City of North Vancouver Community Development



DEVELOPMENT GUIDELINES for LOW DENSITY ATTACHED FORM HOUSING

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Heritage Character Area Supplements V.

- (distributed separately)
 5.1 East 10th Street Heritage Design Guidelines
 5.2 Ottawa Gardens Heritage Design Guidelines
- (pending) East 19th Street Heritage Design Guidelines 5.3 (to be completed)
- Grand Boulevard Heritage Design Guidelines 5.4 (to be completed)

Application and Intent

These guidelines apply to all Level 2 and 3 Low Density Attached Form Developments within the areas designated as such in the Official Community Plan. These should be used in conjunction with the more general "Sustainable Development Guidelines".

The intent is to provide a framework of guidelines that promote variety with continuity, neighbourliness to the surroundings, and livability within this type of development.

Guidelines are minimums, and in some cases the developer may be required to provide more than the minimum in order to meet the stated intents.

In some instances, conditions may prevent full compliance with all guidelines. Good design is always encouraged and individual architects have both the freedom and the obligation to make appropriate use of these guidelines to achieve a development which contributes to the building of the community.

Some historic parts of the City are identified as Heritage Character Areas. In those areas, there are further guidelines which apply, as presented in the Heritage Character Areas Supplement *(distributed separately)*. East 10th Street Heritage Design Guidelines are available. Guidelines for Ottawa Gardens are currently in development. Grand Boulevard and the East 19th Street Heritage Character Areas will have guidelines developed as well. All applications for triplex (or higher) developments pursuant to these guidelines shall be accompanied by building and site plans prepared by registered architects and landscape architects respectively.

I. General Guidelines

1.1 Sustainability Considerations

The City's Official Community Plan (2002) is centred on the integrating theme of sustainability. All three components of sustainability, economic, social and environmental, are considered in decisions made by the City. At the end of the day the implementation of the OCP and progress in achieving our community vision to become a more sustainable community occurs through our collective actions. The City encourages new developments to make new but practical contributions towards sustainability.

Please refer to the City's Sustainable Development Guidelines for details on co-ordinating the wide range of interests involved in achieving a more sustainable development.

1.2 Lot Consolidation and Subdivision

Many factors must be taken into consideration in undertaking a development. Neighbourhood context is a significant component in the mix. Levels 2 & 3 in the City's Official Community Plan have the potential for a range of development forms based on the size of the lot. The larger the lot area the greater the potential, for example one lot may have the potential for duplex development where a number of lots consolidated could have the potential for townhouse development.

Lot consolidation may be considered in parts of Level 2 & 3, Level 3 especially. However this practice is not appropriate for some areas such as Ottawa Gardens where the character of the area is mainly one and two unit developments. The same rationale applies to small lot subdivision which may be applicable in some areas but not in the Ottawa Gardens Heritage Character Area.

1.3 Topography and View Considerations

The City of North Vancouver's topography consists primarily of southwest facing slopes. South of 8th Street the street grid changes to correspond to the steeper slopes found in the areas closer to Burrard Inlet. It is these steeper slopes which afford less obstructed distant views to Vancouver's downtown skyline and Burrard Inlet, the most valued of many kinds of views available from most locations within the City.

Locations within the higher but flatter plateau of the Central and Upper Lonsdale areas also afford dramatic views of the skyline, when not obstructed by intervening structures. These areas also tend to have desirable views to the west toward the Lions Gate Bridge and English Bay, and northerly towards the North Shore mountains.

New developments should recognize view opportunities and utilize the architectural responses necessary to achieve them. They should also pay particular attention to how the siting, form, massing and also height of a proposed development relates to adjacent redeveloped properties.

1.4 Solar Orientation

The design of new residential projects should consider the effects of climate and solar orientation. Exposure to direct sunlight for primary living areas within the new project and for existing adjacent residences and private outdoor spaces, will affect the location and height of buildings, their relationships to open spaces, the orientation to streets, and the type of landscaping.

