

COUNCIL AGENDA	
Date: <del>MAY/12/2025</del>	Item: <del>14/</del>
April 27, 2026 PH	R-1



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DISTRICT OF WEST VANCOUVER  
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

# COUNCIL REPORT

Date:	April 25, 2025
From:	David Hawkins, Senior Manager, Community Planning & Sustainability
Subject:	Proposed Ambleside Centre Local Area Plan
File:	13.23520.30/AMB.2024 / 1610-20-5386

## RECOMMENDATION

THAT opportunities for consultation on the proposed Official Community Plan amendment, with persons, organizations, and authorities, as outlined in the report from the Senior Manager of Community Planning & Sustainability dated April 25, 2025, be endorsed as sufficient consultation for purposes of section 475 of the *Local Government Act*.

## RECOMMENDATION

THAT proposed “Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025” be read a first time.

## RECOMMENDATION

THAT proposed “Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025” be presented at a public hearing on June 9, 2025 at 4 p.m. in the Municipal Hall Council Chamber and via electronic communication facilities (Zoom video conferencing software), and that notice be given of the scheduled public hearing.

## RECOMMENDATION

THAT the “Engagement Summary: Draft Ambleside Centre Local Area Plan”, attached as Appendix A to the report from the Senior Manager of Community Planning & Sustainability dated April 25, 2025, be received for information.

### 1.0 Purpose

To initiate Official Community Plan (OCP) adoption procedures for the Ambleside Centre Local Area Plan (LAP) bylaw, attached as **Appendix B**.

### 2.0 Legislation/Bylaw/Policy

The District’s OCP Bylaw No. 4985, 2018 provides the policy context for local area planning. As LAPs constitute part of the OCP, Local Government Act (LGA) requirements apply.

The LGA defines an OCP as “a statement of objectives and policies to guide decisions on planning”. OCPs must identify the “approximate location, amount, type” of residential development and commercial uses, but an OCP “does not commit or authorize a municipality [...] to proceed with any project that is specified in the plan”.

Further, the designation of development permit areas (DPA) within an OCP enables the District to guide “the form and character” of commercial and multifamily residential development. The proposed LAP includes design guidelines and the proposed designation of a DPA to provide Council an additional tool to shape any future development in Ambleside.

The LGA requires that a public hearing be held regarding the proposed OCP bylaw amendment.

### **3.0 Council Strategic Objective(s)/Official Community Plan**

#### *Council Strategic Plan*

Council’s 2024-2025 Strategic Plan directed LAP completion:

Objective 2.4: Complete an Ambleside Local Area Plan.

#### *Official Community Plan*

The OCP includes a range of policies to guide LAP preparation for Ambleside, including:

- 2.1.13 Create capacity for [...] new housing units through local area plans for the following areas, subject to provision 2.1.14 of this plan:
  - a. Ambleside Municipal Town Centre (1,000-1,200 estimated net new units).
- 2.1.14 Prepare local area plans by:
  - a. Reviewing and confirming boundaries and new unit estimates through the local area planning processes;
  - b. Determining densities, heights and building forms that respond to neighbourhood context and character (e.g., topography, natural features, site area, transportation and amenities); and
  - c. Prioritizing mixed-use and apartment forms in core areas and ground-oriented multi-family forms (e.g., townhouses, duplexes) to transition to adjacent single-family neighbourhoods.
- 2.3.1 Emphasize Ambleside Municipal Town Centre as the heart of West Vancouver with commercial land uses, such as:
  - a. Retail, service and restaurants;
  - b. Arts and culture spaces;

- c. Offices;
- d. Civic services and facilities;
- e. Visitor accommodation, such as boutique hotel(s); and
- f. Waterfront recreation.

2.3.10 Support the development of visitor accommodations, including but not limited to:

- a. Boutique hotel(s) in Ambleside Municipal Town Centre.

The preparation of the LAP would also represent an implementation opportunity for other OCP policies guiding the consideration of centres including: placemaking and public spaces (2.3.13); the pedestrian and cycling network (2.4.1); streetscapes and transportation alternatives (2.4.9); parking management (2.4.17); energy and emissions reductions (2.6.19); public realm connections (2.7.2); and art, culture, and diversity in the public realm (2.8.14).

## 4.0 Financial Implications

Adoption and long-term implementation of the LAP would be expected to have positive financial implications for the District. These would include: an incrementally increased tax base; off-site improvements from private development; the receipt of Development Cost Charges for District roads, utilities and parks; and opportunities for Community Amenity Contributions through rezoning applications.

## 5.0 Background

### 5.1 Previous Decisions

Council has directed the LAP process over the course of several meetings and through several resolutions (as summarized in Section 5.2). Most recently and specific to this report, Council, at its January 13, 2025 regular meeting, passed the following resolutions:

THAT the Ambleside Commercial Areas Draft Plan, attached as Appendix B to the December 20, 2024 report from the Senior Manager of Community Planning & Sustainability, be published for community input, be used for stakeholder engagement with the Ambleside and Dundarave Business Improvement Association and Ambleside Dundarave Residents Association, and be referred to the Planning Committee for its recommendations.

THAT staff report back in the second quarter of 2025 with a proposed Local Area Plan for the Commercial Areas for Council's consideration.

### 5.2 History

Council directed the LAP approach on June 13, 2022. The approach involved building on the current knowledge of Ambleside through a review of past planning studies to prepare three high-level "options". On February

6, 2023, Council directed staff to proceed with LAP engagement, using the three “options” as a tool to facilitate dialogue, gather input, and elicit new ideas. Over the course of spring 2023 community engagement, staff held 25 events and/or meetings, which resulted in ~640 voices heard and 354 pages of public input.

Staff presented a summary of those engagement findings at the July 24, 2023 Council meeting, with a proposed LAP Framework to guide next steps. Based on the Framework, Council directed staff to proceed with a “three-streamed” approach addressing the apartment, commercial, and neighbourhood areas. The apartment areas “stream” advanced to the adoption of Zoning and OCP bylaw amendments in July 2024.

The commercial areas “stream” has been the LAP focus since fall 2024. Specific commercial areas engagement in late 2024 heard from ~1,120 voices through 25 in-person events, workshops and meetings, along with survey feedback, phone calls and emails. This included ~400 survey responses and over 2,450 pieces of input through various forms of engagement. This feedback was summarized for Council and reflected in the Ambleside Commercial Areas Draft Plan, received by Council in January 2025 with direction to undertake further engagement. This report provides Council with a summary of that 2025 engagement and a proposed LAP for consideration of adoption into the OCP.

## 6.0 Analysis

### 6.1 Discussion

Working in response to community, local stakeholder, and Planning Committee input (summarized in **Appendix A**), staff have prepared the Proposed Ambleside Centre Local Area Plan (**Appendix B**). It includes five chapters, as summarized below:

#### *Chapter 1: Introduction*

If approved, the LAP would be adopted as part of the OCP bylaw and would provide new DPA guidelines for the commercial centre, replacing existing Ambleside section BF-C 3. The proposed LAP addresses the main commercial centre between 13th and 18th streets. Responding to community feedback, the plan’s scope has been revised to remove the Hollyburn commercial node around Marine and 22nd. The future of the Hollyburn area could be considered holistically with future planning for the renewal of the District-owned civic site on the 2100 block of Marine.

#### *Chapter 2: Public Realm*

The proposed LAP confirms the previously drafted public realm system with continued support for new plazas and public spaces, as well as better integration between the commercial centre and waterfront. To strengthen the different characters and roles of Bellevue, Marine, and Clyde, this chapter also confirms guidance on the retail street experience and

improved pedestrian connectivity. The proposed LAP removes the previous Draft Plan consideration to convert the John Lawson parking lot to parks use, while maintaining policies to expand off-street parking.

### ***Chapter 3: Land Use Designations and Policies***

Prioritizing low-rise (3-4 storey) regeneration, the proposed LAP removes the 5-6 storey designation proposed in the previous Draft Plan. About 80% of LAP lots would form a “low-rise heart”, fronting the length of Marine, the central portion of Bellevue, and parts of Clyde. To enable this predominant form of development, zoning updates are recommended to remove regulatory barriers that impede small site redevelopment.

South of Marine, five sites are identified within an “activated waterfront” area along Bellevue west of 15th. Taller forms are proposed that could be considered through subsequent individual rezonings to achieve public spaces (“waterfront plaza” and “gateway plaza”), a daylight creek, publicly accessible parking, new commercial space and housing, and a more vibrant, active and integrated waterfront commercial area.

North of Marine, four sites are identified within an “upslope precinct” along parts of Clyde and Duchess, where taller forms could integrate with the surrounding apartment area. Individual rezonings could subsequently be considered to achieve public spaces (“market square” and mid-block retail “alleys”), publicly accessible parking, the acquisition of land (to support, for example, an arts facility), and a specific rental housing site.

A general land use policy section is also included to guide a diversity of commercial and residential land uses, the local prioritization of amenity contributions for existing facilities (e.g. library, civic site) or new facilities (e.g. an arts facility), and the flexibility for Council to respond to site-specific opportunities that present beneficial opportunities (e.g. a hotel).

### ***Chapter 4: Building Design***

New DPA guidelines would provide direction to shape the form and character of new development in Ambleside. These guidelines respond to Ambleside’s context, including the existing low-rise commercial character, surrounding apartment area, and natural “amphitheatre” sloping down to the waterfront.

Guidelines would strengthen sense of place with individual building responses that contribute to Ambleside’s overall identity and avoid generic outcomes. New development would be required to strengthen how buildings “frame” the street and public realm, provide variety by modulating massing (versus monolithic low-rise “tunnel effects”), and carefully site any taller building forms with respect to their context.

### ***Chapter 5: Plan Management***

The LAP would be a long-term plan, providing the community, landowners, and Council with a tool to coordinate revitalization and regeneration of the commercial centre. As a “living” document, the plan could change over time as Council priorities and community needs evolve.

Staff would monitor the build-out of the LAP over the next five years and, if necessary, report back to Council to assess its effectiveness.

## 6.2 Climate Change & Sustainability

LAPs provide a significant opportunity to advance the District's environmental, social, economic, and cultural sustainability objectives as adopted through its 2018 OCP.

## 6.3 Public Engagement and Outreach

Consistent with Council's direction on January 13, 2025, staff undertook engagement and outreach on the previous Draft Plan as summarized in **Appendix A**. A full transcript of input received can be found online at [www.westvancouverite.ca/plan-ambleside](http://www.westvancouverite.ca/plan-ambleside).

This dedicated project webpage also includes summaries and transcripts of all previous phases of LAP engagement. Across three phases of engagement on the commercial area, 62,300 members of the public were aware, 11,800 informed, and 1,900 engaged and providing input.

From 2023 to 2025, consultation activity on the commercial centre has included approximately:

- 19 public events (e.g. open houses, "pop-ups", workshops)
- 30 stakeholder and advisory committee meetings
- 400 survey responses
- 6,350 pieces of input (e.g. specific feedback or ideas)
- 9,700 webpage visits

## 6.4 Other Communication, Consultation, and Research

As directed on January 13, 2025, this item was referred to Council's Planning Committee at its February 26, 2025 meeting. The associated Committee minutes and resolution are included in **Appendix A**.

## 7.0 Options

### 7.1 Recommended Option

That Council give first reading to the proposed OCP amendment bylaw, set the date for public hearing, and receive the engagement summary for information.

### 7.2 Considered Options

That Council provide alternative direction (to be specified) prior to setting a public hearing date.

## 8.0 Conclusion

Further to Council direction and community input commencing in 2023, a proposed LAP has been prepared to guide the revitalization and long-term future of Ambleside's commercial centre. Staff recommend initiating the process for adoption of the LAP as part of the District's OCP.

Author:



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David Hawkins, Senior Manager, Community Planning & Sustainability

Appendices:

**Appendix A:** Engagement Summary: Draft Ambleside Centre Local Area Plan  
**Appendix B:** Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025

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# Engagement Summary: Draft Ambleside Centre Local Area Plan

May 2025

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# 1. INTRODUCTION & OVERVIEW

The District of West Vancouver is preparing a Local Area Plan (LAP) for Ambleside, in accordance with Council’s direction. On July 24, 2023, Council directed staff to proceed with a “three-streamed” approach to the apartment, commercial, and neighbourhood areas, based on the LAP Framework.



On January 13, 2025, staff reported on Commercial Areas engagement findings from public events and a community survey conducted in Fall 2024. A Draft Plan for the Commercial Areas – informed by these engagement findings – was also provided to Council at this meeting. Council directed staff to a) publish the Draft Plan for community input; b) engage with the Ambleside and Dundarave Business Improvement Association (ADBIA) and Ambleside Dundarave Residents Association (ADRA); c) refer the Draft Plan to the Planning Committee for its recommendations; and d) report back in the second quarter of 2025 with a proposed Local Area Plan (LAP) for the Commercial Areas for Council’s consideration.

This report summarizes feedback received on the Draft Plan to provide a concise and factual record of input. A full transcript of engagement activities is also available as a separate report online through the document library at [www.westvancouverite.ca/plan-ambleside](http://www.westvancouverite.ca/plan-ambleside).

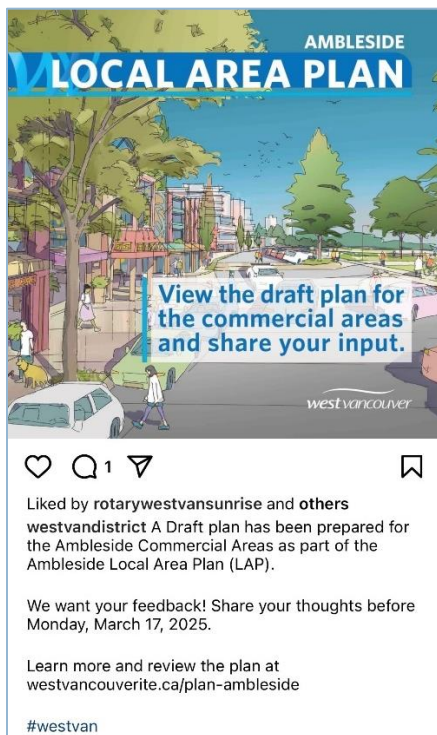
## 2. OUTREACH & ENGAGEMENT

### I. Summary & Metrics

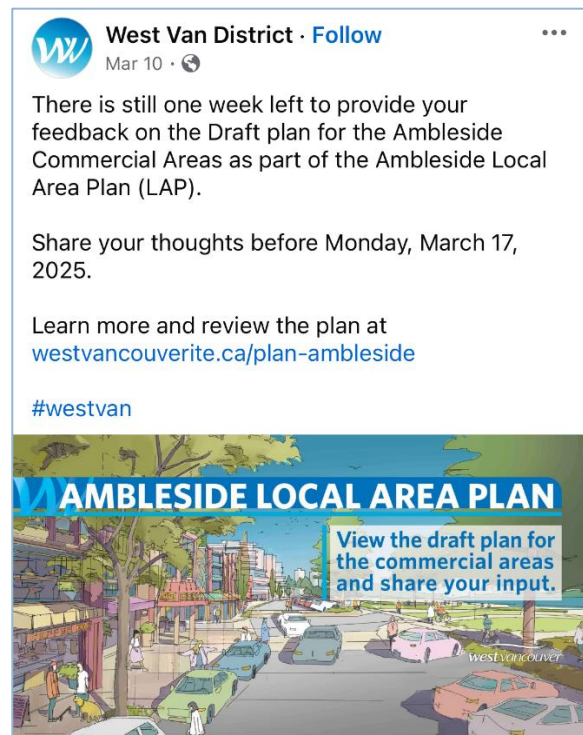
To raise awareness about the published Draft Plan and encourage feedback, a range of promotional tactics were implemented.

The WestvancouverITE page remained as the main source of information for the project and was updated with a link to the Draft Plan for public feedback, which was received from January 14 to April 14, 2025. Updates to the District website and promotion through WestvancouverITE's email subscription, District's e-newsletter, and a social media campaign supported receiving input. Metrics from the engagement and outreach included:

- ~82 emails and phone calls, resulting in ~307 individual pieces of input
- 1,652 visits to the WestvancouverITE project page (containing a viewable link to the Draft Plan and additional project information) between January 14 and April 14, 2025
- 932 engagements and 10,400 impressions on posts from the District's social media accounts (X, Facebook, and Instagram), shared on February 5 and March 10, 2025
- Workshop with stakeholder groups ADBIA and ADRA on February 10, 2025
- Referral to the Planning Committee on February 26, 2025
- Input from Skwxwú7mesh Úxwumixw (Squamish Nation)



Instagram post, February 5



Facebook post, March 10

## II. Planning Committee Referral

At its February 26, 2025 meeting, the Draft Plan was referred to the Planning committee for its input and recommendations. A full record of the approved minutes and resolution are provided below and included in the Engagement Transcript.

### Planning Committee

#### February 26, 2025

Staff presented the draft Ambleside Commercial Areas Local Area Plan (LAP) comprised of 11 sections. The Committee provided comments after each section of the draft plan was presented.

H. Wood joined the meeting at 4:07 p.m.

1) Strengthen Hollyburn and Support the Civic Site

Committee members spoke in favour of higher densities at the Hollyburn corner and noted an opportunity to connect the development and design of these sites to areas eastwards towards the West Vancouver Memorial Library.

Members discussed the merits of pre-zoning the subject sites as part of the LAP process to take the onus from the applicant in order to streamline municipal processes and encourage development. Members queried on the loss of Community Amenity Contributions (CAC) under this scenario, and staff responded that an Amenity Unit Calculation may be introduced within a zone to offset the absence of CAC negotiations.

Members noted incentives (e.g. density bonus) for initial development proposals after adoption of the Ambleside Commercial Areas LAP to advance redevelopment of area

2) Confirm the Public Realm System

Members noted an existing lack of connection between Marine Drive and the waterfront and signaled support for the direction of this section of the draft including the potential to incorporate more daylight creeks.

Steve Nicholls joined the meeting at 4:28 p.m.

3) Create Great Retail Street Experiences

Members spoke in support of the commercial hierarchy outlined in the draft plan.

Committee members suggested the John Lawson parking lot, if re-purposed, be redeveloped (rather than used as future park use) along with the “Waterfront Precinct” to develop a successful connection between the waterfront and Marine Drive as well as to utilize a unique site where development can occur on the north and south blocks of Bellevue Avenue. Members also suggested the development of a plaza along with proposed outdoor commercial activity to bring people from the waterfront to the commercial centre of Ambleside.

Committee members noted the need for a hotel in West Vancouver and briefly discussed the use of incentives (i.e. increased density) to achieve this.

4) Integrate Multimodal Transportation Strategies

Members spoke in overall support of the direction of this section to increase public parking supply. Members acknowledged that current underground parking (e.g. at Grosvenor) is underutilized. Members suggested prioritising underground public parking in early development proposals to help set a precedent for future development.

Members also discussed the potential role of empty private parking lots in Ambleside to accommodate paid public parking or offer spaces to rent.

Members signaled non-support to expand park space to the existing portion of John Lawson parking lot on District land (between 16th Street and 17th Street, south of Bellevue Avenue) noting adequate park land at the waterfront and safety concerns from the adjacent rail line.

Members discussed options for cycling paths through Ambleside and suggested that bicycles and cars do not need to be mutually exclusive. Members agreed that Argyle Avenue provided the safest path for cyclists noting that Marine Drive could not support safe cycling with buses and cars, and Bellevue Avenue cannot safely accommodate cyclists due to the need for cars to reverse in and out of parking stalls.

Members noted that Bellevue Avenue and north-south connectors should also serve as key pedestrian routes to encourage commercial activity.

5) Enable Low-Rise Development

Members debated whether low-rise development as proposed is financially viable in Ambleside. Members suggested that 3 storeys are too low and proposed 4 to 5 storeys in order to enable low-rise development to be realized in Ambleside.

Members stressed that stronger incentives were needed to encourage rental opportunities such as a 40% density bonus (compared to the proposed 10%).

6) Support a Complete Community

Members discussed the constraints of redevelopment in Ambleside citing the existing configuration of many small, individually owned parcels. Members suggested increasing densities beyond what is proposed in the Draft Plan to incentivize the market to buy, sell or assemble land to enable redevelopment. With a shift towards electric vehicles and EV charging, members felt that incentivizing redevelopment of Ambleside's existing gas station sites would benefit the commercial area.

Committee members spoke in favour of higher density at strategic sites for redevelopment, identifying the Masonic Hall and CIBC on Bellevue Avenue as such sites. Members proposed a range of heights (from 12-20 storeys) and densities (up to 5.0 floor area ratio (FAR)). Members also indicated sites to the north of Marine Drive are less sensitive and should be identified for more density and height.

7) Provide Opportunities to Focus on Commercial Vibrancy

Committee members spoke in support of seeking public ownership of the Sweeney site, noting constraints to its redevelopment (site configuration, lot size, zoning) as well as potential civic uses of the site (park, café, art centre).

8) Establish Four Signature Placemaking Opportunities

Committee members stressed the potential of the four placemaking sites to bring revitalization to Ambleside, deliver community needs and work holistically together to achieve the desired cohesive vision of the Ambleside LAP.

Members commented on wanting to see a more cohesive street wall along Marine Drive in terms of height and spoke in support of a generalized two-storey street wall to retain the character of Ambleside and avoid creating a corridor along Marine Drive.

Members queried on the potential impacts of redevelopment on Marine Drive and noted that Bellevue Avenue has the potential to handle additional density.

Members commented against restricting the location of a grocery store in the Ambleside Commercial Area in favour of incentivizing initial development proposals.

Committee members debated the prescriptive design guidelines (notably for the “Waterfront and Village Square Precincts”) noting that it takes creativity from the developer but gives more certainty to the public as they provide input on the draft plan. Members recommended that the images accompanying the design guidelines note that they are for “illustrative purposes only”.

Committee members spoke in support of:

- Public realm objectives of redevelopment at the “Western Gateway” (Hollyburn Plaza site);
- The taller and narrower design guidelines at the “Waterfront Precinct” and “Village Square Precinct” sites where development is set back from Marine Drive; and
- Ensuring a full-service grocery store remains at existing Fresh St. Market site.

#### 9) Shape Development to Create Variety

Members signaled support of this section of the draft LAP.

#### 10) Articulate Buildings to Frame Great Streets

Committee members discussed the current potential of Ambleside to accommodate pedestrians safely due to the network of lanes and spoke in favour of the direction to widen sidewalks where possible, noting that larger sidewalks might require a three-storey street wall in some instances. Members also spoke to the potential of Ambleside lanes to incorporate murals and public art.

#### 11) Manage this Plan to Deliver Desired Outcomes

Members spoke in strong support of the guidelines outlined in this section noting that they should be highlighted at the beginning of the draft plan in order to provide an encompassing image of the goals of the LAP.

Members spoke to the importance of the LAP process to improve Ambleside, including regarding safety concerns, citing the recent earthquake and the shortage of seismic-resistant buildings in the Ambleside area.

It was Moved and Seconded:

THAT the Planning Committee supports the Ambleside Commercial Areas Draft Plan with the following general comments;

- General support for considering higher heights and densities in specific areas and with reference to specific comments noted within the minutes (consideration to ensure that heights and densities are sufficient to result in redevelopment and realization of plan objectives);
- Support for pre-zoning sites to align with LAP directions for land use, height, FAR, etc. to remove that barrier for redevelopment and realizing the vision for the Commercial Areas sites; and
- Support for ensuring flexibility to incentivise redevelopment (e.g. diversity of ground level commercial land uses, parking reductions, flexibility with design guidelines to achieve the best planning/design outcome, rental housing delivery, public realm improvements/delivery, amenity funding, etc.);

AND THAT the Planning Committee supports the preparation of a proposed Local Area Plan for Ambleside's Commercial Areas for Council's consideration, with the following comments regarding Draft Plan sections:

1. Strengthen Hollyburn and Support the Civic Site: General strong support for redevelopment and revitalization of this area. Need to ensure densities and heights are set to allow for redevelopment to proceed in the near to medium term. Support for considering higher densities and heights.
2. Confirm the Public Realm System: Support for approach to daylight creeks and should consider how to strengthen/introduce connections to them. Good precedent images exist, should be used and can be very helpful for communication/visioning for these types of ideas. Strong support for the significant/critical goal of strengthening connections from Ambleside Park to the commercial area.
3. Create Great Retail Street Experiences: Support for focus on central Ambleside commercial area to "get it right" and deliver revitalization in the existing commercial area with active commercial uses at street level and the proposed hierarchy of streets/corridors. Where possible consider the existing John Lawson parking lot site for an opportunity for redevelopment on both sides of Bellevue Avenue to create a complete commercial waterfront precinct. Important to consider pedestrian infrastructure and plaza opportunities along Bellevue Avenue to be interspersed with new development to ensure success of Waterfront precinct.
4. Integrate Multimodal Transportation Strategies:
  - a) Support the general approach to increase available parking for commercial and recreational users and could introduce more flexibility for balancing public parking demands (i.e. potential identified sites).
  - b) Could reconsider direction to introducing additional park space where existing 17th Street parking lot exists now as the site would have pedestrian comfort, accessibility issues with adjacency to existing rail Right-of-Way. Feel that there is enough park land to serve local needs.
  - c) Support for improving the bike route on Argyle Avenue that could co-exist with vehicle parking as long as focus for the primary pedestrian route is Bellevue Avenue and the waterfront pathway.

