each principle is followed by related strategies that address the challenges and opportunities for the Moodyville neighbourhood.

Contribute to Moodyville identity

- Foster a distinct sense of place with contemporary forms and innovative design;
- Vary architectural expression across large assemblies to support the appearance of incremental development;
- Reflect the North Shore setting and preserve mature vegetation; and
- Incorporate durable and local building materials.

Create neighbourly streetscapes

- Respond to shadowing and overlook impacts;
- Emphasize a rhythm of individual units with visible front doors and porches; and
- Encourage social interaction on safe and active streets and lanes.

Advance sustainability

- Create a model energy efficient neighbourhood;
- Demonstrate innovative rainwater management;
- Support universal access and active design approaches;
- Create resilient infrastructure for both new and existing housing; and
- Use streets for landscaping and gardening.

Improve mobility

- Support a strong East 3rd Street transportation corridor;
- Enhance the small scale residential pattern through pedestrian connections;
- Create welcoming and pedestrian-friendly lanes;
- Frame streets with buildings and design to encourage safe vehicle speeds; and
- Highlight greenways that offer convenient, safe and enjoyable access to parks and other services.

Promote housing diversity

- Build a range of housing;
- Encourage flexibility to respond to families' changing needs;
- Provide amenities to support seniors, children and youth; and
- Encourage neighbourliness with semi-public and public spaces.



Figure 1. **East 3rd Street corridor**



Figure 2. **Neighbourhood centre**



Figure 3. **West of St. Patrick's Avenue**



Figure 4. **400-block transition**

1.3 NEIGHBOURHOOD SUBAREAS

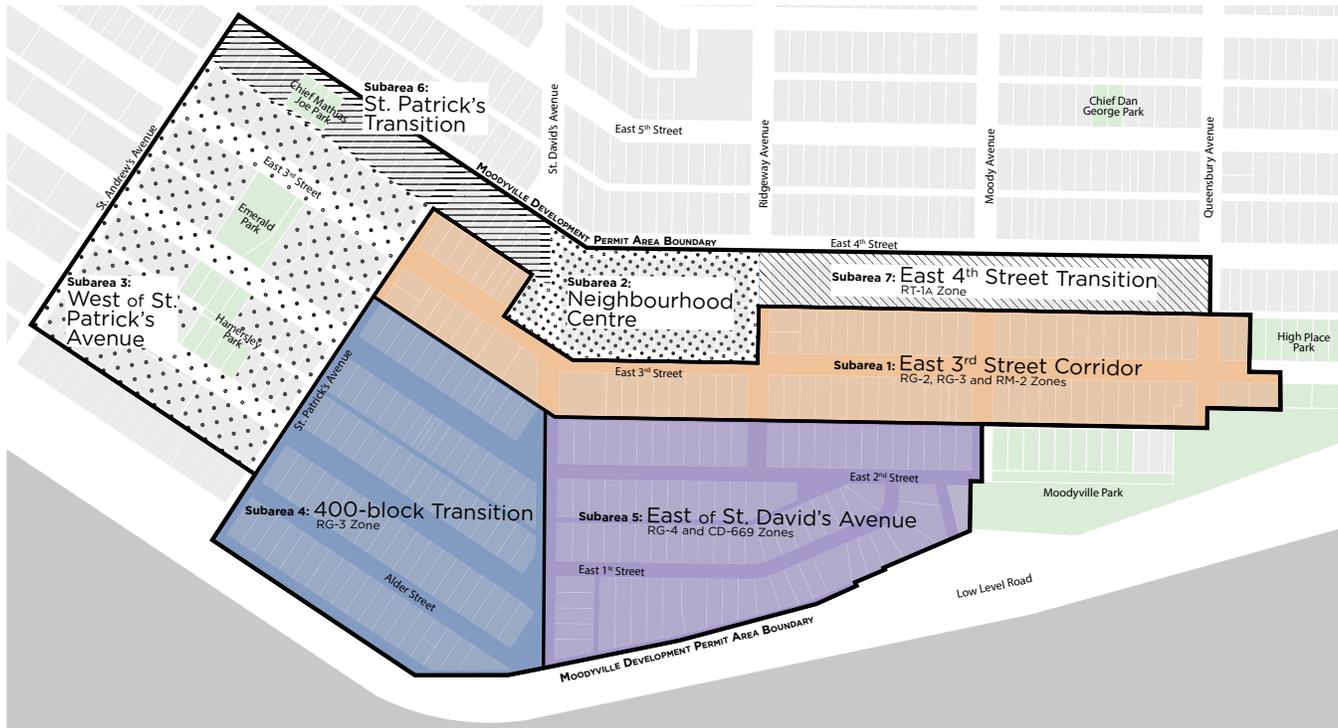


Figure 5.

Moodyville subareas

The Moodyville Development Permit Area is divided into a number of subareas (Figure 5). The land use designation, building forms and context suggests a unique response for each of these multi-block areas, and the Moodyville neighbourhood will be defined by the sum of these Development Permit Area identities. These guidelines apply as indicated above, meaning that they do not apply in Subarea 2 (Neighbourhood Centre), Subarea 3 (West of St. Patrick's Avenue), Subarea 6 (St. Patrick's Transition) and Subarea 7 (4th Street Transition). These subareas are subject to other Development Permit Area guidelines as described below.

Subarea 1: East 3rd Street corridor (RG-2, RG-3 and RM-2 Zones)

Development along East 3rd Street will reflect its role as part of the future rapid transit corridor connecting Ambleside town centre in District of West Vancouver and Lynn Creek town centre in the District of North Vancouver (Figure 1). Lonsdale Avenue is the only other corridor identified to support rapid transit in the City. Dedication sufficient to create a 30.5-metre (100-foot) wide corridor is required in the Moodyville area to facilitate the creation of the rapid transit corridor. This width accommodates future vehicle loads and dedicated transit lanes as well as the generous sidewalks, boulevards and street trees expected in the public realm for an important corridor in the City.

The land use designations and building envelopes reflect the widened road with a 3:1 ratio of building separation across East 3rd Street to building height. The scale of development and landscaping expectations support a pedestrian scale that reinforce the increased activity resulting from ongoing transit investments. The Moodyville Guidelines encourage live-work use on nearby frontages. Major greenway crossings connecting the Spirit Trail and Green Necklace highlight two intersections: St. David's Avenue at the neighbourhood centre and Queensbury Avenue at the entrance to Moodyville Park.



Figure 6. **East of St. David's Avenue**



Figure 7. **St. Patrick's transition**



Figure 8. **East 4th Street transition**

Subarea 2: Neighbourhood centre

A commercial or mixed-use centre of the neighbourhood is designated on the north side of East 3rd Street including frontages on either side of St. David's Avenue and between St. David's Avenue and Ridgeway Avenue (Figure 2). Since the guidelines are intended for residential use, they do not apply to this subarea.

Development in this subarea will create a neighbourhood centre by incorporating ground-level retail opportunities and the potential for office or other commercial uses above. The inclusion of commercial use, shift in the street grid and crossing of St. David's Avenue greenway elevates this intersection along the rapid transit corridor as a neighbourhood centre. Future development is also expected to respond to the continuing use of the BC Hydro substation on East 4th Street.

Subarea 3: West of St. Patrick's Avenue

The 300-block between St. Andrew's Avenue and St. David's Avenue includes three-storey, multifamily rental apartments constructed in the 1970s as well as more recently constructed strata-titled properties (Figure 3). These guidelines do not apply to this subarea since it was largely constructed with multifamily uses prior to establishment of the Moodyville guidelines.

Applicants and owners should be aware of the City's Density Bonusing and Community Benefits Policy and its specific consideration of properties with existing rental apartment use. The Official Community Plan identifies a Residential Apartment Levels 5 & 6 Development Permit Area to guide the form and character of multifamily residential development citywide. Future applications for development in this subarea will be subject to these guidelines once adopted by Council.

Subarea 4: 400-block transition (RG-3 Zone)

Moodyville between St. Patrick's Avenue and St. David's Avenue is defined by the reorientation in the street grid (Figure 4). This block has served for several decades as the transition from the higher density characterizing the blocks to either side of Lonsdale Avenue and the surrounding single family neighbourhoods. West of this block is a mix of industrial and commercial uses towards Esplanade with a range of multifamily housing upslope. Until the 1950s, a large estate with limited development was to the East.

The street is characterized by the wide dedication that is familiar to Lower Lonsdale, but with the large front yard setbacks and reduced building scale of the lower density neighbourhood. New development will introduce reduced building setbacks to define a boulevard edge and to contribute to the active use of the street. Narrowed vehicle travel lanes will support traffic calming. The St. David's Avenue greenway as well as increased permeability of the long blocks south of East 2nd Street will further encourage pedestrian and cycling use. Future street features could include chicanes and community gardens. Reduced road dedications may contribute to neighbourhood amenities and to continue the existing pattern of generous front yards in future multifamily development.

Subarea 5: East of St. David's Avenue (RG-4 and CD-669 Zones)

Similar to its role in the single-family identity of Moodyville following its construction in the 1950s, this subarea is anticipated to have a significant role in the future identity of the neighbourhood south of the rapid transit corridor (Figure 6). It is defined by its narrow road widths. The introduction of townhouse building forms up to four storeys will contribute an urban character to the street, highlighted with sidewalks, boulevards and street trees.

A principal element in this subarea is the Spirit Trail. Although an interim path was completed concurrent with the reconstruction of the Low Level Road, a preferred path that meets the City's All Ages and Abilities standard, including limited grades and separation from vehicle travel, is sought in concert with new development. Extending Ridgeway Avenue and delivering other pedestrian and cycling connections will further enhance the connection of the Spirit Trail and Moodyville. These improvements elevate the foot of Moody Avenue as an important point in the neighbourhood. The reconstruction of Moodyville Park with the Spirit Trail and Queensbury Avenue greenway connections further highlight the eastern park interface of this subarea.

Subarea 6: St. Patrick's transition

East 4th Street between St. David's Avenue and St. Andrew's Avenue has long been established as the southern limit of two-unit residential (duplex) zoning that extends as far north as East Keith Road (Figure 7). Similar to Subarea 3, no land use designation change occurred as a result of the 2014 OCP. As a result, no zoning change nor introduction of a Duplex Development Permit requirement will occur as part of the 2016 Zoning Bylaw amendment and introduction of the Moodyville guidelines.

Subarea 7: East 4th Street transition (RT-1A Zone)

Established single-family neighbourhoods extend upslope of Moodyville east of St. David's Avenue (Figure 8). In support of a transition from low-density residential use to the medium-density residential use framing the East 3rd Street rapid transit corridor, the south side of East 4th Street is designated for duplex use. Developments in this subarea will require issuance of a Duplex Development Permit but will not be subject to these guidelines.

These guidelines present a modified envelope for multifamily use proximate to this area to facilitate a transition from the corridor to the single-family neighbourhood. Similar to other Moodyville subareas, a neighbourly and domestic lanescape is expected, but a reduced building envelope reflects the lower density of the East 4th Street Transition subarea.

2 Approval Process



2.1 APPLICATION

These guidelines apply to all intensive and multifamily residential development within the East 3rd Street Area Development Permit Area (DPA) described in the City of North Vancouver Official Community Plan Bylaw, 2014, No. 8400, Schedule D. This DPA establishes objectives:

- For the form and character of intensive residential or multifamily residential development;
- To promote energy and water conservation; and
- To promote the reduction of greenhouse gas emissions.

The geographic area regulated by these guidelines is Subarea 1,4 and 5, shown for convenience in Figure 5: Moodyville subareas.

2.2 EXEMPTION

Notwithstanding the designation of an area as a DPA, the Local Government Act provides that conditions may be specified under which a development permit is not required. In Moodyville, a development permit is not required in the case of:

- A subdivision which consists of a parcel line adjustment or consolidation where no additional lots are created;
- A subdivision for park purposes;
- An internal alteration (a change or extension in the interior of a building relating to any matter or thing regulated by the B.C. Building Code);
- Temporary buildings or structures that are erected either for offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
- Accessory buildings and structures which do not result in a change to the parking configuration;
- Where lands have been the subject of a successful rezoning and Official Community Plan amendment since the adoption of the Development Permit Guidelines, and a comprehensive review of the proposed development has been completed as part of that process; *[Bylaw 8807, April 19, 2021]*

- Minor external renovations to existing buildings which do not significantly alter the footprint or exterior character of the building;
- Road or utility works or landscaping within a dedicated road right of way or strata road; and/or
- Green space or trail improvements.

In addition, minor exterior renovations to an existing building which do not significantly alter the footprint or character of the building may be exempted from Development Permit requirements at the discretion of the Director of Community Development.

2.3 SUBMISSION REQUIREMENTS

Every application for a Development Permit must be accompanied by relevant development information in the form prescribed by the City. This information includes, but is not limited to:

- 1) Plans demonstrating the proposed:
 - location of all buildings and structures;
 - siting of parking areas;
 - landscaping and the extent and nature of existing landscaping; *[Bylaw 8928, June 20, 2022]*
 - exterior finish, materials, and colour of buildings and roofs;
 - locations of all exterior lighting;
 - a certified arborist report if any protected trees are planned to be removed, detailing trees retained, proposed to be planted, and reasons for removal to comply with the City's "Tree Bylaw, 2022, No. 8888". *[Bylaw 8928, June 20, 2022]*
- 2) Detailed description of the compliance of the proposal with environmental guidelines;
- 3) A checklist indicating the compliance of the proposal with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided;
- 4) Supporting information demonstrating that neighbours within 40 metres (131.2 feet) have been notified.

2.4 AMENDMENT

A Development Permit amendment may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Community Development.

Part II – Conservation Guidelines

Development proposals must support the City's commitment to promote energy and water conservation and to reduce greenhouse gas emissions. This requires designing to meet leading building energy efficiency and stormwater management standards and practices. These guidelines refine the City of North Vancouver Subdivision and Development Control Bylaw and Zoning Bylaw regulations.

3 Energy Conservation

3.1 ENHANCED ENERGY STANDARD

Buildings are required to be certified at an advanced energy efficiency standard in accordance with Section 419 of the Zoning Bylaw, utilizing strategies such as those shown in Figure 9.

Guideline 3.1.1 Building designs are encouraged to communicate leading energy conservation principles through a diverse range of architectural responses.

3.2 RENEWABLE ENERGY GENERATION

Guideline 3.2.1 Consider integrating solar energy systems into the architectural design to provide opportunities for renewable generation upon building construction or in the future.

Figure 10

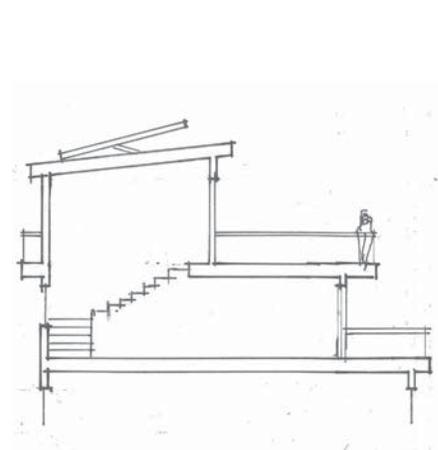
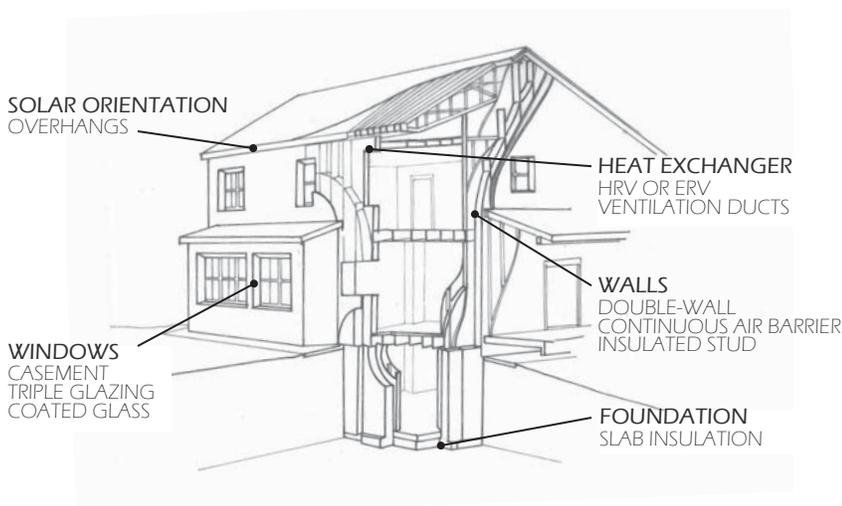


Figure 9.

Advanced energy standard strategies

Figure 10.

Integrated renewables

4 Water Conservation



4.1 PERMEABILITY

Developments are required to construct—and to report on—stormwater management works treating water from roads and laneways. This infrastructure must be designed to include allowances for climate change in accordance with the City's Subdivision and Development Control Bylaw.

Guideline 4.1.1 Minimize impervious surfaces through use of the following materials:

Figure 11

- (a) pavers, placed stone or river rock for tree surrounds and areas with infrequent pedestrian use;
- (b) extensive groundcover and planters over parkades; and
- (c) permeable paving for walkways, driveways, exterior courtyard driveways and surface parking, particularly where stormwater discharge into on-site infiltration facilities is not practical.

Guideline 4.1.2 Incorporate on-site landscaping infiltration strategies including:

Figure 12

- (a) finish grading comprised of topsoil or composted waste;
- (b) engineered rock pits and soil cells; and
- (c) visible features such as rain gardens or linked bioswales.

Guideline 4.1.3 Minimize hard surface pathways to only those providing access to dwelling units, common outdoor space and on-site service infrastructure.

Guideline 4.1.4 Consider active and/or passive green roofs to reduce the impact of increased building lot coverage on stormwater runoff and urban heat island effect.

See subsection 9.3 for additional Form and Character Guidelines on landscaping

4.2 RAINWATER RETENTION

Guideline 4.2.1 In order to reduce peak stormwater runoff and to conserve water required for landscaping, roof drainage should be designed to:

Figure 13

- (a) provide a minimum 500 liters (132.1 gallons) for every 350 square metres (3,767.4 square feet) roof area for rainwater storage in barrels or cisterns that allow water to be drawn for landscaping purposes; or
- (b) collect and detain rainwater in accordance with LEED® Gold stormwater design provisions.



Figure 11. **Increased permeability**

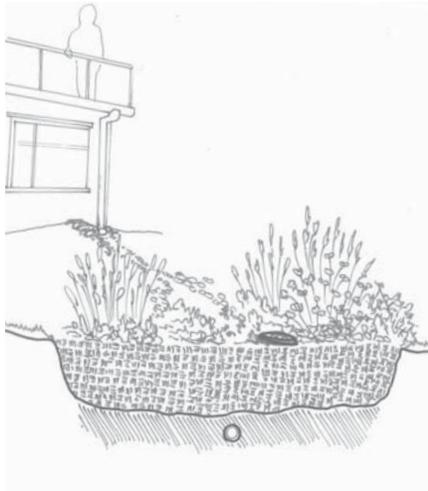


Figure 12. **On-site infiltration**



Figure 13. **Rainwater collection**

5 Reduction of Greenhouse Gas Emissions



5.1 VEHICLE CHARGING

Guideline 5.1.1 Vehicle charging infrastructure should be provided as follows:

- (a) 20% of all parking spaces should include an electrical outlet, a receptacle or electric vehicle supply equipment where applicable, and should be supplied by a branch circuit rated not less than 40 A at the nominal voltage of 208 V or 240 V as applicable; and
- (b) adequate space in the electrical room or electrical vault to support future electric vehicle charging for the remaining parking spaces.

See subsection 9.5 for additional Form and Character Guidelines on vehicle parking

Part III – Form and Character Guidelines

Development proposals must contribute to the public realm and demonstrate compatibility with the Moodyville neighbourhood in accordance with these guidelines. The intention is to encourage durable and inviting buildings that respond to local topography, frame public greenways, streets and lanes, and promote landscaped, pedestrian-scale frontages. These guidelines refine the City of North Vancouver Subdivision and Development Control Bylaw and Zoning Bylaw regulations.

6 Site Planning

6.1 BUILDING FORMS

These guidelines direct each project to contribute to the neighbourliness, liveability, sustainability and sense of community in Moodyville (Figure 14). To this end, site conditions and context should influence building form and inform the quantity, size and layout of dwelling units. Although a diversity of building forms is possible, many share a similar consideration of orientation—with special conditions applied to some frontages—building scale and grades.

Guideline 6.1.1 Most building forms, notwithstanding Apartment Use buildings, should have a courtyard separating a building fronting the street and a building fronting the lane.
Figures 15+16

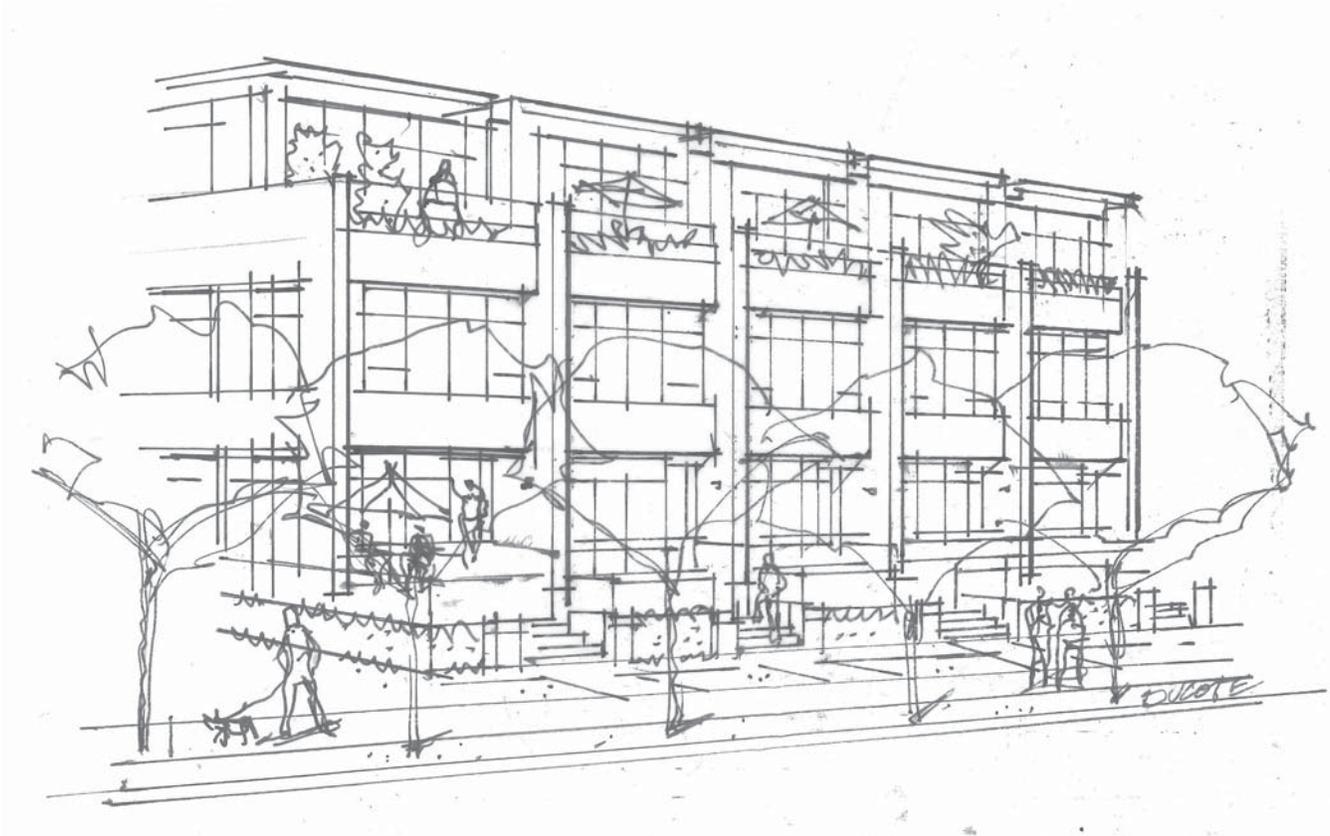
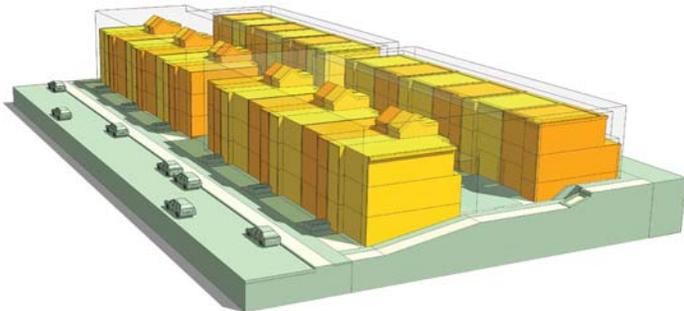
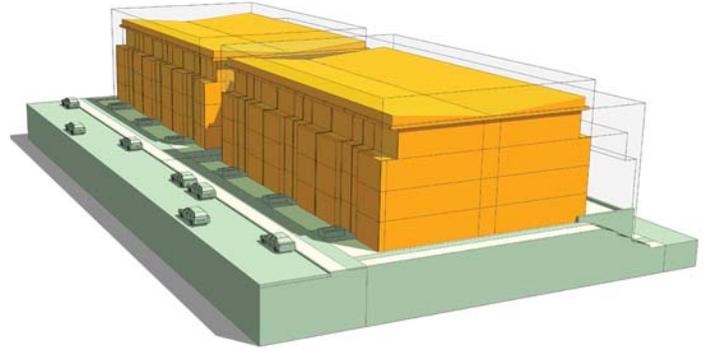


Figure 14.

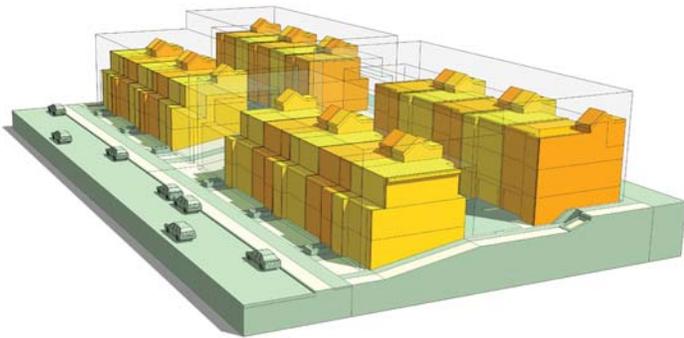
Ground-oriented building



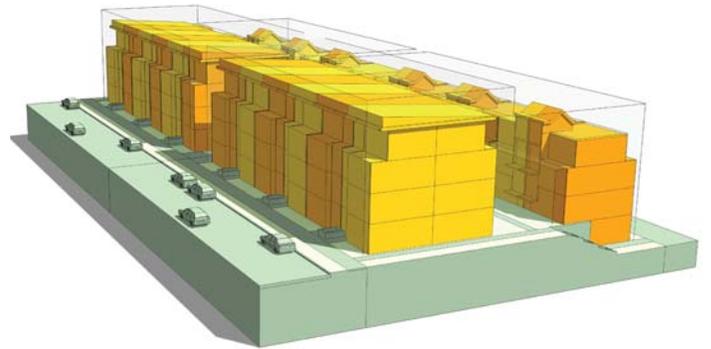
TOWNHOUSE (EAST 3RD STREET TRANSITION)—1.0 FSR



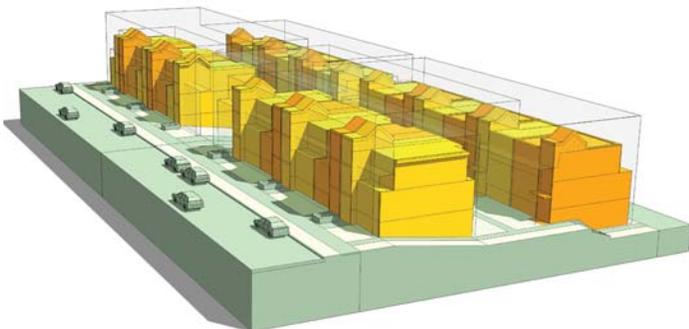
APARTMENT—1.6 FSR



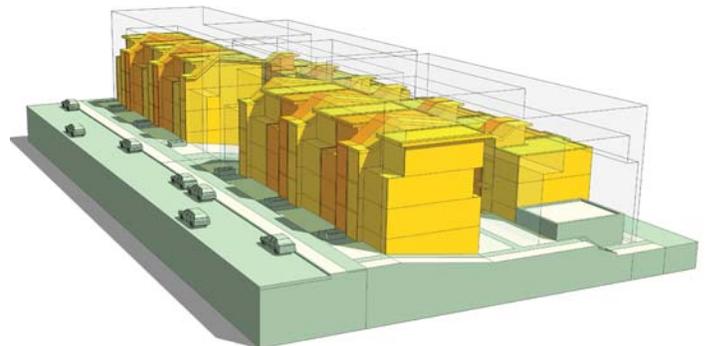
TOWNHOUSE (UPSLOPE)—1.0 FSR



LIVE-WORK STACKED TOWNHOUSE—1.6 FSR



TOWNHOUSE (DOWNSLOPE)—1.0 FSR



STACKED TOWNHOUSE—1.25 FSR

Figure 15.

