



EDGEMONT VILLAGE CENTRE: PLAN AND DESIGN GUIDELINES



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1.0 Introduction

1.1 Introduction

In 2011, District of North Vancouver Council adopted a new Official Community Plan (OCP). This OCP established a 'network of centres' to manage growth within a defined urban structure over the next 20 years. More detailed centres plans, including design guidelines, are being prepared to guide development in each designated centre. The Edgemont Village 'refresh' is part of this process, and has led to the preparation of this policy document.

The intent of the collaborative review of the Village plan has been to refresh a previous plan that is now 15 years old. Conditions in the community have changed since that time and the Village is experiencing ongoing development pressures. A refreshed plan enables the community to identify opportunities to enhance the Village environment, and to ensure development occurs in a coordinated way so that Edgemont continues to meet the needs of the community today and into the future.

Community consultation began with three "Ideas Forums" in February 2013, where the public were invited to identify issues and opportunities for the future of the Village as Phase 1 of the Edgemont 'refresh'. Based on feedback collected at these events, a "Foundation Report" was prepared outlining 15 planning and design principles to guide preparation of a new plan. These 15 principles were used to invite further feedback at three "Directions Forums" and through an online survey as Phase 2 in June 2013. Following general support for the 15 foundational principles, draft planning policies and design guidelines were prepared and presented to the public at two Open Houses in Phase 3 of the process in November 2013. Feedback on Phase 3 was generally very supportive and has been used in the preparation of the proposed Edgemont Village Centre Plan and Design Guidelines provided here. Phase 4 of this collaborative planning process included final public review and the presentation of this document for Council's consideration in early 2014.

Full documentation of every stage of the engagement process can be found online at:
www.identity.dnv.org

1.2 Purpose, Application and Intent

The purpose of this document is to guide development and regulate the design of buildings and public realm improvements in and around Edgemont Village Centre, in support of the vision, goals, objectives and principles outlined in the District's Official Community Plan.

Policies and guidelines contained in this document provide both qualitative and quantitative recommendations for future development in and around the Village. These policies and guidelines should be applied and referred to in designing, reviewing and approving new building developments (built form), and new public realm improvements (streetscape, public open space, etc.).

The overall intent of this document is to direct development in a way that strengthens the character of Edgemont Village by enhancing its urban design and public realm, while respecting its unique attributes and low-rise scale.

1.3 Users

This document is intended to be used by the community to understand the likely forms and locations of new development and public realm improvements that may occur over the following 10 to 20 years. Policies and guidelines are intended to be used by landowners, developers and their design consultants in submitting development applications, and District staff and Council in reviewing these applications. They are also intended to be referred to by the District itself when designing civic and public realm improvements, in particular all future streetscape enhancements in the Village. Importantly, this document is to be used to guide decisions. It does not represent final decisions in themselves. Decisions on specific development applications and civic improvements will be made by Council, with full public input, on a case-by-case basis. This guiding document is neither prescriptive nor exhaustive, but rather illustrates the anticipated key directions for the Village.

As part of the implementation of the 2011 OCP, this document should be used in conjunction with OCP (Bylaw 7900, as amended), including the Development Permit Areas as described in Schedule B.

1.4 Organization and Scope

This document is organized as follows:

2.0 General Planning and Design Considerations

This section refers to the overall context and identity of the Village.

3.0 Land Use

This section refers to land use policies and their associated densities.

4.0 Built Form Guidelines

This section refers to the form and character of new buildings.

5.0 Public Realm and Streetscape Guidelines

This section refers to new public realm projects for streetscapes and open spaces.

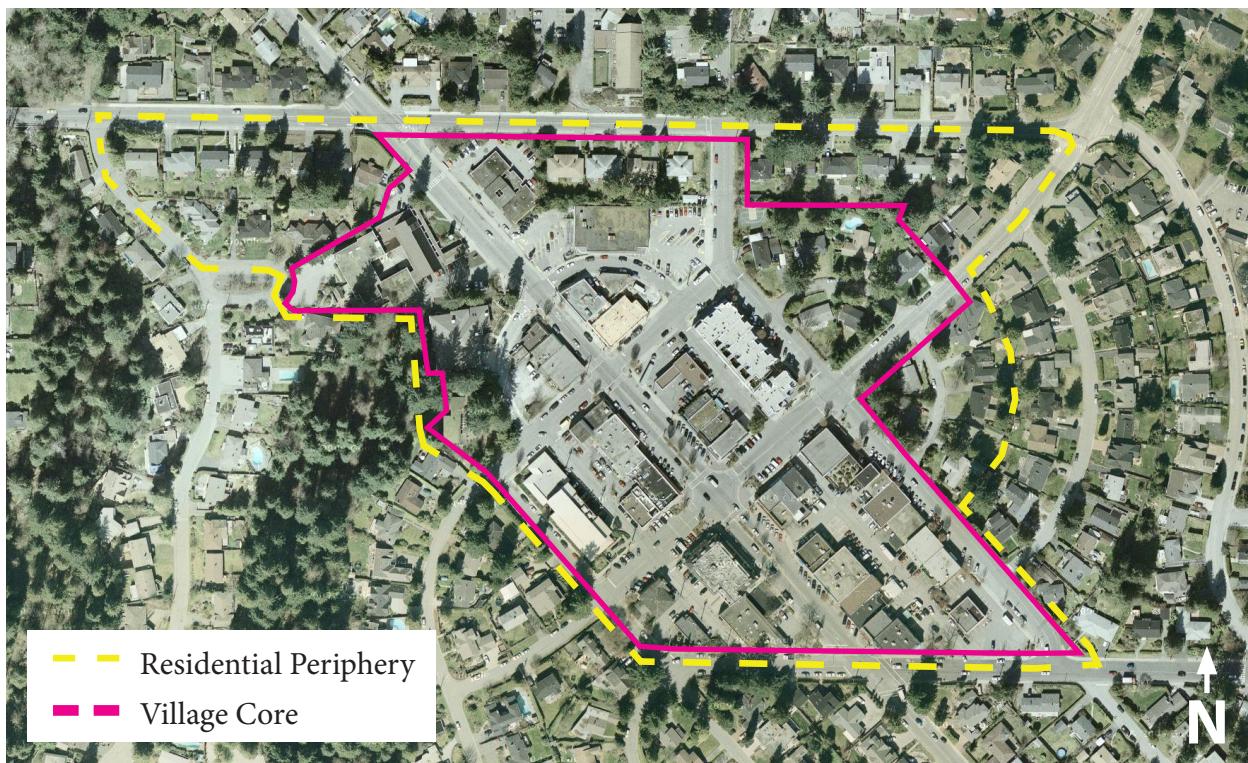
6.0 Transportation and Parking

This section refers to transportation policies and parking strategies.

7.0 Achieving the Vision

This section summarizes the general vision for the Village.

The scope of the policies and guidelines contained in this document is indicated on Map 1 below.



2.0 General Planning and Design Considerations

2.1 Sense of Place

Edgemont Village is a distinctive commercial precinct serving the Upper Capilano neighbourhoods of North Vancouver. It has a unique sense of place with many characteristics that should be maintained and enhanced as it evolves over time. Some of the characteristics that help define Edgemont Village's identity relate to its physical context, such as:

- the Village's mountain setting and views
- its unique crescent-grid street pattern

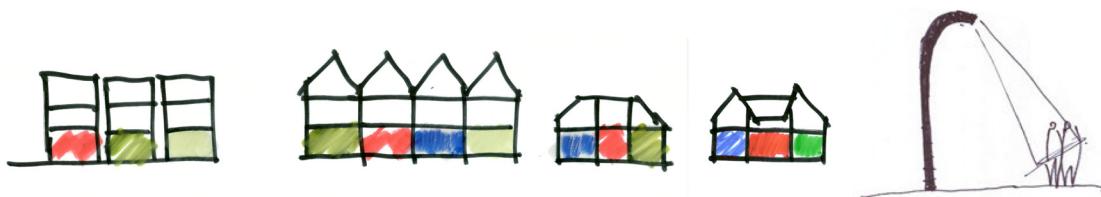
Other characteristics relate to the Village's existing built environment, such as:

- the eclectic diversity of its low-rise buildings
- the distinctive streetscape treatments (e.g. light standards, diagonal parking, etc.) that knit the Village together

In addition to these physical elements, a significant part of Edgemont's identity stems from less easily quantifiable social characteristics:

- the sense of neighbourliness and community between residents and store owners
- the presence of unique, locally owned/managed stores and services
- the feeling that the Village is an environment where all age groups are welcome and can thrive

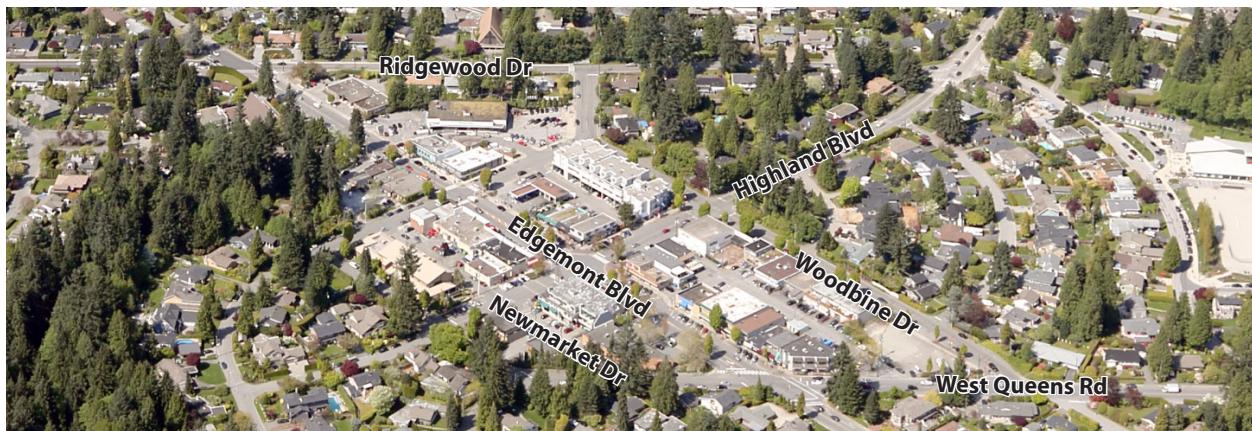
Respecting these attributes that contribute to Edgemont's sense of place and community should be considered through careful land use planning and through the thoughtful design of any new buildings and public realm improvements. A diversity of housing types that respond to the needs of different demographics, and a diversity of commercial uses that maintain a distinctive mix of shops and services, should be encouraged. The design of public realm improvements should increase opportunities for community interaction and enhance the pedestrian-friendly character and walkability of the Village. New development should respond to the diversity of architectural styles with variation in built form, height and massing.



These two sketches illustrate conceptually one of the defining elements of Edgemont's physical character. On the one hand, a diverse mix of building styles, which house an equally diverse and vibrant range of stores and services. On the other, distinct public realm elements (such as the 'candy cane' light standards, or diagonal parking, or symmetrical corner bulges) that provide the unifying elements that bring the Village together into a cohesive whole.

2.2 Village Structure

Edgemont Village has a unique urban structure that responds to its physical location, topography and views. It was originally laid out as a unified plan, with a symmetrical street grid that includes a number of crescents. The street grid is oriented diagonally northwest-southeast, which optimizes views towards the North Shore mountains to the northwest and northeast.



The Village centre is defined by the intersection of its two main streets: Edgemont Boulevard and Highland Boulevard, which cross each other at the 'heart' of the Village.

Two transitional streets parallel Edgemont Boulevard, on each side (Woodbine Drive and Newmarket Drive), and a further two midblock lanes parallel these streets. The resulting blocks are relatively long and narrow, with double frontages on both a street and a lane. The diagonal street orientation presents an interesting geometry with oblique and acute angles at the northern and southern edges of the Village (West Queens Road and Ridgewood Drive).

This elegant plan, with its crescents, unique geometry, major intersecting streets, and supporting side streets and lanes, has resulted in a strong sense of place for the Village. These design guidelines respond to the Village's unique layout and urban structure.

2.3 Village Character and Scale



Edgemont Village has a low-rise built form character and scale, with buildings ranging from one to three storeys.



Commercial buildings are typically built out to the property line along Edgemont Boulevard, with no side yards, helping to create a well-defined traditional commercial 'Main Street' or 'High Street', with a largely continuous 'streetwall' of buildings that contain the street.



The fine-grained rhythm of narrow storefronts reflects the small size of individual properties, and also contributes to the strong sense of place and identity of the Village.



There is no one single dominant architectural character. Rather the Village reflects an eclectic range of architectural eras and styles. Varying building heights, rooflines and materials are typical, and contribute to the Village's unique character.

2.4 General Design Considerations

These design guidelines respond to the Village's sense of place, urban structure, character and sense of scale:

- New development should be sympathetic to the existing building scale, character and diversity.
- New buildings should not attempt to create a unified architectural design language, rather developments should promote the concept of eclectic diversity in the built environment.
- All new developments should take into account their immediate built form contexts and respond to this in a complementary way, in terms of building massing, height, build-to lines, setbacks, proportions, materials, colours, etc.
- New development should not seek to create a replication of older 'traditional' building styles and design. Rather the design of new developments should reflect contemporary architectural design and construction, and current urban design best practices in the context of the unique character of Edgemont Village.

2.5 Orientation and Siting Considerations

- Buildings should be oriented to the street grid, which is oriented diagonally northwest-southeast and optimizes views towards the North Shore mountains to the northwest and northeast.
- Buildings should be sited to optimize both public and private views of the mountains, and to optimize sunlight penetration into the public realm. This means that in general, buildings should be oriented with the longer dimension northwest-southeast (not northeast-southwest) parallel to the adjacent streets, to maintain northward views and maximize openings between adjacent buildings.
- New development fronting crescent streets should seek to respond to this unique geometry, where appropriate.