5. Enable Low-Rise Redevelopment: Would support moderately higher heights and densities for this area. 10% bonus for rental should be increased as it would likely not be enough to incentivize rental housing.
6. Support a Complete Community: Support for considering higher heights for sites north of Marine Drive. Support for increasing density and height to incentivise redevelopment of existing gas station sites in the near term. Support for higher height and density on former Masonic Hall site and the existing CIBC site.
7. Provide Opportunities to Focus Commercial Vibrancy: Support directions including considering future opportunities for public use on existing Sweeney site.
8. Establish Four Signature Placemaking Opportunities:
  - a) The Western Gateway – Support for direction.
  - b) The Waterfront Precinct – Support for direction of revised massing that focuses height and massing on Bellevue Avenue to not overwhelm Marine Drive commercial street. Could consider how to create flexibility in policy direction to allow for the optimal development proposal to come forward.
  - c) The Village Square Precinct – Support for direction of revised massing that introduces increased building separation with reduced massing and taller forms. Consideration for a three-storey street wall or a symmetrical north/south street wall.
  - d) The Eastern Gateway: Support for proposed direction.
9. Shape the Development to Create Variety: Support for direction.
10. Articulate Buildings to Frame Great Streets: Support for direction. Should consider opportunities to widen sidewalks where possible.
11. Manage this Plan to Deliver Desired Outcomes: Strongly support these directions that should be emphasized/brought up front and made clear to avoid public misunderstanding.

CARRIED

### III. Stakeholder Workshop Notes

A local stakeholder workshop was held with the Ambleside and Dunderave Business Improvement Association (ADBIA) and the Ambleside Dunderave Residents Association (ADRA) on February 10, 2025.

A full record of meeting notes from the session are provided below and included in the Engagement Transcript.

#### ADBIA and ADRA Stakeholder Workshop February 10, 2025

##### Ambleside Local Area Plan Commercial Areas Stakeholder Workshop, February 10, 2025

- Ambleside Dunderave Residents Association (ADRA)
- Ambleside and Dunderave Business Improvement Association (ADBIA)

*The Ambleside Commercial Areas Draft Plan (December 2024) includes 11 sections, with maps, diagrams, illustrations and text outlining the draft content of a future LAP. The feedback below, provided by ADRA and ADBIA, is grouped based on the relevant Draft Plan section.*

##### 1. Strengthen Hollyburn and Support the Civic Site

- Agreement with land use change, increases to height and density as shown, and enhancing synergies with the civic site, but disagreement on the timing, with the following comments:
  - Timing – this should be a separate piece to the Local Area Plan, and should be looked at more holistically given the review of the civic site
  - Concept – concern is not about the land use, height, and density as shown, and it could be that more height/density is appropriate based on what happens with the civic site, but prefer to understand more about future changes to the civic site
  - Supporting the civic site – while we don't know the exact timing of changes to the civic site, the Official Community Plan could allow Council the flexibility to consider future rezonings for this area, while also supporting a holistic review of this commercial corner

##### 2. Confirm the Public Realm System

- General agreement, with the following additional comments:
  - Connections to the waterfront – agree that these can be improved, with 14th and 15th being good examples to build on (cafes, restaurants, that bring higher foot traffic), whereas 17th (south side of the Fresh Street site with an existing “blank” wall) is currently much less likely to draw people from the water to the commercial area
  - Focused commercial area – some comments that the commercial area (as shown in the Draft Plan and consistent with the area's zoning and previous plans) should be focused between 13th and 18th, and others saying it should extend to 19th / Memorial Park along Marine

### 3. Create Great Retail Street Experiences

- General agreement, with the following additional comments:
  - Waterfront (shown as blue on the map) - agree with no services at street level, and limited to the uses described in the map legend, this is the waterfront retail area and should be focused on “active” and lively storefronts, building on the higher foot traffic in these blocks
  - Active (shown as red on the map) – agree generally with the map and legend, but this is our main route for trucks and transportation (not always the greatest area for outdoor patios) and there should be some flexibility to allow a limited amount of office at street level
  - Flexible (shown as yellow on the map) – agree, this makes sense, allows for the services the community needs but keeps a focused village area for walkable and lively retail

### 4. Integrate Multimodal Transportation Strategies

- Some agreement, with the following feedback and suggestions:
  - Parking:
    - Support for increasing parking supply within the village, where possible, through site redevelopment
    - Concerns about converting parking at John Lawson Park into green space, parking is important in this location, and any Council decision to re-purpose it to some form of parks space should be positioned only as a consideration (not a firm commitment)
    - Some comments that there are other uses, such as retail space, that could be a good use of the current parking space as this area evolves, other feedback that when the existing Fresh Street site redevelops, then improving the parking space will still benefit any cafes / new public space on that site
  - Waterfront Park:
    - An Ambleside Local Area Plan can keep open the idea of Council considering - in the future, with community input - the idea of expanding Waterfront Park by converting parking to green space, but right now, parking is seen as a bigger benefit to the community at this location
    - Strong support for purchasing the remaining privately-owned waterfront lot and completing Waterfront Park
  - Spirit Trail and bicycle options:
    - Some strongly preferred the idea of keeping bikes on Argyle / the Spirit Trail, and others strongly preferred Bellevue as a bicycle option
    - Within this range of perspectives, LAP policies should:
      - Communicate no net loss of parking in mobility considerations for public streets, and
      - Consider transportation and parks planning outside of the Local Area Plan (i.e. use the LAP to guide redevelopment of buildings, and not use it to commit to one parks or cycling option over another)

## 5. Enable Low-Rise Development

- Agreement, with the following additional comments:
  - Low-rise development, as shown in the Draft Plan, is supported on these sites, including relaxing off-street parking for small and constrained sites, waiving amenity contributions to make redevelopment in low-rise forms more viable, and considering modest density bonuses for rental
  - The biggest challenge is with the 1400-block of Marine Drive (south side) as this plan won't create a "window of opportunity" for redevelopment here – something bolder is likely needed here to enable redevelopment (e.g. could consider the block as a whole, potentially eliminate Ambleside Lane, and develop as a comprehensive scheme) but this would be a longer-term idea beyond the timeframe of the LAP, and there is support for the low-rise guidance currently in the Draft Plan

## 6. Support a Complete Community

- General agreement, with the following feedback and suggestions:
  - Revitalization – concern about "analysis paralysis", the community needs a plan that will lead to change, support housing for seniors and young people, and we know that we won't get the kinds of businesses and services we want just based on the existing population
  - Affordable housing – right to be offering the proposed opportunities for below-market and market rental
  - Office – agree with keeping flexibility on providing second floor office as proposed in Draft Plan policies, this can be challenging to create / lease, and can have impacts on providing residential space
  - Hotel – agree, be flexible on allowing Council to consider more height/density to support adding this use to Ambleside if there is an application
- Specific suggestions for where there could be more height/density to deliver revitalization:
  - 1763 Bellevue (former Masonic Hall):
    - Community use – keep the flexibility for Council to work with the community on this, and decide how best to accommodate any future community use
    - Height/density – context including the existing Hollyburn Plaza tower to the west and BC Hydro substation to the south support up to 12 storeys
  - 503 15th Street (at Clyde): context including adjacency to existing, taller buildings within the apartment area supports consideration of additional height/density
  - 585 16th Street (at Duchess): context including adjacency to existing, taller buildings within the apartment area supports consideration of additional height/density
  - 1571 Bellevue (at 16th): focus on retail adjacent to Waterfront Park with flexibility on whether office is required on this site; consider 7 storeys based on existing and proposed context across from 1650 Marine (Fresh Street)

## 7. Provide Opportunities to Focus Commercial Vibrancy

- Agreement, with the following additional comments:
  - 585 16th Street (at Duchess): site is located away from Marine Drive, and adjacency to existing, taller buildings within the apartment area supports the potential for residential-only use and consideration of additional height/density
  - Transfer of density from 1590 Bellevue (at 16th) to 1763 Bellevue (former Masonic Hall): support for this idea of potential public ownership of the site at 1590 Bellevue, provides flexibility for Council to work with the community on determining the best use of the site, and supports consideration of additional height/density at 1763 Bellevue which could help facilitate this as summarized in the feedback on the previous section

### 8.a. The Western Gateway

- Agreement with the Draft Plan direction

### 8.b. The Waterfront Precinct

- Agreement with the Draft Plan and that it improves upon previous massing and illustration of this site, with the following suggested improvements to the Draft Plan:
  - Height – prefer to see increased height on part of this site, if it means lowering the height along Marine Drive, with more “open” area and better sunlight access at street level north of this site
  - Building massing – going “tall and thin” is better here, not something “hospital” like:
    - Western portion of the site (Bellevue / 17th) - potentially increasing the Draft Plan up to 16-18 storeys (e.g. fitting with the 180 ft. maximum height in Ambleside’s existing apartment zoning)
    - Eastern portion of the site (Bellevue / 16th) – potentially lowering to 3-4 storeys (from 6-8 storeys as shown in the Draft Plan)
    - Northern portion of the site (Marine) – agree with the Draft Plan’s 3-4 storeys along Marine

### 8.c. The Village Square Precinct

- Agreement with the idea of “taller and skinnier” buildings, rather than shorter and wider buildings, with the following additional comments:
  - Height – support for the Draft Plan concept illustrated, with taller building elements (up to 14 storeys on the western portion, up to 8 storeys on the eastern portion) and north-south orientation, minimizing impacts
  - Building form – the overall massing and “rhythm” of buildings works here in terms of reflecting the existing framework (for example, existing residential buildings to the east)
  - Commercial – support for 2 storeys of along Marine Drive, with pedestrian mews connecting Marine Drive with the Clyde Avenue plaza
  - Village Square is a key catalyst site with real opportunity to support revitalization of the Ambleside commercial area

#### 8.d. The Eastern Gateway

- Agreement, with the following additional comments:
  - Arrival plaza – strongly support keeping the arrival plaza, as illustrated, with support for removing the requirement for rental housing and second floor office space to lower the overall building height to 4-5 storeys (as shown in the Draft Plan)

#### 9. Shape Development To Create Variety

- Agreement with the approach taken to encouraging building variety

#### 10. Articulate Buildings to Frame Great Streets

- Agreement, with the following additional comments:
  - Commercial floor height – needs to support the types of new businesses that residents want to see within new buildings that are more likely to see businesses thrive in (e.g. generous enough to support commercial kitchens and venting required for new restaurants) while balancing overall building height (e.g. 14 ft. floor-to-ceiling height for all commercial spaces, but not 20 ft.)

#### 11. Manage this Plan to Deliver Desired Outcomes

- Agreement, with the following additional comments:
  - Hotel – the plan needs to be able to encourage delivery of a hotel, this will require some flexibility, and could involve allowing residential storeys above the hotel space (providing residents with access to concierge service, etc. within the hotel could be a model that works well in West Vancouver)
  - Commercial – adding more commercial floor area provides a fiscal benefit to residents by lowering the tax burden for residents
  - Residential – consider allowing lock-off suites in apartments within Ambleside to provide a “mortgage helper” and some flexibility in how the apartment space is used
  - Parking – support seeing parking provided as part of the public benefit through the plan, while recognizing on smaller low-rise sites or for rental units there will be a need to reduce parking requirements, but there are concerns with reducing parking requirements for strata residential as owners’ parking needs may evolve

## Additional Written Comments from ADRA March 11, 2025

Subsequent to the workshop, ADRA submitted additional written comments. They are provided below and included in the Engagement Transcript.

General Comments (further to ADRA comments of March 26, 2023):

- Stress importance of public engagement and transparent processes, which have been very good to date.
- ADRA cannot support specific heights or densities but looks to supporting change that will enhance the village like quality of life, currently enjoyed by residents.
- Would like to see the use of 3D modelling to provide an overall sense of proposed changes. City of Kelowna used this process to move plans forward for redevelopment of the downtown area. Illustrations on the 11 points should be included in an overall picture of revitalization.
- Height to be shown in measurement as opposed to storeys. We have referenced 3-4 storeys but would like an actual measurement to work with, ie 37.5 feet or ?
- Not in favour of Pre-Zoning. Important to have transparency and community engagement.
- Changes should consider and enhance the Village like quality of Ambleside (and Dundarave) ie consider Marine Drive between Ambleside and Dundarave as low rise (3-4 storeys)
- Low rise along Marine and Bellevue take advantage of the natural, sloping topography.
- Support enhancement of adding elements that support businesses ie, patios, street trees, lighting, wider sidewalks. Sun light is a big factor, encouraging people to linger, stroll and explore the village.
- North /south access from the waterfront into Ambleside Village.

### 1. Strengthen Hollyburn and Support the Civic Site

ADRA would like to see this taken out of current discussions. It should be considered

Separately from the Ambleside Commercial Zone. Consideration needs to include the plans to redevelop the recreation centre lands as density has been proposed above the new buildings. Include St. Stephens Church property. Will it result in competition to the Ambleside and Dundarave commercial areas? Why do we need a third “village”?

It is a concept that is not understood by the neighbourhood and controversial. There needs to be full discussion on proposed rezoning of Stratford Court at 2202 Marine Drive, 2168 and 2170 Marine Drive, all relatively new buildings assuming no redevelopment in the next 20-30 years.

Potential redevelopment in this area would include the gas station site at 2196 Marine Drive and existing commercial sites at 2222 and 2232 Marine Drive. The suggested height for Marine Drive currently at 3-4 storeys (measurement to be determined).

## **2. Confirm the Public Realm System**

ADRA supports the commercial area, ie the Village of Ambleside, located between 13th

And 19th Streets. Note there is access directly from the Seawalk up 19th to Marine Drive. There are a number of businesses already operating in this block. Memorial Park is a natural ending the to Village area.

## **3. Create Great Retail Street Experiences**

*(no additional comments submitted)*

## **4. Integrate Multimodal transportation Strategies**

### **Parking**

Recognize that there are two special sites in Ambleside Village. Fresh Street and Clyde Avenue sites offer opportunities for additional parking.

ADRA holds high concern over conversion of parking at John Lawson Park into green Space. A decision for the community and Council.

### **Waterfront**

Stress importance of community engagement

### **Spirit Trail and Bicycle Options**

Need to explain “no net loss of parking in mobility considerations for public streets.

## **5. Enable Low-Rise Development**

The LAP to consider low-rise development on these sites. Council to consider the option of Waiving amenity contributions, including modest density bonuses for rental. Questions Around community amenity contributions, usually charged for upzoning. There should be A clear formula

1400 block of Marine Drive (south side). Concern with massing if developed as one block. Recognize the the “quirkiness” of the current retail. The Ambleside Lane allows for Pedestrian movement and could be enhanced as opposed to eliminated.

## **6. Support A Complete Community**

Affordable Housing - ADRA would like to see a proper policy on Affordable Housing, including a cost benefit analysis. Identify municipal and provincial funding responsibilities.

Hotel - agree, be flexible on allowing Council and the Community to consider.

1571 Bellevue (at 16th) - not in agreement with suggesting 7 storeys for future development  
But support community engagement to determine.

## **7. Provide Opportunities to Focus Commercial Vibrancy**

Any density transfers would need to be made by Council in consultation with the community. It is not part of ADRA's mandate. Include commercial area up to 19th.

### **8a. The Western Gateway (Hollyburn Plaza)**

ADRA supports the west end of Ambleside Village at 19th and Marine Drive as marked by Memorial Park on the north west corner and the high rise directly across the street. Note there

The sidewalk from Bellevue to Marine on the south east side of 19th is nicely landscaped, Enhancing the pedestrian access to Marine Drive and the businesses in this block.

Conceptual illustrations for the 1700 block should be extended to include the 1800 block of Marine Drive. The 1800 block is currently in the Apartment Zone.

### **8b. The Waterfront Precinct (Fresh Street Site)**

Good direction recognizing a large site and major impact into the Ambleside Village. Recognize need to add density while reducing massing, enhancing pedestrian experience,

Green space and the potential for parking opportunities.

### **8c. The Village Square Precinct**

*(no additional comments submitted)*

### **8d. The Eastern Gateway**

*(no additional comments submitted)*

## **9. Shape Development To Create Variety**

*(no additional comments submitted)*

## **10. Articulate Buildings to Frame Great Streets**

*(no additional comments submitted)*

## **11. Manage this Plan to Deliver Desired Outcomes**

Hotel - Consider the concept of a hotel in Ambleside given recent hotel additions on Capilano Road in North Vancouver. Not a required outcome of this process but a considered option.

## IV. First Nations Input

Consistent with previous phases of this project, staff reached out to Sk̓wxwú7mesh Úxwumixw (Squamish Nation), sə́lílwətaʔt (Tseil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation) to provide an update on the Draft Plan and invite feedback.

Staff received a response with written input from Squamish Nation. Full input is included below and in the Engagement Transcript.

### Squamish Nation

**March 15, 2025:**

In addition to comments provided before, please find below additional comments from the team on the LAP:

1. Economic opportunities/employment/low-barrier business opportunities/procurement from Squamish owned businesses in projects planned under this initiative.
2. Safe, equitable and affordable housing for Squamish members.
3. Health/medical facilities access being available for SN members.
4. Transportation to avail facilities, social infrastructure and amenities.
5. Interconnectedness to reserves through roads and transport.
6. SN artists for representation. SN signages and boards for cultural representation on individual projects.
7. Employment/training opportunities for members.
8. More assisted living homes and elders' centres.
9. Accessibility to educational facilities and programs.
10. Safe housing for community members. Accessibility to support staff if required.
11. Mobility/disable friendly buildings.
12. Please reference our climate legacy strategy at [https://www.squamish.net/wp-content/uploads/2024/10/ClimateLegacyStrategy\\_Final\\_Sep16\\_DIGITAL\\_Booklet.pdf](https://www.squamish.net/wp-content/uploads/2024/10/ClimateLegacyStrategy_Final_Sep16_DIGITAL_Booklet.pdf) for information on our climate priorities.
13. Regulations should ensure buildings are designed to net zero carbon emissions (considering clean power/heat, building envelope, renewables, and embodied carbon) and the highest sustainability standards (including considerations for water conservation, storm water management, waste management, transportation, environmental conservation, and food security).

14. Touching base with SN and uploading referrals for each constructional project planned under this initiative.
15. Use of Squamish Snichem as inclusivity on signs and boards.
16. Cultural training for staff.
17. Better emergency services.
18. Better communication protocol with SN when works are planned around reserves.
19. More Snichem naming of places, roads and buildings.
20. SN requires the environmental monitoring and reports prepared by a QEP, during construction and for the duration of the works and maintenance period, up to five years.
21. SN requires the usage of environmentally safe materials for the development of in-water structures beyond coastal flood protection works, such as piers, ramps, docks and floats.
22. Because of deep rooted cultural history new developments that involve ground disturbance should be uploaded for Squamish Nation's review. Therefore, we expect all individual projects to be submitted separately for a thorough review through Squamish Connect.
23. Squamish Nation owned forestry companies to have first right of refusal for tree removals.
24. Cedars and Western Yew to be used in the non-drought areas amongst deciduous trees.

I want to re-iterate that we understand this LAP does not include jurisdiction over Squamish Nation held lands and reserves.

Please submit individual construction projects separately on Connect for analysis by arch team.

## V. Written and Phone Correspondence

Community input by phone or email was collected and encouraged on the Draft Plan via the project page. Between January 14 to April 14, 2025, staff received ~82 emails and calls from unique individuals, resulting in a total of ~307 individual pieces of input received. All correspondence is included in the Engagement Transcript, available online at [www.westvancouverite.ca/plan-ambleside](http://www.westvancouverite.ca/plan-ambleside).

Feedback has been analyzed according to the most frequently-mentioned perspectives, organized from most to least discussed. While some comments are related to a specific site or location, other comments are more general in nature. Below is a summary of the input received.

Count	Most frequently-mentioned perspectives
56	Support height/density proposed for Masonic Hall site or preference to see an increase
53	Support height/density proposed for Anytime Fitness site or preference to see an increase
30	General support for Fresh Street site as proposed in the plan
21	Thanks to staff for work on the Draft Plan
20 <i>(Note: 4 emails, including one petition with 16 additional signatures)</i>	Remove Hollyburn Corner (specifically Stratford Court) from the plan
19	Preference for increased height/density – broadly or various specific sites (including mixed-use sites, where public benefit or affordable housing can be achieved, 1590 Bellevue, etc.)
16	Support height on 1400 block Clyde (Village Square) or preference to see a height increase
15	Support and suggestions for creating more affordable housing (including below-market and rental)
14	Support height on 1700 block Bellevue (Western Gateway) or preference to see a height increase
12	General support for the Draft Plan
10	Support for proposed multimodal strategies and suggestions to incorporate more into the plan (e.g. protected lanes, end-of-trip facilities, incorporating bicycle storage in new development)
10	Preference for low height/density – broadly or various specific sites (including Marine Drive, near the waterfront, Fresh Street site, Village Square, etc.)
8	Various comments about process and implementation of the plan (i.e., desire to see fast implementation, representation of voices, etc.)
7	Support for public realm enhancements and some comments with additional suggestions (i.e., sidewalk improvements, more greenery, etc.)
6	Desire to see revitalized commercial area and spaces
6	Desire for inclusion of ample public parking (including surface, below-grade, and retaining parking near the waterfront, etc.)

Other input received was not as frequently-mentioned (receiving 5 comments or less). These remaining 20 comments included broad categories relating to: the extent of the plan's boundary; inclusion of commercial business or tenant protections; inclusion of dedicated arts facility; environmental concerns (e.g., daylit creek, tree removal, pollution); desire to maintain the village character, and; building form and land use preferences.

### 3. CONCLUSION

This Engagement Summary is intended to provide Council and the community a concise but comprehensive record of the feedback received on the Draft Plan for the Commercial Areas and accompanies the Engagement Transcript published online. Staff would like to place on record their sincere thanks to all those who shared their insights, perspectives, and ideas for the Ambleside Commercial Areas Draft Plan.

Please visit <https://www.westvancouverite.ca/plan-ambleside> to subscribe to project updates and for full documentation and reports related to this project.

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District of West Vancouver

**Official Community Plan Bylaw No. 4985,  
2018, Amendment Bylaw No. 5386, 2025**

Effective Date:

# Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025

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District of West Vancouver

# **Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025**

A bylaw to adopt the Ambleside Centre Local Area Plan.

Previous amendments: Amendment bylaws 5008, 5045, 5054, 5057, 5064, 5074, 5076, 5120, 5135, 5128, 5172, 5231, 5222, 5280, 2301, 5335, 5291, 5292, 5362, 5205, and 5355.

WHEREAS the Council of The Corporation of the District of West Vancouver deems it expedient to provide for the designation of a development permit area for the purposes of revitalization of an area and establishment of objectives for the form and character of development;

NOW THEREFORE, the Council of The Corporation of the District of West Vancouver enacts as follows:

## **Part 1 Citation**

- 1.1 This bylaw may be cited as Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5386, 2025.

## **Part 2 Severability**

- 2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

## **Part 3 Amendment to Schedule ii [Area-Specific Policies & Guidelines]**

- 3.1 Official Community Plan Bylaw No. 4985, 2018, is amended by:
  - 3.1.1 Deleting “Guidelines BF-C 3” for “Ambleside Village Centre” in their entirety and replacing them with a new “Guidelines BF-C 3

Ambleside Centre Local Area Plan” attached as **Schedule A** to this bylaw; and

- 3.1.2 Reconciling the “Area-Specific Policies & Guidelines” table of contents accordingly.