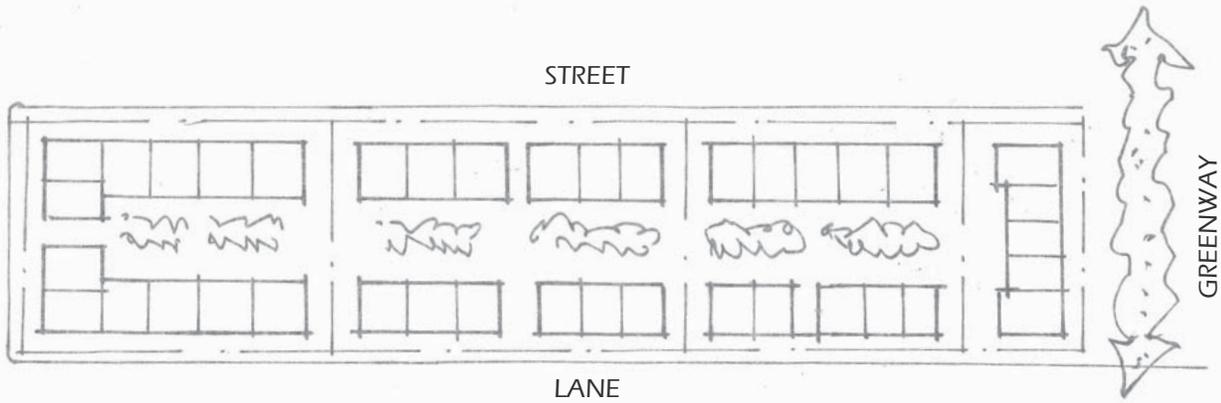


Figure 16.

Building orientation

6.2 ORIENTATION

Guideline 6.2.1 Buildings should support a high-quality pedestrian realm along all frontages—including lanes—with individual unit entries and private and semi-private outdoor spaces.

Guideline 6.2.2 Designs should prioritize frontages, from highest to lowest, in the following order:

Figure 17

- (a) public greenway (Spirit Trail, St. David's Avenue and Queensbury Avenue);
- (b) fronting street;
- (c) flanking street;
- (d) lane;

except that the entrance of a common lobby for an Apartment Use building should be clearly visible from the fronting street.

Guideline 6.2.3 Corner lots should have strong massing at the corner with no blank end walls visible from the public realm. One or more dwelling unit front doors should face each adjoining public greenway or street, where possible.

Figure 18

Guideline 6.2.4 Special attention is required for back-to-back Townhouse arrangements to ensure dwelling units that front solely into the courtyard have strong unit identity and clear access from the street.

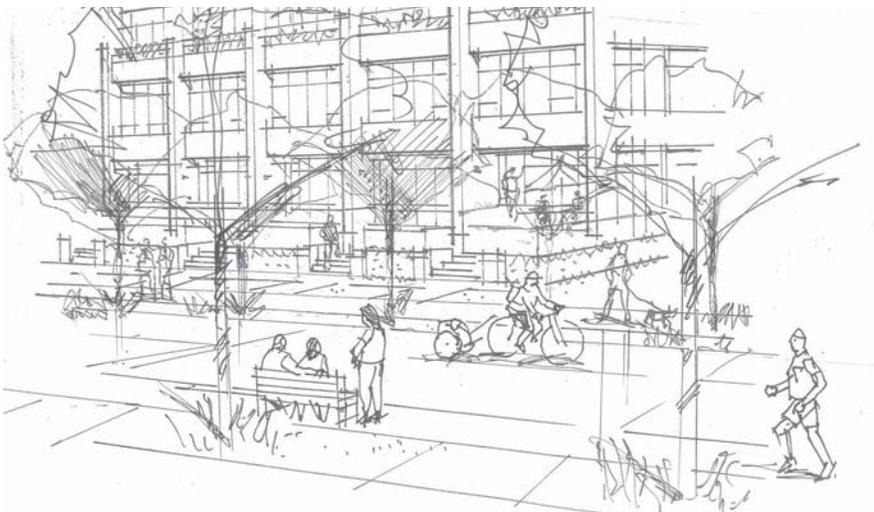


Figure 17. Public greenway frontage

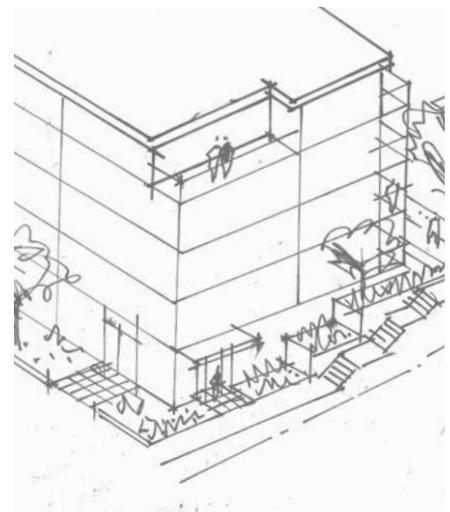


Figure 18. Corner lot frontage

6.3 SPECIAL CONDITIONS

Special Conditions apply to lands in accordance with Figure 19



Guideline 6.3.1 Due to their proximity to Mixed Use designated lands, and in order to strengthen a transit corridor, the following frontages are identified for application of live-work provisions in accordance with these guidelines:

- (a) East 3rd Street: RM-2, Medium Density Apartment Residential 2 Zone, between St. Patrick's Avenue and Ridgeway Avenue.

Guideline 6.3.2 Dwelling units should respond to existing and planned public greenways in the same manner as a fronting street, including:

- (a) emphasis on openness and sightlines;
- (b) minimization of blank end walls;
- (b) reduction in the height of accessory structures such as fences to 1.2 metres (3.9 feet); and
- (c) landscaping comprised of ground-oriented vegetation and high-branched trees;

with similar active frontages facing Moodyville Park.

Guideline 6.3.3 Inclusion of on-site buildings scheduled on the City's Heritage Register and of other heritage character buildings is encouraged. If buildings are incompatible with development on site, the transfer of structures to other sites or commemoration—while not preferred—may be considered.

6.4 COURTYARD

Guideline 6.4.1 The long side of the courtyard should be parallel to the Front Lot line, but may vary where:

Figure 20

- (a) the priority frontage is a flanking public greenway in accordance with Guideline 6.2.2;
- (b) the open end of the courtyard facing the fronting street is partially enclosed through reduced building separation, architectural massing and/or open space design;
- (c) a range of building orientations and/or building types are expressed on the site; or
- (d) the building orientation is a response to specific site conditions or context.

Guideline 6.4.2 Minimum courtyard width should be in accordance with Guideline 7.5.2.

Guideline 6.4.3 Buildings sited along the lane should:

Figure 21

- (a) be visible from the street in accordance with Guideline 7.5.1; and
- (b) have lane-facing front door entries for floors within 1.6 metres (5.2 feet) of finish grade, where possible.

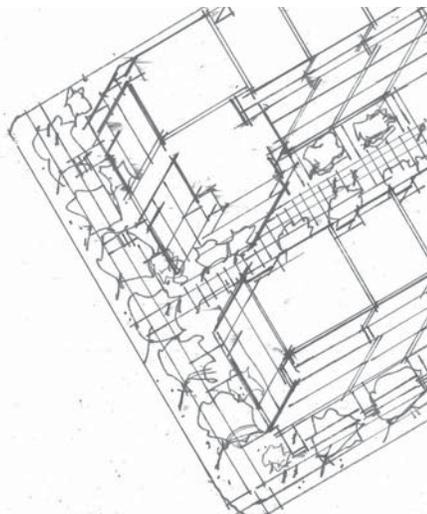


Figure 20. **Narrowed courtyard**



Figure 21. **Buildings visible from street**

6.5 BUILDING SCALE

Guideline 6.5.1 Massing and materiality should:

Figure 22

- (a) reflect a pedestrian scale;
- (b) present buildings as assemblies of ground-oriented dwelling units;
- (c) express an incremental rhythm across the facade with entries spaced no more than 7 metres (23 feet) apart, where possible; and
- (d) communicate varied and incremental development for lots larger than 2,600 square metres (27,986 square feet).

Guideline 6.5.2 Roofs, balconies and projections should:

Figure 23

- (a) be architecturally integrated;
- (b) respond to topography with the roof line stepping down with the slope of the street;
- (c) avoid substantially increasing the apparent scale of the building; and
- (d) avoid substantially increasing overshadowing of the sidewalk or public greenway.

6.6 GRADE

Guideline 6.6.1 Buildings and structures should follow the existing grade in order to minimize retaining wall and exposed parkade faces over:

- (a) 1 metre (3.3 foot) height within 6 metres (19.7 feet) of any property line; and
- (b) 1.5 metre (4.9 foot) height elsewhere on the lot;

with stepped and landscaped structures used to minimize the visual impact when grades require higher structures.



Figure 22.

Streetscape rhythm

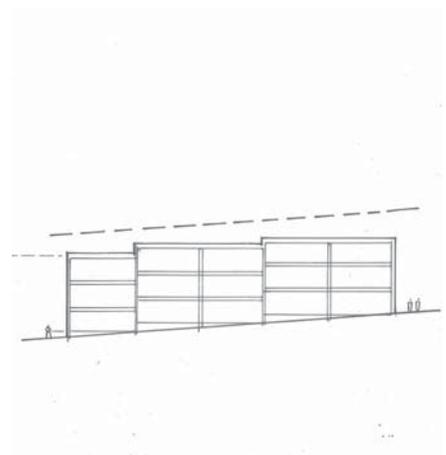


Figure 23.

Roof stepping with slope

Guideline 6.6.2 Stairs within the minimum setback:

Figure 24

- (a) should be perpendicular from the Front Lot Line when the difference between the height of the stairs or landing and the finish grade at the Front Lot Line is less than 1.2 metres (3.9 feet);
- (b) should meet finish grade a minimum distance of 1.8 metres (6 feet) from the Front or Exterior Side Lot Line, and in no instance should the furthest edge of a landing be less than 0.6 metres (2 feet) from a public greenway, street or lane; and
- (c) may be parallel to the Exterior Side Lot Line to take advantage of the predominant slope and to minimize the number of required stairs.

Guideline 6.6.3 Habitable basement or cellar rooms should:

Figure 25

- (a) be not more than 1.8 metres (5.9 feet) beneath the adjacent finish grade; and
- (b) have a ceiling height greater than 2.4 metres (7.9 feet).

Guideline 6.6.4 In support of a live-work character, the difference between the finish floor of the first storey along live-work frontages identified in Guideline 6.3.1 and the finish grade at the Front Lot Line should be not morze than 0.6 metres (2 feet).

Guideline 6.6.5 One-storey Townhouse units accessible from finish grade are encouraged to meet Level 2 of the Adaptable Design Guidelines in accordance with Section 423 of the City's Zoning Bylaw.

Figure 26

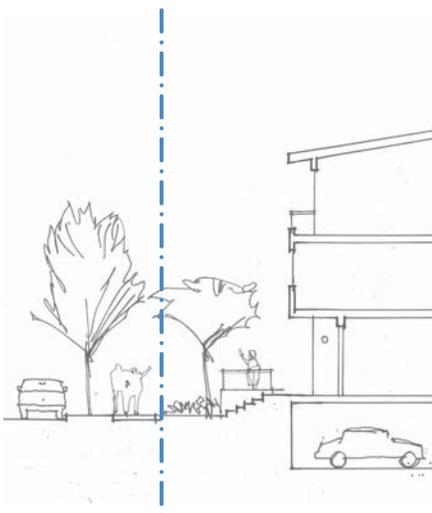


Figure 24. **Entry stairs in setback**

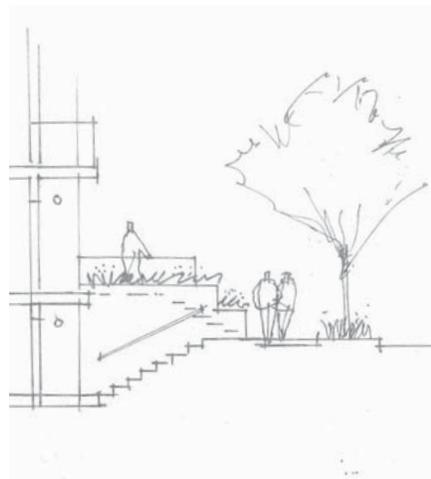


Figure 25. **Habitable basement or cellar**

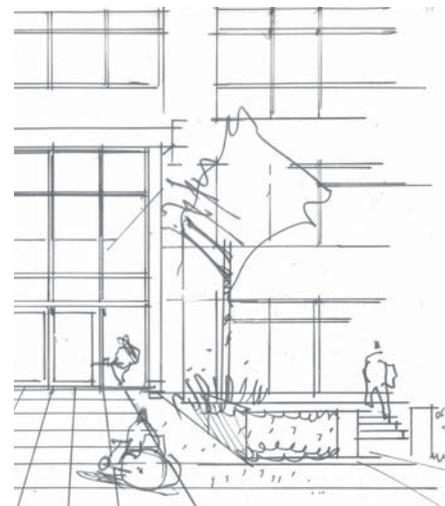


Figure 26. **Universal accessibility**

7 Building Envelope



Figure 27 is provided to support the building envelope guidelines in this section. Detailed drawings of different building types are included in Part IV of the Moodyville Guidelines.

For the purposes of these guidelines, a Building Face is defined as the sum of exterior walls, including apertures such as windows and doors, within 1.5 metres (4.9 feet) of the minimum setback that in total create a plane parallel to the lot line.

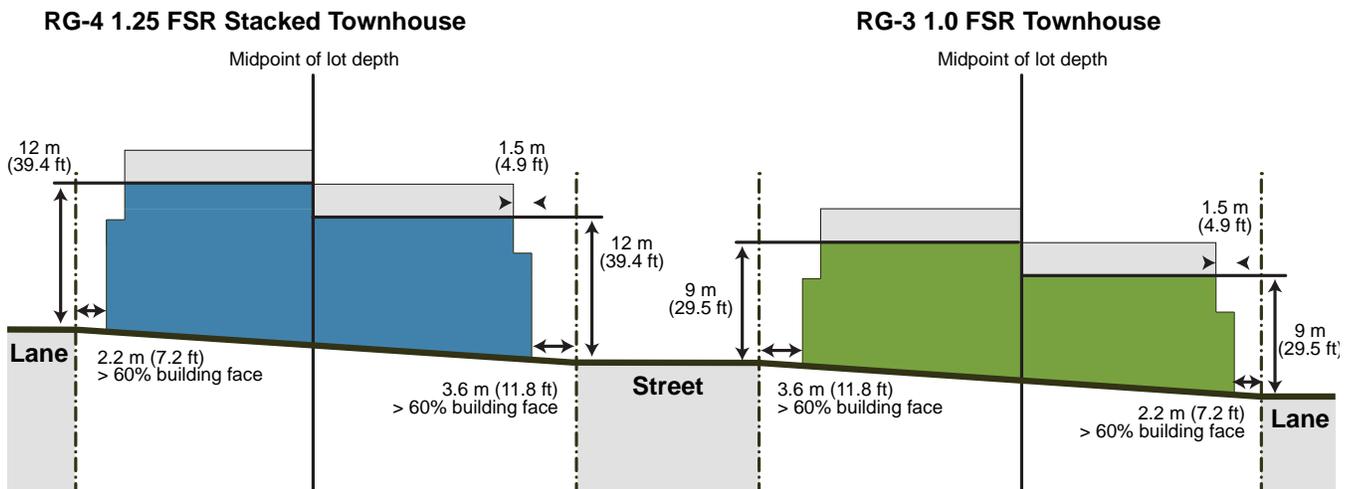


Figure 27.

Building Envelope

7.1 SETBACK

Guideline 7.1.1 In order to increase articulation of the facade, a minimum of:

Figure 28

(a) 30% of the area of the Building Face of live-work frontages identified in Guideline 6.3.1 along the Front Lot Line; and

(b) 60% of the area of the Building Face along all other lot lines;

should be set back at least 0.6 metres (2 feet) further than the minimum setback from the lot line permitted by the Zoning Bylaw.

Guideline 7.1.2 Notwithstanding Guideline 7.1.1, no additional setback than the minimum permitted by the Zoning Bylaw is expected for setbacks from the following lot lines:

(a) Interior Side Lot Line; and

(b) Rear Lot Line in the RG-3 Ground-Oriented Residential 3 Zone along East 3rd Street in response to the increased minimum setback in the Zoning Bylaw.

Guideline 7.1.3 In order to reduce visual and overshadowing impacts of the building height on the street or lane, any upper storey should be set back from the Building Face a minimum of:

(a) 2.2 metres (7.2 feet) for any upper storey fronting the lane and within 3.4 metres (11.2 feet) of the maximum allowed height in the RG-3 Ground-Oriented Residential 3 Zone north of East 3rd Street, in response to lower density residential use on the opposing side of the lane; and

(b) 1.5 metres (4.9 feet) for any upper storey within 5.5 metres (18 feet) of the maximum allowed height in the zone for all other buildings.

Guideline 7.1.4 Notwithstanding Guideline 7.1.3, one projection of no more than 3 metres (9.8 feet) width per dwelling unit is allowed for stairway access to the upper storey as required by grades.

Figure 29

Guideline 7.1.5 Notwithstanding Guideline 7.1.3, no additional upper storey setback is expected for buildings fronting East 3rd Street in the RG-3 Ground-Oriented Residential 3 Zone in response to the streetwall height on the opposing side of the street.



Figure 28.

Minimum building face and upper storey setbacks

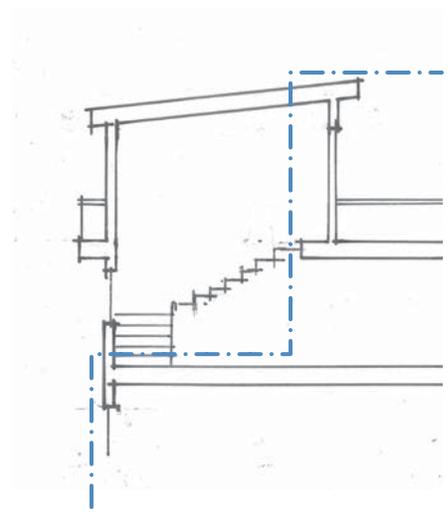


Figure 29.

Upper storey access

- Guideline 7.1.6** In order to present no more than four storeys height on a street frontage, a building should:
- Figure 30**
- (a) follow the grade along the flanking street, where possible;
 - (b) where a four-storey, Apartment Use building is over a basement, the upper storey facing the Exterior Side Lot Line should be set back a minimum of 1.5 metres (4.9 feet) from the building face below; and
 - (c) where a four-storey, Townhouse Use building is over a basement, the visual impact of the upper storey should be reduced through increased setback and/or materiality.

- Guideline 7.1.7** Notwithstanding Guideline 7.1.6, a building on a lot with a Front Lot Line common to the north side of East 3rd Street between St. Patrick's Avenue and St. David's Avenue may present as more than four storeys height on its downslope frontage as a transitional response to the Lonsdale Regional Town Centre.

- Guideline 7.1.8** In order to provide an appropriate transitional response to existing buildings, buildings should be set back an additional 1.2 metres (3.9 feet) from the shared Interior Lot Line for any portion of the building within 7.6 metres (24.9 feet) of the Front Lot Line as exists prior to the adoption of Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8464 when:
- Figure 31**
- (a) the front face of the building on the adjacent lot is greater than 5.5 metres (18.0 feet) and less than 9.5 metres (31.2 feet) from the Front Lot Line and less than 2.4 metres (7.9 feet) from the shared Interior Side Lot Line; or
 - (b) the building on the adjacent lot is scheduled on the City's 2013 Heritage Register;
- except when the lot has a frontage of less than 16 metres (52.5 feet) and/or a Front Lot Line common to East 3rd Street.

- Guideline 7.1.9** Windows of habitable rooms should be set back a minimum of 1.5 metres (4.9 feet) from a parking space parallel to the lane with special attention to the lane interface.
- Figure 32**

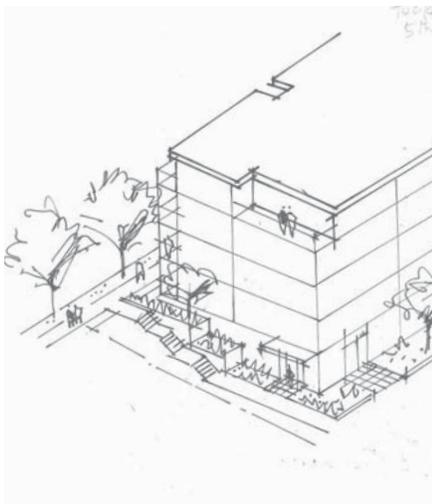


Figure 30. **Four-storey over basement**

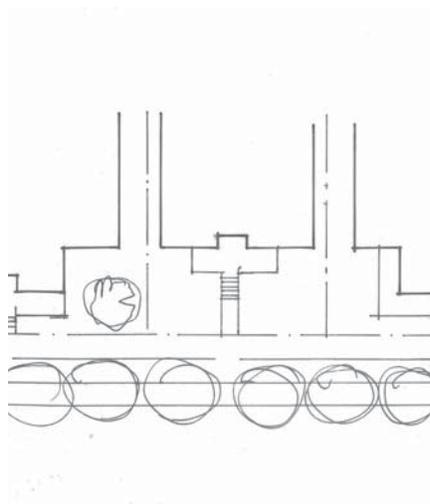


Figure 31. **Transitional setback**

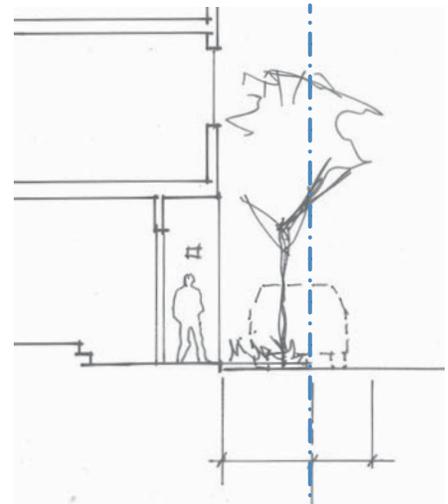


Figure 32. **Lane parking setback**

7.2 LENGTH

- Guideline 7.2.1** In order to achieve a desirable streetscape and to communicate a pedestrian scale, the maximum building length (i.e. distance parallel to the fronting street) should be:
- (a) 92 metres (301.8 feet) for Apartment Use;
 - (b) 46 metres (150.9 feet) for Rowhouse Use considered the sum of the frontage of all buildings on adjoining lots without a building separation of at least 3 metres (9.8 feet); and
 - (c) 46 metres (150.9 feet) for all other Uses including Townhouse Use.

- Guideline 7.2.2** Any increase in the building length specified in Guideline 7.2.1 should:
- (a) be in response to specific site conditions or context;
 - (b) result in a proportional increase in building separation along the frontage and/or increase in building setback from a side lot line on either side of the building;
 - (c) be visually mitigated with variation in the setback from the Front Lot Line, materiality and/or facade elements; and
 - (d) be limited when the building length is along a public greenway.

- Guideline 7.2.3** Any building over 61 metres (200.1 feet) length should have a courtyard that meets the following minimum standards:

Figure 33

- (a) 7.3 metre (24.0 foot) length of the building frontage that includes the midpoint of the building frontage;
- (b) 3.7 metre (12.1 foot) depth from the Building Face;
- (c) building program variation to emphasize this separation through the location of lobby, common amenity areas and/or active design elements; and
- (d) design variation to emphasize this separation through changes in setback from the Front Lot Line, materiality and facade elements.

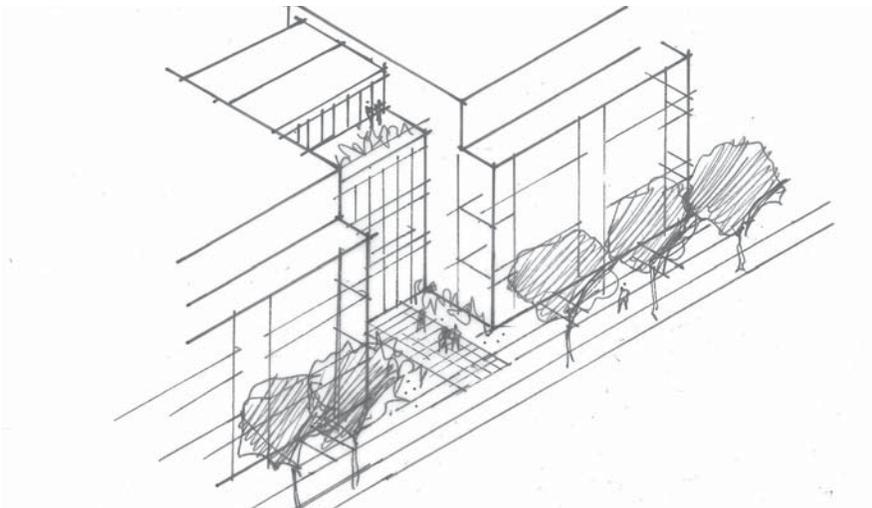


Figure 33.

Mid-frontage courtyard

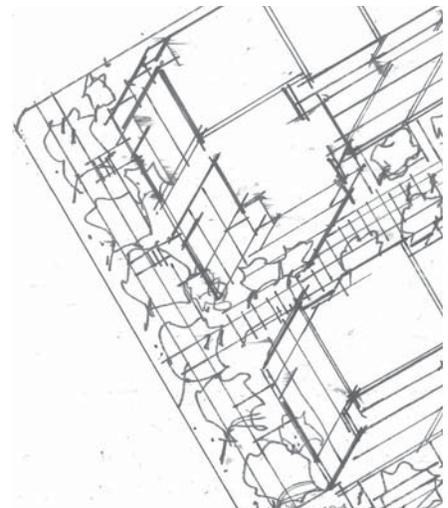


Figure 34.

Maximum building depth

Guideline 7.2.4 Notwithstanding Guideline 7.2.3, any upper storey within 5.5 metres (18 feet) of the maximum allowed height in the zone and aligned with the midpoint courtyard frontage should be set back a minimum:

- (a) 1 metre (3.3 feet) from the Building Face along the midpoint courtyard; and
- (b) 1 metre (3.3 feet) from the rear Building Face.

7.3 DEPTH

Guideline 7.3.1 In order to minimize overshadowing, limit view impacts and promote privacy between adjoining properties, the building depth (i.e. distance perpendicular to the fronting sheet) should be no greater than:

Figure 34

- (a) 25 metres (82 feet) for Apartment Use; and
- (b) 15 metres (49.2 feet) for all other Uses.

Guideline 7.3.2 Any building depth greater than that specified in Guideline 7.3.1 should be a response to specific site conditions or context, and/or should result from a mix of residential use types, with the Building Face demonstrating:

- (a) varied materiality and/or facade elements;
- (b) front door entrances if along a public greenway or street; and
- (c) where the building depth is over 18 metres (59.1 feet), a change in setback from the Interior Side Lot Line.

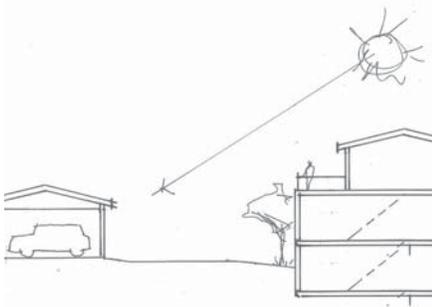


Figure 35. **Reduced building envelope**



Figure 36.

Roof forms

7.4 HEIGHT

Guideline 7.4.1 The top 3 metres (9.8 feet) of the building envelope is limited to roof structures and the following elements architecturally integrated into the building form:

- (a) height exceptions in accordance with the Zoning Bylaw;
- (b) rooftop hatches and rooftop terrace railings no higher than required by the British Columbia Building Code and set back a minimum 1 metre (3.3 feet) from the parapet in order to reduce overlook concerns; and
- (c) exterior stairs and landings providing access to the rooftop located in accordance with minimum required setbacks.

Guideline 7.4.2 Due to the lowered permitted building envelope in the Zoning Bylaw for the RG-3 Ground-Oriented Residential 3 Zone north of East 3rd Street, for buildings between the Mid Lot Line and the lane:

Figure 35

- (a) Guideline 7.4.1 does not apply; and
- (b) rooftop hatches and terraces within 3.4 metres (11.2 feet) of the maximum allowed height are not permitted.

Guideline 7.4.3 Overshadowing and view impacts should be minimized by roof designs that demonstrate:

Figure 36

- (a) that the maximum permitted height is limited to localized points if reached at all;
- (b) simple forms with no greater than 4:12 pitch;
- (c) overhangs limited to those required for solar and rain protection; and
- (d) a sensitive response to public greenways.

Guideline 7.4.4 The maximum floor-to-floor height is 3.2 metres (10.5 feet). This height may be exceeded to the maximum permitted in the Zoning Bylaw for:

Figure 37

- (a) common lobby and amenity space for Apartment Use; and
- (b) no greater than 5% of Gross Floor Area for all residential uses.