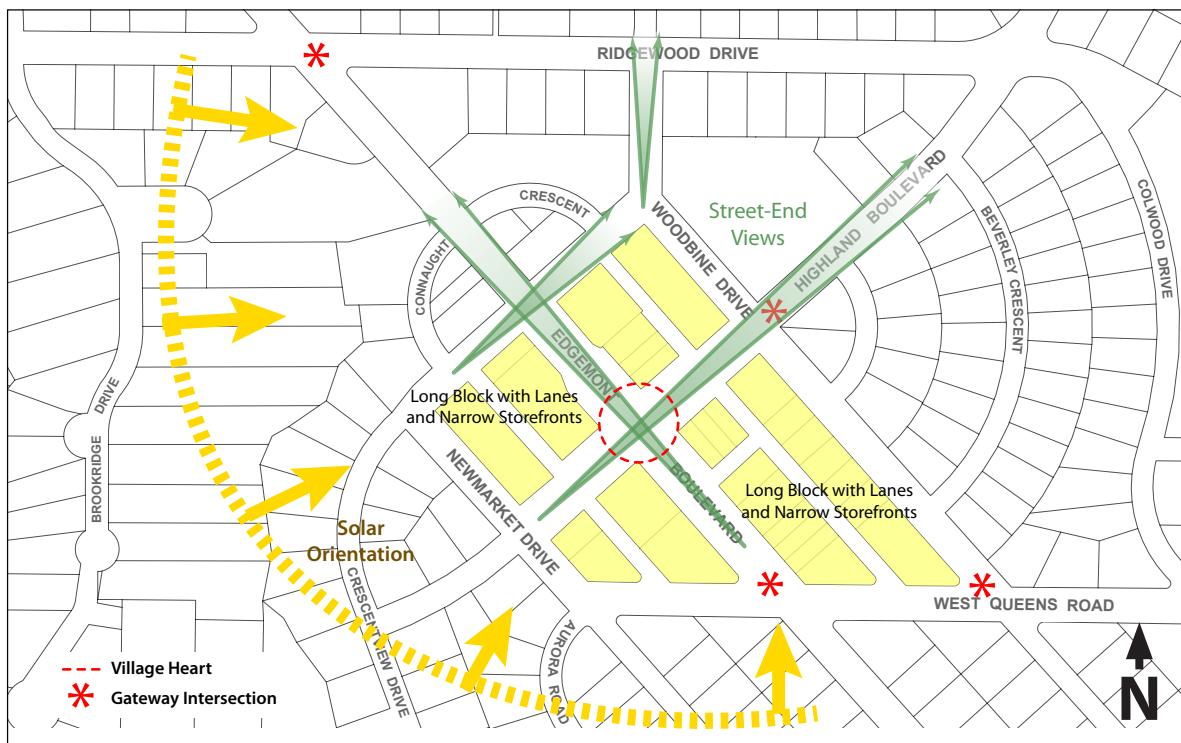
This corner building optimizes both its street orientation as well as its views, with a traditional mountain village design

2.6 Views Considerations

- Views towards the North Shore mountains are an important part of the Village's sense of place. New development and public realm design should take this into account.
- All public street-end views should be protected.
- Buildings should be designed and shaped to protect and optimize public views towards the mountains to the north, where practical. This means employing building setbacks, sloped rooflines, smaller upper level floor plates, stepped terracing, and other massing devices to maintain existing views from adjacent streets.



This photo shows building terracing with many windows, which optimize views as well as sunlight



Map 2: Planning and Design Considerations

2.7 Sunlight Considerations

- Sunlight penetration onto sidewalks and other public open spaces is an important attribute of the Village's amenity and comfort for pedestrians. New development should take this into account.
- Buildings should be designed to optimize sunlight penetration onto adjacent and opposite sidewalks and open spaces. This means employing building setbacks, sloped rooflines, smaller upper level floor plates, stepped terracing and other massing devices.
- This is especially important for buildings located on the southwestern side of the northwest-southeast streets, in terms of maintaining sunlight penetration onto the opposite (northeast) side of such streets.



This photo illustrates the importance of sunlight penetration onto sidewalks and public spaces to optimize enjoyment by users.

2.8 Safety and Accessibility Considerations

Public safety and accessibility for people of all ages and abilities are important attributes of the Village's amenity and comfort for residents and visitors:

- All changes and improvements to the public realm and transportation networks (e.g. sidewalks, crossings, intersections) should be designed with the safety and accessibility of all users (pedestrian, cyclists, motorists) and all ages and abilities in mind.
- New development should adhere to the District's policy requirements for Adaptable Design provisions, with an appropriate number of universal/accessible residential units. New commercial spaces at street level should ensure accessible entrances and layouts for all users (e.g. those with mobility devices).
- New development should take safety into account, employing accepted best practices in Crime Prevention through Environmental Design (CPTED).
- New buildings should be designed to minimize dead-end areas or recesses that are not visible from the street, and which could provide places for unmonitored anti-social or illegal activities.
- New buildings should be well lit, and offer bright, accessible, and inviting public spaces. Residential entrances should be clearly visible from the adjacent street. Underground parking areas in new buildings should be well lit and designed to optimize openness and visibility.

2.9 Sustainability Considerations

Sustainability (environmental, social, cultural, and economic) is an overarching value of the District's new OCP as expressed in the following Principle:

"The District balances the environmental, social, cultural and economic needs of the community and is committed to its role in the stewardship of all that is valued for future generations."

Numerous OCP objectives and policies reinforce this commitment to sustainability by:

- Protecting and improving the ecological health of our natural systems
- Fostering a safe, socially inclusive and supportive community
- Becoming an increasingly successful, economically viable and dynamic community

All new development in Edgemont Village, both public and private, should take into account these overarching objectives for sustainability, by encouraging projects that:

- Support more environmentally-friendly buildings and landscapes
- Enhance the social health and inclusivity of the community
- Contribute to the economic viability and vitality of the Village

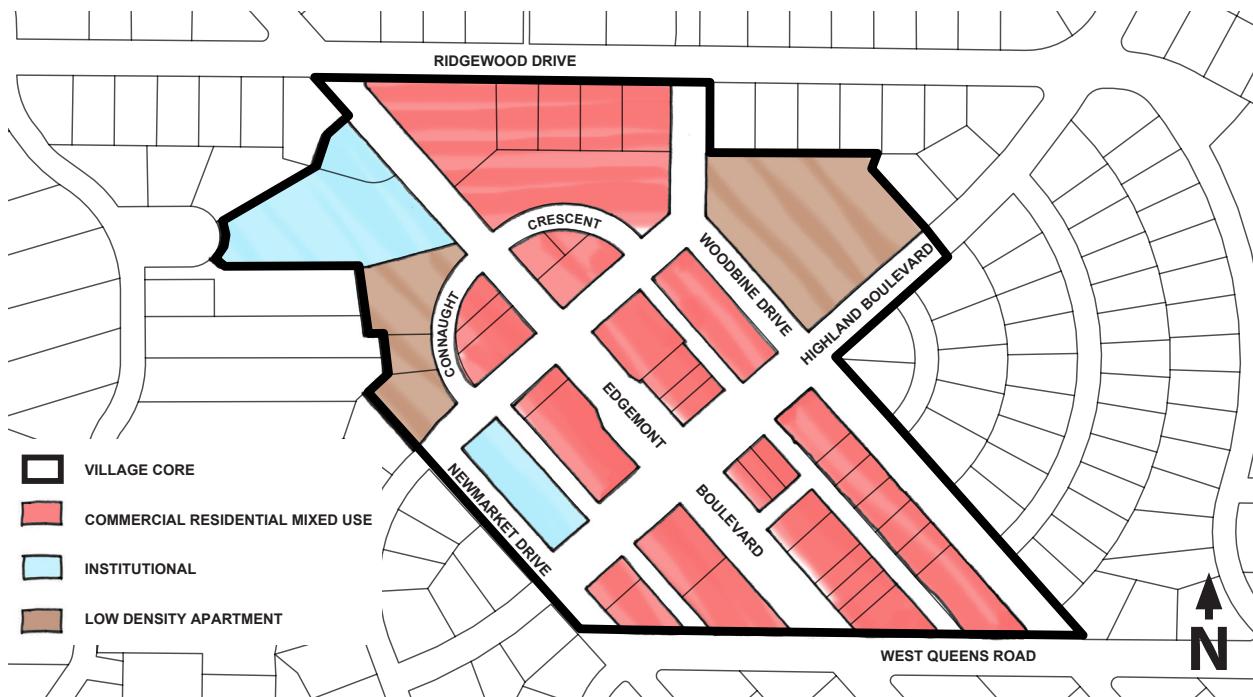


An example of a living wall.

3.0 Land Use

3.1 Village Core

The following map illustrates approved land uses for the core of Edgemont Village from the District's Official Community Plan (OCP). The core is being defined as properties with an existing commercial, institutional, or multifamily residential land use designation. No land use changes or increases to designated densities are suggested for this area. High quality urban design and significant public realm improvements are expected to accompany redevelopment within the core, as directed in Sections 4 and 5.



3.1.1 Village Core Land Use Designations and Densities

Land use designations and associated densities in the Village core are as per the District's OCP and are cited below:



Commercial Residential Mixed-Use Level 1

Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.



Institutional

Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.



Residential Level 5: Low Density Apartment

Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

3.1.2 Village Core Land Use Policies

- the boundaries of the existing commercial core should be maintained to strengthen the commercial precinct
- existing institutional uses (Capilano Library, Highlands Church) and existing residential apartment sites should be included within the core boundary to ensure consistent streetscape and public realm treatments integrate these sites with the Village
- a diversity of retail and commercial uses should be encouraged to serve the Upper Capilano community
- commercial/mixed use developments should have active ground floor retail use frontages (stores, restaurants, coffee shops, etc.) which contribute towards pedestrian amenity and Village ambiance
- non-retail service commercial uses (such as professional services, offices, etc.) should typically be located on upper floors
- local, small scale, and one-of-a kind retail stores and businesses should be encouraged
- the provision of a supermarket should be encouraged, but other larger format retail should be restricted through floorplate or maximum retail unit size
- specific services, such as a hardware store, full-service pharmacy, dental/medical services, Village pub and/or restaurant, should be encouraged in new developments
- active retail frontages onto lanes may be enabled to diversify commercial activity as described in Section 5.2.4
- apartment units above retail should be encouraged in mixed-use developments in the commercial core



Active commercial uses animate the street-level.



An existing successful mixed-use building.

**Commercial-Residential
Mixed-Use Level 1**

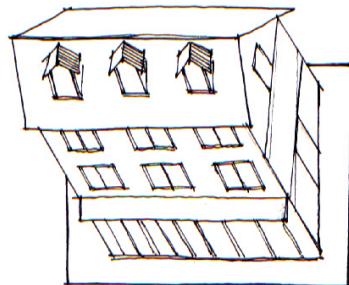
FSR: ~1.75

Height: 2.5 - 3.5 storeys

Elevation:



Axonometric:

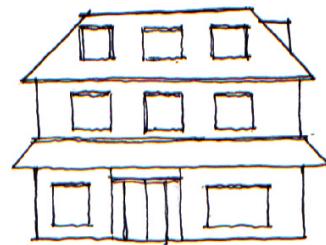


**Residential Level 5:
Low Density Apartment**

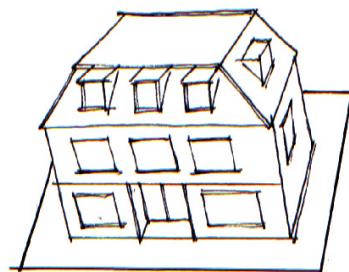
FSR: 1.50 - 1.75 (Less density than Village Core Mixed-Use)

Height: 3.0 storeys

Elevation:



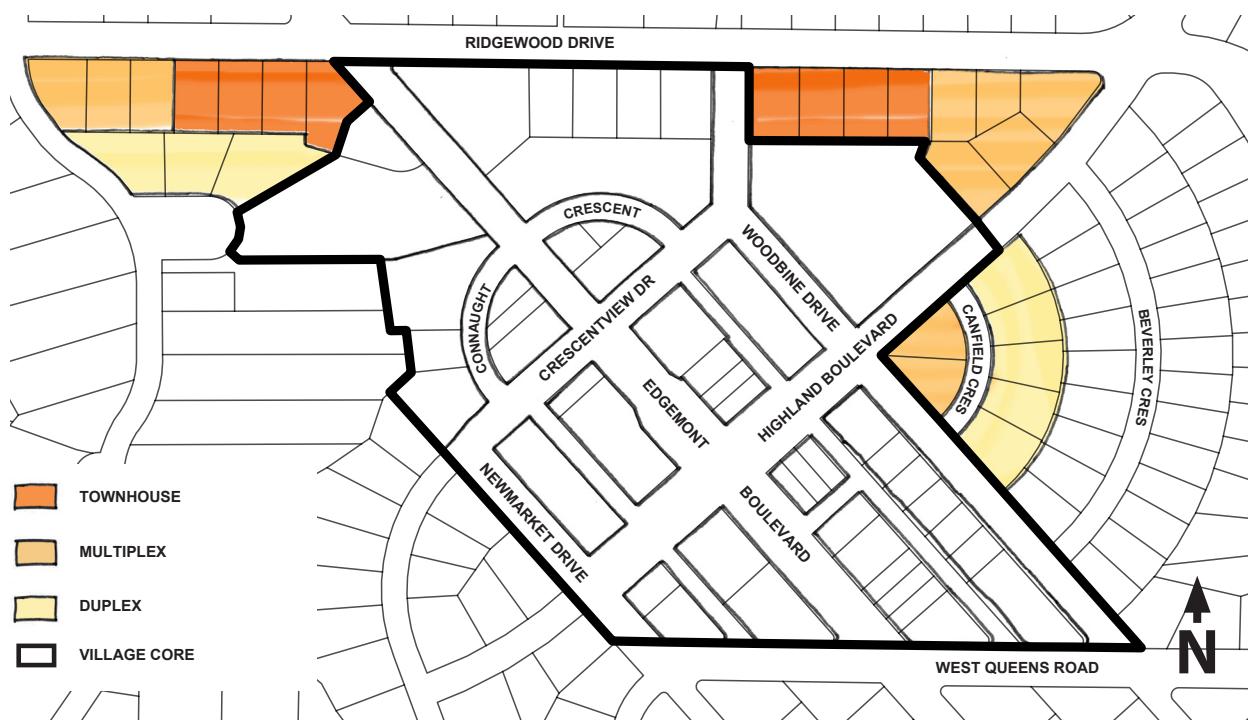
Axonometric:



Existing Building Types in the Village Core

3.2 Residential Periphery

The following map illustrates locations for potential low density multifamily residential uses around the Village where more diverse housing options that transition outwards from the Village core could be sensitively introduced. Ground-oriented forms like duplexes and multiplexes (e.g. triplexes, fourplexes, small rowhouses, and townhouses) whose scale and design should respect existing neighbourhood character are envisioned.



3.2.1 Residential Periphery Land Use Policies, Descriptions and Densities

- a more diverse range of housing types and unit sizes should be sensitively introduced to provide wider options for different life stages and needs within the community
- the scale and design of housing projects should provide effective transitions between different adjacent uses and/or densities and respond to the built form design guidelines provided in Section 4
- consider Adaptable Design provisions for potential low density ground-oriented housing forms
- anticipated building forms and densities to accompany Map 4: Land Use - Residential Periphery are as illustrated on the next page:

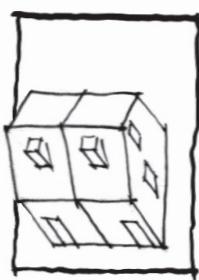
Duplex

FSR: $0.35 + 350 \text{ ft}^2$
Height: 2.0 storeys

Elevation:



Axonometric:

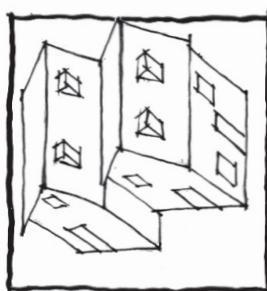
**Multiplex**

FSR: <0.8
Height: 2.0 - 2.5 storeys

Elevation:



Axonometric:

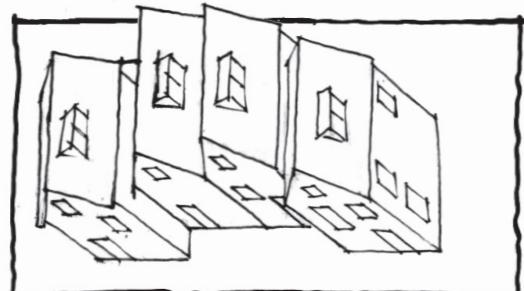
**Townhouse**

FSR: <1.2
Height: 3.0 storeys

Elevation:



Axonometric:



Duplexes should be permitted on designated sites up to 2 storeys in height at the same density permitted for single family houses (i.e. 0.35 FSR + 350 square feet). Basement suites would not be permitted.

