1.0 Form, Character & Performance Development Permit Guidelines "A.1": General

1.1 Development Permit Guidelines "A.1": General - Objectives & Application

The objectives of this Development Permit Area are based the following 5 fundamental elements:

(a) **Site Choice & Efficient Land Use**: The first objective is to appropriately plan and manage how land is developed. Appropriate site choices are those that ensure environmentally and archaeologically sensitive and hazard lands, as well as scenic and community character are protected. As per OCP policy, development preference is given to lands within the Growth Centres. Physically designing North Cowichan's public and private spaces – first from the overall regional scale and down to the site-specific scale – must occur through a coordinated approach to ensure that every form of land use and development approved is located in the appropriate place, and that appropriate buffering (fencing and vegetation), noise, dust and light controls between different and incompatible uses are provided. Using land efficiently helps achieve a number of goals, including improving the life-cycle cost of municipal services and infrastructure; controlling greenhouse gas emissions, energy and water consumption; and supporting the retention of North Cowichan's rural and scenic resources.

(b) **Mobility**: Mobility is crucial in achieving interconnectivity across the municipality and within neighbourhoods, and in supporting and promoting successful site planning and integrated development. The aim is to ensure that residents, employees and visitors have comprehensive access to a multi-modal transportation system that provides them with a variety of options to get around comfortably and safely.

(c) **Site Design & Landscaping**: North Cowichan has an outstanding scenic character and is located in the Coastal Douglas-fir ecosystem. Supporting and respecting North Cowichan's existing landforms, biodiversity and vegetation in the development review, during the construction process and through landscaping will help retain the characteristics that define and enhance residential quality of life and the visitor experience.

(d) **Infrastructure & Servicing Impacts**: Good design, construction and management practices can help ensure that community goals are achieved with respect to managing energy and water use, controlling greenhouse gas (GHG) emissions, improving the life-cycle of municipal infrastructure and reducing the production of solid waste.

(e) **Building Form & Character**: New developments shall contribute to North Cowichan's evolving design aesthetic by respecting its past and considering its natural landforms and visual characteristics in design, and ensure that best management practices are incorporated in ongoing site and building maintenance. The four previous objectives inform this one for building form and character.

The guidelines contained within Form, Character & Performance DP Guidelines "A" will be applied as specified in the OCP, which includes multi-family (3 units or greater), certain subdivision proposals, commercial and industrial developments, including non-agricultural uses within the Rural Market Zone (A6), within the Municipality of North Cowichan. The Development Permit Guidelines "A.1" and "A.2" are both associated with DPA-1 (Multi-Unit and Intensive Residential Development) and DPA-2 (Commercial and Industrial Development). Development Permits will only be issued in Development Permit Areas 1 & 2 subject to consideration of the following specific design practices. These guidelines should be carefully considered from conceptual design through to detailed design and refinement of a development proposal. [BL3846]

1.2 Development Permit Guidelines "A.1": General - Exemptions

See Table 1: Development Permit Guidelines Exemption Criteria (Page 150)

1.3 Development Permit Guidelines "A.1": General - Site Choice & Efficient Land Use

1.3.1 Creating Complete Communities

Proposed development should integrate with the various needs of the community. This can mean providing a range of uses and densities; providing ready access to recreation, public facilities, institutions and employment; and contributing to the establishment of a sustainable economy.

1.3.1.1 Safety and Accessibility Standards:

(a) New developments should incorporate principles related to "*Crime Prevention Through Environmental Design*" (CPTED) and the "safety lens."

(b) Well-defined public and private spaces, adequately lit exterior spaces and clear sightlines should be considered to create healthy, safe environments.

  (i) Parking lots should be designed so that pedestrian access is clearly separated from driveways and parked vehicles. At the main entrance, the public street and parking areas should be linked by a walkway.

(c) Building designs should enhance public safety and comfort by providing protection from the elements through the use of awnings, canopies and overhangs.

(d) Building entrances should be well defined through architectural means such as overhangs, porticos and awnings. Primary entrances should be clearly expressed and easily accessed from the public street and/or water edge. Secondary accesses may be from pedestrian paths, interior courtyards or decks.

(e) Maximizing physical accessibility for all members of the community should be incorporated in the planning and design process.

(f) Accessibility standards should be met for accesses, public circulation areas, corridors, doors, flooring, windowsills, outlets and switches, and plumbing in common rooms.

(g) Ensure that all signage, exit doors, baseboards and door trims, handles and edge strips in all common rooms are colour-contrasting for those who are visually impaired.

(h) Provide an appropriate number of dwelling units designed to be internally fully accessible.

(i) Glare and light spill onto surrounding properties is not supported; address through site and building design to control all visible lighting. Benefits include reduced energy use, lighting product or areas without glare ensure better visibility of the product on display or the general area being lighted for safety purposes. Focus lighting straight down, control lighting power density, and do not permit light to trespass. Light sources should ensure appropriate colour rendering of the product or area being lighted.

1.3.1.2 Amenity Space:

(j) Maximize the amount of shared multi-purpose amenity space that includes covered outdoor multi-purpose areas for recreation, the hanging of laundry, storage for bicycles and garden equipment, and scooter and stroller parking.

(k) Provide open space for residential and mixed-use commercial buildings at grade that allows for active play areas, community gardens and/or passive activities such as enjoying sunlight, views and landscaping.

(l) Ensure that site orientation (e.g. for access to sunlight) and the provision and location of play and recreation areas reflect the needs of the anticipated residential population, and optimize residential orientation to ensure dwelling units have access to sunlight.

(m) For amenity space, consider the addition of supports such as storage and ready access to water (non-potable for landscaping), seating, shade and sunlight.

(n) Include adequate safe places for outdoor play, visible from dwelling units and away from vehicle areas.

(o) Consider landscaped roof top gathering places in addition to at grade amenity space.

(p) Design internal fencing and vegetation to distinguish between private and semi-private spaces but not at the expense of obscuring view lines from dwelling units or commercial spaces. Fencing is not supported along the public corridors.

1.3.1.3 Private Amenity Space:

(q) Provide individual private outdoor amenity space for each dwelling unit in multi-family residential and mixed-use commercial sites: at grade for townhouse units and ground-level apartment units; and as balconies for second-storey and higher dwelling units.

(r) Provide privacy landscape screening along property lines abutting neighbouring properties using a mix of decorative fencing and natural vegetation.

(s) Give preference to local wood and stone when choosing fencing material. Chain link fencing and solid fencing and retaining walls along public roads over 1.2 m high are not supported. Chain link fencing abutting private properties should also be well landscaped.