## **Schedules**

Schedule A – Guidelines BF-C 3 Ambleside Centre Local Area Plan

READ A FIRST TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

PUBLICATION OF NOTICE OF PUBLIC HEARING on

PUBLIC HEARING HELD on

READ A SECOND TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

READ A THIRD TIME (MAJORITY VOTE IN THE AFFIRMATIVE) on

ADOPTED by the Council (MAJORITY VOTE IN THE AFFIRMATIVE) on

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Officer

# PROPOSED AMBLESIDE CENTRE LOCAL AREA PLAN

District of West Vancouver | May 2025

*Ambleside is located on the traditional, ancestral and unceded territory of the Skwxwú7mesh Úxwumixw (Squamish Nation), səłilwətał (Tsleil-Waututh Nation), and xʷməθkʷəy̑əm (Musqueam Nation), who have inhabited these lands since time immemorial.*



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# 01 INTRODUCTION

This Ambleside Centre Local Area Plan and Design Guidelines (LAP) forms part of the District of West Vancouver's Official Community Plan (OCP). It provides a long-term vision for our community's most central commercial hub, as well as flexible policies and guidelines that serve as decision-making tools to achieve that vision. Subsequent chapters include specific objectives; but the overarching vision described in the LAP is one of successful regeneration, increased business vitality, strengthened social vibrancy, and enhanced liveability in this important centre.



# 1.1 Background

Ambleside is located on the traditional territory of the Coast Salish peoples, including the Squamish, Tsleil-Waututh and Musqueam First Nations, who have inhabited this area since before recorded history. At the time of the establishment of West Vancouver in the early 20<sup>th</sup> century, Ambleside was a centre of commerce, with ferry connections to both Vancouver and across the North Shore. The opening of Lions Gate Bridge in 1938 shifted the business (and vehicular) focus towards Marine Drive; and later, in 1950, the opening of Park Royal Shopping Centre began to create the significant competition for local businesses which continues today.

The introduction of the surrounding Ambleside Apartment Area in 1958 enabled high-rise residential construction, and new housing over the next two decades supported business vitality in the centre. Subsequent decades also saw the addition of (or improvements to) many civic facilities, such as the community centre, library, municipal hall, and waterfront park – confirming the wider Ambleside neighbourhood as the District’s overall “centre”.

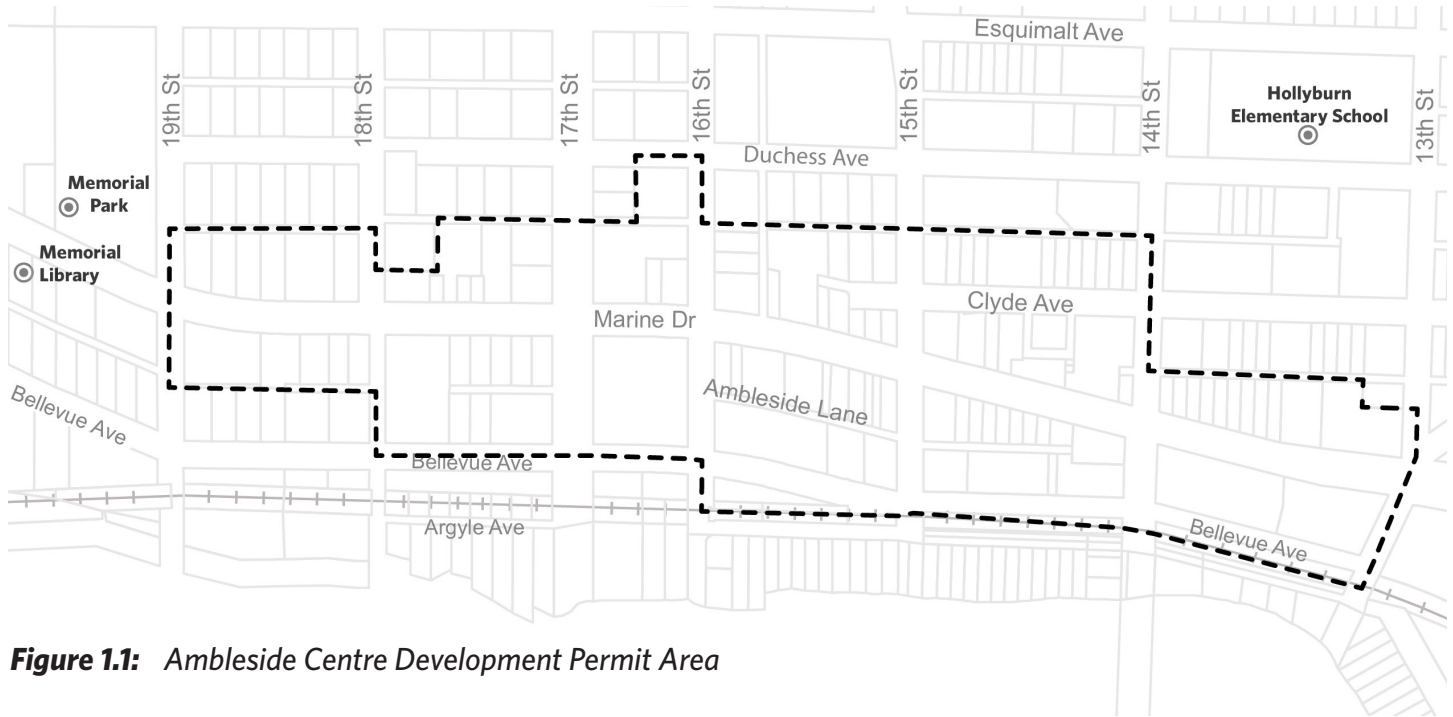
Over the course of several decades and multiple studies, the community has identified many hopes and opportunities for Ambleside. And the engagement process that directed the development of this plan confirmed that many previously identified aspirations still resonate today. These include: better integration of the centre with its outstanding, waterfront setting; increased foot traffic animating a more vibrant retail core; a “living centre” with residential options above shops and services; new public gathering spaces to strengthen our shared social hub; the renewal of aging buildings within a predominantly low-rise scale; and both more convenient parking and a better pedestrian experience for all who frequent Ambleside.

The LAP process included meaningful conversations around these (and other) themes. This plan responds to community input by providing a path forward that builds upon Ambleside’s context, opportunities, assets, and identity to guide the long-term success of this special place.



## 1.2 Application and Scope

This LAP applies to the design, review and approval of developments within its boundaries. It supports new Zoning Bylaw regulations and also updates the Development Permit Area (DPA) with associated form and character guidelines. All lands shown in Figure 1.1 within the LAP are designated as the Ambleside DPA and design guidelines apply.



**Figure 1.1:** Ambleside Centre Development Permit Area

The Development Permit Area designation is recognized under the OCP as follows:

- Category:** Local Government Act s. 488(1)(d), (e) and (f)
- Conditions:** The development permit area designation is warranted to ensure that buildings and sites are well designed and articulated, crafted and constructed with high-quality materials, and respond to the contextual circumstances of Ambleside.
- Objectives:** These guidelines are the primary means to deliver development that maintains and enhances the unique characteristics of Ambleside.
- Guidelines:** Planning Area Design Guidelines shall apply.
- Exceptions:** Development may be exempt from the requirement for a Development Permit if the proposal:
  - does not involve the construction of any new buildings or structures; or
  - is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Planning Area Design Guidelines; or
  - is for residential-only development (where allowed under the Ambleside Centre Local Area Plan), in which case the Ambleside Apartment Area Development Permit Area Guidelines apply.

Incremental reinvestment over the life of this plan will contribute to Ambleside’s continuing role as the centre of West Vancouver. As a guiding document, this plan is neither prescriptive nor exhaustive. Its purpose is to guide decisions towards an overall vision; it does not present the final decisions themselves. As such, this LAP serves as a framework for Council, staff, and the community to consider future development proposals in Ambleside.

Applicants should be prepared to demonstrate how development proposals adhere to the LAP and DPA. Drawings and sketches in this plan are conceptual in nature and are intended to illustrate possible outcomes of the associated provisions. This includes artist illustrations that present existing buildings in white (for context), with colour used to show the kinds of potential new buildings this plan contemplates. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable or fixed boundaries, such as property lines. Unless otherwise specified, quantities and numerical standards within text, figures, drawings or diagrams are to be interpreted as general; anticipated densities and heights are accordingly provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw.

## **1.3 Organization**

This plan is divided into the following sections to support the continued strengthening of the identity, livability, and vitality of Ambleside:

### **Public Realm**

The “spaces between buildings” including gathering places, pedestrian connections, the retail street experience, and parking.

### **Land Use Designations and Policies**

The “uses within buildings” including the densities and heights associated with commercial and residential uses.

### **Building Design**

The “look and feel of buildings” including architectural expression, building articulation, massing, and materials.

### **Plan Management**

The administration of the plan as a “living document”, with its implementation and monitoring as a means to achieve plan objectives.

# 02 PUBLIC REALM

Ambleside is the commercial, social, and creative waterfront hub of West Vancouver. Located at the base of a natural amphitheatre where waterways flow from the mountains to the sea, this setting contributes to its enduring appeal to residents, workers, and visitors drawn from across the District, region, and beyond. Anchored by beachside parks along a scenic sea walk, the waterfront is activated year-round by a lively arts and festival scene. The nearby streets and sidewalks leading to and within the centre further form Ambleside's distinct public realm.

This plan describes the incremental delivery of new shops, services, and homes to enable reinvestment in and enhancement of the community including: strengthened connections between the commercial core and the waterfront; a network of new social gathering spaces; and, better sidewalks, parking, and infrastructure to benefit all those who live, work, and play in Ambleside. This chapter provides direction on a cohesive public realm system, the related street experience, and an integrated approach to transportation. Building on Ambleside's success today as a cherished and unique locale, the plan's placemaking objectives are to:

**Create new and varied public spaces** with opportunities to gather in the civic, cultural and commercial centre of West Vancouver;

**Enliven the street experience** by guiding commercial use, encouraging a diverse mix of businesses, and delivering an improved public realm; and

**Improve connections to and within Ambleside** by expanding convenient access to parking and supporting active transportation.



## 2.1 Public Realm System

An evolving network of distinct community areas, smaller gathering spaces, and vibrant streets that constitute the public realm system forms the basis of Ambleside’s identity (Figure 2.1). This section describes how improvements will contribute to its success.

- 1) Celebrate the natural setting defined by the slope, streams, and waterfront (Figure 2.2):
  - a) Elevate and bring attention to these placemaking features.
  - b) Consider opportunities to reflect First Nations traditional place names.

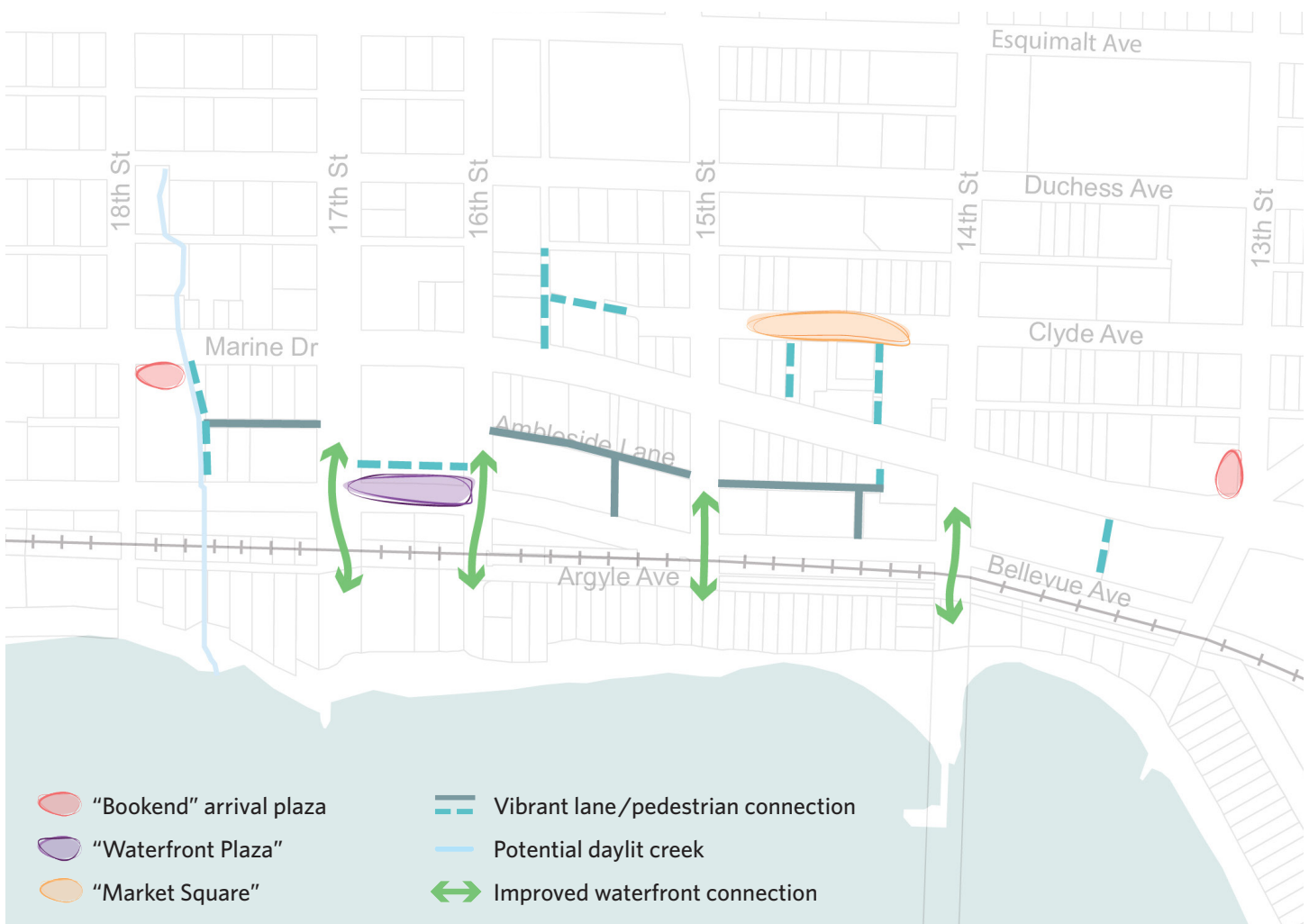


Figure 2.1 Key elements of the public realm system

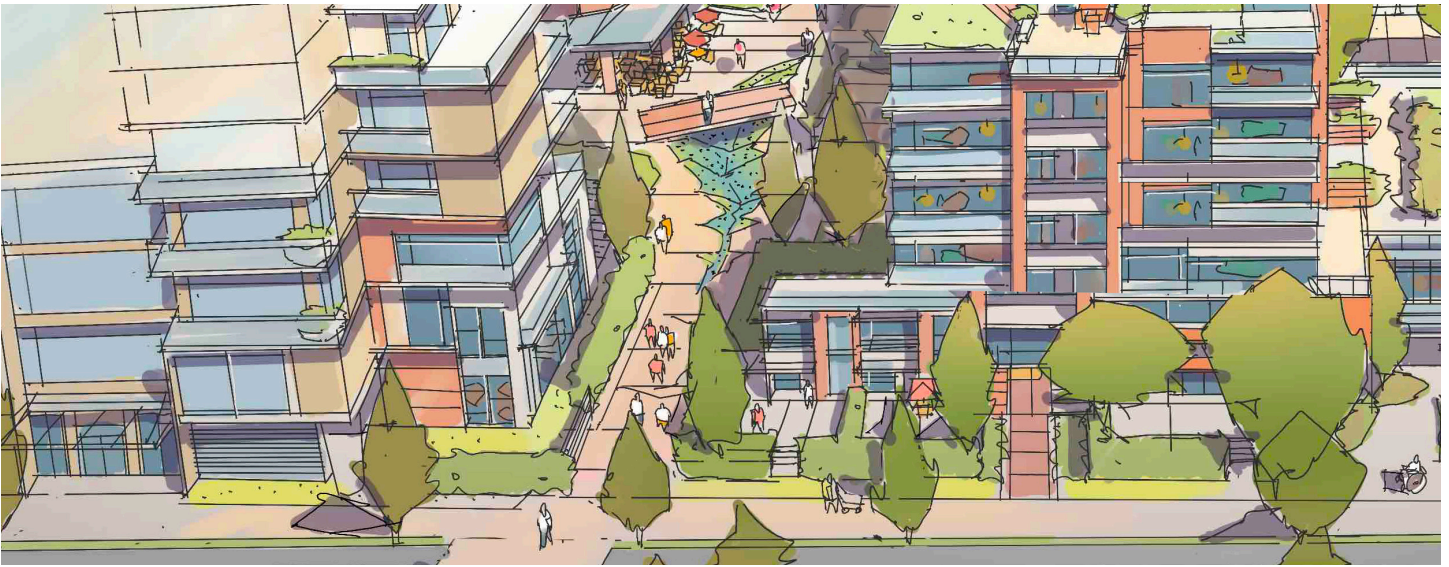


Figure 2.2 Artist's illustration of a naturalized Lawson Creek at Bellevue Avenue

- 2) Establish a network of connected gathering spaces to enhance pedestrian circulation, expand publicly accessible spaces, and encourage exploration and visits:
  - a) A **"waterfront plaza"** on Bellevue Avenue, between 16<sup>th</sup> Street and 17<sup>th</sup> Street (Figure 2.3):
    - i) Provide an active frontage of cafes and restaurants with generous outdoor seating areas.
    - ii) Create a seamless interface between this publicly accessible plaza and Bellevue Avenue.
    - iii) Enhance the visual and physical connection with the waterfront through improved streets and landscaping.
    - iv) Emphasize a strong tie with Ambleside Lane on both 16<sup>th</sup> Street and 17<sup>th</sup> Street, with distinct paving patterns and attractive wayfinding.
    - v) Encourage convenient access with nearby on-street, surface, and new on-site underground public parking opportunities.



Figure 2.3 Artist's illustration of a "waterfront plaza" on the 1600-block of Bellevue Avenue

- b) A **“market square”** on Clyde Avenue, between 14<sup>th</sup> Street and 15<sup>th</sup> Street (Figure 2.4):
  - i) Support a range of creative employment uses that activate the street.
  - ii) Provide a lively mix of active customer frontages and commercial service functions.
  - iii) Introduce a flexible street design with distinct paving patterns that builds on the character of Clyde Avenue and facilitates temporary street closures for special events (such as farmers’ markets and food truck festivals).
  - iv) Enhance the public realm with integrated and blended plaza, pedestrian, and shared street elements.
  - v) Emphasize mid-block, pedestrian retail alleys between Marine Drive and Clyde Avenue to enable a sense of discovery.
  - vi) Encourage convenient access with nearby on-street and new on-site underground public parking opportunities.
- 3) Increase the vibrancy of the commercial area by implementing the public realm system and strengthening connections with the waterfront:
  - a) Improve sidewalks, landscaping, and wayfinding, especially between Marine Drive and the waterfront.
  - b) Enhance existing and encourage new mid-block pedestrian pathways.
  - c) Identify opportunities for additional connectivity as they arise through the *Ambleside Waterfront Park Implementation Project*.
- 4) Highlight the arrival to Ambleside by establishing Marine Drive “bookend” plazas at 13<sup>th</sup> Street and 18<sup>th</sup> Street (Figure 2.5).
  - a) Provide active frontages of cafes and restaurants with ample, outdoor seating areas to activate the spaces year-round.
  - b) Create a seamless interface between these publicly accessible plazas and Marine Drive.
  - c) Celebrate the arrival to Ambleside through public art and signage.

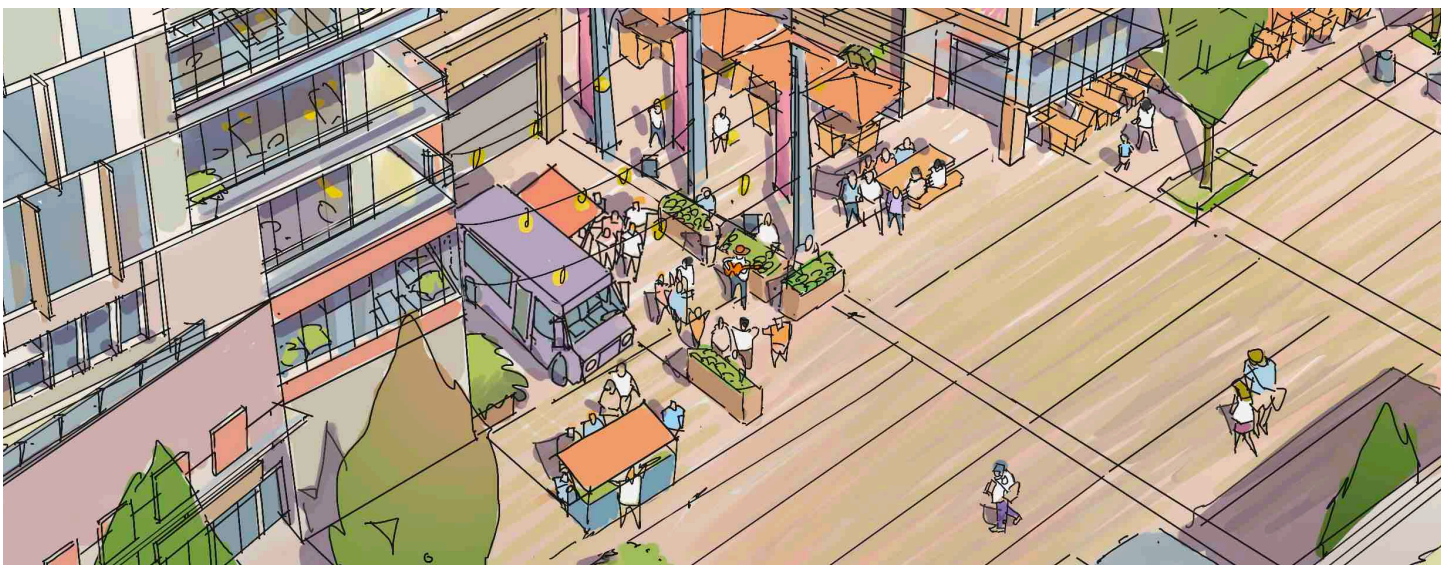


Figure 2.4 Artist’s illustration of a “market square” on the 1400-block of Clyde Avenue



Figure 2.5 Artist's illustration of a Marine Drive arrival plaza at 13<sup>th</sup> Street

- 5) Support vibrant streets and lanes within Ambleside (Figure 2.6)
  - a) Apply universal accessibility strategies and appropriate lighting standards.
  - b) Use paving and landscaping, where appropriate, to situate lanes as shared spaces for pedestrians in addition to serving as effective parkade and commercial truck access.
  - c) Encourage active retail frontages along lanes, where possible.
- 6) Highlight nature within the commercial area:
  - a) Daylight Lawson Creek as part of a new, publicly accessible plaza at 18<sup>th</sup> Street and Marine Drive, subject to feasibility and in accordance with applicable environmental regulations (Figure 2.2).
  - b) Protect and retain major trees and vegetation, where possible.



Figure 2.6 Artist's illustration of vibrant shopping streets

## 2.2 Street Experience

The focus on pedestrian streetscapes requires a correlated attention to building frontages, with designs reflecting the desired qualities of the respective streets (Figure 2.7).

- 1) Prioritize the pedestrian street experience, with particular attention to any adjoining gathering space:
  - a) Design in accordance with the existing *Ambleside Village Centre Streetscape Standards* to ensure high quality and compatible street designs, sidewalks, landscaping, and furniture, with the LAP taking precedence should there be any inconsistency.
  - b) Ensure generous pedestrian infrastructure, and integrate weather protection and patios to encourage use.
  - c) Specify commercial signage and lighting in accordance with related policies and guidelines.
  - d) Incorporate public art created by local and First Nations artists including murals, where appropriate.



Figure 2.7 Street frontage identification to inform the architectural response

- 2) Differentiate the street experience to reflect the identity and role of individual streets (Figure 2.7):
- a) **Waterfront**
    - i) Focus on street level cafes, restaurants, and specialty retail with activated facades including extensive glazing, outdoor seating, and patios (Figure 2.8).
    - ii) Improve connections to the waterfront parks with purposeful landscaping to buffer existing infrastructure such as surface parking, rail tracks and the substation.
  - b) **Active**
    - i) Encourage a diverse range of commercial uses, including businesses that support the needs of employers and residents (e.g. grocery stores, pharmacies, banks) along with more lively and vibrant uses (e.g. retail, cafes, restaurants).
    - ii) Continue to allow a limited amount of office and services use at street level.
  - c) **Flexible**
    - i) Encourage smaller format commercial to support a diversity of local and emerging businesses.
    - ii) Allow the broadest range of commercial uses including services in accordance with related bylaws and policies.

## 2.3 Integrated Transportation

Interconnected with land use policies, new buildings will support and contribute to the efficient operation of varied transportation options (Figure 2.9).