Multiplexes (e.g. triplexes, fourplexes or small rowhouses) should be permitted on designated sites up to 2.5 storeys in height at a density ranging from 0.6 FSR to 0.8 FSR.

Townhouses should be permitted on designated sites up to 3 storeys in height at a density ranging from 1.0 FSR to 1.2 FSR.

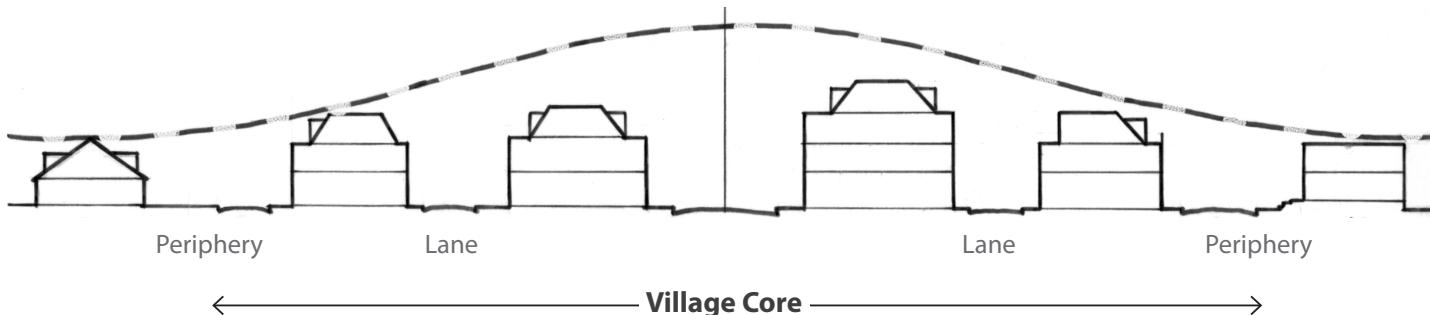
4.0 Built Form Guidelines

4.1 Building Heights

- Edgemont should remain a low-rise built environment, with heights generally restricted to a mix of 2 and 3 storey buildings as illustrated on Map 5: Building Heights in Storeys
- the top floor of buildings should typically be set back and/or integrated into rooflines as described in Section 4.2 of this document
- applications for additional height to a maximum of a partial 4th storey may be considered within the Village core on a case-by-case basis, where improved building design and provision of greater public amenity may be achieved, taking into account the following criteria:
 - public support for the proposed development
 - site conditions (such as size, topography, slope, etc.)
 - sensitivity to surrounding built context
 - economic viability of the project
 - the provision of public benefits such as (but not limited to):
 - view preservation/enhancement
 - sunlight preservation/enhancement
 - provision of public open space and/or pedestrian pathways and/or other amenities
 - enhanced lane treatment and active lane uses
 - provision of strategies/subsidies to retain local, small scale businesses/stores
 - exemplary design, subject to District staff and peer review



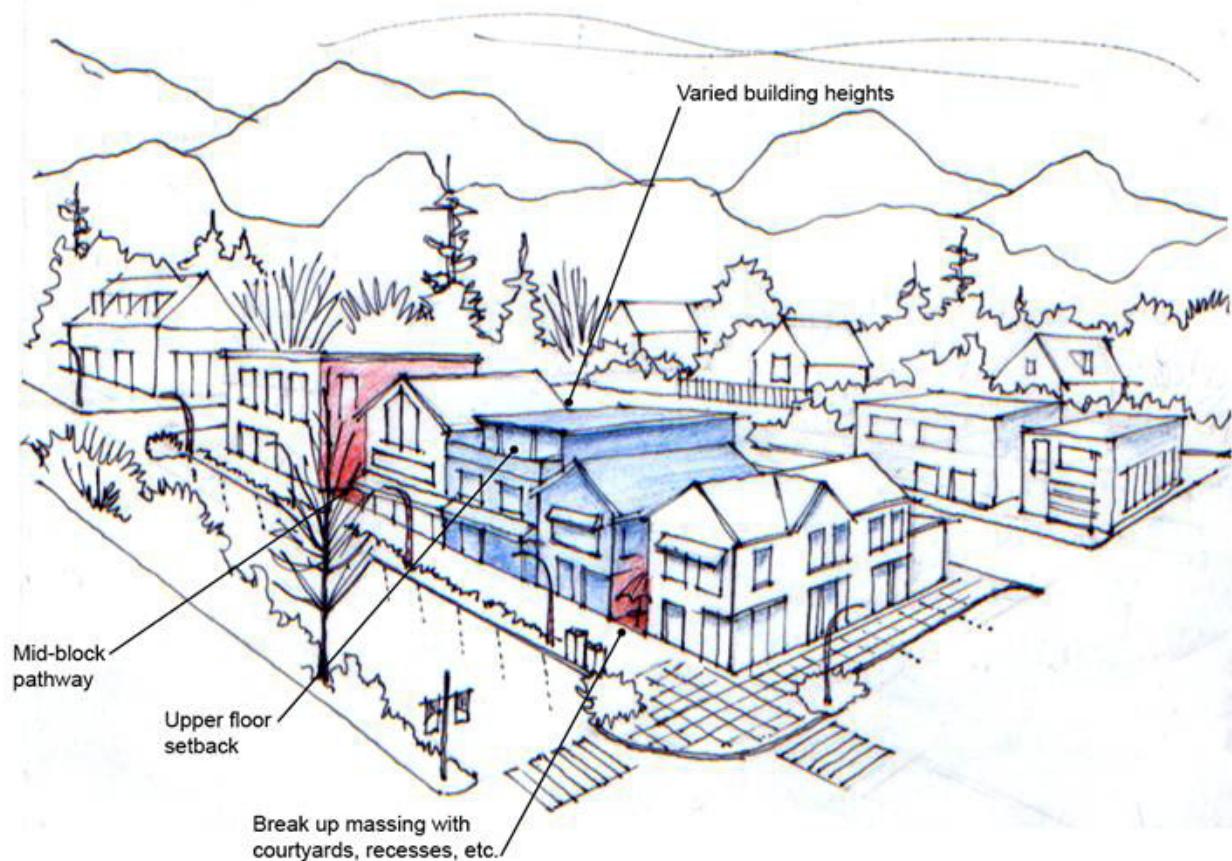
Map 5: Building Heights in Storeys



Schematic illustration of the principle of transitioning outwards from the Village core to the periphery. Exact heights and uses would vary and be subject to case-by-case approval.

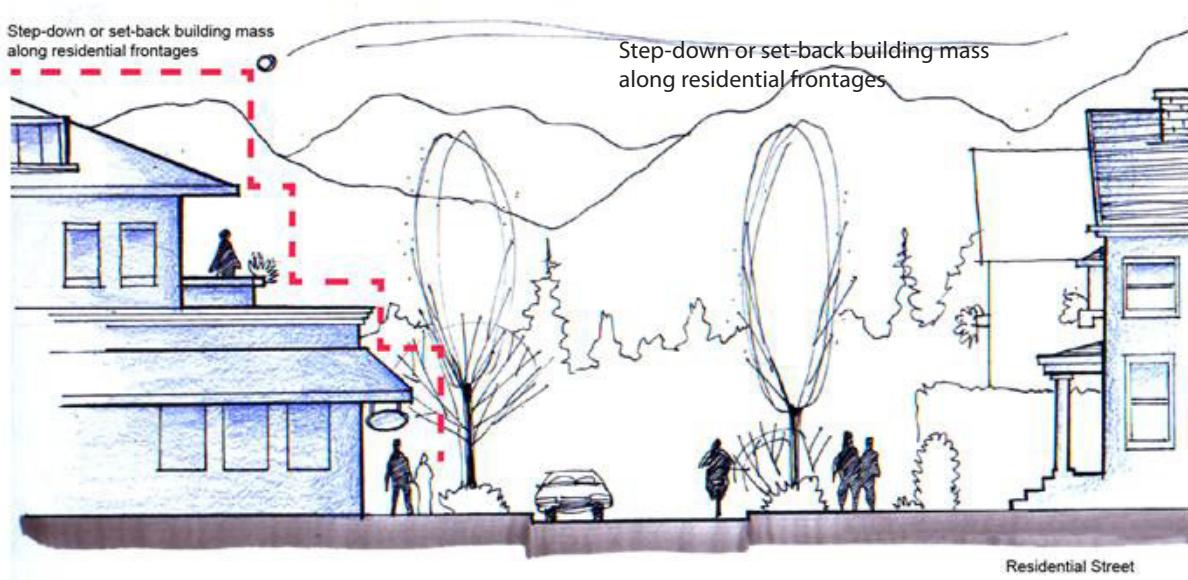
4.2 Building Massing

- massing should generally be oriented to the major frontage street
- massing should support a generally consistent streetwall in terms of height and build-to lines, with variation in step-backs or terraces on upper floors
- upper floors should be set back or integrated into sloped or angled rooflines to optimize views and sunlight penetration, accommodate residential balconies, and reduce massing impacts
- massing on long frontages should be broken up with the use of courtyards, recesses, midblock connections, varied rooflines, etc.
- new commercial buildings should generally be built to the property line at grade or set back to increase sidewalk width in accordance with the right-of-way conditions described in Section 5.2
- new development in residential neighbourhoods should generally relate to or transition from established setbacks
- massing of duplexes should be compatible with adjacent or nearby single family homes



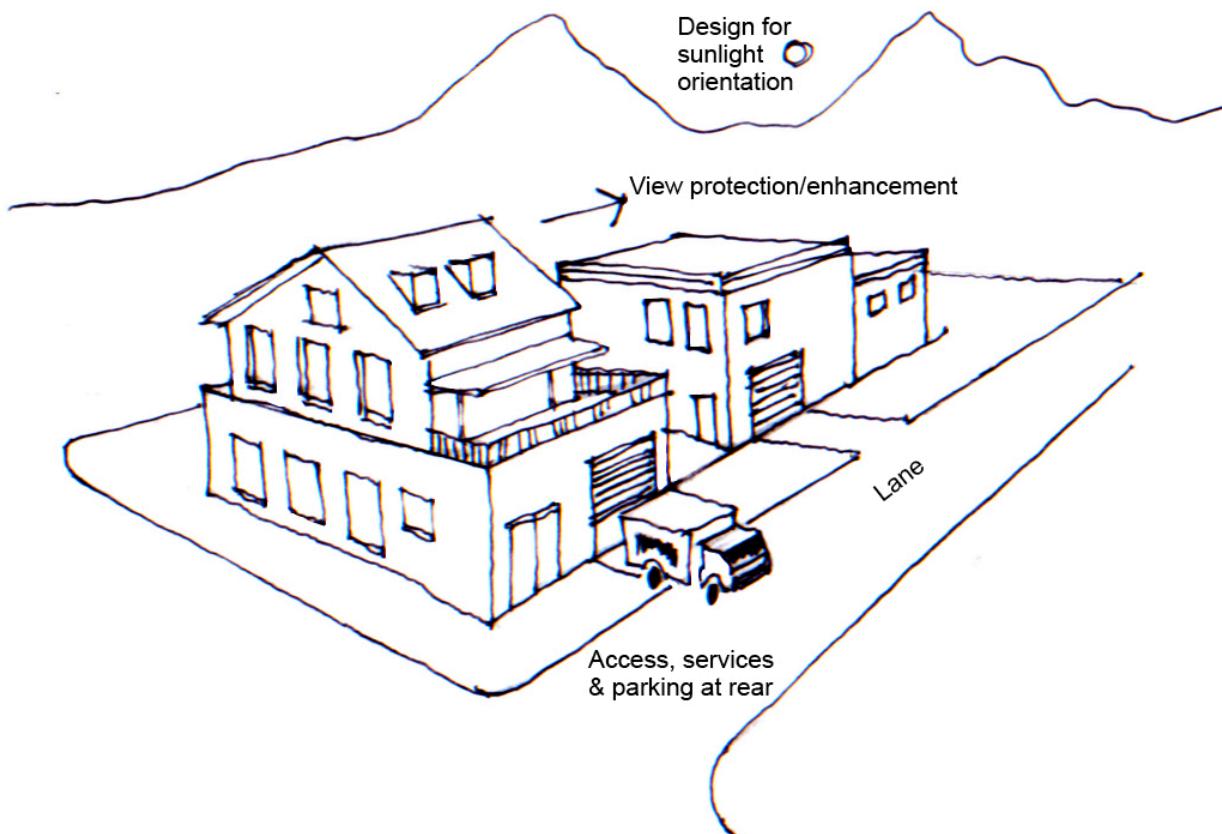
4.3 Built Form Transitions

- developments should be carefully massed to form a sensitive transition to neighbouring land uses
- developments along frontages adjacent to detached residential areas should present a 'soft edge' to neighbouring uses
- open space, building setbacks, stepping back of upper storeys (etc.) may be used to aid transitions between different development intensities

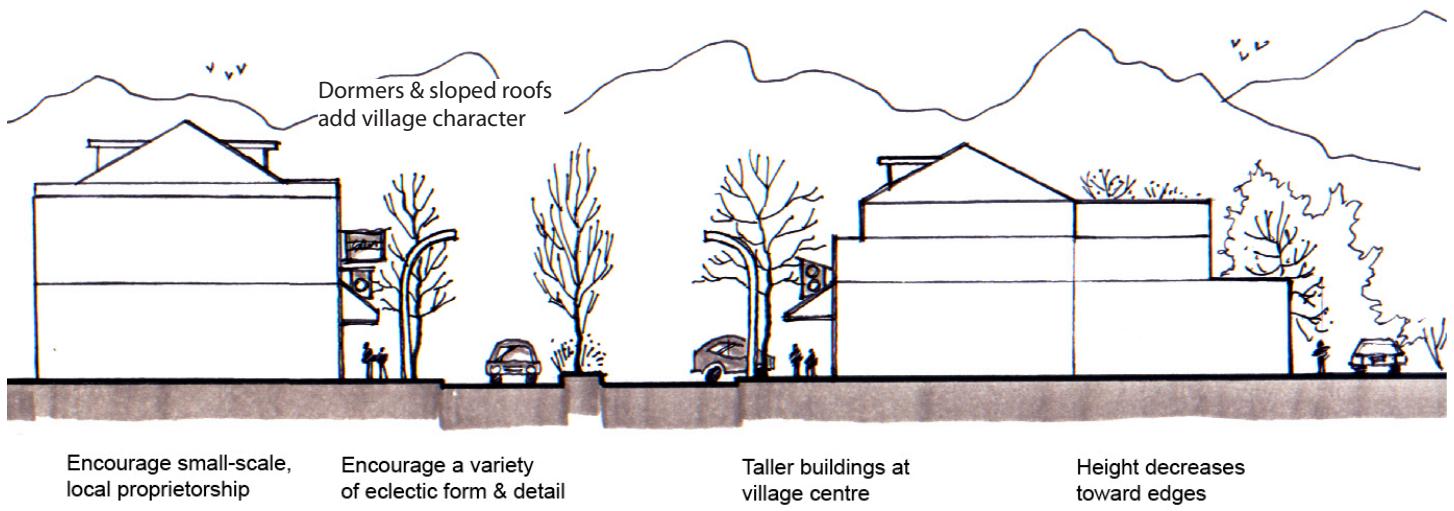


4.4 Site Planning

- site planning for new projects should take into consideration, and respond to, the following criteria:
 - immediate surrounding built form context
 - adjacent build-to lines
 - adjacent building heights
 - view protection/enhancement
 - sunlight orientation
 - streetwall contribution (on Edgemont Boulevard)
 - orientation of front and rear façades
- access, services and parking should generally be located from a side street or rear lane, where feasible