Projects should be oriented so that a majority of primary living spaces receive direct sunlight for the daylight hours. In new developments, buildings should be positioned and scaled to minimize the impact of shadows on adjacent developed properties and within the project. Landscaping and building architecture should be designed to provide penetration of sunlight in the winter.

Primary window orientation :

To ensure adequate light, units should be designed with primary window openings facing south and west or east. Units with a primary orientation to the north should be provided with some windows able to catch the sun.

Solar access of existing residences:

New buildings should not be located in positions that will result in substantial shading of existing adjacent private open spaces and properties that presently have substantial sun exposure enjoyed by the occupants. This guideline is intentionally flexible to discourage shading of adjacent developed properties while retaining for the review process a decision based on the circumstances of each case. Solar access of adjacent units :

Within a development, buildings should not be located in positions that will result in substantial shading of the private open space of adjacent units. This guideline is intentionally flexible, retaining for the review process a decision based on the circumstances of each project.



SUN/SHADE DIAGRAMS SHOULD BE USED TO STUDY AND REDUCE IMPACTS ON ADJOINING LISABLE OPEN SPACE.

Sun/shade diagrams :

In order to evaluate overshadowing and usefulness of open spaces, applicants for new developments may be asked to include sun/shade diagrams of the subject development and the surrounding properties at the following times:

Equinox:	8 a.m., 12 noon, 4 p.m.
Winter solstice:	9 a.m., 12 noon, 3 p.m.

1.5 Density and Location

The Official Community Plan establishes density range by floor area density controls – floor space ratio (FSR) – the ratio of floor space to lot area. This density designation system provides more flexibility to the City in allowing suites in houses, converting large heritage houses to multiple units to encourage retention, and providing for modest sized and affordable units in Low Density Attached Form Zones.

The controlling factor is that any change from the number of units currently prescribed for an area in the Zoning Bylaw must be approved by City Council.

For example: a 7,000 sq. ft. lot zoned as RT-1 would normally allow for the construction of a two family dwelling unit based on the approval of an application for Building Permit. However the same lot would be designated under the Official Community Plan as appropriate for Level 3 Low Density Attached Form residential at maximum FSR of 0.6 times the lot area, with no specific control on the number of units.

Whereas the current zoning would allow two units totalling 3,450 square feet (320 m^2) to be constructed on a 7,000 square foot (650 m^2) lot (calculated as follows: 0.35 x lot area + 1,000 square feet), an application might be considered by Council to allow construction of three units totalling 4,200 square feet (334m^2) on the same lot (0.6 FSR x 6,000). The larger the property, the more beneficial the formula.

With careful design it is likely that a triplex (3 unit dwelling) could be accommodated on such a property. In this case an application to rezone would be necessary requiring a detailed review by City agencies and advisory bodies leading to a Public Hearing and consideration by City Council.

Notwithstanding the above, Council discourages applications for triplex development (or other three unit forms) in blocks where other triplexes or larger developments have not previously been approved.

Applications for triplex developments are discouraged as follows:

- In Level 2 areas on lots of less than 7,000 square feet.
- In Level 3 areas on lots of less than 6,000 square feet.

It is important to note that with the above process, success cannot be guaranteed even if all the guidelines are followed. Some residents object to any form of density increase in their neighbourhoods even though it may be supported by the Official Community Plan.

Any person contemplating redevelopment or intensification of an existing property is advised to proceed with care and sensitivity. The best chance of success is to be in harmony with the established character of the neighbourhood. In Heritage Character Areas (see Section V) the suggested densities may differ from those presented in this section. Of note, the 200 block West 6th Street in Ottawa Gardens should be limited to a maximum of two units to reflect the existing character of the area.

City Council is not obligated to approve a rezoning application, even it if complies with the Official Community Plan.

1.6 Housing Affordability: Interior Finishing

Interior Finishing

The grade and quality of interior finishings can affect the price of a housing unit and thereby affect the affordability of the housing.

Developments should consider offering a more modest interior finishing option(s) package to prospective buyers, alongside other more expensive options.

1.7 Green Buildings

Developments should consider using green building principles and practices. See the CNV Sustainability Guidelines.