(t) Prevent headlight disturbances to neighbouring residence and businesses by using a combination of hard and soft landscaping materials to screen drive aisles and parking stalls.

1.3.2 Improve the Public Realm

Developing land in ways that respect and enhance the public realm encourages community interaction, which In turn creates lively “people places” that attract residents and visitors and supports local commerce.

(a) Protect public views of ridges, sky lines, and water views and to reduce the massing along the street creating a pedestrian scale by considering appropriate horizontal and vertical articulation;

(b) Develop terraced buildings to respect natural contours (also see Objective 3 Site Design and Landscaping); and in commercial cores create interest by incorporating horizontal building articulation at ground level to establish view protection as well as pedestrian scale

(c) Enhance community uniqueness by ensuring design that reflects native landscape and local heritage values.

(i) Integrate landscape features and elements with the adjacent streetscape, use established vegetation where feasible, and ensure a mature and varied appearance after project completion.

(ii) Along highway, highway service and arterial roads outside the Urban Containment Boundary, extend landscaping from the property line that abuts such roads to a depth of at least 8 m where possible.

(iii) While recognizing the need for commercial and industrial visibility along highway, highway service and arterial roads outside the Urban Containment Boundary, use significant quantities of native trees and shrubs in landscaping along public rights of ways.

(d) Treat as frontages all façades of multi-family, commercial and industrial buildings that front onto transportation corridors or can be publicly viewed from the ocean. Do this with entrances, significant glazing and windows to create active connection to the public realm. In the case of industrial buildings ensure design elements are interesting forms and articulation that fits the local environment. Orient buildings to ensure that the building frontage and pedestrian access face the public street.

(i) Vary a building's horizontal articulation at the pedestrian level. Avoid creating blank or undifferentiated façades at the ground level.

(ii) Vary a building's vertical articulation along public streetscapes to provide light to public streets and to diminish wind tunnel effects. For example, buildings could be stepped back above the second storey and provide areas of protection along the street.

(e) When the project is adjacent to public open space and recreation areas, consider design elements that will enhance public use.

(i) Link ground-level open spaces to adjacent streets, sidewalks and pathways, and create linkages to off-site open space, parks and trails, and other residential and commercial land uses in the local community.

(ii) Avoid landscaping elements that inhibit pedestrian or barrier-free access along sidewalks or approaching buildings, and ensure that landscaping is designed to maintain sight lines for personal safety.

(iii) To enhance the pedestrian experience, integrate public art and unique design features (including appropriate paving patterns) into public spaces, compatible with adjacent development and street patterns. Ensure access to sun and provide protection from inclement weather.

(iv) Include public pedestrian amenities, such as courtyards and seating areas, within and adjacent to Multi-Family developments and commercial buildings.

(f) Consider how topography creates unique wind conditions, and locate buildings and vegetation appropriately in response.

(g) In pedestrian-scale streetscapes provide sufficient space for pedestrian activity; and avoid allowing garages, cars, and storage and service areas to dominate.

(i) Use basements to create underground parking and, where that is not possible, locate parking away from public areas and streetscapes.

(ii) Incorporate seating areas and shelters (from wind, sunlight, shade, noise) into landscape and building features.

(iii) Use benches, planters, garbage bins, bicycle racks and bicycle shelters that are compatible with the community and neighbourhood character.

(iv) To enhance street vitality, consider human proximity to active areas, views and visibility with the aim of enabling people in buildings to maintain interaction with the public street.

(v) Maintain adequate setbacks in public areas to accommodate pedestrians, street activities and street furniture, services and utilities.

(vi) Avoid building retaining walls. Where necessary to have terraces, ensure that they do not exceed a maximum overall height of 1.2 m and that landscaping and seating are provided.

(h) Do not place building mechanical systems where they can be viewed from public places or streets. Instead, locate mechanical systems on the roof or at the rear of buildings and screen them from view from adjacent properties or public spaces using vegetation and fencing.

(i) Service doors (e.g. an overhead door to a loading dock) should not be located on a building façade that faces a street. Service doors should be designed to fit in with the overall design of the building.

(j) To minimize visual and noise impacts on adjacent properties and the public streetscape, site garage entrances and garbage containers (including those for general refuse, recycling, organics and grease) should be located away from building fronts or any side visible from the public street, and should be fully screened using vegetation and fencing. Consider allowing the use of berms on industrial sites for this purpose.

(k) Review proposed uses with respect to potential negative impacts on each other and those of adjacent properties and provide detail as to how they will be mitigated

(l) Utility wires in new developments must be located underground.

(m) Utility wires in site specific redevelopment projects are strongly encouraged to be located underground.

(n) Utility wires in large-scale redevelopment areas or sites are strongly encouraged and may be required to be located underground.

1.4 Development Permit Guidelines "A.1": General - Mobility

1.4.1 Active Transportation

Non-motorized mobility options should be given primary attention to reduce greenhouse gas emissions, as well as to promote safe and healthy communities. Development should increase the opportunities for residents and visitors to use non-vehicular modes of transportation. Generally this means putting emphasis on pedestrian and cyclist safety and comfort so that the experience of using active transportation options is safe and enjoyable and therefore used frequently.

(a) Enhance connections to a defined and continuous system of pathways, trails and sidewalks with clear sightlines. Support easy barrier-free walking and cycling access.

  (i) Ensure that pedestrian routes are visible from the dwelling units and commercial spaces.

  (ii) Consider provision of the installation of maps, landmarks, and appropriate pedestrian-scale lighting.

  (iii) Incorporate the following along the public street: courtyards, sitting areas, eating areas, view outlooks, public art and local points of interest on the property or on the adjacent public street.

  (iv) Provide facilities for pedestrian, commuter, recreational and child cyclists, and scooter user on site.

  (v) Design of signage, buildings and other elements on and adjacent to travel corridors will be reviewed on the basis of the primary purpose of the street (e.g. pedestrian areas should have human scale components).

  (vi) Provide appropriate gradients on all active transportation routes, meaning 2–5%, which is the most comfortable for walking, cycling, wheelchair and scooter uses.

(b) Ensure that site circulation and grade changes facilitate movement by people with disabilities, and that colour contrast in materials in outdoor areas adequately marks transitions (e.g. to stairs between two levels) for those who are visually impaired.

(c) Connect on-site and off-site pedestrian areas, adding links if they are missing.

  (i) Minimize the width of curb cuts and ensure that sidewalks at curb cuts have a cross-slope no greater than 2%.

(d) Incorporate sufficient drainage, boulevards, medians, street trees and similar street-side amenities into pedestrian and cyclist right-of-ways.

