

Ambleside Local Area Plan (LAP):

Public Engagement Transcript | July 2023

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1. INTRODUCTION & OVERVIEW

The District of West Vancouver is preparing a Local Area Plan (LAP) for Ambleside in accordance with Council's direction on February 6, 2023.

This report provides a full transcript of all input and comments received since the February 6, 2023, Council Meeting where staff were directed to commence community engagement. This document accompanies the Ambleside Local Area Plan Engagement Summary, which identifies themes derived from the transcriptions within this document.

2. OUTREACH & ENGAGEMENT

I. Advisory Committees

Minutes from meetings with District of West Vancouver Advisory Committees are presented on subsequent pages.

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
COMMUNITY ENGAGEMENT COMMITTEE MEETING MINUTES
RAVEN ROOM, MUNICIPAL HALL
WEDNESDAY, FEBRUARY 8, 2023**

Committee Members: E. McHarg, J. Berg, C. Fraser, A. Labelle, G. Nicholls, J. Roote, and J. Sidhu; and Councillors S. Thompson (Chair), N. Gambioli, and P. Lambur attended the meeting in the Raven Room, Municipal Hall.

Staff: D. Powers, Director of Community Relations & Communications; D. Hawkins, Senior Manager, Community Planning and Sustainability; K. Andrzejczuk, Acting Communications & Engagement Manager (Staff Representative); and M. Spitale-Leisk, Communications Assistant (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 3:31 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the February 8, 2023 Community Engagement Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

K. Andrzejczuk (Acting Communications & Engagement Manager) informed that the time R. Bartlett (Chief Administrative Officer) left and then re-entered the January 10, 2023 Community Engagement Committee meeting was changed.

It was Moved and Seconded:

THAT the January 10, 2023 Community Engagement Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. Ambleside Local Area Plan Engagement

D. Hawkins (Senior Manager, Community Planning and Sustainability) spoke relative to the document regarding "Communications & Engagement Overview: Ambleside Local Area Plan" and informed that:

- Staff have prepared three, high-level draft conceptual options for engagement purposes, based on direction they received from Council in June 2022;
- Council endorsed at their regular meeting on February 6, 2023, a relatively new engagement approach for the Ambleside Local Area Plan (LAP);

- The draft plan options are more visual and will allow people to see the proposals in context and to scale;
- The goal is to generate conversations through engagement and put more ideas on the table for discussion and encourage new ideas from the community;
- Staff will be engaging with local stakeholder groups, including Ambleside Dundarave Business Improvement Association, Ambleside Dundarave Residents Association, West Vancouver Chamber of Commerce, and other local groups, as well as District committees;
- The public will review the plans and share feedback in an interactive workshop format; and
- Staff will provide an Ambleside LAP engagement update to Council in June 2023.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- Consider who will participate in the public workshops and holding additional workshops or a town hall meeting if there is sufficient interest;
- Request participants review the material in advance of the workshops;
- Include a pre-information package for workshop attendees with a link to the February 6, 2023, Council presentation;
- Ensure the workshop facilitator is experienced and all voices are captured;
- Workshops are a significant time commitment and some people might not feel comfortable participating; explore convenient ways for people to provide feedback; consider those who are not comfortable with email or certain technology;
- Engage youth, young adults, and seniors in a way that is meaningful and familiar to them; consider strategic grouping;
- Make the engagement process feel relaxed and enjoyable for participants;
- Consider hosting information pop-ups in different areas of Ambleside, such as John Lawson Park;
- Consider how you measure success with the engagement and ensure those goals are met;
- Seek input from all West Vancouver residents, not just those who live in Ambleside, with a fair balance between the two;
- Advise engagement participants of the next steps and the outcome of their involvement, being clear and transparent about what staff are going to do with the feedback that is received; consider offering a workshop satisfaction survey;
- Consider holding public workshops that are three hours long, like the stakeholder workshops;