In 2002, the City adopted a new Official Community Plan which increased the maximum potential FSR in the Level 3 category from 0.6 to 0.75 FSR. Despite this increased potential, not all sites will achieve this new limit, as described in the table below. It is hoped that this added floor area from 0.6 to 0.75 FSR will help accommodate slightly larger units more suitable to families. Illegal Accommodation: The City will regulate and enforce the number of units allowed in any applications made pursuant to these guidelines through the zoning bylaws, and any legal agreements required by the City for the site to be rezoned.

OCP Designation	Level 2 – Low Density Attached *				Level 3 – Low Density Attached *			
Lot area in	Below	6,000 -7,500	7,500 - 12,000	+ 12,000	Below 6,000	6,000 - 7,500	7,500-12,000	+ 12,000
square feet	6,000	(557 - 697 m ²)	(697–1115 m ²)	(+1115 m ²)	(557 m ²)	$(557 - 697 \text{ m}^2)$	(697–1115 m ²)	(+1115 m ²)
(square metres)	(557 ²)							
FSR (maximum)	0.5	0.5	0.5	0.5	0.6**	0.6**	0.6 – 0.75	0.75
Suggested	2	2-3	3-4	4-5+	2	2-3	4-6	6+
Number of Units	2	20	0 4	4 51	2	20	40	01
Units per acre	12 - 18			12 - 25				

* Suggested densities may differ in Heritage Character Areas (see Section V). Note: the 200 block West 6th Street in Ottawa Gardens is limited to a maximum of two units to reflect the existing character of the area.

** Additional Floor Area up to 0.75 FSR may be considered in basement / cellar space that does not add to the above grade mass of the building.



1.8 Setbacks

In addition to this section please also refer to Section III Building Guidelines for details on building separations and unit identity.

Front setback :

The front setback shall be determined by a given distance from the front property line in accordance with the Zoning Bylaw. In Levels 2 and 3, Attached Form Low Density Areas, this is usually 25 feet to the building. However, in instances where sites are immediately abutting properties designated for Level 4 Medium Density, Ground Oriented Residential, a reduced setback may be considered to facilitate a transition between the development categories (see diagram).

Similarly, to respect contextual conditions, reduced setbacks may be considered when adjacent properties or properties on the same block face have existing buildings with front setbacks less than 25 feet. This may also be considered for developments with detached units in the rear yard where greater separation between the front and rear units is desirable.

Limited projections into the required front yard may be permitted for steps to entries, covered porches and bay windows as prescribed in the Zoning Bylaw.

Side Setback :

The required side setbacks are to coincide with those established for the property by the applicable sections of the Zoning Bylaw.



Rear Setback :

The rear setback should conform with that established in the Zoning Bylaw for RT-1 Two Family Residential zones, which requires 7.62 m (25.0 feet) or 0.35 times the lot depth, whichever is the greater from the rear lot line. A reduced setback may be considered where:

- i) lot consolidations or specific site conditions indicate an improved living environment will result;
- infill development is proposed, either through a new development which includes detached front and rear units or by retaining an existing home and building unit(s) in the former rear yard. This form is not suitable in the 200 block W. 6th Street, 200 block W. Keith Rd and north side of the 200 block W. 5th Street.

Note: Developments involving detached units in the rear yard have the potential for contextual challenges related to building separations, private space, and impact on the liveability of adjacent properties. See.. Sections 3.1 and 3.2 and associated figures regarding recommended distances between buildings.

Note: 2300/2400 Western Avenue/west side: Property owners will not be asked to dedicate land for a lane dedication. Rear yard parking access will be through a driveway from Western Avenue. Shared driveway access could be a consideration. The building of a dwelling unit over the garage in this area is discouraged.

1.9 Height

Mature neighbourhoods typically have a variety of building forms that differ in massing, design elements and height. This variety contributes to neighbourhood character.

New development should :

- a) Create visual interest by providing variations in its height and massing.
- b) Respect the scale and height of adjacent buildings through sensitive design.
- c) Minimize the impact of its larger scale when located adjacent to lower density residential areas.

