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

COUNCIL REPORT

Date:	July 14, 2023
From:	David Hawkins, Senior Manager, Community Planning & Sustainability
Subject:	Ambleside Local Area Plan (LAP): Engagement Summary, Proposed Framework, and Next Steps
File:	2520-17

RECOMMENDATION

THAT the report dated July 14, 2023 titled “Ambleside Local Area Plan (LAP): Engagement Summary, Proposed Framework, and Next Steps” be received for information.

RECOMMENDATION

THAT Council confirm the revised LAP study area, scope and approach (refer to Map 1 in **Appendix A**).

RECOMMENDATION

THAT staff assess the implications of any provincial direction regarding single-detached housing regulations and conduct local meetings with five single-detached neighbourhood sub-areas to discuss land use options (refer to Map 2 in **Appendix A**).

RECOMMENDATION

THAT staff prepare Zoning and Official Community Plan bylaw amendments to guide change for Ambleside’s apartment areas (refer to Maps 3 to 8 in **Appendix A**), for Council’s consideration in Fall 2023.

RECOMMENDATION

THAT staff prepare Zoning Bylaw amendments to the RM1 and RM2 zones that apply to the parcels with existing purpose-built rental as shown on the map attached as **Appendix B**, to allow a maximum floor area ratio of 2.0, and to limit the form of tenure for all residential units to rental tenure, for Council’s consideration in Fall 2023.

RECOMMENDATION

THAT staff prepare design illustrations to visualize the regeneration of the Hollyburn and Ambleside commercial areas (refer to Maps 9 to 14 in **Appendix A**), for community engagement in Fall 2023.

RECOMMENDATION

THAT staff prepare a Communications and Engagement Plan and meet with the Community Engagement Committee (CEC) in September or October 2023 for input on future engagement.

RECOMMENDATION

THAT Engineering & Transportation staff prepare an accompanying Ambleside Transportation Plan.

1.0 Purpose

To share Ambleside Local Area Plan (LAP) engagement findings, propose an Ambleside LAP Framework, and recommend next steps in the process.

2.0 Legislation/Bylaw/Policy

This policy context for local area planning is provided by the District's Official Community Plan (OCP) Bylaw No. 4985, 2018. As local area plans comprise part of the OCP, the Local Government Act (LGA) requirements for OCP content apply. Notably, plans must identify the "approximate location, amount, type and density of residential development" and the "approximate location, amount and type of present and proposed commercial" uses.

Additionally, the LGA enables the designation of development permit areas within an OCP to guide development in "an area in which a commercial use is permitted" and to establish "objectives for the form and character" of commercial and multifamily residential development.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan

Council's 2021-2022 Strategic Plan directed LAP initiation:

Objective 1.5: Initiate a Local Area Plan for Ambleside Town Centre

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 and trails (2.7.2); and art, culture, and diversity in the public realm (2.8.14).

4.0 Financial Implications

Resourcing of the LAP is in place under the existing departmental budget. Changes to the proposed approach that carry financial implications would be addressed and/or reported on, as appropriate or necessary, should they arise.

5.0 Background

5.1 Previous Decisions

At its June 13, 2022 meeting, Council passed the following resolutions:

THAT the report from the Senior Manager of Community Planning & Sustainability, dated May 27, 2022 and titled Ambleside Town Centre Local Area Plan: Revised Approach, be received for information.

THAT staff prepare three high-level, draft plan options for engagement purposes.

THAT staff report back to Council with the three high-level, draft plan options for subsequent direction in the first quarter of 2023 and report back to Council with updates on a monthly basis.

Council, at its February 6, 2023 meeting, passed the following resolutions:

THAT the report from the Senior Manager of Community Planning & Sustainability, dated January 24, 2023 and titled Ambleside Local Area Plan (LAP): Progress Report and Next Steps, be received for information.

THAT staff commence engagement for the Ambleside Local Area Plan based on the Ambleside Local Area Plan Options Booklet, attached as Appendix A to the report from the Senior Manager of Community Planning & Sustainability dated January 24, 2023 and titled Ambleside Local Area Plan (LAP): Progress Report and Next Steps.

THAT Ambleside engagement consist of: a discussion with the Community Engagement Committee (CEC); stakeholder workshops with the West Vancouver Chamber of Commerce, the Ambleside and Dundarave Business Improvement Association (ADBIA) and the Ambleside Dundarave Residents Association (ADRA); a presentation to the Design Review Committee (DRC); and virtual and in-person workshops with the general public.

THAT staff report back to Council with engagement findings and an Ambleside Local Area Plan Framework (proposed land uses and building heights), for subsequent Council direction regarding Ambleside Local Area Plan finalization.

5.2 History

After a review of 32 documents covering 75 years of planning history, staff prepared three high-level, draft LAP options. Staff undertook engagement for the Ambleside LAP, using the draft options as a tool to facilitate dialogue, gather input, and elicit new ideas. This engagement is summarized in **Appendix C** and has supported the preparation of the Ambleside LAP Framework, attached as **Appendix A** (the primary subject of this report).

6.0 Analysis

6.1 Discussion

REVISED SCOPE AND APPROACH

Context: *What do we know?*

Ambleside is the heart of the District and of great importance to its local residents, businesses, and all of West Vancouver. The 2018 OCP's Ambleside LAP study area (the "starting point" for LAP engagement) extends in a large rectangle from 13th to 23rd, and from the waterfront to

Inglewood, consisting of three sub-areas: the commercial, apartment, and neighbourhood areas. Combined, this area totals ~900 lots.

Community Input: *What did we hear?*

Rather than extending north to Inglewood, there is a preference to focus planning generally southwards, in walking distance to Marine Drive with its public transit, commercial areas, and community facilities (e.g., community centre). There is interest in the LAP and associated regulations to be in place to guide change in this more focused area, as opposed to “one off” or “ad hoc” rezonings. Most notably, the village is a “shared priority” with broad community sense of “ownership” and the priority for LAP-guided regeneration for businesses and the community to shape.

Staff’s Recommendation: *How are we responding?*

The recommendation is to proceed through a more structured approach. In summary, this includes: waiting for further information on provincial announcements regarding single-detached housing regulations and working with smaller, specific neighbourhood areas through direct engagement with residents (a “local approach”); guiding modest, contemporary, targeted interventions in the established apartment area, with marginal expansion of the apartment boundary (an “administrative approach”); and a greater focus on commercial areas through the preparation of illustrations for a revitalized village (a “design approach”). This revised scope and approach is shown in Map 1 of **Appendix A**, with subsequent maps providing more detail on the recommendations for each of these three component sub-areas.

NEIGHBOURHOOD AREA

Context: *What do we know?*

The neighbourhood area includes homes situated in an area where the natural topography slopes upward. Housing is primarily single-detached (481 units), with a limited number of ground-oriented multifamily units (26 units). This reflects the wider lack of housing diversity across all of West Vancouver (almost two-thirds of the District’s dwellings are single-detached homes, while only 2% are “missing middle” forms).

Community Input: *What did we hear?*

There is general interest in missing middle housing forms, with effective integration and transitions from single-family homes to any new housing types. Suggested locations are generally focused adjacent to the apartment areas, and around the community and seniors centre precinct. Community members want to understand how recent provincial announcements regarding residential zones might influence the future of Ambleside. There is more interest in lower density “missing middle” than higher density forms like apartments, and also in including a much wider range of typologies (e.g., exploring infill, duplexes, triplexes, in addition to the row/townhouses that were included in the draft LAP options).

Staff's Recommendation: *How are we responding?*

To understand (any) implications, staff are recommending the District wait for more detail on anticipated provincial regulations, and then work directly with five single-detached neighbourhood sub-areas (see Map 2 of **Appendix A**). Localized public engagement meetings would then focus on discussing these provincial implications (if any) and the possibility of lower density housing options (not the apartment forms included in the Options), with a much wider diversity of forms: status quo, subdivision, infill, stratified coach houses, various multiplexes, row- and townhouses.

APARTMENT AREA

Context: *What do we know?*

Following the creation of the apartment area in 1958, 69% of Ambleside's housing stock today is in mid- and high-rise buildings. The area includes a mixture of strata and rental buildings, including the vast majority (90%) of the District's purpose-built rental units. Almost three-quarters of these rental units were constructed before 1980, are now 40-50 years old, and vulnerable to redevelopment to strata under current zoning with the associated displacement of tenants and loss of rental housing.

Ambleside's 3,300 apartment units only account for 23% of its total land area, but the context is largely set, with abrupt transitions (or "zoning cliffs") on some of the edges, as well as some underutilized sites within. The overwhelming majority of sites (78%) in the apartment area are zoned and built to RM1 and RM2 provisions.

Community Input: *What did we hear?*

While some community members are in favour of additional height to allow for more slender buildings, others are opposed to anything higher than the existing "ceiling". There is support for the idea of apartment infill, with the suggestion that this idea be considered as and where it makes sense – i.e., not be limited only to rental sites but rather be guided by a contextual understanding of adjacent/surrounding conditions. Addressing affordability, such as protecting and retaining current rental or adding new rental stock, is important to the community, as is seniors housing given the local demographics.

Staff's Recommendation: *How are we responding?*

The recommendation is to provide modest flexibility for existing strata buildings, and to protect existing rental by limiting residential use to rental-only on these buildings, by modernizing the predominant RM1 and RM2 apartment area zoning (see Map 3 of **Appendix A**). Tailored regulatory interventions are recommended to create opportunities for new strata, rental, seniors, or rent-to-own housing through minor expansions on the edges of the existing commercial and apartment areas, to support housing diversity and transition to adjacent uses (Maps 4 to 7 of **Appendix A**). Specific guidance is also recommended to allow for "infill" and adjustments on limited existing multifamily sites to achieve new strata

and rental housing through a targeted and contextually appropriate response to select sites (Map 8 of **Appendix A**).

COMMERCIAL AREA

Context: *What do we know?*

Ambleside's main commercial area currently consists of a long high-street (around 3,000 feet), without either a clear, compact "focus" or strong sense of arrival. At the western end of the LAP study area is a smaller commercial cluster in Hollyburn adjacent to the community/seniors centres. With older buildings, many of Ambleside's commercial spaces need upgrades, require reinvestment, and there is a long-standing desire for revitalization.

Community Input: *What did we hear?*

Village regeneration (re)emerged as a priority. The community wants to see a lively, walkable, and vibrant commercial area and there is support for adding new housing close to shops and services. There are mixed opinions about mid-rise buildings, including a general awareness that allowing additional height and density can help to deliver community benefits, but also an overall sense that the primary form of new development should be low-rise. Variation in height and massing is important – the community does not want Ambleside to be "monolithic" and prefer future designs that reflect variety. There is strong interest in character that builds on its seaside location, with differentiation between Bellevue, Marine, and Clyde to create diverse and interesting commercial sub-areas. Hollyburn, adjacent to the community centre, is seen as a distinct opportunity for a more intentional commercial "pocket" within a more defined Marine Drive context.

Staff's Recommendation: *How are we responding?*

The recommendation is to prioritize commercial revitalization and clearly articulate the role of the District's centres within their context, through an overarching commercial strategy (Map 9 of **Appendix A**). This would include a small mixed-use node at "Hollyburn Corner" to enable retail, offices and new housing opposite and "kitty corner" to the community centre (Map 10 of **Appendix A**). Staff recommend that the primary focus of the LAP be on enabling a more vibrant "Ambleside-by-the-Sea", building on its setting with lively retail streetscapes, stronger pedestrian connections, and new gathering spaces (Map 11 of **Appendix A**).

Accordingly, the priority next step in the process is to design and visualize a regenerated village for Council and the community to "see". This recommended design work would prioritize low-rise regeneration as the predominant form of new development (Map 12 of **Appendix A**); activate streetscapes on existing smaller, less pedestrian-friendly sites (e.g., gas stations) by enabling rental and office uses (Map 13 of **Appendix A**); and guide the redevelopment of three larger sites to balance massing with mid-rise heights in a way to achieve community

benefits and exceptional public realm (Map 14 of **Appendix A**). The overall objective would be to illustrate a cohesive and complete vision for an “Ambleside-by-the-Sea” that includes: revitalized retail and office spaces, supported by strata and rental housing options, set within a more vibrant and connected street experience, where limited mid-rise sites punctuate a predominantly low-rise environment to introduce variety of building forms and land uses, avoid single block-length massing, and deliver open spaces at street-level.

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 February 6, 2023, staff undertook engagement and outreach as summarized below:

Activity	Purpose and Participation
<ul style="list-style-type: none"> Meetings with District Advisory Committees 	<ul style="list-style-type: none"> Community Engagement Committee (CEC) review and feedback on the Communications and Engagement Plan. Design Review Committee (DRC) review and feedback on the three draft options.
<ul style="list-style-type: none"> Community outreach 	<ul style="list-style-type: none"> Encourage community awareness and involvement. Dedicated mail to around 8,230 residential and commercial addresses, print and web advertisements, project webpage with 3,989 unique views, and over 5,690 social media impressions.
<ul style="list-style-type: none"> Stakeholder Workshops 	<ul style="list-style-type: none"> Provide information to stakeholders about the LAP process and draft options, answer questions, gather feedback on the options, and discuss new ideas. Three stakeholder meetings, reaching 29 attendees. Individual workshops with the Ambleside and Dundarave Business Improvement Association (ADBIA), Ambleside Dundarave Residents Association (ADRA), and the Chamber of Commerce.

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| <ul style="list-style-type: none"> • Meetings with local First Nations | <ul style="list-style-type: none"> • Provide information to local First Nations about the LAP process, offer an opportunity to meet, answer questions, and receive feedback on the three draft options. • Individual meetings with Skwxwú7mesh Úxwumixw (Squamish Nation) and sə́lilwətaʔ (Tsleil-Waututh Nation). |
| <ul style="list-style-type: none"> • Pop-Ups | <ul style="list-style-type: none"> • Information displays, an interactive poster to attract passersby, in-person engagement to elicit “intercept” type feedback on the LAP. • Two pop-ups at the Memorial Library and two pop-ups at the Community Centre. • Interactions with ~160 individuals and 62 sticky-note ideas generated. |
| <ul style="list-style-type: none"> • Youth Workshops | <ul style="list-style-type: none"> • Enable those who will inherit the plan to contribute their own ideas for the future of Ambleside. • One workshop at the West Vancouver Community Centre Youth Lounge and one workshop at the Park Royal Youth Hub, with 30 youth in attendance. |
| <ul style="list-style-type: none"> • Community Workshops | <ul style="list-style-type: none"> • Enable those who live, work, and/or visit Ambleside to explore three initial conceptual options focused on land use and building forms, and find out which draft ideas or new ideas merit further consideration for the LAP. • Eight in-person (at the Seniors’ Activity Centre) and virtual (on Zoom) workshops. • Over 180 participants, generating 2,256 comments. |
| <ul style="list-style-type: none"> • Phone and email correspondence | <ul style="list-style-type: none"> • To allow community members additional outlets for asking questions and providing input on the Ambleside LAP. • Interactions with ~160 individuals, generating 758 comments and ideas. |
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In total, staff heard from ~640 voices through LAP engagement, generating over 3,600 comments and ideas from pop-ups, youth workshops, community workshops, and phone and email correspondence.

A summary of engagement and outreach is outlined in the Engagement Summary, attached as **Appendix C**. A full transcript of input received can be found online at www.westvancouverite.ca/plan-ambleside.

Should Council direct staff to proceed in accordance with this report's recommendations, staff would advance the LAP through a structured "three-streamed" approach addressing the neighbourhood, apartment, and commercial areas. In summary, this would mean that staff:

1. wait for provincial direction regarding changes to the regulation of single-detached housing, assess any implications, and hold local conversations with residents in five single-detached neighbourhood areas (see Map 2, a "local exercise");
2. draft and introduce bylaws to amend zoning, adjust OCP development permit area boundaries, and OCP policies to guide change contextually within the apartment areas (see Maps 3 to 8, an "administrative exercise"); and
3. prepare illustrations and renderings to visualize the regeneration of the "Hollyburn Corner" and "Ambleside-by-the-Sea" commercial areas (see Maps 9 to 14, a "design exercise" and the primary focus for the LAP and subsequent engagement).

The engagement approach would be informed by the CEC in accordance with District policy. Based on the proposed LAP Framework, staff would expect "local" neighbourhood engagement to include letters to affected homeowners and smaller format meetings with them ("1" above); and "design" engagement for the commercial areas to include charrettes with the business community to shape the illustrations, followed by larger format engagement with the wider community to receive input on them ("3" above). Staff would then report back to Council with engagement findings and seek direction on next steps.

6.4 Other Communication, Consultation, and Research

The LAP process will continue to involve staff from various District departments, notably Community Relations & Communications and Engineering & Transportation. Engagement to date included interest in integrating LAP work with localized transportation planning. **Appendix D** responds to this by providing a summary of existing conditions, general assessment of growth impacts, and identification of multimodal opportunities going forward. One recommendation in this report – pending Council's direction regarding the proposed LAP Framework – is for an accompanying LAP Transportation Plan to be prepared.

Additional research needs may arise and would be addressed as appropriate at that time. Zoning and/or OCP bylaw amendments would be guided by legislative requirements, including a Public Hearing.

7.0 Options

7.1 Recommended Option

At the time of consideration of this report Council may:

- a) Receive this report for information and direct staff to: proceed based on the revised study area and approach; conduct local meetings with single-detached neighbourhood sub-areas to discuss land use options; prepare Zoning and OCP bylaw amendments to guide change for Ambleside's apartment areas; zone existing purpose-built rental buildings as rental-only tenure; prepare design illustrations to visualize the regeneration of the Hollyburn and Ambleside commercial areas; prepare a Communications and Engagement Plan and meet with the CEC; and prepare an accompanying Ambleside Transportation Plan.

7.2 Considered Options

- b) Receive this report for information, and direct staff to amend the LAP scope, and/or approach, and/or Framework (amendments to be specified).
- c) Provide alternate direction (to be specified).

8.0 Conclusion

The OCP calls for the preparation of the Ambleside LAP. Based on community input (summarized in **Appendix C**), staff have prepared the LAP Framework (presented in **Appendix A**) and now recommend proceeding in accordance with the directions outlined therein, including the zoning of existing RM1 and RM2 purpose-built rental buildings for rental-only tenure (identified in **Appendix B**), supported by a local transportation plan (consecutive to **Appendix D**).

Author: _____



Appendix A: Ambleside Local Area Plan (LAP) Framework

Appendix B: Subject Lands Where New Rental Tenure Zoning Would Apply

Appendix C: Ambleside Local Area Plan (LAP): Public Engagement Summary

Appendix D: Summary for Ambleside Transportation Plan Phase 1

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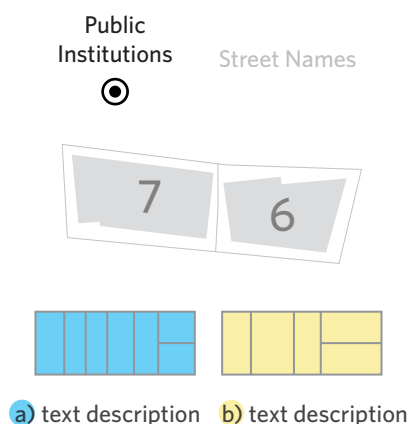
Ambleside Local Area Plan (LAP) Framework

This LAP Framework proposes land uses and building heights to support the next steps in the LAP process. It describes these proposals through a series of 14 maps, as follows:

1. *Confirm Revised LAP Study Area and Approach*
2. *Conduct Local Meetings with Five Single-Detached Neighbourhood Sub-Areas*
3. *Modernize Apartment Area Zoning*
4. *Connect the Apartment Areas*
5. *Include 1500-block South of Fulton Avenue in Apartment Area*
6. *Guide Community Use and Housing Objectives*
7. *Support Aging-in-Place Across the Full Continuum of Existing Seniors Housing*
8. *Enable Limited, Contextually Appropriate Infill within the Apartment Area*
9. *Endorse the Overarching Commercial Strategy*
10. *Strengthen Hollyburn Corner*
11. *Create a Great Pedestrian Experience, Vibrant Retail Streetscapes, and New Gathering Spaces*
12. *Prioritize Low-Rise Regeneration of Ambleside-by-the-Sea*
13. *Activate the Streetscape with Sustainable Development*
14. *Consider Higher Buildings to Deliver Community Benefits and Exceptional Public Realm*

Note: Opportunities for an arts facility within Ambleside are being assessed and will be determined by Council; pending this assessment and determination, no specific location is currently included in this Framework.