- Consider the appropriate number of participants for the stakeholder workshops;
- Describe the draft plans as three visions, rather than options;
- Consider inviting submissions from other Ambleside stakeholder groups, including West Vancouver Schools, local unions, churches, community centre and library users, the Royal Canadian Legion, and sports and social clubs;
- Consider how staff will separate Ambleside commercial centre discussions from neighbourhood discussions;
- Consider video content, including an aerial view of Ambleside, as an engagement strategy; the visual aspect is key for engagement;
- Consider how inclusive the engagement strategy is; the number and diversity of people involved is important;
- Seek to also engage with those who cannot find suitable housing in West Vancouver, including young people, those looking to downsize and stay in the community, and those who work in West Vancouver but don't live here;
- Be prepared for questions regarding housing targets and how it will affect the neighbourhood; present a variety of land-use options in the workshop materials;
- Inform the public of the Ambleside LAP timeframe;
- Explain to the public the difference between an Official Community Plan (OCP) and an LAP, and how they integrate together;
- Be prepared for questions regarding the geographical boundaries of Ambleside and Dundarave;
- Continue to invite local First Nations to be part of the engagement process;
- Ensure participants understand the land use and building form scope of the Ambleside Local Area Plan and how it relates with other West Vancouver initiatives, such as parks and transportation systems; and
- The timeline is very tight when compared to other Local Area Plan engagements; consider that spring break falls during the engagement period.

D. Hawkins informed that:

- A workshop registration system would be set up and advertised to the public;
- Engagement tactics include a mailout for approximately 7,000 people who live in the Ambleside neighbourhood, an advertisement in the North Shore News, and information on the website;
- The workshops will not be limited to Ambleside residents; and registrants will be asked to indicate which neighbourhood they live in for data gathering;
- Staff will hold as many public workshops as appropriate while working within the pre-established timeline for reporting back to Council;

- Workshops are energizing and the best format for this type of engagement, whereas town hall formats have less dialogue;
- Three tables of approximately eight people is an ideal number for the public workshops;
- The two-hour timeframe for public workshops is based on experience from previous engagements and how much time participants can dedicate;
- Workshop groups should be as diverse as possible so participants can hear a range of perspectives about Ambleside and learn from each other;
- Participants can sign up for email updates on the web page, which includes an engagement timeline;
- Staff reached out to the local First Nations last summer to advise them of the draft plan options being prepared and offered meetings, which they will continue to do;
- Staff are being urged by Council to move the engagement process forward efficiently; and
- The Ambleside LAP is a 20+ year vision.

J. Sidhu queried regarding what the public participation spectrum will be for the Ambleside LAP engagement; D. Powers (Director of Community Relations & Communications) informed that the engagement is at the levels of inform, consult, and collaborate and participants will choose how they wish to engage based on individual comfort levels.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- Consider hosting information sessions where D. Hawkins delivers an adequately-paced presentation on the Options Booklet, explains how the Ambleside LAP process reached this point, and provides background information about the OCP; D. Powers informed that, given the short time frame, staff will consider the feasibility of a virtual meeting and record it.
- Consider have a presentation centre open from 9 a.m. to 5 p.m. at the Seniors' Activity Centre or West Vancouver Community Centre for people to drop in and watch a video presentation or view a model of the draft plan options at their leisure; have it run by staff or volunteers, who can assist people and collect feedback; or stream the video presentation on monitors; D. Powers informed that staff resources and the level of work required to deliver the engagement program will be considered.

J. Sidhu queried regarding how many phases of engagement there will be; D. Hawkins informed that this phase will provide a lot of information for Council to work with and Council will decide if future engagement phases are required.

A member of the public commented regarding the following:

- Proposed concepts do not deal with housing issues for retirees and young people in West Vancouver;

- Host an information session in tandem with LAP engagement about sustainable development and consider what makes a sustainable community; and
- Consider that more people are working remotely and not commuting as much.

M. Fillipoff (member of the public) commented regarding the following:

- The proposed engagement timeline is too rushed;
- Suggested hosting workshops for West Vancouver citizens before the local stakeholder groups;
- Consider the number of housing units being proposed; and
- The term options is too restrictive; call them visions.

A member of the public commented regarding correspondence with staff.