ACCESSORY BUILDING : MAX. HEIGHT 12'O"(3.65m) ACCESEORY BUILDING SETBACKS (conditional maximum 15-0° (4.57m)) SIDE 2'0" (061m) REAR 4'0" (1.21m) BUILDING GRADES ESTABLISHED (and located in rear AT CORNERS OF LOT 25% of lot depth) PRINCIPAL BUILDING HEIGHT ENVELOPE (denerated from heights established ot building grades) MAX. HEIGHT 30-0°(9.14m). REAR SETBACK 35% OF LOT DEPTH (min 25:0"(7.62m)) 15-0°(4.57m) MINIMUM SEPARATION 10'-0" (3.04m) FRONT SET BACK 25'-0"(7.62m SIDE SET BACKS 540"(1.52m)

Height Envelope Diagram

Front and Rear :

In typical situations, the building should not exceed a height of 30 feet (9.144m), shown in the diagram to the left, measured at the front or rear minimum setback line. In circumstances where a reduced setback may be considered, such as the South side of the 200 block West 5^{th} Street, (see diagram on page 11), a reduced height at the street or lane facade may be required.

Sides :

In typical situations, the building should not exceed a height of 20 feet (6.096 m) measured at the minimum side setback line, such height increasing into the property at an angle of 45° to the horizontal, to reach a maximum height limit of 30 feet (9.144 m)

Height Envelope Measurement (see Diagram at left) :

For the purpose of these guidelines, height shall generally be calculated from the building grades at all corners of the site, as established by the City Engineer. As outlined in the diagram at the upper left, grades along boundaries shall be considered an even slope joining the building grades. The accompanying diagram shows the principal building envelope projected out to the property lines for graphic clarity only. The siting of the principal building itself must comply with the setbacks noted. The resultant maximum height limit is typically a warped plane following approximately the existing levels of the site.

Note: For lots that are adjacent to or on the same block face as existing buildings that exceed the maximum height limit of 30 feet, consideration will be given to higher building heights for new developments. It is not uncommon for



existing historic homes to have ridge heights that exceed the recommended maximum height envelope.

As outlined in the Diagram to the left, for the 200 block West 5th Street (south side), buildings shall not exceed a height measurement of 25 feet as measured from the Average Grade along the North property line on West 5th Street. Height not to exceed 30' at any point.

25' Height Diagram for 200 Block West 5th Street



1.10 Frontage and Massing

The predominant lot width of 50 feet, in conjunction with the existing individual houses, creates an incremental rhythm with clear individual unit identity resulting in a characteristic visual pattern to the street. New development with a frontage greater than one lot or 50 feet can create a large frontage which disrupts the existing street pattern and can result in a development which is out of scale with the surrounding buildings.

"Massing" is the term used to describe the overall size of the building in relation to its neighbours.

In a street where existing homes are relatively uniform in size, it is generally perceived to be inappropriate to introduce a significantly larger building, even if it complies with the established setbacks and height restrictions.

New development should:

- a) create an incremental rhythm by visually breaking the larger massing into smaller individual components to express strong unit identity and to relate to the characteristic frontage of the area.
- b) avoid long continuous facade frontage and respect the rhythm of the existing streetscape.



1.10 Frontage and Massing cont'd

Sympathetic massing occurs where a new development appears to fit comfortably within the established scale of the street, or when the new building does not appear to overwhelm its existing neighbours. This does not preclude the construction of a building which is in fact larger, but requires the designer to employ a variety of design techniques such as modelling the facade and varying the roof line to break down the apparent size of a building.

It is therefore inadvisable to introduce significant amounts of double height rooms and "open to below" spaces which have the effect of inflating the overall mass of the building without contributing to useful floor space. In addition, the extra volume increases construction costs, long-term heating costs and creates maintenance difficulties particularly for seniors. This is contrary to the objectives of the Official Community Plan which facilitate this type of redevelopment in order to provide affordable housing.

Where two or more lots have been assembled in a predominantly single family or duplex area, it is recommended that redevelopment adhere closely to the established scale and take the form of separate buildings of two or three units rather than, for example, a single building of six units.