Guideline 7.4.5 Notwithstanding Guideline 7.4.4, the first floor of live-work frontages identified in Guideline 6.3.1 should have a minimum floor-to-floor height of 3.4 metres (11.2 feet) and a maximum floor-to-floor height of 4 metres (13.1 feet).

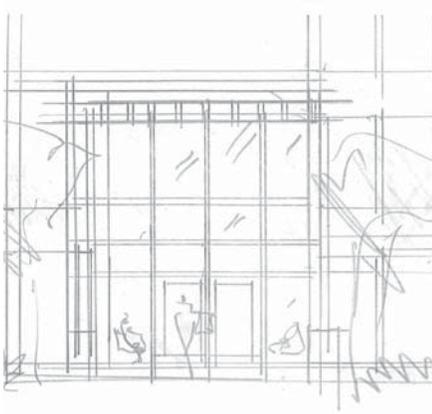


Figure 37. Increased lobby height

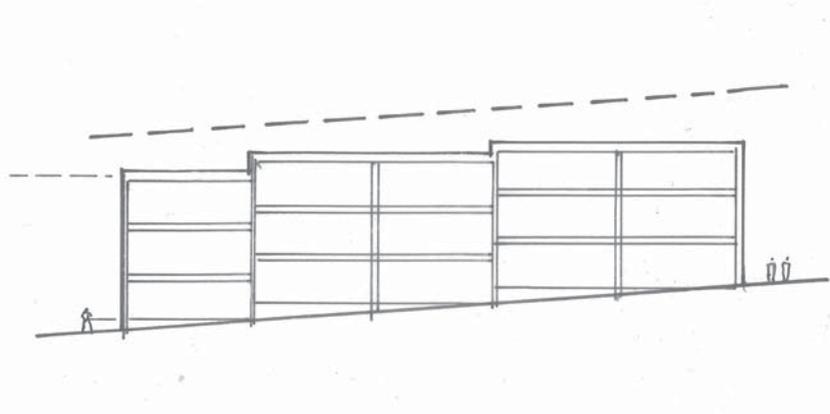


Figure 38. Cross-slope adjustment

Guideline 7.4.6 In order to allow buildings to respond to cross-slope grades, or those running parallel to the Front Lot Line, notwithstanding Guideline 7.4.1, the upper storey may project into the top 3 metres (9.8 feet) of the building envelope with:

Figure 38

- (a) the projection should be minimized; and
- (b) a similar proportion of the upper storey should be lower than the maximum unrestricted height as above the maximum unrestricted height;

Guideline 7.4.7 In order to allow buildings to respond to steep slopes running perpendicular to the Front Lot Line, notwithstanding Guideline 7.4.1, the upper storey may project into the top 3 metres (9.8 feet) of the building envelope impacted by the slope where the average building grade along the Mid Lot Line is at least:

- (a) 5 metres (16.4 feet) higher than the Front Lot Line, the upper storey may project into the envelope closest to the Front Lot Line; and
- (b) 5 metres (16.4 feet) higher than the Rear Lot Line, the upper storey may project into the envelope closest to the Rear Lot Line.

Guideline 7.4.8 In order to be minimize overshadowing, limit view impacts and promote privacy between adjoining properties, stair enclosures and/or elevators with rooftop landings should be architecturally integrated into the building form and should be:

Figure 39

- (a) limited to common access for Apartment Use when within the top 3 metres of the building envelope in accordance with Guideline 7.4.1 and set back a minimum of 3 metres (9.8 feet) from the parapet; and
- (b) considered a storey for all other Uses.

7.5 SEPARATION

Guideline 7.5.1 The minimum building separation between building ends on a lot (i.e. distance separating buildings as viewed from the fronting street) should be not less than:

Figure 40

- (a) 6 metres (19.7 feet) where buildings are located between the Front Lot Line and the Mid Lot Line; and
- (b) 3 metres (9.8 feet) where buildings are located elsewhere on the lot.

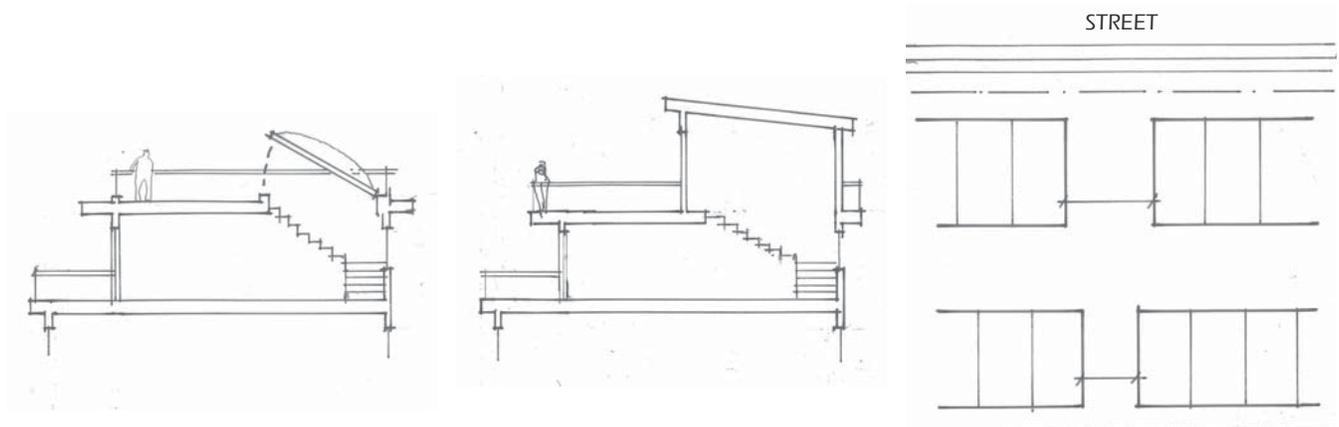


Figure 39.

Rooftop access

Figure 40. **Reduced separation at lane**

Guideline 7.5.2 The minimum building separation between Building Faces on a lot (i.e. distance separating buildings across courtyards) should be not less than:

- (a) 9.8 metres (32.2 feet) above the 2nd storey; and
- (b) 7.4 metres (24.3 feet) for the 1st and 2nd storey where the reduced building separation is in the form of a projection of the southerly building in order to not reduce solar access within the courtyard;

with the base of the 1st storey considered the landscaped roof of an enclosed parkade or the surface of the exterior courtyard driveway.

Guideline 7.5.3 Notwithstanding Guideline 7.5.2, one projection of no more than 3 metres (9.8 feet) width per dwelling unit is allowed for stairway access to the upper storey as required by grades.

Guideline 7.5.4 The minimum building separation may be reduced:

Figure 41

- (a) to respond to specific site conditions or context with a proportional increase in building separation for the remainder of the impacted Building Faces;
- (b) between building ends by providing more frequent building separations and/or more generous setbacks from side lot lines, the sum of which meets or exceeds the sum of the minimum distances otherwise required; and
- (c) on corner lots to partially enclose the courtyard and to provide a more continuous building frontage along the flanking street;

with specific attention to minimize overshadowing, limit view impacts and promote privacy between adjoining properties, and at no time should the minimum building separation be less than 3 metres (9.8 feet).

Guideline 7.5.5 Allowed projections, designed to minimize overshadowing and view impacts, may extend into minimum building separation no greater than:

Figure 42

- (a) 1 metre (3.3 feet) for eaves and other architectural features;
- (b) 1.2 metres (3.9 feet) for balconies on the northerly side of courtyards to partially cover an exterior courtyard driveway in order to not reduce solar access within the courtyard; and
- (c) 0.3 metres (1 foot) for all other balconies.

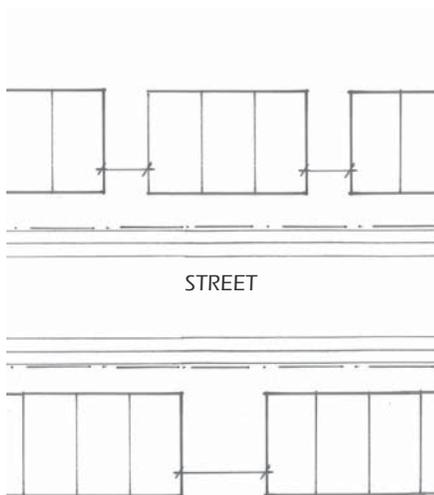


Figure 41. **Redistributed spacing**

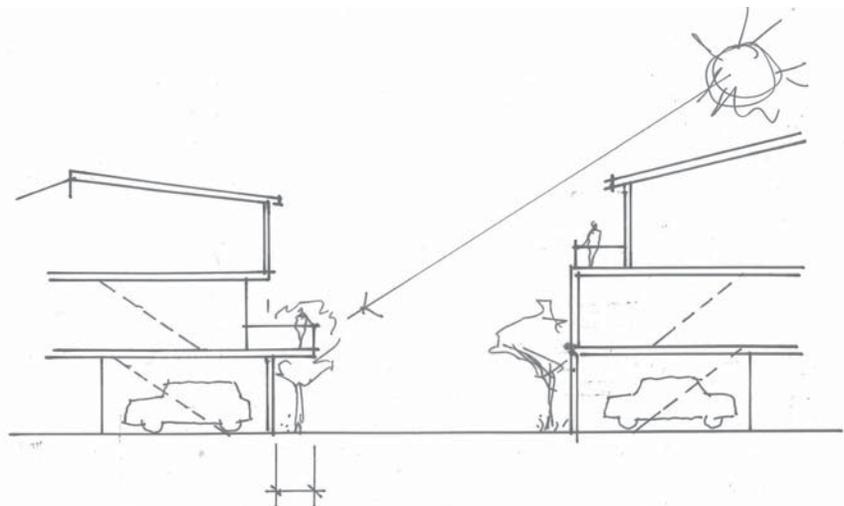


Figure 42. **Courtyard solar access**

8 Building Design



8.1 DESIGN VARIATION

- Guideline 8.1.1** The architectural design of buildings should:
- (a) create visual interest through variations in height, depth and massing;
 - (b) demonstrate individuality while contributing to a harmonious streetscape;
 - (c) present contemporary facades that are free of visual clutter;
 - (d) use material or colours to create purposeful accents; and
 - (e) avoid ornate and traditional design elements such as trim associated with single-family housing.
- Guideline 8.1.2** Townhouse units should demonstrate subtle design variations to strengthen unit identity and support a pedestrian scale on the street.
- Guideline 8.1.3** In accordance with Guideline 5.2.3, development of properties listed on the Heritage Register should:
- (a) respect the architectural integrity of the registered building;
 - (b) design new construction to be complementary, but distinct; and
 - (c) be encouraged to legally protect the registered building, in concert with the development permit application and with the benefit of the Amenity Share exemption in Section 418 of the Zoning Bylaw.

8.2 MATERIALITY

Guideline 8.2.1 In accordance with Guideline 6.2.1, facades fronting greenways or lanes should be of similarly high quality as those fronting streets.

Guideline 8.2.2 Materials should:

Figure 43

- (a) be substantial and durable while expressing warmth and interest, including non-pressure treated wood, metal, rough stone, rock dash stucco and architectural concrete;
- (b) reinforce form by emphasizing entrances and be purposeful in the expression of the relative visual weight between lower and upper storeys;
- (c) create visual interest through a varied palette and purposeful application that communicates depth along the facade, emphasizes unit identity and/or articulates building separations;
- (d) avoid imitative or faux applications to represent building elements; and
- (e) anticipate and incorporate the impacts of weather, with exterior use of wood applied in weather protected areas such as soffits and entries.

Guideline 8.2.3 In accordance with Guideline 6.6.1, exposed concrete and foundations should be minimized.

Figure 44

Guideline 8.2.4 Material transitions should occur at an inside corner rather than on the same plane.

Figure 45

Guideline 8.2.5 The first floor of live-work frontages identified in Guideline 6.3.1 should be distinguished by materials or finish, including a higher proportion of windows than the overall facade.

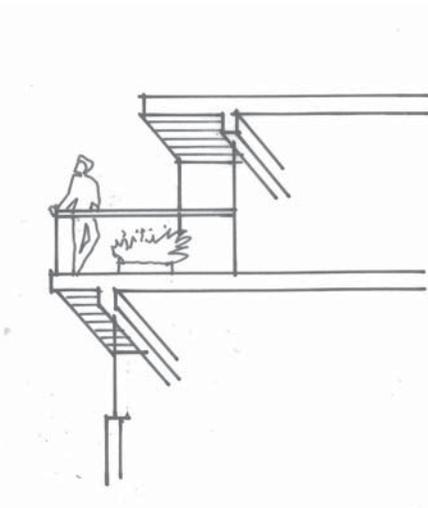


Figure 43. **Incorporate weathering**

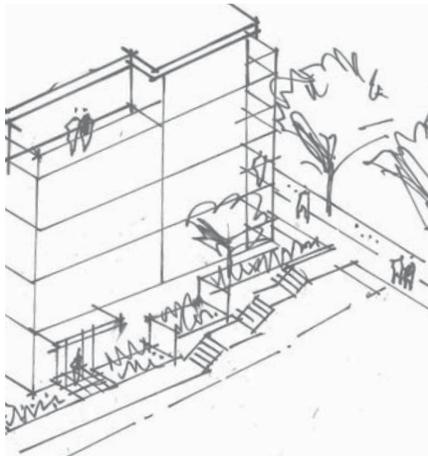


Figure 44. **Minimize exposed concrete**



Figure 45. **Material transition**

8.3 ENTRANCES

Guideline 8.3.1 In accordance with Guideline 6.1.2, Townhouse dwelling units and ground floor Apartment Use dwelling units, where possible, should each have an individual exterior entrance that:

Figure 46

- (a) is visible from—and with a pedestrian path to—a public greenway, street or lane;
- (b) may be accessed directly from the courtyard for upper storey dwelling units;
- (c) may be defined through grade separation, but entrances more than 1 metre (3.3 feet) lower than the adjoining finished grade are discouraged; and
- (d) is universally accessible from the sidewalk, where possible.

Guideline 8.3.2 The semi-public use of common building lobbies for Apartment Use should be highlighted by:

- (a) varied depth from the adjoining building facade facing the street;
- (b) signage, weather protection and lighting;
- (c) a minimum ceiling height of 3.3 metres (10.8 feet); and
- (d) convenient universal access from the sidewalk integrated into the landscape design.

Guideline 8.3.3 Apartment Use buildings should, where possible, have:

Figure 47

- (a) natural light and ventilation in corridors;
- (b) corridor length limited by placement of vertical circulation; and
- (c) stairs and access designed in accordance to the City's Active Design Guidelines.

Guideline 8.3.4 Lock-off units may have entrances on an elevation not oriented toward the street or lane if clear wayfinding is provided.

Figure 48

Guideline 8.3.5 Ground-floor units that comprise live-work frontages identified in Guideline 6.3.1 should have:

- (a) direct access from the fronting street;
- (b) signage that is architecturally integrated, reflective of the residential character of the neighbourhood and in accordance with the City's Sign Bylaw.



Figure 46.

Individual unit entrances

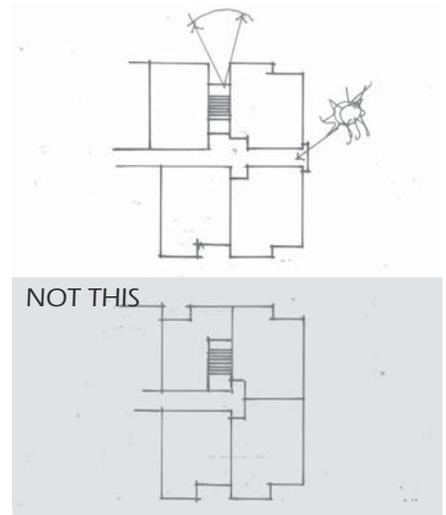


Figure 47.

Apartment active design

8.4 WINDOWS

Guideline 8.4.1 Windows, skylights and overhangs should respond to solar orientation with the southern Building Face designed with high window-wall ratios and appropriate overhangs to control seasonal solar gain.
Figure 49

Guideline 8.4.2 In order to support access to light and ventilation, building layouts are encouraged to have:

- (a) where Apartment Use, more than four corner units per floor;
- (b) where Townhouse Use, dwelling units with windows on a minimum of two exterior walls with different exposures, or a maximum unit depth of 11 metres (36.1 feet);
- (d) vertical orientation of windows; and
- (e) operable windows designed to facilitate air flow to habitable rooms.

Guideline 8.4.2 may be waived if in conflict with design requirements to meet the Passive House standard.

Guideline 8.4.3 In order to support privacy:

- (a) direct alignment of windows within 6 metres (19.7 feet) of different dwelling units should be avoided;
- (b) exterior stairs accessing upper level dwelling units should be located close to entry doors; and
- (c) private and semi-private outdoor spaces should be located outside of ground-level windows under the same tenure, where possible.

Guideline 8.4.4 Common amenity areas should overlook an adjoining public greenway, street or lane.



Figure 48. **Lock-off unit entrance**

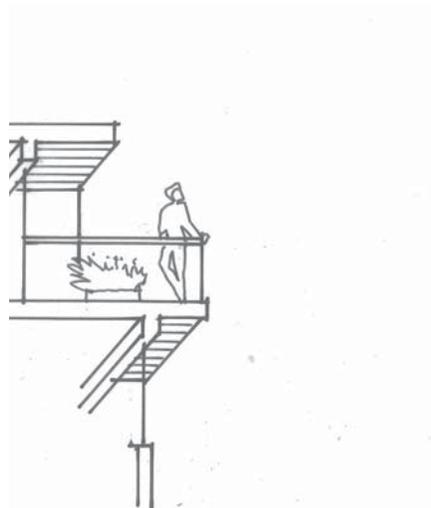


Figure 49. **Seasonal solar gain**

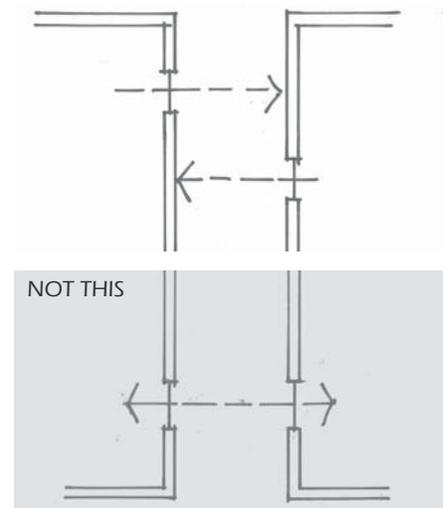


Figure 50. **Window alignment**

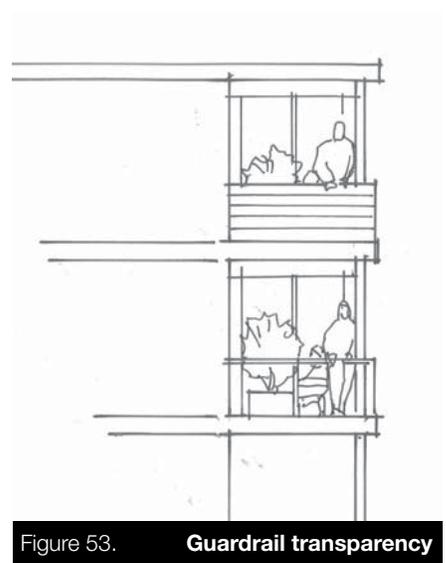
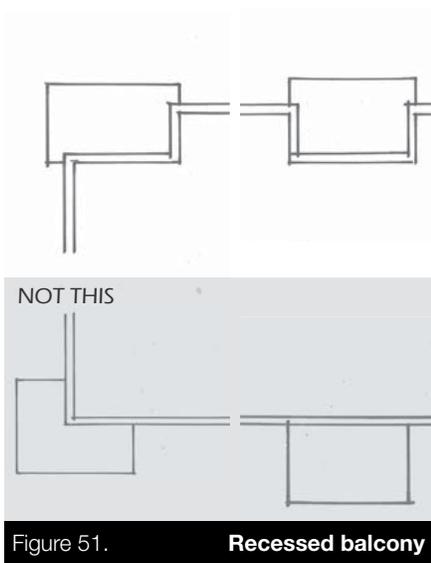
8.5 BALCONIES

Guideline 8.5.1 Entry porches, balconies, patios and stairs and stair landings should be partially recessed into the building massing, where possible. **Figure 51** Guideline 8.5.1 may be waived if in conflict with design requirements to meet the Passive House standard.

Guideline 8.5.2 The minimum average outdoor space per dwelling unit, inclusive of roof terraces and patios, should be not less than:
(a) 10 square metres (107.6 square feet) for Townhouse use; and
(b) 5 square metres (53.8 square feet) for all other uses;
with one or more private outdoor spaces with a dimension of at least 1.8 metres (5.9 feet) accessible to each dwelling unit.

Guideline 8.5.3 The total area of all balconies and porches, exclusive of rooftop terraces, should not exceed 10% of the gross floor area.

Guideline 8.5.4 Guardrail materiality should maximize light for dwelling units with the exception of balconies:
(a) less than 3 metres (9.8 feet) above finish grade; and
(b) on live-work frontages identified in Guideline 6.3.1;
which should be designed to increase privacy.



9 Open Space and Access



9.1 INTERFACE

Guideline 9.1.1 A 1.8 metre (5.9 foot) landscaped area should adjoin the street with limited hardscape, such as paths, stairways, retaining walls, decks and porches.
Figure 54

Guideline 9.1.2 Notwithstanding Guideline 9.1.1, live-work frontages identified in Guideline 6.3.1 should provide landscape and hardscape adjacent to the street that:

- (a) reflects the more commercial character of these blocks;
- (b) allows a clear path from ground floor entries to the sidewalk; and
- (c) incorporates purposeful planting areas.

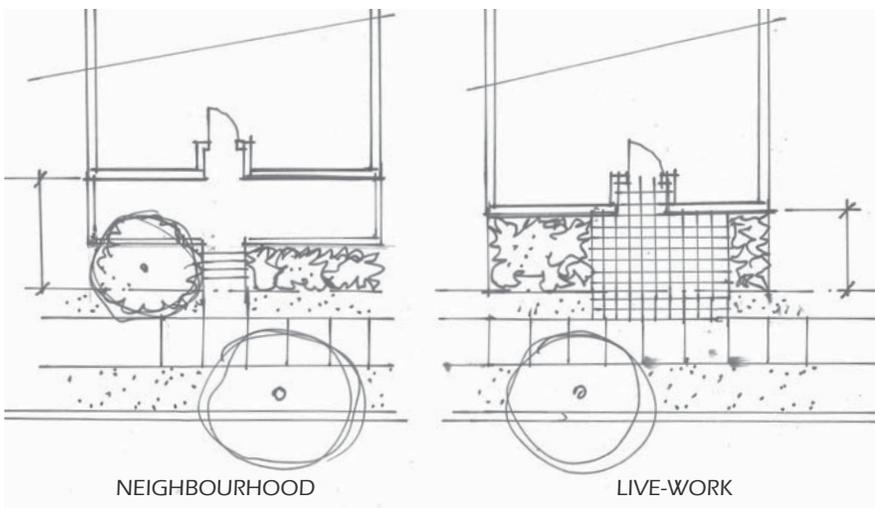


Figure 54.

Neighbourhood and live-work landscaping



Figure 55.

Street interface

Guideline 9.1.3 The remaining Front and Exterior Side Lot setback outside the landscaped area in Guideline 9.1.1 may include:
Figure 55

- (a) ground-level decks and porches no greater than 1 metre (3.3 feet) above or beneath the public sidewalk, where possible; and
 - (b) stairways accessing dwelling entrances;
- with specific attention to limiting the length of the frontage interrupted by structures.

Guideline 9.1.4 A 1.6 metre (5.2 foot) landscaped area should adjoin the lane with structures including decks, porches and retaining walls up to 1 metre (3.3 foot) height set back a minimum of 0.3 metres (1 foot) from the Rear Lot Line.
Figure 56

Guideline 9.1.5 Fences within required Front, Rear or Exterior Side Lot setback should be:
Figure 57

- (a) visually open;
- (b) no greater than 1.2 metre (3.9 foot) height, where possible; and
- (c) when upslope from the street or lane defining the setback, the maximum fence height should be measured from the lowest finish grade within 0.5 metres (1.6 feet), where possible.

Guideline 9.1.6 Notwithstanding Guideline 9.1.5, fences located elsewhere on the lot should be:

- (a) integrated with landscaping through use of trellises and planted screens, where possible;
- (b) designed to reduce the impact of surface parking, driveways and exterior courtyard driveways on neighbouring lots;
- (c) no greater than 1.8 metre (6 foot) height.



Figure 56.

Lane interface

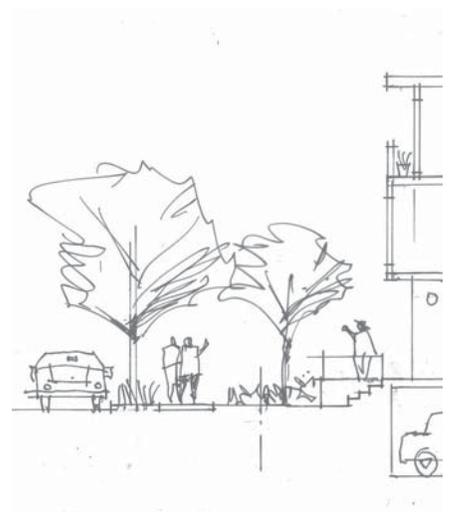


Figure 57.

Fence height

9.2 OPEN SPACE

Guideline 9.2.1 Apartment Use buildings on lots larger than 2,600 square metres (27,986 square feet) should include common outdoor space with:

- (a) active street and lane frontages;
- (b) shared children's play space; and
- (c) shared gardening areas with ancillary storage and utilities;

designed in accordance with the City's Active Design Guidelines.

Guideline 9.2.2 Apartment Use buildings and other uses on lots larger than 2,600 square metres (27,986 square feet) should consider:

Figure 58

- (a) bench seating and visitor bicycle racks near the building or courtyard entrances that exceed Zoning Bylaw minimum requirements; and
- (b) opportunities for on-site public art.

Guideline 9.2.3 Provision of public mid-block pedestrian connections is encouraged.

Figure 59

9.3 LANDSCAPING

Guideline 9.3.1 Prominent existing trees and landscape features should be removed only due to the following conditions:

- (a) Located within the Permitted Building Envelope;
- (b) Located such that the retention of the tree would place unreasonable constraints on development of the parcel to its permitted density, in accordance with any approved site plans;
- (c) Within an area required to provide access during the construction of a proposed building or structure;
- (d) Dead, dying, or hazardous, as confirmed in writing by a Certified Arborist;
- (e) Directly interfering with utility wires, and not amenable to pruning to address the interference without compromising the health of the tree, as confirmed in writing by a Certified Arborist; or,
- (f) Directly blocking or interfering with sewer or drainage systems, as certified by an accredited plumber or civil engineer;

and, if trees must be removed, designs should include landscaping that will replace the urban forest over time with replacement ratios consistent with or exceeding the "Tree Bylaw, 2022, No. 8888". [Bylaw 8928, June 20, 2022]

Guideline 9.3.2 All on-site trees and landscape features to be retained should be guarded with industry standard tree-protection fencing through land clearing, demolition and construction phases.



Figure 58. **Apartment Use entrance**



Figure 59. **Mid-block connection**

Guideline 9.3.3 Planting for on-site landscaping should be selected for qualities beyond aesthetic, including:

- (a) low water demand and drought tolerance;
- (b) edible fruit and food producing;
- (c) low maintenance, perennial and durable groundcover and low shrubbery;
- (d) native and regionally adaptive;
- (e) a diversity of coniferous and deciduous trees and other plantings; and
- (f) distinct and placemaking characteristics.

Guideline 9.3.4 With the exception of high-branched trees, plant material should reach a maximum height of:

- (a) 0.8 metres (2.6 feet) within a 1.5 metre (5 foot) setback; and
- (b) 1.2 metres (3.9 feet) within a 3.5 metre (11.5 foot); setback;

from a Front, Rear or Exterior Side Lot Line.

Guideline 9.3.5 On-site trees planted 1 metre (3.3 feet) from the Front Lot Line are encouraged with the installation of a rigid root barrier:

Figure 60

- (a) 2 metres (6 feet) long and centred on the tree; and
- (b) 0.5 metres (1.6 feet) deep.

Guideline 9.3.6 Landscaping should soften the appearance of retaining walls and exposed parkades, including:

Figure 61

- (a) planters integrated into guardrails or other structures on the top of walls allowing plants to overhang;
- (b) active green walls; and
- (c) stepped planters with shrubbery or climbing vines growing from the base;

with installation of an appropriate irrigation system.