Councillor Thompson queried regarding how staff will interact with the public during the LAP engagement process; D. Hawkins informed that the website includes contact information for staff and the public will know who is responding to enquiries.

J. Chalmers (member of the public) commented regarding the following:

- The video presentation is a great idea;
- Suggested having workshop registration information posted on monitors at the community centre; and
- Queried whether Community Engagement Committee meetings can be held in hybrid format (online and in-person); D. Powers informed that staff are working on converting the Raven Room at Municipal Hall for hybrid meetings with an anticipated completion date of July 2023.

A member of the public commented regarding the following:

- Suggested holding one or more LAP town hall meetings; and
- The-OCP engagement workshops.

B. Shard (member of the public) commented regarding the following:

- Mayor Sager and plans for town hall meetings;
- Focus on engaging with Ambleside residents;
- Housing affordability; and
- Queried regarding the permitted height of proposed buildings on the Marine Drive corridor; D. Hawkins informed that it varies by option but the height is never more than nine storeys and as described; the options are engagement materials to invite dialogue and input.

B. Chaworth-Musters (member of the public) commented that Ambleside town centre is for the entire community.

R. Azar (member of the public) commented regarding the following:

- They are a member of the local Iranian community and offered to help with engagement; D. Powers informed she would like to exchange contact information; according to the latest Census, West Vancouver's two largest language groups after English are Chinese and Persian; and staff have been developing a communication program to reach those audiences for the last year;
- Diversity is important with engagement; and
- Suggested having a holistic strategy for the engagement plan.

D. Hawkins left the meeting at 5:23 p.m. and did not return.

It was Moved and Seconded:

THAT the report regarding Ambleside Local Area Plan Engagement be received for information.

CARRIED

1. New Website Review

K. Andrzejczuk (Acting Communications & Engagement Manager) spoke relative to the item regarding "New Website Review" and informed that:

- There is a website feedback form on the website and a variety of comments have been received and logged for review;
- Some of the feedback is very high level and will take some time for staff to review; and
- Most of the feedback is coming from recreation users familiarizing themselves with the new registration system; D. Powers (Director of Community Relations & Communications) informed that a video tutorial is on the website and staff are available to assist with questions.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- The new website is much better, user friendly, and easy to navigate;
- Feedback is being addressed in a timely manner;
- It is hard to find staff contact information; consider putting general department email addresses on the website; K. Andrzejczuk informed that there is a Contact Us page link on the website homepage that will be made more prominent;
- The homepage banner takes up too much space and content lower on the page can be missed;
- The link to the District's Privacy Policy on the homepage is useful;
- Add more visuals, including photos and maps;
- Add a tennis court map;
- A link to the westvancouver1TE public engagement platform is missing from the homepage;

- Provide a way to view all upcoming *events* on the calendar; D. Powers informed that the calendar has a filter feature and users can choose to select Council meetings, committee meetings, or general community events;
- The Ambleside Par 3 web page incorrectly indicates the golf course is currently open for play;
- Make Early Years program information more visible on the website;
- Make the cemetery web page more prominent and include the plot map that was on the old website;
- Make information about District volunteer opportunities and careers more prominent on the website;
- Consider how mobile friendly the new website is;
- Ensure transit information is easily accessible; and
- Look at which webpages are visited the most; D. Powers informed that, on the day the new website launched, January 26, 2023, analytics showed the top website hits were all related to recreation, including the aquatic centre, community centre, and the Activity Search Tool.

It was Moved and Seconded:

THAT the report regarding New Website Review be received for information.

CARRIED

1. Staff Update

D. Powers (Director, Community Relations & Communications) spoke relative to the document regarding "Staff update to Community Engagement Committee-February 8, 2023" and informed that:

- 2023 Budget: Staff are analyzing feedback and working to address questions and post responses on the engagement website; and that the engagement summary report most likely will not be ready in time for the next Finarice Committee meeting;
- Ambleside Local Area Plan: This is the next engagement project;
- Urban Forest Management Plan: An update will be brought to the Community Engagement Community, tentatively in April 2023;
- Klee Wyck Park and Hugo Ray Park Pickleball: Summary reports for both engagements will be presented to the Community Engagement Community in March 2023; and
- Going forward, staff will be bringing engagement summary reports to the Community Engagement Committee.