  (i) Provide street-side amenities such as weather-protected bicycle racks and seating areas with wind, sun and rain protection, and position them in highly visible and accessible locations.

  (ii) Provide employee and resident support facilities for cyclists and pedestrians, such as showers, changing facilities and safe, conveniently accessible weather-protected storage

areas.

(e) Ensure easy access to secure bicycle parking locations (Class I and II bicycle parking).

(f) Provide Class I and II bicycle parking.

1.4.2 Alternative Travel Options

Alternatives to private automobiles should be incorporated into development and redevelopment plans. Ensuring ready access to transit or rail facilities and ensuring connectivity to destinations help reduce greenhouse gas (GHG) emissions and the life-cycle cost of developing and maintaining roads, as does introducing supports for carpooling and car share programs and facilities.

(a) Include alternative transportation and public transit options in the site design.

(b) Ensure that transit stops, when provided, are convenient, comfortable and sheltered, and that access to and from transit stops is along safe, attractive and convenient sidewalks, paths or walkways.

(c) Ensure that access to and from train stations is along safe, attractive, and convenient, sidewalks, paths or walkways.

(d) Include preferential parking for high occupancy vehicles (HOV; vans, carpooling, car share).

(e) Include on-site charging stations for electrical cars.

(f) Include short and long-term bicycle parking and related facilities in commercial, industrial and multi-unit residential developments.

1.4.3 Managing Vehicular Impacts

The Municipality recognizes that vehicle transportation is critical for carrying goods and services to and from North Cowichan. It also recognizes that development and redevelopment plans must incorporate measures to protect the environment from vehicular transportation impacts such as: increased impermeability and water run-off contaminated with pollution particulates; greater carbon emissions; and greater noise and visual impacts to pedestrian and neighbourhood experiences.

(a) Reduce negative visual and land use impacts of parking and parking garages by locating them underground or at the rear of a site. Reduce the amount and size of at-grade parking areas and locate them away from public areas, views and streetscapes by giving preference to locating parking underground where feasible and at the rear of the property where underground parking is not feasible.

(i) Design garage door entrances to be away from the public street and underground. The visibility of garage door entrances from the public street is discouraged, and should be designed to not negatively impact abutting properties.

(ii) Provide trees, shrubs and vegetated swales and/or rain gardens within the site's parking areas and along abutting public streets and places. Cluster parking in groups of eight and intersperse significant (i.e. the inclusion of trees and shrubs) landscaping between clusters.

(iii) Provide pollutant, hydrocarbon filtration and separation in parking areas.

(iv) Provide methods for infiltration of rainwater in driveways, parking lots and roads (e.g. using infiltration trenches, interlocking pavers, rain gardens) and, when possible, limit paving to tracks or well-travelled areas.

(v) Minimize the use of impervious paving and dark-coloured absorptive materials for sidewalks, driveways, roads and parking lots.

(vi) Maximize the use of concrete unit pavers or other permeable surfaces for parking lots, walkways and driveways.

(b) Improve standards for the delivery and pick-up of goods and services in new developments (e.g. loading, access maneuvers, garbage/recycling/organics pick-up and storage). Provide appropriate locations for loading bays and service areas, consider safe pedestrian access, and avoid negative visual impacts to public and private places, streets and views.

(c) Provide noise buffers between major transportation corridors and residential and mixed uses.

(i) Provide a minimum buffer of 15 m between the structure and the property line along a major corridor (for example, TCH, Highway 18, Rail Right of Way) for residential development, and provide noise controls for each dwelling unit.

(ii) Treat all building façades that face a public street or major transportation corridor as frontage in the design.

(iii) Consider inclusion of strategies on site that reduce the negative impact of traffic noise (e.g. introduce white noise through water fountains, buffers).

(d) Ensure that colour contrast in materials in outdoor parking and pedestrian areas adequately marks transitions for those who are visually impaired

1.5 Development Permit Guidelines "A.1": General - Site Design & Landscaping

1.5.1 Biodiversity

A major threat to biodiversity is environmental destruction through inappropriate development or development at the wrong time of year (e.g. during bird nesting). Mature tree retention can add to property values, support drainage systems, and clean the air. Site disturbances should be minimized. Additional DP guidelines may be applicable. The following design practices should be carefully considered from conceptual design through to detailed design and refinement of a development proposal:

(a) Identify, retain, enhance and preserve biodiversity corridors. Reduce development impacts on wildlife corridors (e.g. through the strategic control of roads, use of fences and installation of other built disruptions).

(b) Use sensitive site-clearing techniques to preserve existing landscape values, maintain natural grades and reduce cut and fill. Use chipping or removal to clear vegetation. See Fire Protection Bylaw.

(c) Maintain topsoil on site for reuse to retain ecological functioning.

(d) Protect mature trees (unless otherwise identified as a hazard by a qualified arborist) and other

vegetation, and retain original vegetation as much as possible, particularly where larger blocks or groves of trees and vegetation can be maintained, rather than long narrow strips that may be prone to wind-throw and root damage as a result of new exposure. Where this is not possible, natural vegetation and drainage restoration efforts should be undertaken.

(e) Prevent soil and water contamination. Incorporate erosion control measures and silt protection of water bodies including storm water systems.

(f) Address site access sensitively. Used paved areas for unloading and stacking construction material and for staging, and minimize the number of staging areas used.

(g) Provide, protect and manage useable green space as parks, biodiversity corridors or water areas.

1.5.2 On-site Landscaping

Using appropriate native or other landscaping that considers the site context offers benefits such as reduced need for pesticides and water, and promotes rainwater infiltration.

(a) Fully landscape all areas not covered by buildings, structures, driveways and parking.

(b) Provide appropriate buffering between all residential, commercial, industrial uses and agricultural lands.

(c) Consider the incorporation of roof gardens and rooftop common areas for mixed-use, industrial and apartment buildings, while protecting the privacy of adjacent neighbours.

(d) Use landscaping to soften service and storage areas and to improve pedestrian comfort (wind protection, balance with pedestrian safety and visibility).

(e) Retain existing native mature trees and shrubs in setback areas where feasible. Protect or provide large native tree species along major transportation corridors for Multi-Family, commercial and industrial uses.

(f) Incorporate vegetated buffer areas throughout and around paved areas to filter rainwater, moderate urban heat island effects and air emissions. Use plant materials that reduce run-off, filter run-off and support rainwater infiltration.

(g) Plant deciduous trees on the south and west sides of a building to increase summer shading and plant coniferous trees on the north sides of a building to block winter wind.

(h) Use local indigenous, hardy plant species in landscaping and remove invasive plants.