How to read each map:



Orientation

Street names and public institutions (e.g. community facilities) are annotated to situate the proposals.

Context

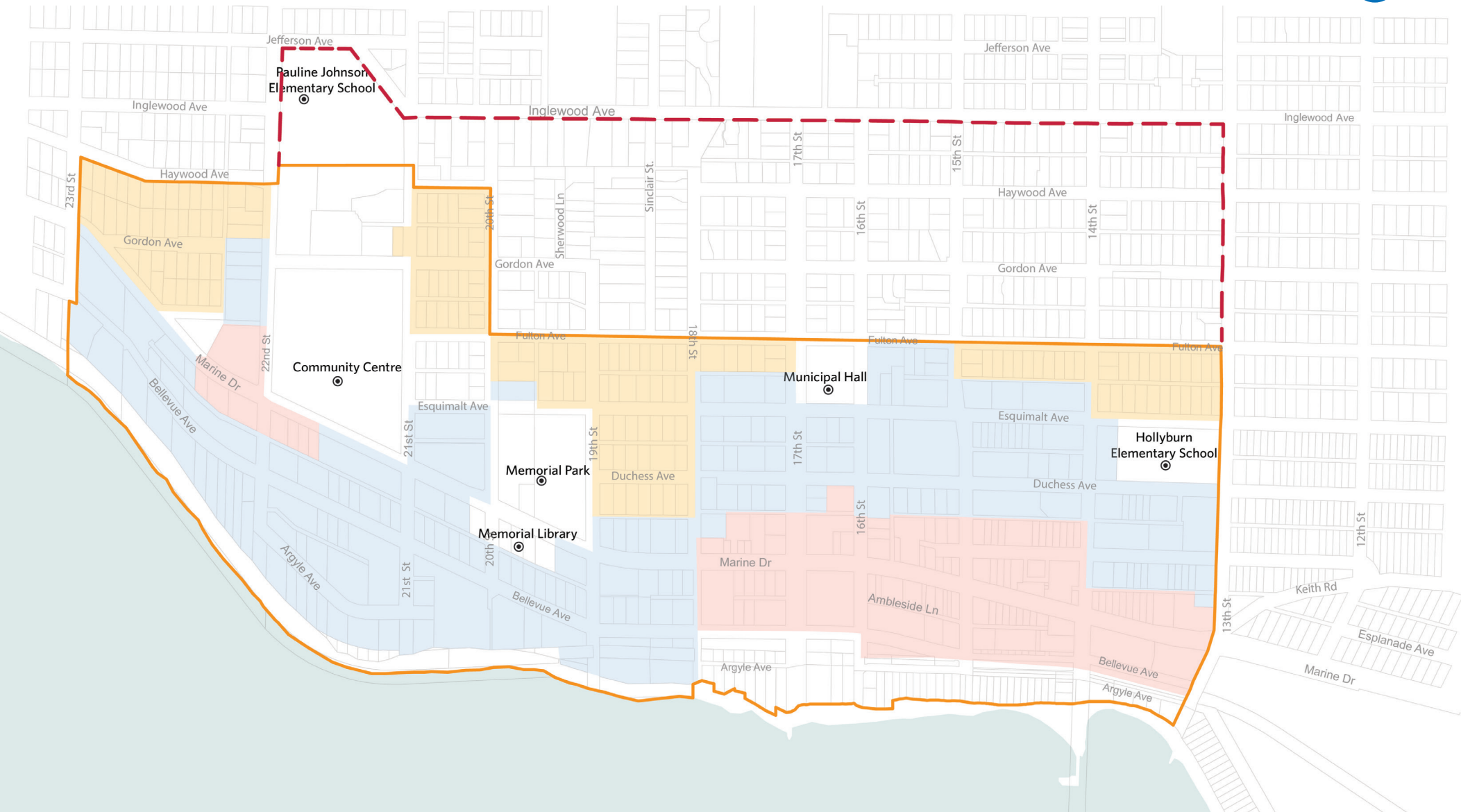
The footprints and heights of existing or approved adjacent apartment buildings are shown to provide scaled context.

Proposals

Parcels are coloured with matching lettered text descriptions to identify the recommendations.

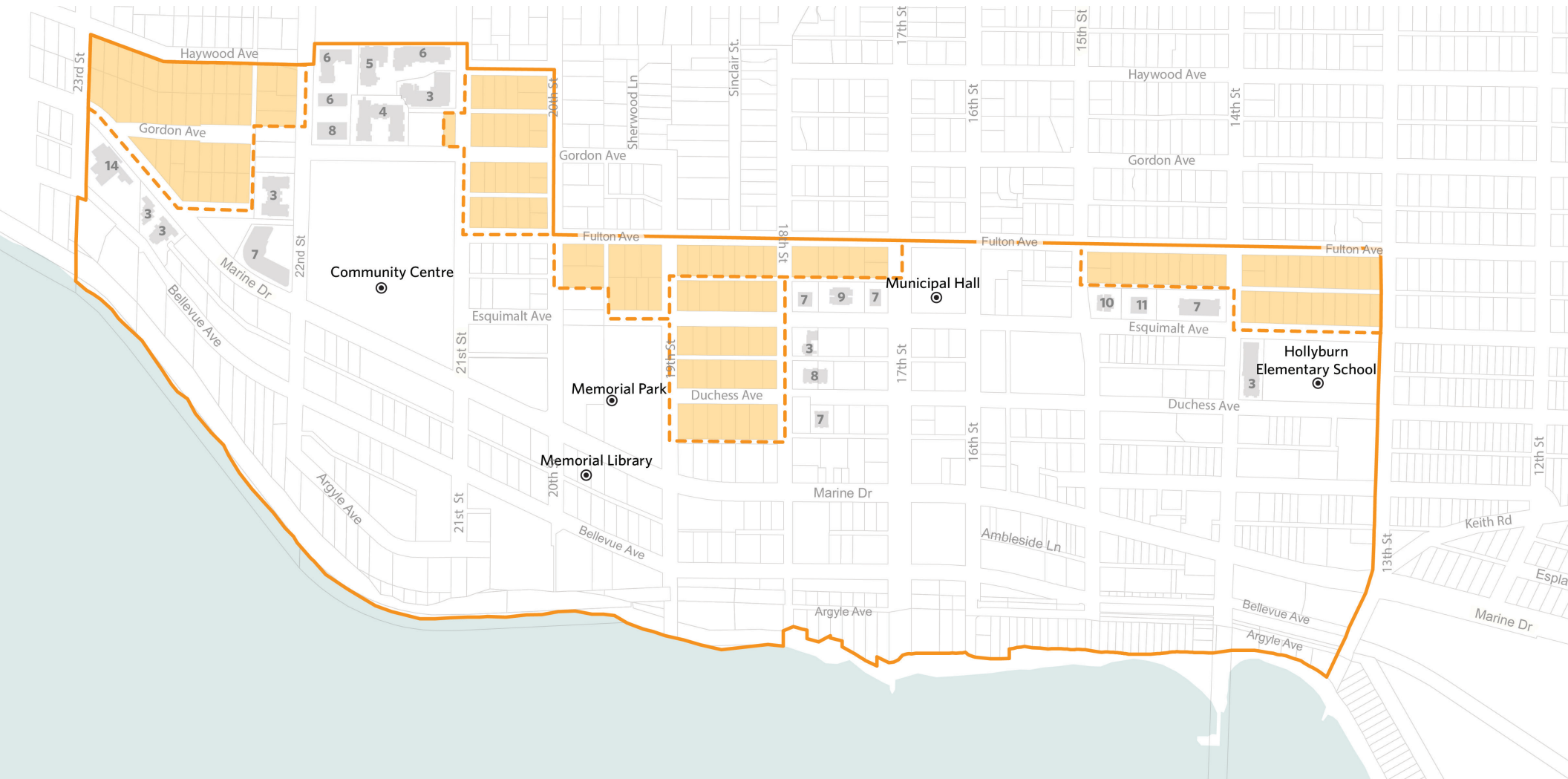
Caveat: Proposed heights in storeys and densities in FAR (floor area ratio) are expressed as “up to”, typically within a range. This is to acknowledge that future design work would be required and does not mean that the maximum proposed height or density would be achieved on any given site.

Confirm Revised LAP Study Area and Approach **1**

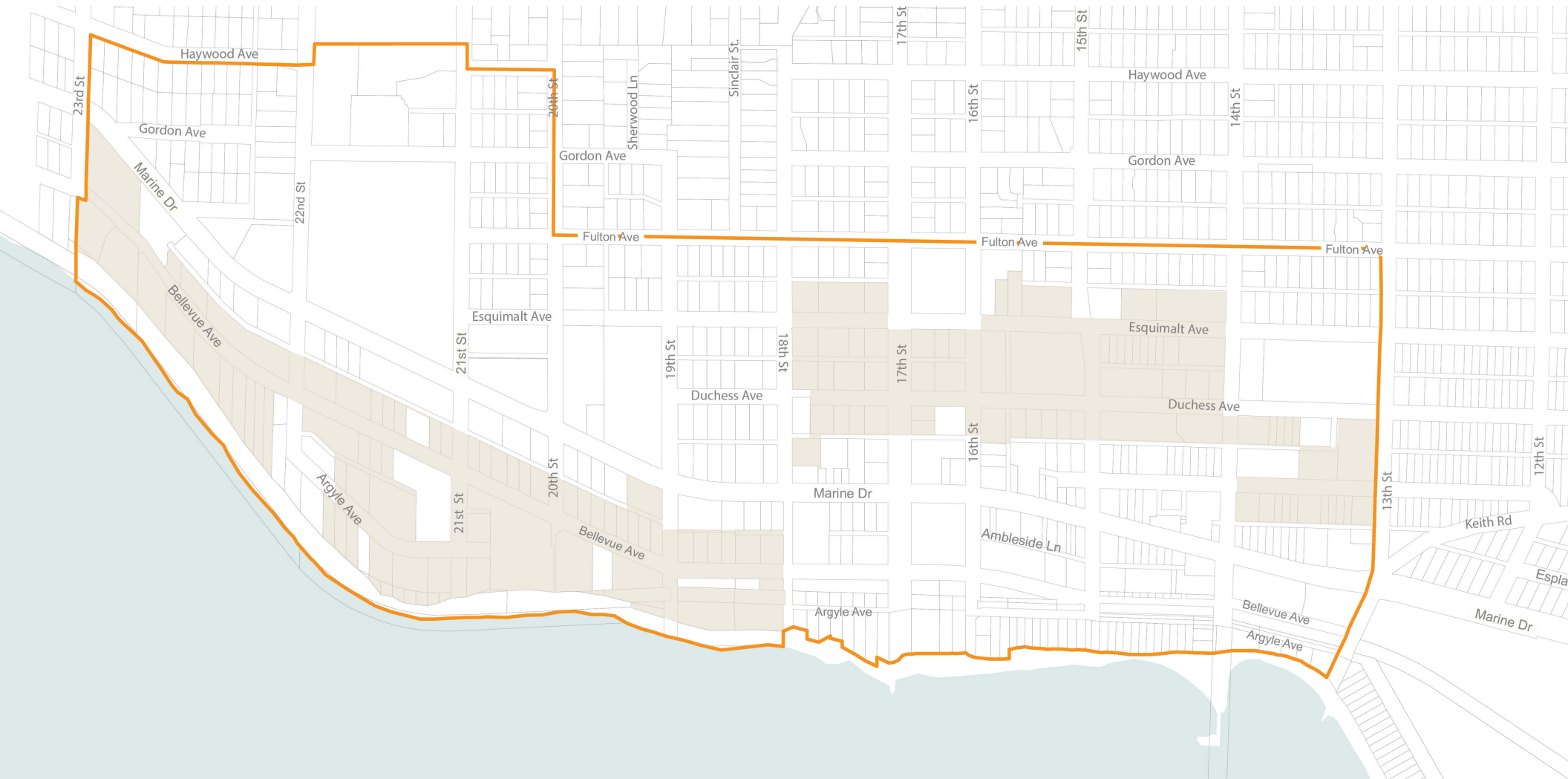


- 1 Amend the study area and proceed with the next steps of the LAP as follows:
 - a) Conduct local meetings to discuss any land use changes within neighbourhood areas (Map 2);
 - b) Prepare zoning and OCP bylaw amendments to guide change within apartment areas (Maps 3 to 8); and
 - c) Create design illustrations to visualize the regeneration of Hollyburn and Ambleside commercial areas (Maps 9 to 14).

Conduct Local Meetings with Five Single-Detached Neighbourhood Sub-Areas 2

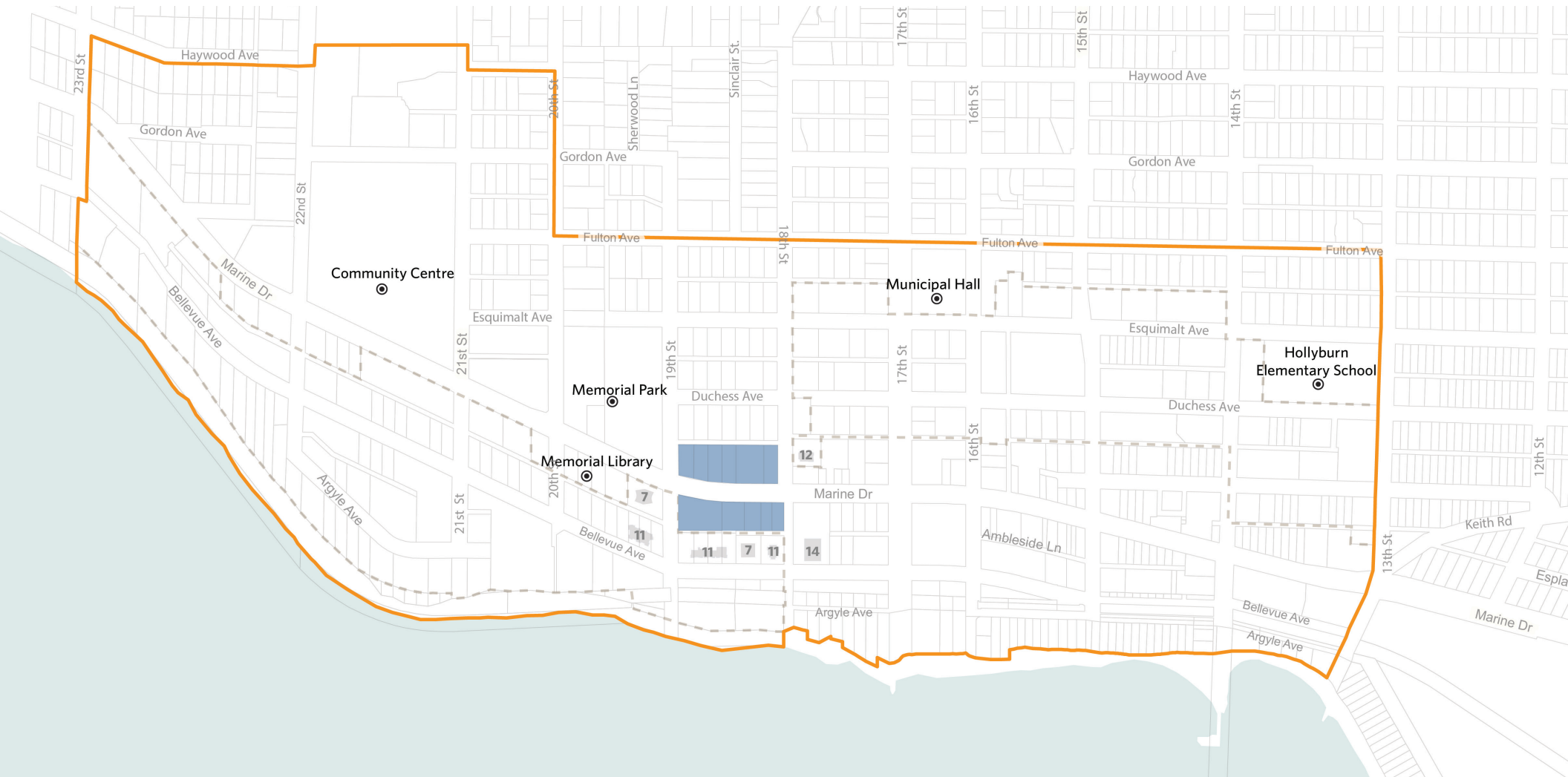


- 2 Assess implications of any provincial directions, once announced, regarding allowed uses in single-detached zones, and then conduct local meetings to discuss options, including:
- a) Status quo (including any implications from provincial direction);
 - b) Infill typologies up to 2-storeys at 0.5-0.8 FAR (e.g. subdivision, stratified coach houses, duplexes, triplexes); and
 - c) Missing middle typologies up to 3-4 storeys at 1.0-1.5 FAR (e.g. multiplexes, row- and townhouses, stacked townhouses).



- 3** Amend RM1 and RM2 zones to support existing rental and strata housing as follows:
 - a) Increase maximum density from 1.75 FAR to 2.0 FAR, with no change to maximum building height, to facilitate ongoing use of existing buildings (e.g. enable balcony enclosures and amenity room conversions);
 - b) Zone existing purpose-built rental buildings to rental-only tenure at 2.0 FAR, with no change to maximum building height, to prevent the replacement of existing rental with new strata development and the associated displacement of tenants; and
 - c) Consider any subsequent site-specific applications for rezoning to a higher FAR or to change tenure with an evaluation of the proposal's contextual fit and its ability to contribute to the District's Affordable Housing Reserve Fund and/or to include rental units.