E. McHarg queried regarding the Arts & Culture: Visioning engagement; D. Powers informed that staff are working on the report for the consultation.

It was Moved and Seconded:

THAT the report regarding Staff Update be received for information.

CARRIED

1. Committee Member Update

E. McHarg and C. Fraser informed they attended budget information meetings at the Seniors' Activity Centre; and E. McHarg informed that the meeting room felt hidden away.

Councillor Thompson informed there were more staff at the budget information meeting than members of the public; D. Powers (Director, Community Relations & Communications) informed that there were 11 members of the public and eight staff at both in-person meetings, and 15 members of the public attended the virtual session.

Councillor Thompson queried about the value of the information meetings and how much it costs to put them on; D. Powers informed the participation numbers vary from year to year; questions that come out of these meeting are extremely valuable; and staff will monitor interest for the information meetings.

Councillor Thompson suggested having an open-house office for two weeks during the budget period, where the public can make an appointment to review the budget with a staff member.

It was Moved and Seconded:

THAT the report regarding Committee Member Update be received for information.

CARRIED

PUBLIC QUESTIONS

2. PUBLIC QUESTIONS

M. Fillipoff (member of the public) commented regarding the following:

- Queried regarding the mandate of the Community Engagement Committee; D. Powers (Director, Community Relations & Communications) informed that the Community Engagement Committee mandate is to ensure that each engagement is the best that it can be, that staff do the best possible job of meeting the community's needs, and that the District receives feedback from as many community members as possible.
- Queried whether public comments made in this meeting are going to be included in the feedback for the Ambleside LAP options; D. Powers informed that all of the feedback from the meeting will go into the refinement of the LAP engagement plan.

C. Fraser left the meeting at 5:51 p.m. and did not return.

NEXT MEETING

1. NEXT MEETING

Staff confirmed that the next Community Engagement Committee meeting is scheduled for March 8, 2023 at 3:30 p.m. and held in-person in the Raven Room at Municipal Hall.

2. ADJOURNMENT

It was Moved and Seconded:

THAT the February 8, 2023 Community Engagement Committee meeting be adjourned.

CARRIED

C. Fraser absent at the vote

The meeting adjourned at 5:53 p.m.

Certified by: _____
Chair
Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
DESIGN REVIEW COMMITTEE MEETING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
THURSDAY, MARCH 9, 2023**

Committee Members: E. Fiss (Chair), M. Avini, R. Ellaway, A. Hatch, J. Leger, D. Tyacke, N. Waissbluth, L. Xu; and Councillor S. Snider attended the meeting via electronic communication facilities. Absent: S. Khosravi and Councillor N. Gambioli.

Staff: L. Berg, Senior Community Planner (Staff Representative); C. Miller, Senior Urban Design Planner; L. Gillan, Senior Community Planner, Economic Development; T. Kwok, Assistant Planner; and Naomi Allard, Administrative Assistant (Committee Clerk) attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:33 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the March 9, 2023 Design Review Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the February 16, 2023 Design Review Committee meeting minutes be adopted as circulated.

CARRIED

4. INTRODUCTION

- a. Presentation by staff.
- b. Roundtable questions.
- c. Roundtable discussion and comments.

5. REFERRALS FOR CONSIDERATION

Referrals to the Design Review Committee for Consideration

5.1 Project: Ambleside Local Area Plan

Background: C. Miller, Senior Urban Design Planner, introduced the proposal and spoke relative to its context, including:

- The Official Community Plan (OCP) sets out guidelines for new growth, design and land use; The Ambleside Local Area Plan (LAP) options have been created

with consideration to those guidelines.

