

Development Permit Area M4 – Eaglecrest

Category:	A – Natural Environment B – Hazardous Conditions F – Multi-family Residential
Area:	Development Permit Area No. M4, as shown on map ‘Schedule No. 2.3’, includes multi-family residential properties located between Eaglecrest Drive and the Strait of Georgia.
Justification:	The Eaglecrest Development Permit Area, represents 8 hectares of land identified for future residential developments. Situated within the well-established neighbourhood of Eaglecrest, the residents of this area have clearly stated their preference that development of this nature be carefully managed and monitored to ensure that it is compatible with existing services and land use patterns. Similarly, as this area contains bluffs rising from the Strait of Georgia, there is a need to ensure that development will not create hazardous conditions.
Guidelines:	<p>Development Permits issued for this area shall be in accordance with the following general guidelines:</p> <ol style="list-style-type: none"> 1. The siting, shape, and massing of buildings and structures should be complementary to the unique topographical features of the area. Particular emphasis should be given to building design that: minimizes visual protrusion from the landscape; is in keeping with surrounding land use patterns; and, provides view corridors and a feeling of open space. 2. Buildings and structures should be sited in such a manner as to minimize the disturbance of existing natural vegetation. Particular emphasis should be given to landscape screening along the perimeter of the site. 3. Vehicular access to the site should be located in such a manner as to minimize intrusion into existing residential areas and should generally be limited to single entry points from Whitmee Road and Eaglecrest Drive. Provision should be made for curvilinear access through the site and all access shall conform to the Ministry of Transportation and Highways’ requirements for sight distances at driveways. 4. Development adjacent to the bluff and foreshore areas should only be done in accordance with accepted engineering standards. Particular emphasis should be given to methods of storm water collection that will not pose a threat to the stability of the bluff or development that would be subject to flooding or impede access along the foreshore.

	<ol style="list-style-type: none">5. Developments shall not separate themselves from the surrounding community by containing the dwellings within walled or fenced enclaves with centralized and/or controlled access points.6. Developments must create a humanized streetscape that is pedestrian-friendly. Garages should not dominate the streetscape or building façade and should avoid excessive protrusion beyond the front line of the building where possible. Where possible, driveways should be a single car width at their point of intersection with the internal roadway.7. Where developments involve more than one building or multiple dwelling components, unit designs that appear repetitive or monotonous should be avoided in favour of a variety of different unit designs that exhibit harmonious architectural features.8. No development of the site shall occur without the approval of a geotechnical professional engineer.9. In accordance with the <i>Local Government Act</i>, covenants respecting the safe use of the land shall be registered under the <i>Land Title Act</i>.10. An Upland Habitat Greenway Corridor shall be established on all lands 30% slope or steeper as shown on map 'Schedule 2.4'. Development shall be subject to the Ecological Greenway Development Permit Guidelines.
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