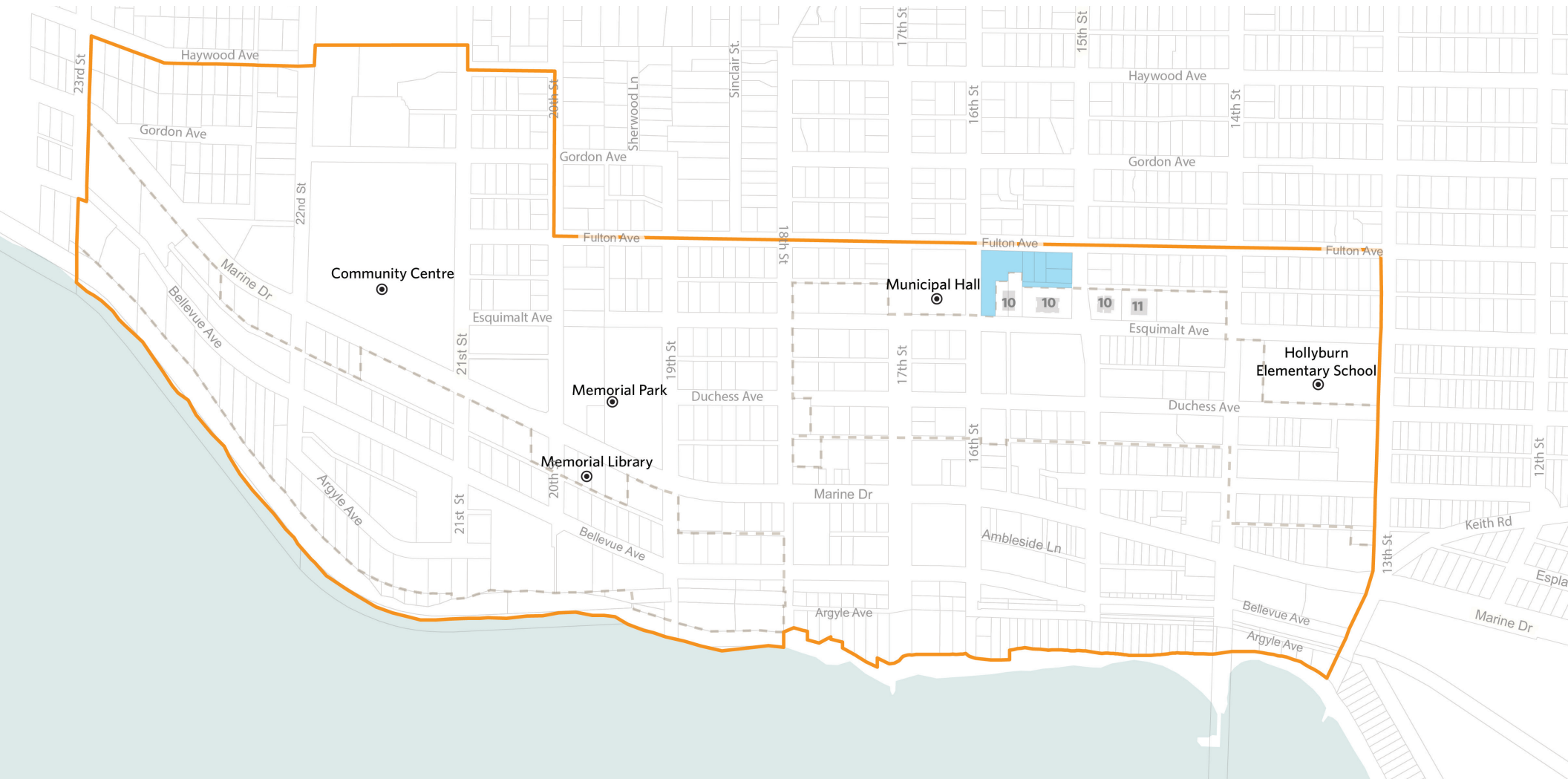
Connect the Apartment Areas **4**



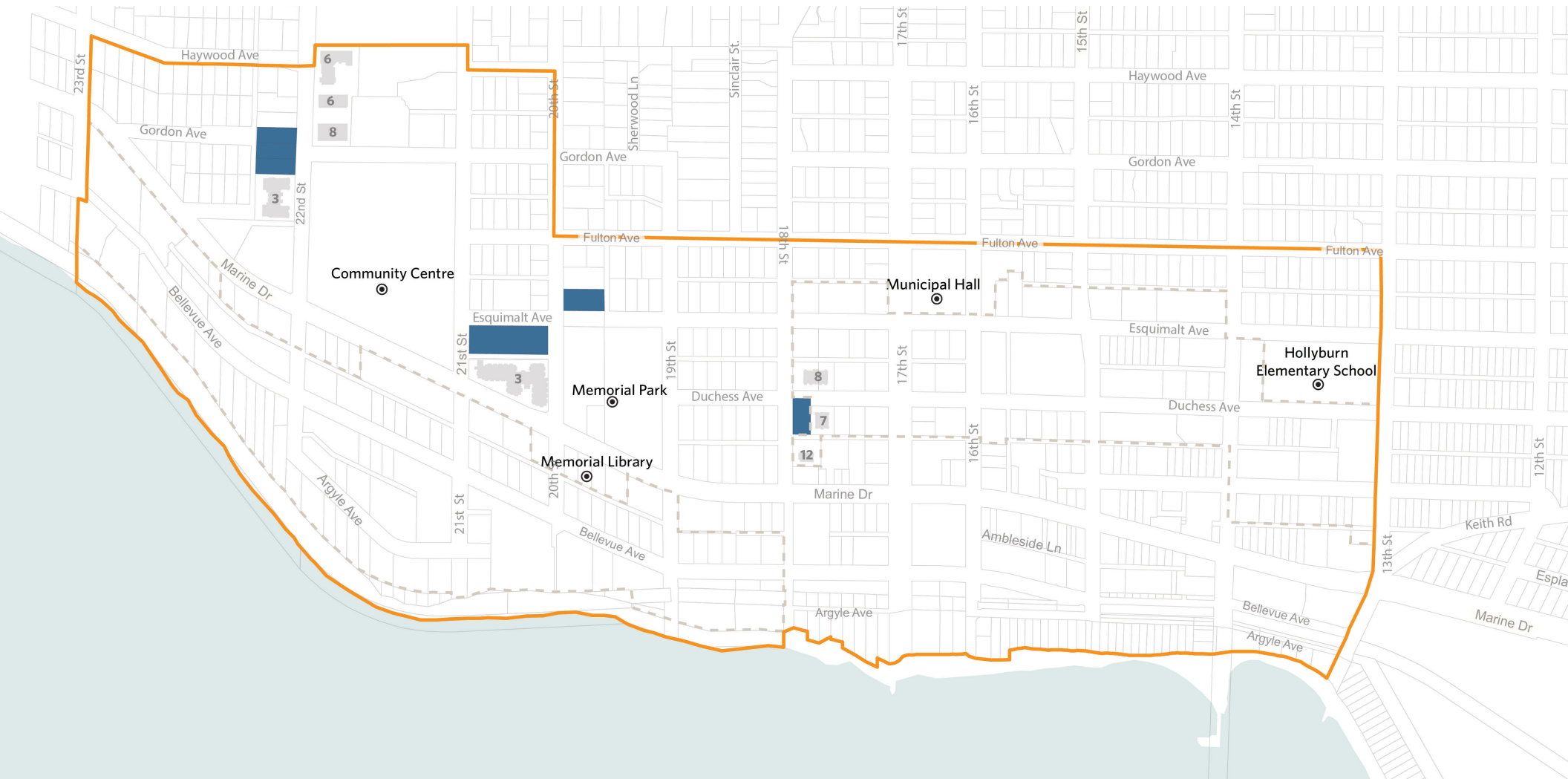
4 Amend the Apartment Area boundary to connect the eastern and western apartment sub-areas and increase housing opportunities adjacent to a more compact Ambleside-by-the-Sea by rezoning for residential-only use on the 1800 block of Marine Drive as follows:

- a) Strata stacked townhouses or apartments up to 4-storeys and 1.7 FAR;
- b) Rent-to-own apartments up to 5-storeys and 2.0 FAR; or
- c) Rental or seniors apartments up to 6-8 storeys and 2.5 FAR.

Include 1500-block South of Fulton Avenue in Apartment Area **5**

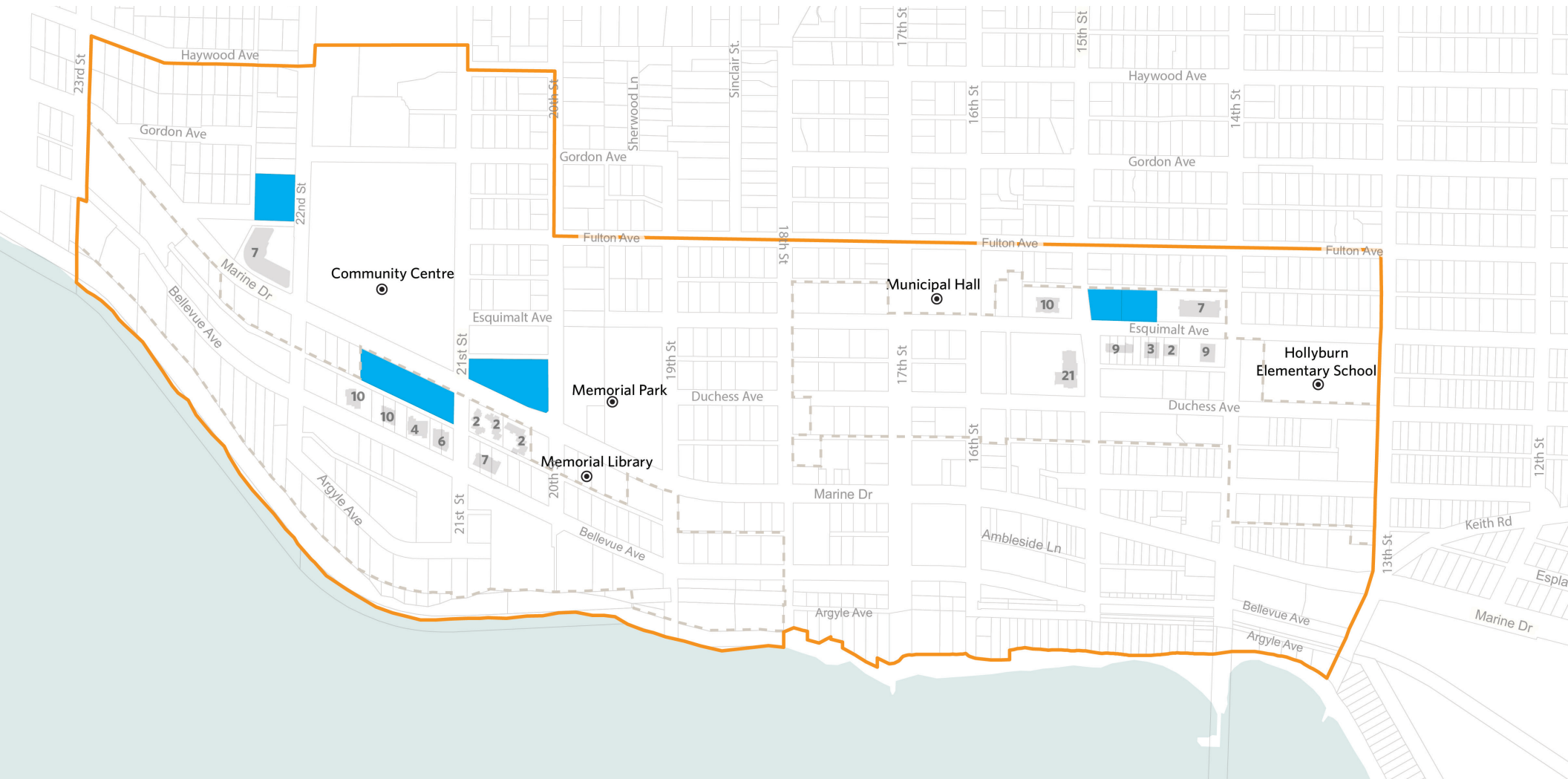


- 5** Guide the implementation of OCP Policy 2.1.21 to “use surplus District-owned lands to increase the availability of more diverse and affordable housing” as follows:
- a) Add the District-owned south face of the 1500-block of Fulton Avenue to the Apartment Area; and
 - b) Enable apartments (e.g. strata, rental, seniors) generally up to 6-8 storeys at 2.5 FAR pending due diligence, legislative requirements, and Council’s determination of the public interest.



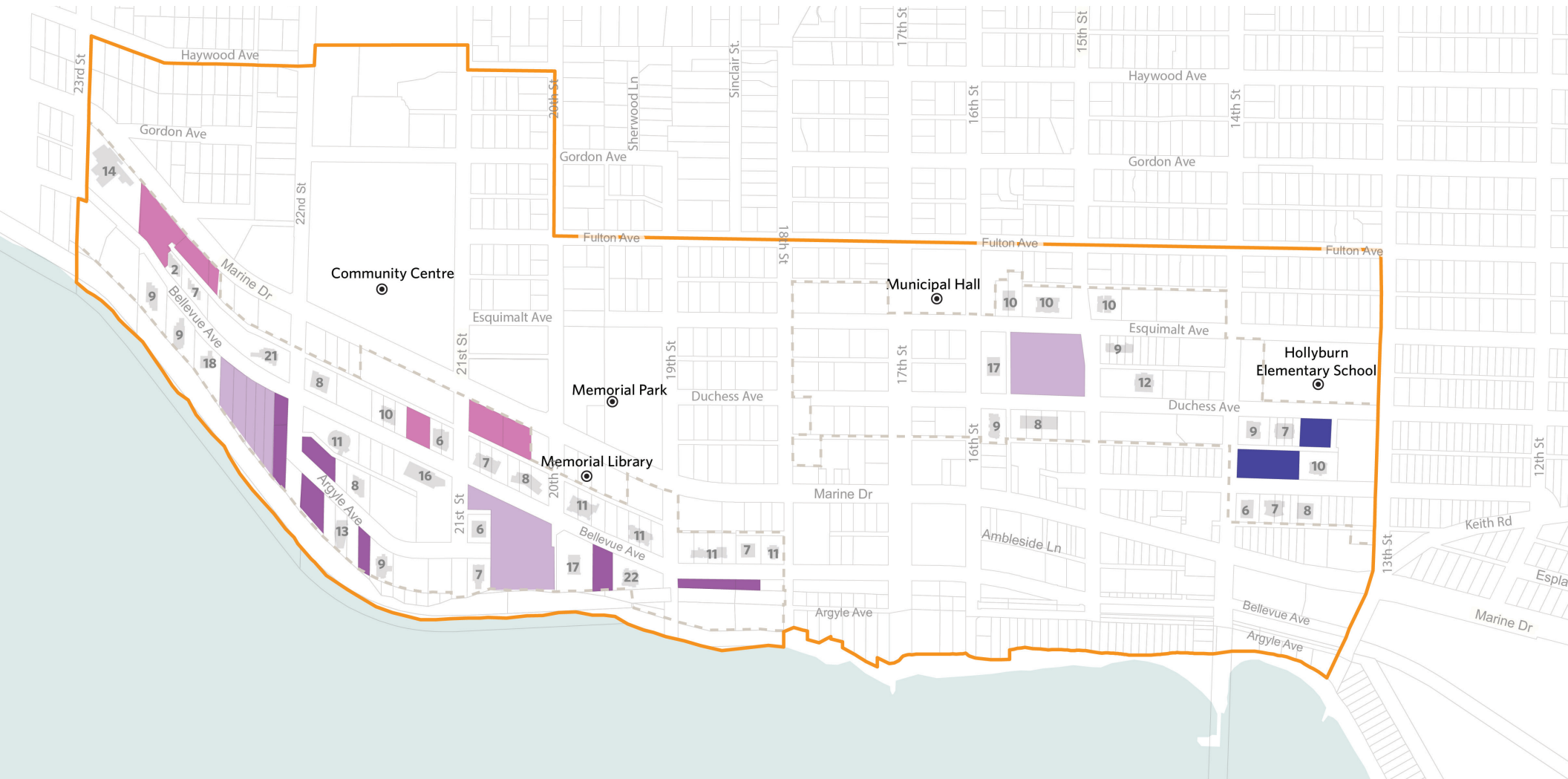
- 6 Guide the implementation of OCP Policy 2.1.6 to “prioritize community use and/or housing objectives when considering redevelopment proposals of institutional, public assembly or community use sites District-wide that provide an existing community or public use function (such as places of worship)” as follows:
- a) Add existing Public Assembly and Community Use zoned sites to the Apartment Area; and
 - b) Consider rezoning applications for up to 4-storeys and 1.6 FAR where residential-only, or up to 6 storeys and 2.5 FAR in total where community use, and/or public assembly, and/or inclusion of rental housing is provided.

Support Aging-in-Place Across the Full Continuum of Existing Seniors Housing 7



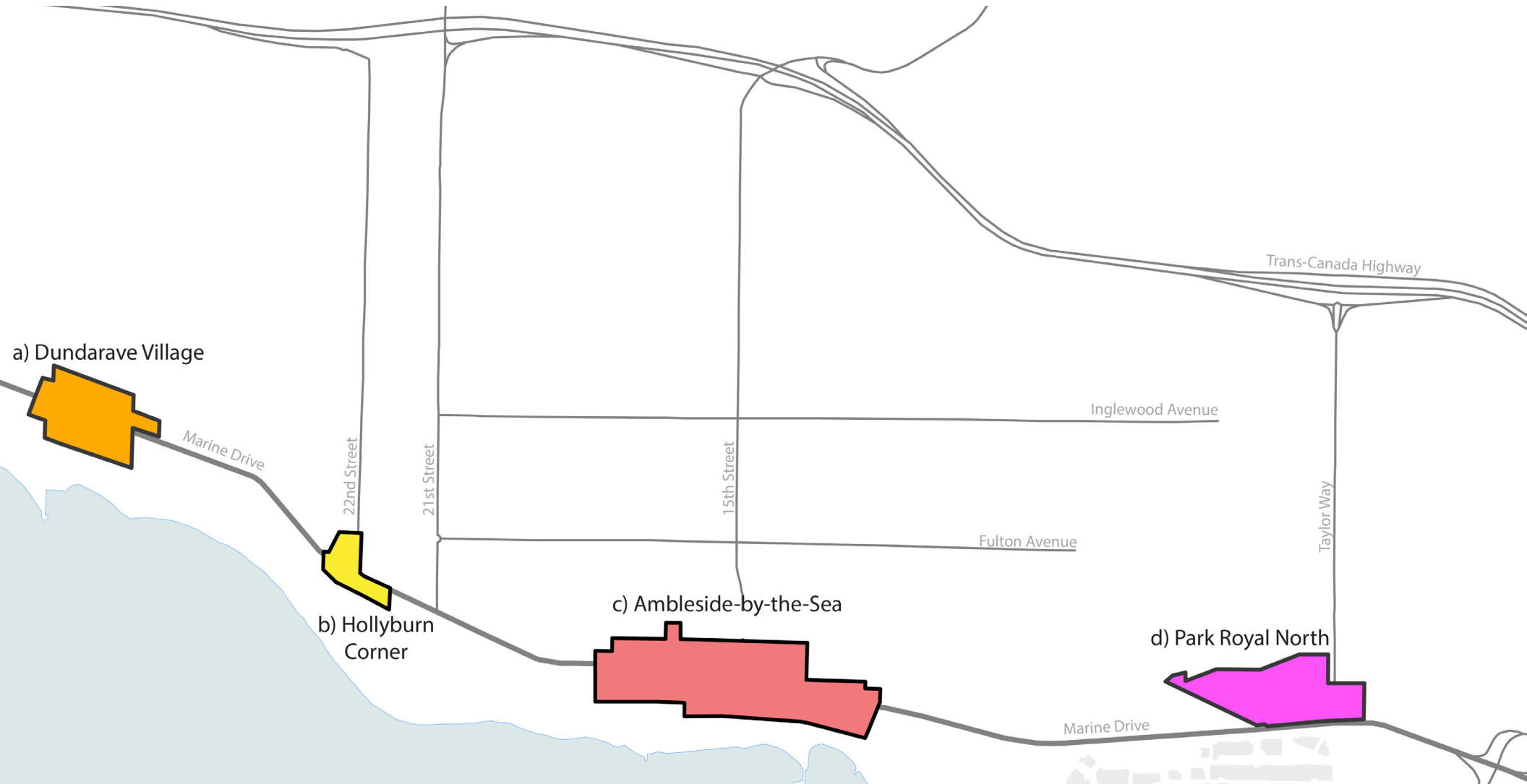
- 7 Respond to the aging demographic by creating capacity for more seniors housing on existing private, non-profit, and senior government age-restricted sites by considering rezoning applications for up to 6-8 storeys and 2.5 FAR.