- They were prepared in response to Council's June 13, 2022 direction to prepare three, high-level options for Ambleside to be used as tools for receiving public input and further developing a clear plan for Ambleside.
- In February 2023, Council gave direction to proceed with the LAP; staff are presently in the process of conducting workshops and seminars with committees and the public to get input and further develop a plan that aligns with public interests and needs, which will then be proposed to Council; important to note that the purpose of the options is to solicit ideas and are not to predetermine an outcome;
- This is a different approach than has previously been taken with other LAPs which have undergone a more traditional multi-phase approach.
- The reason for this is that options for this plan build on extensive studies which have been conducted over the course of 75 years in Ambleside. Six key themes have emerged from the review of these studies:
 - character of Ambleside with attention to appropriate height and scale of buildings;
 - housing mix to accommodate present residents and those in future;
 - commercial hub including employment opportunities;
 - natural setting including how slopes, creeks and waterfront shape Ambleside;
 - public realm; and
 - focus of Ambleside including definition of boundaries.

The Committee went on to ask questions and provide comments with Staff responses provided in *italics*:

- Has the plan considered the demographics of West Vancouver, being that 50% of the population is over 55 years of age? *Yes, this demographic has been considered and will be going forward. One of the concepts put forward enables the increase of seniors-oriented housing.*
- It is important to show statistics and projections for the future. Hoping to see these included in the plans.
- Height seems to be subjective; key is to define what height means such as sunlight access, livability, etc. I think traffic will also come up as a theme that should be looked at. *Height is subjective and there are trade-offs between height and massing. We are looking at height within the context of previous studies and engagement responses.*

Project Presentation: C. Miller continued with presentation, including:

- Three draft proposals have been created from the six themes noted:
 - **Frame and accent** – A compact approach concentrating on housing and jobs near Marine Drive;
 - **Connect and weave** – A systems approach that focuses on the natural

elements of West Vancouver; and

- **Blend and punctuate** – A transitions approach that runs east to west; varying layouts and heights of development.
- These three ideas are concepts to generate new ideas and receive input from the community.
- The compact *frame and accent* approach looks at streetscape and focusing on historical aspects of the area; defining mixed-use and framing residential around the village centre; supporting different uses along specific streets; filling out the rectangle that is created by this smaller boundary; responding to the previously identified 'Festival Streets' on 14th and 17th streets; choice of use on flanking blocks while differentiating the retail streets and making a more distinct village.
- Discussion posed to Committee:
 - Does this option have merit?
 - How can this option be improved?
 - Comments in consideration of the low-rise village, framing LAP boundaries and differentiating the cross streets;
 - Comments regarding the identity of the *Festival Street*.

The Committee went on to ask questions and provide comments with Staff responses provided in *italics*:

- How was the building height determined and why was it limited to mid-rise in all these options? *We looked back to previous studies and height has been a common concern; we are interested to hear if there are different approaches; limiting height can have an impact on the openness of the area.*
- Was there any traffic study for this plan? *Transportation study is underway with the Engineering department and will be a part of the report back to Council; at this high-level consideration, options under consideration can be distinct from a transportation question.*
- The strongest aspect appears to be the Village area and bringing density to it; I think this is a good concept and should retain commercial and public realm; mid rise seems appropriate for West Vancouver.
- Is there a need for more units? I have less concern about the specific height. I am concerned about the building schemes and if there will be green space. *The OCP directs the options to each add 1,000 to 1,200 new units; this level of growth is generally supported by other District policies and studies such as the housing needs report.*
- I don't understand the concept of the 'Festival Street'. Is this for parties? *The idea of a Festival Street came about from previous studies; the street aligns with the historic access points to West Vancouver from boat traffic.*
- What is the time span for this plan? *The plan horizon is 2041 to align with the OCP target. However, change may be more incremental on account of market uptake, and the length of the review and construction processes.*
- Are any sustainability measures being looked at in this plan such as the storm

water system, tree retention, etc.)? *While not specific to only this LAP, West Vancouver has been at the forefront of increasing sustainability, notably through the OCP which locates housing in proximity to shops, services, and transit. On the building scale, West Vancouver has the highest Step Code requirements in the province and has been a leader in Canada. Electric charging capacity for vehicles is required for new housing. The next option we will be discussing is organized around protecting waterways and making them more of a civic amenity. As consideration proceeds beyond land use, more details regarding how this LAP contributes to sustainability can be explored.*