(i) Retain or bring in a healthy, absorbent layer of topsoil deep enough to allow for well-rooted planting and reduce irrigation requirements.

(j) Consider the installation of free-standing green (living) wall systems as an alternative to concrete fencing systems and retaining walls.

(k) Use native or naturalized species of trees, shrubs and ground cover wherever possible, including those that are naturally disease and pest resistant.

(l) Group plantings according to water and sun requirements and the site location and provide

groupings of shade trees and shrubs on large expanses of lawn and other major open spaces.

(m) Strongly encourage natural alternatives to pesticide and herbicide uses.

(n) Consider alternative designs for golf courses and use of alternative natural/native species or treatments for other large expansive "lawn" areas.

(o) Minimize the use of water-intensive lawn types and/or use lawn alternatives such as natural ground covers and native grasses.

1.5.3 Landscaping in the Public Realm

Enhancing the quality of streetscapes and therefore of neighbourhoods can be done through the overall design of the development.

(a) Link ground-level open spaces through landscaping to adjacent streets, sidewalks and pathways;

(i) Outdoor gathering spaces, places between buildings, and pedestrian connections should all be designed in conjunction with the building plans to maximize usability and community aesthetics.

(ii) Patios, decks and other outdoor spaces should be well connected physically and visually with other waterfront activities and oriented to maximize view opportunities.

(iii) Open space should be considered within building envelopes or as terraces or rooftop patios.

(iv) Physical comfort should be considered at the detailed design stages through site planning, use of windscreens and arbours, or planting for sun protection.

(v) Landscaping should define edges of development areas while providing continuity between buildings within a development area.

(vi) Planting areas should have adequate space to ensure viability.

(vii) Trees should be used in development plans at the street edge and in any pedestrian circulation or gathering spaces.

(b) Shared driveways are encouraged for adjoining developments to minimize pavement and street intersections.

(c) Maximize the use of permeable pavers for private residential streets (strata roads), plazas/squares, courtyards, school yards, parking lots, driveways, walking and bicycle paths, and also on public roads where appropriate.

(d) Use gravel, bark mulch and wood chips for occasionally used walking paths.

(e) Work with natural grades wherever possible and do not negatively impact the grades or drainage of adjacent lands. Avoid the use of retaining walls adjacent to public spaces, streets and areas.

(f) Situate buildings to maximize public views and view corridors.

(g) Minimize obstruction of views from public pedestrian areas, public water areas, common living areas of other developments, and existing residential units by working with natural grades and architectural massing, including building terracing.

(h) Add to the urban forest (treed ecosystems within urban areas) through creation or expansion of existing forested and wooded areas, parks and street trees.

(i) Enhance the natural green network by increasing the quantity, density and diversity of trees.

(j) Encourage street trees, using staggered double rows where possible.

(k) Plant trees and other vegetation along streets, in parking areas and in other paved open spaces, particularly large parking lots, roads, sidewalks and driveways.

(l) Encourage installation of community garden infrastructure (e.g. planting beds, water, seating areas) in Multi-Family residential developments.

1.5.4 Natural Landforms and Views

Natural landforms, views and waterscapes contribute to defining North Cowichan's character. New developments should, where possible, respect and attempt to work within existing contours and natural grades.

(a) Terrace slopes to avoid erosion and slope failures on steep or disturbed lands.

(b) Developments on steeply sloping sites should be terraced to "sit lightly on the land," minimizing environmental impact. Building forms that step up and away from the water's edge are preferred to reduce the impact and add interest. Perched structures with exposed supports and foundations are discouraged.

(c) Minimize the use of cut and fill. Respect the grades of adjacent properties and do not negatively impact them.

(d) Retaining walls higher than 1.2 meter along a public right of way are strongly discouraged.

1.5.5 Site-appropriate Signage

Signage that has a positive influence on public space while respecting the needs of business to identify their presence is desired. Overused, cluttered, glaring, and oversized signage is discouraged. Signage should not be visible from residentially zoned properties.

(a) Use unique, scale-appropriate signage and street furniture (e.g. benches, bollards, lighting, information kiosks, way finding aids, on-site mapping).

(i) To ensure it is coherent and respectful of abutting properties and economic goals, coordinate site signage through a signage management plan that addresses the quantity, location and size of signs on lots.

(ii) Locate signage only at main entrances of a business or Multi-Family building. One free-standing sign is permitted on a lot. Off-site third-party signage is not permitted. Low wayfinding signage, less than 1.0 meter above grade, may be supported internally on complex sites as navigational aids.

(iii) Ensure that sign display meets basic needs without creating clutter and negative visual impacts. Building forms or architectural design that produce a billboard signage effect are not supported.

(iv) Integrate signage into landscaping or with building design in a coherent manner. (See also Sign Bylaw.)

(b) Internally illuminated box glow signs are not supported; box signs where the letters only are internally lit (i.e. white letters dark background) are acceptable;

(c) Large neon signs and/or flashing signs, (greater than 1 m^2) are not supported.

(d) In the commercial core areas specifically, signage should be pedestrian-oriented in scale, not driver-oriented. Low (less than 1.5 m) free standing signs that identify a building (not individual businesses) are encouraged; the free standing sign should be designed to be linked to the architecture and incorporated into the landscaping of the building.

(i) Signs mounted flush with building façades on the first storey should be located close to or just above the business entrance;

(ii) Hanging signs to a maximum size of 0.5 m^2, that do not extend above the first storey or roof parapet or eave line of a one storey building, that are at right angle to the building façade and are to be hung no lower than 2.4 m (7.87') above the sidewalk are encouraged;

(iii) Window signs, especially retail display windows and upper floor office windows (neon, paint, wood or metal signs permitted) up to a maximum of 1.0 m^2 and located towards the bottom or top of the window (to ensure visibility into and out of the business space) are permitted;

(iv) Non-illuminated or powered sandwich-board signs to a maximum size of 0.5 m^2 in retail areas on private property where they do not pose an obstacle to pedestrians; sandwich-board signs are not permitted on public rights of way; and the signs must be designed specifically for the business using them.

(v) In Crofton, signs are expected to use lettering and motifs that capture Crofton's village-by-the-sea character with preference given to professionally wood-carved and/or hand-painted hanging signs.

(vi) In Chemainus, signs are expected to use lettering and motifs that capture Chemainus' artistic character with preference given to professionally wood-carved and/or hand-painted hanging signs.

(vii) Colours are expected to be dark with letters and logos provided using other contrasting colours.

(viii) Lighting is expected to be spot, non-glare that highlights the sign from above.