See subsection 4.1 for additional Conservation Guidelines on permeability

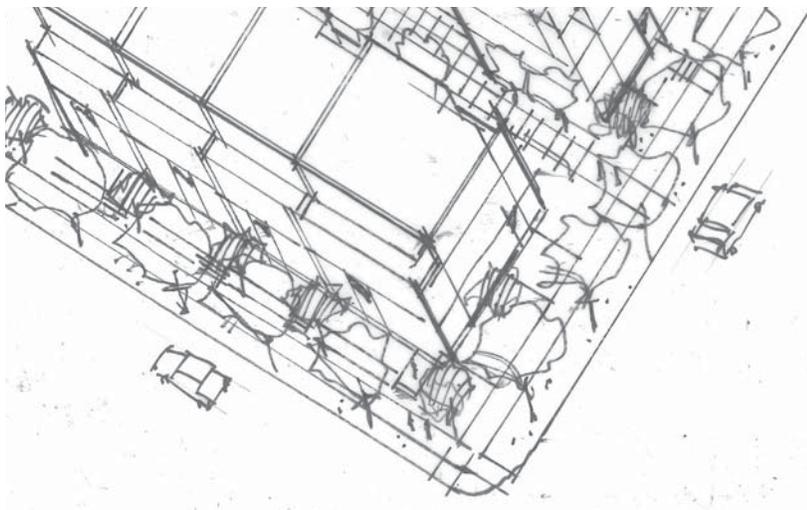


Figure 60. Encouraged tree plantings

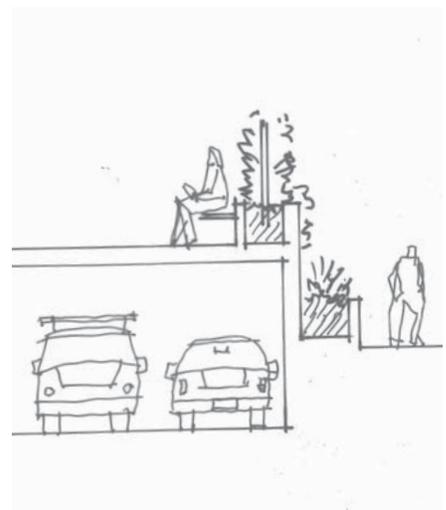


Figure 61. Exposed parkade planting

9.4 SAFETY

Guideline 9.4.1 Building and site design should enhance passive surveillance in accordance with Crime Prevention Through Environmental Design (CPTED) principles including:

- (a) Entrances, windows and landscaping designed to encourage visibility and overlook of sidewalks, greenways and other public spaces; and
- (b) Ground-oriented lighting for access pathways and building entrances.

Guideline 9.4.2 In order to facilitate emergency response the following should be provided:

- (a) minimum building separation of 2.4 metres (8 feet) including any structures or projections;
- (b) a clear path of at least 2.0 metres (6.6 feet) width;
- (c) ground-oriented lighting; and
- (d) any additional requirements that may apply to lots without lane access.

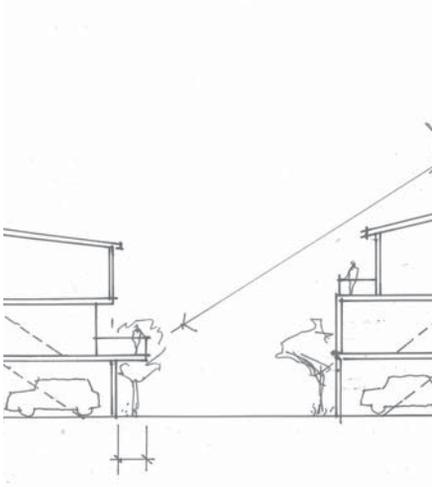


Figure 62. **Exterior courtyard driveway**



Figure 63. **Surface parking setback**



Figure 64. **Parkade entrances**

9.5 VEHICLE PARKING

In accordance with the City's Subdivision and Development Control Bylaw, vehicle access from a street will only be considered where the existing lane is intended for future greenway use or as determined by the City Engineer. With the exception of parking spaces parallel to the lane and car-share parking, the City's Zoning Bylaw only allows parking spaces accessed directly from the lane for developments less than 16 metres (52.5 feet) wide and with a density less than 1.0 FSR.

Guideline 9.5.1 Vehicle parking should be provided in an enclosed parkade structure with landscaping above, except for developments with a density less than or equal to:
Figure 62
(a) 0.75 FSR; or
(b) 1.00 FSR and an average building grade along the Rear Lot Line of at least 1.8 metres (5.9 feet) higher than the average building grade along the Front Lot Line;
which may provide parking access by means of an exterior courtyard driveway.

Guideline 9.5.2 Surface parking spaces and maneuvering aisle should be set back from an Exterior Side Lot Line a minimum of 1 metre (3.3 feet) with specific attention to the landscaped transition.
Figure 63

Guideline 9.5.3 Street and lane frontages should be characterized by residential use with parking located behind in accordance with Guideline 6.1.1. Where possible, the maximum uninterrupted distance of a parkade with an exposed height greater than 1 metre (3.3 feet) above finished grade should be:
(a) 9 metres (29.5 feet) along a lane; and
(b) 7 metres (23 feet) along a flanking street.

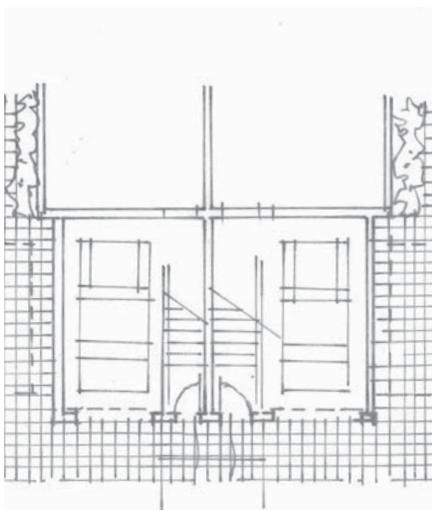


Figure 65. Individual garages on lane



Figure 66.

Screened structures

Guideline 9.5.4 In order to minimize disruption to lane-oriented residential use, parking entrances should:

Figure 64

- (a) integrate vehicle access into the overall site and building design;
- (b) narrow driveway to no greater than 7 metres (23 feet);
- (c) orient access ramps to be perpendicular to the lane, where possible;
- (d) maximize distance from street intersections and in no instance should this distance be less than 4.6 metres (15 feet); and
- (e) locate ramps straddling the Interior Lot Line with registered easements to allow shared access, where possible.

Guideline 9.5.5 Individual garages accessed from the lane should:

Figure 65

- (a) have a maximum width of 3.3 metres (10.8 feet);
- (b) incorporate stair landings or other residential use into the Building Face, and minimize the garage door presence; and
- (c) in total comprise no more than 70% of the Rear Lot Line.

Guideline 9.5.6 A maximum provision of 1.5 parking spaces per dwelling unit, including visitor parking, is encouraged.

Guideline 9.5.7 All parking spaces that utilize a public lane as a maneuvering aisle should have signage posted to indicate the use of the parking space.

See subsection 5.1 for additional Conservation Guidelines on vehicle charging

9.6 SERVICE INFRASTRUCTURE

The location and sizing of mail receptacles, utility infrastructure—including electricity and telecommunications—and solid waste collection must be in accordance with City bylaws. Garbage and recycling collection should be through common facilities in multi-family developments or as determined by the City Engineer.

Guideline 9.6.1 Accessory structures should be screened and integrated with the building and landscape design, including:

Figure 66

- (a) mechanical, utility, mail and communications infrastructure;
- (b) garbage, recycling and composting;
- (c) bicycle parking; and
- (d) rainwater retention, greenhouses and gardening sheds.

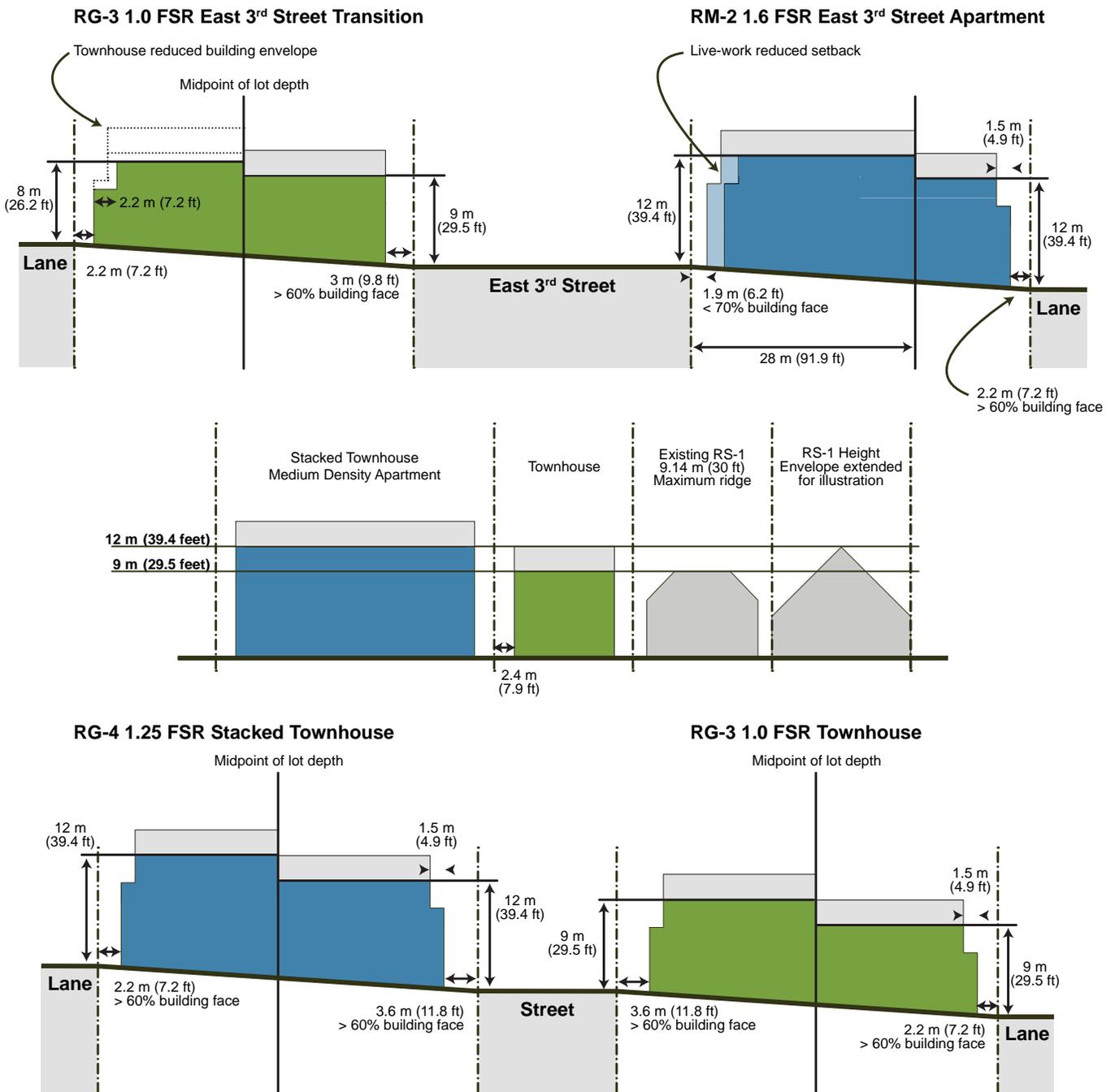
Guideline 9.6.2 Access to garbage, recycling and other building services should be principally designed to facilitate pedestrian rather than vehicle-oriented use.

Part IV - Appendix

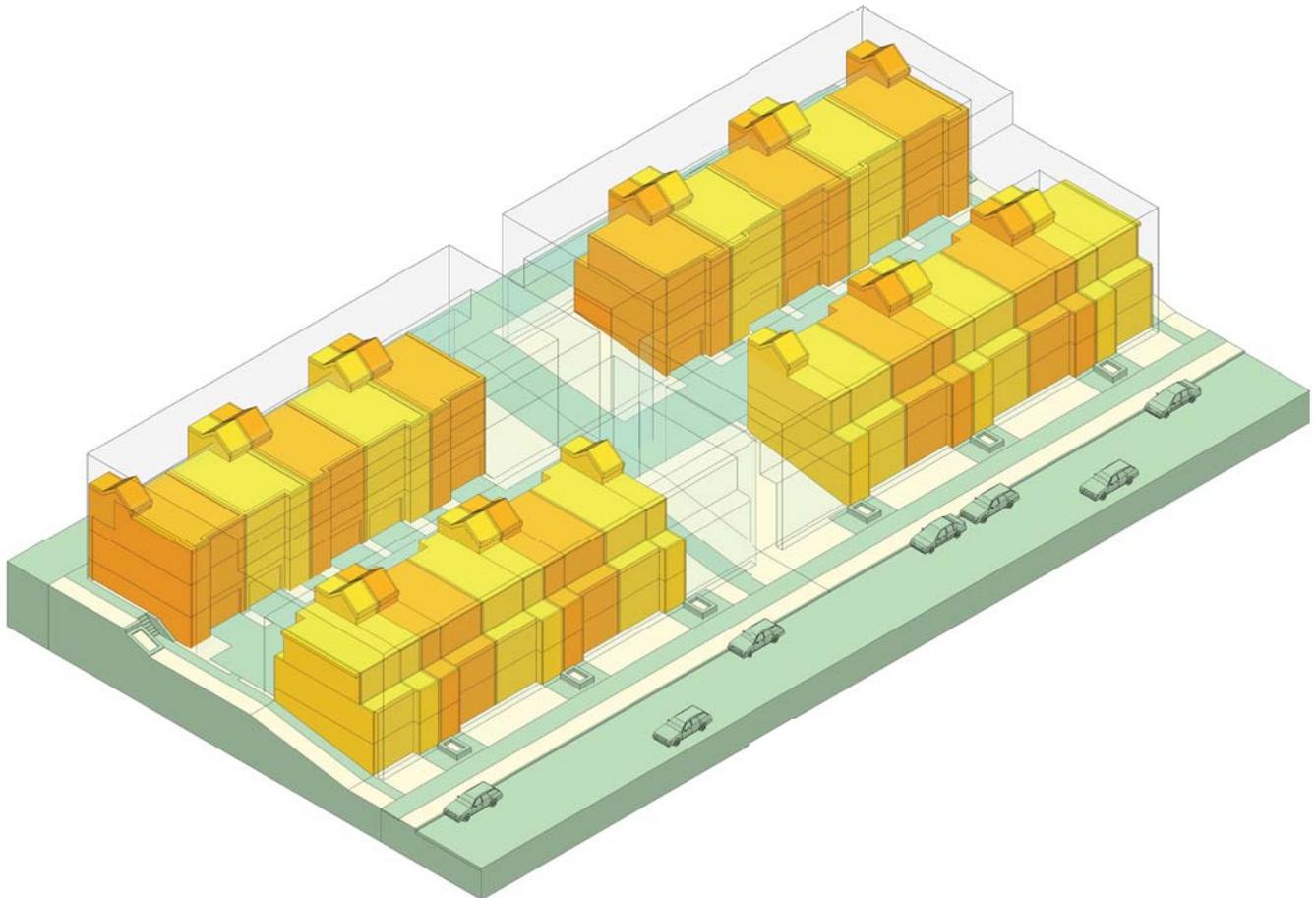
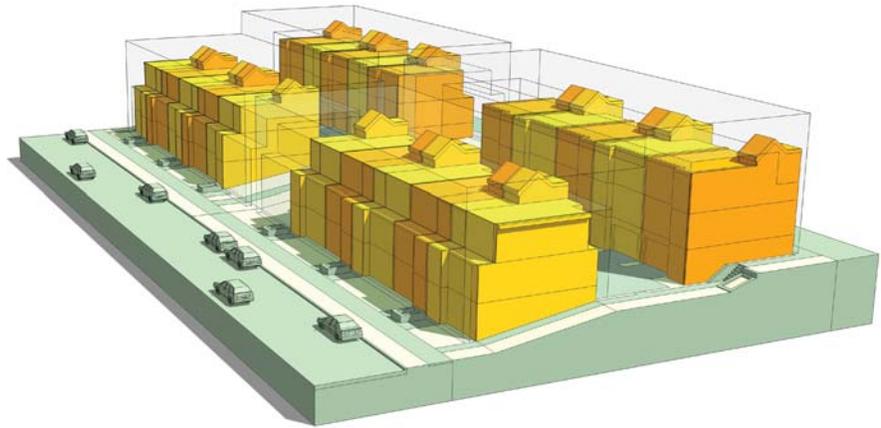
The drawings in this appendix support the understanding of these guidelines. They are intended for illustrative purposes only. Part III takes precedent in the instance of any inconsistency or inaccuracy with the following materials.

10 Drawings

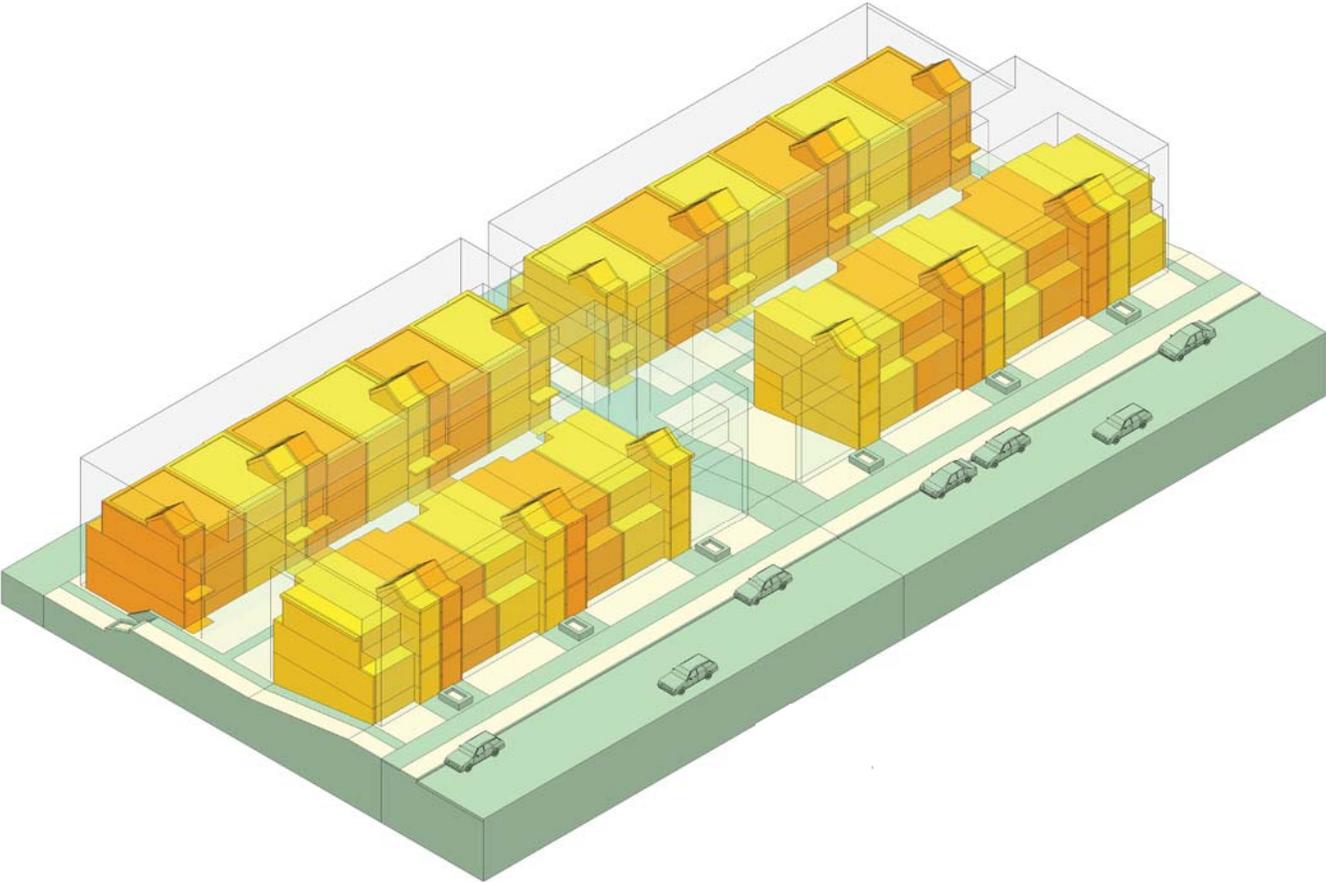
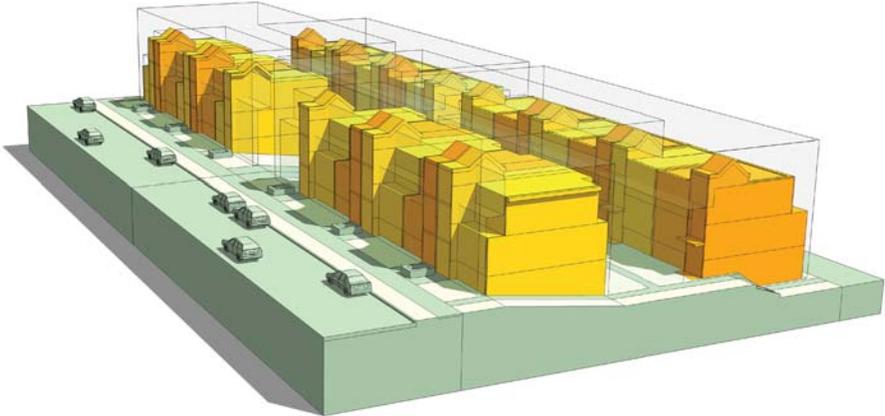
10.1 OVERVIEW



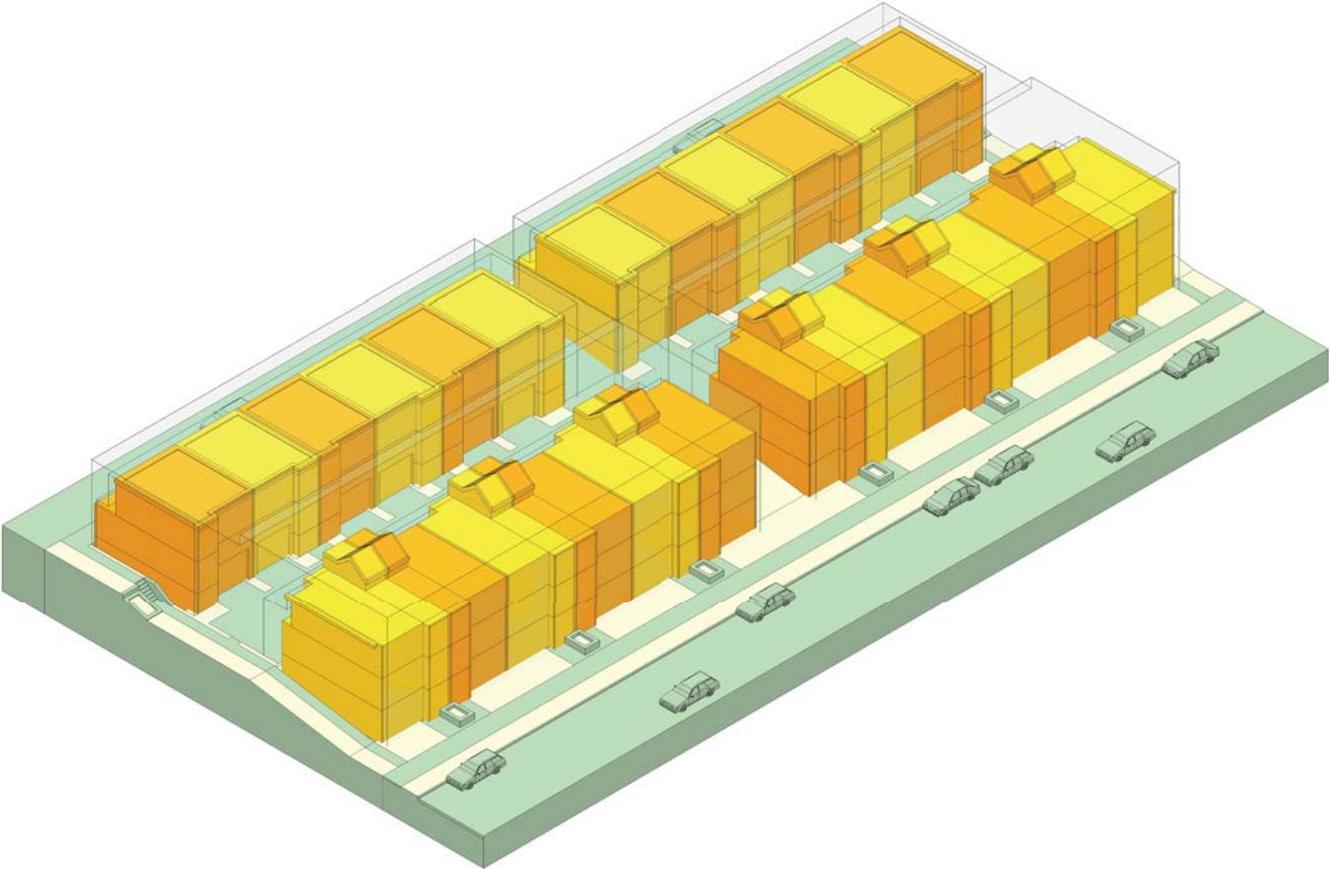
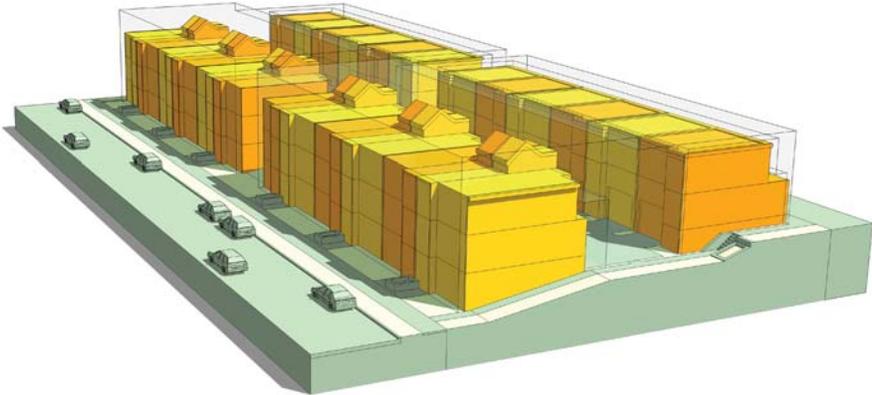
10.2 RG-3 1.0 FSR TOWNHOUSE UPSLOPE OF STREET



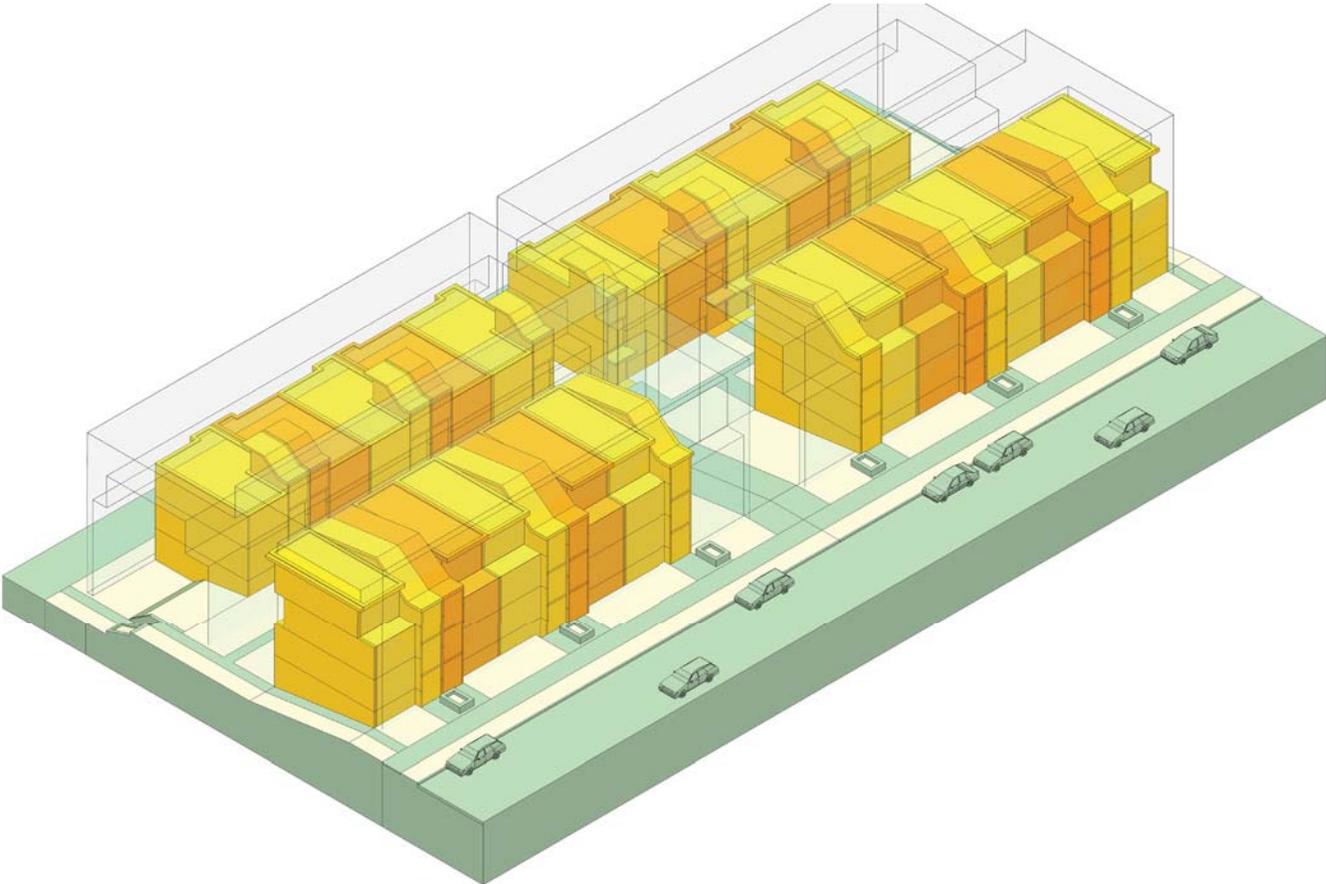
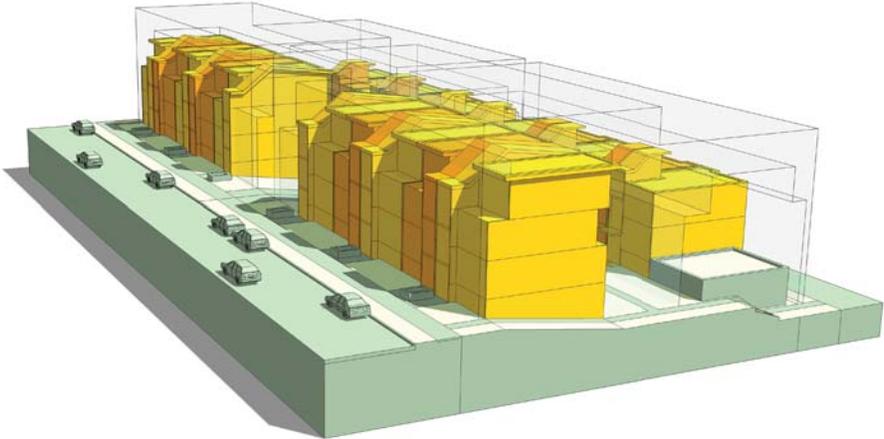
10.3 RG-3 1.0 FSR TOWNHOUSE DOWNSLOPE OF STREET