- 1) Increase parking supply in new developments:
- a) Access parking from the lane or lowest hierarchy street where lane access is not available.
  - b) Maintain commercial and visitor off-street parking levels in rezoning applications.
  - c) Consider publicly accessible, off-street parking in excess of minimum requirements as an amenity in rezoning applications, with the expectation that such amenity be provided on large sites that can efficiently deliver infrastructure.
  - d) Require a transportation impact assessment for each site-specific rezoning application.

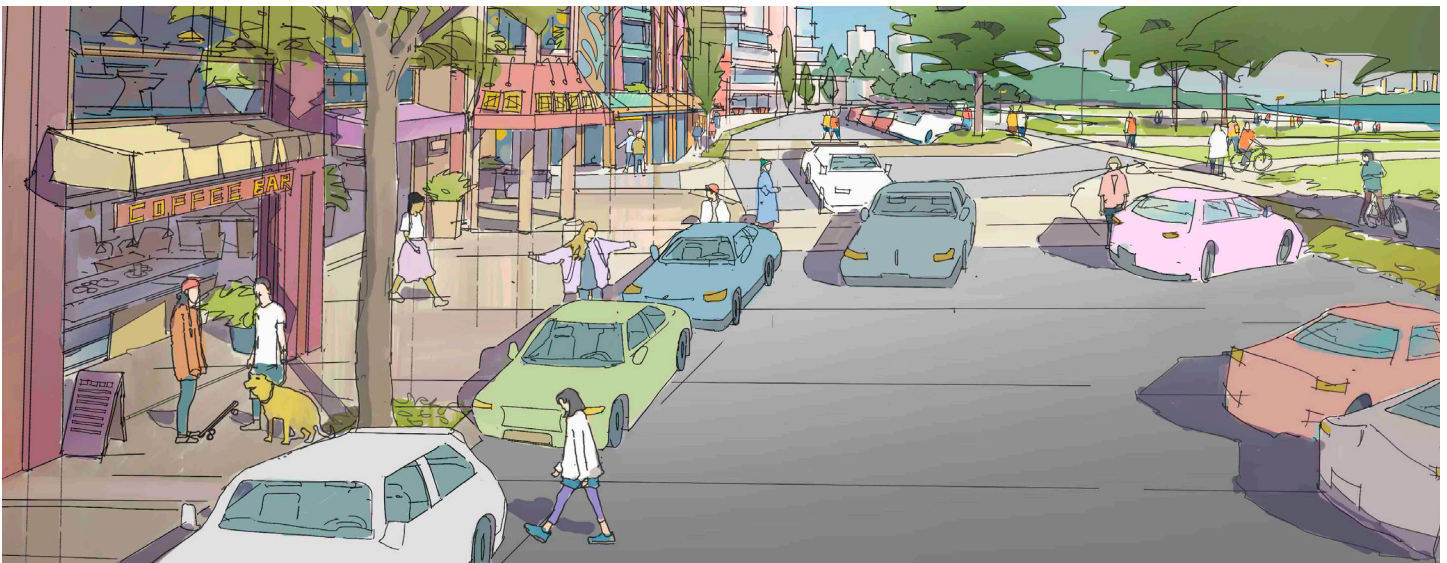


Figure 2.8 Artist's illustration of Bellevue Avenue with improved waterfront interface

- 2) Improve the pedestrian experience while optimizing public street parking:
  - a) Increase supply and reduce conflicts by accessing off-street parking and loading from the lane, where possible.
  - b) Encourage shared parking and parking access, especially where there are land assemblies and/or new developments.
  - c) Consider expanding the availability of angled parking, where possible.
  - d) Support businesses and visitors through regulations that encourage the efficient use of available on-street parking.
  - e) Incorporate landscaped boulevards.
- 3) Balance and integrate transportation modes in Ambleside:
  - a) Provide convenient and attractive visitor bicycle racks, including designated bike parking for bike programs.
  - b) Consider future pedestrian, cycling, and multi-modal (e.g. Spirit Trail) enhancements aligned with parking needs, through related District initiatives (e.g. parking studies and Waterfront and Ambleside parks planning).



Figure 2.9 Expanded parking and active transportation opportunities

# 03 LAND USE DESIGNATIONS AND POLICIES

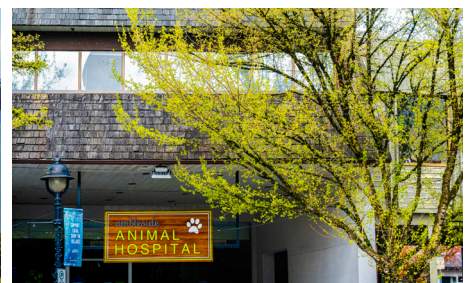
Ambleside has served as West Vancouver’s “main street” and commercial hub since before the District’s founding, and its continued success is a community priority. It is characterized today by a concentration of small, independent shops and services along the main retail streets: Marine Drive, Bellevue Avenue, and Clyde Avenue. A comparatively limited amount of development over recent decades has resulted in the current concentration of older commercial buildings with only a small number of dwellings. This plan considers incremental revitalization of the area as critical to support local businesses and make available to residents the shops and services that meet their daily needs.

This chapter outlines the overall concept, key directions, land use designations, and related policies to guide the future of Ambleside. Building on Ambleside’s context, strengths, as well as its current and future needs, the plan’s land use objectives are to:

**Revitalize the centre** by enabling redevelopment to create diverse retail and commercial spaces from small-scale retail storefronts to a full-service grocery store;

**Introduce more housing** including new ownership and rental options to support Ambleside as a “living centre”; and

**Manage incremental change** that reflects and shapes Ambleside’s different and distinct areas, centred around Marine, Bellevue, and Clyde.



### 3.1 Concept and Key Directions

To deliver these objectives, this plan responds to Ambleside’s three east-west commercial streets by strengthening the low-rise “heart” of the community, increasing its connection to the waterfront, and responding to the upslope context. This land use concept identifies distinct character areas (Figure 3.1):

A **“low-rise heart”** encompassing the majority of the plan area, including the length of Marine, the central portion of Bellevue, and parts of Clyde, with opportunities for new street-level commercial with set back upper floors.

An **“activated waterfront”** with a more diverse range of building forms along “west Bellevue”, creating focal points to deliver new public spaces and better connect the commercial centre to the waterfront.

An **“upslope precinct”** focused on and around “central Clyde”, with a quirkier mix of shops and services, and opportunities for new public spaces and housing that integrates with the upslope apartment area.

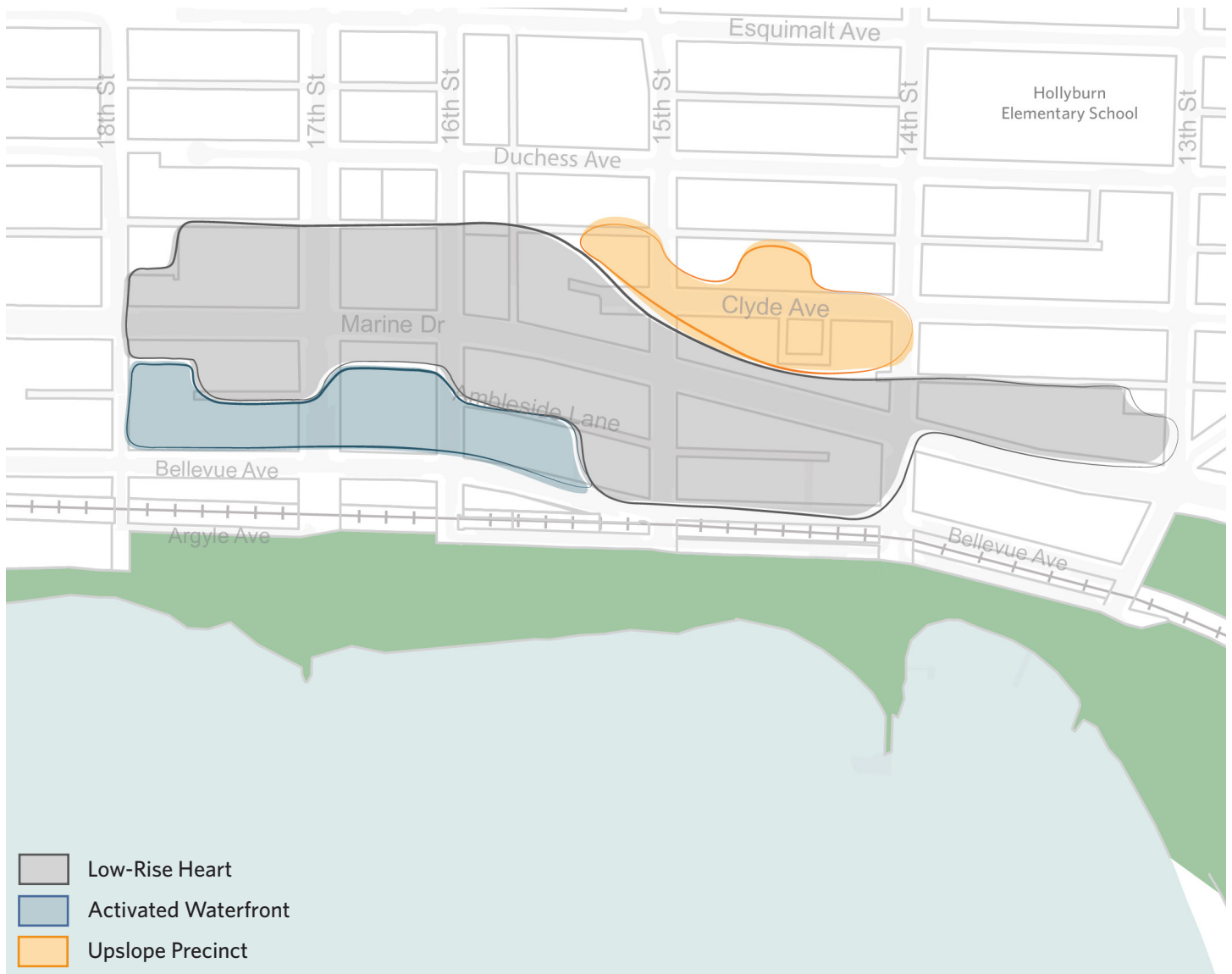


Figure 3.1 Conceptual land use framework

## 3.2 Future Land Use

Lands within the plan are designated as shown in Figures 3.2, 3.4, and 3.7. This section includes descriptions of the land use intent, the use, density, and height associated with each designation, and any related conditions.

### 1) Low-Rise Heart

These designations continue the historical scale of the commercial area, including the Marine Drive corridor (Figure 3.2). Removal of barriers for redevelopment at similar height and density to the prevailing zoning enables the incremental renewal of buildings.



Figure 3.2 Ambleside Centre Low-Rise Heart designations

#### a) Low-Rise A

Intent:

Prioritize low-rise regeneration for most of Ambleside by removing existing regulatory barriers (Figure 3.3).

Use, Density and Height:

Up to 1.75-2.0 FAR and 3-4 storeys with commercial at street-level. Upper storeys may be any combination of commercial or residential. No amenity contributions are required. Parking requirements may be reduced where site area and/or site dimensions are constrained.

Implementation:

Update Ambleside Centre zoning regulations for these sites.

**b) Low-Rise B**

Intent:

Manage the evolution of gas station and surface parking sites towards retail frontages with expanded commercial and rental uses.

Use, Density and Height:

Up to 1.75-2.0 FAR and 3-4 storeys with commercial at street-level. Upper residential storeys are restricted to rental, or may be strata residential where at least one additional storey is commercial. No amenity contributions are required. Parking requirements may be reduced where site area and/or site dimensions are constrained.

Implementation:

Update zoning regulations to allow both existing land uses and these additional land uses.

**c) Low-Rise C**

Intent:

Create an eastern “gateway” with new development and an arrival plaza at 13<sup>th</sup> Street and Marine Drive.

Use, Density and Height:

Up to 1.75-2.0 FAR and 3-4 storeys, with commercial along the Marine Drive building frontage, and public space at the 13<sup>th</sup> Street corner in lieu of other amenity contributions. Upper storeys may be any combination of commercial or residential. Parking requirements may be reduced, based on site design and feasibility.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

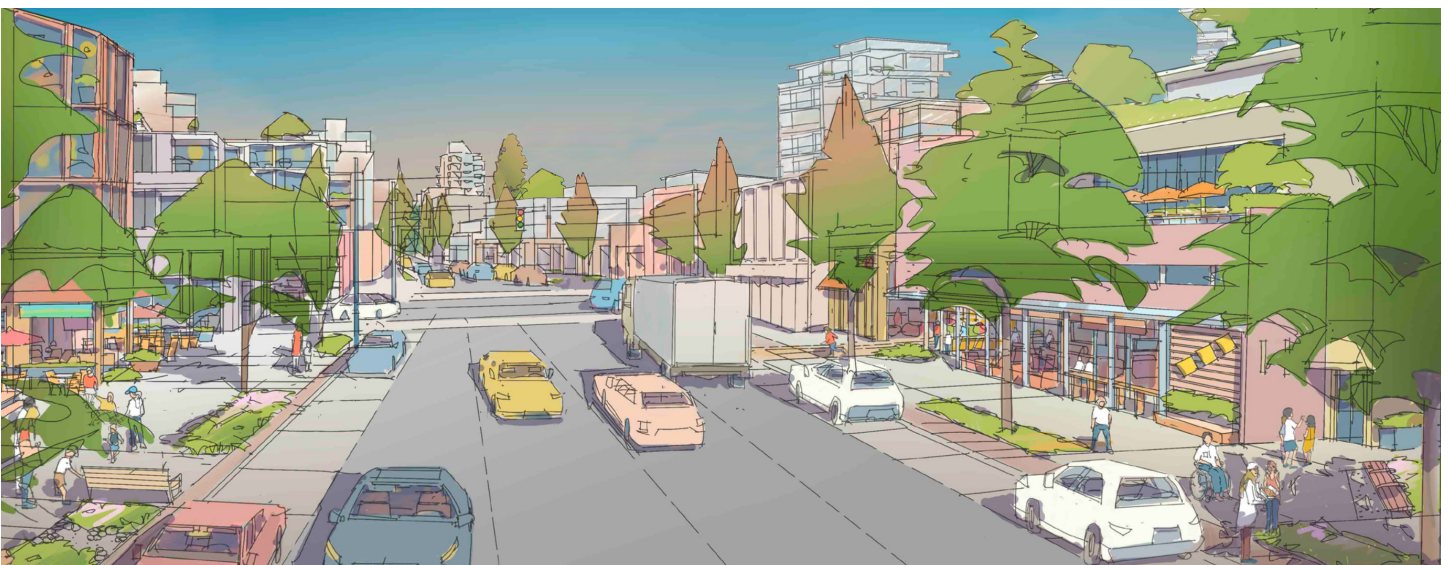


Figure 3.3 Artist's illustration of low-rise Marine Drive

## 2) Activated Waterfront

These designations apply to lands in the western part of the plan area that front Bellevue Avenue, with heights transitioning from the adjacent apartment area (Figure 3.4). They include a commercial focal point and deliver important community objectives through new public spaces, an improved connection with the waterfront, and other amenities.



Figure 3.4 Ambleside Centre Activated Waterfront designations

### a) Waterfront D

Intent:

Establish a focal point with new development to create a “waterfront plaza” and other significant public benefits (Figure 3.5).

Use, Density and Height:

Up to 3.5-4.0 FAR, with commercial at street-level. Building height should generally be as follows: up to 3-4 storeys fronting Marine Drive; up to 5-6 storeys fronting 16<sup>th</sup> Street; up to 14-16 storeys fronting 17<sup>th</sup> Street; and up to 3-4 storeys for the remainder of the Bellevue Avenue frontage.

Implementation:

Consider rezoning applications, subject to an evaluation of the proposal’s overall benefit, including:

- a “waterfront plaza” fronting Bellevue Avenue
- the re-provision of a full-service grocery store
- publicly accessible parking
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities



Figure 3.5 Artist's illustration of Waterfront designations D and E (1500 and 1600 blocks of Bellevue Avenue)

**b) Waterfront E**

Intent:

Revitalize Bellevue Avenue's waterfront area with new commercial or mixed-use development (Figures 3.5 and 3.6).

Use, Density and Height:

Up to 2.5-3.0 FAR and 6-8 storeys, with commercial at street-level. Upper storeys may be any combination of commercial or residential.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

**c) Waterfront F**

Intent:

Create a western "gateway" with new development and an arrival plaza at 18<sup>th</sup> Street and Marine Drive (Figure 3.6).

Use, Density and Height:

Up to 3.5-4.0 FAR and 3-4 storeys with commercial at street level, restricting the existing, zoned 180-foot height maximum to the southern portion of the site fronting Bellevue Avenue.

*continues next page*

**Waterfront F** *continued from previous page*

Implementation:

Consider rezoning applications, subject to an evaluation of the proposal's overall benefit, including:

- public space fronting Marine Drive
- a pedestrian mews connecting Bellevue Avenue, Marine Drive, and Ambleside Lane
- a daylight portion of Lawson Creek, if feasible and environmentally sound
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities

**d) Waterfront G**

Intent:

Renew a former community use site and transition from the existing Hollyburn Plaza tower (Figure 3.6).

Use, Density and Height:

Up to 3.5-4.0 FAR and 10-12 storeys, with commercial or community use at street-level. At least one storey restricted to community use, and remaining storeys may be any combination of commercial or residential.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.



Figure 3.6 Artist's illustration of Waterfront designations E, F, and G (1700-block of Bellevue Avenue)

### 3) Upslope Precinct

These designations apply to lands in the northern part of the plan area, with heights reflecting the upslope apartment area (Figure 3.7). They include a commercial focal point and deliver important community objectives through new public spaces, a range of housing types, and other amenities.



Figure 3.7 Ambleside Centre Upslope Precinct designations

#### a) Upslope H

Intent:

Establish a focal point with new development to create a “market square” and other significant public benefits (Figures 3.8 and 3.9).

Use, Density and Height:

Up to 3.5-4.0 FAR, with commercial at street-level. Building height should generally be as follows: up to 2-3 storeys fronting Marine Drive; up to 6-8 storeys fronting 14<sup>th</sup> Street; up to 12-14 storeys roughly centered on the site; and up to 3-4 storeys for the remainder of the Clyde Avenue frontage.

Implementation:

Consider rezoning applications, subject to an evaluation of the proposal’s overall benefit, including:

- a “market square” fronting Clyde Avenue
- two pedestrian mews connecting Marine Drive with Clyde Avenue
- publicly accessible parking
- ownership and/or rental housing
- other commercial uses
- financial or in-kind community amenities



Figure 3.8 Artist's illustration of Upslope designations H and I (1400-block of Marine Drive)

**b) Upslope I**

Intent:

Revitalize Clyde Avenue with new commercial or mixed-use development (Figure 3.8 and 3.9).

Use, Density and Height:

Up to 2.5-3.0 FAR and 6-8 storeys, with at least two storeys of commercial. Remaining storeys may be any combination of commercial or residential.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

**c) Upslope J**

Intent:

Combine the revitalization of Clyde Avenue with the opportunity to deliver Ambleside civic amenities (Figure 3.9).

Use, Density and Height:

Up to 3.5-4.0 FAR and 10-12 storeys, with commercial at street-level and any use on upper storeys, on condition that amenity contributions that may be offered include consideration of the transfer of ownership of 1590 Bellevue Avenue to the District.

Implementation:

Consider rezoning applications, subject to the policies of this LAP. Any future use of 1590 Bellevue Avenue, if granted to the District, would be subject to Council's determination and could include expanded park space or community use such as an arts facility.

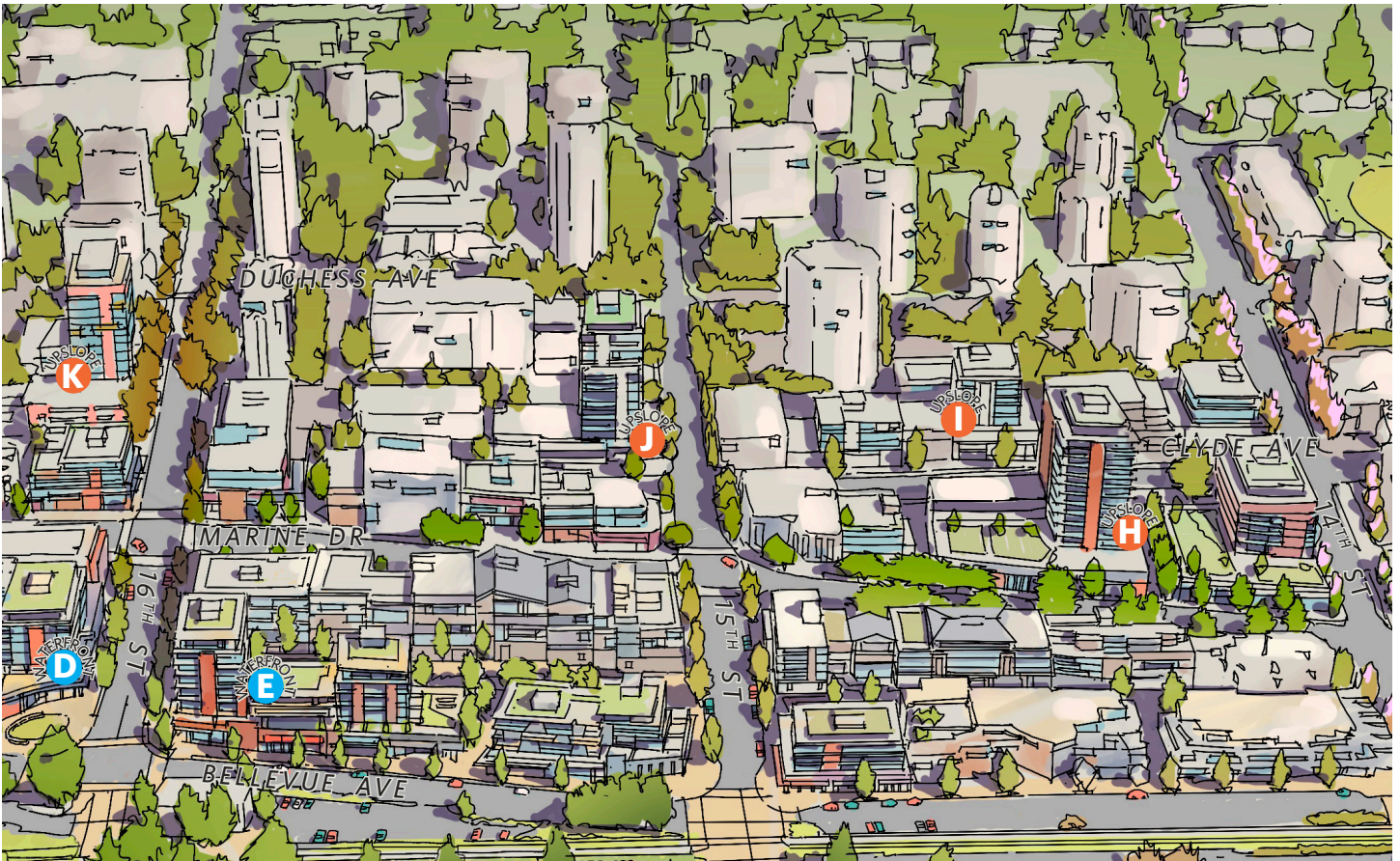


Figure 3.9 Artist's illustration of Upslope designations H through K (1400 and 1500 blocks)

**d) Upslope K**

Intent:

Enable and incentivize additional affordable housing in Ambleside (Figure 3.9).

Use, Density and Height:

Up to 3.5-4.0 FAR and 10-12 storeys, with optional commercial use at street-level, and all residential uses to be either 100% rental, or 70% strata and 30% below market rental.

Implementation:

Consider rezoning applications, subject to the policies of this LAP.

### 3.3 Area-wide Policies

Notwithstanding the specific considerations related to the land use designations above, the following policies apply to all new buildings within the LAP.

- 1) Strengthen commercial vibrancy:
  - a) Require street-level commercial use on all sites unless otherwise specified (Figure 3.10).
  - b) Enable commercial-only use on all sites unless otherwise specified.
  - c) Encourage a diversity of businesses, from unique clothing and design stores to artisan and “maker” spaces including bakeries, breweries and distilleries.

- 2) Support diverse housing:
  - a) Encourage a range of unit sizes, types, and tenures supporting different demographics, including seniors.
  - b) Enable rental as a residential use on all sites and consider the inclusion of market and/or below market rental as part of any amenity contributions offered in rezoning applications, where appropriate.
- 3) Prioritize use of amenity contributions:
  - a) Support the enhancement and/or renewal of local public facilities such as the civic site, library, and parks.
  - b) Create or contribute land or funding to new public facilities such as an arts facility.
- 4) Consider heritage revitalization agreements where appropriate, including the possible transfer of density within Ambleside Centre through a comprehensive rezoning process.
- 5) Provide flexibility for changes to use, density and/or height, subject to a site-specific pre-application including contextual review and a report to Council, particularly where they enable delivery of:
  - a hotel, an arts facility, or other community uses;
  - increased commercial revitalization or greater housing affordability;
  - exceptional public realm such as expanded park space; and/or
  - other purposes on their merit.