(ix) Corporate logos must fit within the permitted sign face area.

1.6 Development Permit Guidelines "A.1": General - Building Form & Character

1.6.1 Culture, Context and Heritage

In design, it is important to respect North Cowichan's past and present while working for a sustainable future. Representing the municipality's history in new developments helps to retain the community's uniqueness and sense of place.

(a) Protect, restore and rehabilitate historic buildings and other site components to deepen residents' connection to their community.

(i) Maintain or preserve existing uses and buildings as much as possible (enough to preserve a memory of previous uses and forms on site).

(ii) Retain heritage trees and vegetation and recognize them as a central feature or landmark of a community's history.

(iii) Consider use of local craft traditions in building and landscape design.

(iv) Indigenous or authentic east coast of Vancouver Island materials such as wood, stone or metal should be used appropriately.

(v) Cues should be taken from effective local industrial, commercial and residential structures along the existing waterfronts. Local craftspeople or products should be considered in the design process, if appropriate.

(vi) Where possible, reuse existing infrastructure (e.g. roads, bridges, streetlights).

(vii) Consider adaptive reuse of historic buildings and landmarks that play a significant role in a neighbourhood's history.

(viii) Restore or "daylight" streams to recreate original landscapes.

(b) Build awareness of, and appreciation among residents and visitors for the Municipality of North Cowichan's unique heritage.

(i) Use historic design elements in new buildings (but avoid repetition) that support continuity of local history but also serve current and future needs.

(ii) Use history and designated heritage to inform new architecture design.

(iii) Incorporate local historic names into buildings and places, increasing memory and connection to past events and people.

(iv) Incorporate art early in the design process to allow it to take on a more meaningful and functional role in the design.

(v) Use local labour and local training programs that reflect local traditions.

(c) Ensure that architecture style takes its cue from positive and high quality examples of local

neighbourhood, community, landforms or working rural or historical character. Encourage recognition of local, identifiable neighbourhood character by supporting appropriate building scale and massing, landscaping, public art and architecture.

(i) Infill buildings should be sensitively integrated with the existing neighbourhood. Scale and mass should be consistent with either the existing area, or in keeping with the broader long-term intent of any Local Area or Revitalization plans.

1.6.2 Building Design Considerations

(a) To promote active uses at the public street level locate residential entrances, porches, windows, habitable space along public street; locate utility equipment and building mechanical equipment in inactive service areas away from public realm.

(b) Consider impact of buildings on surrounding spaces, abutting properties, public spaces, access and protection from sunlight, wind, rain and snow.

(c) Building design should, as a first priority, respond to site context, neighbourhood scale, community integration, and urban design improvements and landforms. (See objective 1 for public realm design practices.)

(i) On flat sites, a series of smaller, clustered structures is preferred to monolithic solutions. Sites that permit higher densities than adjacent properties should focus their density away from the lower density neighbour.

(ii) On sloped sites terrace buildings to suit the land form rather than altering the land. The buildings should step up or down a slope or water's edge. Reduce massing by terracing. Perched structures with exposed supports and foundations are not supported.

(iii) Buildings should be situated and oriented to maximize public views beyond and between buildings, especially to give views out to the water.

(iv) Provide a base, middle and top to the building by grounding the base to earth-type materials such as stone. Keep exposed concrete to a minimum. The middle should be finished with materials such as wood and detailed coherently with windows and textures for interest. The top of the building should consist of roof massing and forms that reflect the local environment.

(v) Vary building mass to minimize its scale. Avoid box-like design and monolithic forms.

(vi) Ensure that there are at least two storeys of habitable (usable) space for Multi-Family, commercial and industrial building uses.

(vii) Address the compatibility of scale between new buildings and existing adjacent buildings, especially in infill situations. For example, terrace building massing down to avoid significant height changes, and incorporate similar floor elevations with existing buildings or create the illusion of having done so.

(viii) Orient buildings so that blank walls are not visible from the street and do not negatively impact adjacent properties. Commercial building façades that face vacant or underused properties should have interesting texture, materials, colour and/or form.

(ix) Design buildings and landscape elements to minimize shading and intrusion on privacy of adjacent buildings.

(x) Design detailing to be in keeping with the character of the building and landscape. Provide significant detailing and articulation, especially at eye level, with cladding material, architectural features and structures, frequent windows and doors, landscaping, seating areas and patios, or public space features.

(xi) Encourage the use of high quality finishing materials and details to achieve a harmonious integration with the neighbourhood. Avoid use of exposed concrete; carry finishes around façades along public streets and public spaces.

(xii) Use muted natural colour finishes, including on trims and mullions.

(d) Use building mass and detailing to emphasize the entrance to buildings.

(i) Ensure that pedestrian building entries are fully visible from the public streetscape, clearly articulated and accessible.

(ii) Incorporate weather protection at key locations on the site (entries, seating areas) using canopies, structural awnings, stand-alone shelters with benches.

(iii) Ensure that residential, street-side townhouse dwelling units provide individual building front entrances and doors facing the public streetscape.

(iv) Ensure that apartment buildings have at least one common building entrance or foyer facing the street, at street level (but not a vehicle or garage door); and that street-side apartment units provide individual amenity space facing public streetscapes (e.g. patios, balconies). Consider incorporating at grade entrances for individual dwelling units to add rhythm, interest and activity along public streets.

(v) Commercial buildings should contain significant windows and entrances along all public streets and public spaces to add to street vitality and the comfort and safety of pedestrians and cyclists.

(e) Chemainus Mural Walls: The following guidelines apply specifically to Chemainus in relation to the Mural Walls:

(i) Walls on the front or flanking façade of a building should not be selected for murals.

(ii) Walls appropriate for murals are those that are situated such that a mural will not be obstructed by parking or, if it might be, can be positioned at least 1.5 m above ground level; situated to permit unobstructed viewing by pedestrians; and constructed of a suitable medium for painting.

(iii) Completed mural walls should be:

- illuminated with appropriate down or spot lighting designed into the building and that does not reflect or shine into nearby property; and
- framed or accented with shrubbery and/or landscaped borders.

No product advertising in murals is permitted unless the advertisement is considered to be historic. Historic advertisements are to be maintained and preserved.

1.6.3 Best Management Practices – Building Design

The use of 'Best Management Practices' in the design of new buildings, or the redevelopment of older buildings, will assist with informing North Cowichan's unique design aesthetic and addressing conservation goals.

(a) Respect the character of the existing neighbourhood in building design and placement.

(b) Consider converting existing buildings to higher density uses.

(c) Design layouts (e.g. lot lines and road layouts) to optimize solar gain for each building.