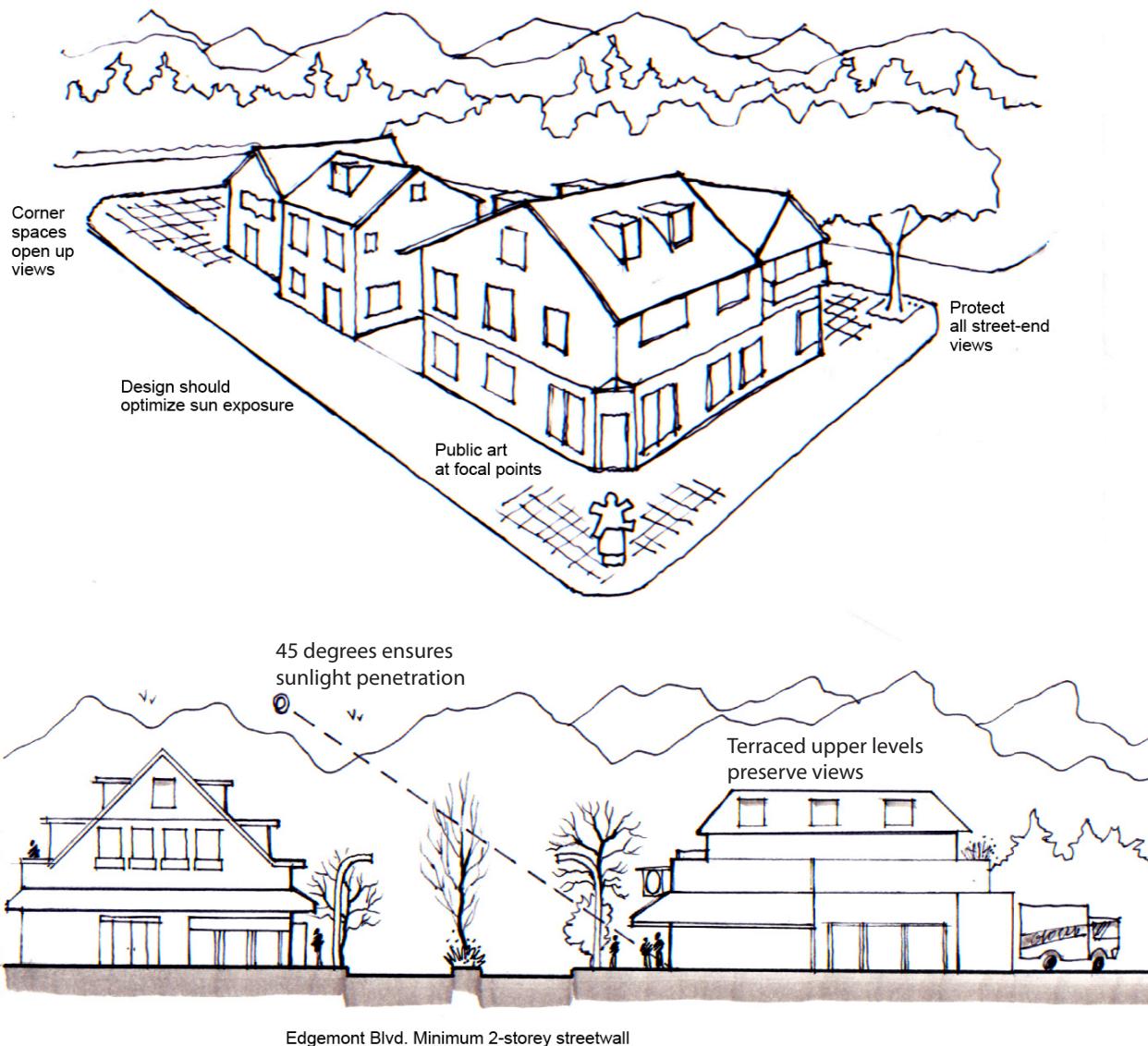
4.5 Architectural Character



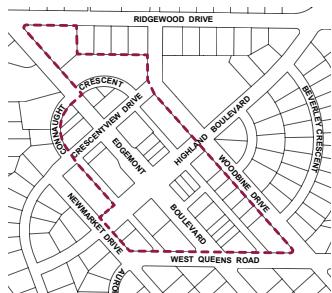
- new developments should preserve the eclectic character and mix of existing building styles
- variety of architectural form should provide visual interest and individuality
- the scale and character of shopfronts in the commercial core should retain a sense of small, local proprietorship
- new residential developments should be sympathetic and complementary in character to the existing neighbourhood
- new residential development should reference the design heritage of existing neighbourhoods (west coast modernism, 'post and beam', etc.)
- materials should be selected, used and detailed in a way that reflects quality-built features and elements
- the use of traditional materials (wood, stone, brick, etc.) should be encouraged, and materials such as vinyl siding, large areas of stucco, asphalt shingles, artificial stone (etc.) not allowed
- colours should be selected to integrate with or complement the surrounding built context, with brighter colours reserved for special accents or features within the commercial core

4.6 Views and Sunlight

- street-end views (primarily to the north, northwest and northeast) should be protected and enhanced
- focal points and the termination of visual axes should be celebrated (e.g. with public art and/or special architectural features)
- buildings should be oriented and massed to optimize sunlight penetration onto sidewalks and open spaces



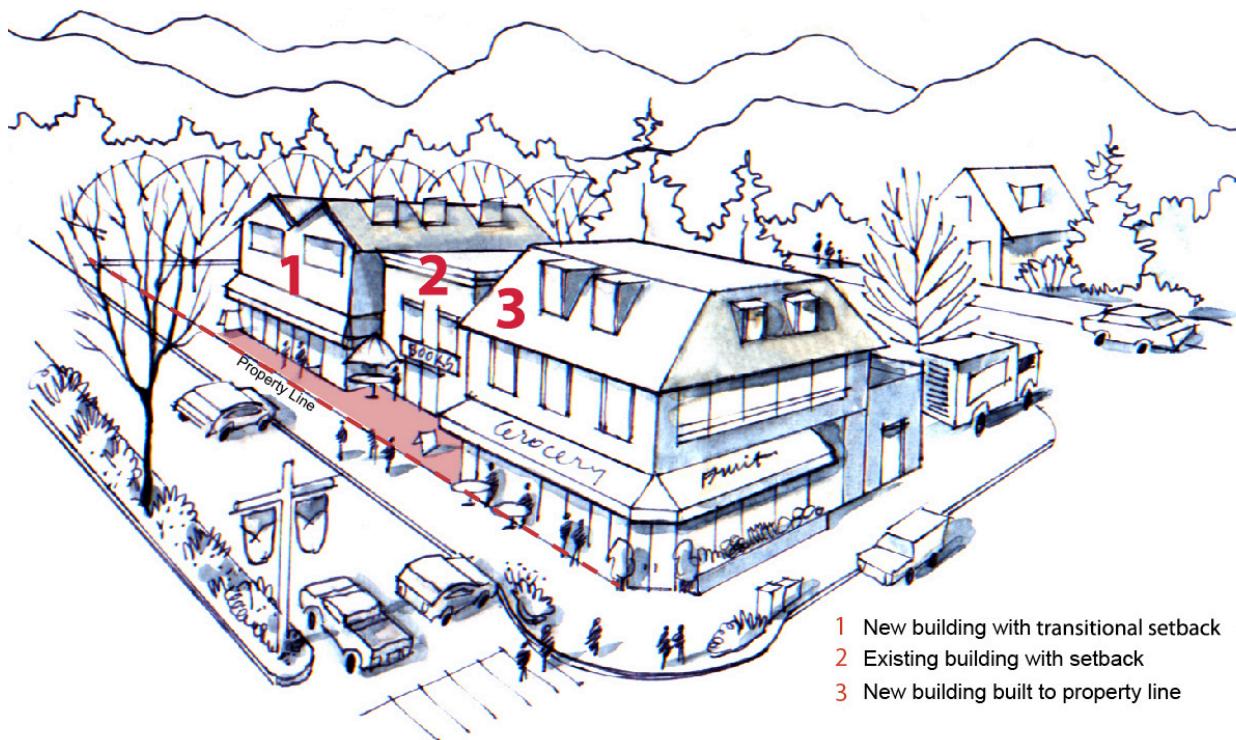
4.7 Commercial Precinct



In addition to Section 4.1 to 4.6, the following guidelines apply specifically to properties in the commercial core that are developed as commercial and/or mixed-use commercial/residential. Policies regarding the nature and type of commercial uses are provided in Section 3.0 of this document.

4.7.1 Streetwall

- a pedestrian-scaled streetwall building height should be achieved with a 1 or 2-storey streetwall on commercial streets
- breaks in the streetwall and build-to lines should be encouraged only where desirable (e.g. pedestrian pass-throughs, view corridors, public plazas, entry forecourts, etc.)
- consistent build-to lines should generally be encouraged in redevelopment, particularly on Edgemont Boulevard, in accordance with the right-of-way conditions described in Section 5.2
- transitional build-to lines may be appropriate where adjacent buildings have different setbacks, in which case the setback should be the same or similar

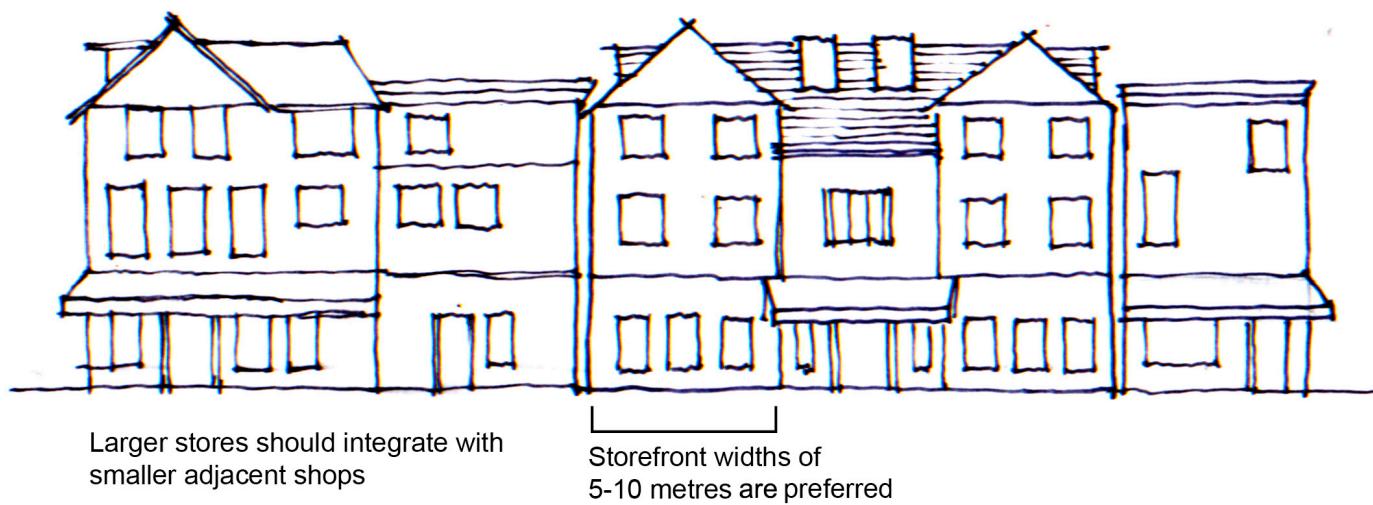


- 1 New building with transitional setback
- 2 Existing building with setback
- 3 New building built to property line

4.7.2 Commercial Façades and Frontage Widths

- retail façades should be highly transparent with the interiors largely visible from the street
- ground level commercial façades should be articulated with individual storefronts, and animated with signs, display windows, display lighting, etc.
- blank façades should be strongly discouraged, and in any event should be generally limited to a maximum of 10% of the building frontage width facing the shopping street
- commercial building façades should be designed with variations in materials, colour, fenestration and roof forms to express individual storefront identity
- larger stores with wider frontages should be lined at the sidewalk by smaller retail stores with their own entries and identity
- a rhythm of individual storefront widths of 5–10m (16–32 ft.) should be generally maintained

Range of architectural styles (e.g. flat and pitched roofs)



4.7.3 Commercial Signage and Lighting



Example of Successful Commercial Sign

- flexibility should be allowed in commercial signage, to allow signs to respond to the eclectic character of Village buildings
- signage and lighting should be carefully considered and integrated with the building so that it forms a unified design
- commercial signage should generally be limited to the main floor of buildings and not overwhelm the façade
- bright neon signs, backlit signs, and electronic moving signs are strongly discouraged

4.7.4 Weather Protection



Example of Weather Protection

- commercial and mixed-use buildings should provide weather protection along the entire street frontage
- the use of transparent, structural canopies or three or four-point fabric awnings is encouraged
- canopies and awnings should have a minimum horizontal projection of 2.0m from the building façade, and a vertical clearance over the sidewalk not exceeding 3.0m
- awning design (e.g. colours, materials) should be unique to each retail space

4.7.5 Commercial Sidewalk Use



Example of Commercial Use of Sidewalk

- active commercial use of sidewalks should be encouraged, provided such uses do not create obstacles to safe pedestrian movement, and maintain adequate sidewalk width consistent with section 5.3.2 and 5.3.3
- commercial displays, sandwich boards and signs on the first portion of the sidewalk immediately adjacent the building should be permitted, provided such uses do not create obstacles to safe pedestrian movement
- commercial developments may consider the use of arcades or the provision of additional sidewalk space on private property beyond the right-of-way conditions described in Section 5.2, to widen the space available for commercial uses (e.g. tables and chairs that animate the commercial precinct)

4.7.6 Building Corners



Example of a commercial storefront turning the corner

- on corner sites, commercial storefronts should turn the corner to address the adjacent street in a pedestrian-friendly way, with both frontages designed as building fronts
- buildings on corner sites are encouraged to 'celebrate' the corner with architectural massing and features, or alternatively a corner setback where a public open space is desired, without impeding vehicular intersection sightlines

4.7.7 Building Entrances

- building entrances should be designed to be universally accessible for wheelchairs, mobility devices, strollers (etc.)
- individual commercial store entrances should be recessed from the principal façade, to provide weather protection and space for orientation, preparing to enter/leave the store, and for shoppers to pass each other
- residential lobby entrances in mixed-use buildings should be clearly separated from commercial entrances and ideally be set back from adjacent retail façades, with a generous and visible entrance court area
- on sites fronting two streets, residential lobby entrances should preferably be located on the flanking street, away from the principal commercial entrances