Figure 3.10 Artist's illustration of vibrant street-level commercial

# 04 BUILDING DESIGN

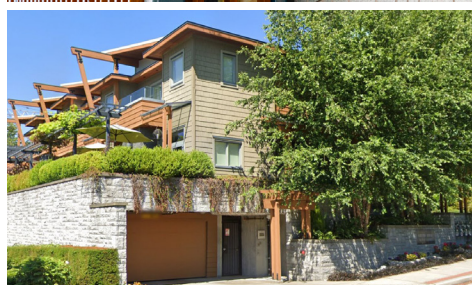
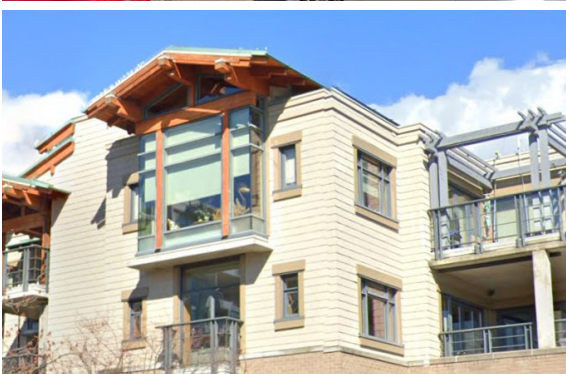
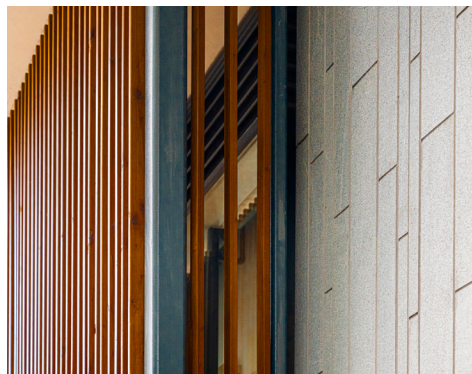
Situated within a frame of mid- and high-rise apartments, Ambleside today is generally characterized by low-rise offices and retail in the centre. Roughly half of the commercial building space is over 50 years old, and it is without a prevailing architectural style. Expanding on the land use designations of this plan, design guidelines that respond to Ambleside’s character and context strengthen the connection of new buildings with the public realm. Creative and diverse responses are expected to enhance the sense of place, avoid generic outcomes, and support the community’s overall identity now and into the future.

This chapter provides direction on building design with the intention of shaping the incremental delivery of new buildings in Ambleside over the life of this plan. The plan’s building design objectives are to:

**Prioritize the street interface** by requiring intentional building design to complete a great public realm;

**Modulate height and massing** to avoid monolithic “tunnel effects”, and carefully locate a limited and varied number of taller forms in context; and

**Encourage excellent architecture** with diverse expression, individual designs, and creative responses to each site.



## 4.1 Street Interface

This plan prioritizes the delivery of high-quality streets, and it requires that the form and massing of new buildings support the pedestrian experience.

- 1) Require site designs that complete and frame great streets and public spaces (Figure 4.1):
  - a) Contribute to vibrant streetscapes with varied heights, rooflines, and building separation.
  - b) Distinguish through architectural expression the low-rise heart, activated waterfront, and upslope precinct.
  - c) Reflect the hierarchy of streets and lanes with particular attention to Marine Drive, Bellevue Avenue, and Clyde Avenue.
  - d) Integrate different uses, where possible, to foster a dynamic environment to live, work, and socialize.
- 2) Express land use densities through diverse forms and varied massing:
  - a) Prioritize active, commercial frontages articulated with a fine-grained rhythm that supports a vibrant and appealing streetscape.
  - b) Align building massing, setbacks, transitions, and materiality with the enclosed uses.
  - c) Set back residential uses above commercial, with particular attention to the primary frontage.
  - d) Support small-scale buildings without consolidation by allowing flexibility to building articulation on constrained sites.
- 3) Prioritize active commercial frontages:
  - a) Provide quality ground-floor retail spaces with extensive glazing and appropriate ceiling heights.
  - b) Enable active uses such as patios and support widened pedestrian areas where appropriate and feasible.
  - c) Make residential entrances visible from the street, and integrate residential lobbies with commercial storefronts where appropriate.

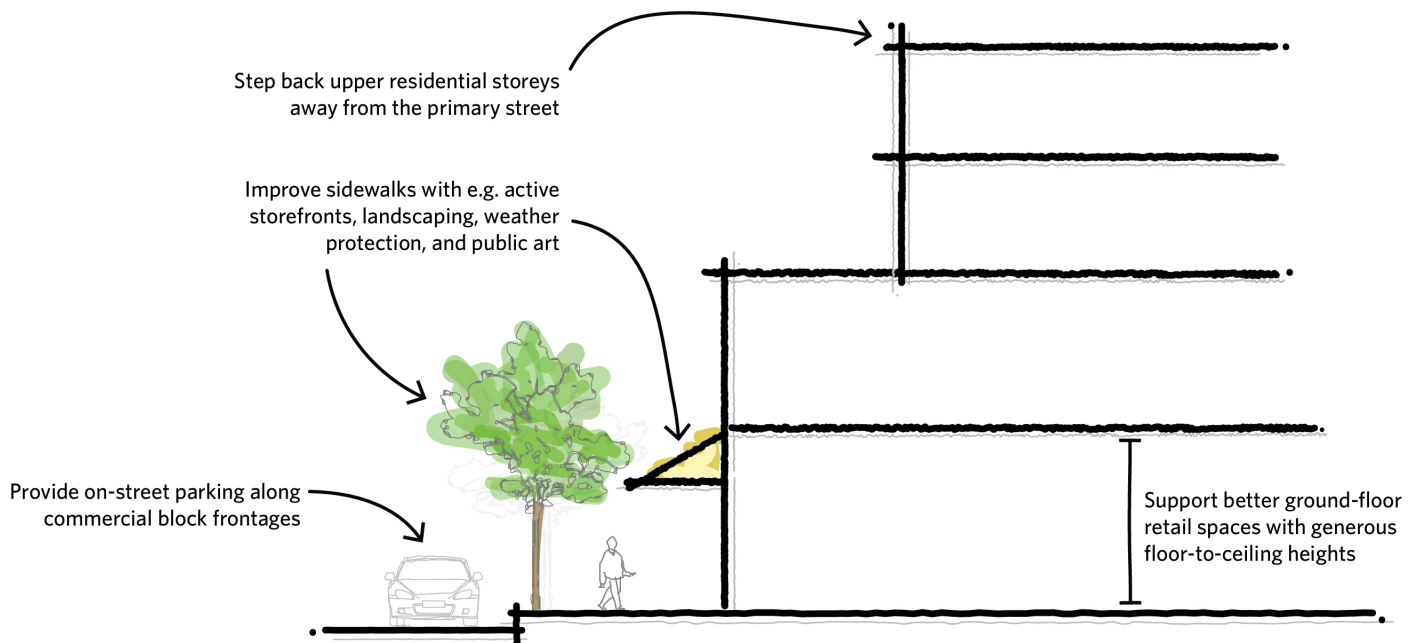


Figure 4.1 Illustrative section of buildings framing the street

## 4.2 Building Height

New buildings will enhance visual interest by contributing to Ambleside’s varied heights.

- 1) Create diversity and respond to Ambleside (Figure 4.2):
  - a) Manage the designated height and density with an emphasis on the overall low-rise scale of the plan.
  - b) Encourage massing and height variations both within and between buildings (Figure 4.3).
  - c) Reflect the cadence of existing higher buildings in the siting of new development where taller forms are contemplated (Figure 4.4).
  - d) Maintain the existing mix of predominantly one- and two-storey commercial uses along Marine Drive, with three storeys considered where appropriate (Figure 4.4).
- 2) Manage massing to benefit solar access, privacy, and other potential impacts:
  - a) Consider site-specific topography where appropriate when considering storey height in rezoning applications.
  - b) Orient higher buildings to consider upslope view impacts where appropriate.
  - c) Shape upper storey and roof expression to reduce overall bulk.
  - d) Limit residential overheight spaces, with particular attention to those above the ground floor.
  - e) Integrate mechanical equipment, elevator overruns, and other building systems with the overall architectural design.



Figure 4.2 General illustration of managing maximum heights in context

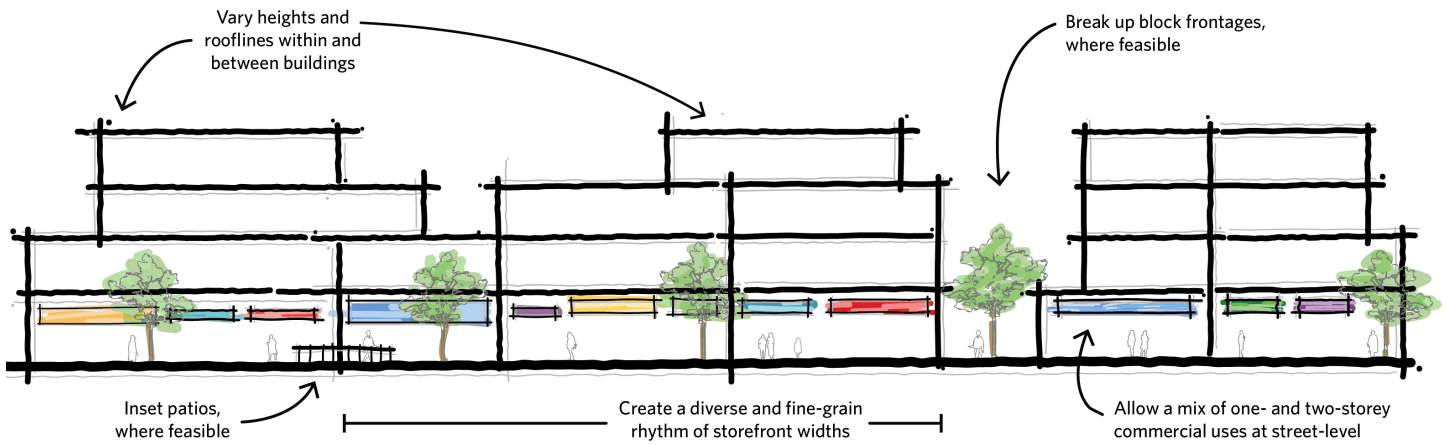


Figure 4.3 Illustrative elevation of varied building heights and massing

## 4.3 Architectural Expression

Ambleside will continue to be an assemblage of diverse architectural styles. New buildings will contribute to this variety, while addressing long-term viability and limiting potential conflicts.

- 1) Use individual building design to contribute to the overall identity for Ambleside (Figure 4.5):
  - a) Encourage creativity, balance complexity and clarity, and consider cohesion with contemporary design that reinforces the pedestrian scale.
  - b) Complement—but be distinct from—adjacent buildings through eclectic and purposeful use of architectural style, materiality, and colour.
  - c) Emphasize variety on large sites to better reflect a finer grained context.
  - d) Design all frontages adjoining the public realm to create visual interest with particular attention to the primary commercial street.
  - e) Avoid unarticulated walls and continue architectural expression around corners.
  - f) Recess entrances and integrate balconies.



Figure 4.4 Artist's illustration of low-rise Marine Drive with higher buildings placed within existing pattern

- 2) Design buildings with attention to their long-term viability:
  - a) Utilize high quality and durable materials.
  - b) Consider building massing that supports passive design and natural cross ventilation, and limit the depth of internal residential units that do not have two or more exterior walls.
  - c) Incorporate sustainable design principles, including energy efficiency, greenhouse gas reduction, and increased resiliency, in adherence with related bylaws, policies, and guidelines.
  - d) Integrate active and green roofs where appropriate with the overall site design.
  - e) Include purposeful landscaping and make use of permeable surfaces.
  - f) Maximize accessibility through site and building design.
- 3) Manage provision of building services:
  - a) Appropriately scale loading facilities and driveways, and minimize impacts on pedestrian and vehicle circulation.
  - b) Enclose or screen garbage and recycling areas.
  - c) Minimize noise and/or odour from heating, cooling and ventilation systems, with particular attention to potential impacts on the public realm.
  - d) Underground utilities where feasible.



*Encourage massing and height variations both within and between buildings*



*Design frontages adjoining the public realm to create visual interest*



*Integrate active and green roofs where appropriate*



*Include purposeful landscaping and make use of permeable surfaces*



*Utilize high quality and durable materials*



*Enable active uses such as patios and support widened pedestrian areas*

*Figure 4.5 Artist's illustrations of architectural expression as directed by this plan*

# 05 PLAN MANAGEMENT

This LAP is a long-term planning document intended to shape the coordinated revitalization and regeneration of the commercial centre. It provides guidance on public realm improvements, appropriate uses, heights, and densities of new developments, and associated building design guidelines for this purpose.

## 5.1 Implementation

Directions in this LAP will be realized incrementally through subsequent Council decisions as they relate to the renewal of public spaces and sidewalks, updates to zoning regulations, and the review of individual development applications. Future or related planning initiatives for parks, transportation and civic facilities in and around Ambleside will provide further opportunities to advance implementation. As a “living” document, this LAP may change over time as Council priorities and community needs evolve. Any amendment to the LAP would require Council approval and all legislatively required procedures. The general approach for plan implementation (Figure 5.1) and an artist’s illustration of the overall plan vision (Figure 5.2) follow.

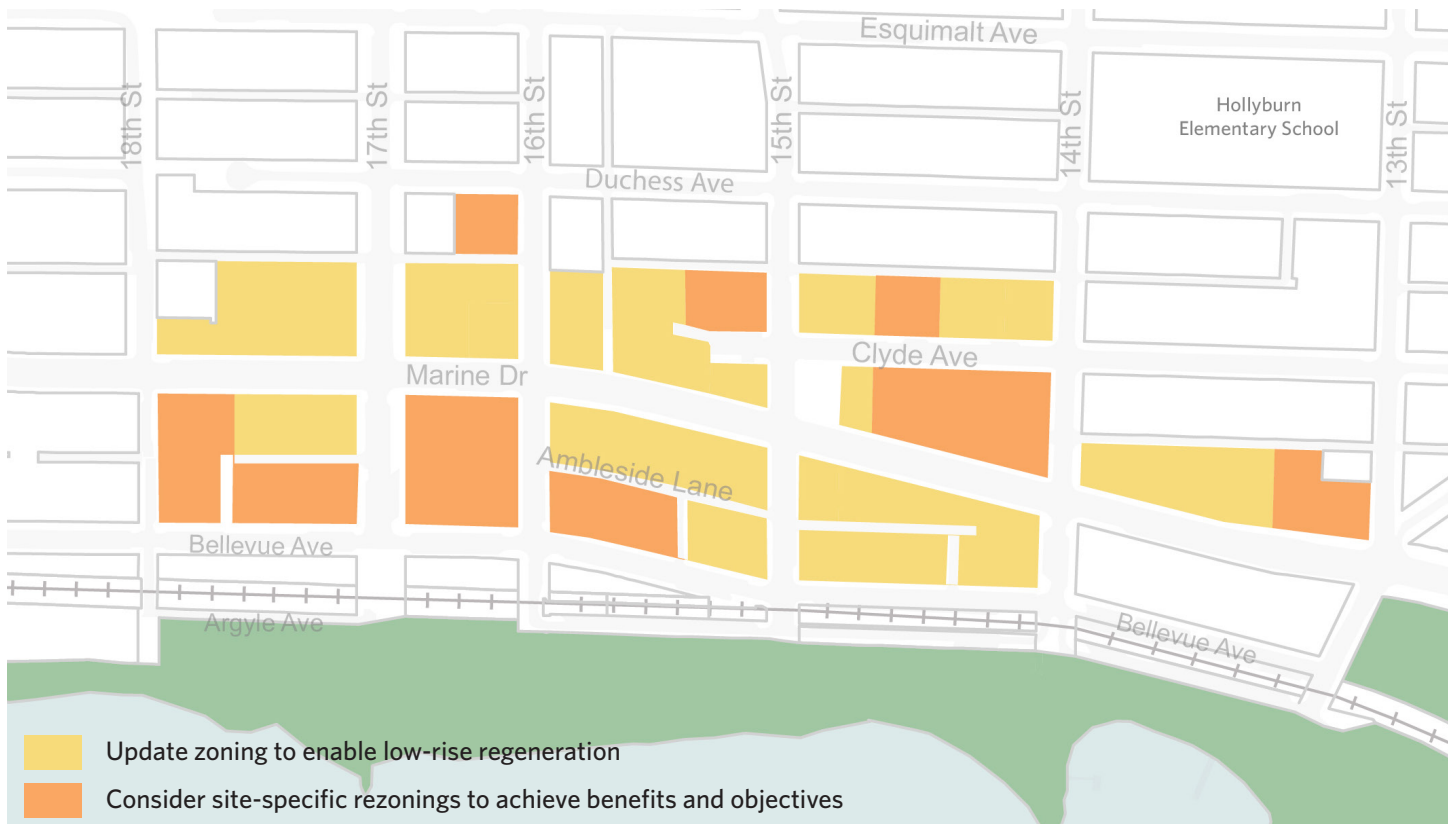


Figure 5.1 Approach to enable predominant low-rise forms while achieving community objectives



Figure 5.2 Artist's illustration of overall plan vision

## 5.2 Regulating Future Development

The policies and design guidelines included in this plan are a tool for Council, staff, community members, and individual owners, setting expectations for development within the designated area. Direction provided through this LAP does not constitute approval for any given project on any given site. Rezoning, subdivision, development, and/or building permit approvals may only be granted after the full technical consideration—including environmental, structural and infrastructural—of an application for a specific project.

Applications for redevelopment should respond to this plan as well as all applicable District bylaws, including other development permit area guidelines in the District's OCP.

## 5.3 Plan Monitoring

Monitoring and evaluation play a critical role in the implementation of any plan. The *Ambleside Centre Local Area Plan* forms part of the District's OCP. Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. Staff will monitor the build-out of the LAP over the next five years and, if necessary, report back to Council on progress to support an assessment of the effectiveness of the plan.

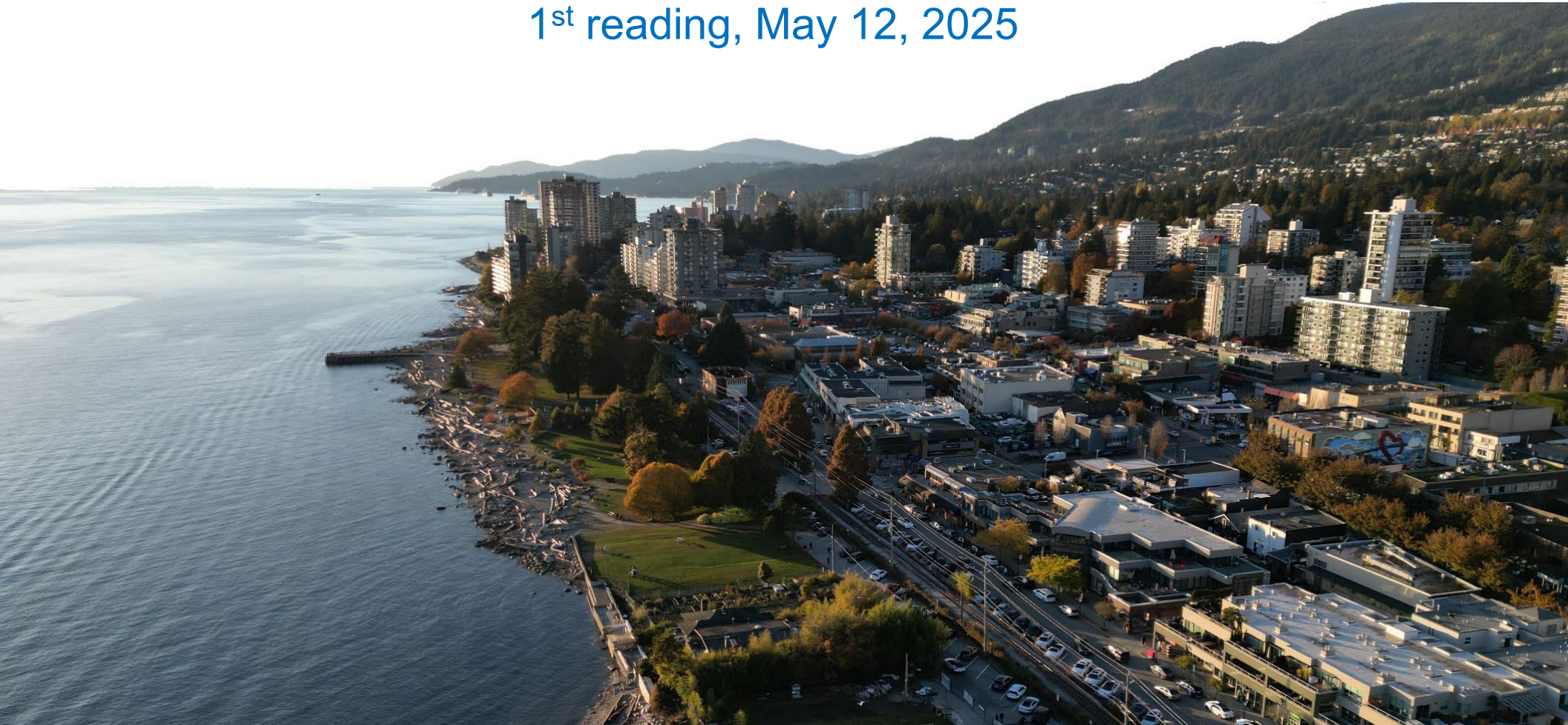
# AMBLESIDE CENTRE LOCAL AREA PLAN

District of West Vancouver | May 2025



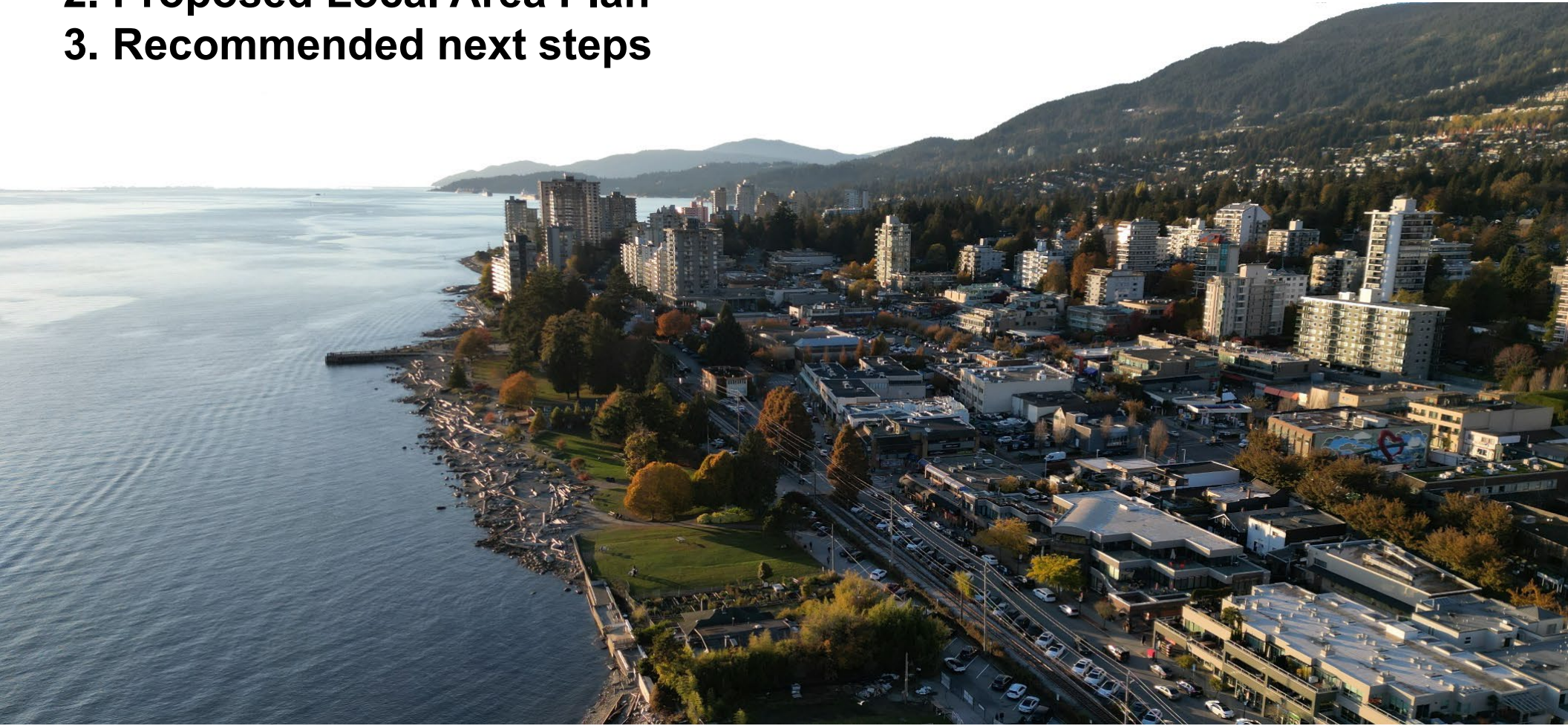
# Ambleside Centre: Proposed Local Area Plan