(d) Build curved rather than long straight streets to reduce wind impacts.

(e) Orient buildings towards the south to maximize winter solar gain and summer cooling. Incorporate natural day-lighting techniques to reduce need for electrical energy; and consider the addition of such features as controllable awnings, overhangs, clerestory windows, skylights and atriums.

(f) Minimize obstructions that could block a building's access to sunlight.

(g) Orient main building façades towards prevailing breezes to maximize opportunities for passive ventilation and passive cooling, taking into account possible conflict with orientation for solar gain.

(h) Locate windows on the south-facing façade to maximize winter solar gain and natural light. Use deep window overhangs and/or fixed adjustable external shades on south-facing façades that can block out high-angle summer sun and allow entry of low-angle winter sun.

(i) Minimize windows on north façade to limit heat loss and maximize solar gain, reducing the need for heating and air conditioning.

(j) Limit and carefully locate windows on east and west façades where the morning and evening sun's rays are low in the sky and difficult to control.

(k) Locate operable windows to maximize natural ventilation, ideally on opposing or adjacent walls.

(l) Coordinate roof overhangs, window placement and landscaping to provide cooling and shade during the summer and solar access in winter.

(m) Design roof surfaces to accommodate solar energy collection devices. The installation of skylights is encouraged.

(n) Choose roof shape and roof orientation to maximize passive solar gain and opportunities for solar energy collection. Vary building height, roof lines and massing to reduce the shading of neighbouring buildings and to optimize sun exposure for heat gain and daylight.

(o) Use compact building shapes that reduce the building envelope surface area and improve the building's energy performance.

(p) Use building shapes that minimize adverse wind effects and optimize conditions for passive ventilation and cooling.

(q) Consider using thermal mass in building construction, where possible.

1.6.4 Best Management Practices – Operations and Management

As part of the design process consider on-going operation and maintenance 'Best Management Practices' to maximize efficiencies related to energy and water conservation.

(a) Consider adopting a formal building systems commissioning plan that includes:

(i) Building system plan;

(ii) Audit program; and

(iii) Operations and Maintenance Plan

1.7 Development Permit Guidelines "A.2": Marine Waterfront - Objectives & Application

The objectives of this Development Permit Area are to encourage thoughtful building and site design in an effort to:

(a) Maximize opportunities for public access to the waterfront;

(b) Build on existing assets and context;

(c) Protect waterfront views;

(d) Establish a network of well-connected multi-use public and private spaces;

(e) Integrate development with the site's natural attributes to reduce negative impacts to coastal ecosystems;

(f) Reduce conflict and achieve a balance between the different users and uses of commercial waterfronts in each community; and

(g) Maintain and enhance the existing character of each of the community's commercial waterfronts while facilitating quality development.

North Cowichan's commercial waterfront is perhaps best characterized by its public accessibility and coastal village qualities. These features are hallmarks of the commercial waterfront and are the central theme of the design guidelines. New commercial development will maintain and enhance the positive features of the waterfront. The following considerations should be incorporated into projects at an early stage in the design process to ensure that the important qualities of the commercial waterfront are maintained and enhanced.

Further, these Development Permit Guidelines protect site archaeology, recognize water side gateway features, encourage a high standard and quality of Multi-Family, commercial and mixed-use commercial residential development and redevelopment that enhances pedestrian mobility, respects viewscapes, ensures quality architecture in keeping with individual waterfront communities, ensures negative impacts

of parking and site servicing is mitigated, provides landscaping that enhances the overall development, and provides for pedestrian oriented signage. The objectives will be achieved by:

(a) encouraging development that is identifiable and compatible with existing waterfront uses in siting, character, massing, form and detail;

(b) building on the rich industrial and social histories of the communities in which development is proposed;

(c) ensuring a high quality living, working and recreating environment for all waterfront users;

(d) creating connections between different waterfront uses within and between communities;

(e) following principles of sustainability throughout the development process from building siting to detailed design; and

(f) incorporating best practices to protect and enhance the sensitive ecosystems located in this area and to respect the natural physical processes that occur in this dynamic environment.

The design guidelines encourage orderly, sensitive and attractive development that is compatible with established community character and values. The guidelines outlined below must be considered together with DPA 1 General Guidelines to advise developers and waterfront users of the form and character of future development.

The Development Permit Guidelines "A.2" "Marine Waterfront" associated with DPA-1 and DPA-2 will be applied to all Multi-Family, Commercial and Industrial developments within the Municipality of North Cowichan that are proposed to be located 100 m above (inland) and 300 m below (seaward) the natural boundary of the foreshore.

1.9 Development Permit Guidelines "A.2": Marine Waterfront - Exemptions

See Table 1: Development Permit Guidelines Exemption Criteria. (Page 150)

1.10 Development Permit Guidelines "A.2": Marine Waterfront - Senior Government Authority

Jurisdiction over coastal areas is split among federal, provincial and local governments, depending on the location along the coast and the relationship to the shore and the type of activity. As a result, senior government agencies may have some approval authority over different activities. Receiving senior government approval is a necessary first step for such developments prior to North Cowichan considering any proposals.

1.11 Development Permit Guidelines "A.2": Marine Waterfront - General Guidelines

Development Permits will only be issued in these Development Permit Areas (DPA-1 and DPA-2) subject to consideration of the following specific design practices. These guidelines should be carefully considered from conceptual design through to detailed design and refinement of a development proposal.

1.11.1 Plan with the Environment

Foreshore and waterfront environments are unique in their physical challenges and opportunities and are areas with high ecological values. The adjacent communities are highly influenced by this constantly changing environment. The demands on the waterfront environment are considerable. Much of the commercial waterfront area has been modified over time to differing degrees; remnants of the natural

condition still exist in many places. Any development activity in these areas must be carefully planned to ensure environmental stability and long-term project success.

(a) Existing landform and natural feature assets should remain, and should not be modified in a way that could adversely affect the foreshore environment or adjacent land uses. Existing natural conditions must be investigated and incorporated into development plans from the onset.

(b) Geotechnical issues such as foreshore bank stability and seasonal variation should be considered early on in the planning and design process. Existing vegetation and drainage patterns should be researched and accommodated within the overall plan.

(c) Modification to the foreshore should receive the same level of attention to design and detail as buildings/structures and open space. Monotonous water edge treatments should be avoided. [See also public access considerations.]

1.11.2 Archaeological History

The marine shoreline was well used by First Nations people and as a result it is not uncommon for these areas to contain significant cultural sites and remnants. Any development activity along the marine shoreline must understand that there is a strong potential that these cultural remnants could exist on or below the surface. The *BC Heritage Conservation Act* governs the processes by which any development activity can occur in and around archeological sites and any indication of archeological artifacts requires adherence to this legislation.