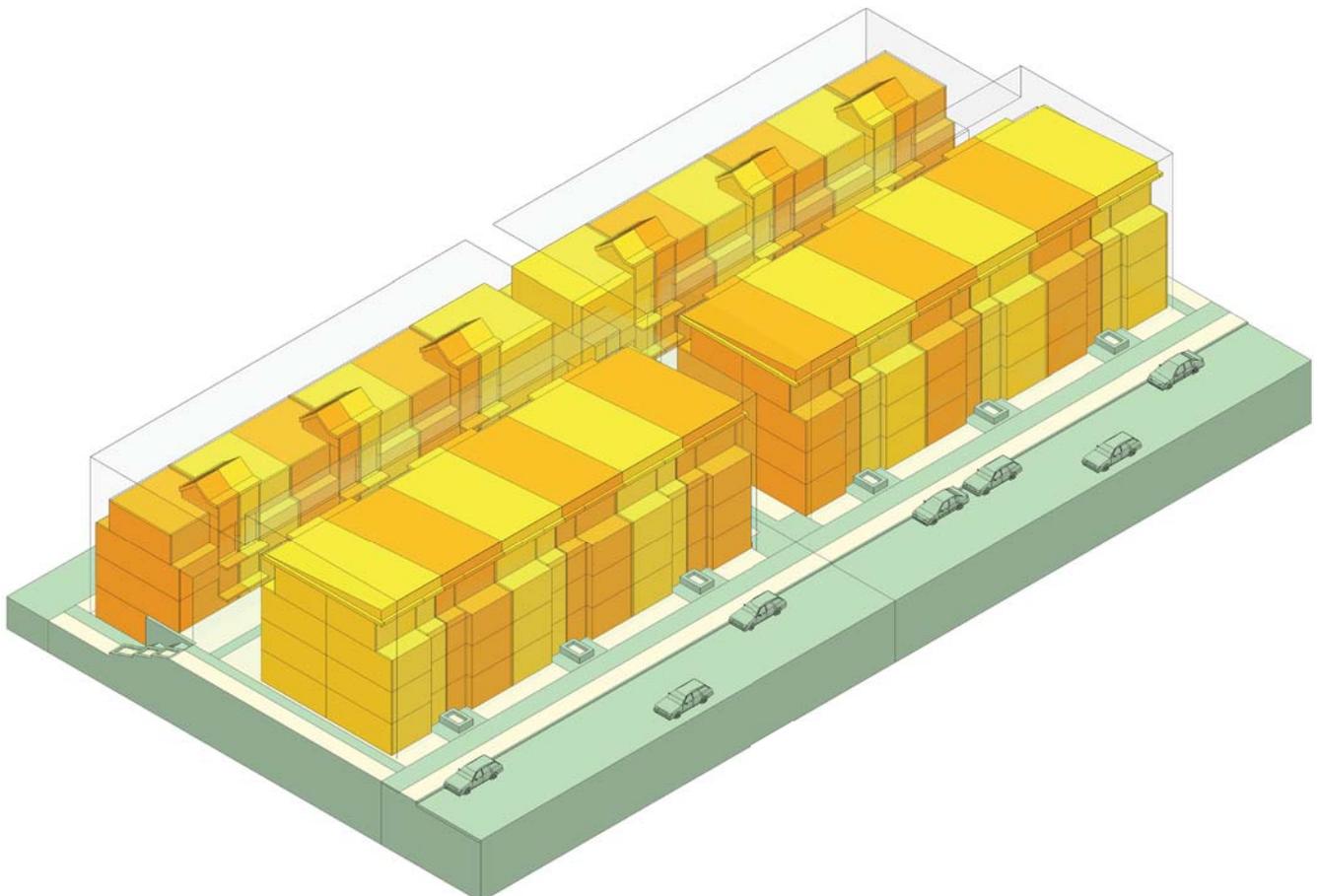
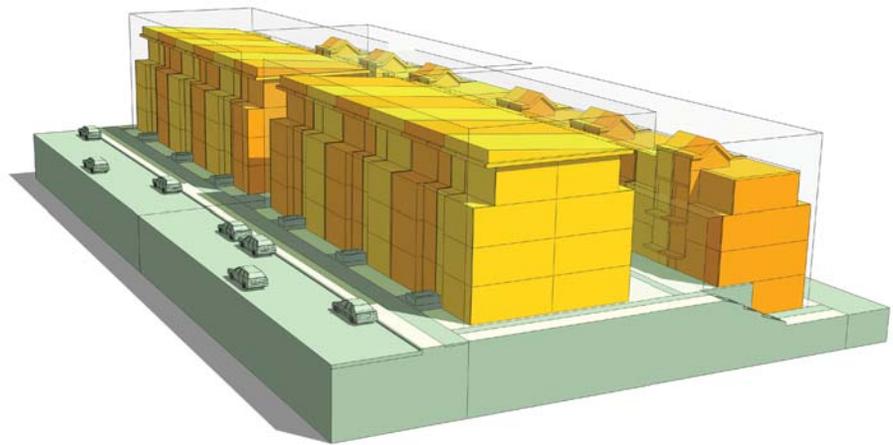
10.4 RG-3 1.0 FSR TOWNHOUSE FRONTING EAST 3RD STREET BETWEEN RIDGEWAY AVENUE AND QUEENSBURY AVENUE



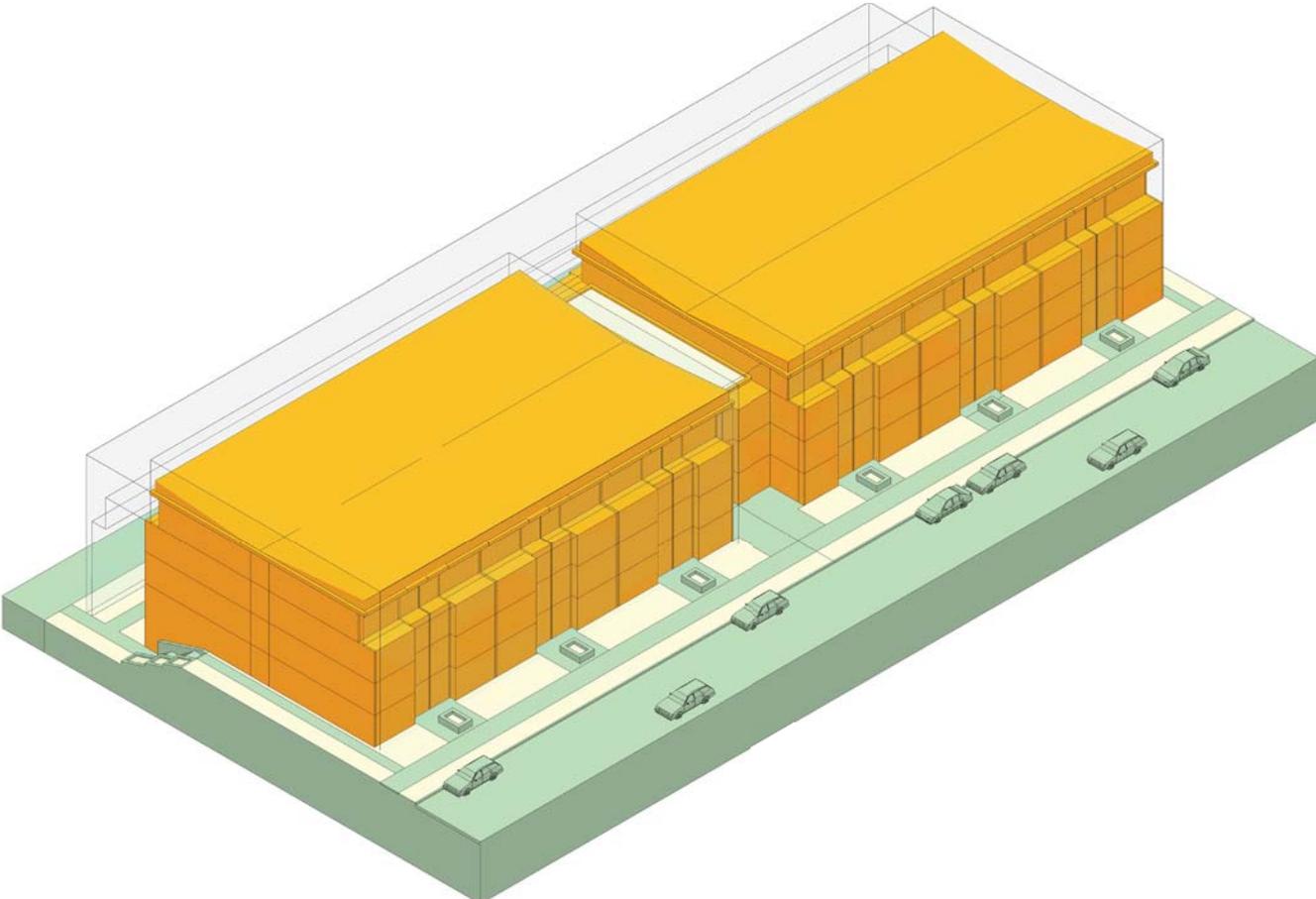
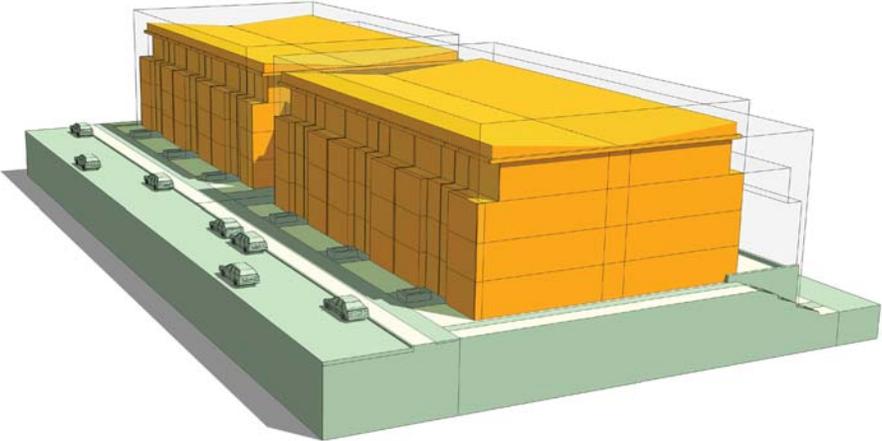
10.5 RG-4 1.25 FSR STACKED TOWNHOUSE



10.6 RM-2 1.6 FSR BACK-TO-BACK STACKED TOWNHOUSE WITH LIVE-WORK FRONTAGE



10.7 RM-2 1.60 FSR APARTMENT





Rooftop Antenna Development Permit Guidelines

Updated October 2021

Document Number: 2119992



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Part I – General Regulations

1. Introduction

These guidelines apply to development applications for “third party rooftop antenna system” installations in the City of North Vancouver. The City of North Vancouver recognizes that cellular communication infrastructure is imperative in the lives of residents and in the functioning of businesses operating in the City. The cellphone/wireless industry continues to expand rapidly, putting pressure on existing communications infrastructure; as data demand increases and more wireless spectrum becomes available to a greater number of carriers, the increase of towers and rooftop antennas and new technology is inevitable. These guidelines serve to provide a comprehensive understanding of the City of North Vancouver’s expectations regarding siting and the quality of design of rooftop antenna installations.

A City policy for design and consultation on other wireless communication forms (e.g. tower and utility pole installations) exists separately, in Council Policy 6: Wireless Communication Design and Consultation Policy (adopted November 20, 2017).

2. Intent and Use of the Guidelines

These guidelines are intended to provide a framework to ensure rooftop cell sites are installed in a desirable manner and ensure the impact on the public realm is minimized as much as possible. The proponent of a rooftop antenna installation should comply with the guidelines where possible.

If, due to technical constraints, certain aspects of the Rooftop Antenna Development Permit Guidelines cannot be achieved:

- A suitable alternative proposal should be provided, reflecting the intent of the guidelines;
- If satisfactory, the Director of Planning may provide a relaxation to any of the guidelines to accommodate the alternative proposal.

3. Exemptions

Installations to facilitate emergency service providers such as police, fire, ambulance and search and rescue services are exempt from the DPA guidelines.

4. Regulatory Framework and Authority

Section 488 of the Local Government Act (LGA) gives local governments in BC the authority to establish development permit areas and their associated guidelines to address issues such as the form and character of commercial, industrial or multifamily residential development.

The City's 2014 Official Community Plan establishes development permit areas (DPA) for rooftop antennas to identify specific land use categories in the city where third party rooftop antenna systems should be located, subject to compliance with these DPA guidelines and other applicable city permit requirements. The DPA guidelines work in conjunction with the Zoning Bylaw 1995, No. 6700 to provide a building height exemption for rooftop antennas and associated screening structures.

The City of North Vancouver recognizes that Innovation, Science and Economic Development Canada (ISED) regulates the location and installation of antenna systems, including masts, towers, and other antenna-supporting structures under the Radiocommunication Act and that the engagement of carriers with the City regarding Rooftop Antenna Installations is voluntary. The City also recognizes that ISED refers to Safety Code 6 as the standard to which wireless facilities are held and that the health and safety of wireless facilities in their many forms are under the jurisdiction of Health Canada. It is the applicant's responsibility to ensure compliance with Safety Code 6 guidelines for the protection of the general public.

5. Approval Process

All sites need approval of the land owner, whether public or private. In the case of a strata corporation, a letter from the strata council agreeing to the installation is required.

A. Pre-Application Meeting

To facilitate a preliminary discussion about the proposed Rooftop Antenna installation.

B. Preliminary revision

To address concerns raised during the reapplication process.

C. Application submission

D. Staff design review

E. Final revision

F. Development Permit issuance and registration at Land Titles

G. Building and Electrical permit (as required)

H. Removal (or upgraded replacement) of obsolete equipment

I. Installation of Rooftop Antennas

5.1. Submission Requirements

Each application for a development permit for rooftop antennas should be accompanied by relevant development information in the form prescribed by the city. This information includes, but is not limited to:

5.1.1. Plans to demonstrate the location of the proposed building site in context;

5.1.2. Plans to demonstrate the location of the proposed installation including equipment dimensions;

5.1.3. Plans to demonstrate the location and type of existing rooftop antenna structures and associated equipment currently located on the building by any provider;

5.1.4. Plans for screening, painting, or other measures to blend into the existing building.

Part II- Design Guidelines

6. General Considerations

6.1. Site Selection

- 6.1.1. Third party rooftop antennas are preferred in Residential Levels 5 and 6, Mixed-Use, Commercial, Industrial, and Mixed Employment designated lands as identified on Schedule A in Appendix 1.0 in the 2014 Official Community Plan, and are discouraged from locating on buildings near schools, institutions or on buildings in lower density residential areas.
- 6.1.2. Third party rooftop antenna systems should be located on buildings not less than three storeys above grade;
- 6.1.3. Third party rooftop antenna systems should not impede maintenance and building operations, this may include but is not limited to access to mechanical installations and facade maintenance systems;
- 6.1.4. Third party rooftop antenna systems should not impede access to nor diminish the quality of rooftop amenities such as playgrounds, roof decks and urban agriculture;
- 6.1.5. Third party rooftop antenna systems should not be installed on sloped roofs.

6.2. Design considerations

- 6.2.1. The visual impact of third party rooftop antenna systems should be minimized to reduce visual impact and clutter;
- 6.2.2. The visual impact on the public realm should be considered and should be minimized as much as possible.
- 6.2.3. The height of third party rooftop antennas should be minimized as much as possible;
- 6.2.4. Equipment cabinets and cable raceways included in the third party rooftop antenna system should be internal to the building, and, where external installations cannot be avoided, should be oriented for minimum visibility and treated with materials and colours similar to the building.

7. Standard of design

7.1. Unscreened third party rooftop antennas

- 7.1.1. Unscreened third party rooftop antennas should not be located within 30.48 metres (100 feet) of neighbouring residential dwelling units.
- 7.1.2. Unscreened third party rooftop antennas should only be located on the highest roof and mechanical penthouse of a building.

7.2. Unscreened third party rooftop antennas along the roof edge:

- 7.2.1. Third party rooftop antennas should be grouped on each building face and should be equally spaced.
- 7.2.2. Spacing between third party rooftop antennas should not exceed 1.52 metres (5 feet).
- 7.2.3. Except for microwave dishes, antenna groupings should be aligned with each other (see Figure 1).

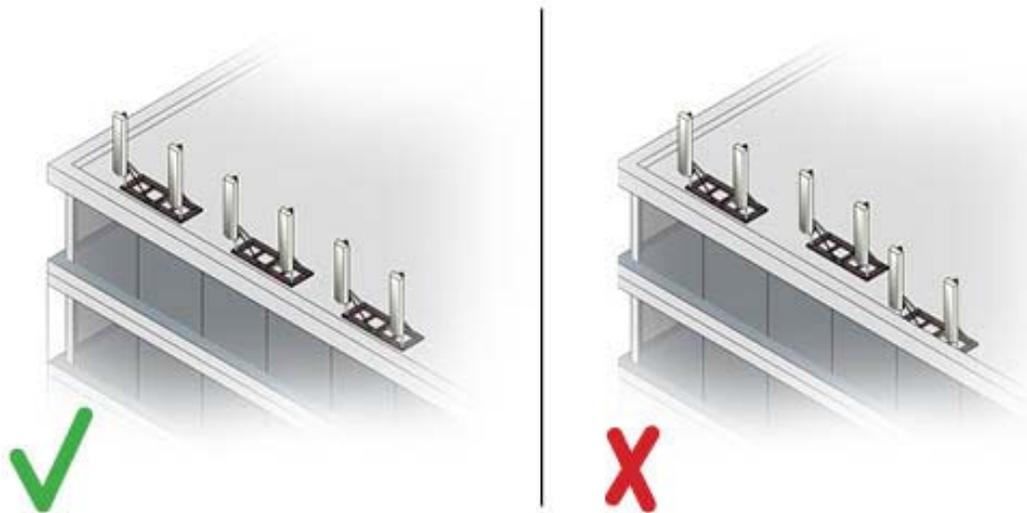


Figure 1 Antenna alignment

- 7.2.4. The top of all third party rooftop antennas should be aligned.
- 7.2.5. Mounting/cabling hardware should be cleanly housed.
- 7.2.6. Third party rooftop antennas may be mounted by means of a through-wall face mount, suspended over the parapet or can be installed on the roof edge.
- 7.2.7. Except for microwave dishes, the method of installation should be consistent for all third party rooftop antennas located on the same building.

7.2.8. In mid-rise and low-rise buildings, the maximum number of antennas should be determined according to the following formula:

Max number of antennas

$$= \text{roof edge length in meters (i.e. the entire perimeter)} \times 0.1$$

The maximum number of antennas should be rounded up to a whole number.

7.2.9. On high-rise buildings, the maximum number of antennas should be determined according to the following formula:

Max number of antennas

$$= \text{roof edge length in meters (i.e. the entire perimeter)} \times 0.15$$

The maximum number of antennas should be rounded up to a whole number.

7.3. Unscreened third party rooftop antennas on a mechanical penthouse

- 7.3.1. An unlimited number of units per face is permitted, except on penthouse walls flush with the exterior of the building.
- 7.3.2. For antennas on a penthouse wall flush with the exterior of the building, antennas should be screened to support an unlimited number of antennas or the number of antennas should be limited to 4.
- 7.3.3. Antenna units should align with each other (see Figure 1).
- 7.3.4. Mounting/cabling and hardware should be cleanly housed.
- 7.3.5. The tops of antennas should be aligned.
- 7.3.6. Antennas should be grouped and equally spaced
- 7.3.7. Antennas or associated equipment should not extend above the penthouse.
- 7.3.8. Antennas and mounting equipment colours should match the penthouse behind it.

7.4. Screened antennas along the roof edge

7.4.1. An unlimited number of antennas are permitted along a roof edge if adequately screened.

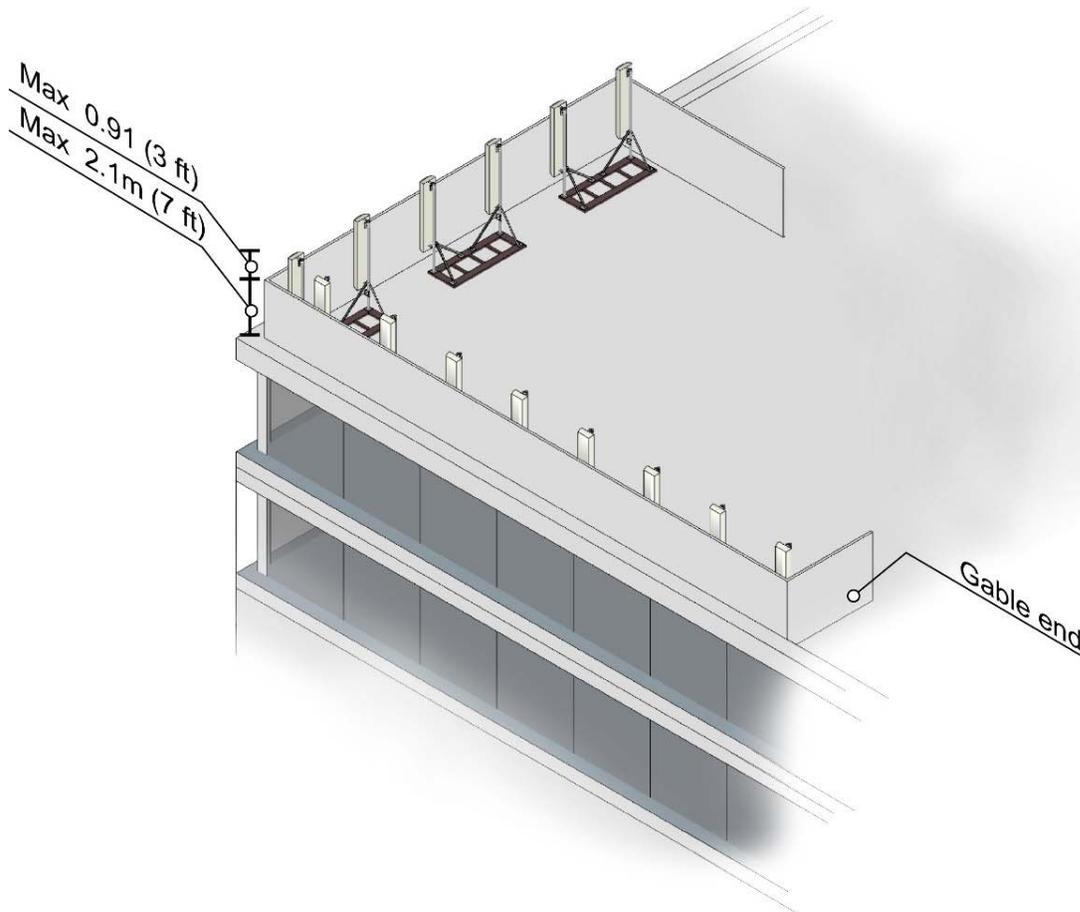


Figure 2 Screening structure

7.4.2. Screens should extend no more than 2.1 m (7 feet) high above the parapet (Figure 2).

7.4.3. Antennas should extend no more 0.91 m (3 feet) above the top of the screen (Figure 2).

7.4.4. The top of antennas that extend above a screen should be aligned.

7.4.5. Screens should have a minimum setback of 300 mm (1 foot) from the parapet.

7.4.6. Gable ends should be installed on screens if the rear of antennas is visible from adjacent streets (Figure 2).

7.4.7. Screens should cover no more than 40% of the roof edge.

7.4.8. A maximum of 4 screening structures are allowed on one building (see figure 2 as an example of one such screening structure).

7.4.9. Screens should be respectful of building massing, materials and articulation.

7.5. Screened antennas on top of mechanical penthouse

- 7.5.1. The entire penthouse roof should be screened
- 7.5.2. Antennas or associated equipment should not extend above or under the screen.
- 7.5.3. Screens should respect massing, materials and articulation of the building
- 7.5.4. A 30.48 metres (100 feet) minimum setback to dwelling units in neighbouring buildings should be provided (see Figure 3).
- 7.5.5. Rooftop antennas on top of a penthouse should only be permitted on buildings taller than 23 metres (75.50 feet).

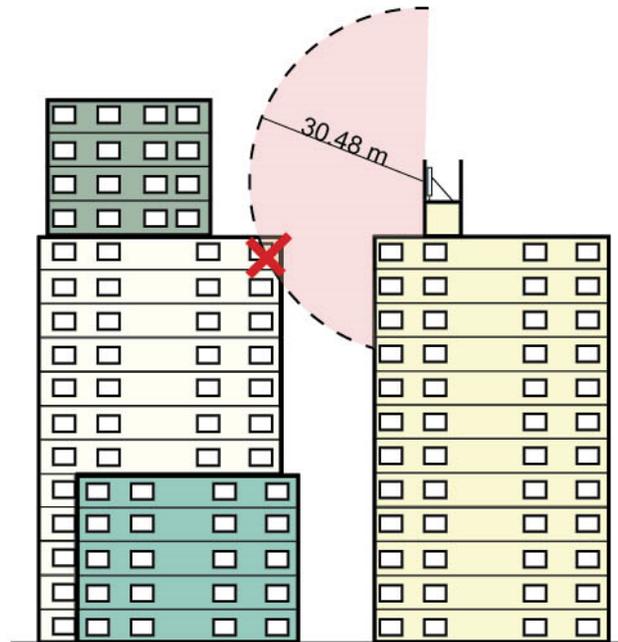


Figure 3 30.48 (100ft) setback

7.6. Obsolete antennas

- 7.6.1. For a development application for rooftop antennas on a roof with existing antennas, obsolete antennas should be identified and removed prior to the installation of any new antennas.



Harry Jerome Neighbourhood Lands

Development Permit Area Guidelines

Amended June 20, 2022, Bylaw No. 8928



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Part I: General Regulations

1.1 Introduction

The Harry Jerome Neighbourhood Lands Development Permit Area boundary and justification is described in Section 2.5 of the Official Community Plan. These guidelines are to be read in conjunction with the Zoning Bylaw.