1<sup>st</sup> reading, May 12, 2025



# Presentation outline

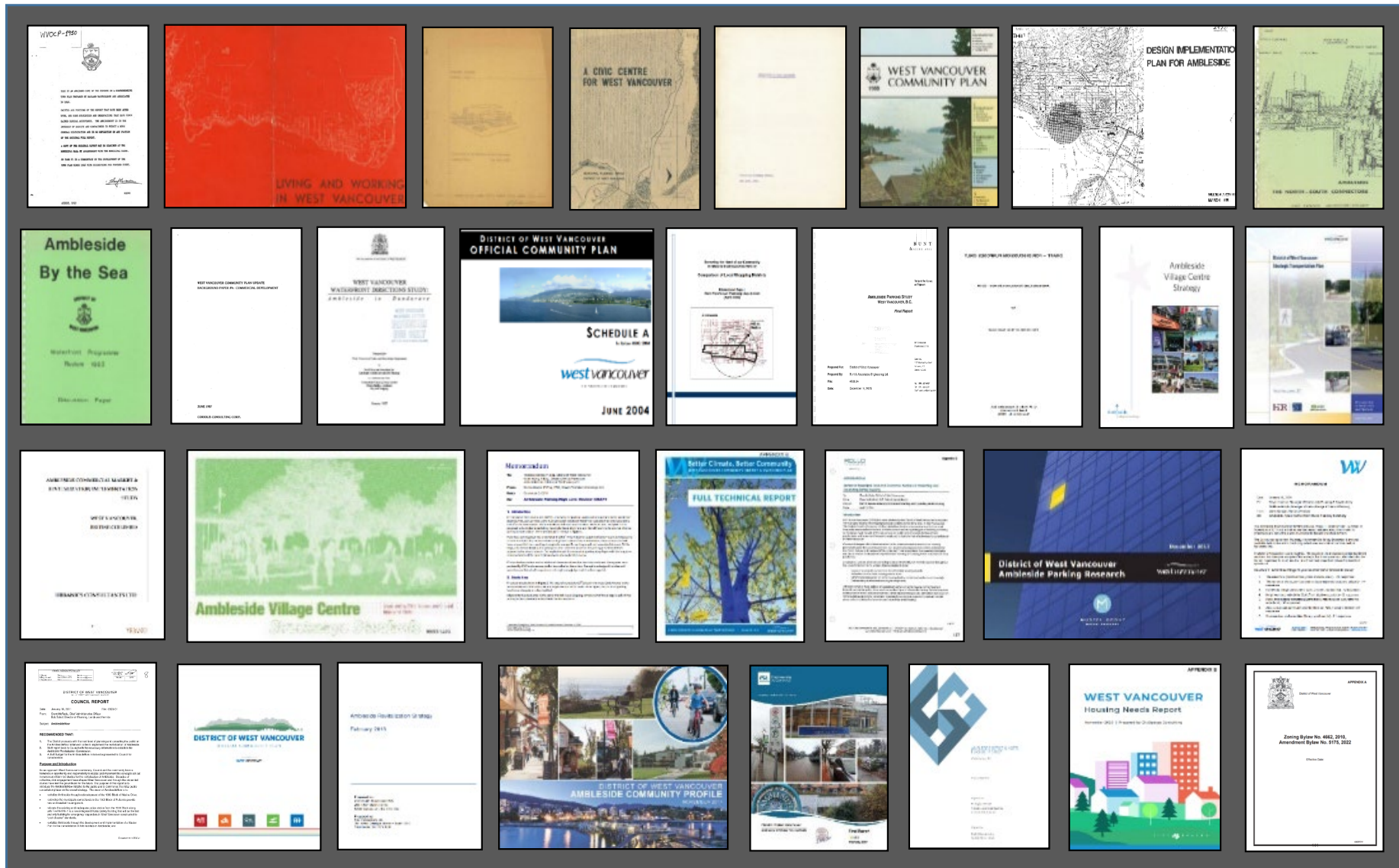
1. History and background
2. Proposed Local Area Plan
3. Recommended next steps





# History and background

# Learning from the past



# Situating decades of study in the present

- Need for better integration with waterfront
- More retail vibrancy desired, no real “focal” points
- Street experience underwhelming with few gathering spaces
- Relatively few mixed-use buildings with housing
- Development economics not viable or challenging
- General desire to maintain low-rise character
- Undersupply of available off-street parking
- Little renewal of aging commercial buildings
- Desire for a hotel and an arts facility, uncertainty as to where

**Many long-standing themes resonate with the community today**

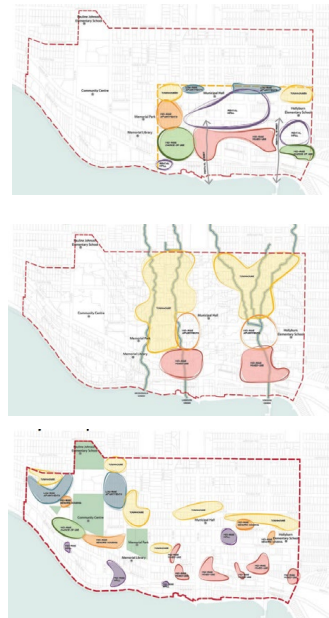
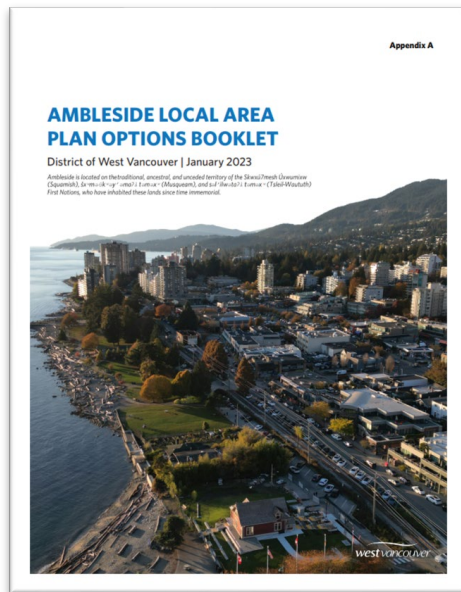
# (Re-) Starting the conversation

## Council June 2022

- Direction to prepare three high-level “options” to elicit ideas

## Council February 2023

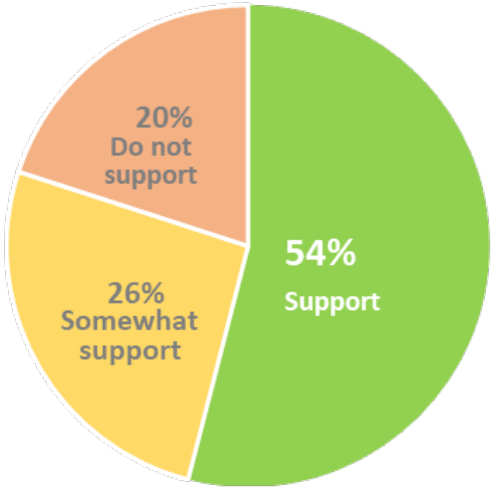
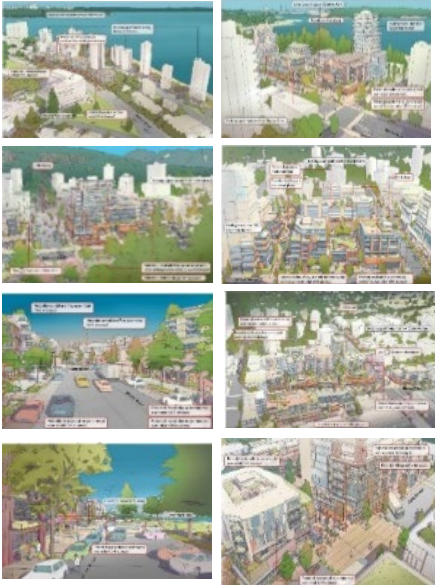
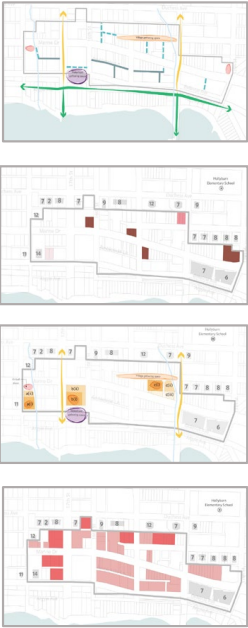
- Direction to use these “options” for engagement



# Moving the dialogue forward

## Council July 2023

- That engagement was reflected in a “framework”, direction to prepare “design illustrations” for community engagement



# Listening to refine

## January 2025

- That engagement was reflected in a “Draft Plan”, Council direction to:
  - publish for community input
  - conduct local stakeholder engagement (ADBIA and ADRA)
  - refer to the Planning Committee for its recommendations
- And return in Q2 2025 with a proposed LAP for consideration

## May 2025

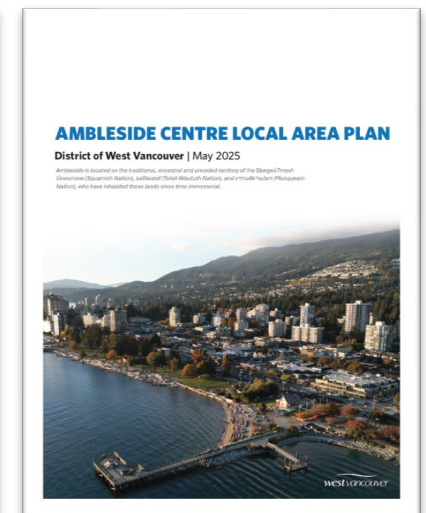
- **Appendix A:** Engagement Summary
- **Appendix B:** Proposed LAP Bylaw

Appendix A

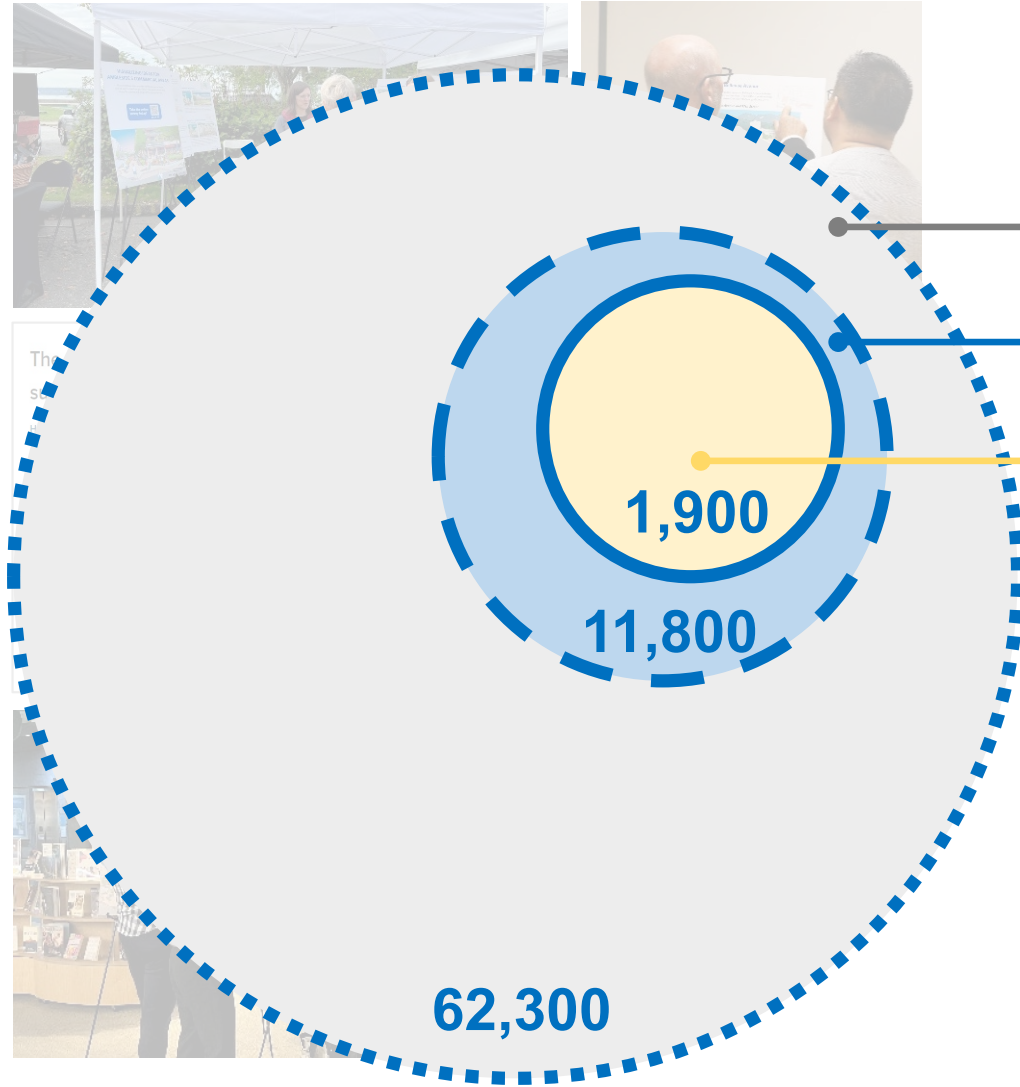
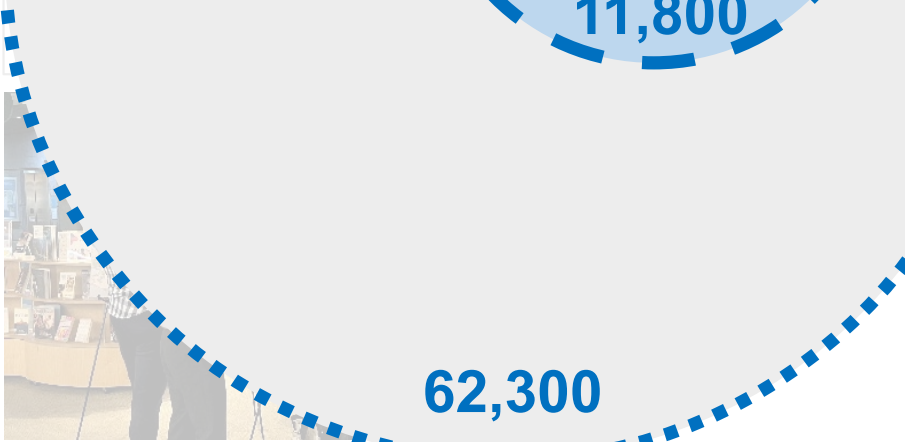
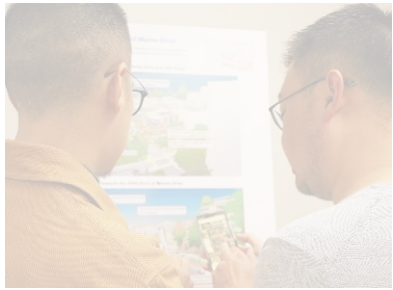
**Engagement Summary:  
Draft Ambleside Centre Local Area Plan**  
May 2025

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# Thank you to the community



**AWARE**

**INFORMED**

**ENGAGED**



# The proposed LAP

# Clarifying 1) function; revising 2) scope

## 1) Proposed OCP bylaw is governed by the *Local Government Act*:

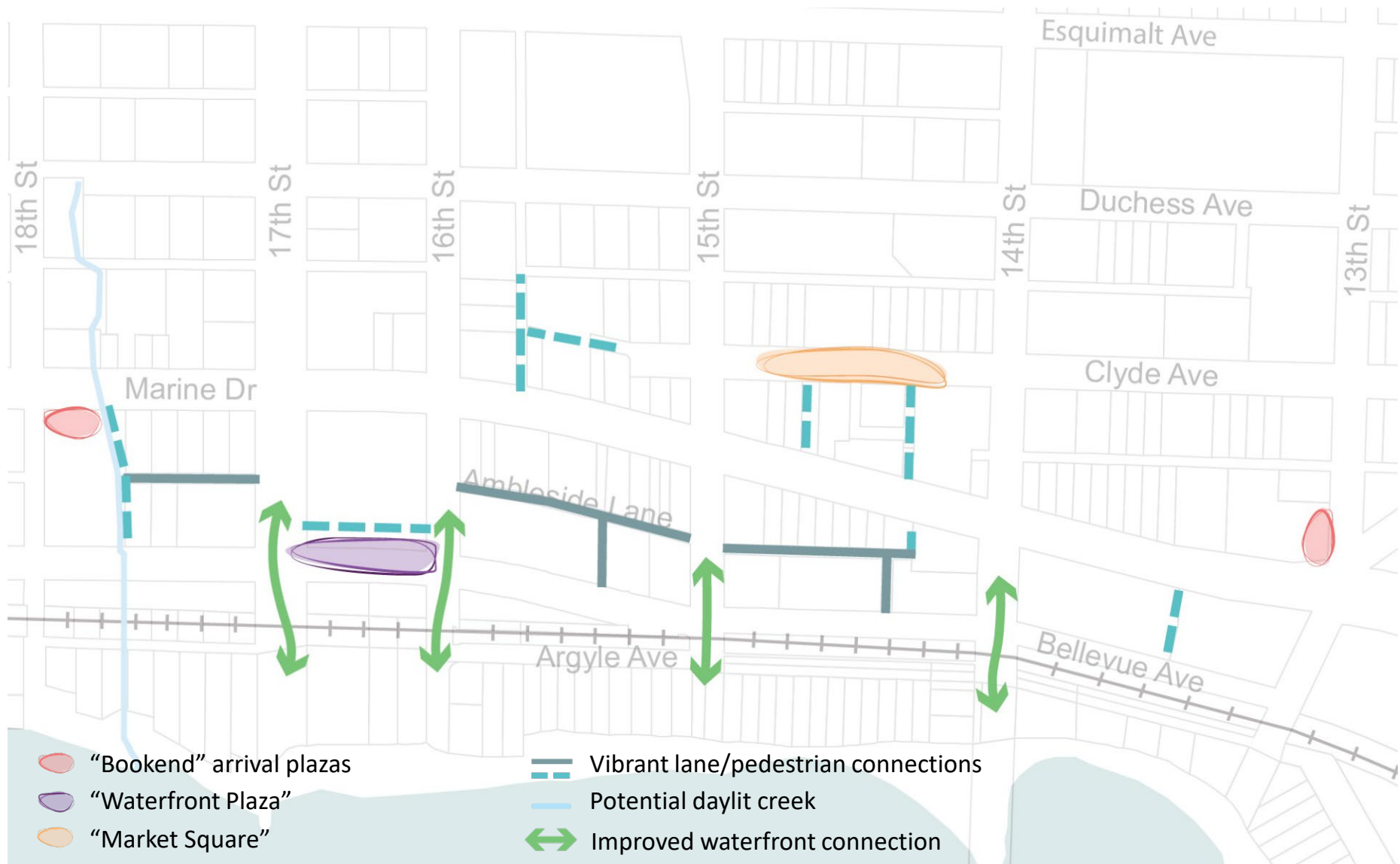
- “objectives and policies to guide decisions on planning”
- “approximate location, amount, type” of residential and commercial
- can include “objectives for form and character” as “guidelines”
- “does not commit or authorize a municipality to proceed with any project”

*LAP is a long-term guide, not the decisions or approvals themselves*

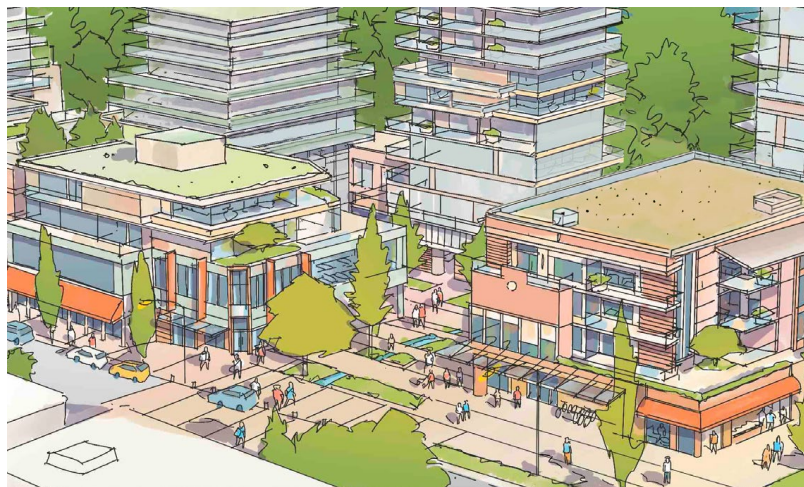
## 2) The geographical scope of the proposed LAP has been revised:

- Removes the Hollyburn sub-area (Marine and 22<sup>nd</sup>)
- Area can be considered as plans for the civic site evolve/are confirmed
- Proposed LAP only focuses on Ambleside centre itself