Enable Limited, Contextually Appropriate Infill within the Apartment Area 8



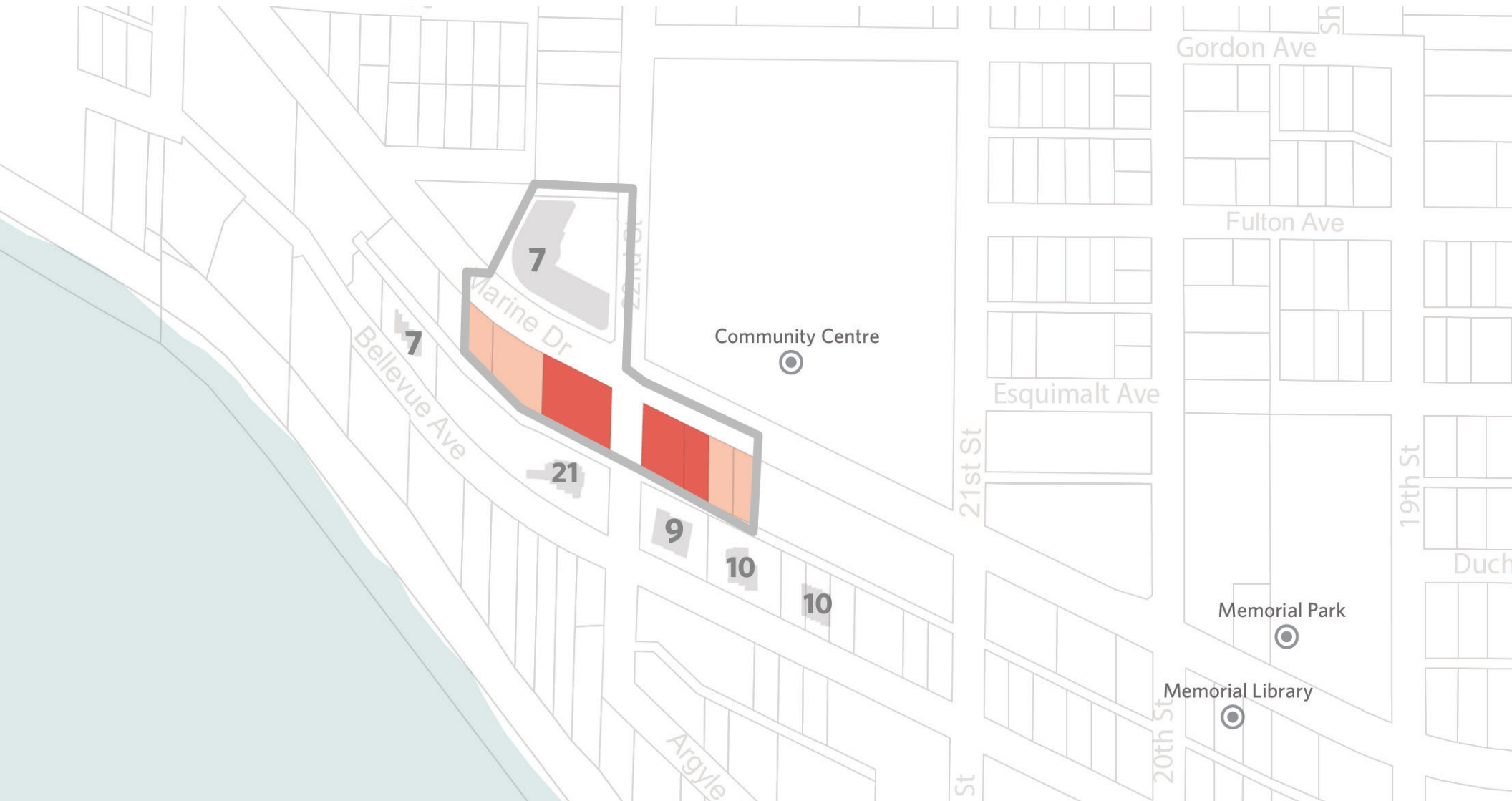
- 8 Consider rezoning applications for housing within the Apartment Area as follows, with appropriate heights for a, b and d to be determined at the application stage based on detailed and contextual review:
- a) Renew 1300-block former land use contract sites per the adjacent/surrounding RM2 zone at 2.0 FAR;
 - b) Support Hollyburn Corner and reflect the western apartment sub-area per the adjacent/surrounding RM2 zone at 2.0 FAR;
 - c) Limit waterfront sites to 3 storeys from the higher of the street or lane and 1.4 FAR; and
 - d) Replace existing surface and above-grade parking on largest rental sites with infill rental up to 3.0 FAR in total on the site.

Endorse the Overarching Commercial Strategy 9



9 Articulate the rhythm of commercial centres and respect their distinct roles and characters as follows:

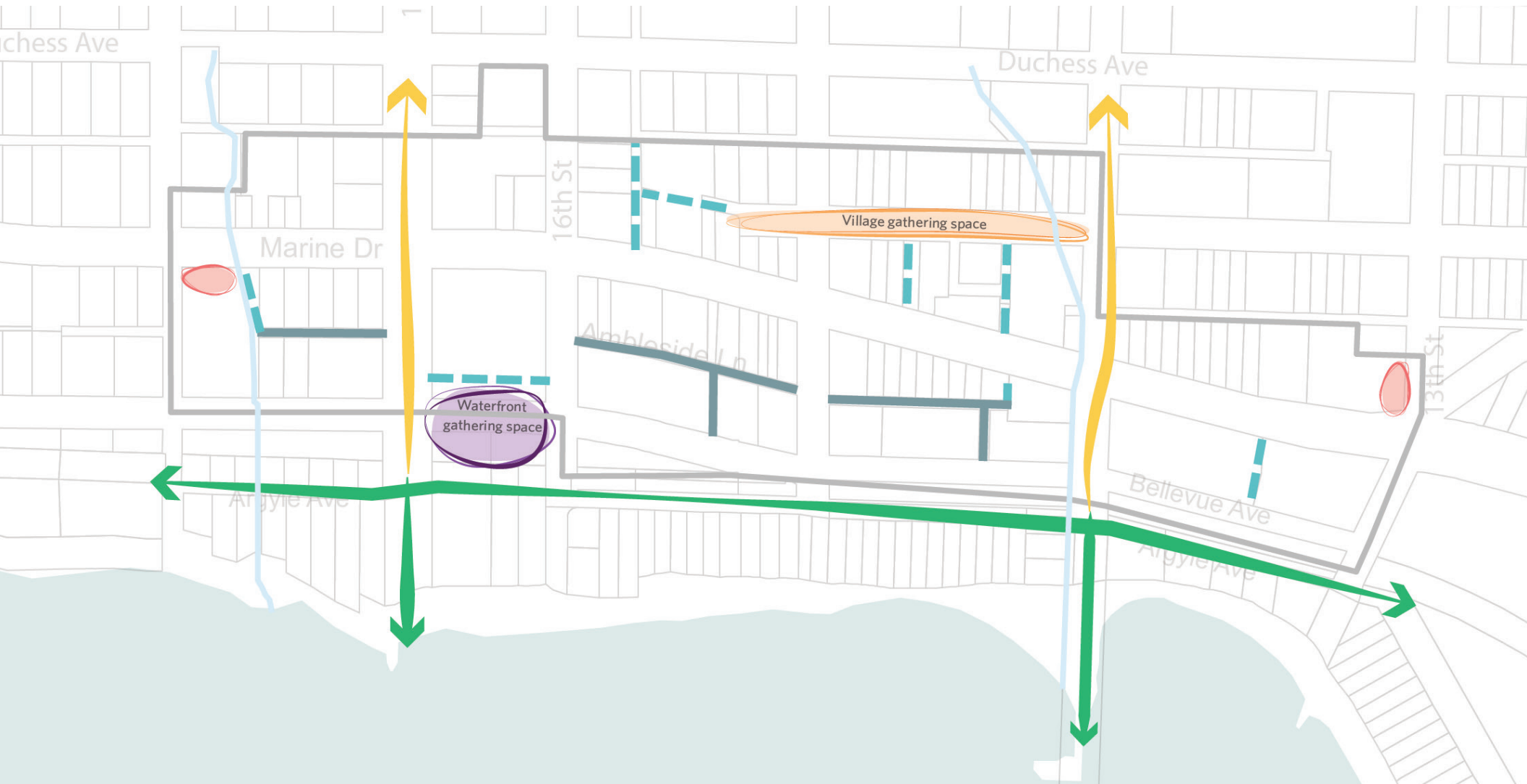
- a) Maintain the existing regulations for Dundarave Village;
- b) Strengthen Hollyburn Corner as a more intentional mixed-use node;
- c) Revitalize a more compact, complete, vibrant, and sustainable Ambleside-by-the-Sea; and
- d) Include Park Royal North in the upcoming Taylor Way Local Area Plan process.









10 Illustrate expanded housing, shops, and services adjacent to the existing western apartment sub-area that would also support the long-term regeneration of the civic site through development contributions as follows:

- a) Accent the 22nd Street corner with strata over office over retail, or rental/seniors over retail, up to 6-8 storeys and 2.5 FAR; and
- b) Articulate the mid-block streetwall with residential over retail up to 4-5 storeys and 2.0 FAR.

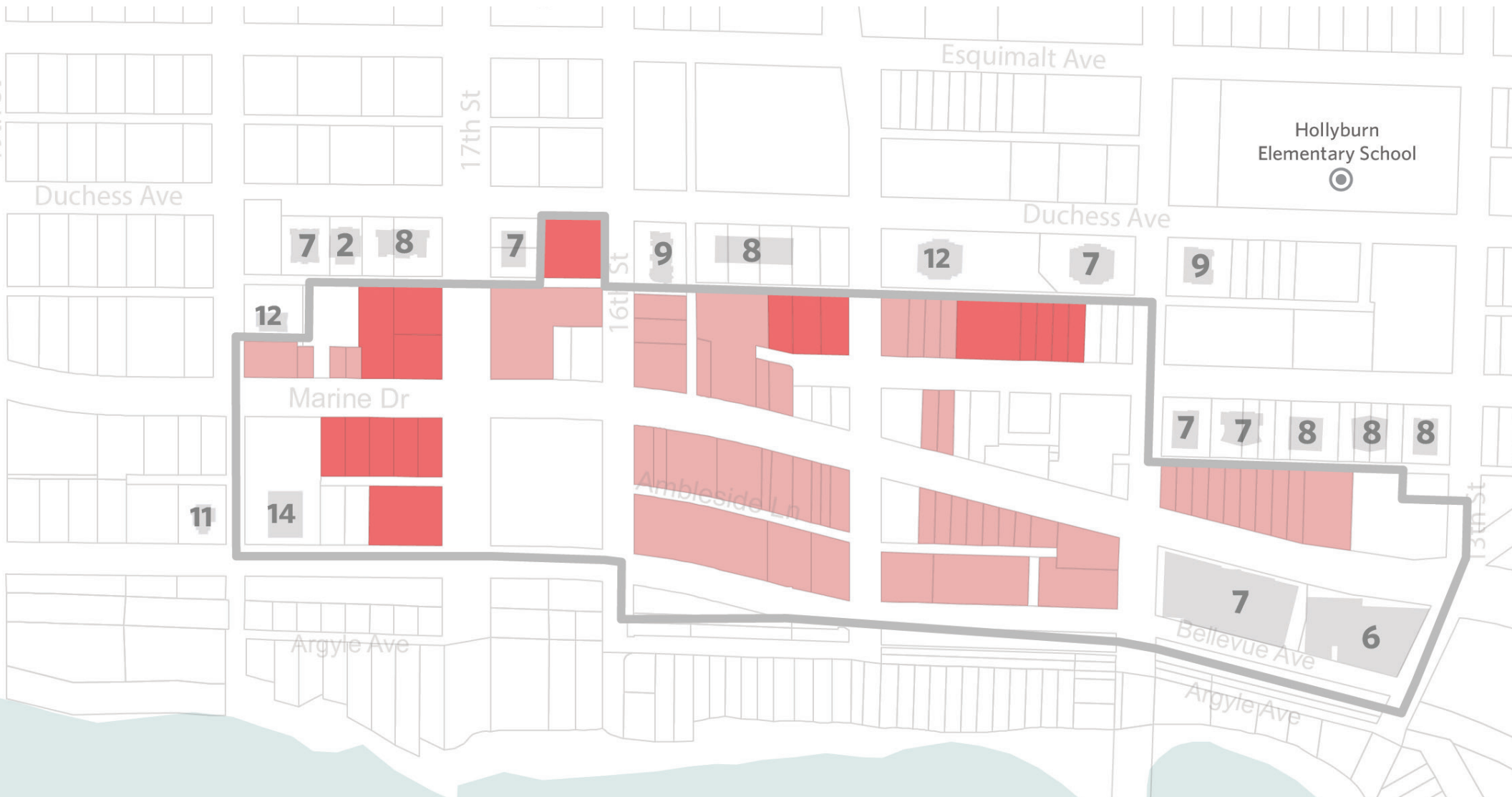
Create a Great Pedestrian Experience, Vibrant Retail Streetscapes, and New Gathering Spaces 11



11 Structure design work and use future development as a means to improve and increase the following public realm concept:

- | | |
|--|---|
| a)  Vibrant lanes/pedestrian connections; | d)  Potential daylit creeks; |
| b)  Gathering spaces; | e)  Festival Street public art and/or landscaping; and |
| c)  Bookend arrival plazas; | f)  Waterfront connections. |

Prioritize Low-Rise Regeneration of Ambleside-by-the-Sea 12



- 12 Design a commercial precinct that enables low-rise development to support new investment in retail, office, and residential spaces as follows:
- a) Allow mixed-use or commercial-only development at 3-4 storeys and 1.75-2.0 FAR with any combination of commercial and/or residential over retail, without amenity contribution; and
 - b) Allow mixed-use or commercial-only development at 5-6 storeys and 2.25-2.50 FAR, including at least one storey of office use, without amenity contribution.

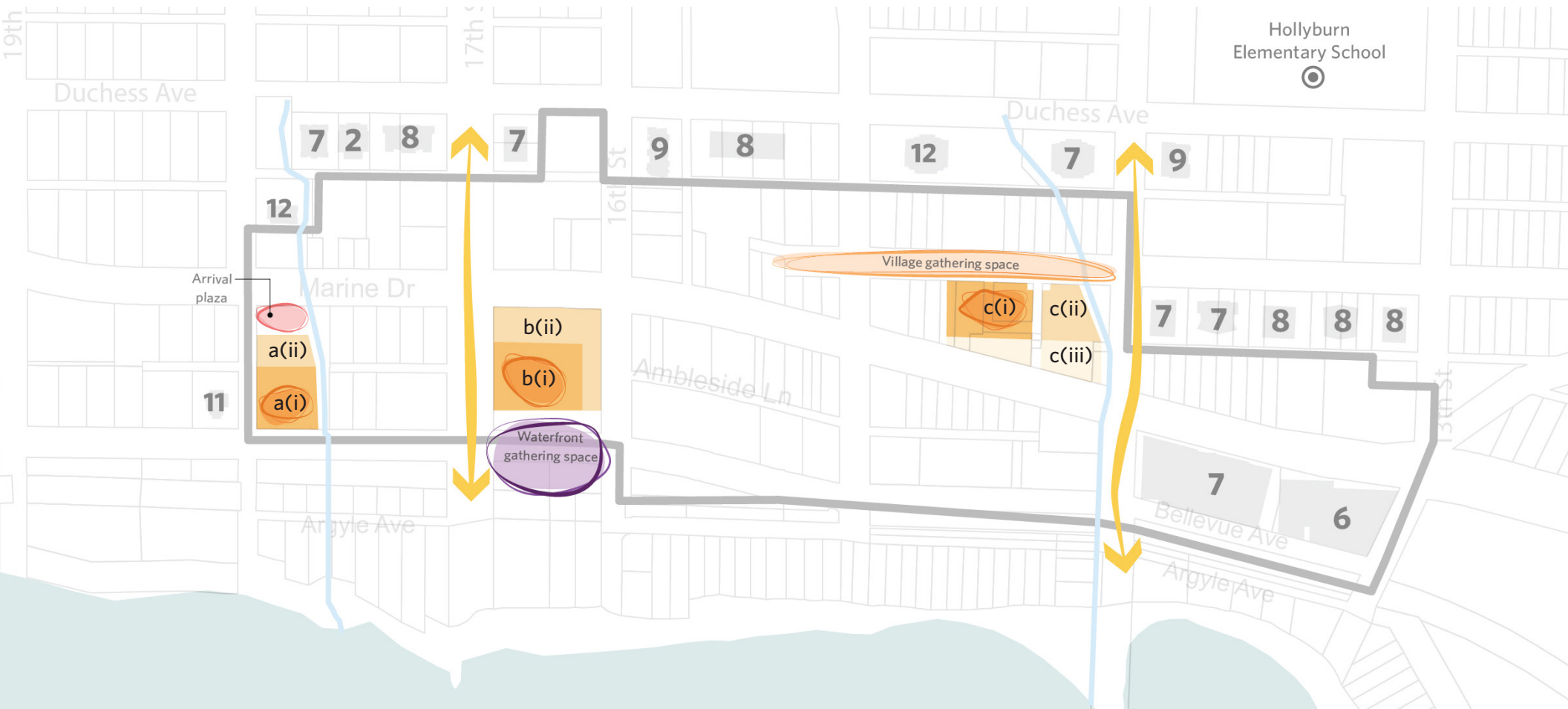
Activate the Streetscape with Sustainable Development 13



13 Guide the evolution of existing gas stations, surface parking, and unused community use sites to contribute to a more complete and vibrant village as follows:

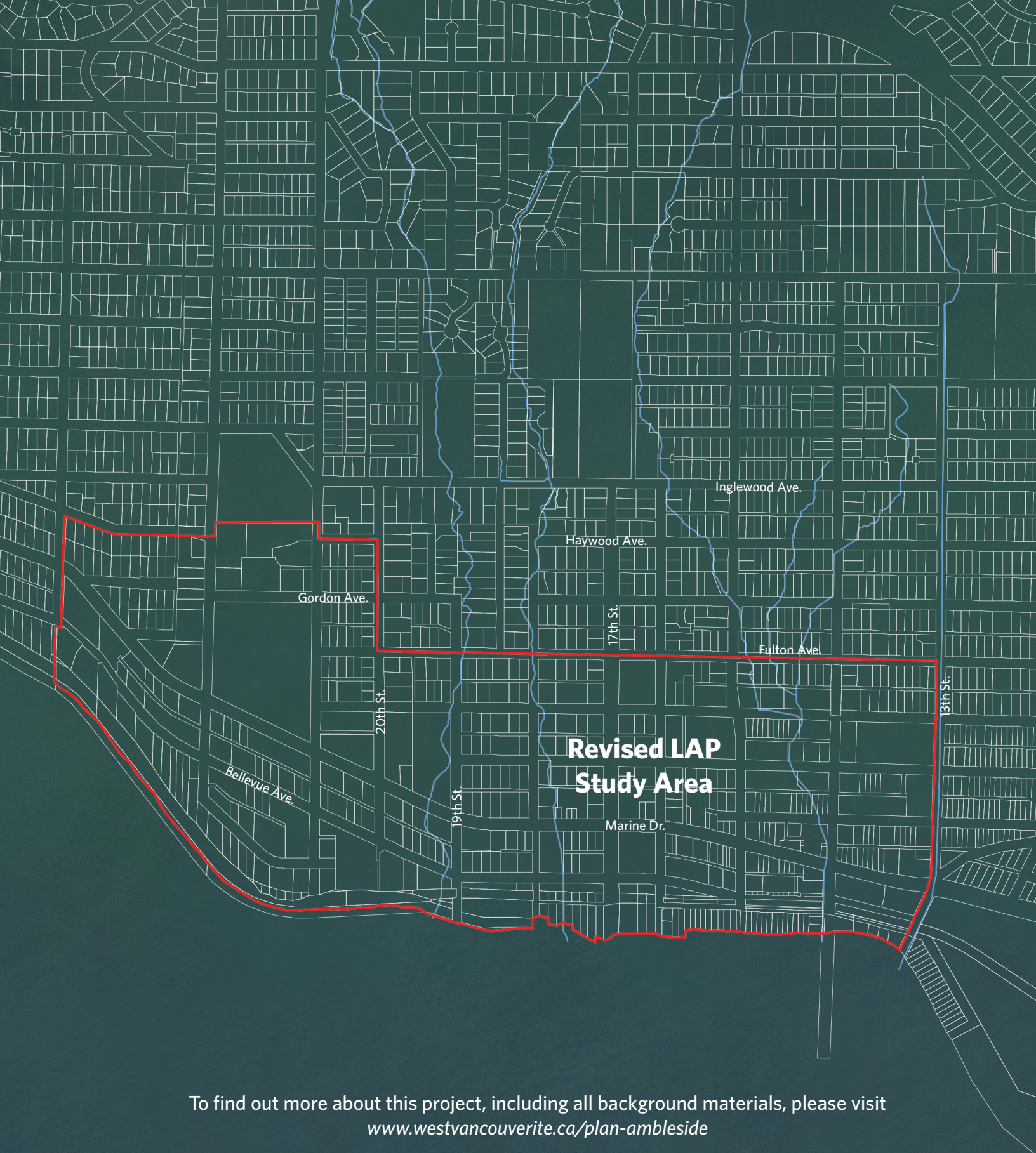
- a) Allow rental apartments and/or office use over retail at 6-8 storeys and 2.5 FAR, or conventional and/or electric vehicle fueling, on gas station (CR5) sites;
- b) Allow rental apartments and/or office use with optional retail use at street level, at 6-8 storeys and 2.5 FAR on the 14th Street at Clyde Avenue surface parking (CR3) site; and
- c) Allow rental apartments and/or office use with optional retail use at street level, and/or strata apartments where new community use and/or publicly accessible parking is provided, at 6-8 storeys and 2.5 FAR on the Masonic Lodge (CU3) site.