1.11 Parking

The handling of off-street parking is one of the most important site planning and design issues facing the "fit" of this type of development within its surroundings. The basic criteria concerning driveways and garages are that they should have minimum impact on the pedestrian character of the street, and they should not raise the first floor of units facing the street more than three feet above the nearby sidewalk's grade. Also, common driveway access should be used rather than individual driveways wherever possible.

In most cases access to off-street parking will be via a rear lane. Access from the street is either not permitted, or strongly discouraged unless a property is not served by a rear lane or subject to prohibitively steep grades.

Recent redevelopments involving an increase in the number of units on a single conventional lot, generate a requirement for more parking than can be comfortably accommodated in a conventional garage. An example is a 3 unit or triplex building built on a former single family lot 50 feet x 140 feet. At a required parking provision of 1.5 spaces per unit, a total of 4.5, or in practice 5 spaces are required. Based on stall dimensions in accordance with the Zoning Bylaw, this generates a garage structure having an overall width of almost 43 feet, (or 47'-0" if two internal walls are provided). The latter condition would not leave room for a walkway, or garbage handling.

Even in the best situation, a solid wall of garage doors is presented to the lane, greatly modifying the lanescape, isolating the dwellings from it and preventing surveillance of the lane by the residents.



1.11 Parking cont'd

A preferred alternative to this would be a mix of enclosed and surface parking where each dwelling unit is provided with one enclosed space, generating a three car garage, supplemented by adjacent surface spaces.

This arrangement also facilitates the provision of an area for garbage cans and recycling containers. (See **Section 1.12 Garbage Handling and Recycling**)

Driveways and Garages:

The guideline concerning access to parking states that unless the subject site has a frontage of 100 feet or more, there should be no curb cuts for driveways from fronting streets. Access from a common drive to individual underground garages may be permitted if the top of the garage level is no more than 3 feet above finished grade. (Also refer to Section 2.4 Treatment of the Lane: "The Lanescape".)

The Zoning Bylaw requires:

1.5 off-street parking spaces per dwelling, and 1 additional space for every 18 feet of lost curb space.

1.12 Garbage Handling and Recycling

The appropriate and beneficial processing of the byproducts of modern living is now universally recognized as critical to our future well-being. The intensification of development makes the temporary on-site storage of these products more difficult to accommodate due to lack of space. Accordingly, it is incumbent on the designers of multiple density housing to make careful provision in their plans for both garbage cans and recycling bins. This should take into account adequate space, visual screening and security from animal scavengers.

II. Relationship to Surroundings

2.1 Modification of the Ground Plane

Most sites in the City of North Vancouver are sloping, and manipulation of the ground plane through grading is required. Grading for new developments should not adversely affect adjacent existing development. It should be compatible to the maximum degree possible with the existing grades at the property line, and should avoid high (over 3 feet) retaining walls at or near the property lines. Proper grading should provide for the disposal of run-off water and ensure the privacy of existing adjacent new or redeveloped sites. The Engineering Department will provide servicing and building grade information to property owners. The applicant should also obtain grade information for adjacent sites so that grade transition issues can be addressed.

Existing features used in slope retention, such as stone retaining walls, should be preserved or replaced on the site wherever possible. New slopes should be replanted by the developer consistent with these guidelines and in conformance with the City's applicable regulations.



2.2 Orientation to the Street

One of the most important characteristics shared by the older homes in North Vancouver is their relationship to the street. Homes typically orient towards the street situating important elements such as the front door, gables, large windows, porches and verandas in this direction.

When fronting one street, new development should :

- 1. Orient structures toward the street;
- 2. Locate entry doors facing the street;
- 3. Incorporate a covered porch or veranda to the street entrance of a unit.

When located on a corner site, new development should :

- 4. Orient structures on corner lots towards both streets "turn the corner";
- 5. Orient entries for some units to the second street.

In rare situations, site conditions may generate a solution where units can be appropriately located to the rear of the property, behind those fronting directly onto the street. In such cases it is critical that the approach to those units from the street is as obvious and direct as possible.