1.11.3 Appropriate Design Elements

While North Cowichan's waterfront communities are not intended to be nautical or maritime theme parks, the incorporation of marine or industrial imagery and elements is a desirable means of enhancing the region's character. Successful design comes from understanding the character and values of the existing waterfront communities and interpreting them in a fresh and innovative way.

1.11.4 Sightlines, Views and Vistas

Waterfront environments are unique and identifiable areas within communities. They are viewed from numerous directions both off and onshore. Protecting public views to, from and within waterfront communities is very important to maintaining the character and visual quality.

(a) New developments should consider view impacts and opportunities from all directions during the planning stages.

(b) Existing street-end views or long range vistas should be maintained and incorporated into development plans.

(c) Significant or interesting sightlines of natural features or industrial activities should be identified and framed or enhanced through building form, massing or landscaping.

(d) Minimize impact that structures and landscaping will have on existing public views.

(e) Buildings, open space and circulation should be designed to maximize ocean views while not impacting the privacy of adjacent land uses.

(f) Where safety or security of industrial uses is required, screening or fencing should be transparent

to maintain visibility.

1.11.5 Interaction, Integration and Public Access

Public access to the waterfront is very important to communities in North Cowichan. One of the greatest attractions of waterfront communities is the high level of activity – commercial, recreational and residential. Many of the most successful and vibrant waterfronts "blur the edges" between activities and places, allowing for more interaction between people.

(a) Where safe to do so, public access walkways to and/or along the waterfront should be incorporated into any development. Walkways should be made prominent and marked for easy identification.

(b) A mix of land-based and water-based activities and industries should be encouraged on and along the waterfront to encourage integration of the waterfront community.

(c) Strong visual and physical connections are encouraged through the addition of piled boardwalks and floating docks or structures.

(d) New commercial waterfront development should provide a balance between public and private spaces.

(e) Public views of all areas of the waterfront should be maximized, especially for zones where public access is not safely possible (industrial uses).

1.11.6 Circulation, Arrival Points and Entrances

The enjoyment of a place is often determined by initial impressions, ease of access and getting around. As waterfront communities are often destinations unto themselves, it is important that they have defined entry points. Waterfronts have two "front doors": water edge and street front. Both should exhibit a clear and welcoming presence for people whether they arrive by boat, seaplane, car, ferry or bicycle.

(a) Waterfront areas should support distinct gateway features at key arrival points. In form, character and detailing, developments should articulate the type of activity and local context.

(b) Developments should incorporate clearly defined parking areas and well- connected pedestrian routes, linked to internal and community amenities.

(c) Buildings that are visible from the street and waterfront should treat both as front elevations to ensure that the structures do not appear to be turning their backs on either street or waterfront.

1.11.7 Building Materials and Detailing

Buildings should be of quality design and detailing and built for durability.

(a) Consideration should be given to how colours and natural materials weather in a marine environment over time.

(b) Building colour can be used to provide interest, highlight architectural features or acknowledge a buildings use. Colour choices and architectural detailing should reflect the waterfront context and community patterns.

(c) Exterior lighting should be oriented away from adjacent residential areas or residential components of mixed-use developments, and should be shielded so as not to affect marine

navigation.

(d) Lighting should avoid glare and the spillover of light from its intended focus. Illumination should not exceed 2 foot candles at the water's edge.

1.11.8 Outdoor Space, Landscaping and Features

Successful developments take a comprehensive approach to planning and design by including site, buildings, open space and detailing in the design process. Each component is equally important to the creation of a quality development. Well-designed outdoor space adds to the quality of life in communities. Usable outdoor space should be incorporated into developments at the site planning stage of the process.

(a) Planting schemes based on native or natural-looking landscapes with reduced water and maintenance requirements are recommended, as are plants suited to the salt water environment.

(b) Existing native vegetation, particularly trees, should be preserved wherever possible.

(c) Walkways, gangways and piers should have pedestrian-scale lighting, but the lighting should be shielded so as to not affect marine navigation. Illumination should not exceed 2 foot candles at the water's edge.

(d) Variation in treatment along the foreshore (e.g. boardwalks, floating docks and decks) is encouraged where it can be environmentally supported.

(e) Retaining walls will, in general, be discouraged.

1.11.9 Structures on the Water

Buildings and structures on the water as part of marina developments are common in maritime communities. The design and treatment of these structures requires the same amount of consideration as any upland development.

(a) No new float homes are permitted unless they can be connected to an approved sewage treatment facility.

(b) Boat shelters are permitted only in marinas located in Bird's Eve Cove and Genoa Bay.

(c) Colours for float homes and boat shelters should be non-reflective and should be consistent with the character of the area.

(d) Colour variations and vertical or horizontal bands are encouraged to reduce the visual impact of height and mass by giving the appearance of variation and form.

(e) A variety of pitched and angular, along with domed or rounded roof lines on all structures on the water, are encouraged.

(f) All structures on the water (including boat shelters, float homes service and other building) should be sited carefully so as to avoid obstructing the waterfront view from public roads, walkways and trails that intersect with the shoreline.

(g) Boat shelters and float homes should be clustered together in locations that create the least impact from public access, viewpoints and existing residential sight lines.

(h) Boat shelters of different heights should be distributed with some randomness to avoid a monotonous roof line and to create view corridors.

(i) Lighting within boat shelters should be low level and full cut off in order to minimize creation of a night-time glow effect and mitigate against any off-site / spill-over impacts.

(j) A maximum of 25% of the frontage of a marina development (from land and water) should consist of float homes and boat shelters. For the purposes of this section, frontage shall mean the water lot boundaries that are generally parallel with the shoreline and provide primary access and views of the marina from land and water.

(k) Boat shelters under 200 m^2 are encouraged, but boat shelters over 200 m^2 may be supported where it can be demonstrated that a variety of boat shelters are being provided and the overall average boat shelter size on a water lot does not exceed 200 m^2.

(l) Boat shelters must not contain habitable space or toilet facilities.

(m) Any potable water supply plumbed to a boat shelter must have a backflow prevention device installed.

(n) Any new float home and boat shelter design must be certified by a professional engineer or equivalent, confirming that it is safe for the intended use and conditions (e.g. snow loads and wind patterns).

(o) Noise impacts from both marine and upland developments should be considered in an effort to minimize impact on residential uses in proximity to the marine environment.

(p) All new docks must be certified by a professional engineer or equivalent, confirming that they are safe for the intended use and conditions.