4.7.8 Parking, Loading, Services

- all on-site parking, loading and service entries should be accessed from the rear lane where feasible, or from a flanking street where there is no rear lane access
- access to parking, loading and service entries should not typically be permitted directly from the principal shopping street
- parking, loading and service entries should be maintained in a way that supports the visual quality of the Village

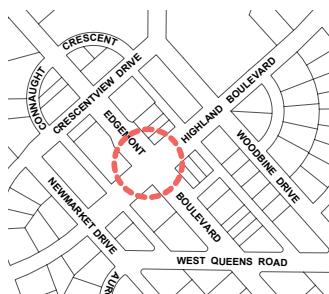
5.0 Public Realm and Streetscape Guidelines

5.1 Urban Structure: Village Gateways and Heart

5.1.1 Village Gateways

- Edgemont and Ridgewood, and Edgemont and Queens, should be considered primary gateways, with Highland and Woodbine, and Woodbine and Queens, considered secondary gateways (Map 2)
- as and when development at these intersections occurs, visual appeal and special character (a 'sense of arrival') should be emphasized through building massing and detailing, open space, plantings, larger scale trees, signage, and/or public art
- gateway features should be well integrated with improvements to pedestrian movement and comfort, and vehicular safety

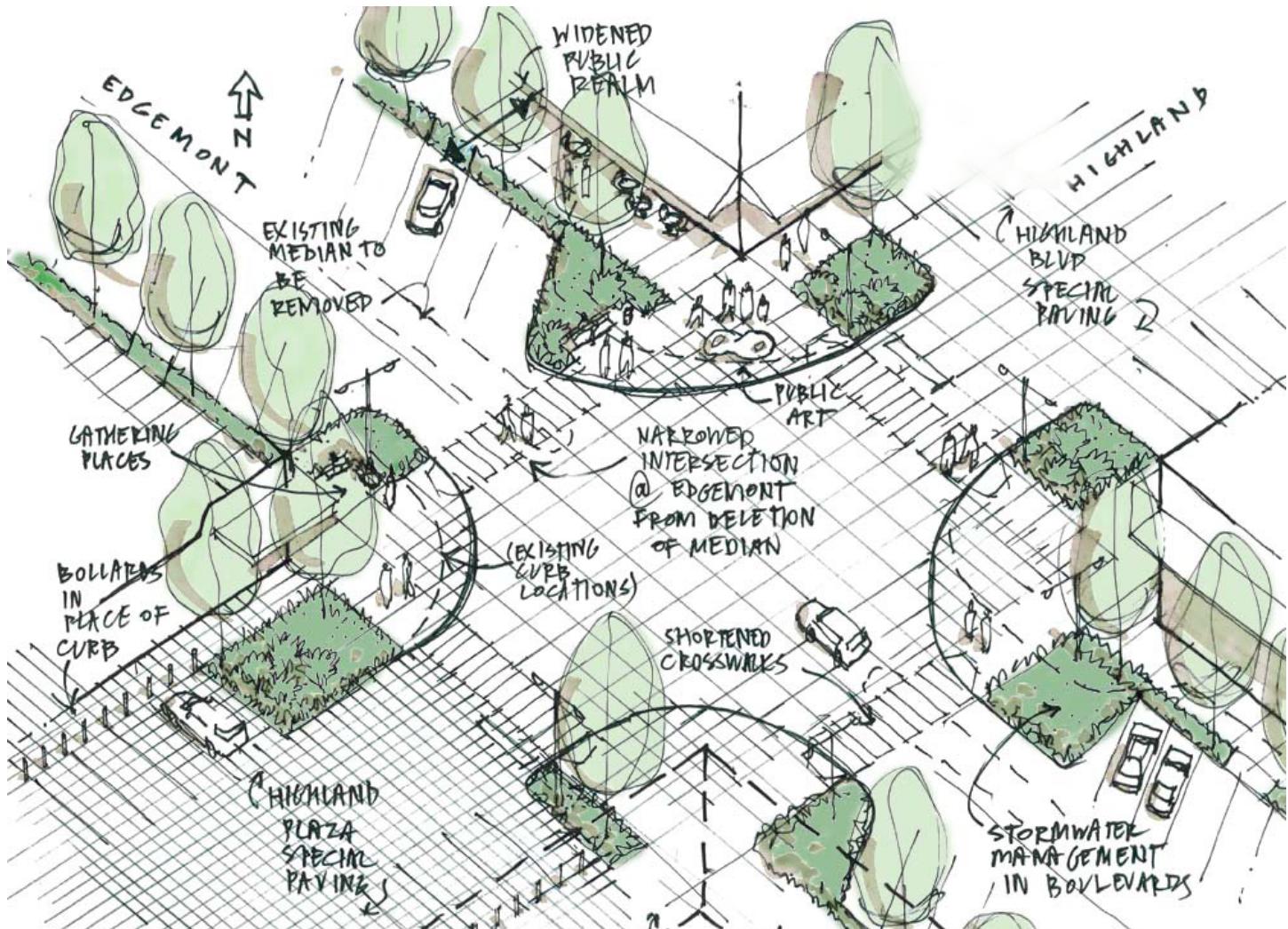
5.1.2 Village Heart



- the intersection of Highland and Edgemont Boulevards, and Highland Boulevard extending from Newmarket to Woodbine Drive, should be considered the Village Heart
- as and when development in the Heart occurs, this area should receive special treatment through site furnishings, paving materials/treatments, and consideration of public realm at building façades
- as and when development occurs, new open space should be achieved through the reorganization of the public realm outlined in Section 5.2.2 and 5.2.3, enabling the creation of a multipurpose 'Highland Plaza'



Example of animated plaza or courtyard space



Conceptual Illustration of the Village Heart

5.2 Rights-of-Way

5.2.1 General

- opportunities to improve street environments throughout the Village should be taken as and when development occurs, by reconfiguring elements within the street rights-of-way, and through requirements on abutting private property
- objectives for improvements should include increased sidewalk widths for circulation, gathering, site furnishings, and temporary commercial display or signage, as well as enhanced landscaping opportunity
- existing large trees should generally be retained in right-of-way improvements
- legibility, views, sightlines, safety, user appeal, clear path of travel (at least 2m), and CPTED (Crime Prevention through Environmental Design) principles should be considered in all improvements



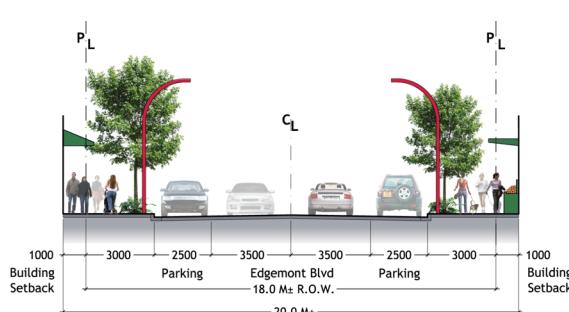
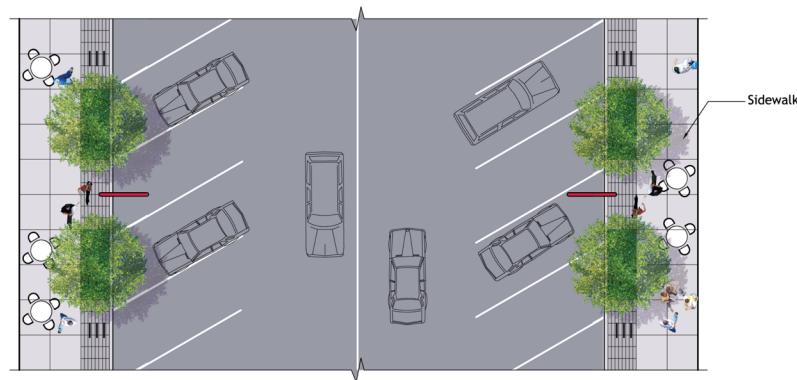
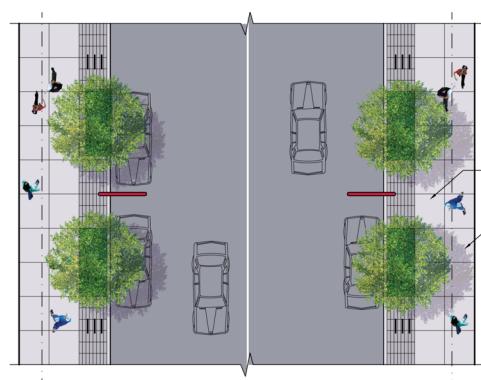
Example of angled parking adjacent to a wide sidewalk with landscaped boulevard



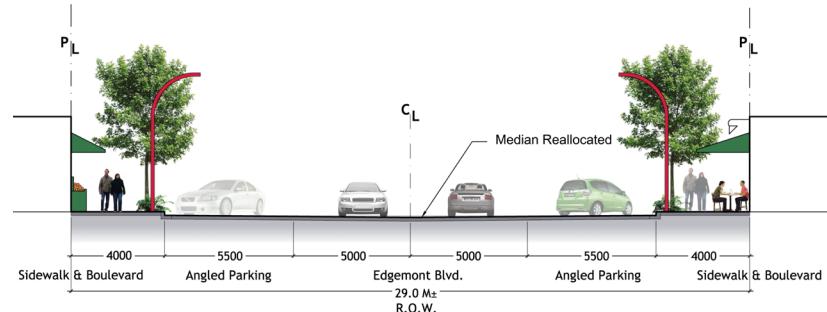
Example of special or textured paving to enhance the public realm

5.2.2 Edgemont Boulevard

- narrow condition: where the right-of-way is narrow, existing on-street parking is parallel, and there is no room available for changes to parking and traffic lanes, new private development should typically be set back to allow for additional sidewalk and boulevard width
- wide condition: where right-of-way is wider and existing parking is diagonal, consideration should be given to reallocate centre median in order to widen sidewalk, retain diagonal parking, and reduce traffic lane width (this is a long term consideration as and when development of adjacent blocks occur and will require further analysis and consultation)
- with adjusted boulevard, parking and sidewalk conditions, curb bulges at the intersection of Edgemont and Highland should be reconfigured to increase areas for gathering and landscape, and to shorten crossing distance for pedestrians



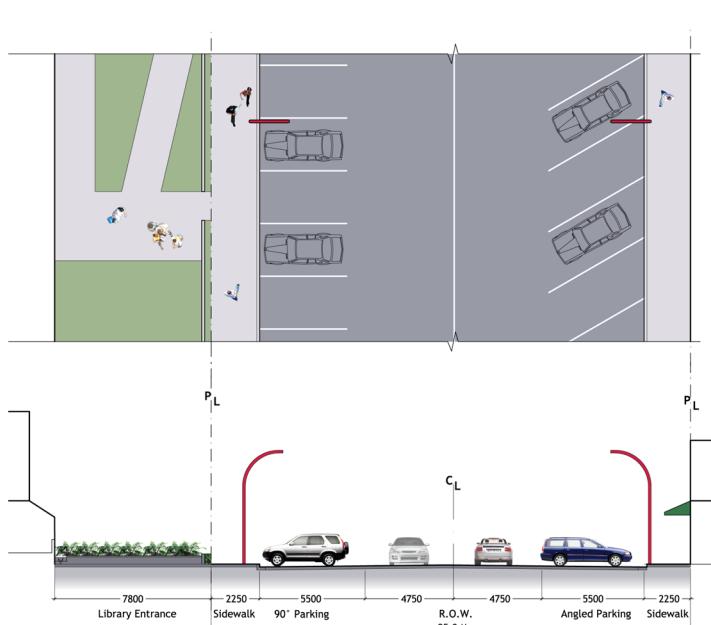
Edgemont Boulevard Typical Narrow Condition*



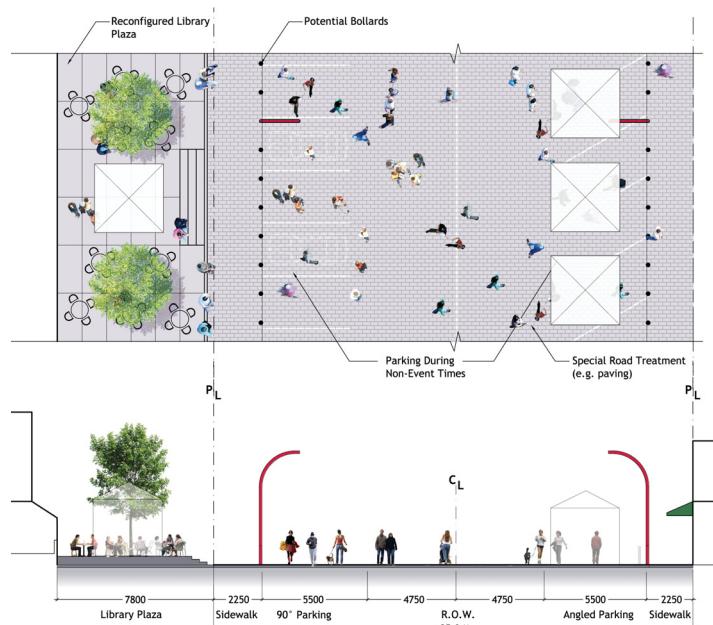
Edgemont Boulevard Typical Wide Condition*

5.2.3 Highland Boulevard: Library/Highland Plaza

- Highland Boulevard between Newmarket and Woodbine should receive special treatment (e.g. stamping, paving), which is drivable but fine-grained for pedestrian appeal as slower traffic makes a comfortable pedestrian environment
- Highland Boulevard between Newmarket and Edgemont should be enhanced to provide a square which can be closed to traffic for special events, through measures that may include raising the street to sidewalk level, replacing barrier curbs with bollards, use of special paving, lighting and site furnishings
- as and when redevelopment of the northwest corner of Edgemont and Highland occurs, development should be set back to the same extent as the adjacent library, to provide additional year-round multipurpose open space, site furnishings and feature paving that enhance the Village heart
- redevelopment of landscape between the road right-of-way and the library should be planned for better pedestrian access, use and connection to the street, particularly for special events



Highland Boulevard at Library Existing

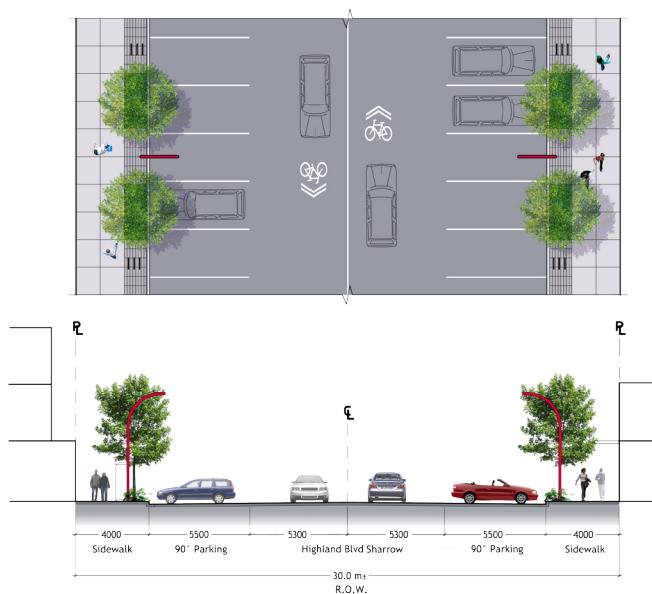
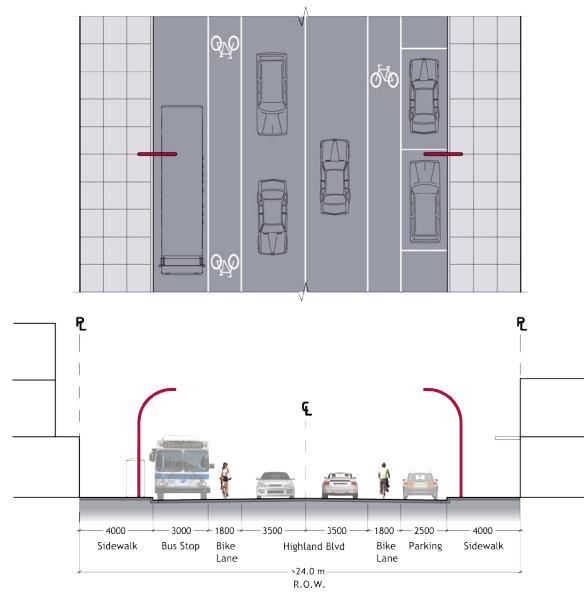


Highland Boulevard at Library Proposed (Event)*

* Conceptual illustration of anticipated typical condition. Exact section and right-of-way configuration will vary and be subject to detailed design as/when redevelopment occurs.