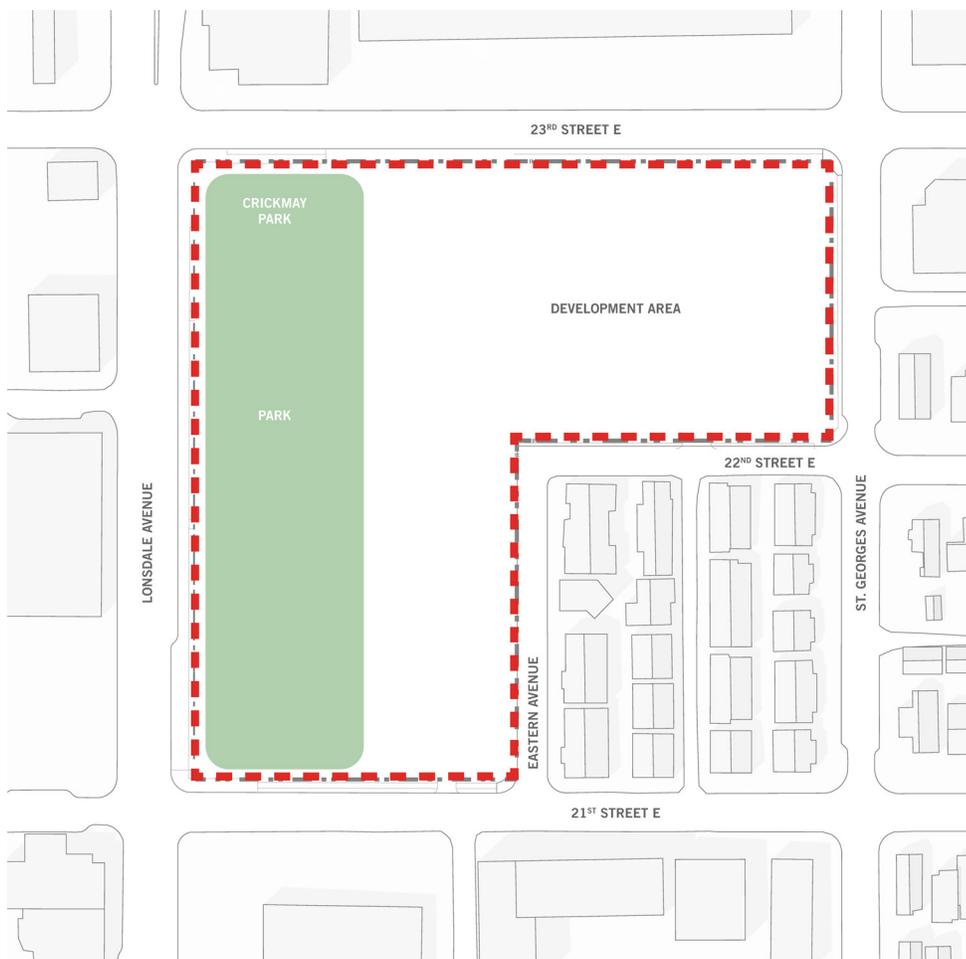


Figure 1. Harry Jerome Neighbourhood Lands Development Permit Area boundaries

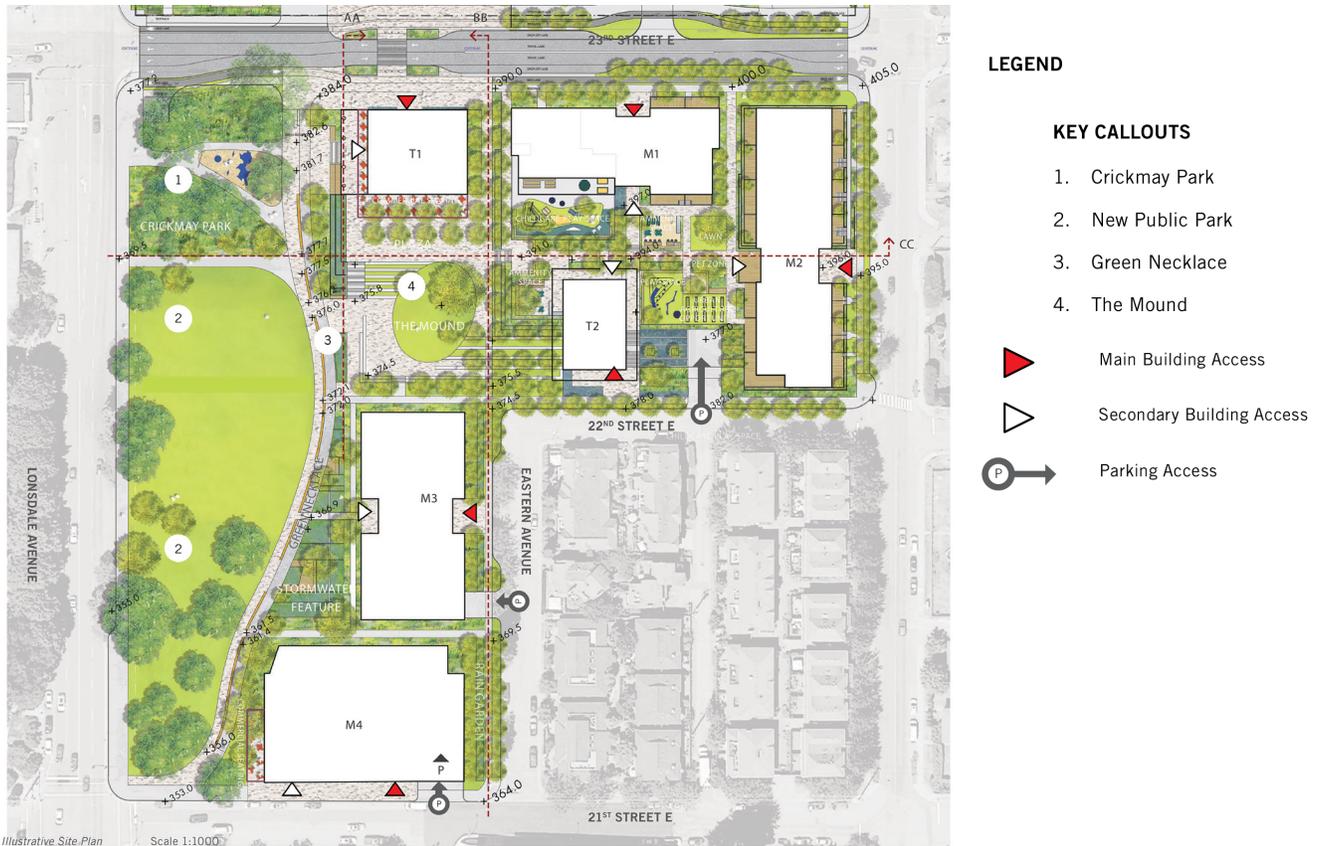


Figure 2. Conceptual Site Plan and Key Elements

The City designates Development Permit Areas (DPAs) with accompanying Guidelines to provide Council and staff with the ability to shape development beyond what is possible through policy or zoning regulations. This DPA is intended to shape development of the Harry Jerome Neighbourhood Lands to help deliver a high-quality environment for people in the City of North Vancouver through multifamily and commercial development which has: 1) form of development, character and open space design of high quality; 2) conservation of energy; 3) conservation of water; and 4) reduction of greenhouse gas emissions.

Where land has been designated by the City of North Vancouver as a Development Permit Area (DPA), the landowner or lessee must first be issued a Development Permit by the City before developing the land. In accordance with Section 489 of the Local Government Act, RSBC 2015, c 1, land within a DPA must not be subdivided, and construction of, addition to, or alteration of a building or other structure must not be commenced, until the landowner or lessee obtains a development permit.

These Development Permit Guidelines (the “Guidelines”) are to be considered as part of development proposals on the site and in conjunction with any zoning provisions and development covenant(s) for the Harry Jerome Neighbourhood Lands area. The issuance of a Development Permit must be in accordance with all applicable Guidelines.

1.2 Submission Requirements

Every application for a Development Permit must be accompanied by relevant development information in the form prescribed by the City. This information includes, but is not limited to:

- 1) Plans demonstrating:
 - a. the proposed location of all buildings and structures by use;
 - b. the proposed siting of parking areas, and mobility networks and access (walking, bikes, cars, transit);
 - c. the extent and nature of existing and proposed landscaping; *[Bylaw 8928, June 20, 2022]*
 - d. the proposed character, materials and colour of buildings, roofs and open spaces;
 - e. location of exterior lighting;
 - f. an indication of proposed location, number and type of signage;
 - g. an emergency response plan that includes: locations of emergency response points, locations of Fire Department Siamese connections, location of existing and proposed hydrants, clear widths of streets, and access points to parkades;
 - h. A certified arborist report if any protected trees are planned to be removed, detailing trees retained, proposed to be planted, and reasons for removal to comply with the City's "Tree Bylaw, 2022, No. 8888". *[Bylaw 8928, June 20, 2022]*
- 2) Preliminary engineering site plans, including a Preliminary Stormwater Management Strategy.
- 3) Description of the how the development will comply with the City's:
 - a. energy performance requirements and sustainability goals;
 - b. adaptable design requirements;
 - c. community amenities requirements associated with that particular phase of the development as outlined within the legal agreements on title;
- 4) A summary report outlining transportation management plans;
- 5) A synopsis of design intent indicating how the proposal meets the objectives of the overall community, as well as the role it plays in its specific site location in relation to the precinct characteristics; and
- 6) A Public Art Plan

The landowner or lessee is required to provide a checklist or statement indicating how their proposal complies with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided.

At Development Permit stages, the City will require security to ensure the installation and maintenance of landscaping in compliance with the Guidelines. All Development Permit applications must include a professional landscape plan prepared by a Landscape Architect (BCSLA).

1.3 Exemptions

Notwithstanding the designation of an area as a DPA, the Local Government Act provides that conditions may be specified under which a development permit is not required. In the Harry Jerome Neighbourhood Lands DPA, a development permit is not required in the case of:

- A subdivision which consists of a parcel line adjustment or consolidation where no additional lots are created;
- A subdivision for park purposes;
- An internal alteration (a change or extension in the interior of a building relating to any matter or thing regulated by the B.C. Building Code) that does not substantially change the current use previously approved through a DPA;
- Temporary buildings or structures that are erected either for offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
- Minor external renovations to existing buildings which do not significantly alter the footprint or exterior character of the building (at the discretion of the Director of Planning);
- Accessory buildings and structures which do not result in a change to the parking configuration;
- Road or utility works or landscaping within a dedicated road right of way or strata road; and/or
- Green space or trail improvements.

1.4 Amendments

A Development Permit amendment may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Planning.

Part II: Conservation Guidelines

2.1 Objective

The mixed-use development of the Harry Jerome Neighbourhood Lands shall make an important contribution to the City's current and future needs of the community with a holistic approach in alignment with the OCP's Sustainable City Framework including Natural Systems, Physical Structures/Infrastructure, Local Economy, Human Potential, Social Connections and Cultural Diversity.

2.2 Energy Conservation and Reduction of Greenhouse Gas Emissions

- 1) All Buildings will be constructed to achieve a minimum of Step 3 of the BC Energy Step Code for Part 3 Buildings and Step 4 of the Step Code for Part 9 Buildings. Best efforts will be used to augment energy performance beyond this required level, with demonstrated measures incorporated to ensure the project achieves industry leading levels of energy efficiency;
- 2) Work with Lonsdale Energy Corporation to reduce carbon intensity beyond typical construction in the City for equivalent buildings through the district energy system;
- 3) Use efficient pumps, heat pumps, fans and mechanical equipment.
- 4) Provide enhanced commissioning.
- 5) Within site constraints, develop building siting, form, and scale to minimize interference with view corridors or solar access for existing or anticipated development, and shadowing impacts on adjacent residential buildings and usable open spaces. Include sun/shade diagrams of the subject development and the surrounding properties at the following times:
 - a. March 21: 10 am, 12 noon, 2 pm
 - b. June 21: 10 am, 12 noon, 2 pm
- 6) Design landscaping to provide solar access in winter, and in summer shading of afternoon sun and management of the urban heat island effect. While retaining as many existing healthy trees as practical on the site, plant deciduous trees and landscaping and/or provide shading devices on southern and western exposures to reduce undesired solar gain in summer and filter solar heat and light in the summer.
- 7) Use light coloured roofs, sidewalks, plazas, greenways and paths to reduce the urban heat island effect.
- 8) Integrate courtyards and greenways into the design to allow direct sunlight penetration.

- 9) Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves. To limit solar gain in summer months, external solar shading (e.g. recessed balconies, overhangs, and louvers), should be considered, especially on the south and west elevations of buildings. Balance the benefits of reducing solar gains in summer with the benefit of increasing solar gains in the winter by taking advantage of the different seasonal sun angles which can be evaluated through energy modeling.
- 10) Provide enhanced building control systems such as the installation of smart automation technologies such as timers or occupancy sensors, and programmable thermostats.
- 11) Use Energy Star appliances.
- 12) Use high efficiency exterior private realm lighting, such as LEDs, and direct and shade lighting to minimize light pollution and maximize energy service. Energy efficient motion or photo-sensitive technologies should be considered, along with safety and security considerations.
- 13) Provide energy conservation, operation and maintenance information to tenants and residents.
- 14) Reduce water usage with water efficient fixtures and fittings.
- 15) Consider providing energy and water monitoring and metering systems.
- 16) Improve occupant health by reducing or eliminating indoor air pollutants through the choice of healthy building materials.
- 17) Commit to diversion of construction waste per prevailing City policy.
- 18) Establish and implement an appropriate recycling and composting framework to ensure minimum waste production from the community.

2.3 Water Conservation

Developments are required to construct—and to report on—stormwater management works treating water from roads and laneways. This infrastructure must be designed to include allowances for climate change in accordance with the City’s Subdivision and Development Control Bylaw.

- 1) Reduce stress on existing stormwater infrastructure and protect aquatic ecosystems in order to keep urban watersheds clean, by designing the landscape with sufficient permeable surfaces and native species that will reduce or eliminate runoff.
- 2) On-site stormwater infrastructure (detention ponds, bioswales, etc.) should be addressed on site and located on private (leased) land outside of dedicated park space. Where this proves impractical to achieve, maintenance of such infrastructure shall be the responsibility of the lessee/strata corporation, and secured through a covenant. A performance requirement will be required from the developer and future strata corporation.
- 3) Reduce or eliminate the need for irrigation by designing the landscape with drought-resistant native species.
- 4) Retain existing healthy trees on the site wherever possible. A Tree Removal Permit must first be issued for any protected tree removal, and removal must comply with the City’s “Tree Bylaw, 2022, No. 8888”. [*Bylaw 8928, June 20, 2022*]

- 5) Minimize impervious surfaces through use of the following materials:
 - a. pavers, placed stone or river rock for tree surrounds and areas with infrequent pedestrian use;
 - b. extensive groundcover and planters over parkades; and
 - c. permeable paving for walkways, driveways, exterior courtyard driveways and surface parking, particularly where stormwater discharge into on-site infiltration facilities is not practical.
- 6) Incorporate on-site landscaping infiltration strategies including:
 - a. finish grading comprised of topsoil or composted waste;
 - b. engineered rock pits and soil cells; and
 - c. visible features such as rain gardens or linked bioswales.
- 7) Minimize hard surface pathways to only those providing access to dwelling units, common outdoor space and on-site service infrastructure.
- 8) Consider active and/or passive green roofs to reduce the impact of increased building lot coverage on stormwater runoff and urban heat island effect.

2.4 Transportation Demand Management

- 1) Provide a range of emission-free mobility options including bike sharing, dedicated spots for car sharing and carpools.

Part III: Form & Character Guidelines

3.1 Objective

Along with development of the adjacent new Harry Jerome Community Recreation Centre, the mixed-use development of the Harry Jerome Neighbourhood Lands aims to create a vibrant urban community, anchoring the northern end of the Lonsdale Corridor and enhancing the pedestrian experience along Lonsdale Avenue. Development of the Harry Jerome Neighbourhood Lands aims to create an attractive urban environment with a mix of retail, office and diverse residential uses that serve to animate and enhance public spaces and amenities in this precinct.

Specific form and character objectives:

- Ensure that the form and character of residential, multi-family, mixed use and other development is a desirable, attractive addition to the City of North Vancouver; and
- Ensure that development delivers desirable public realm, landscaping, exterior design and finish of buildings and structures at each phase of development.

3.2 Site Planning



Legend

1. Crickmay Park
2. Public Park
3. Green Necklace
4. The Mound

Figure 3. Conceptual Illustration of Focal Points and Gathering Places

- Guideline 3.2.1 Animate the overall site by creating open spaces and gathering nodes that foster socializing, recreation and play, and that incorporate public art.
- Guideline 3.2.2 Incorporate open spaces as site organizing features.
- Guideline 3.2.3 Locate and orient a minimum 0.9 ha public park along Lonsdale Avenue spanning between 21st and 23rd streets.
- Guideline 3.2.4 Connect adjacent areas by pedestrian and bicycle paths to create a walking and cycling friendly addition to the neighbourhood.
- Guideline 3.2.5 Accommodate the Green Necklace, serving both cyclists and pedestrians, diagonally across the site, from the southwest corner of Lonsdale Avenue at 21st Street northeast to a midblock pedestrian crossing at 23rd Street.
- Guideline 3.2.6 Respond to the sloping site topography by ensuring that the Green Necklace is accessible along its entire length, with a gradient of no more than 5%.
- Guideline 3.2.7 Provide public pedestrian pathway access into the park along the east-west alignment of 22nd Street and the north-south alignment of Eastern Avenue.
- Guideline 3.2.8 Provide secondary pedestrian pathway accesses into and across the site as determined by use, and connect these to key nodes, while preserving large open space areas.

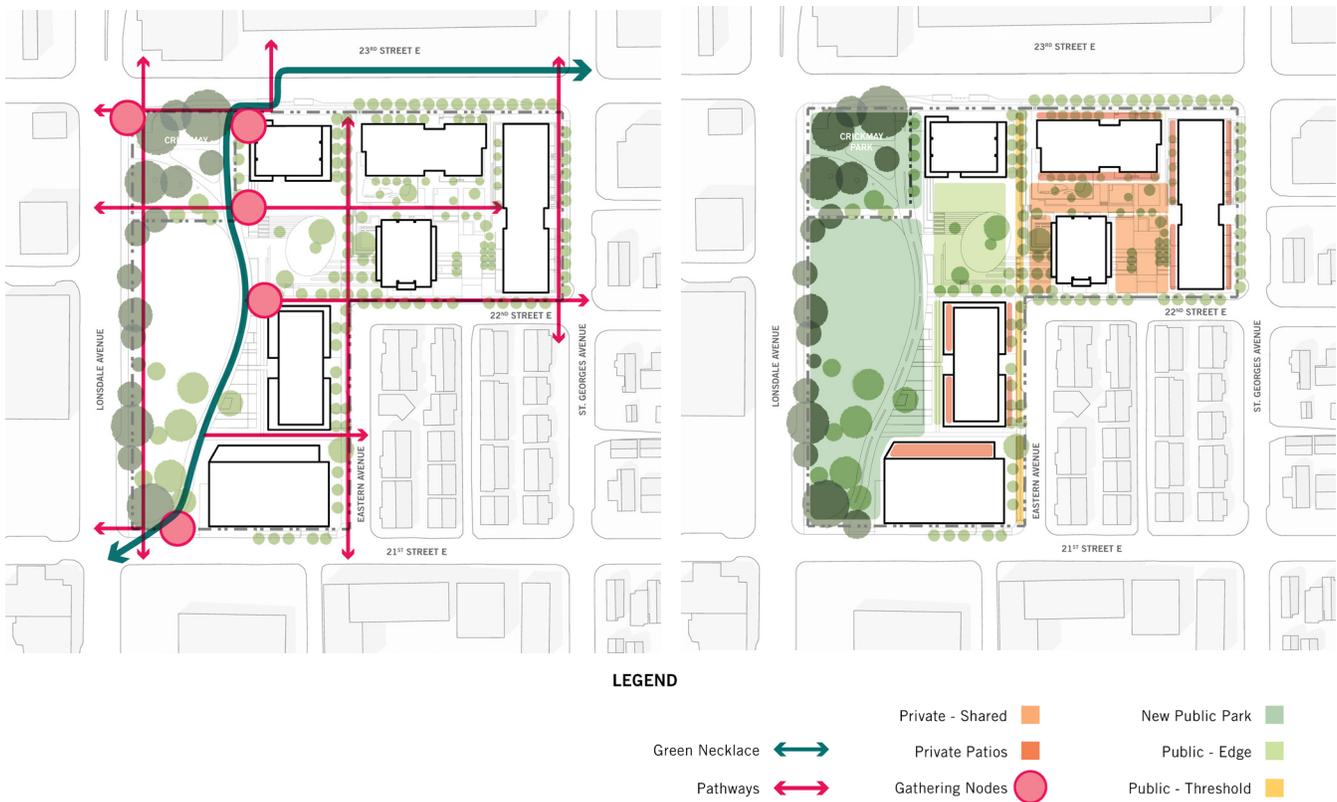


Figure 4. Key Site Connections Created and Preserved Through Building Height, Siting and Orientation

Guideline 3.2.9 Retain existing healthy trees on the site wherever possible and retain all healthy trees on the west side of the site. Where mature, protected trees are required to be removed as per permitted reasons under the City's Tree Bylaw, provide a certified arborist report detailing the trees to be removed, indicate where planting will occur, providing space within the development for new replacement trees. Provide a tree protection plan to identify trees that will be retained and a tree replacement plan. *[Bylaw 8928, June 20, 2022]*

Guideline 3.2.10 Refer to the City's arborist report on recommendations for removal of large trees. Trees shall be replaced at a minimum replacement ratio of 3:1, and will require the payment of an ecological compensation fee as per the "Tree Bylaw, 2022, No. 8888". New tree planting regime should be of sufficient standard to ensure that replacement trees will grow and have healthy establishment. This includes minimum standards for caliper, size, soil, volume, etc. that can be referred to in the ANSI A300 Standard Guidelines and in the City's "Tree Bylaw, 2022, No. 8888". *[Bylaw 8928, June 20, 2022]*

3.3 Building Envelope

Guideline 3.3.1 Building siting and orientation should respond to the siting and orientation of the new Harry Jerome Community Recreation Centre, and maintain visual connections between the HJCRC and the new park.

Guideline 3.3.2 A maximum of two towers (any building over 6 storeys in height) will be permitted on the site: with the northernmost tower built taller and the southernmost tower built lower, to differentiate the towers.

Guideline 3.3.3 The towers shall be located towards the north end of the site, with building heights decreasing across the site towards the south.

Guideline 3.3.4
Figure 5 A minimum separation distance of 30.48 m (100 ft.) should be maintained between the extreme corners of towers that are directly opposite one another. A minimum separation distance of 24.38m (80 ft.) will be considered provided the towers are sufficiently offset to minimize overlook and direct views into each other. Refer to Fig. 5 below.

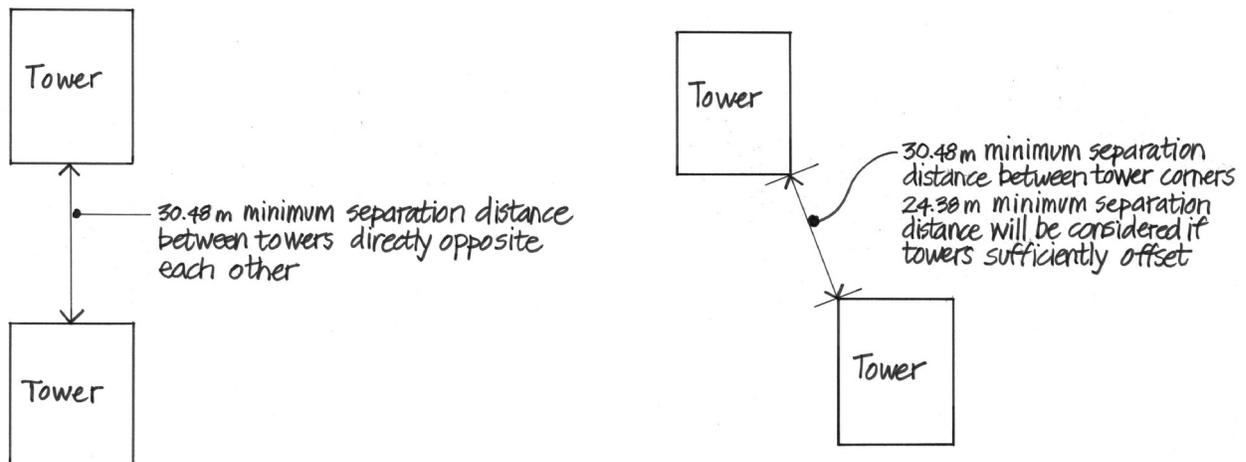


Figure 5. Minimum separation distances between towers

- Guideline 3.3.5** A minimum separation distance of 6.7 m (22 ft.) should be maintained between the lower (ground and second) floors of buildings that are directly opposite each other.
- Guideline 3.3.6** Optimize minimum separation distances between floors above the second floor of buildings that are directly opposite each other, in order to reduce privacy overlook and maximize sunlight penetration.
- Guideline 3.3.7** Taller buildings should employ passive solar controls, in order to reduce energy consumption, and should be oriented to optimize daylight access to public and private spaces, reduce shadowing across the future Harry Jerome Community Recreation Centre to the north, and maximize public views to and from the HJCRC, the North Shore Mountains to the north and Burrard Inlet to the south and west.
- Guideline 3.3.8**
Figure 6 The maximum floor plate dimension, exclusive of balconies, in any one direction of portions of buildings exceeding 6 storeys in height should be approximately 35.0 m (115 ft.), to reduce the bulk and massing of towers. Refer to Fig. 6 below.

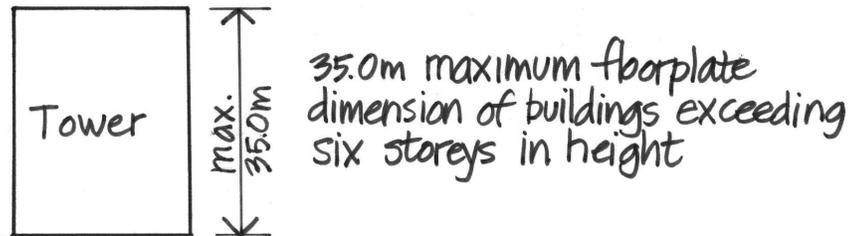


Figure 6. Maximum floorplate dimension for taller buildings

- Guideline 3.3.9** Tower footprints should be articulated to support and help define the urban realm. This means building edges that frame and align with adjacent pathways and open spaces.
- Guideline 3.3.10**
Figure 7 A minimum setback of 2.1 m (7 ft.) from the property line facing any street is required for all residential buildings. This minimum setback shall be increased to 6.0 m (20 ft.) for all buildings fronting onto Eastern Avenue, in order to minimize shadowing and scale impacts of such buildings on the existing neighbouring townhouses across Eastern Avenue. Refer to Fig. 7 below.
- Guideline 3.3.11**
Figure 7 Further minimize shadowing and scale impacts of new buildings on the existing neighbouring townhouses on Eastern Avenue by terracing/stepping back upper building floors, breaking up long building facades into smaller discrete sections that reflect the scale of existing built forms opposite, and extensive landscaping to screen new buildings. Refer to Fig. 7 below.

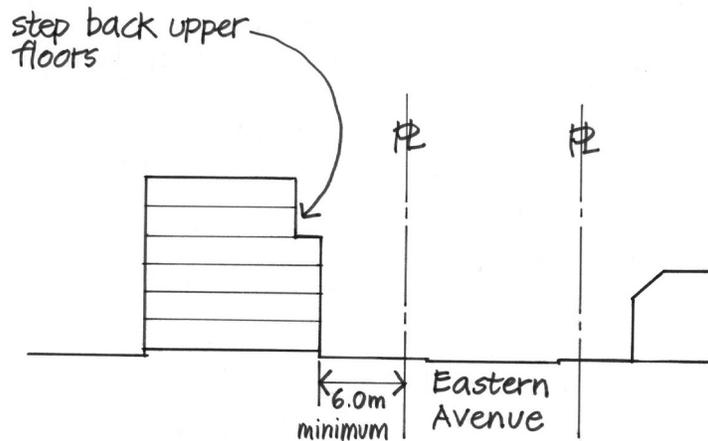


Figure 7. Setback and step back of buildings facing Eastern Avenue

Guideline 3.3.12
Figure 8

A minimum setback of 0.6 m (2 ft.) from the property line facing any street is required for all ground floor commercial/retail use buildings, to help accommodate outdoor commercial displays, signage and/or seating. Refer to Fig. 8 below.

Guideline 3.3.13

Building siting and orientation should help to clearly define and animate the public realm. This means low-rise and mid-rise residential buildings should address surrounding streets with direct individual unit access at grade facing the street where practical. It also means retail commercial uses should be directly visible and accessible from the street.

Guideline 3.3.14
Figure 8

Building edges should frame and follow the alignment of the edge of the new park and Green Necklace. Buildings should be set back a minimum of 3.6 m (12 ft.) from the eastern edge of the Green Necklace. Refer to Fig. 8 below.

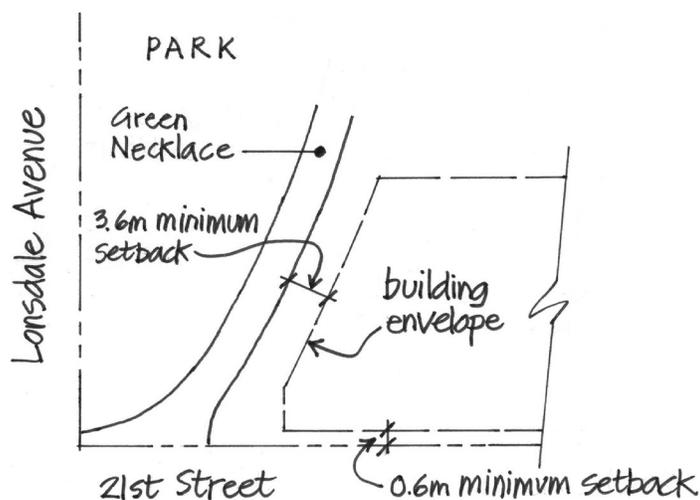


Figure 8. Building setbacks to park, Green Necklace, and streets

Guideline 3.3.15
Figure 9

Buildings with commercial uses (e.g. grocery stores, restaurants, coffee shops, etc.) at grade facing the new park and Green Necklace and/or streets should incorporate active, transparent ground floor facades providing visibility into commercial interiors from the park and Green Necklace and/or adjacent streets. This guideline targets a minimum glazing area of approximately 75% of the total facade length for commercial frontages facing the park and/or adjacent streets. Predominantly opaque, translucent or blank facades facing the park and/or adjacent streets are not permitted. Tenants shall not block windows and must maintain their transparency. Refer to Fig. 9 below.