Consider Higher Buildings to Deliver Community Benefits and Exceptional Public Realm 14



14 Include the potential for 3.0-3.5 FAR in total and greater height on portions of large sites to avoid single block-length buildings, open new connections and spaces, create variety in forms and uses, provide publicly accessible parking, and contribute community amenities with the approximate massing shown on the map, as follows:

- a) Hollyburn Plaza with the intent to daylight Lawson Creek and create a western arrival plaza along Marine Drive, with building heights (i) up to the existing permitted 180-foot maximum on the southern portion; and (ii) 3-6 storeys on the northern portion;
- b) Fresh St. Market with the intent to create a waterfront gathering space along Bellevue Avenue, enhance the 17th (Festival) Street, and enable the reprovision of a full-service grocery store, with building heights (i) up to 6-10 storeys on the western and southern portions; and (ii) 3-6 storeys on the northern and eastern portions; and
- c) Village Square with the intent to create a village gathering space along Clyde Avenue, daylight Vinson Creek, enhance the 14th (Festival) Street, and punctuate buildings with pedestrian connections, with building heights (i) up to 6-10 storeys on the inside midblock portion; (ii) 4-6 storeys on the inside eastern portion; and (iii) 2-3 storeys on the southern portion.



To find out more about this project, including all background materials, please visit
www.westvancouverite.ca/plan-ambleside

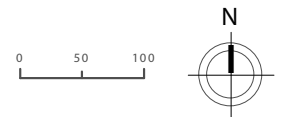
Prepared by the District of West Vancouver,
Planning Department, July 2023.

Subject Lands Where New Rental Tenure Zoning Would Apply



New rental tenure zoning would apply to the RM1 and RM2 zoned parcels shown on this map

RM1 RM2



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Ambleside Local Area Plan (LAP):

Public Engagement Summary | July 2023

TABLE OF CONTENTS

1. INTRODUCTION & OVERVIEW.....	2
2. OUTREACH & ENGAGEMENT.....	4
I. Advisory Committees	4
II. Stakeholder Meetings	6
III. First Nations Engagement.....	12
IV. Pop-ups at Memorial Library and Community Centre.....	13
V. Youth Engagement	14
VI. Community Workshops.....	19
A. Key Findings from Option 1 - Frame and Accent.....	21
B. Key Findings from Option 2 “Connect and Weave”	24
C. Key Findings from Option 3 “Blend and Punctuate”	28
3. OTHER MEETINGS, EMAIL AND PHONE CORRESPONDENCE.....	31
I. Other Meetings	31
II. Email and Phone Correspondence	32
4. METRICS.....	34
5. CONCLUSION.....	36



1. INTRODUCTION & OVERVIEW

The District of West Vancouver is preparing a Local Area Plan (LAP) for Ambleside, in accordance with Council's direction. On June 13, 2022, Council directed staff to prepare three high-level, draft plan options for engagement purposes and report back in the first quarter of 2023.

The options, presented in the [Options Booklet](#), are draft, high-level, and designed as an engagement tool to support the community in discussions about shaping the future of Ambleside. The options are framed by six themes identified through a review of 75 years of planning history: Height/Character; Housing Mix; Commercial Hub; Natural Setting; Public Realm; and Focus. Each option is unique and is structured to show that there are a variety of ways to apply planning and design approaches within the context of Ambleside.

The three conceptual approaches are summarized as follows:

- Option 1, Frame and Accent, presents a compact approach, where development would be centralized in a concentrated and vibrant core.
- Option 2, Connect and Weave, presents a systems approach where development would respond to north-south creek and slope patterns.
- Option 3 – Blend and Punctuate, presents a transitions approach, where development would soften and vary shifts in building height east and west.

These options were subsequently presented to Council at its February 6, 2023, meeting, where staff were directed to proceed with LAP engagement to gather feedback and identify:

- aspects of any of the options to keep, improve or modify;
- components of the options that could be discarded; and
- new creative ideas to plan for Ambleside's long-term success.

The communications and engagement plan reflected Council's direction for engagement on the options and included: raising awareness; stakeholder, advisory committee, youth, and community workshops; pop-ups; and ongoing receipt of written feedback through the project email address.

This report describes engagement and summarizes feedback received to provide a concise and factual record of community input to date. A full transcript of engagement activities is also available as a separate report online, through the document library at www.westvancouverite.ca/plan-ambleside.

Engagement Highlights

Outreach:

- Promotion included dedicated postcard mail to ~8,230 homes, ads in the North Shore News, District website updates, dedicated WestvancouverITE project page, email subscription & e-newsletter, social media campaigns, signage at District facilities, pop-ups at community facilities, and sharing through local stakeholder networks
- 3,989 unique webpage views, and 5,693 social media impressions
- Stakeholder meetings, including Ambleside Dundarave Residents Association (ADRA), Ambleside and Dundarave Business Improvement Association (ADBIA), West Vancouver Chamber of Commerce
- Advisory committee meetings, including the Design Review Committee (DRC), and the Community Engagement Committee (CEC)
- Meetings with local First Nations, including outreach to Skwxwú7mesh Úxwumixw (Squamish Nation), səliłwətaʔ (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation)
- Other meetings (e.g., Enhance West Van, North Shore Advisory Committee on Disability Issues (ACDI), North Shore Community Housing Action Committee (CHAC))



Pop-ups at Memorial Library and Community Centre:

- Interactions with ~160 individuals during pop-ups at District facilities
- Pop-up boards capturing 62 ideas and aspirations on sticky notes from those who live, work, and/or visit Ambleside



Youth Workshops:

- Two youth workshops held in collaboration with the District's Youth Services Division on April 12, and April 13, 2023
- 30 youth in total attended the West Vancouver Community Centre Youth Lounge, and the Park Royal Youth Hub, capturing 533 ideas and comments
- Introductory educational presentations were followed by interactive activities, including a mapping exercise, a values-based exercise, and exercises to enable comprehension and feedback of the conceptual planning and design rationales



Community Workshops:

- 8 in-person and virtual workshops on April 18, 20, 25, 26, and May 3, 9, 11, and 17, 2023
- Over 180 participants generated 2,256 responses and ideas through discussions of the three draft options
- Significant input was generated on each of the options including preferences for scale and location of new development for housing, revitalizing the commercial area and introducing new businesses, and enhancing the public realm and connectivity in Ambleside



Phone and Email Correspondence:

- ~160 phone calls and emails have been received since February 7, 2023
- Of the phone and email correspondence received, 758 comments were logged as input to shape the future of Ambleside



2. OUTREACH & ENGAGEMENT

I. Advisory Committees

Staff were directed by Council to meet with two District advisory committees—the Community Engagement Committee (CEC) and Design Review Committee (DRC)—to review and provide feedback on the engagement process and design materials respectively.

Meetings included a brief overview of the Communications & Engagement Plan for the CEC, and a brief overview of the Options Booklet for the DRC. Committee Members were invited to provide comments, ask questions, and advise on the information being presented.

A full record of minutes from these meetings is included in the Engagement Transcript. Below is a high-level summary of the feedback received during these two advisory committee meetings:

Community Engagement Committee (CEC)

February 8, 2023:

Staff met with the Community Engagement Committee (CEC) to review and provide feedback on the Communications and Engagement Plan for the Ambleside LAP.

The feedback received is summarized below:

- Consider who will participate in the public workshops and hold additional workshops if there is sufficient demand.
- Request participants review the material in advance of the workshops and ensure they have the information needed to actively participate.
- Explore convenient and enjoyable ways for people who may not attend a workshop to provide feedback.
- Seek to engage youth, young adults, local First Nations, and be responsive to other stakeholders or groups.
- Consider hosting information sessions or providing materials in other venues or formats.
- Seek input from all West Vancouver residents, not just those who live in Ambleside, with a fair balance between the two.
- Be clear and transparent about next steps and what staff are going to do with the feedback that is received.
- Make sure to position the materials as drafts, visions and concepts, not definitive plans.
- Be prepared for questions about the LAP study boundaries and housing estimates.
- Consider discussions about housing (e.g., affordability, housing issues for seniors and young people, number of units being proposed)
- Consider that more people are working remotely and not commuting as much.

In response to the feedback received, staff made the following adjustments to the engagement process:

- Held four information pop-up booths at the West Vancouver Community Centre and West Vancouver Memorial Library;

- Placed a temporary display in the West Vancouver Memorial Library with poster boards and promotional materials;
- Expanded the number of community workshops from four to eight due to demand;
- Added two workshops specifically and only for youth/younger residents;
- Continued to reach out to First Nations; and
- Responded to requests for meetings or briefings as they arose, and generally engaged beyond the scope directed by Council in February while maintaining the July report back timeline.

Design Review Committee (DRC)

March 9, 2023:

Staff met with the Design Review Committee (DRC) to review and provide feedback on the three draft options for the Ambleside LAP.

The feedback received is summarized below:

- Show statistics and projections for future needs and capacity included in the future plan; consider that 50% of West Vancouver is over 55 years of age.
- No concerns about height (mid-rise seems appropriate), rather there should be a focus on building schemes and how they can contribute to more greenspace, amenities, sunlight access, livability, etc.
- Consider transportation systems and traffic impacts, which are of key importance.
- The strongest aspect appears to be the Village area and bringing density to it. This is a good concept and should retain commercial and improve the public realm.
- Consider affordability (e.g., supportive housing) and housing rates.
- Consider sustainability measures (e.g., storm water system, tree retention).
- More detailed studies would aid in determining the capacity for growth and ensuring the growth is realistic.
- It would be beneficial to include what types of jobs would be created.
- Development along creeks and providing more greenspaces along them is a desirable concept, but has some challenges concerning ensuring the right policies are in place.
- Height may increase shadows, and this must be looked at.
- More opportunity for high-rise with less buildings to allow for more green space.
- Needs to be some discussion about public space and the realities of growth over time. Images may be more powerful to the public than diagrams to provide more context.
- Add information on context and the relationship of developments such as housing to the commercial areas and transportation.
- Third option comes across as sporadic; but it provides more diversity than the first and second options.
- It is a good idea to extend LAP to Hollyburn.
- The amount of growth seems appropriate for present time.
- All options are focused on housing, height and density rather than community, civic, amenities and parks. These aspects should be incorporated.

- The context of a neighbourhood within a city can lack context; situating the plan in a future context would help understand what is trying to be achieved.

II. Stakeholder Meetings

As directed by Council, staff met with three key stakeholder groups to review and provide feedback on the three draft options for the Ambleside LAP, reaching 29 attendees. These meetings were also an opportunity for stakeholders to learn about the LAP process and draft options, seek answers to any questions, encourage participation among their networks, provide feedback on the options, and discuss new ideas.

Meetings included a brief overview of the LAP process and each of the three options. Staff then invited participants to engage in an open dialogue on components of each option that were deemed to have merit, could be modified, should not be considered, and any new and creative ideas to add.

A record of meeting notes from these sessions is included in the Engagement Transcript, together with any follow-up written feedback. Feedback provided by individual group members (e.g., as people attending community workshops, or by email, as an engaged citizen) has been captured through the community workshop and email summaries in this document.

Below is a high-level summary of the feedback received during these three stakeholder meetings:

Ambleside and Dundarave Business Improvement Association (ADBIA) February 21, 2023:

General Comments:

- Focus on pedestrian connections between waterfront / Bellevue / Marine / Clyde; example of mid-block pathways between Marine and Clyde and Marine and Ambleside Lane.
- Induce shoppers to travel northward with individual developments serving as “breadcrumbs”; the better the site, the better it functions as an anchor.
- Need to enable site assembly to ensure efficient scale of development for parking and commercial spaces.
- The LAP needs to increase certainty and provide regulatory clarity; many sites believed to be held for development, and businesses struggle due to 90-day demo clauses that limit retail investment.
- Ensure viable commercial forms including sufficient patios, vestibules and floor-to-floor heights.

Option 1:

- Height
 - Preference for low-rise along Bellevue with the exception of e.g., a 7-8 storey hotel.
 - Consideration that mid-rise could extend as high as 12 storeys and be contextually appropriate in some areas.
- Housing Mix

- Support for increased residential density where it better enables retail; varied opinions about requiring 2nd floor office (and where this could be required).
- Expanded residential capacity in core viewed as catalyst for new retail.
- Commercial Hub
 - Interest in differentiating Clyde and Bellevue as critical to placemaking.
 - Clyde character compared to Gastown or Granville Island with brewery and patios, but does not have to be uniform; Bellevue character compared to Rodeo Drive with high-end retail and potentially a hotel.
 - Focus on smaller, differentiated commercial units.
 - Hotel identified as appropriate as a taller building (perhaps with residential; preferably on Bellevue, but could be supported by a policy statement applied to lands between 13th (or 14th) and 18th; preferably south of Marine, but could be fronting the north side of Marine).
- Public realm
 - Portions of commercial area seen as forlorn or dilapidated, in conflict with *Imagine Ambleside* vision.
 - Reference to *Imagine* identification of Clyde as a more pedestrianized street with the possibility of hosting e.g., a farmer's market.
- Focus
 - Shorten high street / reduce size of commercial area; retail focus between 13th and 17th, with 1800 block moving to residential use.
 - Asymmetrical Marine frontages and heights supportable.

Option 2:

- Commercial Hub
 - Interest in incorporating bookend components into Option 1.
 - Identification of Lawson Creek near Hollyburn Plaza as a potential opportunity for daylighting.
- Natural setting
 - Existing pedestrian movements run parallel on Seawalk and Marine; trails alongside creeks can serve as connectors.
- Public realm
 - State Street (Santa Barbara) example of well executed pedestrianized street.
 - Concern regarding the lengthy amount of time likely required to realize watercourse trails through neighbourhood; greater likelihood of delivering pathways and daylighting in commercial area redevelopments.
- Focus
 - Emphasis on the importance of pedestrian network, not just creeks; should be realized in other options as well.

Option 3:

- Height
 - Preference for a variety of heights, modulation, and difference; consideration of increased maximum height if it delivers greater diversity in building heights; concern about monolithic height along Marine in North Vancouver.
 - Consideration that base height could be four storeys (existing) with maximum mid-rise heights where appropriate.
- Commercial Hub
 - Observation that gas stations occupy too many corners to the detriment of the shopping street vitality.

- Identification of three distinct areas: Ambleside; Hollyburn; and Dundarave (comfortable cadence; gap too large without Hollyburn); but keep focus on the core; reference that Hollyburn historically had more commercial uses.
- Consideration for being less definitive regarding punctuation of added heights; enable height / density as the benefit for delivering objectives.
- Explore market delivery of amenities with questions raised regarding the amount of density required to deliver (tie to viability).
- Consideration of site criteria; example Village Square location for multilevel underground parkade; Port Coquitlam policy cited as example.
- Preference for Hollyburn as Mixed-use, rather than Choice-of-use (make it defined as a node).
- Emphasis on delivering range of CRU sizes.
- Public realm
 - Importance of wide sidewalks and south-facing patios.
- Focus
 - Critical need for quality streetscapes.

New ideas:

- LAP consideration of commercial and other areas could advance separately if it simplifies the process and / or there are varied levels of support (commercial area revitalization is overdue).
- Activate laneways; different opinions on whether high visibility Marine should have transportation / servicing focus with primary retail frontages on laneways.
- Baby Blue train connecting Lonsdale with Ambleside.
- Concern around maintaining affordable retail space; consideration of some retail uses similar to community amenities.

Ambleside Dundarave Residents Association (ADRA)

March 6, 2023:

Below are high-level summary notes of the meeting discussion; additional subsequent written input received from ADRA is included in the Engagement Transcript. Key points raised in this additional feedback generally focused on: questions regarding the OCP's estimated 1,000-1,200 net new units that the LAP will confirm through its process; preference for "gentle densification" and concerns with adding density in Ambleside; reiteration of preference for low-rise buildings in the village, with any variations to this managed to minimize impacts and achieve some modulation; interest in bringing vibrancy to the village within the scale of existing zoning; and support for an improved age- and pedestrian-friendly public and pedestrian realm.

General Comments

- Support for creating a more vibrant and pedestrian friendly commercial area.
- Interest in seeing more focus on north-south connections, between Ambleside's neighbourhoods and the waterfront, with better transportation connections (e.g., walking paths) and buildings oriented to the north-south streets.
- Support for taking a holistic view to creating an age-friendly community – for example, considering accessible paths (streets, laneways), access to green space, and housing types that are "future proof" and support aging in place.

- Mixed feedback regarding seniors housing and whether / how this should be incorporated into an LAP for Ambleside.
- Consider future of older, lower rise buildings in the apartment area.
- Concern about whether new housing, including rental housing, is needed in Ambleside.

Option 1

- Heights
 - Mixed opinions - some indicated Ambleside commercial area between festival streets of 14th and 17th should remain at current zoning, others acknowledged that there should be some variations in height.
 - Height increases should be focused where there are minimal private view impacts and where the site can accommodate it, e.g., on larger sites.
- Housing
 - Concern and interests with housing diversity is around scale. Supportive of duplexes and townhouses with varied facades, but not in favour of stacked townhouses.
 - Rental buildings may stay in place, but lack of consensus on need for additional rentals.
- Natural setting
 - North-south connections have merit – anything we can do to connect upslope with the waterfront is valued.
 - Would like to see green space, landscaping as part of new development, access to nature is important.
- Public Realm
 - Concern that new development – all of very similar height - will lead to dark and windy streets and sidewalks.
 - Clyde is different from Marine, and Marine is different from Bellevue. Clyde has a lot of potential for change.
 - Mixture of opinions on whether the "high street" (Marine Drive) is too long, but agreement that enabling commercial buildings to "wrap around" on to the north/south streets has merit.

Option 2

- Height
 - Want to avoid height near the waterfront if it will create too much shadowing.
 - Differences in opinions on height - some feedback that taller heights would be better situated higher up within the Ambleside LAP boundary, other feedback suggesting there be no mid-rises at all, and 1,000 -1,200 units may be too much.
- Housing
 - Some concerns about upslope townhouses, preferences for duplexes and gentle infill (e.g., coach houses).
 - Merit in new development that is done to contemporary environmental standards.

- Some concerns that single family homes between two “bands” of townhouses in this option would be odd.
- Natural Setting
 - Plan should include efforts to protect and revitalize the creeks, like the idea of bringing the creeks into peoples’ lives again.
 - Public access to creeks is not a priority in all areas – for example, in existing single-family areas, could rely on existing environmental regulations without additional density and new public trails, daylighting etc. – but larger sites in commercial / apartment areas could daylight creeks.
- Public Realm
 - Merit to having new north-south public pathways up the hill and maintaining old ones (like the one by St. Stephens church).
- Focus
 - Consider other “gateways” to Ambleside – for example, anyone coming from Horseshoe Bay, Squamish or beyond would enter Ambleside’s commercial area from the Upper Levels and down 15th or 21st.

Option 3

- Height
 - Range of opinions in response to this option.
 - Some concern with the number of possible new development sites and height of mid-rise buildings in this option. Some comments indicating heights should be no higher than be 1-2 storeys.
 - Other feedback in favour of considering potential changes across the study area, rather than the focused approach of Option 1.
- Housing
 - Concerns with stacked townhouses, some support for rowhouses and townhouses of up to 3 storeys, with some variations in height and massing (i.e., avoid “monolithic” approach).
 - Concern about whether there is a need for new rental housing.
 - Differences of opinions on seniors housing. Some feedback that there may not be a need for seniors care housing in Ambleside, other comments that sites for care homes will be needed due to demand (example provided of allowing independent and care housing for seniors all in one location).
 - Feedback that choice of use seniors housing close to Hollyburn area makes sense, townhouses close to school locations could also be considered.
- Commercial area
 - Hollyburn is an opportunity for commercial choice of use and housing.
 - Don’t want to see monolithic commercial design, use design control to encourage variation.

New Ideas

- Suggestion to consider allowing subdivision to 33 ft. lots as a way of adding new housing, as an idea for Ambleside and possibly District-wide.

- Any opportunity to create walking paths in the community that connect north/south and east/west through development is a positive.
- Support for enabling more duplexes in the area to increase housing diversity.