5.2.4 Highland Boulevard: North

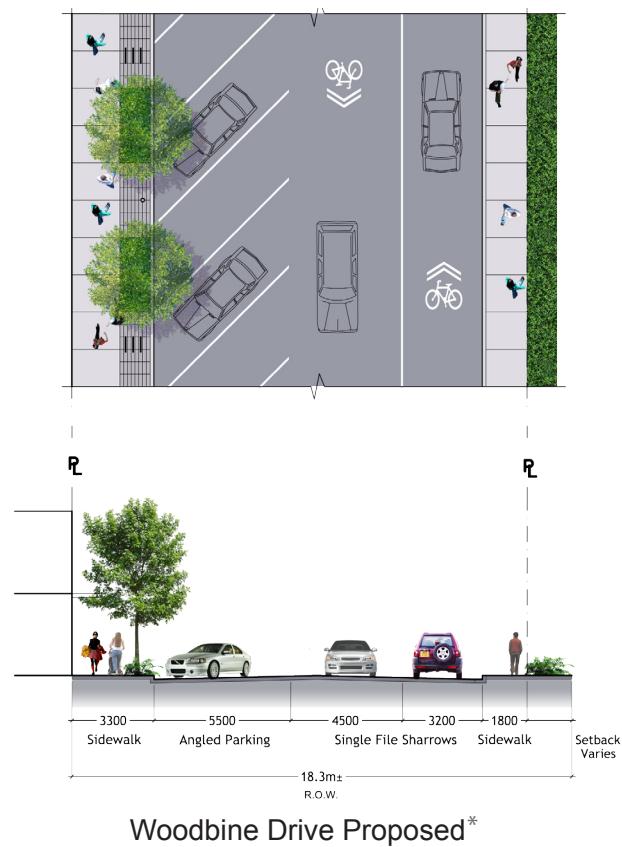
- narrow condition: where the right-of-way is narrow, existing on-street parallel parking and bus-stop should be retained, sidewalk enhanced, and travel lanes reconfigured to provide dedicated on-street cycling in both directions
- wide condition: where the right-of-way is wide, existing on-street right-angle parking should be retained, sidewalk enhanced, and travel lanes reconfigured to provide dedicated on-street cycling facility in both directions



* Conceptual illustration of anticipated typical condition. Exact section and right-of-way configuration will vary and be subject to detailed design as/when redevelopment occurs.

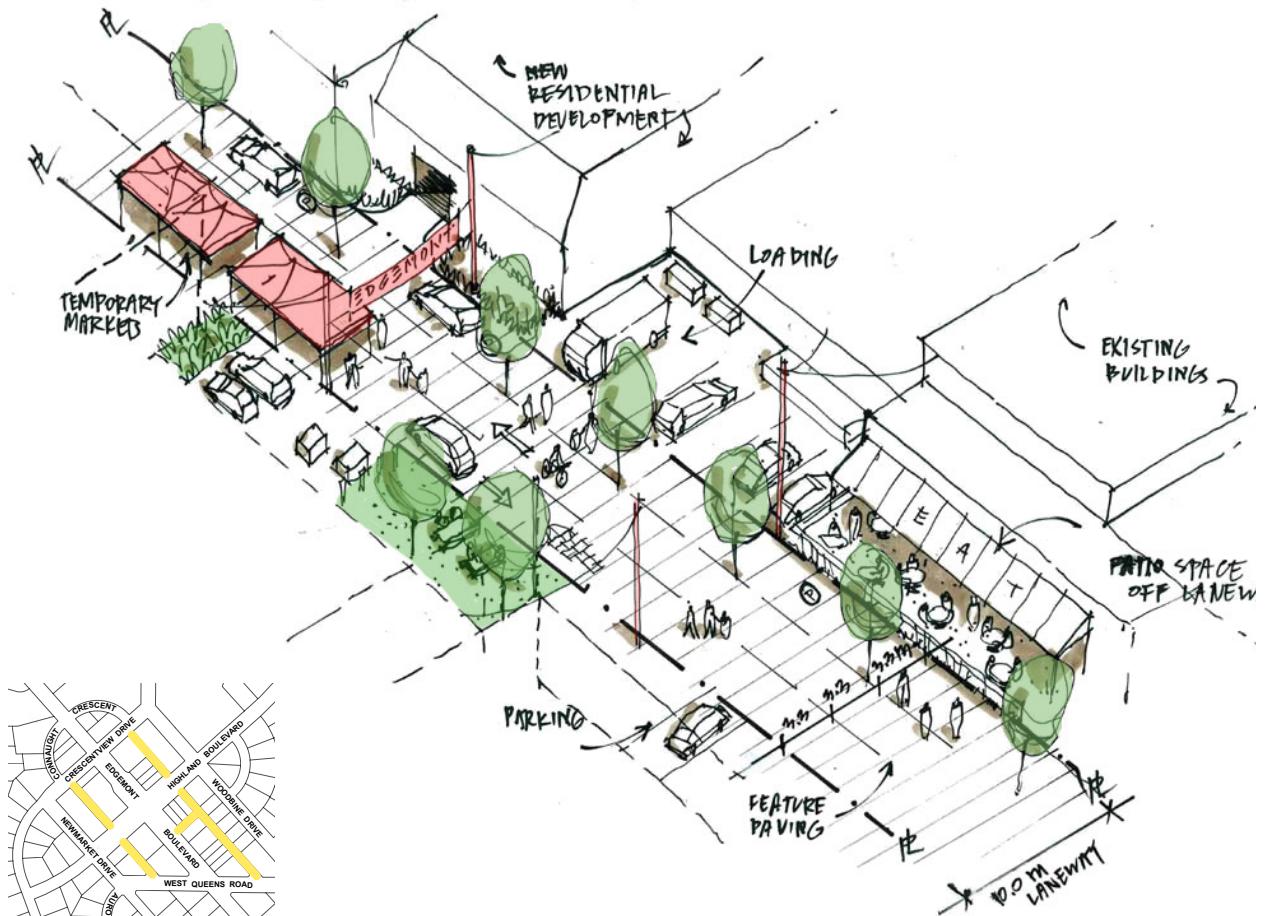
5.2.5 Woodbine Drive

- diagonal parking should be retained, the west-side sidewalk enhanced, and travel lanes reconfigured to provide a cycling facility in both directions
- properties on the east side of Woodbine Drive should be set back where feasible as and when development to multifamily housing occurs to achieve a 1.8 metre sidewalk



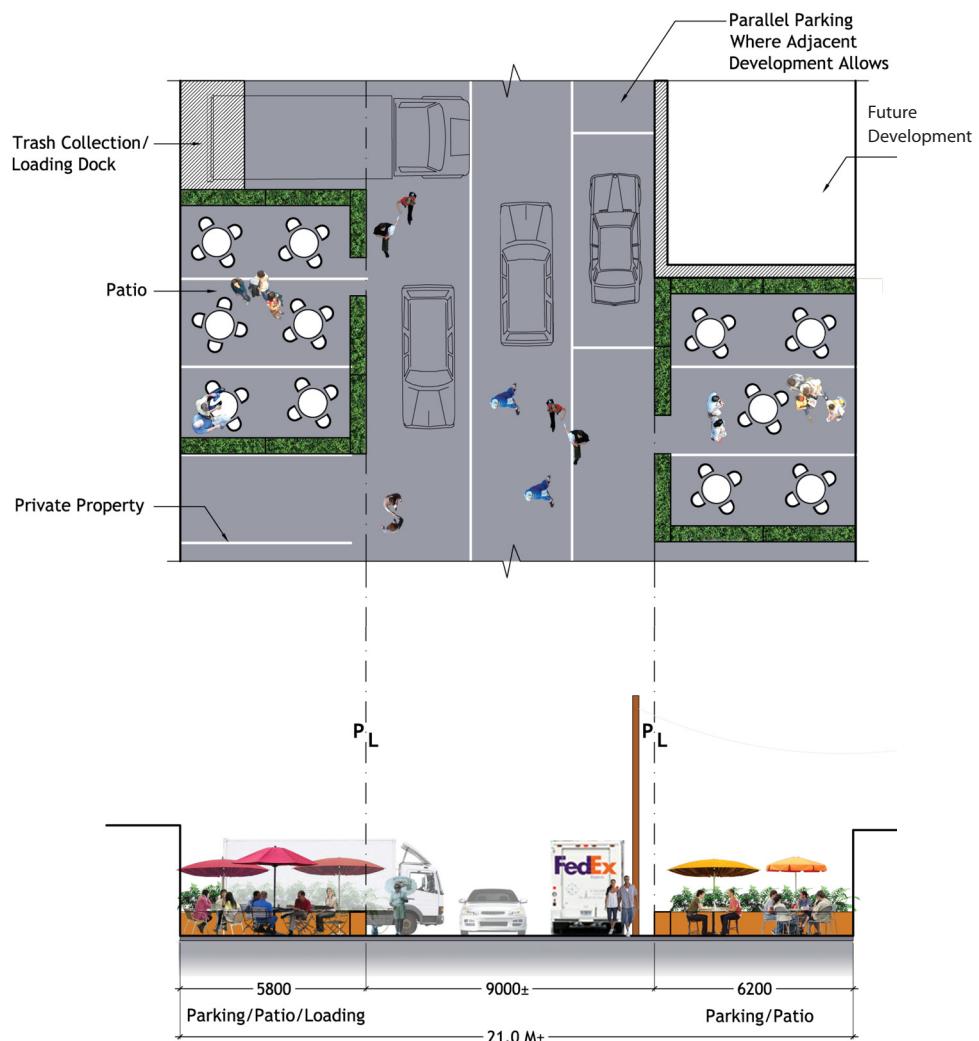
* Conceptual illustration of anticipated typical condition. Exact section and right-of-way configuration will vary and be subject to detailed design as/when redevelopment occurs.

5.2.6 Lanes



Conceptual Illustration of an Enhanced Laneway

- as and when redevelopment occurs, sites may be encouraged to provide active retail frontages onto lanes, increasing the diversity of commercial opportunities in the Village and enhancing the public realm
- lanes should receive special treatments (e.g. paving), which is textured to calm traffic and fine-grained for pedestrian appeal
- traffic may be moderated with measures such as speed humps, bollards and curb bulges and safety improved at the interface between lane and sidewalk through measures such as signage
- lane right-of-way space should be organized to include two opposing lanes of traffic and one lane parallel parking, to increase Village parking capacity
- private developments that do not feature zero-lot line buildings should be encouraged to mix perpendicular parking and loading/servicing areas with features such as small plaza spaces or small outdoor market spaces



Conceptual Section for an Enhanced Lane*



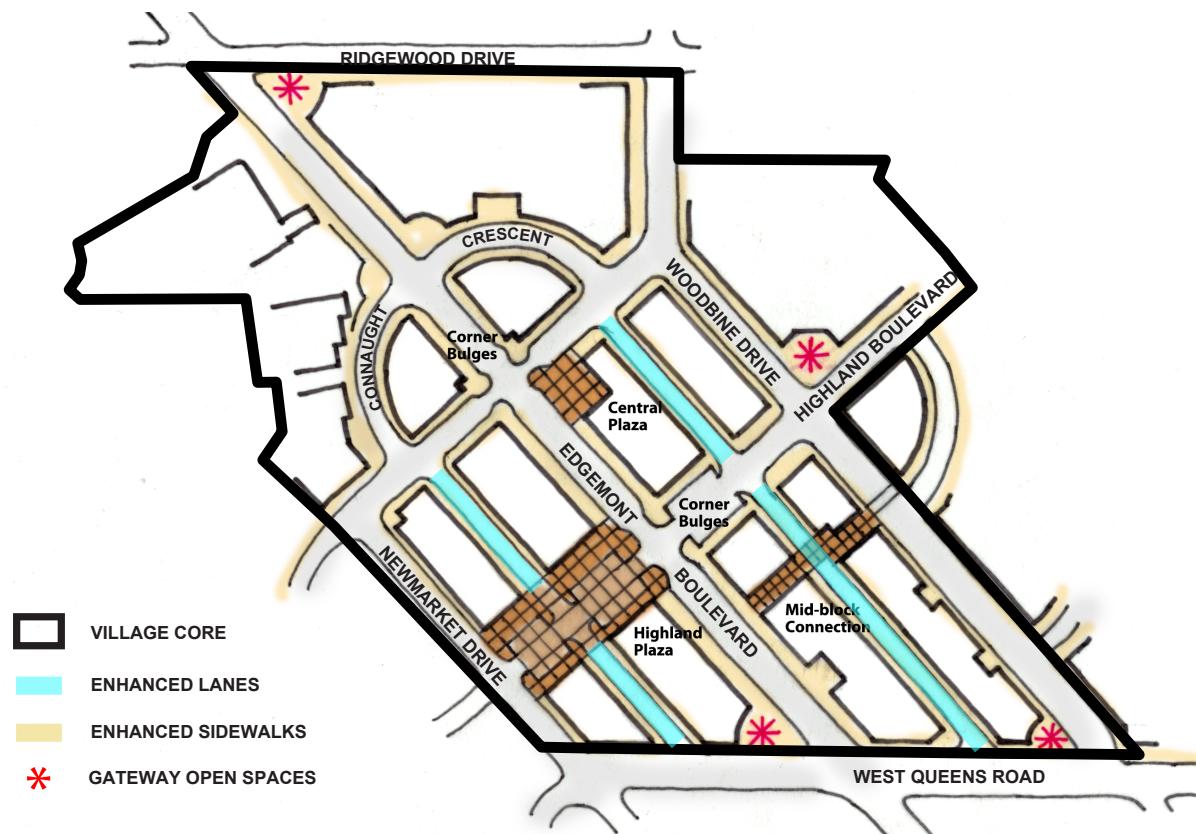
Example of an Enhanced Lane

* Conceptual illustration of anticipated typical condition. Exact section and right-of-way configuration will vary and be subject to detailed design as/when redevelopment occurs.