# Confirming a public realm system



# Creating four gathering places



"Arrival Plaza" on 18<sup>th</sup> Street and Marine Drive



"Arrival Plaza" on 13<sup>th</sup> Street and Marine Drive

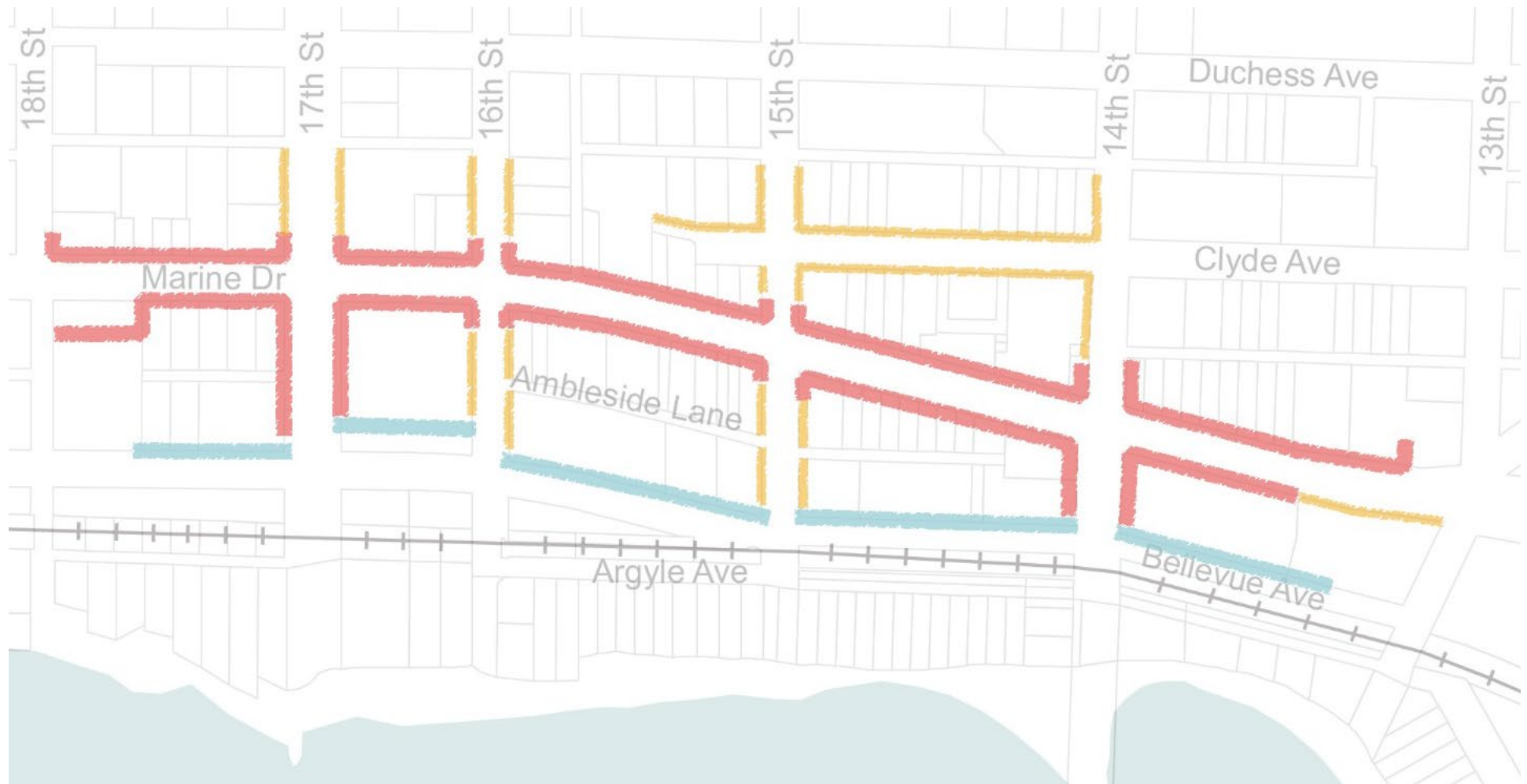


"Waterfront Plaza" on Bellevue Avenue



"Market Square" on Clyde Avenue

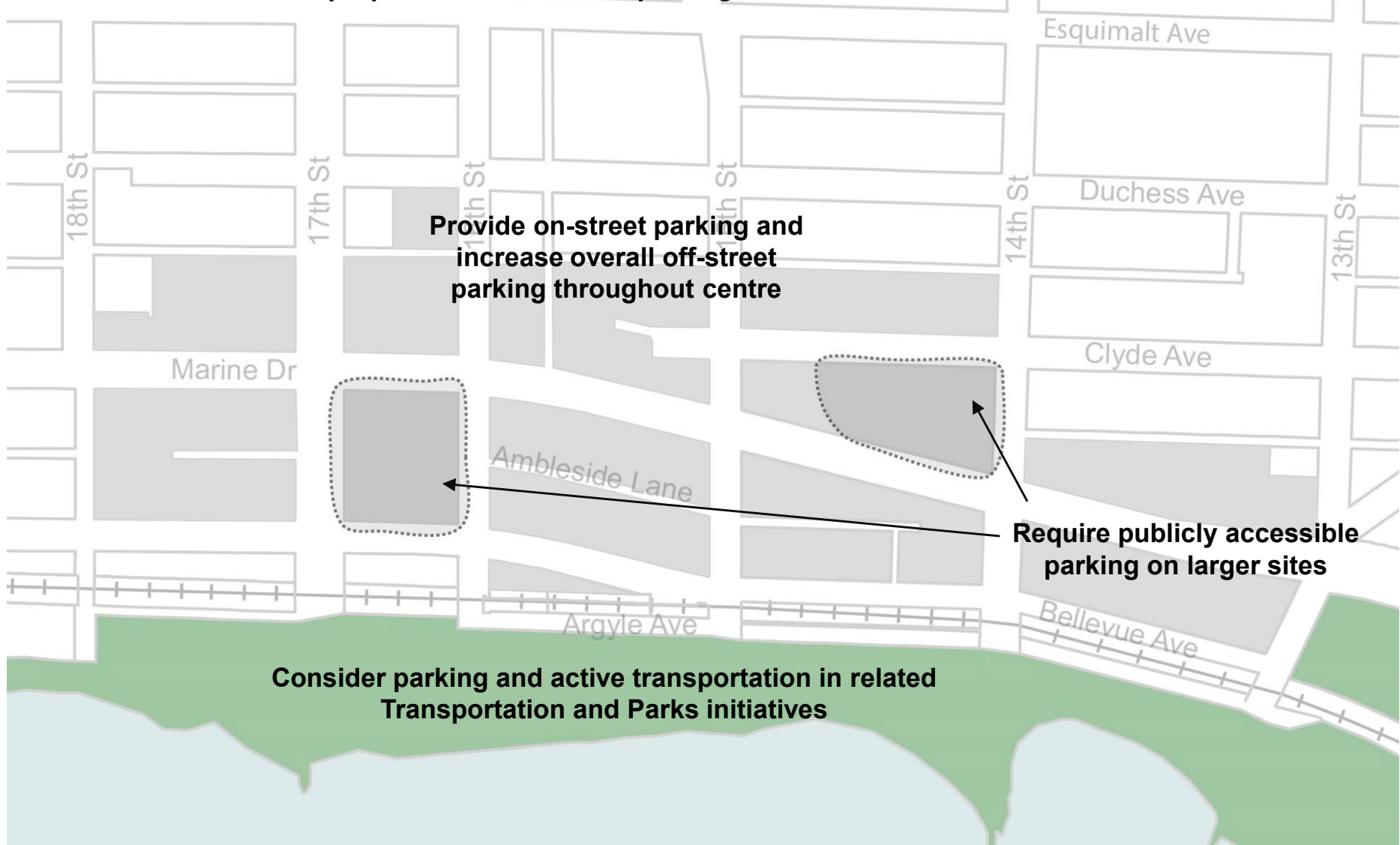
# Shaping great retail streets



- Waterfront:** Street level cafes, restaurants, specialty retail, outdoor seating and patios
- Active:** A functional range of businesses that support employer and resident needs (grocery, banks, pharmacies)
- Flexible:** Smaller format commercial to support local and emerging businesses

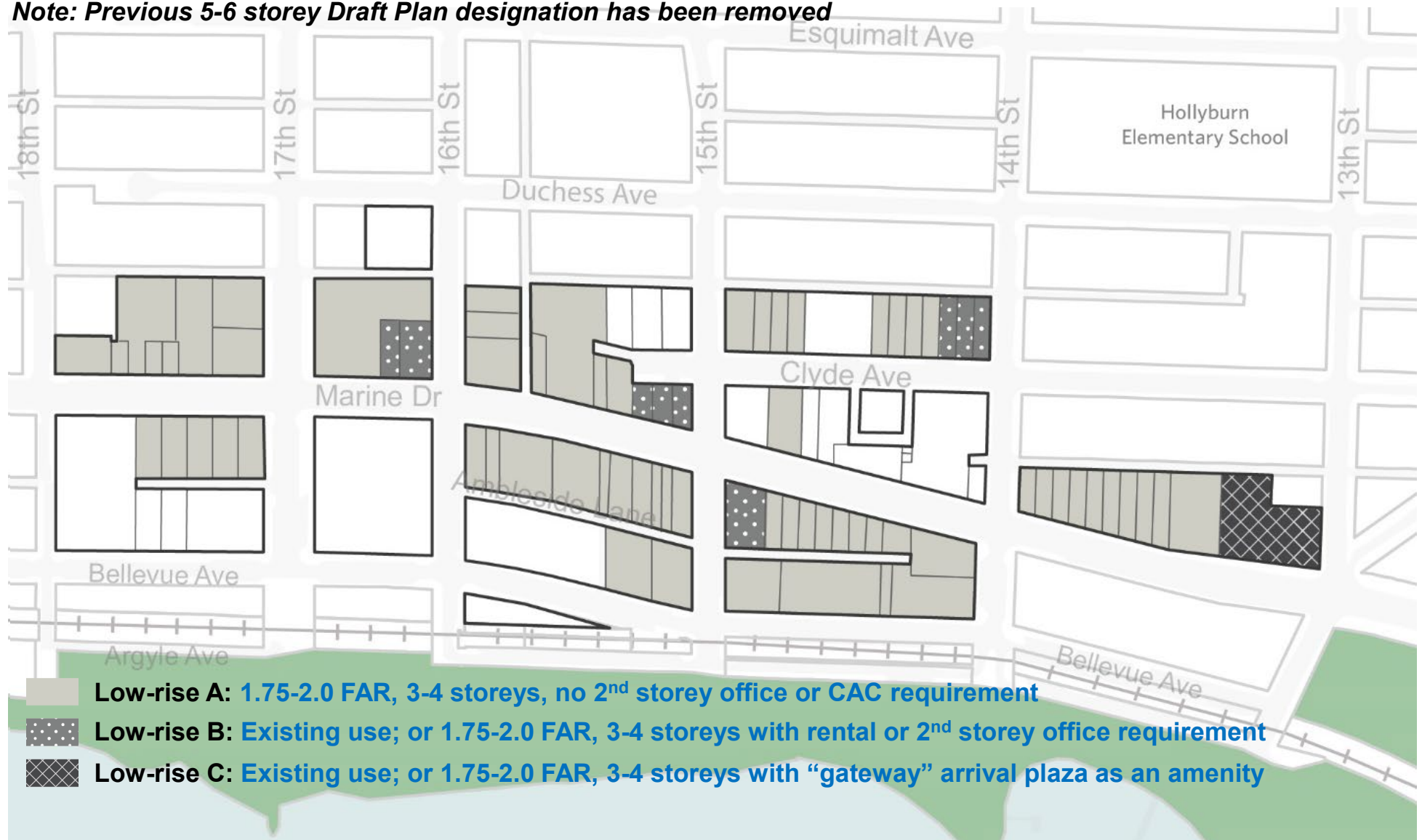
# Integrating transportation

*Note: Previous Draft Plan proposal to convert JLP parking lot to Parks use has been removed*

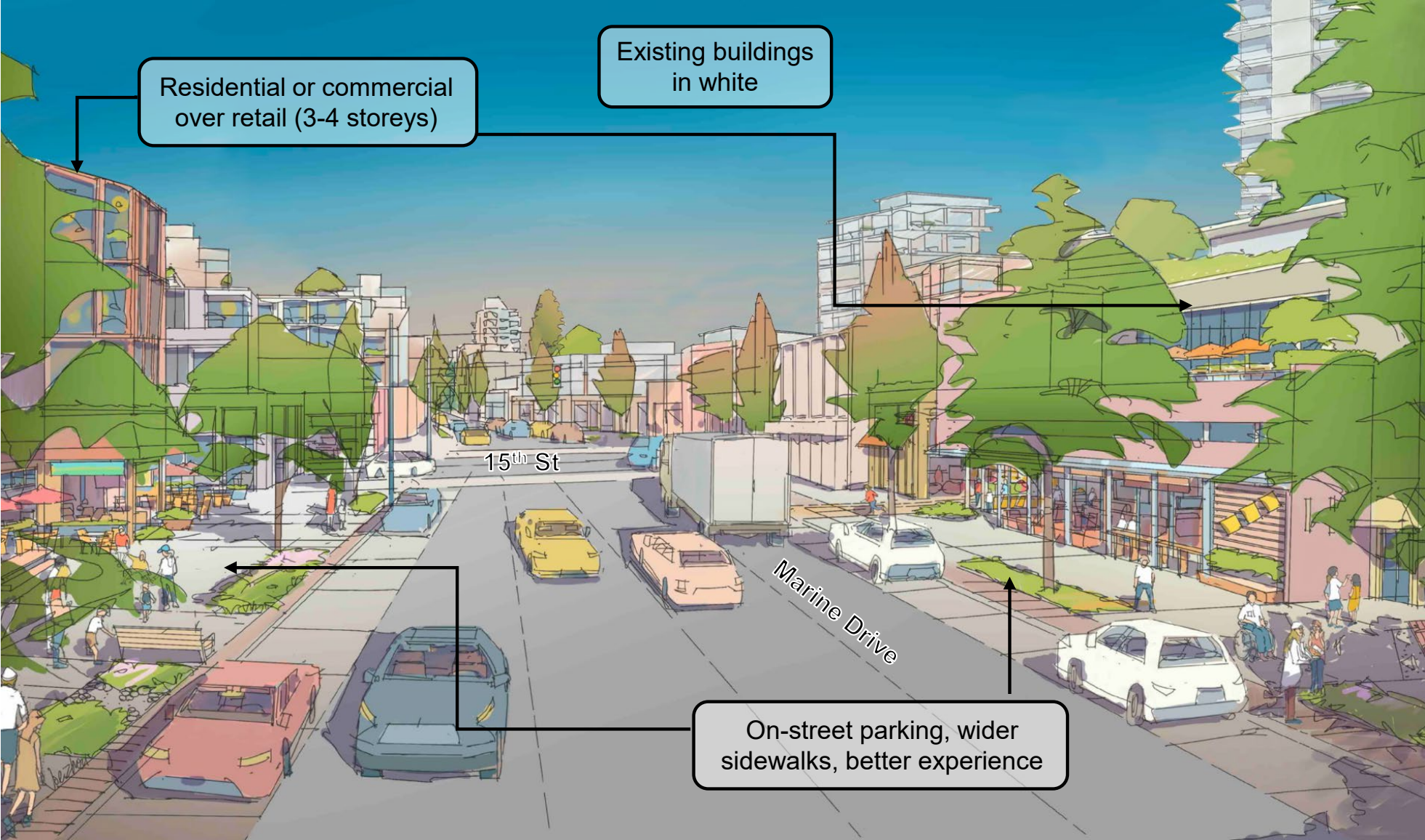


# Prioritizing (by enabling) low-rise

Note: Previous 5-6 storey Draft Plan designation has been removed



# Low-Rise Marine

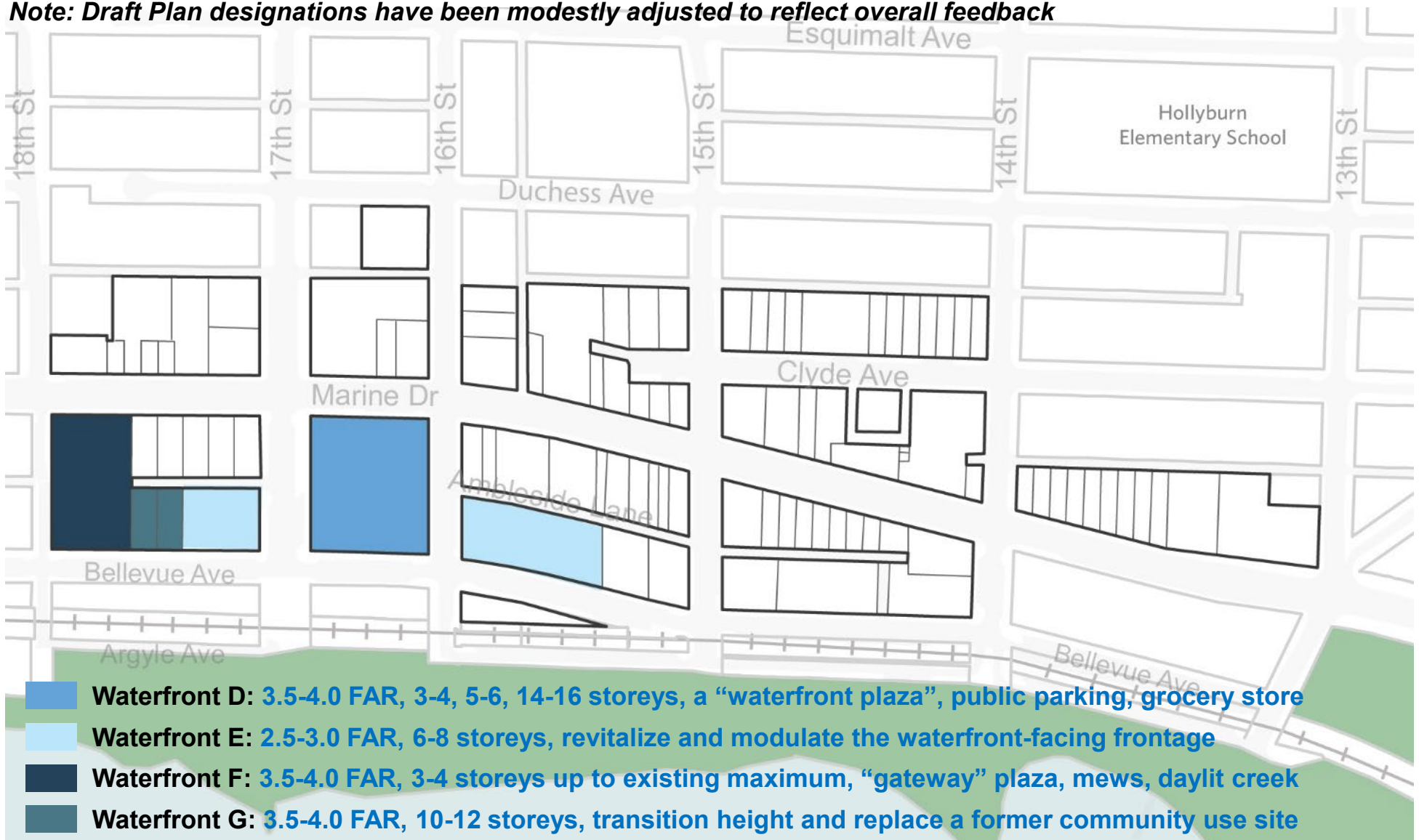


# Low-Rise central Bellevue

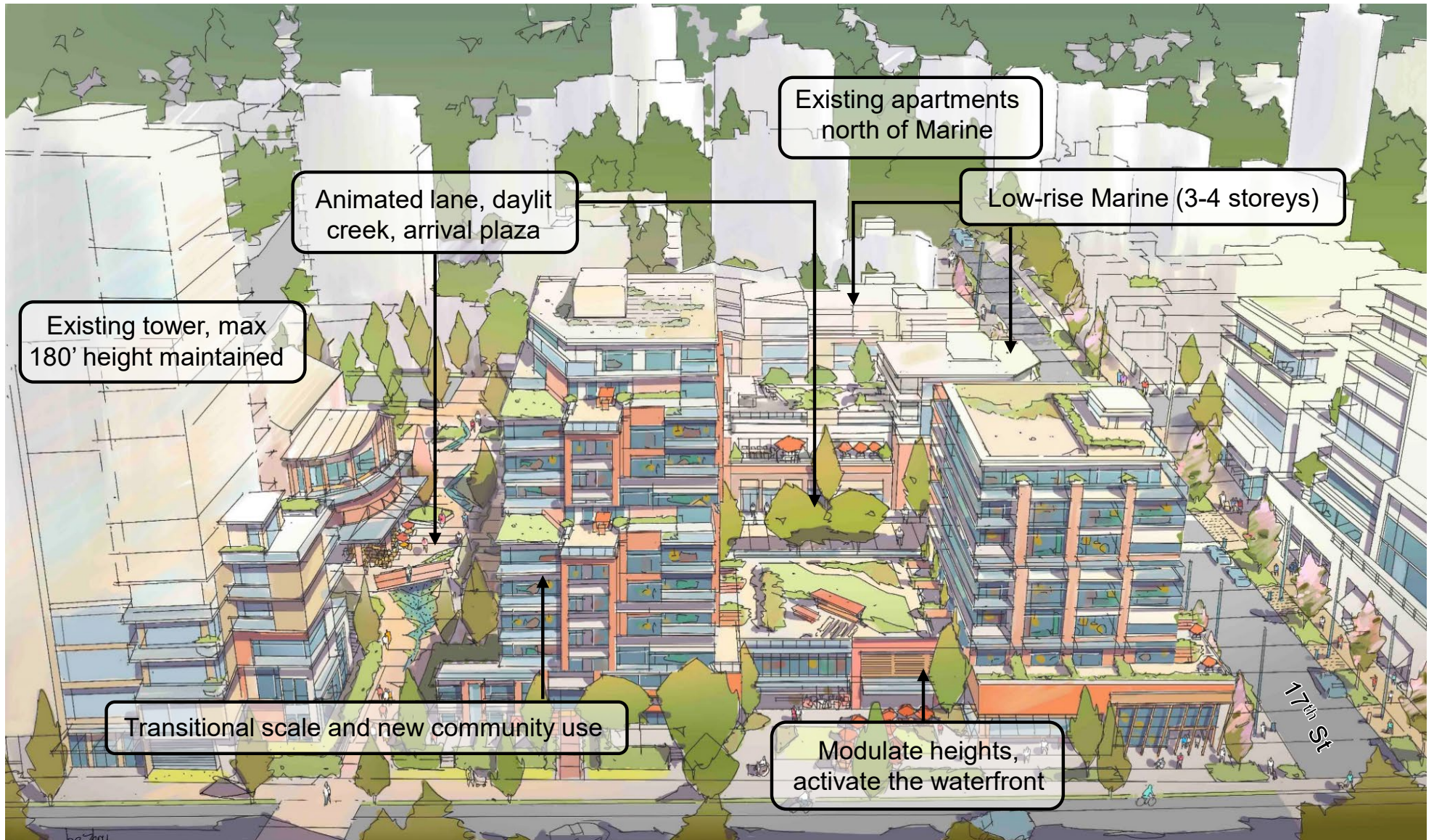


# Activating a waterfront “precinct”

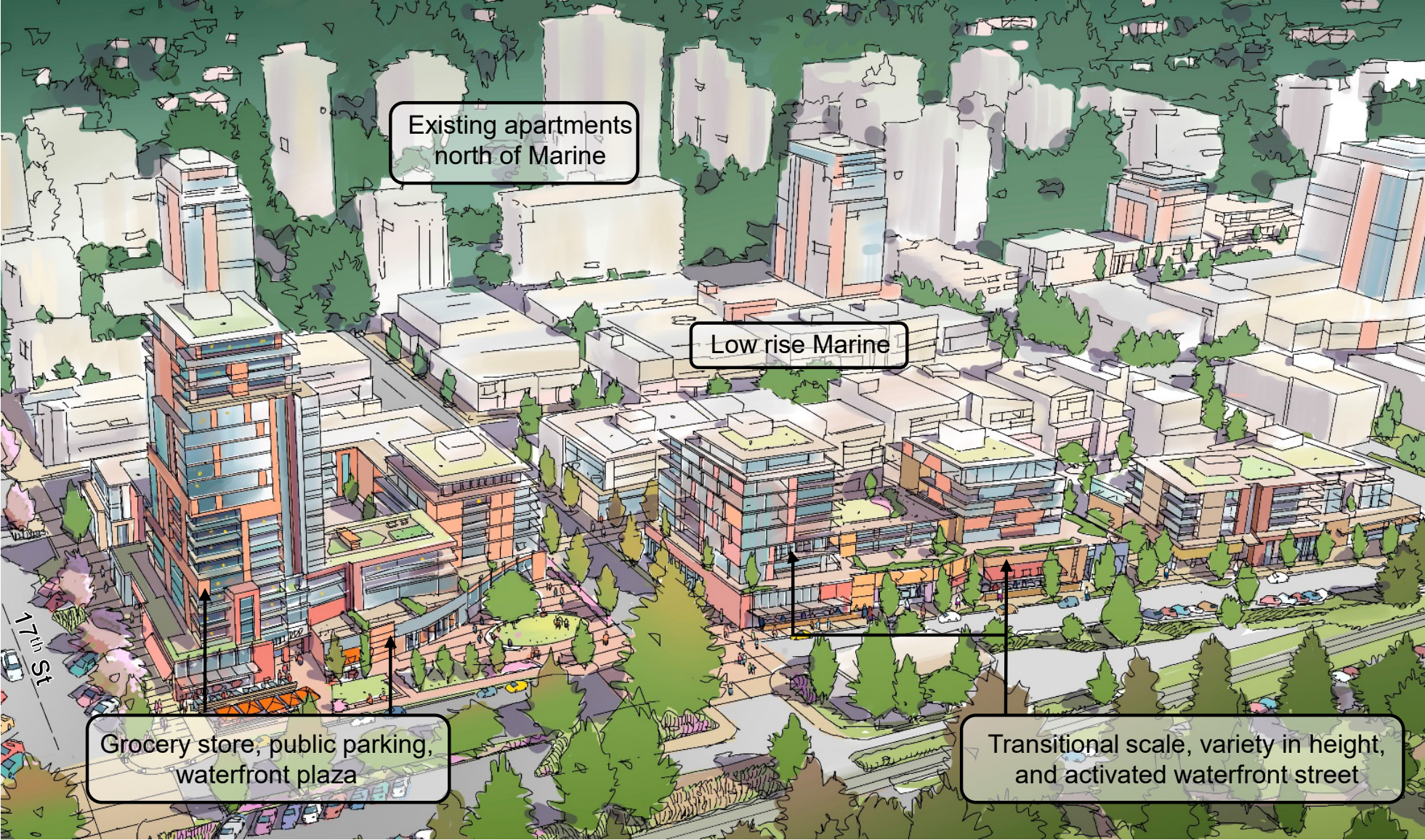
Note: Draft Plan designations have been modestly adjusted to reflect overall feedback