West Vancouver Chamber of Commerce

May 15, 2023:

General Comments

- Glad to see momentum on an LAP for Ambleside, this is an important project, thanks for the opportunity to talk about Ambleside's future.
- Support adding a focus on Hollyburn and around the community centre, with the main focus on Ambleside's commercial core – this is where there's an urgent need for action and upgrading.
- Park Royal does what they do perfectly, Ambleside needs to focus on its own unique role and identity, and what it can do that's different – e.g., adding new community buildings (arts facility) to support restaurants being open later.
- In the commercial "village", need to enable new low-rise, as well as the new mid-rise being considered – zoning tweaks can help encourage regeneration in the village area too.
- We need to see businesses open later (attract younger people, more restaurants, brewery, etc.) and build on some of the energy and success of existing businesses.
- Need to provide some certainty and see some projects move forward – some "hero" (or catalyst) projects to get things going.
- Need different solutions for businesses, not every type of business needs to be on street level.
- Use zoning to provide some certainty on the form (height, density) and allow some flexibility with the uses - let market conditions at the time determine the uses, think of how retail and office markets have changed even over the last five years - Seattle is an example of a city with this type of approach.
- Missing middle housing needs to be a priority – it's important to provide housing for families; more density (and more people) is helpful for community facilities (e.g., library).

Option 1

- Support the compact focus on the main commercial area, adding new housing close to shops and services – we don't want our main village/high-street closing up at 5pm, this needs to be a place that attracts people.
- Build on waterfront access, integration with waterfront parks, John Lawson park and the beach – example of the 1400-block and 1300-block of Bellevue, this is a more active area (e.g., Crema, restaurants in Grosvenor building, etc.)
- Other areas (e.g., 1600-block, Fresh Street site) turn their back on the waterfront, there are opportunities to do something more interesting on this block; range of ideas for how to do this, some suggestion to reorient the supermarket to the south, other ideas to have smaller retail/restaurant spaces lining the Bellevue side of the block

- Let's get gas stations off Marine Drive, there's an opportunity to do something more interesting on these sites.
- Support different approach for Clyde, Marine, and Bellevue – noting that Clyde is already a short street, has its own character and paving (was a project done by the businesses) which helps create a different feel.
- A more compact commercial “high street” east-west makes sense – could see moving to residential working well on the 1800-block of Marine Drive, but for the 1300-block, perhaps better to keep commercial at street level, with the new commercial in the Grosvenor building already developed on the south side.

Option 2

- Connection from the water up to the commercial area is really important, support better north-south and pedestrian connections in Ambleside.
- This option will take a long time to come to fruition – would have been a great plan 100 years ago, but may not address the urgent need for revitalization in Ambleside.
- This option proposes two nodes in the commercial area, following the north-south creeks – concern that this approach has limited benefit to the businesses and commercial area – there's no main commercial “focus” (only the gateways are addressed).
- From sustainability perspective, this is a great idea / strategy (e.g., similar to waterfront park site acquisition) but will require a long-term commitment to be implemented. It could be something the District achieves where/when it can, rather the main/only organizing element of the LAP.

Option 3

- Context has changed since the time of the OCP in 2018, with 2195 Gordon – this is a good opportunity to build on what's happening in this area around the main civic site.
- Love the idea of building up Hollyburn as its own area, support new housing around community centre, but also need to keep the focus on Ambleside's commercial area, which is in urgent need of action.
- Need to focus on affordable housing, including townhouses (examples elsewhere in the region where a family of 4 could afford to buy), and may need to consider allowing more new housing than is shown in the options.
- Really like the townhouses and new housing west of Memorial Park, appropriate to have these types of housing close to the community centre and the schools.
- The District could make a commitment to support affordable rental on its own land.
- Option 3 and the “transition” approach works east of 19th, and then keep the Ambleside commercial area focus of Option 1: these aren't mutually exclusive.

III. First Nations Engagement

Staff reached out to local First Nations Skwxwú7mesh Úxwumixw (Squamish Nation), sə́lilwətaʔt (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation) to provide information on the Ambleside LAP process, offer an opportunity to meet, answer questions, and receive feedback on the three draft options.

Sḵwxwú7mesh Úxwumixw (Squamish Nation)

October 20, 2022, and March 7, 2023

Squamish Nation staff have indicated that they will require more time to review the project in light of the BC provincial government's introduction of the Housing Supply Act and potential municipal targets for new housing.

səlílwətaʔ (Tsleil-Waututh Nation)

November 30, 2022 & March 23, 2023

Input from Tsleil-Waututh Nation staff is included below:

- TWN's goal is to have all new developments focused on environmental Net-Gain not just Net-zero emission productions.
- TWN requests that an increase of native trees and native plants should be used on any new development or planting project.
- TWN requests that if any buildings are removed or building footprints are altered to consider the potential for archaeological discovery.
- TWN requests that Tsleil-Waututh artwork can be incorporated within any new developments that may occur as part of the Ambleside local area plan.
- TWN recognizes that staff are very early within the process and that many of these comments and suggestions will not be included in this current plan. The goal would be to have these comments as a framework for any changes or forward movement of the Ambleside Local Area Plan.

IV. Pop-ups at Memorial Library and Community Centre

To engage the community and spread awareness of the LAP process, pop-ups were held at the West Vancouver Memorial Library (March 21 and 28) and West Vancouver Community Centre (March 22 and 30). The pop-ups featured information displays, an interactive poster to attract passersby, in-person engagement, and the ability to learn more about how to register for upcoming Ambleside LAP Community Workshops. A focal point of the booth was the interactive poster that asked, "What would you like to see in Ambleside by 2041?" and "Is there a place that can be made even better in Ambleside by 2041?".



These four pop-ups engaged ~160 individuals and generated 62 sticky-note ideas for the future of Ambleside. The events were effective in reaching residents, workers, and visitors who spend time in the community, by providing opportunities to answer questions, promote workshops, and collect early input on the LAP process and draft options. Due to the nature of pop-ups, the majority of input was shared through verbal conversations.

A full transcript of the ideas shared through sticky-notes on the interactive posters is included within the Engagement Transcript, available online at www.westvancouverite.ca/plan-ambleside.

The most recurring themes from both sticky-note input and verbal conversations were:

- Improved public realm: desire for public realm improvements, safe and walkable public realm, and new public spaces and active transportation connections;
- Desire for change and quick implementation: change and new development is needed in the community, and implementation must be efficient;
- More housing options: desire for more housing diversity, including different forms, tenures, and affordable options;
- Revitalize and bring vibrancy to the commercial area: revitalize the commercial area through vibrant and fun new commercial spaces; and
- Engagement process: enthusiasm about engagement and opportunities to contribute to the LAP process, citing importance of community voices.

V. Youth Engagement

As our youngest residents will inherit the LAP, ensuring they are engaged is important. In collaboration with the District's Youth Services Division, two youth workshops were held on April 12, and April 13, 2023. In total, 30 youth participants (aged 15 – 24) came together, generating 533 ideas, to help guide the future of Ambleside which will then help shape the prospects of this demographic.

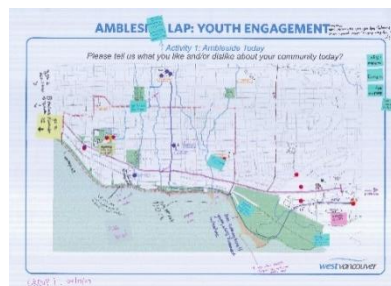
The first workshop was held at the West Vancouver Community Centre, Youth Lounge, with youth representatives of the Youth Advisory Committee, Student Work & Advisory Team, Teen Advisory Group, and the Intergenerational Youth Committee. The second workshop was held at the Park Royal Youth Hub with youth representatives of the Whatever Youth Committee and Youth Outreach Clients.

Workshops featured a range of interactive activities through active listening, peer-to-peer dialogue, and feedback mechanisms that included written, verbal and design communication methods. Examples of generated activity posters are shown on subsequent pages, with key participatory trends, input, and learnings. The engagement materials and full transcript of all input received from the Youth Workshops are available online at www.westvancouverite.ca/plan-ambleside.

Workshop Activities and Findings

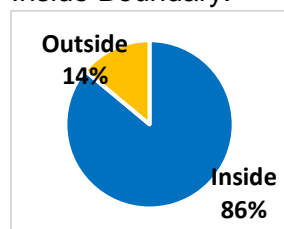
Activity 1 – Ambleside Today consisted of an introductory presentation to educate youth on the field of planning and a mapping exercise to visually conceptualize how they currently

participate in their community today. This mapping worksheet asked youth, “Please tell us what you like and/or dislike about your community today?”.



Areas of Concentrated Activity – Civic Institutions:

Inside Boundary:

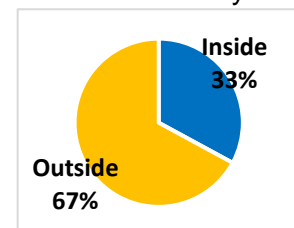


Concentrated activity is predominantly represented at civic institutions, centralised around Memorial Library and West Vancouver Community Centre.

The library is mainly used as a workspace and participants are seeking more workspaces to work/study at. The Community Centre is mainly where indoor services, programs, and leisure activities occur for this demographic.

Areas of Concentrated Activity – Park Royal & Ambleside Park / Beach:

Outside Boundary:

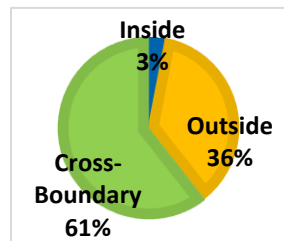


Park Royal, Ambleside Park, Ambleside Beach, and beyond were identified as areas of concentrated activity for this demographic.

Youth engagement participants' outdoor leisure, entertainment, and indoor retail needs mainly occur outside Ambleside's LAP study area. A few suggestions for additional and diverse retail spaces were received.

Areas of Concentrated Activity – Youth Gathering Hubs:

Cross-Boundary:



Connections between local schools, youth gathering hubs, Park Royal and beyond are important to this group. Participants travel east and west along Marine Drive to Park Royal, Bellevue, and the seawall, including north and south along 16th, 17th, 20th and 21st streets.

This demographic's primary modes of transportation are walking, cycling and public transit. Some participants seek enhanced mobility, safety, and active transit infrastructure.

Key Learnings:

1. There are clear patterns of activity in how youth use civic, recreational, and commercial spaces in and around the Ambleside LAP study area.
2. Ambleside's commercial core is not currently a main focus for this group: the 1900-2200 blocks, Park Royal and Ambleside Park areas are more frequently visited, suggesting that the commercial core does not currently meet the needs of this demographic.

Activity 2 consisted of an introductory presentation to educate youth on how community priorities guide and shape local policy responses. A poster exercise titled “My Priorities” encouraged youth to relay their preferences for their future in Ambleside. The poster worksheet asked participants, “Please tell us what your priorities are for your future and why?”. The top three “priorities” for their future include:

Greater Commercial Vibrancy and Diversity (74)

Diversifying commercial activity is this demographic's highest priority for the future.



1. Diversify Entertainment, Leisure, & Retail Businesses (e.g., youth-focused spaces, music venues, studios, extended operating times, cafés, and local “village” retail) (38)
2. Advance Professional Employment Sector (e.g., professional career sectors, higher skilled opportunities, diversified employment sector, community labs, co-operative working spaces, internship opportunities, and more study spaces) (26)
3. Activate & Commercialize the Waterfront (e.g., waterfront cafés, street restaurants, beachfront stores, and marine-focused activities such as renting kayaks) (10)

Activate the Public Realm and Integrate the Natural Environment (71)

Activating Ambleside's public realm is this group's second highest priority for the future.



1. Improve Mobility & Enable Active Transportation (e.g., frequent, accessible bus service, walkability, slow streets, manage multi-user interface, safety, bikeways, multi-modal networks, consider circulation patterns, increase parking options) (41)
2. Animate Outdoor Public Spaces (e.g., festivals, street events, public art, public wi-fi, gathering spots, gyms, public washrooms) (19)
3. Protect & Integrate Natural Environment (e.g., design for urban nature, protect natural resources, climate change adaptation, and increase awareness) (11)

Support Housing Affordability, Youth Equity, and Social Inclusion (66)

Supporting housing affordability, youth equity, and social inclusion is this demographic's third highest priority for the future.

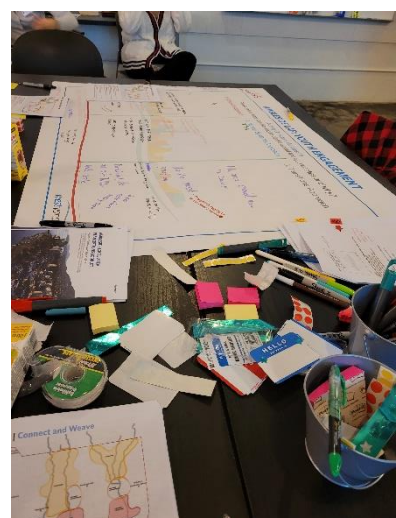
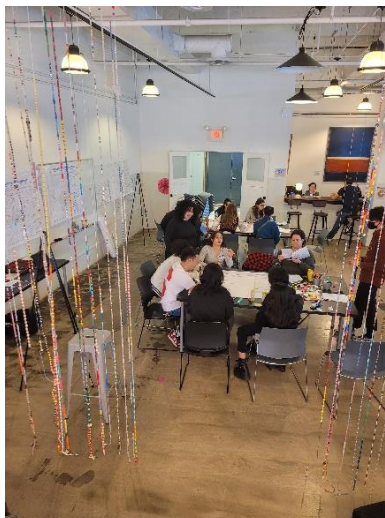


1. Advance Youth Equity
(e.g., food security, financial security, educational security, access to social services, low-cost stores) (25)
2. Provide Focused Youth Services & Programs
(e.g., resources, access, inclusion, health, safety, mental well-being, capacity building, and self-determination) (23)
3. Attainable Housing Options
(e.g., affordable housing options, student accommodation, below-market housing, increase housing supply, protect renters' rights, secure new rental housing) (18)

Key Learnings:

1. Youth engagement participants are focused on their future, considering their changing life stages, and asking whether those needs can be met in their current community.
2. Participants want to live somewhere that supports their future priorities, including availability of professional opportunities with living wages, diverse commercial areas, housing equity, social inclusion, and safe transportation infrastructure.

Activity 3 consisted of an introductory presentation on the Ambleside LAP, to introduce the three draft options, encourage feedback, new ideas, and facilitate dialogue. The exercise component of this section included a poster worksheet titled “Future Ambleside” that asked, “Please tell us what you like and/or dislike about the approaches and why? Each station was given the opportunity to share findings with the whole group. The three most discussed themes and key learnings from each option are summarized below.



Option 1 Key Learnings:

Focus:

Most participants felt the LAP should also consider change outside of this option's compact area of focus. This was seen as an opportunity to increase livability across the broader area/community (both north and west).

Public Realm:

Generally, a more compact planning and design approach was seen as having merit, with potential new development enhancing walkability, increased networks and interconnectivity, accessible commute patterns, and pedestrian-orientated streetscapes. Some participants suggested the expansion of public transportation, such as a SkyTrain and enhanced active transportation infrastructure.

Housing Mix:

There was clear support for the variety of housing choices presented in this option. Some suggestions included further expanding housing options to deliver greater affordability and social housing.

Option 2 Key Learnings:

Public Realm:

Better connections, from the waterfront to the commercial area and beyond, was seen as important – linking the shore to the mountains. Participants wanted to incorporate festival streets and increase transit options with multi-modal networks (e.g., SkyTrain, active transportation infrastructure, and blue ways into greenways).

Focus:

Generally, participants wanted to see a more comprehensive approach to planning for Ambleside. Some expressed a desire to expand the diversity of land uses outside the commercial core (e.g., cafés, small restaurants, and indoor spaces), particularly around day-lit creek corridors and other community focal points.

Implementation:

Participants identified the potential challenge and long-term nature of daylighting creeks, the ecological protection of riparian areas, and adding new townhouses next to these areas. Other implementation considerations included traffic impacts and congestion.

Option 3 Key Learnings:

Focus:

Participants saw this approach as having value, with opportunities for new development along existing transit routes and at community hubs, providing opportunities for future growth,

community-wide benefits, placemaking, neighbourhood character areas, and pedestrian-orientated spaces.

Housing Mix:

Participants clearly supported the variety of housing typologies next to compatible land uses, providing housing options to fit different life-stages (e.g., seniors, families, and renters). Some participants wanted to see even greater levels of affordability and more seniors housing.

Height / Character:

Architecturally, this option's dispersed approach, variety of building typologies, densities and heights was seen as the best way to maintain private view corridors and sight lines. Some saw this as an opportunity to design with nature and incorporate climate adaptation design features. On the other hand, a couple of participants expressed their preference for low-rise forms of housing.

VI. Community Workshops

To engage the community on the three draft options, and hear any new ideas, eight Ambleside LAP Community Workshops were held on April 18, April 20, April 25, April 26, May 3, May 9, May 11, and May 17. Workshops were held at different times of the day (i.e., daytime and evening), on different days of the week, and in different formats (in-person and virtual), to enable broad participation from different age groups and demographics. In-person Community Workshops were held at the Senior's Activity Centre, an accessible public venue within the study area, that can be reached by public transit.

Over 180 participants attended the Ambleside LAP Community Workshops to have small group discussions with their neighbours about the three draft options. The workshops featured a short staff presentation, introducing the LAP process, workshop format, and participant demographics. There were three discussion tables (or virtual breakout rooms) – one for each option – each staffed by a facilitator and note-taker. Discussions were timed and each table was asked to rotate every 35 minutes, allowing participants to explore, ask questions, provide input and add their new ideas for all three options.

Registration was required for each Community Workshop. This allowed for small groups of around 8-10 participants per table or virtual breakout room, allowing everyone time to comment and have any questions answered. Attendees were encouraged to contribute their thoughts and insights freely, while staff note-takers captured their feedback. Large-format maps were also available, allowing participants to sketch or write their thoughts and observations directly on the map. Following the session, participants were encouraged to share any additional ideas and input through the LAP email and phone line.



The options were introduced as high-level, draft concepts that were not mutually exclusive. Participants were reminded that the goal was not to “vote” for a favourite or single option, but rather to identify ideas to be explored further and refined through the LAP process. People were encouraged to comment on the elements they liked and disliked about each option, to suggest changes, and provide new ideas for Ambleside’s future.

2,256 pieces of input were recorded from the eight Community Workshops. Sections A to C below summarize the findings for each option according to the most discussed six key themes and the most mentioned perspectives within each theme.

In addition to input, questions (e.g., clarifying questions, questions about the LAP process) were also recorded and included in the engagement transcript. A full transcript from the Community Workshops is available online at www.westvancouverite.ca/plan-ambleside.

A. Key Findings from Option 1 - Frame and Accent



Comments generated on option 1 are summarized below, according to the six key themes (organized from most to least discussed), and five most mentioned perspectives within each theme:

6 Key Themes	Most Mentioned Perspectives
Commercial Hub	<ol style="list-style-type: none"> 1. Add interesting and local commercial businesses and spaces that invite the community to shop and socialize (e.g., small businesses, entertainment, commercial patios, hotels) (36). 2. There is a lack of liveliness and vibrancy in the commercial area, which is in dire need of revitalization (24). 3. Businesses are struggling and often sitting empty. There needs to be support and incentives that enable businesses to thrive in Ambleside (e.g., small business rent assistance, address barriers for new commercial tenants) (20). 4. There is opportunity to enhance the existing commercial area by expanding it off and along Marine Drive, (e.g., enhance Clyde Ave and commercial areas off of Marine, require commercial in the mid-rise choice of use along 1300-block of Marine) (17). 5. Blending commercial and residential through mixed-use buildings can add to the energy to the commercial area and offer conveniently located units (9).