5.3 Open Spaces, Sidewalks, and Crosswalks

5.3.1 Open Spaces

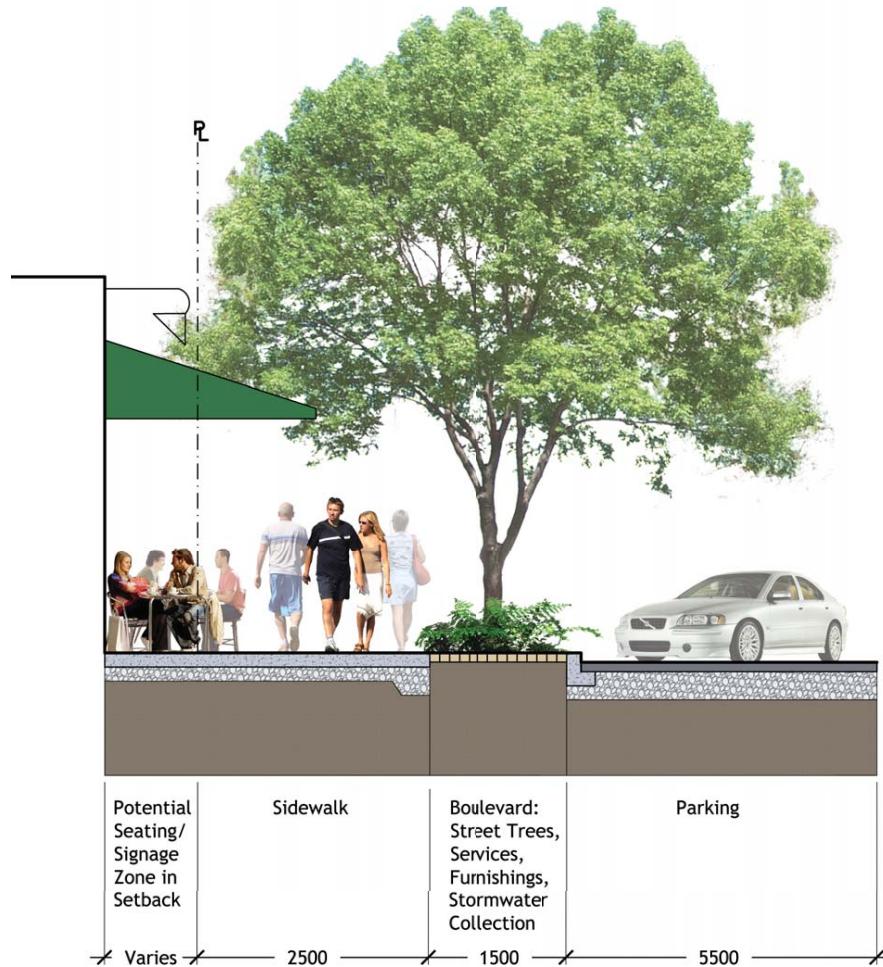
- public realm areas should be designed to encourage interaction, gathering and ease of pedestrian access and circulation
- open space and public realm improvements should contribute to the commercial success and visitor enjoyment of the Village, with the inclusion of site furnishings, special paving or treatments, informal play areas, public art, and landscaped areas as appropriate
- new open spaces should be well integrated with the street environment in new developments, both in the public realm and on private property as illustrated on Map 6
- the refreshing of existing open space may be required as a condition of new development
- the creation of multipurpose plazas at the southeast corner of Edgemont and Crescentview, and the northwest corner of Edgemont and Highland, should be encouraged when redevelopment occurs, as both these locations provide opportunities for sun exposure, enjoyment of views, and enhancement of Village ambience
- the creation of a mid-block connection to the laneway along Woodbine (south of Highland) should be encouraged through redevelopment as feasible



Map 6: Open Space Network

5.3.2 Edgemont Boulevard and Highland Boulevard Sidewalk Standards

- at least 2m clear width, free of any obstructions, for pedestrian traffic should typically be established on both sides of the street
- a 1.2m zone between the clear zone and building façade should typically be established for seating, tables, signage, retail displays, and other commercial “spill-out” uses
- a 1.5m zone between the clear zone and the curb should typically be established where boulevard landscaping, site furnishings and utilities are located
- a suite of high-quality paving materials, including stone, concrete unit paving, or sandblasted, sawcut cast-in-place concrete paving should be provided throughout



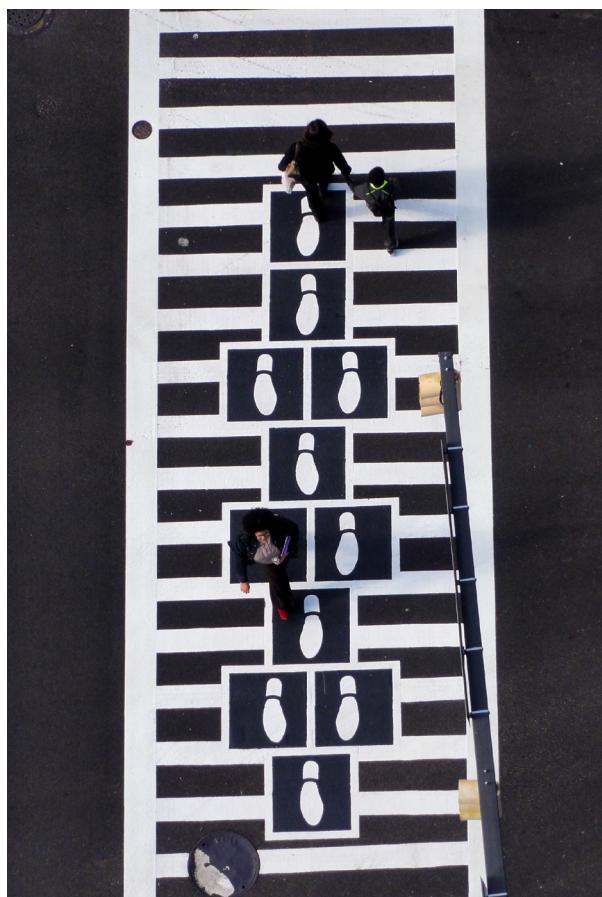
* Conceptual illustration of anticipated typical condition. Exact section and right-of-way configuration will vary and be subject to detailed design as/when redevelopment occurs.

5.3.3 Other Street Sidewalks Standards

- a minimum 1.8m width clear sidewalk should typically be implemented on all other streets within the Village, where space allows
- a minimum 1.5m landscaped boulevard with street trees should typically be implemented on all other streets within the Village, where space allows

5.3.4 Crosswalks

- crosswalk crossing distances should be shortened through changes to right-of-way configurations in accordance with Section 5.2
- durable, high-visibility crosswalk markings should be installed at crosswalks across Edgemont, Highland, Woodbine, Queens, and Ridgewood in consideration with Section 6.1
- consideration should be given to integrating public art or other beautification opportunities with crosswalk markings



Example of public art integrated into a crosswalk

Photo: Graham Coreil-Allen

5.4 Street Furnishings

- individual site furnishings should be placed at strategic locations relating to building use and high-use outdoor areas
- the signature red 'candy-cane' light standards should be retained as a key component of Edgemont's sense of place
- new furnishings, while refreshing the Village, should be sympathetic to the existing red 'candy-cane' light standards and should belong to a family of complementary forms, colours and materials
- a diversity of seating opportunities for all age groups should be arranged linearly along streetscape and in groupings at important areas and placed to take advantage of views, sun, and provide shelter from wind and rain
- power and telecommunications utilities should be undergrounded as redevelopment occurs
- utilities such as hydrants, kiosks, roadway and pedestrian lights, and roadway and pedestrian signage, should be located in boulevards
- functional furnishings, such as bollards and waste receptacles, should be within the same "family" and made of high-quality, powder-coated or stainless steel
- trench drains, catch basin covers, gutter drains, manhole covers and miscellaneous utility covers should be weathered steel, with a consistent visual and aesthetic appearance wherever possible



Example of decorative drainage grate



Example functional and Contemporary Bollards



Examples of custom site furnishings that could complement the signature red 'candy cane' lights

5.5 Public Art

- public art should celebrate the unique cultural and natural features of the Village and the District
- the design of Village gateway and other open space treatments and elements should take public art into consideration
- opportunities to integrate specific community-based public art interests, such as murals and sundials, should be considered and implemented where feasible
- art should be designed with durability, longevity, safety, interaction and whimsy in mind
- art terms of reference should stress integration with the streetscape, buildings and public realm



Examples of Public Art Integrated into the Streetscape

5.6 Soft Landscape and Environmental Sustainability



Example of Integrated Soft Landscape and Stormwater Treatment

- as and when redevelopment occurs, the Village should be refreshed along sustainable principles through discrete green urban design and landscape changes to the public realm
- improvements should highlight and celebrate the alpine natural environment of the Village and North Shore
- street trees should be planted at regular intervals along Edgemont and Highland Boulevards, and other streets where feasible, with spacing (approx. 8-10m on centre) depending on tree species, without impeding vehicular sightlines

- planted areas should be concentrated in boulevards on each sides of a street, close to pedestrian areas, where they can offer environmental benefits such as shade, wind protection, as well as visual appeal
- attention should be paid in tree spacing and plant material selection to not over-tree the Village to the detriment of public views and sunlight exposure
- a native and near-native plant palette with North Shore character should be used for low maintenance, long plant life and habitat enhancement
- best practices for street tree plantings should be implemented, which may include continuous tree trenches in boulevards, minimum recommended soil volumes, and soil cells and/or structural soil
- planters should be appropriately scaled to their surroundings and use durable, permanent materials such as stone, smooth-finished concrete and metal, and avoid ceramic, plastic, wood and exposed aggregate concrete
- best practices for street, curb and gutter design should be implemented to integrate stormwater management, including water quality and quantity considerations, into landscape design

6.0 Transportation and Parking

As part of updating the Edgemont Village Centre Plan and Design Guidelines, a high level transportation analysis and strategy was prepared and discussed with the community.

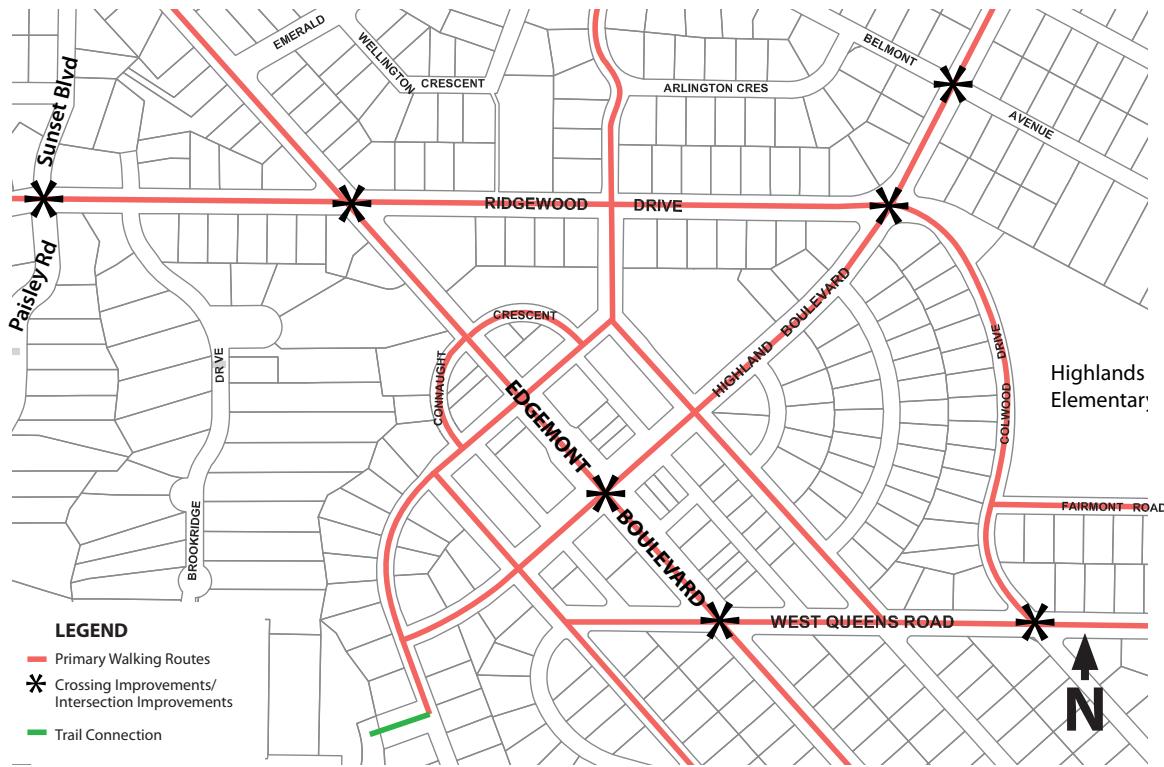
According to the District's Road Network Study (available at www.dnv.org), roads in Edgemont Village such as Highland Boulevard have excess vehicle capacity. In fact, the study's travel forecast of future travel demand expects 3 to 4 percent traffic growth on roads north of Highway 1 (the lowest in the District) from 2006 to 2021.

6.1 Streets and Intersections

- the continued integration and management of traffic circulation and access in the urban realm should be achieved through any redevelopment in the Village
- as/when development occurs, opportunities for transportation improvements (e.g. traffic operations, circulation, etc.) should be reviewed and more detailed planning and design undertaken to address transportation network improvements
- all street and intersection improvements should be designed with the safety and accessibility of all users (pedestrians, cyclists, motorists) and all ages in mind
- accessible pedestrian signals should be encouraged at busy/primary intersections
- driving lanes should be no larger than the standard width required for through traffic and street parking access, so that space within the street rights-of-way may be deployed for public realm improvements in accordance with Section 5
- building siting, street furnishings and plantings should accommodate sightlines for drivers
- intersection improvements should be implemented to support operational efficiency and safety, subject to detailed design, as described below and illustrated on Map 7

Intersection	Potential Improvement
Colwood Drive at West Queens Road	Introduce pedestrian signal to address crossing safety for children accessing Highlands Elementary school. Restrict right-turn-on-red for traffic traveling from Queens Road onto Colwood Drive northbound to address cycling safety and reduce use of this road as a short-cut.

Intersection	Potential Improvement
Edgemont Boulevard at Ridgewood Drive	Address operational efficiency and safety with traffic control change (i.e. traffic signal or roundabout). Make this intersection more accessible for all pedestrians with curb let-downs and sidewalk improvements.
Edgemont Boulevard at Highland Boulevard	Address operational efficiency and safety with traffic control change (i.e. traffic signal or four-way stop). Mark the pedestrian heart of the Village using special intersection treatments, such as raised intersection, reducing the crossing distance with median removal, and/or special pavement colour or texture.
Edgemont Boulevard at West Queens Road	Address sight lines, turning paths, and alignment of southbound through lanes to improve safety. Implement markings through the intersection to identify the road turning path for eastbound to northbound vehicles.
Highland Boulevard at Belmont Avenue	Review crossing control for opportunities to improve safety for people of all ages and abilities.
Ridgewood Drive at Highland Boulevard	Review crossing control for opportunities to improve safety for people of all ages and abilities.
Other area improvements	Woodbine Drive at West Queens Road – Improve sightlines by trimming shrubbery. Ridgewood Drive at Paisley Road/Sunset Boulevard - Improve pedestrian comfort and safety by extending the concrete pad and adding curb let-down at the northwest corner of the intersection. Capilano Road at Paisley Road - Review crossing control for opportunities to improve safety for people of all ages and abilities.