# 1700 block Bellevue

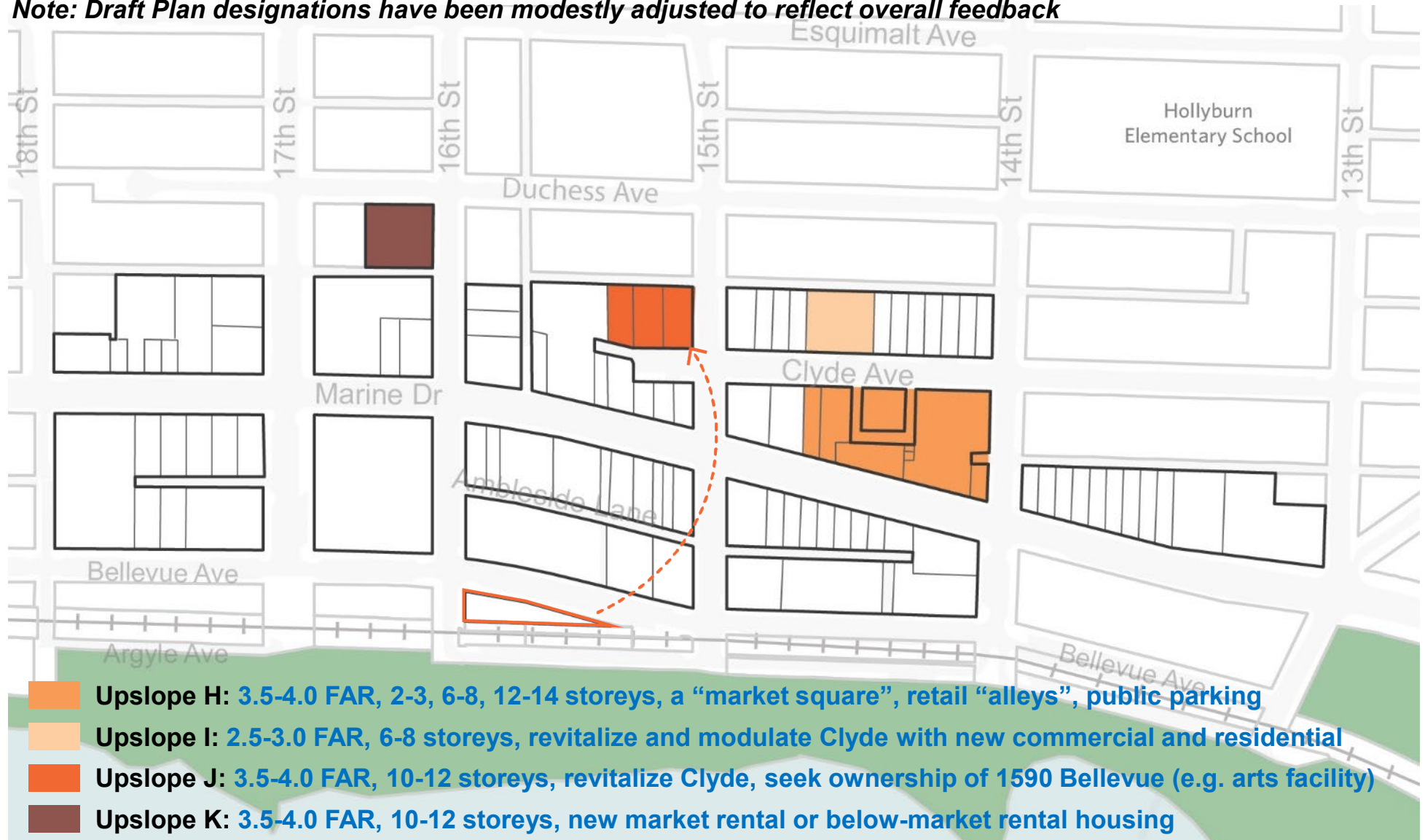


# 1500 and 1600 blocks Bellevue

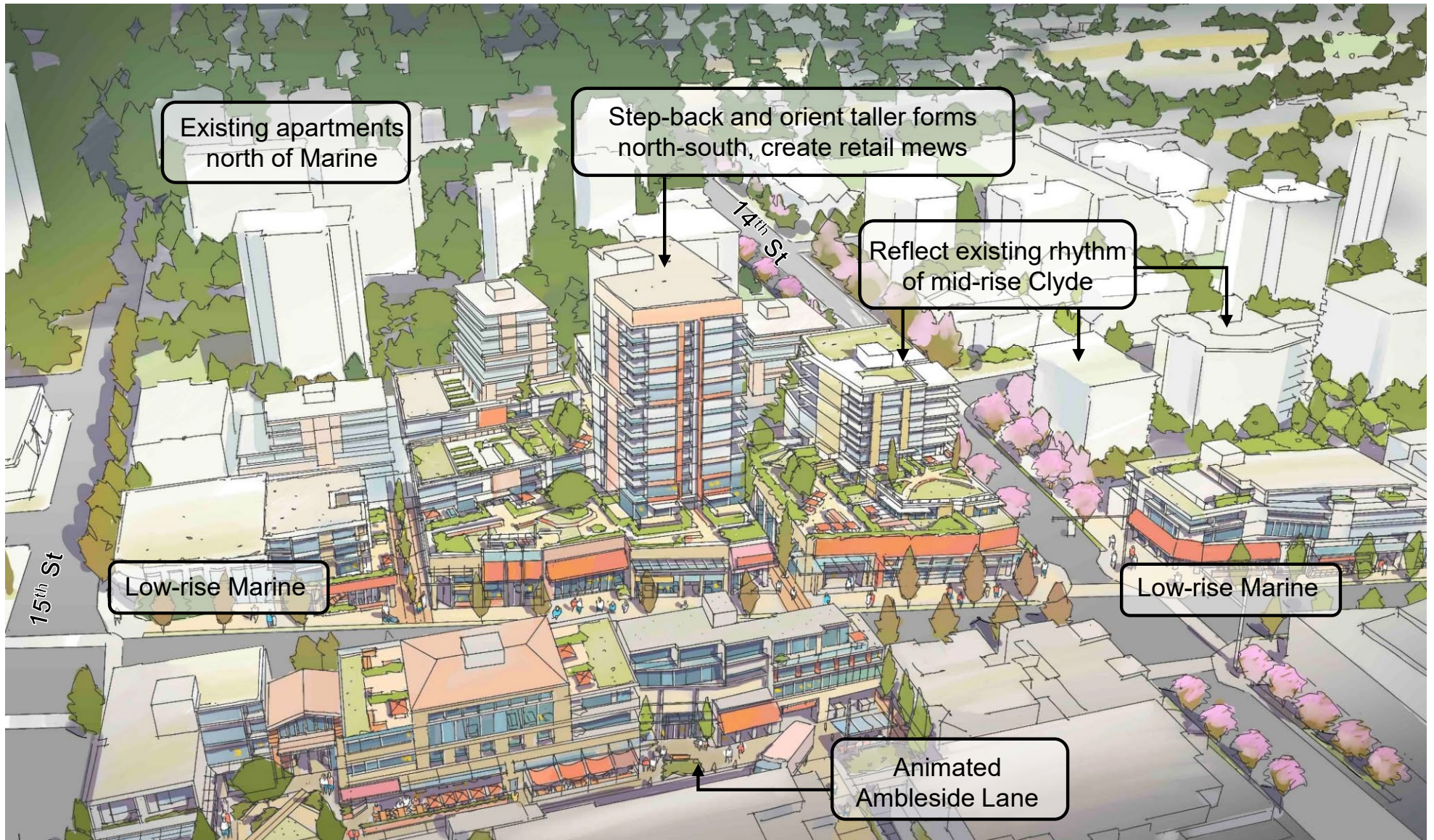


# Integrating with upslope apartment area

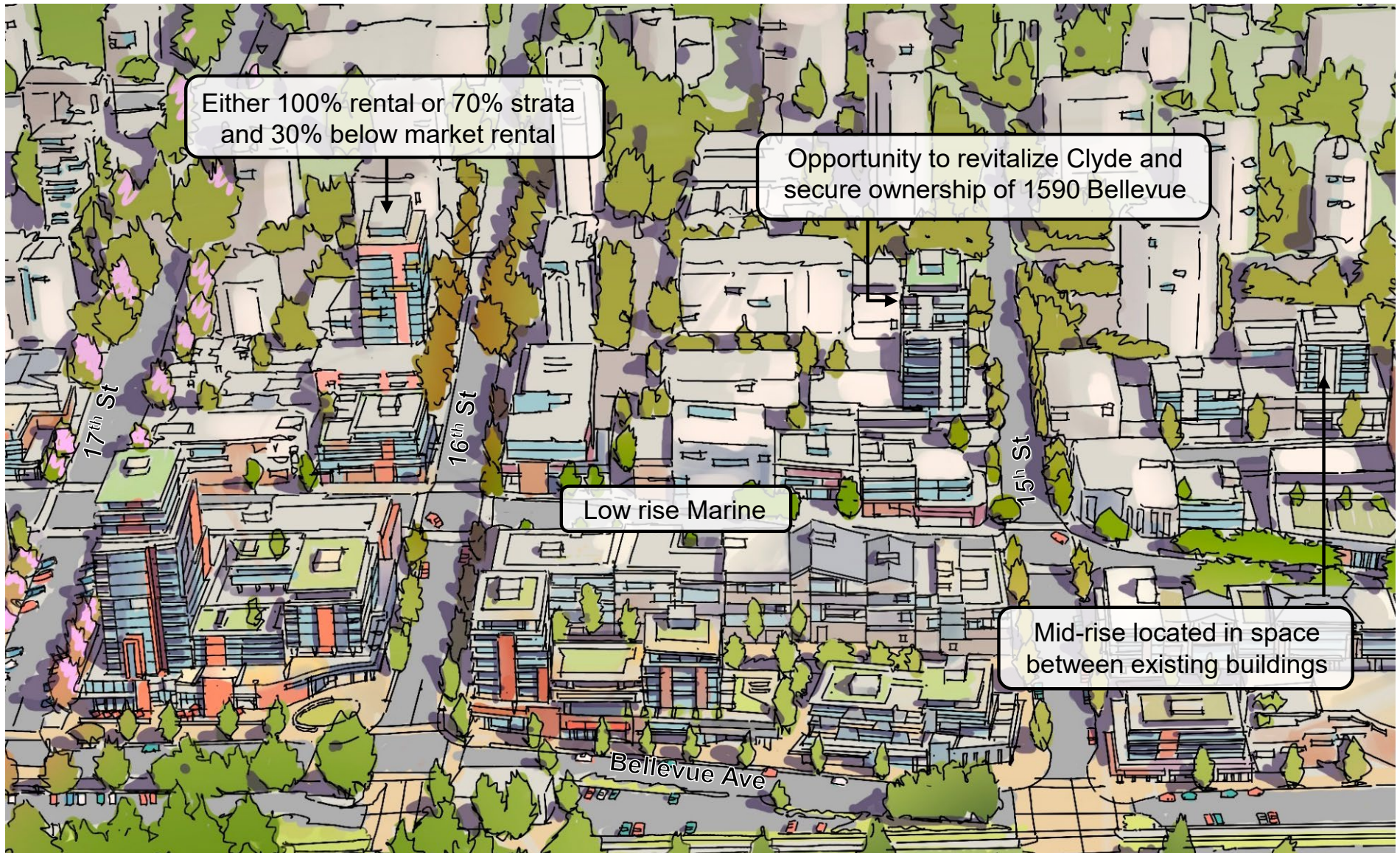
Note: Draft Plan designations have been modestly adjusted to reflect overall feedback



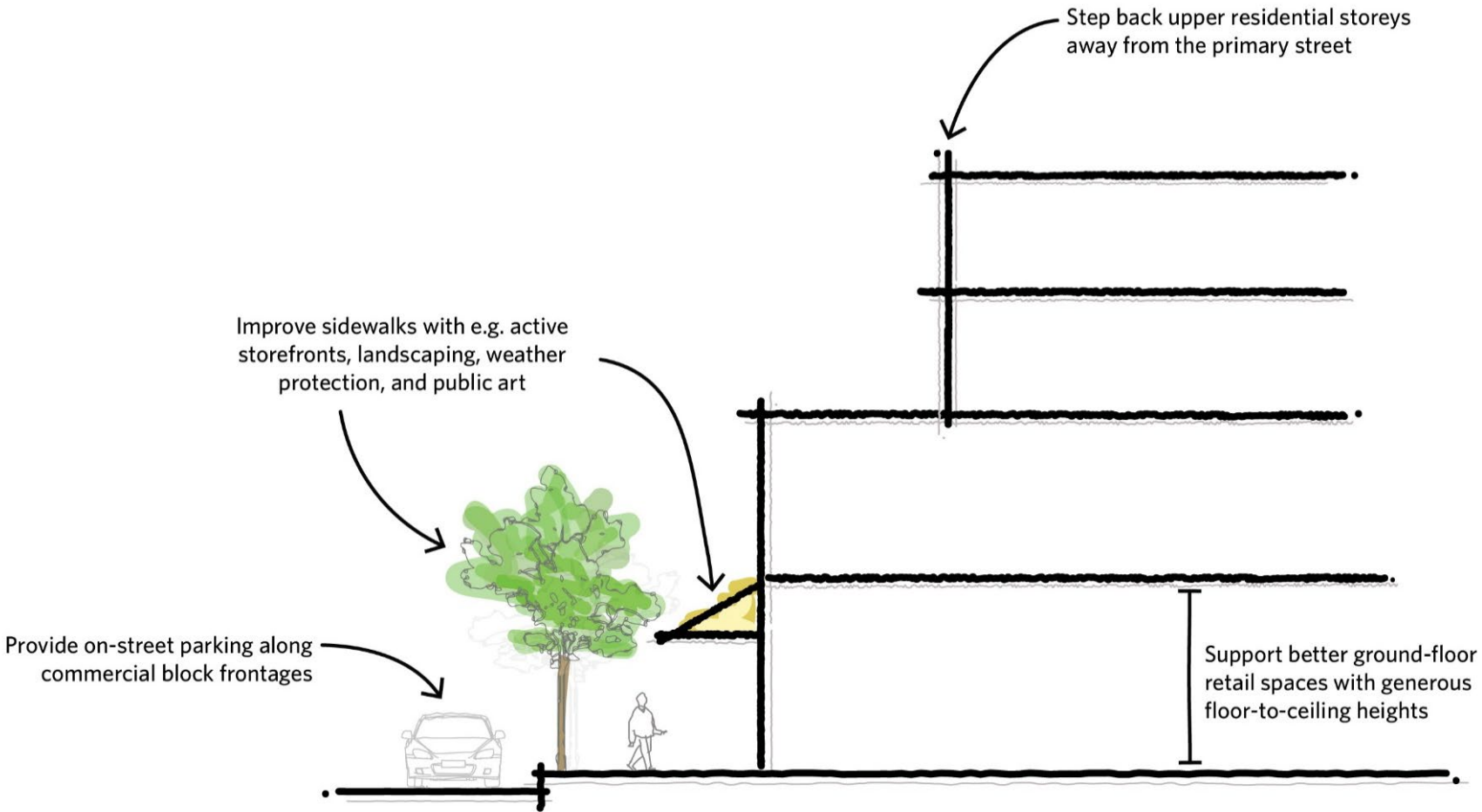
# 1400 block Clyde



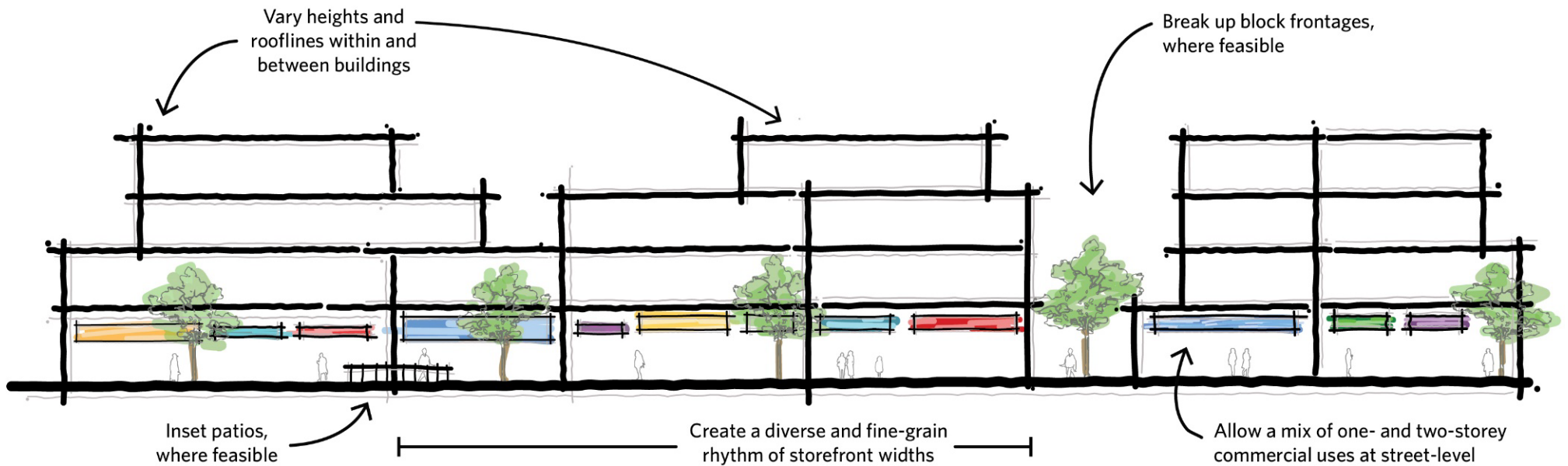
# 15<sup>th</sup> and 16<sup>th</sup>, Clyde and Duchess



# Framing great streets



# Varying massing and height





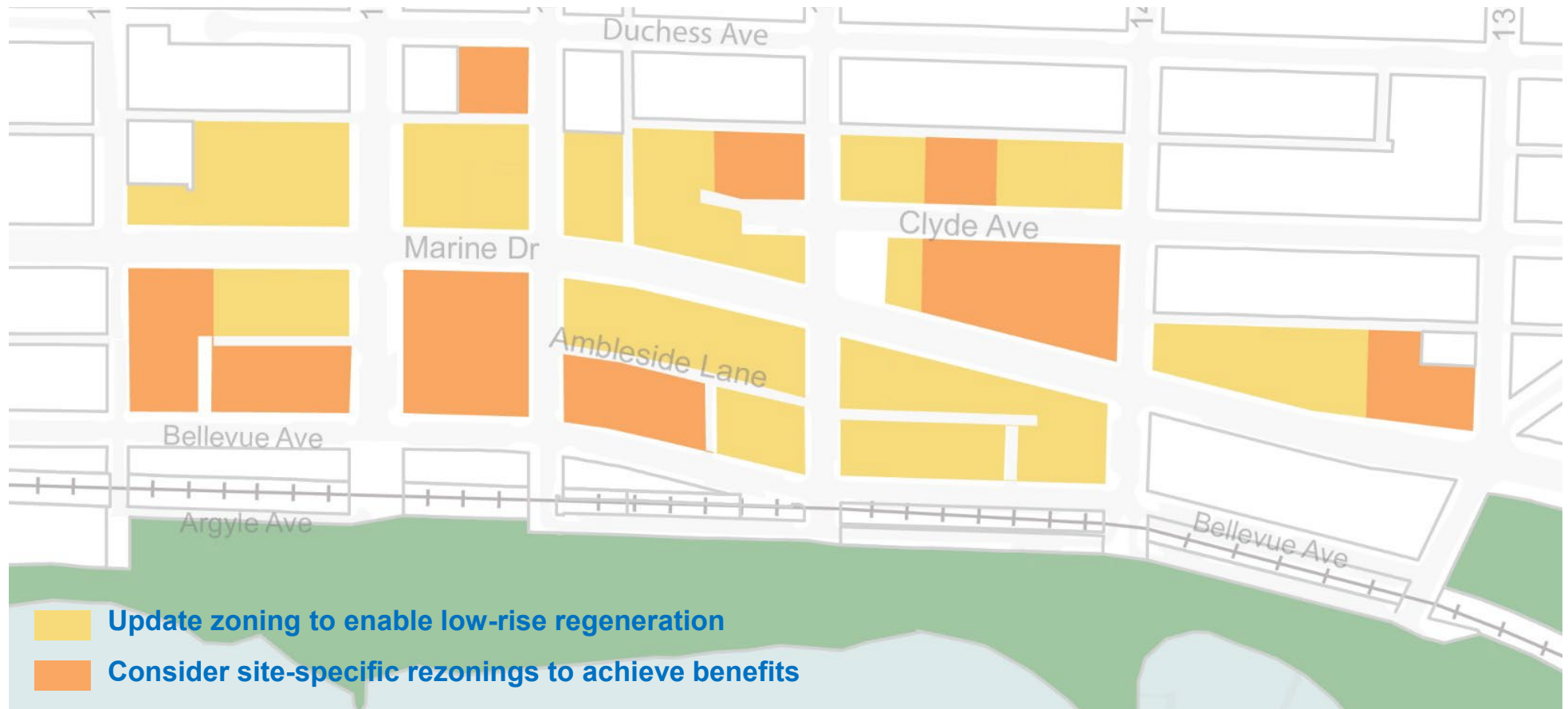
Next steps

# Guiding a long-term vision in context

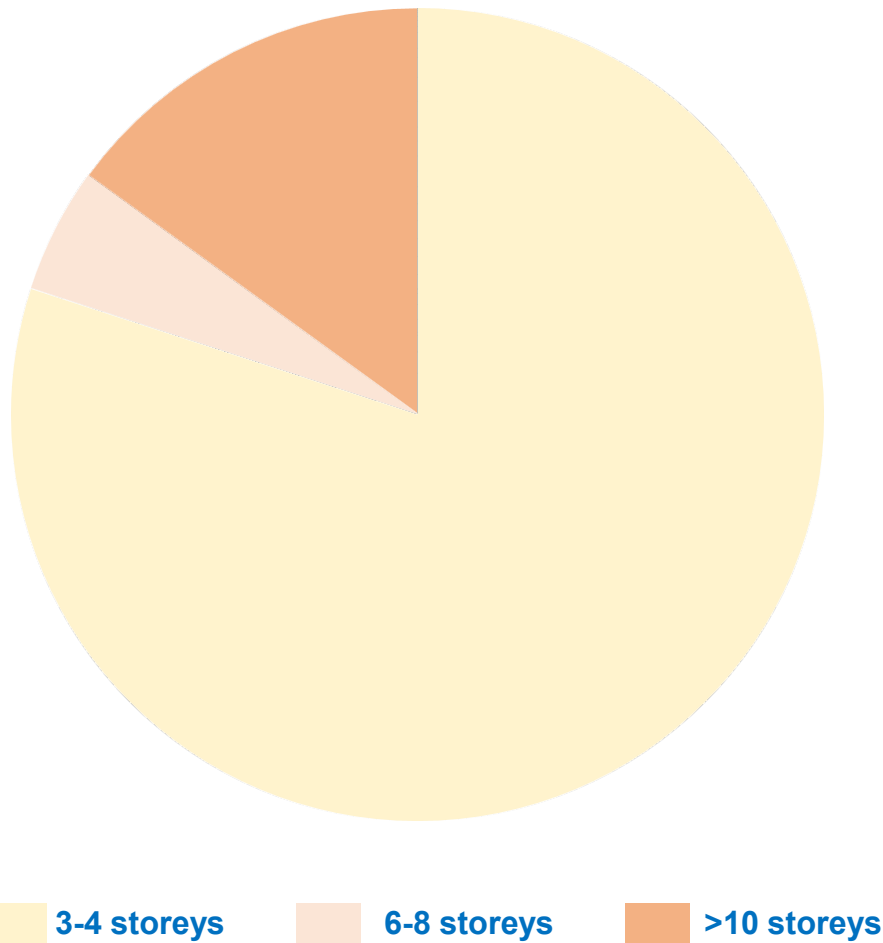


# Implementing intentionally, incrementally

Flexibility is built into the LAP as a “living document” (alongside other regulations). Applicants can propose, Council can use or amend, staff can monitor its success. The general approach:



# Summarizing proposed deliverables



- ~80% of lots to facilitate low-rise
- ~5% mid-rise to add variety and animation
- ~15% include taller forms to negotiate:
  - New plazas and gathering spaces
  - New mid-block connections
  - New publicly accessible parking
  - New community use space
  - New rental housing site
  - New land for e.g. an arts facility
  - More diverse housing and shops
  - Contributions to local amenities

# Recommendation

In conclusion, after a 2+ year process, staff are recommending commencing consideration of adopting the LAP into the OCP.

THAT:

- the proposed OCP bylaw be read a first time,
- the proposed OCP bylaw be presented at a public hearing on June 9, 2025, at 4 p.m., and
- the engagement findings be received for information.

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