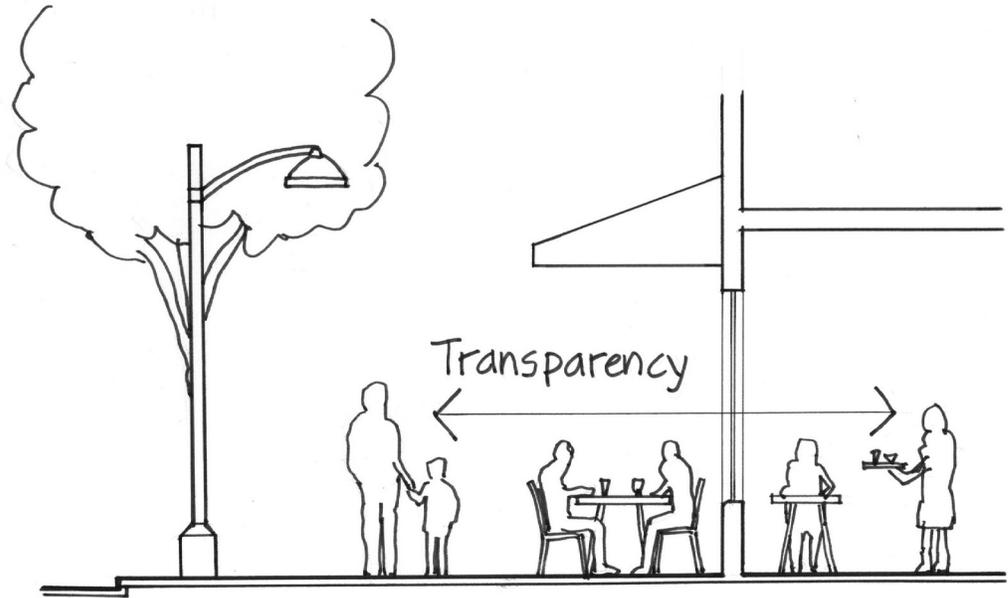
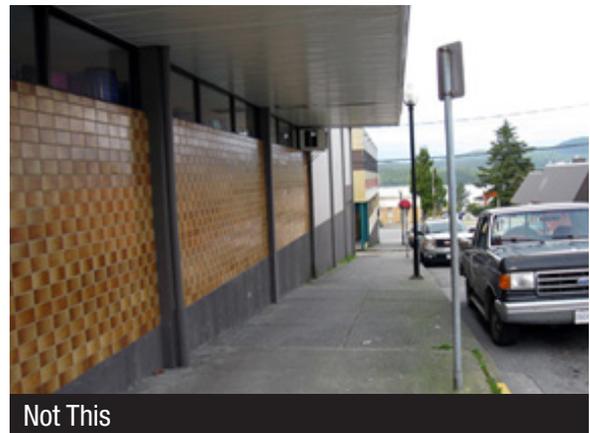


Figure 9. Active, transparent ground floor facades for commercial buildings, with visibility into interiors from the park and/or adjacent streets



- Guideline 3.3.16** Provide fixed weather protection extending at least 1.5 m (5 ft.) out for pedestrians on all commercial frontages. Such protection should be located at a height that optimizes weather protection while ensuring adequate serviceability.
- Guideline 3.3.17** An appropriate floor to floor height of approximately 4.26 m (14 ft.) should be provided for all ground floor commercial space, which may vary depending on specific uses.
- Guideline 3.3.18** In order to achieve a desirable streetscape and to communicate a pedestrian scale, any building over 61 m (200 ft.) in length should have a ground floor break, or a setback that meets the following minimum standards:
- (a) 7.3 metre (24 ft.) length of the building frontage that includes the midpoint of the building frontage;
 - (b) 3.6 metre (12 ft.) depth from the building face;
 - (c) building program variation to emphasize this separation through the location of lobby, common amenity areas, visual permeability and/or active design elements; and
 - (d) design variation to emphasize this separation through a physical breezeway through the building, or changes in setback from the Front Lot Line, materiality and facade elements.
- Guideline 3.3.19** Ground floor residential units in low-rise buildings should contribute to residential identity and neighbourhood vitality, by having direct front door access from the street where practical, and being designed to provide “eyes on the street.”
- Guideline 3.3.20**
Figure 10 Ground floor residential units facing a street should be raised a minimum of 0.6 m (2 ft.) above adjacent grade, to provide for a clear separation of public and private realms and enhance “eyes on the street”. Refer to Fig. 10 below.
- Guideline 3.3.21**
Figure 10 Transitional private and semi-private spaces between buildings and public open space should be clearly defined. Where practical, ground floor street-facing residential units should have steps up to a private front porch to provide this transition. Refer to Fig. 10 below.

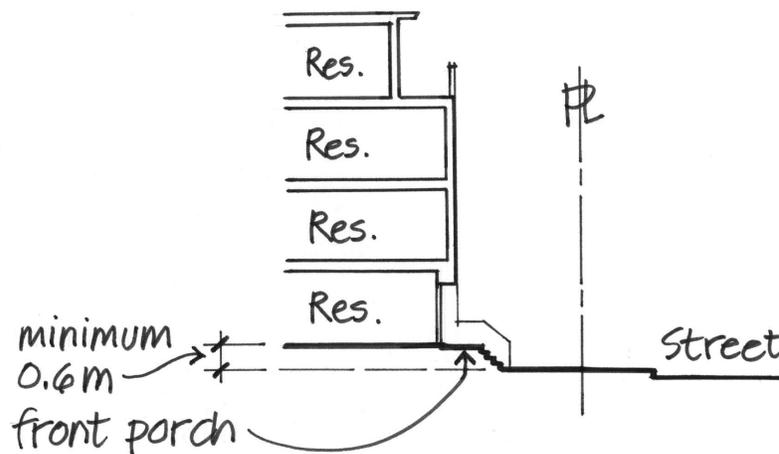


Figure 10. Ground floor residential units facing a street raised a minimum of 0.6 m with steps to a front porch

Guideline 3.3.22

At-grade units facing a public park or semi-private open space should have direct access to such open space and parks, and be gently stepped to grade, for the enjoyment of families with children.

Guideline 3.3.23

Site buildings to maximize opportunities for creating usable, well-integrated private open spaces for residents.



Figure 11. Building Form Plan Diagram

3.4 Building Design

Guideline 3.4.1

Strive for design excellence by employing contemporary architectural expression, with a family of varied yet related forms. Contemporary architectural expression means, in this context, clean, simple built form massing and building profiles; predominantly flat roofs; extensive use of contemporary materials such as concrete, glass, aluminum and wood; contemporary facades that are free of visual clutter; and avoiding ornate and traditional design elements such as trim associated with single-family housing.

Guideline 3.4.2

Towers should be designed to be distinctive, yet clearly part of an overall shared expression.

Guideline 3.4.3

Towers should be designed with a distinct expression of the base, middle and top.

Guideline 3.4.4
Figure 12

The northernmost tower should be designed as an iconic, distinctive vertical building form that acts as a landmark gateway to the Lonsdale Corridor from the north. This can be achieved by employing a unique, distinctive footprint and floorplate shape, and use of such design strategies as curved, angled or faceted facades, exterior vertical design elements, stepping/terracing towards the top, a distinctive roof profile and/or mast, a distinctive exterior materials palette with more than one colour, and exterior feature lighting. Refer to Fig. 12 below.

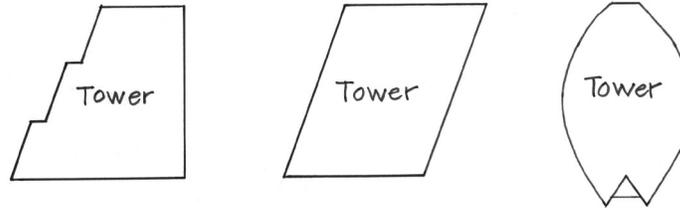
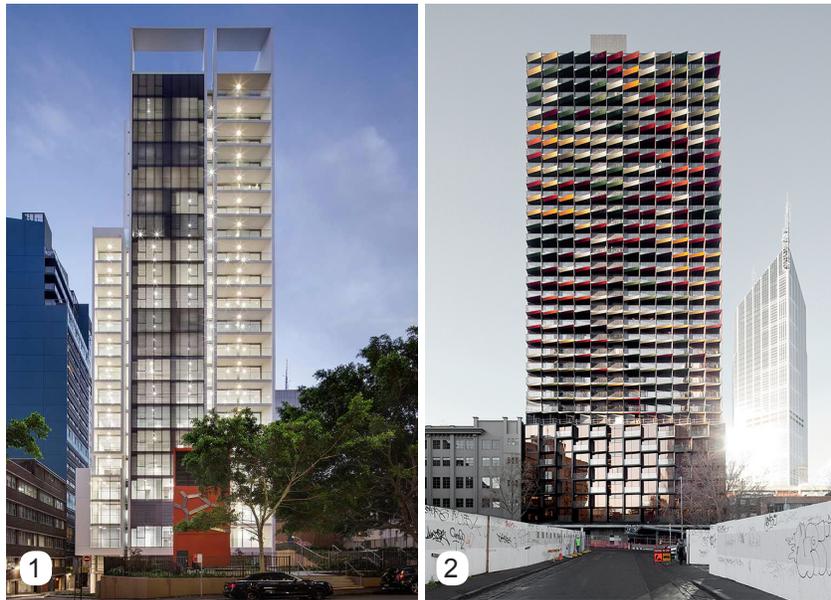


Figure 12. Distinctive floorplate shape options for northernmost landmark tower



Examples of iconic, distinctive residential towers

- 1. *Aspire Apartments*
- 2. *A'Beckett Tower*

Sydney, Australia (source: Marchese Partners)
Melbourne, Australia (source: Elenberg Fraser)

Guideline 3.4.5

Authentic, high quality, durable and regionally available exterior materials should be used. Materials such as HardiPlank, stucco and vinyl siding are not allowed.

Guideline 3.4.6

Durable and distinctive weather protection should be provided at residential lobbies, along commercial frontages, and above all entries.



Durable and distinctive weather protection features

Guideline 3.4.7 Roof forms of high-rise buildings should contribute to a distinctive skyline. Mechanical units and equipment should be screened.

Guideline 3.4.8 Facade treatments should respond appropriately to solar orientation, with sunscreens, recesses, overhangs, etc., to minimize direct sunlight, and with smaller window areas facing north to minimize winter heat loss. Fenestration materials and envelope design should meet current best practices for retaining heat (i.e. C values).



High-rises with distinctive roof forms

Guideline 3.4.9 Balconies, solar controls, overhangs, roof decks, rooftop appurtenances and other architectural elements should fit with the overall building expression.

Guideline 3.4.10 Generally, all dwelling units should have directly accessible and usable private space, in the form of patios, balconies, Juliet balconies, sliders with railings, terraces or roof decks.

Guideline 3.4.11 Design balconies to maximize usability and comfort, with an approximate minimum depth of 1.5 m (5 ft.).

Guideline 3.4.12 Avoid designs which increase the apparent visual mass of a tower (e.g. wrap around balconies).



Examples of well-designed, usable balconies

Guideline 3.4.13 Publicly-accessible roofs on concrete buildings should be designed to contribute to the social life of residents with opportunities for passive enjoyment, through combinations of extensive greenery and gathering spaces.

Guideline 3.4.14 Explore opportunities for incorporating greenery as a defining element of building designs above the ground level wherever possible in order to soften the appearance and ensure all residents have visual access to greenery, which could include integrated planters, green wall systems, trellises, vines, etc.

Guideline 3.4.15 Building corners facing a street should be accentuated through the use of architectural details, massing, and other design expression.

Guideline 3.4.16 Design private open spaces to increase livability in the neighbourhood by balancing the need for privacy with the desire for vibrancy and public activity.



Greenery as an element of above-ground building design



Accentuated building corner design expression facing the street

3.5 Open Space and Access

- Guideline 3.5.1** Ensure rights-of-way are acquired for adequate sidewalk, boulevard, roadway and drop-off space along East 23rd Street.
- Guideline 3.5.2** Accommodate the Green Necklace diagonally across the site, from the southwest corner of Lonsdale Avenue at 21st Street northeast to 23rd Street.
- Guideline 3.5.3** The Green Necklace should include separated and parallel pedestrian and cycle routes.
- Guideline 3.5.4** The Green Necklace should be universally accessible, with a gradient of no more than 5%.
- Guideline 3.5.5** Include an east-west public pedestrian route and visual axis from St. George's Avenue to the park, along the 22nd Street alignment (north side of the street).
- Guideline 3.5.6** Include a north-south public pedestrian route from 23rd Street to 21st Street along the Eastern Avenue alignment (west side of the street).
- Guideline 3.5.7** Incorporate a public plaza fronting 23rd Street facing the new Harry Jerome Community Recreation Centre entrance. If retaining is required between the plaza and the adjacent park to the west, consider seat walls or other ways to improve connection between these areas.



Conceptual illustration of the Green Necklace Network across the Neighbourhood Lands

- Guideline 3.5.8** The public plaza should have at-grade active uses such as retail and/or commercial to animate the space.
- Guideline 3.5.9** Provide a new at-grade pedestrian crosswalk across 23rd Street. The specific location of this crosswalk will be determined through a City-led technical exercise.
- Guideline 3.5.10** Provide landscaped transition areas between private open spaces (including ground floor residential patios) and public park space. If grade changes are required, retaining walls are to be accommodated on private property.
- Guideline 3.5.11** To facilitate an appropriate transition between public and private open spaces, avoid the use of large blank retaining walls adjacent to public areas through effective terracing that responds to site topography.



Examples of effective terracing in response to site topography

- Guideline 3.5.12** For public-private open space interface between street-facing residential buildings, wherever practical a minimum 1.2 m (4 ft.) landscaped area should adjoin the street with limited hardscape, such as paths, stairways, retaining walls, decks and porches.
- Guideline 3.5.13** Incorporate urban agriculture/community gardens for residents either on roofs or in private open space, where practical.



Examples of landscaped public-private open space interfaces

- Guideline 3.5.14 Fences within required front, rear or exterior side lot setback should be:
- (a) visually open;
 - (b) no greater than 1.2 m (4 ft.) in height, where possible;
 - (c) when upslope from the street defining the setback, the maximum fence height should be measured from the lowest finished grade within 0.5 m (1.6 ft.), where possible; and
 - (d) integrated with landscaping through use of trellises, planted screens and low hedges, where possible.

Guideline 3.5.15 Planting should be drought resistant and pollinator friendly.

3.6 Circulation and Parking

- Guideline 3.6.1 No parking garage entrances will be permitted off Lonsdale Avenue or 23rd Street.
- Guideline 3.6.2 No above-grade parking structures will be permitted.
- Guideline 3.6.3 All required on-site parking is to be contained within site boundaries. No underground parking will be permitted beneath streets or park area;
- Guideline 3.6.4 Parking garage layouts and access should take into account development phasing;
- Guideline 3.6.5 Location of parking entrances to underground parking structures must mitigate the impacts of motor vehicles on pedestrians and the public realm.
- Guideline 3.6.6 Parking entrances must be integrated into the buildings or landscape, and exposed walls and soffits must be architecturally treated and/or screened.
- Guideline 3.6.7 Sight visibility requirements must be met at parkade entrances to ensure safety for vehicles and pedestrians, while also screening such entrances as noted in 3.6.16.
- Guideline 3.6.8 Clearance at garage entrances must be able to accommodate the largest commercial vehicle accessing any internal loading bay, and have a minimum clearance height of 2.134m (7 ft.).
- Guideline 3.6.9 Residential parking access, loading and service areas are encouraged to be shared by adjacent commercial uses.
- Guideline 3.6.10 Consideration may be given to reducing the required residential and commercial parking below the amounts required under the Zoning Bylaw, including through the shared use of parking stalls between commercial and visitors, provided that:
- the decrease can be justified based on a parking demand study;
 - means of meeting anticipated parking demand have been identified (e.g. the availability of parking in a nearby facility); and,
 - means of reducing anticipated parking demand have been identified (e.g. the availability of high level public transit service).
- Guideline 3.6.11 Provide separate and secure parking for each residential building with direct vertical access to each main building entrance.

- Guideline 3.6.12** Pool visitor parking for residential and commercial buildings where possible.
- Guideline 3.6.13** Include clearly identified visitor parking. Consider short term retail parking regulations and/or fees, to encourage a high turnover of users.
- Guideline 3.6.14** Incorporate preferential parking for carpool and car share to encourage alternative modes of transportation.
- Guideline 3.6.15** Parkade entries should have clear and effective wayfinding signage and incorporate CPTED strategies to create safe, secure areas for users.
- Guideline 3.6.16** Parking garage ramps and/or loading entrances should be unobtrusive and deeply recessed, screened, or incorporated into the building in a manner that contributes to the attractiveness of the streetscape and minimizes the impact on the public realm.
- Guideline 3.6.17** All residential parking spaces shall feature an energized outlet capable of providing charging to the parking space with the following specifications:
- Energized outlets shall be labeled for their intended use for electric vehicle charging;
 - Where an electric vehicle energy management system is implemented, the Director of Planning may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging;
 - Energized outlets shall meet applicable established minimum performance standards in place at the time of development.



Recessed parking garage ramp



Electrical vehicle charging station

3.7 Safety and Accessibility

- Guideline 3.7.1** Apply principles of Crime Prevention Through Environmental Design (CPTED) to create safe, secure and pleasant buildings and open spaces accessible to people of all abilities.
- Guideline 3.7.2** Encourage casual surveillance and “eyes on the street,” through the placement of windows, balconies and active street-level uses. Avoid blank, windowless walls.

- Guideline 3.7.3** Take into account the following factors to design urban spaces which people feel safe to use:
- Lighting (designed to maximize visibility of faces and minimize glare);
 - Sightlines (ability to see the route ahead, and to observe open spaces from buildings);
 - Entrapment Spots (avoid small areas shielded on three sides);
 - Movement Predictors (avoid unchangeable routes or paths which offer no choice to pedestrians);
 - Visibility by Others (design for seeing and being seen);
 - Wayfinding is clear and universally accessible; and
 - Sense of Ownership (linked with responsive space management and participatory design; fits with the features of street-facing layouts, well-defined access, through routes and well-used public spaces).
- Guideline 3.7.4** Consider ‘visitability’ access for all residences. Consider additional adaptive features for ‘aging in place’ and universal accessibility.
- Guideline 3.7.5** Create universally accessible public and private spaces that consider all users such as people with disabilities, the elderly, parents with strollers, and young children.
- Guideline 3.7.6** Accommodate people of all abilities by ensuring that pedestrian routes and access points are fully accessible to people with limited mobility (including those with strollers), with a minimum clear width of 2 m (6.5 ft.).
- Guideline 3.7.7** Create spaces that are inclusive of all people by integrating seamless grade changes (wide and accessible ramps) into overall circulation routes (i.e. without use of separate ramps).
- Guideline 3.7.8** Avoid the use of “stramps” or ramps with drop-offs to stairs, which are a hazard to wheelchair users and the blind and partially sighted.
- Guideline 3.7.9** Integrate high contrast colours and design elements as well as legible tactile surfaces at key wayfinding points and design elements (including stairs and intersections), in order to address the needs of the blind and partially sighted.
- Guideline 3.7.10** Consider the impact on all users when designing outdoor flooring and paving materials. High contrast patterns and painted designs can be disorienting to blind and partially sighted pedestrians, and pavers or paving with frequent expansion joints are uncomfortable for people using mobility devices.
- Guideline 3.7.11** Include two let-downs at intersections for improved directionality and other standard designs where possible, such that streetscapes and the public realm can be “read” and understood by people who are visually impaired.
- Guideline 3.7.12** Where appropriate, consider physically separated paths between different modes of travel.
- Guideline 3.7.13** Avoid slip hazards by applying maintenance guidelines that incorporate best practices for surface cleaning (with regard to leaf / snow removal), or consider planting evergreen trees instead of deciduous trees in proximity to major pedestrian pathways.



Examples of usable outdoor seating

- Guideline 3.7.14** Encourage seating with backrests in publicly accessible areas. A minimum seat depth of 40 cm should be provided for seats without backrests or with backrests less than 30 cm high. A minimum seat depth of 35 cm should be provided for seats with backrests at least 30 cm high.
- Guideline 3.7.15** Accessible parking spaces should be located as close to the main entrances of buildings as possible.
- Guideline 3.7.16** Identify strategic locations for mid-block mountable curbs in order to improve site access for people using mobility devices.
- Guideline 3.7.17** Landscaping along the sidewalk should be strategically located so as to not restrict movements by mobility device users exiting their vehicles.

DIVISION VIII: HERITAGE CONSERVATION AREA GUIDELINES

Purpose:

Division VIII contains Heritage Conservation Area Guidelines. Heritage Conservation Area Guidelines apply to specific Heritage Conservation Areas, as designated through the Official Community Plan.

Heritage Conservation Areas are used by the City to protect identified concentrations of heritage resources. If your property is in a Heritage Conservation Area, you will likely require a Heritage Alteration Permit in addition to a Building Permit. Heritage Alteration Permits are a separate level of approval, usually issued in conjunction with the issuance of Building Permits.

The following Heritage Conservation Area Guidelines have been adopted:

- A. Ottawa Gardens Heritage Conservation Area Guidelines

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OTTAWA GARDENS HERITAGE CONSERVATION AREA GUIDELINES

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prepared for:

the
city
of north
vancouver

prepared by:

DONALD LUXTON & ASSOCIATES Inc.



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SECTION ONE: INTRODUCTION

Ottawa Gardens is a unique neighbourhood, located in the City of North Vancouver and dating from the time of municipal incorporation. In recognition of its heritage value to the citizens of North Vancouver, it has been designated as a Heritage Conservation Area. Preserving heritage values has a significant impact on social, environment and economic sustainability by contributing to the City's unique sense of place through the reuse of existing buildings, preservation of embodied energy, and the encouragement of local employment of specialized trades and professionals. These are key considerations in achieving the City's vision of becoming a more sustainable community.

A Heritage Conservation Area is a distinct area with special heritage value and character, identified for heritage conservation purposes in the Official Community Plan. In response to redevelopment pressures on the City's older residential neighbourhoods, local residents expressed a need to preserve the character and quality of the area. The Ottawa Gardens Study, conducted in 2006, revealed a desire in the neighbourhood for the conservation of existing heritage buildings and guidance on the development of new homes in the area.

Ottawa Gardens, including the 200 and 300 blocks of West 6th Street and the St. Edmund's Church complex, has been deemed as a significant concentration of heritage resources that will be managed by long-term protection. The intent of establishing the Heritage Conservation Area is to manage change, not to prevent it. The retention of existing residences in their historical context and character along with the compatible development and redevelopment of one and two-family residences will enable area residents to continue to appreciate the role and history of Ottawa Gardens.



OTTAWA GARDENS HERITAGE CONSERVATION AREA



Heritage Conservation Area

These guidelines are intended to assist property owners, merchants, designers and the City of North Vancouver in designing and evaluating proposed restorations, additions and construction of new buildings, in the Ottawa Gardens Heritage Conservation Area. Any person renovating or restoring a heritage building, or undertaking new construction, within the Heritage Conservation Area should consult these guidelines prior to making plans for the work.

1.1 HERITAGE VALUE OF OTTAWA GARDENS



Ottawa Gardens Streetscape - North side

Ottawa Gardens is a planned subdivision that borders a planted 70 foot-wide boulevard in the 200 block of West 6th Street between Mahon and Chesterfield Avenues in a predominantly single-family neighbourhood of North Vancouver.



Ottawa Gardens Streetscape - South side

Ottawa Gardens is valued as a planned garden subdivision, designed to attract affluent families to the North Shore of Burrard Inlet. Planning and development was initiated in 1906 by the North Vancouver Land & Improvement Company. Prestige was guaranteed through minimum construction cost standards and restrictions on buildings and landscaping. Ottawa Gardens was originally divided into 32 lots, which have since been filled with houses representing a wide variety of architectural styles. As a result of the Ottawa Gardens Area Planning Study in 2006-07, the boundary was extended to include the 300 block West 6th Street, including the St. Edmond's Church precinct and neighbouring properties, adding another seven properties and eight buildings to the Heritage

Conservation Area. The Heritage Conservation Area's varied architecture reflects buildings that were developed in four stages: 11 buildings built from 1908-14; 6 buildings built in the period from 1920 until the Second World War; 3 from 1945-70 and 16 since. Many of the residences are set in mature landscapes that are characteristic of their eras.

Ottawa Gardens is valued as part of a rectilinear system of boulevards and parks known as North Vancouver's 'Green Necklace,' which also includes Grand Boulevard, Victoria Park and Mahon Park. Key elements that define the heritage character of the Ottawa Garden development include its:

- linear and open nature
- shift in street grid at the west end, with a church completing the vista to the west
- central wide landscaped median
- grade change between the houses on the north and south sides of the boulevard
- well-maintained but informal plantings
- laurel hedges accompanied by wooden fences or random coursed stone walls that enclose the properties fronting the boulevard, that define the linear nature of the streetscape
- hedges, fences, mature trees and garden setting on most of the flanking properties
- form, scale and massing of the surrounding houses
- larger massing and scale of the buildings on the north side in relation to those on the south side

1.2 HISTORICAL OVERVIEW

In 1891, the District of North Vancouver was incorporated as a municipality. The North Vancouver Land & Improvement Company (NVL&I Co.) was also established at that time, with the principal shareholder being John Mahon, of England. Mahon, who recognized the potential for development on the North Shore, began to pre-empt land for later development. Mahon sent his brother, Edward, to North Vancouver to be the first president of the company.

Edward Mahon was the company president for forty-five years and a member of the committee instrumental in incorporating the City of North Vancouver in 1907. Mahon Street and Mahon Park have been named in his honour. Under Mahon's leadership, the NVL&I Co. began an ambitious program of suburban development, breaking out town lots in desirable locations. In 1906 they laid out both the Ottawa Gardens and Grand Boulevard Subdivisions. The wide central boulevards were laid out as fire breaks, following the lessons of the disastrous fires caused by the San Francisco earthquake.

On November 28, 1906, an agreement and a conveyance were signed between the NVL&I Co. and the District of North Vancouver, regarding the future recreational use of the central boulevard at Ottawa Gardens. This agreement stated that the District must "at all times hereafter keep

and maintain the lots... as public parks and places of recreation or for the holding of public meetings for the free use and enjoyment of the public without any charge of fee for admission thereto.” When the City of North Vancouver was incorporated in 1907, Ottawa Gardens was within its boundaries. Permission to construct any building in the new subdivision had to be granted in writing by the NVL&I Co., which ensured that there would be a high quality of construction and that this would remain a prestigious neighbourhood.



First show home in Ottawa Gardens, 1907 (North Vancouver Museum & Archives #350)

The first show home for the subdivision was built by the NVL&I Co. in 1907 at 214 West 6th Street; the second was built the following year at 268 West 6th Street. The neighbourhood developed in several stages, that followed the general boom and bust of the local economic cycles. The result is a harmonious area that retains much of its charm and heritage character. A unique opportunity exists to build on this character through the careful management that is allowed under the provisions of the Heritage Conservation Area.

SECTION TWO: GUIDELINES

The objectives of the Heritage Conservation Area are as follows:

- Recognize and conserve the historic nature of Ottawa Gardens for the benefit of present and future generations;
- Maintain the area's original residential and historical character while allowing sensitive development in accordance with Schedule A of the Official Community Plan;
- Promote the retention and rehabilitation of existing Heritage Register buildings;
- Protect heritage buildings on a voluntary basis; and
- Encourage new development/ alterations/additions to the exterior of existing buildings in a manner that is compatible with the form and character of the existing historic architecture and respects the heritage value of the Ottawa Gardens neighbourhood.

Proposals for renovation, rehabilitation or new construction should respect the character of the prevailing historic architectural detailing of the community as evidenced through archival photographs and the records of the surviving heritage structures.

2.1 PURPOSE OF THE GUIDELINES

The Guidelines provide for the conservation of the character of the Ottawa Gardens Area by managing change that complements the established streetscape and maintains the integrity of the architectural forms. It is vital to the integrity of the Heritage Conservation Area to have the established neighbourhood heritage character serve as inspiration for new development.

These Guidelines are based on an examination of the existing conditions of the area and how best to manage the character of the historic building stock while allowing change in the area, including new construction. The underlying principles of the Guidelines are based on the integrity of individual buildings, and respect for the original design concept for each structure, as well as integration of each building within a unified vision for the entire two-block streetscape.