6 Key Themes	Most Mentioned Perspectives
Housing Mix	<ol style="list-style-type: none"> 1. Affordability is a major concern and there should be more availability of rental housing and other affordable housing options in Ambleside (37). 2. Families, young people, and workers need housing options that are suitable and accessible to their needs (e.g., different housing forms, housing located close to employment or amenities) (19). 3. Current housing forms are homogenous and there should be more variety offered in terms of form, tenure, and unit size (e.g., smaller apartments and units, variety of bedrooms / unit types, blend of tenure options) (17). 4. The townhouse form would be a great addition in Ambleside and is an ideal housing option for certain demographics (e.g., for young families, for seniors wanting to downsize) (9). 5. Rather than townhouses, other ground-oriented multi-family forms would be better suited to blend into Ambleside and transition from single-family homes (e.g., duplexes, triplexes, cottage clusters) (7).
Focus	<ol style="list-style-type: none"> 1. Expanding the focus beyond the compact “rectangle” to include more of the LAP study area has merit, as it will spread out the density and serve more of the community (37). 2. There is value in having a compact focus centred around the main commercial area (e.g., great for walkability, add density to support thriving businesses) (16). 3. The community centre is an important community hub that would benefit from additional surrounding commercial and residential development (13). 4. The LAP study area should be extended further east (e.g., to 11th, or to Taylor Way) (6). 5. Density, particularly height, should stay further south (e.g., new housing limited to below Fulton, or below Esquimalt) to maintain single-family neighbourhood and transition to the commercial area (5).

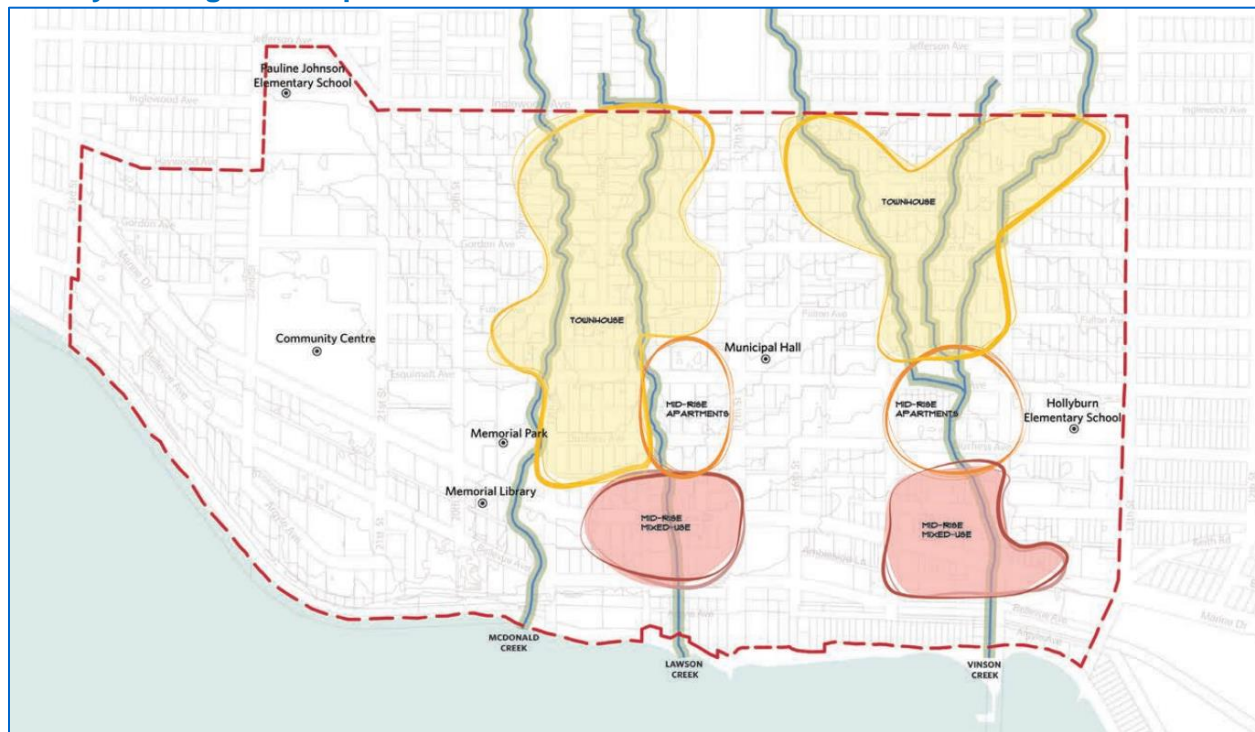
6 Key Themes	Most Mentioned Perspectives
Public Realm	<ol style="list-style-type: none"> 1. Streetscapes feel unsafe and need to be walkable and better accommodated to pedestrians (12). 2. Festival Streets on 14th and 17th is an attractive idea (12). 3. Impacts of density on traffic is a major concern and there need to be measures put in place to manage or alleviate any congestion (11). 4. Community parks, greenspaces, and gathering spaces are valued and there should be more in Ambleside (8). 5. Ambleside needs to become more fun, liveable, and vibrant (e.g., activated alleyways, find ways to attract young people to spend time in Ambleside (7).
Height/Character	<ol style="list-style-type: none"> 1. There needs to be variation in building facades and heights, to avoid shadowing from monolithic forms and protect views. (12). 2. Additional height and smaller building footprint are valued as a trade-off if it creates more open space on the ground (9). 3. Density in Ambleside is appropriate in the right places and can provide community benefits (e.g., new amenities, revitalization) (7). 4. Ambleside should have a cohesive look and feel, which can be achieved by developing design standards and guidelines (6). 5. Low-rise building forms are preferred and achieve the charm that is desired for Ambleside (6).
Natural Setting	<ol style="list-style-type: none"> 1. Creek daylighting and protection measures within Ambleside are important (4). 2. The natural beauty of Ambleside's setting and residents' ability to enjoy it must be respected (3). 3. Consider adding sustainable design features to buildings (e.g., green roofs) (2). 4. As a seaside community, we must mitigate the effects of sea level rise (2). 5. Trees in Ambleside should be protected (1).

Table discussions also addressed related topics, beyond the scope of the Option 1 discussion, including implementation (e.g., timeline, process, feasibility) (42), and comments on the engagement event and Ambleside context (e.g., current state observations, thanks to staff, feedback on project materials) (19).

Key Learnings from Option 1 discussions were:

- Revitalization of the commercial area needs to be a priority: people suggested introducing new commercial spaces and ideas for businesses they would like to see in Ambleside, finding ways to incentivize new businesses, and invest in their success.
- Participants valued housing affordability and finding ways to introduce new housing forms that are suitable for families, young people, and workers, to support local schools, businesses, and attract workers to live in the area.
- There were a range of perspectives on the potential LAP boundary: many preferred to see a broader area of change, while some favoured the compact approach of Option 1. People saw merit in highlighting the Hollyburn area around the community centre, and some suggested expanding the LAP boundary to the east.
- Participants expressed interest in the festival streets at 14th and 17th streets, with better north-south connections, and improved safety and walkability for pedestrians.
- While there were a range of perspectives on height, variation in building facades and heights was largely supported, to minimize shadow impacts, and mitigate impacts to private views.
- For some, additional height could be supported in exchange for less building “bulk”, as a trade-off to allow more open or green space on the ground. Others were not interested in seeing height increases, preferring a low-rise form, in some cases lower than the existing zoning.

B. Key Findings from Option 2 “Connect and Weave”



Comments generated on option 2 are summarized below, according to the six key themes (organized from most to least discussed), and five most mentioned perspectives within each theme:

6 Key Themes	5 Most Mentioned Perspectives
Housing Mix	<ol style="list-style-type: none"> 1. Townhouses are an uncommon housing form that would be a great addition to Ambleside (78). 2. Ambleside is not affordable. There needs to be affordable housing options and policies incentivized (e.g., retain / increase rental stock, encourage smaller units) (72). 3. Housing needs to accommodate families, young people, seniors, and workers (e.g., missing middle housing, housing accessible to seniors) (37). 4. Multi-family ground-oriented housing forms (e.g., duplexes, triplexes, 3-storey coach-houses) can add density and transition between single family homes and townhouses (34). 5. Ambleside lacks housing diversity and could benefit from a wider range than the existing single-family homes and a wider range than the proposed townhouse and mid-rise typologies in this option (e.g., rent-to-own options, more varied missing middle housing, duplexes) (31).
Natural Setting	<ol style="list-style-type: none"> 1. North-south connections that bring people down from the neighbourhood to the waterfront would be an added benefit to the community (e.g., trails, greenways) (56). 2. Daylighting creeks through new development is appealing and should be done where this is feasible (44). 3. Opening creeks and creating greenways does not sound feasible everywhere and could take a long time to achieve (43). 4. Ensure environmental protection is maintained (e.g., wildlife habitat, trees) (24). 5. Providing additional access to nature is important for the community (9).

6 Key Themes	5 Most Mentioned Perspectives
Public Realm	<ol style="list-style-type: none"> 1. Improvements are needed to pedestrian realm features and sidewalks to enhance walkability and accessibility (50). 2. Additional public transportation options should be explored, with integration of new north-south routes that reach a wider share of residents (31). 3. New designated bike lanes and separated active transportation paths should be explored to improve safety and increase options for moving through the community (24). 4. The creation of new parks, greenspaces, and gathering spaces would be a benefit of new development (16). 5. Solutions for traffic impacts of option 2 need to be explored to mitigate potential congestion (12).
Height/Character	<ol style="list-style-type: none"> 1. There should be variations in height and design, to mitigate massing that impacts private view corridors and allows for the trade-off of more public space and greenspace (41). 2. Density generally supported but should be gradually implemented and in appropriate places (e.g., near the commercial area) (26). 3. Heights in the commercial core are preferred to be primarily lower in scale to maintain a “village” feel (24). 4. The “village” character of Ambleside needs to be considered in this process and should be enhanced or highlighted through new development (21). 5. Heights should be complementary and transition gradually from high to low up the slope (14).
Focus	<ol style="list-style-type: none"> 1. Density should be focused near existing community amenities and services (e.g., community centre, schools, public transportation) (40). 2. Change should be concentrated further south towards Fulton, to create a softer transition and blend with the neighbourhood (26). 3. The focus of new development should spread beyond the two “bookends” around the creeks, reaching a wider area that extends east-west (19). 4. The LAP focus should be a combination of the best parts of all three options, blending the best features of each (16). 5. “Bookending” through mid-rise mixed-use will create a better sense of arrival and highlight the commercial area (14).

6 Key Themes	5 Most Mentioned Perspectives
Commercial Hub	<ol style="list-style-type: none"> 1. The commercial area lacks vibrancy and needs to be revitalized (e.g., enliven the space and attract people, retain viable businesses, become a destination) (42). 2. New commercial businesses should be added that enliven the area and better-support community needs and interests (e.g., restaurants, breweries, co-operative working spaces) (18). 3. Creating a more compact and concentrated commercial area is better for walkability and will avoid the existing fragmentation and sprawl (18). 4. The commercial area could be modified and slightly extended further west of the mid-rise bookends, with pockets of small commercial spaces integrated in the neighbourhood (12). 5. The mid-rise mixed-use typology could benefit the commercial core by adding density and blending residential spaces (7).

Table discussions also addressed related topics, beyond the scope of Option 2 discussion, including implementation considerations (e.g., timeline, process, feasibility) (39), regulations/policies (e.g., District policies, provincial government direction) (24), potential impacts of LAP (e.g., predictability, changes to zoning) (15), and other comments (e.g., thanks to staff, comments about current state, project materials) (12).

Key Learnings from Option 2 discussions were:

- Participants valued the focus on daylighting creeks and creating new north-south connections, but were concerned about the feasibility and time needed to achieve this throughout Ambleside.
- Many saw merit in adding more townhouses to Ambleside, and some expressed the desire to add other ground-oriented housing forms to offer more affordable options for the community.
- Building articulation and variations in facades and heights was generally desired, to avoid shadowing, and view impacts of monolithic forms. Some preferred to see taller forms if it meant more access to open space on the ground, while others preferred to see low-rise forms.
- While there was support for the sense of arrival created through mid-rise mixed-use “bookending” the commercial area, many participants wished to see change distributed more widely across the LAP study area, with a special focus near the community centre and schools.
- Revitalization of the commercial area was a key priority for participants. Many suggested new, thriving commercial spaces, upgrades to aging buildings, walkability, and integration of mixed-use buildings as ways to improve the vibrancy.

C. Key Findings from Option 3 “Blend and Punctuate”



Comments generated on option 3 are summarized below, according to the six key themes (organized from most to least discussed), and five most mentioned perspectives within each theme:

6 Key Themes	5 Most Mentioned Perspectives
Focus	<div>1. There is merit in focusing potential change spread out through the entire LAP study area (40).</div> <div>2. Density and development should be focused near existing community centre, schools, and other community amenities (34).</div> <div>3. The LAP focus should be more compact and centralized to avoid community fragmentation (18).</div> <div>4. There is opportunity to extend the LAP study area further east to support additional density (e.g., to 11th, to Park Royal) (9).</div> <div>5. Seniors’ housing should be located close to community amenities and public transit for accessibility (6).</div>

6 Key Themes	5 Most Mentioned Perspectives
Housing Mix	<ol style="list-style-type: none"> 1. Housing options and policies that address affordability are needed in Ambleside (e.g., rental housing, co-ops, subsidized housing) (20). 2. Additional seniors' housing options are needed, including mid-rise forms (18). 3. Housing options that enable families, young people, and workers to live in Ambleside need to be considered (e.g., townhomes, below-market rental, housing near schools) (16). 4. Consider a diverse array of housing forms that offer adequate housing options for residents (e.g., varied housing forms distributed throughout community) (16). 5. Townhouses would be a great addition to the community and should be expanded throughout the LAP study area (15).
Commercial Hub	<ol style="list-style-type: none"> 1. The revitalization of the commercial area is needed to enable the community to regenerate and thrive (e.g., add growth, improve overall aesthetics, attract, and retain new businesses) (24). 2. Adding pockets of mid-rise mixed-use buildings to the main commercial area could support revitalization (10). 3. A wider blend and variety of commercial spaces in Ambleside is needed (e.g., restaurants, nightlife, retail) (8). 4. Hollyburn is an ideal location to expand the commercial area (6). 5. Enhance the walkability to and within the commercial area (e.g., housing near the commercial area, improve vibrancy) (6).
Height/Character	<ol style="list-style-type: none"> 1. Building articulation and increased height is desirable if it avoids bulk and adds open ground space (15). 2. Design guidelines are needed that control the aesthetics of development in terms of form and character (11). 3. Density is needed in Ambleside and plays a role in supporting community vibrancy through new development (10). 4. Building heights should transition to respect views and reflect the natural topography (9). 5. Lower heights are preferred in the commercial area to support the "village" character (8)

6 Key Themes	5 Most Mentioned Perspectives
Public Realm	<ol style="list-style-type: none"> 1. Investments are needed for new public amenities and community infrastructure improvements (e.g., sidewalk improvements, cultural facilities, playgrounds) (11). 2. Additional public transportation options should be offered with improved service (9). 3. Strategies are needed to support placemaking and build a community-oriented sense of place (6). 4. Active transportation infrastructure should be added and improved (e.g., bike lanes, walking paths) (5). 5. The pedestrian realm should become safer and more accessible (5).
Natural Setting	<ol style="list-style-type: none"> 1. Add strategies to enhance and protect Ambleside creeks (5). 2. Mitigation tactics must be considered for sea level rise in the commercial core (2). 3. Consider what it means to be a sustainable community and reduce the community's carbon footprint (2). 4. Ensure wildlife protection measures are in place (e.g., riparian corridors, migratory bird routes) (1). 5. Enhance the enjoyment of the natural beauty for residents (1).

Table discussions also addressed related topics, beyond the scope of Option 3 discussion, including implementation considerations (e.g., timeline, process, feasibility) (55), project materials (9), and other comments (e.g., planning examples, thanks to staff) (15).

Key Learnings from Option 3 discussions were:

- Focusing on the broader LAP study area has merit, particularly near schools, the community centre and Hollyburn “Corner”, but some participants have concerns about fragmentation.
- Many participants support seniors housing options, including mid-rise forms, and would like to see this type of housing close to community amenities and public transit.
- Revitalization of the commercial area is important, and many participants support adding housing through mid-rise mixed-use buildings, with modulated heights, to help bring vitality.
- Participants would like to see investments in public amenities (e.g., community facilities, playgrounds), infrastructure (e.g., sidewalks), and active transportation in Ambleside (e.g., cycling paths, new pedestrian trails).
- While some participants support adding density and increasing height, if there is variety and articulation in building facades, others prefer lower heights, particularly in the Ambleside commercial area. Many participants would like to see design guidelines used to encourage aesthetics that complement Ambleside's character.

3. OTHER MEETINGS, EMAIL AND PHONE CORRESPONDENCE

I. Other Meetings

Staff also met with the following community committees and groups, based on their interests/requests, who were encouraged to provide feedback. A full record of notes from these meetings and any additional written feedback is included in the Engagement Transcript. Below is a high-level summary of the feedback received during these meetings:

North Shore Community Housing Action Committee (CHAC)

March 16, 2023:

- Support to secure and protect seniors' rentals and affordable housing through tenancy agreements, and transit-oriented affordable housing.
- Support for increasing building heights to provide community benefits particularly more affordable housing options and adaptable units.
- Concern around lack of opportunity of community amenity contributions providing new community amenity spaces (e.g., a new community centre).
- Recognition that community amenity contributions often have competing community interests and benefits, that trade-offs are associated with mid-rise buildings and building heights up to nine storeys.
- Interest in learning more about the process of implementation, how long it will take, and population and demographic estimates should the plan reach total build out.
- Mixed opinions associated with school enrolment capacities, some indicated that schools are at capacity with students outside the catchment area, others suggested this indicates a capacity for a greater number of local students.
- Suggestion that new development should not be provided unless the District undertakes a transportation strategy to provide more frequent public transportation options throughout the District.
- Recognition that new development can provide improvements to public infrastructure, enhance active transport routes, and upgrade streetscapes with traffic safety measures.
- Concern associated with the process of environmental development permitting compliance and viability of new development in Option 2.

Enhance West Van

March 29, 2023:

- Excitement and interest to see LAP process move forward.
- Significant work on the Civic Site took place over a similar timeframe as the OCP's preparation, and Planning and the Enhance group connected at that time.
- The LAP provides an important chance to reconnect.
- There is a real opportunity now and going forward as the LAP looks to shape Ambleside and Enhance WV looks to advance the vision for the civic site.
- There is broad alignment in objectives around long-term planning for a complete community with a high quality of life.
- The civic site is to many a real community hub, gathering and activity place.

- There is particular alignment and opportunity with the “strengthening Hollyburn” aspect of LAP Option 3.
- An Enhance West Van representative looks forward to participating in an upcoming LAP workshop and seeing the LAP progress.
- As this evolves, there could be a very sympathetic outcome where redevelopment around the civic site both places homes and shops near this important community hub, and generates community amenity contributions to help support the regeneration of these community facilities.

North Shore Advisory Committee on Disability Issues (ACDI)

April 6, 2023:

- Each option provides for a range of housing types; amalgamate these approaches to deliver a combined housing unit capacity beyond OCP directed estimate of ~1,000-1,200 to ~3,000 new units.
- Option 1, 2 or 3 should not predominantly direct new housing or new development, each option provides approaches of merit, and each should be utilized in the final plan.
- Policies should provide predictability regarding where and how the market can deliver the housing types required to support community needs and aging in place.
- Adapting streetscapes to advance inclusive design presents Ambleside as a destination for residents and visitors.
- Slowly transition the redevelopment of rental sites to protect current rental stock and considerations for avoiding displacement of current residents.
- Complete communities with homes, jobs, amenities, and services in close proximity can accommodate more people with less dependence on cars or commutes.
- Keeping “existing policies and regulations unchanged west of 19th and north of Fulton” would limit opportunities to update neighbourhood networks to more recent and more accessible standards.
- “Missing middle” building form is a needed housing type and should include adaptable design features in ground-oriented housing that support aging in place.
- New development should revitalize and activate streetscapes between 13th and 19th streets, the northern LAP boundary, and the waterfront, to provide continuity and design cohesion.
- Commit to a long-term plan of daylighting Lawson and Vinson creeks. Acquisition of the creek corridors into the public domain and engineering for hydrology and infrastructure will take time. In the meantime, existing affordable housing may merit extended protection, and tree-planting can be planned more effectively.
- The commercial core precinct and the western plateau around West Vancouver Community Centre provide naturally more accessible areas that should prioritize inclusive active transport modes.
- Active transportation between key community enhances neighbourhood connections. Esquimalt Avenue between 13th to 21st Streets could be enhanced as a quiet greenway with more trees and traffic calming, and trails and bridges should be upgraded to provide accessible corridors.