2.3 Relationship to Heritage Structures

It is a goal of the City to retain significant heritage buildings, landscaping and other features which contribute to the urban quality of the community. These historic resources are identified in a Heritage Inventory that is maintained as part of the City's Heritage Program.



Building Separations – Heritage Home with Rear Yard Infill

The most significant groupings of Inventoried heritage buildings are identified as Heritage Character Areas. To maintain the historic character of these areas, further development guidelines are presented as a supplement to this document. For example, in the Ottawa Gardens Heritage Character Area, new development is to reflect the existing character of heritage buildings in the area. The Rearyard Infill Form is not suitable in the 200 block West 6th Street, 200 block West Keith Road and the north side of 200 block West 5th Street. Please refer to the relevant supplement to determine whether a site is located in a Heritage Character Area.

Not all heritage buildings and landscape features that the City wishes to see retained are located in Heritage Character Areas. These other heritage resources may be found scattered among new buildings, or grouped in smaller concentrations not currently dealt with as a Heritage Character Area.

Developers should contact the Community Development Department to determine whether sites are listed in the Heritage Inventory. Where such heritage resources so exist, efforts should be made to retain them through infill, conversions, additions and sensitive new development. Bonuses and relaxations may be considered to assist in making retention economically feasible. In extreme instances where the siting of the structure impedes infill or additions, the possibility of relocating the structure on the same site could be investigated.

2.3 Relationship to Heritage Structures cont'd

When designing on, or adjacent to, a site with a heritage building, consideration should be given to such issues as: transitional setbacks, sympathetic massing, compatible heights and roof forms, traditional materials and period colours. The replication of historic buildings is generally not required nor encouraged. Rather, compatible new development which respects the character of the older building is recommended. For further suggestions refer to the Heritage Character Area Guidelines presented in Section V.

2.4 Treatment of the Lane: The "Lanescape"

The environmental quality of rear lanes is often overlooked in spite of the fact that they are the primary means of approach for residents returning home by car, are often used for play by children and can be the setting for neighbourly social meeting.

Local redevelopment provides an opportunity to improve the visual quality of the "lanescape" through decorative paving, landscaping and attractive design of garages, entry ways and screened garbage areas.

2.5 Overlooking

The problem of overlooking of one property by another is common in most urban environments. It becomes particularly critical where a new building is being inserted into an established area. Here familiar relationships, where a measure of tolerance and accommodation has been established, are disrupted and sensitivities are heightened.

Accordingly, it is critical for the designer to carefully analyse neighbouring windows and private spaces and reduce the potential for overlook to the minimum.

This will involve careful placement of new windows and possibly the creative use of screening devices on or adjacent to those windows.

The Advisory Design Panel and Community Development Department typically require information on properties adjacent to an application in order to properly consider these aspects.

A further source of difficulty likely to arise with infill projects, is the interruption of views previously enjoyed over the property in question by neighbouring owners. It is advisable to review these concerns prior to finalizing a design for submission, to enable all reasonable steps be taken to accommodate them.

This is an imprecise issue in terms of legal rights but can become critical at a Public Hearing.



III. Building Guidelines

3.1 Unit Identity

The layout and interior planning of individual dwelling units is a very important aspect of the liveability of a multiple family development. New developments should provide each individual dwelling unit with such features as:

- 1. A clearly identifiable door on the street and individual public open space.
- 2. An unambiguous distinction between private and public open space.
- 3. Direct access from each unit to a yard or roof terrace for usable private open space. Failing this, a large balcony for each unit should be provided. This open space should be screened to provide privacy from neighbours.
- 4. A variety of views, ensuring that distant and close-up views of outdoor spaces are provided wherever possible.
- 5. Adequate storage space for each unit, either within the unit or otherwise in a manner that provides security.



STREET

NOTE: LRW= living room window HRW= habitable room window BEZ= none habitable space

3.2 Building Separations

The minimum recommended separations between building faces on the same site containing dwelling units are as follows:

front to front	32 feet		
front to rear	32 feet *		
rear to rear	20 feet		
front to side	20 feet		
side to side	10 feet		

* May be reduced to 24 feet at the base (non-habitable level only). See diagram.