Map 7: Intersections, Walking and Safe Routes to School

6.2 Walking and Safe Routes to School

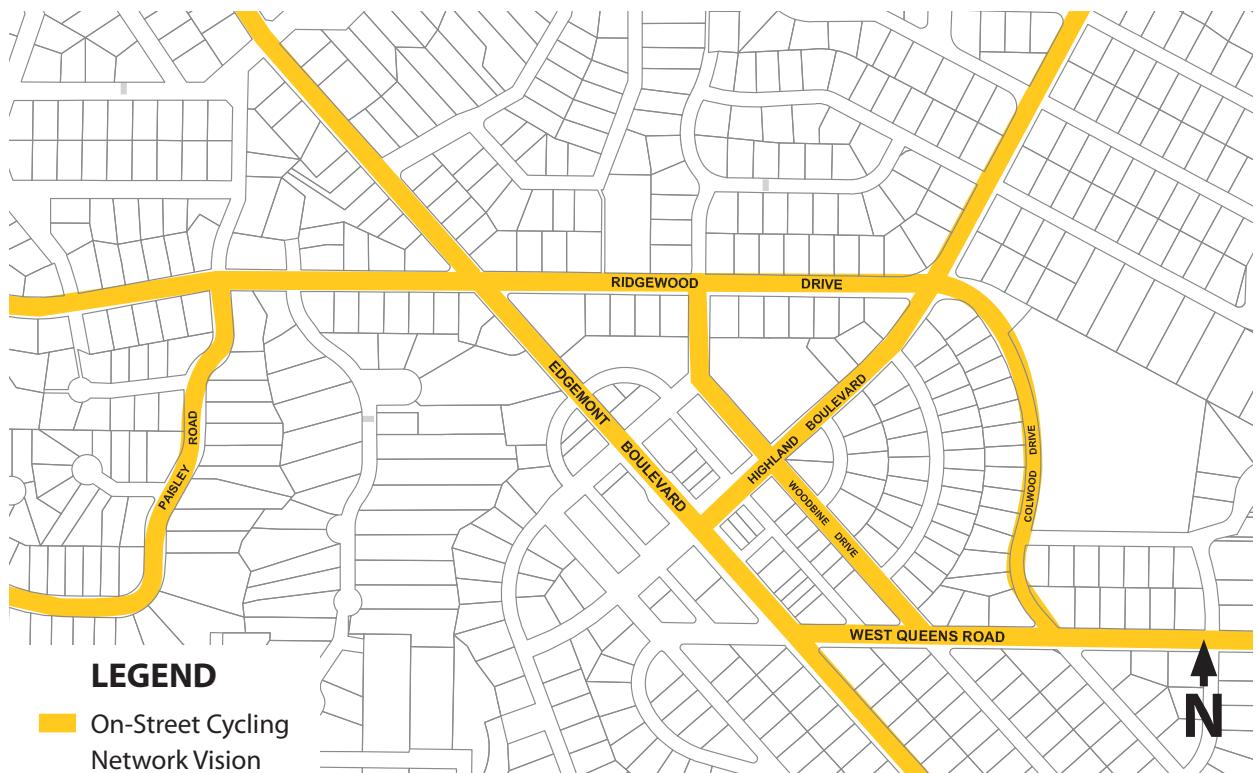
- the environment for walking should be made more comfortable, safe and attractive for pedestrians of all ages and levels of ability with improved streetscape and public realm treatments as described in Section 5 and intersection improvements as described in Section 6.1
- safe and active routes to school should be enhanced, in conjunction with North Vancouver School District 44, school administration and parents
- measures to increase pedestrian safety at crosswalks and support safe vehicle speeds should be employed where feasible and necessary
- the pedestrian network should be integrated with parks and urban trails where feasible to improve access and connections between neighbourhoods

6.3 Cycling

- cyclists of all skill levels should be accommodated with on and off-street cycling routes
- improvements to the cycling network in and around the Village should include enhanced connections and way-finding to local and regional destinations, the wider bicycle network, schools, and transit services
- ample and accessible bicycle racks should be located at prominent well-lit locations near doors, entries and public realm areas, but without being the primary visual feature
- major developments should include quality cycling support facilities, including on-street bicycle racks, accessible on-site secure bicycle storage, and other amenities as appropriate (e.g. electric bicycle charging, bicycle maintenance stations, etc.)
- bicycle routes should be provided through Edgemont Village, including improved connections to local trails with new curb letdowns and bike troughs, as described below

Potential Improvements to Cycling Network

On-Street Bicycle Routes	Colwood Drive (urban shared travel lanes) Edgemont Boulevard (urban shared travel lanes) Highland Boulevard (dedicated bike lanes) Paisley Road (urban shared travel lanes) Ridgewood Drive (dedicated bike lanes) West Queens Road (dedicated bike lanes) Woodbine Drive (urban shared travel lanes)
Curb letdowns	Edgemont Boulevard southeast of Hwy 1 Forest Hills Drive cul-de-sac near Fairmont Road Forest Hills Drive at Kennedy Avenue Trail ending on Fairmont Road across from Fairmont Park
Bike Troughs (to bypass stairs)	Bridge over Mosquito Creek (near Evergreen Place at Glenview Crescent) Murdo Frazer Park stairs (near Crescentview Drive)



Map 8: On-Street Cycling Network Vision



Cars and Bicycles Share Village Streets



Example of Bicycle Racks Integrated into a Streetscape



6.4 Transit

- public realm around bus stops should be of a high quality, including well-lit covered waiting space, feature paving, seating and waste receptacles
- transit riders should be supported with infrastructure such as weather protection, lighting, wheelchair pads, sidewalks, and curb ramps around bus stops, and include features contained in TransLink's Universal Accessible Bus Stop Design Guidelines
- walking and cycling connections to transit should be improved to provide a more integrated multi-modal network for people of all ages and abilities
- quality transit service to and from Edgemont Village, including future frequent transit service, should be maintained and enhanced in conjunction with TransLink as illustrated on Map 9



Map 9: Village Transit Access



Example of Weather-protected and Safe, Accessible Transit Stop

6.5 Parking

- adequate and accessible parking should be recognized as necessary for ensuring the Village's continued viability as a commercial and social hub: access is critical for retail success
- diagonal parking should generally be retained, to maintain existing parking availability, slow vehicular through-traffic, support local businesses and preserve Village character
- remnant space in street parking layouts should be re-purposed for public realm enhancements or alternative vehicle parking (e.g. bicycle racks, scooters, motorcycles, etc.)
- the provision of surface parking on private property within lanes should be designed in a manner that does not compromise loading, delivery, circulation and retail uses
- shared parking should be encouraged in commercial areas and where parking is shared by complementary land uses (i.e. parking spaces are shared by more than one business) to allow parking facilities to be used more efficiently
- best practices for underground parkade design should be achieved in new developments in the commercial core, summarized in the following box:

Principles for Underground Parkade Design

- parking should be shared between complimentary land uses, with careful design of features such as the location of security gates
- locations of parkade entries should have clear signs
- natural lighting, openness, and visual permeability should be introduced as much as possible
- art, colour, music, or other elements should be used to enhance user experience
- lighting should be uniformly distributed to avoid dark areas, with sufficient overlap of light distribution
- advanced technologies to provide information on availability of parking spaces should be considered
- exit routes should be well-marked
- the design of parking facility driveways should promote internal circulation and safety on the surrounding street network
- where possible, parking aisles should be oriented parallel to pedestrian desire lines, so that pedestrians of all ages and abilities are comfortable moving between their vehicle and the destination
- sight lines should provide a clear view of surroundings
- the availability of help should be clearly marked with signage
- security monitoring should be enhanced with active security measures, such as alarm buttons, video cameras and security patrols

- reductions to commercial parking requirements should not be considered
- reduced residential parking requirements may be considered for multifamily residential developments (to a minimum 1.5 stalls per unit) only when the District is satisfied there is ample evidence to support parking reduction
- new developments should include and/or allow for the future implementation of electric vehicle charging parking infrastructure
- on-street and off-street parking should be treated as a system, with consideration of the following:
 - provide information about on- and off-street parking availability
 - design the street network such that some on-street parking is available for retailers and traffic can easily circulate around the block
 - avoid resident-only on-street parking, instead use time-restrictions to encourage more efficient turnover in parking stalls
 - identify measures to address impacts of visitor and employee parking in adjacent residential streets where necessary
- shorter parking time limits in the heart of the Village should be considered to encourage higher turnover and availability of spaces in highest demand areas (>80% occupancy), while still providing parking opportunities for visitors who wish to stay longer, as illustrated on Map 10
- business to be consulted about revisions to parking restrictions



Map 10: Village Parking Strategy

7.0 Achieving the Vision

As stated in the Introduction, **the overall intent of this document is to direct development in a way that strengthens the character of Edgemont Village by enhancing its urban design and public realm, while respecting its unique attributes and low-rise scale.** Guidance is provided for both the kinds of development that are consistent with this objective, and the associated public realm improvements that are anticipated to accompany development. Improvements are expected to be paid for by development, through the implementation of off-site construction policies, Development Cost Charges, and potential Community Amenity Contributions. The degree of development will therefore relate to the degree of public realm improvements, and prioritization of public realm improvements may arise as and when development applications are received. Detailed design of both buildings and public realm improvements, including any enhancements to the transportation network, will occur at this stage.

Developments over 2-storeys in the core of the Village, as well as any multifamily development in the residential periphery, will require a rezoning process with public input opportunities, including a public hearing requirement. Consistent with District policy, development applicants are expected to engage the community with early and ongoing input opportunities and are encouraged to engage various stakeholder groups (such as the Edgemont and Upper Capilano Community Association, the Edgemont Village Business Association, Highlands Elementary Parent Advisory Committees, etc.) as part of their outreach to the local community. Information on the District's development application procedures, including rezoning and associated public input processes is available on the District's website www.dnv.org.

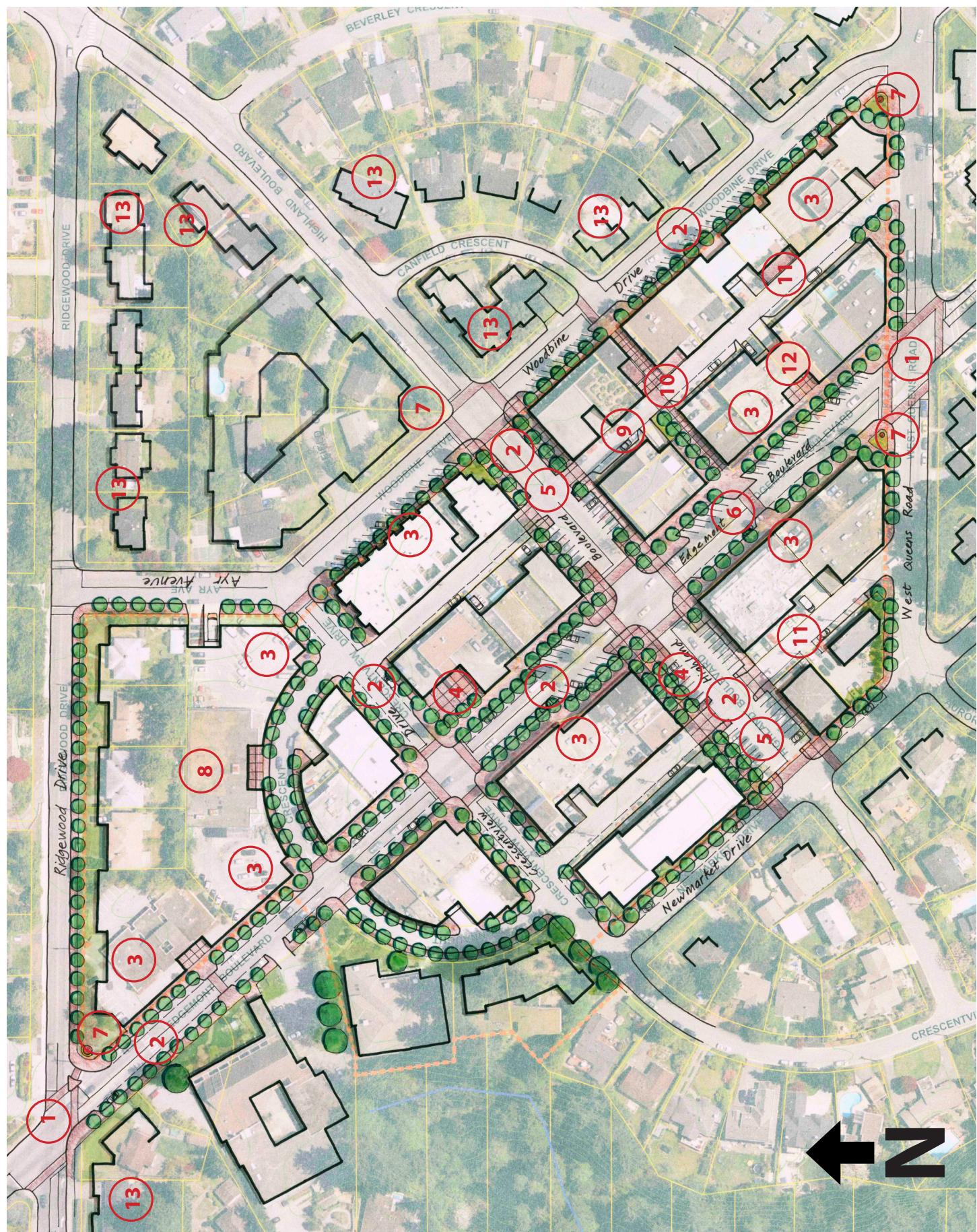
7.1 Illustrative Plan

The following annotated plan illustrates the general vision for Edgemont Village. It provides an overview illustration of the principal directions and enhancements described previously in this document.

This Illustrative Plan provides a visual 'snapshot' of what the Village might look like at some point in the future, should it be developed generally in line with the policies and guidelines articulated in Sections 2 to 6. In other words, it is not prescriptive, exhaustive or definitive, but rather is intended to illustrate and summarize some of the key directions outlined in this document. Project specifics, such as exact building footprints, tree planting locations (etc.) will be determined through detailed design. Not everything illustrated will necessarily be developed exactly as shown.

Edgemont Village Illustrative Plan

- ① Enhanced road & pedestrian safety
- ② More street trees on all streets
- ③ Active streetfront retail with some residential or offices above
- ④ Potential plazas
- ⑤ "Heart of the Village" - enhanced public realm along Highland Blvd.
- ⑥ Edgemont Blvd:
 - widen sidewalks
 - remove median
 - reduce travel lane-width
 - enhance streetscape, lighting, signage, street furniture, etc.
- ⑦ Gateway feature
- ⑧ New supermarket
- ⑨ Increase & regularize lane parking
- ⑩ Mid-block pedestrian route
- ⑪ Active lane frontages
- ⑫ Courtyard to break up longer frontages
- ⑬ Opportunities for low density/low rise multifamily housing





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Forum
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Town Planning
Urban Design
Communications