Illustrations in these guidelines should not be considered the only options available to designers. The design of new buildings should remain an expression of contemporary times while still respecting Ottawa Gardens' authentic architectural legacy.

Depending on the complexity of a project, building owners are encouraged to retain suitable professional consultants that can provide sound advice and prepare project designs that achieve a set of objectives and solutions that all parties — including, where applicable, the public and Council — can support.

2.2 GENERAL REQUIREMENTS

The area is zoned RT-1: Two Unit Residential Zone. This zoning regulates size, shape, siting, setbacks, Gross Floor Area, lot coverage and height. Under the Official Community Plan, Ottawa Gardens is listed as a Level Three: Low Density – Attached Form area. Lots in this area have the development potential of up to .75 times the lot area, with .6 of that permitted above grade. The Development Guidelines for Low Density Attached Form Housing apply to this area, and provide guidance on recommended density and overall form and scale.

All applications must conform to existing City Bylaws, unless bylaws are varied, amended or supplemented. Within the context of the Heritage Conservation Area, and specifically for heritage projects, variances can be considered in order to achieve better outcomes within the context of the area. In those cases where zoning requirements are considered for variance, the heritage character of the overall area will remain the primary concern.

Special requirements to vary provisions in the Zoning Bylaw related to heritage situations can be enabled either through Heritage Alteration Permits or Heritage Revitalization Agreements. In non-heritage developments, variances can be considered if they will complement or contribute to the area's heritage character. Heritage Alteration Permits are obtained by applying to the City.

Property owners within the Heritage Conservation Area may do any of the following types of development if approved through a Heritage Alteration Permit:

- Subdivision of a property;
- Addition/Alteration to the exterior of a heritage building (including windows, doors, porches and exterior siding);
- Addition to the exterior of a non-heritage existing building;
- Construction of a new building; or
- Demolition of a building.

The following activities do not require a Heritage Alteration Permit:

- Interior renovations;
- Exterior maintenance or in-kind repairs, including repainting in identical colours or routine repairs. Note: alterations to windows, siding or architectural features are not included in this exemption;
- Exterior alterations, other than additions, to existing non-heritage buildings;
- Exterior alterations, other than additions, to St. Edmund's Catholic School and St. Edmund's Catholic Rectory at 535 Mahon Avenue;
- Landscaping;
- Construction and maintenance activities carried out by, or on behalf of, the City; or
- Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Heritage Conservation Area designation.

The City of North Vancouver also administers the B.C. Building Code and other technical codes and regulations that control development, including energy efficiency. In dealing with heritage buildings, where finding technical solutions is not always straightforward, City staff can consider equivalencies that achieve an acceptable level of Code and technical compliance.

2.3 SUSTAINABILITY CONSIDERATIONS

Increasingly, there is an understanding of the vital need for sustainable building practices and energy conservation. Heritage conservation is inherently sustainable, as it minimizes the need to destroy building materials and retains established land use situations and infrastructure. It also conserves embodied energy, reduces pressure on landfill sites, avoids impacts of new construction and minimizes the need for new building materials. Heritage projects also encourage local employment of specialized trades and professionals.

The conservation of heritage sites is also important from an urban design perspective. Our historic places contribute significantly to the City's unique sense of place by maintaining the context of streetscapes and providing a framework for the rhythm and massing of buildings. Preserving heritage values has a significant impact on all aspects of sustainability – social, environmental and economic. The intelligent reuse of our existing building stock will support the City's vision of becoming a more sustainable community.

New buildings will be required to meet mandated energy performance standards under the Energy Efficiency Regulation. However, heritage buildings – both legally protected and Heritage Register sites – are exempt from these requirements, and alternative methods of improved performance characteristics can be pursued. There are many ways in which upgrading can be undertaken without destroying heritage character-defining elements, and consideration should be given as to how to balance heritage and upgrading requirements.

Energy upgrading measures for heritage buildings should be assessed against the Standards and Guidelines for the Conservation of Historic Places in Canada.¹ For further information on how to sensibly improve the performance of heritage buildings, refer to the Vancouver Heritage Foundation's Old Buildings: Your Green Guide to Heritage Conservation available online.² Additional information on reducing operating energy demands is available on the Provincial Heritage Branch website.³

GENERAL CONSIDERATIONS FOR EXISTING BUILDINGS

- **Materials:** Retain as much of existing building envelope materials as possible, including siding. Do not install rainscreen sidings, as they introduce life cycle considerations and impair heritage character through the removal of original material.
- **Windows and Doors:** For historic buildings, every reasonable attempt should be made to retain the original window sashes and doors, or to replace inappropriate replacements with replicas of

¹ <http://www.pc.gc.ca/eng//docs/pc/guide/nldclpc-sgchpc.aspx>

² www.vancouverheritagefoundation.org

³ <http://www.tca.gov.bc.ca/heritage/sustainability/greenBuilders.htm>

the originals. Excellent thermal efficiency may be achieved through the repair and maintenance of existing wooden windows. Wood-framed storm windows will also aid with thermal efficiency and sound abatement. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration. Replacements of original windows should replicate the original profiles in wood.

- **Mechanical Systems:** Inefficient mechanical systems are one of the main reasons why existing buildings are poor thermal performers. Consider installing new boilers, hot water tanks and energy-efficient appliances that achieve Energy Star ratings.
- **Insulation and Weatherstripping:** Introduce extra insulation, especially in attic and basement spaces. Consider the use of weather-stripping and other draft-proofing measures.
- **Additions:** Can be built to Building Code standards of energy efficiency.

2.4 GENERAL PRINCIPLES

The character of Ottawa Gardens is dependent on its entire collection of buildings, landscape and park elements, and it is essential that all components work together to provide a harmonious appearance. The overall framework should be a cohesive and visually appealing streetscape based on authentic historic character.

The character of the area generally reflects the Arts and Crafts movement of the first half of the twentieth century, when traditional forms and materials were used, based on the honest use of local, natural materials. It was considered good taste for houses to reflect some form of historical style, and the general use of British-inspired Arts and Crafts forms demonstrated both the origins of many early residents of the area as well as their patriotic allegiances.

These qualities should be promoted whenever possible. Materials and textures should conform to the nature of historic construction. Remodelling of, or additions to, historic and existing buildings should respect the use of predominant materials and motifs.

The details of each individual rehabilitation, restoration or proposal for new construction should be designed with a system of proper proportioning in mind. Proportion refers to the relationship between the height and width of the elevation of a building or its facade elements. Alterations to existing historic buildings should respect their original design intention as well as the proportions of neighbouring buildings. Renovations to modern buildings and proposed new construction should respect the precedent of the scale of the surrounding historic architecture.

These considerations are crucial if the historic character of Ottawa Gardens is to be retained and augmented.

2.5 HERITAGE BUILDINGS

The following buildings have been recognized for their heritage value, and are listed on, or proposed for, the City's Heritage Register, which is periodically amended:

- St. Edmund's Catholic Rectory, 535 Mahon Avenue, 1913
- St. Edmund's Catholic School, 535 Mahon Avenue, 1911
- St. Edmund's Church, 545 Mahon Avenue, 1910
- Eades Residence, 214 West 6th Street, 1907
- Barclay Residence, 227 West 6th Street, 1928
- Elder Residence, 228 West 6th Street, 1949
- MacLeod Residence, 233 West 6th Street, 1922
- Stephens Residence, 234 West 6th Street, 1911
- Shaw Residence, 235 West 6th Street, 1911
- Witton Residence, 242 West 6th Street, 1914
- McLean Residence, 243 West 6th Street, 1921
- Doyle Residence, 253 West 6th Street, 1911
- Peter & Gerda Larson Residence, 254 West 6th Street, 1921
- (Legally Protected)
- Howard-Gibbon Residence, 262 West 6th Street, 1924
- Drysdale Residence, 266 West 6th Street, 1909
- Residence, 268 West 6th Street, 1908
- McLean Residence, 312 West 6th Street, 1909
- Walden Residence, 322 West 6th Street, 1912

Howard-Gibbon Residence, 262 West 6th Street, 1924



Heritage buildings should be conserved in a manner appropriate to their authentic period and style. In all applications dealing with heritage sites, the Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada 2003) will be used as the basis for review. The Standards and Guidelines outline principles and procedures for the appropriate treatment of historic buildings and structures, including different levels of intervention as well as additions. The Ottawa Gardens Heritage Conservation Area Guidelines provide additional, area-specific, guidance for appropriate interventions within this specific context.

Research is central to guiding proper conservation. Historic photos, archival records and a careful examination of the building itself often yield clues as to what was located where, what materials were used, original colours, etc. This is especially true for windows and doors, signature elements of every building. The historic photograph collection at the North Vancouver Museum & Archives is a good place to start. Statements of Significance have been prepared for some of the heritage buildings that can help guide the conservation process. These are available online at www.historicplaces.ca. Owners of heritage buildings are encouraged to gather as much information as possible before undertaking any alterations.

While these guidelines do not apply to the interior of buildings, owners are encouraged to restore or retain historic interiors in a manner that is complementary to exterior facades.

2.5.1 FORM AND SCALE

Whenever possible, original forms, materials and details should be uncovered or left in place, and preserved.

2.5.2 ARCHITECTURAL DETAILS

When developing design proposals for heritage buildings, they should be examined to determine what original architectural details remain and may be rehabilitated. The historic character of heritage buildings is dependent on a variety of architectural details; in some cases these features have been lost or obscured by many years of weathering, inappropriate renovation or lack of maintenance. Not every detail of every building may be feasibly restored, but surviving features should be retained and repaired. Inappropriate later additions should be removed or replaced. Inappropriate new architectural details or ad-hoc decorations should not be added, for example, fake Victorian gingerbread or vertical cedar siding. Building details should be compatible with the date the building was constructed and be based on documentary evidence.



Traditional porch

2.5.3 ADDITIONS

Additions should conform to the type of massing suggested by existing models. This is crucial in maintaining the heritage character of the area; obtrusive modern interventions can completely overwhelm an existing structure. It is, however, considered good heritage practice that new construction be distinguishable from the existing building and can reflect a more contemporary inspiration. It is crucial that any new construction blend sensitively where it joins with an older building.

Reference may be made to the Standards and Guidelines for the Conservation of Historic Places in Canada, which discusses additions under Standards 11 and 12 as well as in Other Considerations: New Additions to Historic Places.

2.5.4 MATERIALS

Original materials should be left in place, or exposed when covered over but intact, in order to ensure visual continuity. Any new materials used in alterations or additions should respect both the style and age of each individual building.

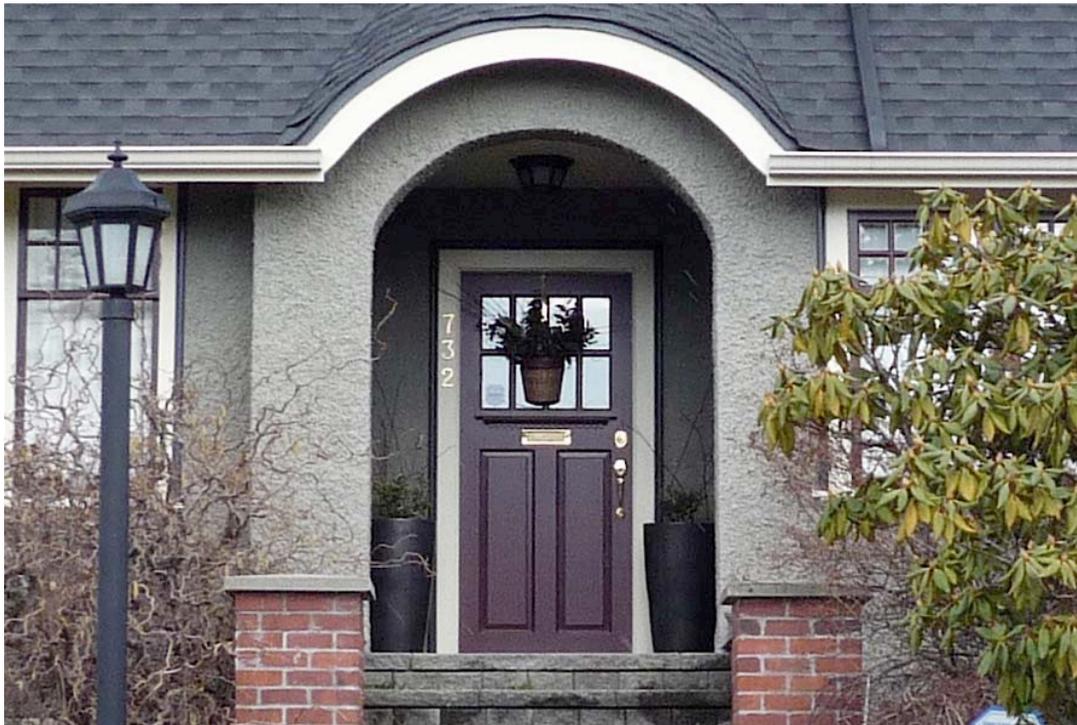
Original wood siding and trim should be repaired, painted and maintained to a generally acceptable standard. This is sound as both restoration and environmental practice. Through lack of proper maintenance, wooden elements may decay to the point where replacement is necessary. In these cases, the original configuration, assembly and appearance of wooden elements should be duplicated.

For pitched roofs the traditional material would have been cedar shingles. The use of cedar shingles is strongly encouraged on the roofs of historic buildings; other materials that replicate the appearance of cedar shingle roofs may be considered.

2.5.5 WINDOWS AND DOORS

There is a variety of fenestration in the area, but a majority of the early buildings originally had double-hung or casement wooden sash windows and wooden doors. For heritage buildings, every attempt should be made to retain the original windows or to replace inappropriate later additions with replicas of the originals. Wooden windows should not be replaced with metal-frame or vinyl windows. If the original windows have been removed, restoration should be considered. Windows that are blocked up in whole or in part should be opened and properly reglazed. Window openings that have been changed in size should be returned to their original dimensions and appropriate window sash reconstructed. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration, in which case only wood sash windows with matching profiles and divided lights should be used.

Original doors, transoms, sidelights and hardware should be retained, repaired and restored whenever possible.



Traditional door



Traditional Double-hung Windows

2.5.6 COLOUR

For historic buildings, it is strongly recommended that a return to an authentic colour scheme be considered; this is often the most attractive solution. The original builders knew from long experience and tradition what colours would look best on various building elements. When the original scheme can be determined, a close match or an updated interpretation should be attempted.

Generally, the historic buildings in Ottawa Gardens would have had a maximum of three applied colours: a mid-range or dark body colour; a lighter trim colour; and a dark (often black) window sash colour. Paint was historically gloss enamel, and the use of at least semi-gloss finishes should be considered. Window sash and doors should be painted in high-gloss finishes.

Once colours have been chosen, test swatches should be placed on the building, and the colours observed under daylight conditions. Final colour selection may then be confirmed.

Further guidance is available through the Vancouver Heritage Foundation's Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Ottawa Gardens' historic buildings.⁴

For heritage buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit.

⁴ <http://www.vancouverheritagefoundation.org/truecolours.html>

COLOURS: MANDATORY

Colour schemes that distinguish details in appropriate historical fashion

COLOURS: ENCOURAGED

Determination and application of the original colour scheme

COLOURS: DISCOURAGED

Certain colours such as white, bright oranges, yellows, reds and blues

COLOURS: PROHIBITED

Fluorescent colours



Larson House: authentic historic colour scheme

2.6 NEW CONSTRUCTION

Design concepts for proposed new construction should attempt to blend harmoniously with the historic elements of the streetscape. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Ottawa Gardens specifically, would be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Ottawa Gardens depends on all of its built form, including the buildings, and landscaping elements, working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles which are clearly out of place with the historic evolution of historic Ottawa Gardens should be avoided. The tendency to design individual houses in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

2.6.1 FORM AND SCALE

- **Setbacks:** New buildings and additions to historic buildings should be set back on the lot at a distance that is consistent with buildings on adjacent properties, in particular the setbacks of historic buildings.
- **Building Height:** Should be visually consistent with the heritage character of the area. Traditionally, no building was higher than two and one-half storeys.
- **Corner Sites:** Buildings on corner sites should be treated as if they have two main facades.

SETBACKS: MANDATORY

Setbacks for new buildings should be averaged between that of adjacent buildings so that the new building does not protrude further forward than its neighbours.



Appropriate character



Inappropriate character

2.6.2 ARCHITECTURAL STYLE

Architectural Style: Should be consistent with the overall Arts and Crafts, traditional character of the area. Styles that do not relate to the integrity of the area should not be used either as a model or as an inspiration. New construction should show respect for historic methods, forms and detailing in an honest modern idiom, and should be sympathetic to the existing streetscape and surrounding buildings.

Architectural Details: Any new construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as house numbers, should be of suitable appearance. Some attached elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

ATTACHMENTS: PROHIBITED IF VISIBLE FROM THE FRONT STREET

- Metal Chimney Flues
- Skylights

ATTACHMENTS: DISCOURAGED IF VISIBLE FROM THE FRONT STREET

- Satellite Dishes (should be hidden or screened when possible)

PORCH STEPS: PROHIBITED

- Open risers (staircases should resemble traditional models with closed risers)

2.6.3 ROOF DESIGN

The historic buildings in the area display a variety of cross-gabled and hipped roofs, with a pitch of about 25-35 degrees from horizontal. The earliest buildings originally had cedar shingle roofs, but over the years were generally replaced with asphalt.

ROOF FORM: MANDATORY

- New buildings are required to have the expression of a pitched roof, either gabled, hipped or a combination of the two

ROOF MATERIALS: ENCOURAGED

- The use of cedar shingles is encouraged
- Duroid; fiberglass, asphalt or other appropriate shingles are permitted, provided they resemble the profile of cedar shingles

ROOF MATERIALS: PROHIBITED

- Split cedar shakes
- Cement tile roofs
- Metal roofs
- Slate or slate-like roofs

2.6.4 PORCHES AND VERANDAHS

The historic buildings of Ottawa Gardens all featured an open front entry porch or verandah, either projecting outwards or inset within the building envelope. These open, welcoming elements facing the street are an integral part of traditional architecture.

PORCHES AND VERANDAHS: MANDATORY

- New buildings are required to have front entry porches or verandahs

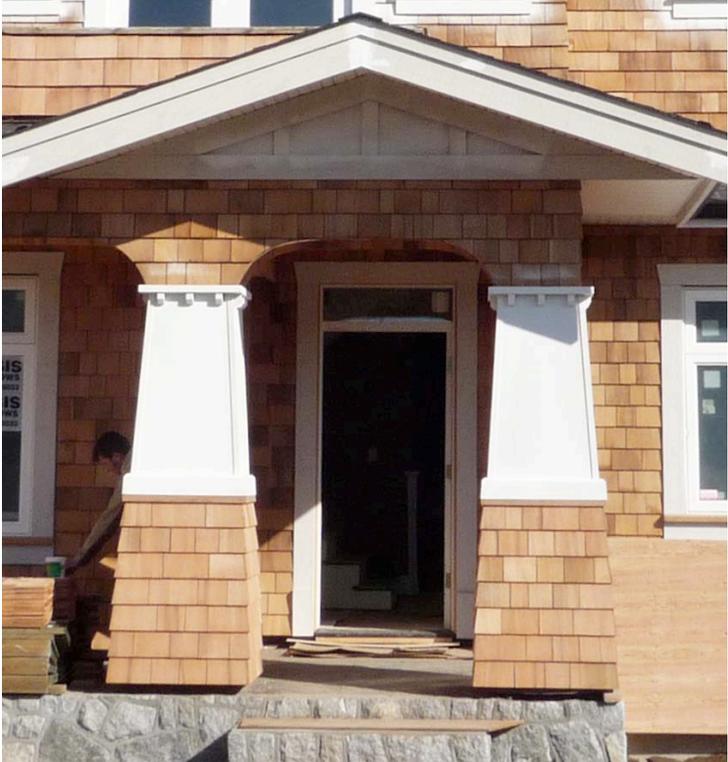
PORCHES AND VERANDAHS: ENCOURAGED

- Traditional wood railings and balustrades

PORCHES AND VERANDAHS: PROHIBITED

- Metal or glass railings or guardrails (unless part of code compliance for existing heritage buildings)

APPROPRIATE PORCH AND RAILINGS



INAPPROPRIATE RAILINGS



2.6.5 MATERIALS

Attention to materials helps new blend with old without adding fake details. The historic buildings are of typical wood frame construction, and were generally clad with two materials, wood and stucco. Only two houses are built of masonry (228 and 234 West 6th Street). Wood includes horizontal lapped siding and cedar shingles; stucco is roughcast or “rock-dash.” For new construction, non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, non-combustible materials should resemble and complement materials used on other facades of the building.



Inappropriate materials and window treatment

The use of materials should conform to the overall context of the early buildings of Ottawa Gardens Heritage Conservation Area, which derived their character from the honest use of materials and a simple and logical deployment of their forms and proportions.

In new construction wood siding should be smooth, horizontal, no more than 6 inches wide, and closely resemble traditional lapped wooden siding. Where appropriate, corner boards and window trim should be used, and applied over the siding. Wood siding and trim should be properly painted. Unfinished cedar should not be used. Plywood shall not be used as a primary facing material. Wooden shingles may be used, if appropriately detailed.

Stucco was historically used in a roughcast or “rock-dash” finish. New stucco should replicate this look; textured, swirled or heavily stippled stucco should not be used. Metal trim should not be used with stucco as it invariably gives a cold and modern appearance. Wooden trim should be used to alleviate the blank appearance of unrelieved stucco facades.

Masonry was sparingly used as a construction material in the historic buildings of Ottawa Gardens, except for foundations and chimneys. There is one notable exception, the Stephens Residence, built of early cast concrete blocks. The use of masonry should be discouraged in favour of wooden and stucco sidings in all other buildings.

MATERIALS: ENCOURAGED

- Smooth wood resembling traditional lapped wooden siding, no more than 6 inches wide
- Sawn cedar shingles, as siding and on pitched roofs
- Duroid, fiberglass, asphalt or other appropriate shingles that resemble weathered cedar shingles
- Board-and-batten siding
- Sidings that resemble traditional wood siding, when used in an appropriate manner
- Roughcast or “rock-dash” stucco

MATERIALS: PROHIBITED

- Vertical or diagonal wooden sidings (other than board-and-batten)
- Split cedar shakes as siding or roof cover
- Unfinished cedar siding
- Plywood as a primary material
- Aluminum, vinyl or plastic sidings
- Smooth-finished, swirled or heavily stippled stucco
- Masonry as a primary facing material

2.6.6 WINDOWS AND DOORS

The form and detailing of windows and doors should be carefully considered in plans for new construction. Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim. In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they are in sympathy with the character of historic construction.



Appropriate window treatment

Where possible the style of windows and doors selected should match the prevailing vertical emphasis of the historic building types, and be placed on the building face in such a way as to reference the established rhythm of openings in the historic facades. The alternation of solids and voids (walls to openings) in the facade establishes a pattern that may be sensed by observing the building from a distance. This pattern is perceived as a rhythm by the passerby, and a sympathetic relationship between old and new construction may be achieved by incorporating similar rhythmic patterns. Windows should be recessed in a traditional manner, not set flush with the facing material. Odd-shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged.

Historically, doors would have been made of wood, with carved or molded detail, often with inset glass panels. Original hardware was usually of cast brass. Doors should be sympathetically detailed, and appropriate materials should be used. Proper consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

WINDOWS AND DOORS: MANDATORY

- Windows to be recessed a minimum of 2" from the building face
- Window and door openings to have appropriate trim (nominal 5" width preferred)

WINDOWS AND DOORS: ENCOURAGED

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no fake muntins)
- Clad wooden windows
- Wood-framed storm windows
- Wooden doors of traditional appearance (without non-historic window embellishments)

WINDOWS AND DOORS: DISCOURAGED

- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors
- Doors with non-historic windows

WINDOWS AND DOORS: PROHIBITED

- Metal-sash windows
- Windows with fake muntins
- Mirrored or reflective glass



Inappropriate window and door treatments

2.6.7 ADDITIONS TO EXISTING BUILDINGS

Exterior alterations, other than additions, to existing non-heritage buildings in the Ottawa Gardens Heritage Conservation Area do not require a Heritage Alteration Permit. Each building has its own integrity, and owners are encouraged to upgrade existing buildings in a manner that respects each building's existing design as well as the overall historic context of the area. It is not intended that non-heritage buildings should be altered to have a "heritage look". These guidelines can be used for general guidance but the situation for each building should be reviewed to understand the best approach to any proposed upgrading.

Any additions to existing non-heritage buildings will require a Heritage Alteration Permit, and should respect the intent of these Guidelines. In each case, the existing streetscape should be considered so that each building can be a "good neighbour" within the Heritage Conservation Area.

2.6.8 COLOUR

Colour is both an intrinsic quality of exposed materials and an applied surface treatment. This is one of the most important visual aspects of a building, as well as the most evident. It is also one of the characteristics of a building that is easiest to change, and a new coat of paint is the fastest, easiest and often the most inexpensive way to improve a building's appearance.

The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote a harmonious streetscape.

A proper colour scheme is crucial to a successful project, and building owners are strongly encouraged to seek the help of a design professional in choosing an appropriate colour scheme. In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstances. White should also be avoided; it can be a jarring element and was not used historically. The final colour scheme should be determined following consultation between City staff and the property owner.

COLOURS: ENCOURAGED

- The use of traditional, historic colours in a sympathetic fashion

COLOURS: DISCOURAGED

- Certain colours such as white, bright oranges, yellows, reds and blues

COLOURS: PROHIBITED

- Fluorescent colours

2.6.9 LANDSCAPING

Traditional features are based on English country garden motifs, including hedges (such as laurel), wooden fences, and random coursed stone walls that enclose the properties and define the linear nature of the streetscape. This, plus the central boulevard, provides a rich garden setting for the houses in the area, which should be continued in any design for new construction.

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development of Ottawa Gardens. Mature plantings that provide historic context, and character-defining elements, should be taken into consideration in any redevelopment of the site or before undertaking any new construction. Randomness in planting locations from one property to the next is encouraged as are soft edges and surfacing.

In order to maintain the existing open appearance, owners are encouraged to limit the height of fences or solid hedges between the front of the principal building and the front lot line to 30 inches. Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence or wall of historic appearance e.g. various styles of pickets or stone walls.

Landscaping will not be regulated unless there is a proposed redevelopment involving Council approval, in which case a landscape plan will be required as part of the permitting process.



**Hugh & Marion Barclay
Residence, 227 West 6th
Street, 1928;
an example of
complementary landscaping**

SECTION 3: MAINTENANCE

Proper maintenance of buildings is an on-going issue. A three-part maintenance program is recommended to owners and tenants, so that small repairs may be undertaken before they worsen and begin to affect the integrity of each building. This is the best way to keep maintenance costs low, and help preserve property values.

Recognizing Problems: The first step of maintenance is a regular building inspection from the top down to follow the path of water. Examine roofing, gutters, downspouts and flashings for any damage and water infiltration. Carefully examine damp spots, peeling paint, and mold growth on interior or exterior walls for indications of moisture infiltration and retention. Check foundations, crawlspaces, basements and drain tiles for any moisture problems. Periodically check exterior walls for deterioration, such as broken windows; repair minor maintenance problems immediately. Larger problem areas should be identified and assessed for the next stage of repairs.

Assessing Problems: After identifying the problems, determine the extent of damage and what repairs are required. Start again with the roof and work down. Does the roof cover need replacing, or would patching be effective? Areas of moisture retention should be repaired once the water infiltration has been rectified. Repair or replace deteriorated wood. These repairs should be undertaken after the cause of decay has been pinpointed and eliminated. The first step to any repair is to make the building watertight.

Repairs on a Continuing Basis: The most effective way to eliminate maintenance problems is to ensure all joints are properly caulked and sealed, and all surfaces that require painting are properly maintained. To best prevent decay, ensure the building is watertight, and free of obvious areas of deterioration. Have the building periodically inspected from top to bottom, paying special attention to problem areas. Under no circumstances should a water infiltration problem be ignored; it will only become worse. Whenever cleaning is required, the gentlest possible methods should be used.

Each property owner should initiate an on-going maintenance program that will ensure that their building receives the best possible long-term care.

SECTION 4: PROCEDURES FOR HERITAGE ALTERATION PERMITS

A Heritage Alteration Permit (HAP) provides authorization for certain kinds of changes to be made to properties located in the Ottawa Gardens Heritage Conservation Area. It provides the flexibility to respond to the requests and needs of property owners over time. A HAP may not be used to vary zoning provisions for use or density.

Property owners interested in making application for a Heritage Alteration Permit could expect the process to take approximately 3 to 4 months. A formal application submission would be required with associated fees (note: no additional fee is charged for processing a Heritage Alteration Permit). The process begins with preliminary discussions with staff followed by submission of an application, staff review and advisory body review and comment. Once compliance with the Ottawa Gardens Heritage Conservation Area Guidelines has been confirmed, the Heritage Alteration Permit would be issued in conjunction with Building Permit approvals.

Applicants having an interest in a property within the Ottawa Gardens Heritage Conservation Area should contact Planning Staff prior to purchasing a site or preparing detailed plans to obtain relevant guidelines/bylaws and to discuss their proposal.

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