These dimensions may be reduced if facing walls have no openable windows. (National Building Code provisions regarding separations between buildings and limiting distances are to be respected in all developments.)

The three diagrams show the minimum separations between buildings for various building forms. Refer to **Section 1.5, Density,** for coverage limitations that also apply. Also see **Section 1.6, Setbacks.**



Section: Building Envelope and Separation

Building Separations



Building Separations – Developments with Rear Yard Infill

3.3 Building Articulation

The articulation of building facades and the massing of buildings lends them richness and scale. Separations, changes in plane, and the inclusion of elements such as bay windows, dormers, porches and cross gables help mitigate the visual quality of long buildings with flat, planar walls or roofs of excessive length. Hipped or gabled roofs covering the entire mass of a building are preferable to either flat or mansard roofs, or segments of pitched roofs applied only to the building's edge.

Roof pitches should reflect those typical to the area which generally lie between the following criteria:

- a) 6 in 12 minimum
- b) 12 in 12 maximum

For developments incorporating roof decks, the stairway enclosures leading to the roof must be contained within the height envelope described in **Section 1.7, Height**.

3.4 Balconies

The quality of outdoor space can help to enhance the individual's sense of well-being and privacy. The location and degree of enclosure of the balcony is important. Balconies should give the occupant privacy, security and shelter from the wind.



3.5 Materials and Colour

Development should generally employ materials that are compatible in appearance with those existing in the neighbourhood. Arbitrary mixing of materials is to be avoided. The "layering" of materials is a traditional and logical way of expressing the base, body and cap of a house, and is encouraged. Materials should not change at outside corners of buildings.

The predominant exterior material traditionally used on homes in the City is horizontal wood siding in shiplap or clapboard. Wood shingle siding is also encountered. Trowelled stucco with a uniform texture is a material employed as a background field for robust detailing. Roofs are typically wood shingles or shakes, or asphalt shingles. A strong base, often of masonry construction, supporting a wood-sided main body and a roof/attic level with distinctive dormers, is frequently encountered.

The appearance and use of materials should be a logical expression of the construction methods employed. Insubstantial looking veneer finishes and fake materials applied in a superficial manner are to be avoided. Attention to detailing, especially at features, openings and at corners, is very important.

Specifically, new developments in Heritage Character Areas should use historic materials. The use of synthetic materials such as vinyl and aluminium is discouraged and will be considered only when they reflect the scale, character, and texture of original materials. Inventoried buildings should use original materials only.

The use of colour contributes greatly to the sense of fit of a building within its neighbourhood. Generally,

successful colour schemes are ones that use two or three harmonious colours: a predominant body colour, a second colour for large architectural elements (such as doors), and a third for trim and decoration. The colour of the roof material is an important component of the building's overall colour scheme. Duroid roof materials should have a minimum warranty of 35 years.

Exterior colour schemes should be compatible with those of adjacent developments on the same side of the street, subject to verification by the Advisory Design Panel.

3.6 Building Security

The following is a list of pertinent criteria used by the Advisory Design Panel in the review of residential development applications.

All building design and site planning should be analysed from the point of view of building security and inhabitants' safety. Building designs maximizing resident surveillance and minimizing potential trespassing are highly recommended. Design features to consider include:

- 1. Building entries should be prominent, visible from the fronting street and from adjacent dwelling units.
- 2. Canopies over and gating of walkways provide physical or symbolic barriers which tend to discourage trespassing.
- 3. Emphasis on good lighting at all entrances, walkways and landscaped areas.
- 4. Key controlled entrances to apartment buildings and parking garages.
- 5. Cluster dwelling units in such a way to create neighbour to neighbour surveillance.
- 6. Access for wheelchair users, baby buggies and shopping carts.
- 7. The selection and placement of landscape planting with due consideration for security issues such as maintenance of sight lines and avoidance of hiding places.