II. Email and Phone Correspondence

In addition to community workshops, the community was encouraged to provide feedback via email or telephone. Staff received ~160 phone calls and emails, adding to a total of 758

comments received. Not all comments are from unique individuals, as some community members may have provided input in a community workshop and followed-up with additional thoughts by email and/or phone. In addition to input, questions (e.g., requests for information, questions about the implementation) were also recorded and included in the engagement transcript. All correspondence is included in the Engagement Transcript, available online at www.westvancouverite.ca/plan-ambleside.

Feedback has been analyzed according to the six key themes (organized from most to least discussed), and five most frequently cited perspectives within each theme. While some comments were related to specific options, most comments were more general in nature. Below is a summary of the input received.

6 Key Themes	5 Most Mentioned Perspectives
Focus	<ol style="list-style-type: none"> 1. Support for an expanded focus that spreads out density and blends change throughout the boundary (29) 2. There is merit in focusing new development near the community centre, community amenities, and schools (19) 3. Concerns about the extent of change in Option 3 being too close to Dundarave (19) 4. Density should be focused near the commercial hub and below Fulton (18) 5. Support for a compact focus that centralizes change (17)
Housing Mix	<ol style="list-style-type: none"> 1. New development should offer and prioritize affordable housing options (e.g., purpose-built rental housing, below-market housing) (43) 2. Housing options should be diverse and less-homogenous (e.g., different typologies, unit sizes, tenures) (26) 3. Secure adequate seniors' housing for the future and opportunities for aging in place (13) 4. Allow for more missing middle housing options in Ambleside (12) 5. Housing is needed, and Ambleside has a role to play in increasing supply (8)
Height/Character	<ol style="list-style-type: none"> 1. Preference for low heights around Bellevue Ave and Marine Dr at 22nd St (30) 2. Desire to see varied or modulated heights to protect private views and sunlight coverage for residents (21) 3. Support for height increases and density, acknowledging Ambleside's context of existing high-rises (19) 4. Preferences not to see mid-rises throughout Ambleside (14) 5. Enhancing the character of Ambleside can be attained through growth (11)

6 Key Themes	5 Most Mentioned Perspectives
Public Realm	<ol style="list-style-type: none"> 1. Active transportation infrastructure and investment can improve liveability and quality of life for residents (23) 2. Concerns about parking and traffic challenges and desire for proactive solutions (23) 3. Improve and add new public spaces (e.g., boardwalk, public square) (18) 4. Update streetscapes to be pedestrian-friendly and help encourage walkability (16) 5. Add new public transportation options to encourage new ways of moving through the community (9)
Commercial Hub	<ol style="list-style-type: none"> 1. Desire for a more vibrant and revitalized commercial area (21) 2. Add new commercial businesses that are diverse and make Ambleside livelier (16) 3. Make the commercial area more pedestrian-oriented and walkable (7) 4. Improve affordability of commercial spaces for tenants to help businesses thrive (6) 5. Integrate commercial and residential uses (e.g., through mixed-use buildings, through small commercial spaces in the neighbourhood) (5)
Natural Setting	<ol style="list-style-type: none"> 1. Ensure trees and nesting areas are protected (15) 2. Support for daylighting creeks and opening them up to pedestrian greenways (11) 3. Concerns about feasibility and logistics of daylighting creeks (e.g., land assembly logistics, creek setback regulation) (9) 4. There is merit in taking advantage of the natural setting and experiencing nature through trails and greenways (8) 5. Introduce sustainable design elements to building and development in Ambleside (6)

Other input received that were not part of the key themes included topics relating to implementation (e.g., timeline, process) (46), engagement (e.g., desire to participate, engagement process) (21), project materials (e.g., options booklet, concept maps) (20), thanks to staff (12), desire for change (8), and other comments (e.g., locations of change, target new units) (8).

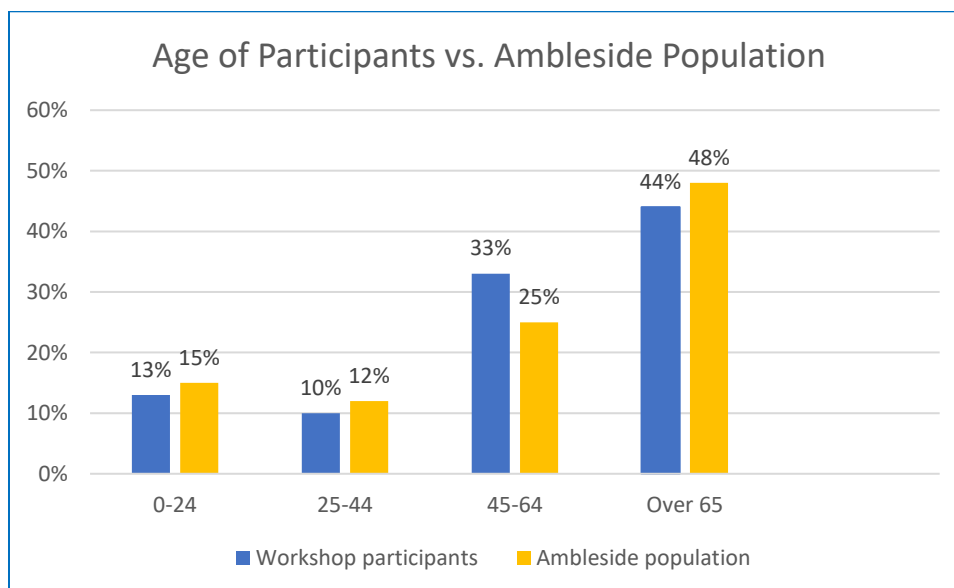
4. METRICS

A wide range of promotional and outreach activities were used, including:

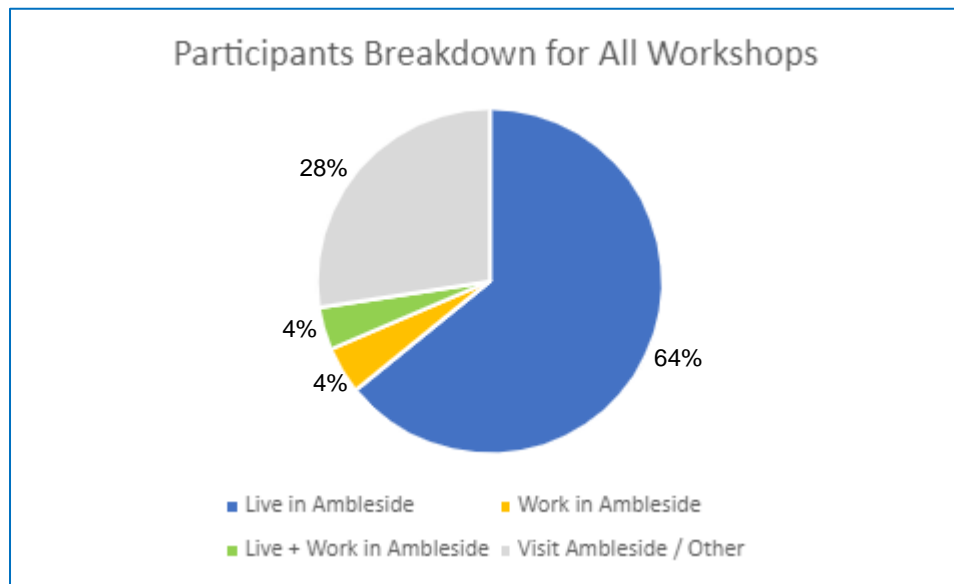
- Mail-out postcards to ~ 8,230 residential and commercial addresses in the Ambleside LAP study area and vicinity;
- Newspaper advertisements in the North Shore News;
- District's website launched on February 8, 2023, serving as the main source for public information on the LAP, with 3,989 unique views generated to date.
- District E-west newsletter, and westvancouverITE project page;
- WestvancouverITE project page email subscription list (281 subscriptions);
- Social media and targeted promotional Instagram, Twitter, and Facebook campaigns, generating over 5,690 impressions from 10 posts on the District's social media accounts between March 2 and March 28, 2023.;
- Posters, digital advertisement slides, and postcards available at District facilities, including Municipal Hall, West Vancouver Memorial Library and West Vancouver Community Centre;
- Promotion through local stakeholder networks and during stakeholder meetings;
- Four pop-ups at the West Vancouver Memorial Library and West Vancouver Community Centre;
- A temporary display with informational boards and print materials at the West Vancouver Memorial Library; and
- Direct outreach to Skwxwú7mesh Úxwumixw (Squamish Nation), sə́lílwətaʔt (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation)

To understand who participated in the engagement, and how they heard about the Ambleside LAP process, a range of (voluntary) demographic information about participants was collected.

Youth and Community Workshops by Age of Participant



Community Workshops by Relationship to Ambleside



Community Workshop Participation by Method of Outreach

Outreach method	% of Total Event Attendees Generated
Web communications (District website, social media e-newsletter)	49%
Outreach (e.g., postcard, facility poster, North Shore News)	25%
Word of mouth	15%
Community associations/memberships	8%
Other	3%

5. CONCLUSION

This Public Engagement Summary is intended to provide Council and the community a concise but comprehensive record of the extensive feedback received on the LAP, 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 future of Ambleside.

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



MEMORANDUM

Date: July 7, 2023 Our File: 1705.01
 To: David Hawkins, Senior Manager, Community Planning & Sustainability
 From: Jenn Moller, Director of Engineering & Transportation Services
 Re: **Summary for Ambleside Transportation Plan Phase 1**

Introduction:

The first phase of the Ambleside Transportation Plan focusses on the existing conditions with a view to the future plans. This has been completed in parallel with the community discussion of Ambleside Local Area Plan (LAP) Options.

The study area is bounded by 23rd Street to the west, 13th Street to the east, Inglewood Avenue to the north and the Burrard Inlet waterbody to the south. Ambleside is connected to the regional road network via Marine Dr to access the Lions Gate Bridge and downtown Vancouver to the east, and 15th Street and 21st Street to access Highway 1 to the north. Regional and local transit services provide travel choice and connectivity to the North Shore and Metro Vancouver. Ambleside has many features that enable it to have a higher-than-average sustainable mode share which is a function of land use density and mix. The area has a high percentage of internal trips throughout the day, many of them by foot or bike, and transit ridership is at a higher rate than the rest of West Vancouver (25% vs 12%).

The key transportation challenge for the Ambleside LAP is accommodating growth in the right places while improving mobility and providing travel choices.

Phase 1 of the Plan included:

- review of background materials
- review of the existing transportation systems
- existing conditions assessment for auto, transit, pedestrians, and cyclists
- high level assessment of the planning options

Transportation Network:

The two main east-west roads serving the area are Marine Drive and Bellevue Avenue. Marine Drive is an arterial road with a 24 m cross section and with two to four travel lanes, parking lanes, and sidewalks. Marine Drive currently focuses on serving personal

vehicle and transit travel on the roadway, with pedestrian traffic accommodated on sidewalks. With no formal infrastructure in support of cycling, cyclists are required to operate within shared traffic, mostly between the parking lane and the outside general-purpose lane. Bellevue Avenue is a two-lane collector with parking provided on both sides within a 20 m right-of-way. Traffic volumes and speeds tend to be lower on this corridor which provides an east-west corridor with access to residential and commercial properties. With minimal sidewalks on both sides, the current road cross section only utilizes approximately 15 m of available right of way. The remainder of the width includes landscaping.

Transit users are well served on the Marine Drive corridor with high frequency service that connect east-west while other areas of Ambleside are served with medium and low frequency service. The Spirit Trail serves as an all ages and abilities bicycle facility connecting Park Royal and Ambleside Park, west along Argyle Avenue to 18th Street. There are no other protected bicycle lanes in Ambleside. Sidewalks are provided on both sides of Marine Drive and Bellevue Avenue and both sides of 15th Street and 21st Street south of Fulton Avenue. The majority of the sidewalks in the key corridors are undersized for the current and future demand in the study area.

Traffic Analysis:

The existing traffic was assessed on the current network. The hourly traffic profiles along Marine Drive show higher vehicle volumes in the PM peak than the AM peak and also show fairly balanced volumes throughout the day which is unique compared to many other facilities in the region that display a clear inbound versus outbound commuting profile. Eastbound volumes are higher than westbound indicating that westbound travel is utilizing an alternate corridor. The PM peak also tends to begin early (around 2:00 p.m.) which is in line with the early PM peak hours that were observed at most of the study intersections (i.e., 2:45 – 3:45 p.m.). 15th Street shows a more typical commuter peak profile with a clear southbound morning peak and northbound afternoon peak. Midday volumes are relatively high in the study area indicating a high demand for travel during this time period; again, unique compared to hourly profiles observed at other locations across the region. High vehicle volumes in the midday can be attributed to high recreational and commercial activity in this area.

Based on hourly profiles, the peak (highest traffic volume) hours for the entire study area are:

- AM peak hour 8:30–9:30 a.m.
- PM peak hour: 2:45–3:45 p.m.

For the analysis, the Level of Service (LOS) is used as a descriptive parameter expressed as a letter grade with A representing very good conditions (such as those that may occur during periods of low volume traffic flow, outside of peak periods) and F representing very poor conditions (such as those that may occur during periods of

higher volume traffic flow such as in the morning or afternoon peak periods. All intersections in the study area generally perform at LOS - C or better for both AM and PM peak hours. There are a few movements that perform at LOS - D or worse, mainly left turns that have high volumes and short signal time phases. Overall, traffic in Ambleside is generally considered to be manageable (i.e., volume is below capacity), and there are no major traffic jams or bottlenecks that regularly occur in the area. A typical signalized urban arterial roadway can process 800 to 1,000 vehicles per hour per lane. The highest through volumes observed on Marine Drive occur during the PM peak, with roughly 600 to 700 vehicles; with two through lanes on Marine Drive, there is adequate and available capacity. Excessive delays and queuing can spill back to Ambleside if an incident such as an accident or vehicle breakdown occurs on the Lions Gate Bridge that can compromise access points and intersections along Marine Drive and other corridors.

Transit Analysis:

Marine Drive is well served by frequent transit, and ridership data reflects this with most transit trips in Ambleside beginning and ending at locations on Marine Drive. Although the remainder of Ambleside to the north is well-covered by transit, with almost all residents within 400 m walking distance of bus stops, transit service operates at lower frequencies of 30 to 60 minutes within this area. Given that ridership on these routes is low compared to routes on Marine Drive, and there are competing demands throughout the region for limited transit resources, it is unlikely that TransLink could justify increasing frequencies on routes north of Marine Drive. Consequently, transit services on Marine Drive should be the priority for improvements intended to encourage more transit trips in Ambleside. Opportunities to improve on-time performance include more bus bulges, queue jumpers, bus lanes and other transit priority measures on Marine Drive. The review suggests that there are too many bus stops on Marine Drive, and that some could be removed or skipped by frequent services without compromising service coverage. This could increase on-street parking supply in some areas.

Cycling:

From the perspective of cyclists (existing cyclists as well as people who might wish to cycle in Ambleside but currently do not), the significant observation is that there are no “all ages and abilities” (AAA) bicycle facilities other than the Spirit Trail. This means that anyone riding a bicycle in Ambleside is sharing the road with motor vehicles, with no protection from traffic, no designated space on the road, and no bicycle specific infrastructure such as bicycle signals or bike boxes. Based on land uses, terrain and observations of bicycle activity, the greatest potential to attract cyclists and increase bicycle trips is on Bellevue Avenue as it provides access to the Marine Drive commercial area, connects to the Spirit Trail and is in the area with the highest residential density. Bellevue Avenue also has lower traffic volumes and speeds compared to Marine Drive, making it a more appealing corridor for cycling.

Improvements to create AAA bicycle facilities along Bellevue Avenue should therefore be a high priority for future development of the active transportation network. Other higher-priority opportunities to increase bicycle trips would involve improvements on the two north-south bicycle routes along local streets. Another important consideration for cyclists is bicycle parking, particularly secure parking that protects bicycles from theft.

Pedestrians:

Pedestrians are generally well-served in Ambleside. The width and quality of the sidewalks could be improved with redevelopment to add to the pedestrian experience. There are signalized pedestrian crossings on Marine Drive at every numbered street, and many of the crossings on other streets are enhanced with curb extensions, flashing rectangular rapid flashing beacons (RRFB) and tactile surfaces to aid persons with visual impairments. Opportunities for improvements to pedestrian crossings have been explored. Bellevue Avenue is an area with a higher level of pedestrian activity, and consequently additional enhancements to crossings on Bellevue Avenue should be a priority to improve pedestrian safety and encourage more walking trips. Improvements to consider include curb extensions, raised crosswalks, flashing RRFBs, increased illumination and yellow tactile surfaces. There are sidewalks on both sides of 15th and 21st Streets (arterial roads) south of Fulton Avenue, in and near the Marine Drive commercial area and higher-density residential areas. Although there is only a sidewalk on one side of 15th and 21st Streets north of Fulton Avenue, and on Inglewood and Fulton Avenues, these may not be as high-priority improvements given the lower number of pedestrians in the area north of Fulton Avenue.

Parking:

Previous work undertaken on parking was reviewed. Results from the study showed that the parking utilization rate is relatively low in the morning and rises throughout the day until the peak around noon, and then starting to slightly decrease after midday. Parking is a concern for businesses in Ambleside and needs to be managed effectively. Some of the mitigation strategies coming out of this study include increased utilization of off-street parking through better mapping, signage and information, generate shared-parking opportunities amongst private property owners through business sharing, increase parking turnover in popular areas by reducing time limits, increase the supply of off-street parking through new development, enforce parking regulations by bylaw staff, encourage alternate modes of travel and consider pay parking to maintain an 85% utilization rate.

Planning Options High Level Review:

The Regional Transportation Model (RTM) is used to assess travel demand across the Metro Vancouver region. The RTM was updated for West Vancouver and the additional growth for Ambleside was included and assessed. In the case of Ambleside, the level of future development across all three scenarios is assumed to be constant, up to

approximately 1,100 new households. The key differentiator between the options will be the allocation of developments to different parcels based on the desired land use outcomes outlined for each option. These differences will have more of a local impact on access points to the arterial network, and travel patterns will be influenced by the average proximity to transit and the active transportation network. Volume plots illustrating the growth of total regional traffic on the network for the 2040 horizon shows significant growth on Highway 1 and marginal growth on Marine Drive and 15th Street. The level of network congestion for the 2040 horizon has only moderate congestion throughout Ambleside. There are small segments along Marine Drive that will see heavier congestion, but this can likely be mitigated with signal timing optimization and coordination. For example, while about 25% of vehicle traffic generated from Ambleside travels onto the Lions Gate Bridge, this represents a small proportion of the total traffic stream on the bridge, about 3%.

Conclusion:

While this transportation study has focused on existing travel conditions within Ambleside, several themes for future work have emerged. These are based on a review of past planning work, gathering and compiling information on traffic, transit and active modes travel, and an assessment of the existing transportation network geometry and where opportunities exist. Note that these emerging themes are not recommendations for the next phase of work, rather they are meant to be guidance for discussion with the District and the community. Ambleside is both a destination and has corridors that facilitate through movements. Some improvements to maintain traffic operations and efficient circulation are signal optimization and coordination. Parking management and potential pricing would help to increase turnover rates and maintain 85% utilization, and redevelopment can increase off-street parking supply. Some spot improvements to improve transit operations could include queue jumpers, signal priority and other transit amenities. Extension of RapidBus service to Ambleside could also be considered to provide transportation choices. Another key theme arising from this study is to provide a dedicated cycling facility along the Bellevue Avenue corridor which sees lower traffic volumes and speeds. With the right level of traffic calming, a neighbourhood bikeway along Bellevue Avenue could provide benefits to cyclists while maintaining traffic operations, property access and parking. The two other study area corridors, 15th Street and 21st Street, also have potential opportunities for improvement. Because of the limited right of way and the expected role and function of these corridors, no major remake of these corridors is suggested. Rather, consideration for minor improvements through development or as planned capital programming presents opportunities for incremental improvements such as updated cross sections that include curb and sidewalk treatment. Providing a consistent cross section treatment through these two corridors is suggested as a long-term strategy. These themes will be explored further in the next phase of the Transportation Plan.

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