(q) Marine pump out facilities are required for marina (re)development where there is adequate upland waste water treatment facilities.

1.12 Form, Character & Performance: Community Specific Guidelines

Each of the five waterfront areas (Chemainus, Crofton, Maple Bay, Bird's Eye Cove and Genoa Bay) expresses a unique character in terms of their natural environments, community culture and context. A pre-existing cultural emphasis may exist in some, biased towards industrial, environmental or artistic activities. Developers should consider these localized opportunities and constraints when interpreting the development guidelines for North Cowichan's waterfronts.

Development Permits will only be issued in Development Permit Areas 1 & 2 subject to consideration of the following specific design practices. These guidelines should be carefully considered from conceptual design through to detailed design and refinement of a development proposal.

1.12.1 Chemainus

The commercial waterfront of Chemainus is characterized by a steep natural foreshore edge condition with little passable space at sea level. Existing structures are perched or cantilevered over the slope, resulting in an unstable or temporary character to the built environment. The working nature of the foreshore and close proximity of existing docks and ramps to each other and to marine and industrial related activities creates a vibrant and interesting environment. The predominant imagery of this

waterfront area stems from the strong industrial presence.

(a) Planning for new development on Chemainus' waterfront should address the physical and aesthetic challenges associated with the steep foreshore banks.

(b) Buildings should terrace down slopes, minimizing exposed foundations and supports. Decks, retaining walls and landscape features should be used to reduce the visual massing of structures.

(c) Careful thought should be given to roof forms to reduce their impact as seen from both the water and the upland.

(d) Developments are encouraged to consider the industrial marine context in form, materials, detailing and colours.

(e) A continuous public pedestrian corridor (with viewing platforms, decks and wharves) should be established along the waterfront edge connecting developments with each other and public amenities.

1.12.2 Crofton

Crofton's waterfront, on Osborne Bay, is central to its identity and to its success today and in the future. It is located in a picturesque setting and affords an ideal environment to enable people to interact with the ocean. Crofton slopes gently downhill to the water and most areas have a view of the waterfront and Saltspring Island. A variety of different uses (including but not limited to: public boat launch; BC Ferries dock, terminal and trestle; Department of Fisheries and Oceans small craft harbour dock and parking lot; museum/seniors' centre and park; elevated seawalk, gazebo and access stairs; sandy/gravelly spit; RV park; streams and natural vegetation; and Berridge Street park and sandy beach along the waterfront) are enjoyed by local area residents and visitors alike. The community exhibits a vibrant spirit that focuses on the waterfront. Historic smelting operations have left a legacy of contamination on the waterfront, which requires remediation to achieve ecological integrity.

(a) A strong focal point should be created through enhancing positive sightlines and public view corridors that work within the community grid pattern.

(b) Buildings should be sited and designed in a manner that helps to establish a strong sense of place.

(c) Where possible, remediation of the historic contamination along the waterfront should form part of any redevelopment plan.

(d) New waterfront development should reflect Crofton's historic context by incorporating elements of the marine industrial heritage both symbolically and with the addition of asymmetrical and irregular building massings.

(e) New construction should be made predominantly from natural materials with a rustic finish; and, in the arrangement of how buildings meet the street and shore, should include inviting areas to congregate.

(f) To lessen the impact of development on the natural shoreline, buildings should be stepped back from the waterfront to make way for important public view corridors.

(g) The volume of buildings should not dominate the waterfront and should blend in with the natural

form and landscape.

(h) Preservation of any native vegetation should be emphasized and future plant selection based on a range of existing native species and/or plants that mix well with the natural landscape.

(i) The arrangement of buildings and structures along the waterfront should strive to: maintain public views; create engaging space for people to congregate; and create connected pathways that encourage travel down to and along the waterfront.

(j) Storefronts should meet the street and have a varied structure that offers visual intrigue, shelter to walkers and the possibility of places to sit and chat.

1.12.3 Maple Bay

A strong residential community dominates the shoreline of this spectacular natural bay. The marine commercial area in Maple Bay is limited to a relatively small portion of the foreshore. The marine-related activities are currently limited to the public wharf that provides temporary, unserviced moorage for small watercraft. The foreshore edge is defined by retaining walls separating the pebble beach from upland uses.

(a) Building forms should recall historic precedents and be stepped away from the water edge.

(b) Buildings should be designed to be compatible with the residential context, in materials, character and detailing. Architecture that reflects local character is recommended using traditional elements including roof forms and glazing.

(c) The foreshore edge should be maintained in as natural a state as possible.

1.12.4 Bird's Eye Cove

Bird's Eye Cove is located in a picturesque inlet just south of Maple Bay proper. The majority of the commercial waterfront is focused on the busy recreational marina and associated businesses. The upland uses are currently located on a flat bench protected by a riprap edge, with a steep hillside rising behind. A portion of the foreshore is accessible to the public. The existing character of the area is defined by a blend of elements found in a working marina along with elements from a transient recreational environment.

(a) A strong sense of arrival should be established near Genoa Bay Road to set the tone of the area.

(b) The scale of new developments should be compatible with the cove context. Buildings should be clustered, leaving irregularly shaped open spaces in between.

(c) Developments located on steep slopes should be terraced with careful attention paid to the retention of the natural environment. Broad scale slope manipulation is discouraged. Future development should incorporate a variety of open space opportunities along the water edge. Wharves that extend out over the water, a widow's walk or tidal steps could be considered to provide variety and interest in the public realm.

(d) Building design should be based on regional imagery. Building details, colours and amenities may feature more unique solutions. Highlight colours may be brighter or marine artifacts used in unusual ways to enhance the flavour of the community.

1.12.5 Genoa Bay

Genoa Bay is a small, geographically isolated but scenic community focused on its waterfront. It is a popular marine destination and supports residential and seasonal public moorage facilities. The marine commercial areas are located in an intimate bay closely surrounded by adjacent hills and smaller shallow coves. The distinct character of Genoa Bay is based on the human scale of its context in landform, marine environment and built form. There is a seamless transition between land- and water-based activities because of numerous floating commercial and residential structures and compatible design styles. The existing development leans towards a functional though eclectic aesthetic.

(a) New developments in Genoa Bay should be sympathetic to the unique scale of the natural environment and existing built form. Buildings and open spaces should be intimate in scale and detail.

(b) Building form and character should appear to be equally at home on water as land.

(c) Buildings should be uncomplicated structures with small detailing elements. Simple local materials and colours that weather well should be considered.

(d) Historic or contemporary local elements used in unique ways as public art features are encouraged.