In addition to the foregoing, the Advisory Design Panel recommends that:

- 1. Entrances to the parking garages should be located in areas visible from habitable room windows and natural lighting should be considered.
- 2. A security gating system is encouraged and should be located to provide unobstructed access to guest parking areas. "See through" grill type gates are recommended on larger covered parking areas.
- 3. Entrance driveways should have unobstructed views of pedestrians and vehicles where such driveways intersect a street or a lane.
- 4. A driveway ramp having a slope greater than 5% (1:20) should have a 10 foot flat surface before it cuts the roadway, in order to improve sight lines.
- 5. Where surface parking is provided, it should be located in an area which is observable by residents.
- 6. Underground and surface parking areas should be well lit. Please refer to the Guidelines prepared by CMHC in their Parking Areas Advisory document.
- 7. In exposed parking areas, lighting should be handled carefully so that it does not adversely impact adjacent residents.
- 8. Consideration should be given to providing direct access from the parking area to each individual dwelling unit for convenience, safety and protection from inclement weather.



IV. Landscape & Open Space Guidelines

4.1 Open Space

Private Open Space

These guidelines recommend that the emphasis should be on usable private open space within attached form developments, directly accessible from within a unit. The guideline for private open space is:

The minimum required area for private open space should be 200 square feet. At least 50% of the required area must be in one location, and have a minimum dimension of 8 feet.

The primary private open space should be located on the sunny side of the building, either to the south or to the west, and may be located at any level of the building, including the roof.

These guidelines discourage the location of private open space at grade on the front (street) side of a building, due to potential conflict with the public nature of the street space.

Where it is necessary to use part of the front yard as private open space, a transition zone should be created which gives back to the street at least part of the front setback. This public zone should be treated simply, preferably with lawn. Screening for patios should be provided by fences which allow some visual penetration, and in such a manner so as to assure an optimum degree of visual and acoustical privacy from other units and adjacent developments.



4.1 Open Space cont'd

Common Open Space

Design and locate open spaces, such as courts, gardens and large landscaped areas, to work as part of a comprehensive system of spaces in the development.

Design common open spaces to provide for maximum use by all residents in a development.

Open Space Design Considerations

In designing either private or common spaces, especially courts, consider the following:

1. Orientation

Orient to sunlight and provide good physical and visual access to the sidewalk.

2. Dimensions

Design as adequate for seating, planting etc., but not so large as to appear barren and uninviting.

3. Seating

Provide comfortable height and depth, and appropriate arrangement.

4. Pavement

Use non-glare, non-slip, and safe surface materials.

- 5. Trees and Planting Consider provision for shade and sun. Use to create space and define human scale. Provide protection from wind.
- 6. Barrier Free Provide accessible areas for handicapped.
- 7. Amenities Use pedestrian scaled lighting and other features.
- 8. Physical Access Ensure ready physical as well as visual access with special attention to elevation difference.
- 9. Enclosure

Use landscaping or structure to provide a sense of enclosure, and

10. Shelter

Use screens and canopies to shelter spaces from wind and rain.



4.2 Landscaping and Amenity Areas

The following design criteria is recommended for landscaping and amenity areas:

- 1. Existing prominent landscape features such as mature trees and hedges should be shown on the plans and retained wherever possible. Existing landscape features that are associated with the heritage significance of properties in the Heritage Inventory or within Heritage Character Areas should also be retained (e.g. stone walls, terracing, gates and arbours).
- 2. Tall, columnar evergreen trees at building entrances and along walkways are discouraged because they provide places of concealment. Should evergreens be existing, or particularly desirable for other reasons, consideration should be given to trimming their lower limbs.
- 3. All landscaped areas and walkways should be well lit for both safety and security.
- 4. Screen private yards with open rather than solid fences.
- 5. Boulevard trees shall comply with the Street Tree Plan for the City of North Vancouver.

In addition, these guidelines recommend that:

Deciduous trees, especially flowering fruit trees, are encouraged within courts and other amenity areas. Lawn planted to the sidewalk can visually extend the sense of front yard of the development.