- West Vancouver is probably the only District in the Lower Mainland without any heavy industry; this plan is in anticipation of Ambleside increasing in population by 15 to 20% based on the proposed number of units being added. Where do you see the growth coming from? *The targets are directly from the OCP; what we hear from businesses is that it is hard to find staff and that the customer base is limited by housing availability; a lot of school age kids are coming to West Vancouver from other areas contributing to road congestion; the number of workers on the North Shore who commute from other parts of Metro and Squamish also have an impact. I don't think one could say that there is no demand for housing. One thing is majority of workers are not high-end workers; on the other end there are civil workers; overall it seems workers may not be able to afford living in West Vancouver.*
- What will be the impact on the tax base, infrastructure needs and amenities such as Community Centres?
- There has been no talk about supported housing and housing rates.
- I don't think Festival Street will work running north - south due to the steep slope; Marine Drive seems a more appropriate street for this as it is level and aligned with commercial spaces.
- It seems that West Vancouver will have to attract growth to the area as North Vancouver did; how do we ensure that the growth is realistic and can be attained? More detailed studies would aid in determining the capacity for growth. I think the public would like to see actual numbers on the plans along with the potential capacity. Does the recent allowing of coach houses and suites with single-family houses provide these units? *Each option considers realizing growth through a different approach, with the same overall capacity illustrated. The consideration of existing and added units in the options is why it is difficult to concentrate the growth solely in the existing apartment area simply due to the quantity of housing that already exists. It falls to the decisions of the Owners regarding if and when a property is redeveloped. Assuming that all existing single-family dwellings will add secondary suites has a lower delivery of new units within the LAP horizon that other land use considerations.*
- It would be beneficial to include what types of jobs would be created, we know Ambleside has service and retail jobs but also medical offices, doctors, dentists.

Project Presentation: C. Miller continued with presentation including:

- The *Connect and Weave Approach* highlights the natural systems in West Vancouver such as Vinson, McDonald and Lawson Creeks.

- Looks at missing middle; extends further north in land area; mid-rise development where creeks cross Marine Drive; infrastructure designed with special consideration towards the creeks.
- Different approach in that it is centred around gateway features; creeks are largely invisible today along Marine Drive but are an important aspect of Ambleside; existing condition of creeks varies as one goes west to east with Vinson being the most impacted creek and Lawson being underground from Duchess Street south.
- Housing planned to follow watersheds; improved north-south connections between the centre and surrounding neighbourhoods; although mostly crossing private land, some lengths of creeks exist in District right of ways.
- Density of new development reduces as you proceed upslope from Marine.

The Committee went on to ask questions and provide comments with Staff responses provided in *italics*:

- Buildings appear to be very close to waterways; my understanding is that these would be protected zones; how would this work? *Over time these areas would be made accessible by public trails while also being protected. At the moment, some buildings do appear close to the creeks; they are intended to illustrate this option for discussion and further refinement would be necessary. Would like to have feedback from public on what housing forms are appropriate, as watercourses place constraints on where buildings can be placed and reduce available building site coverage; trying to balance community's expectation for scale and protection of waterways.* This could be handled well with both components being served.
- I was not expecting to see development along creek area but rather, in a delicate way with more density away from creeks and opening up of natural features so that greenspace is created, and the area is more livable.
- I think this option has the most potential; I like the creeks being varied with development provided the right policies are in place and that green spaces are created within the community; I think this is the strongest option that provides more opportunities for building. The other area to pay attention to is the design of the mid-rise developments.
- The height may increase shadows and I think this must be looked at.
- Consider opportunities for daylighting the creeks; how can more park space be implemented? Consider adding neighbourhood serving parks.

Project Presentation: C. Miller, continued with the presentation, including:

- The *Blend and Punctuate Option* is a transition approach that takes into consideration underused sites such as existing gas and service stations, duplexes, etc.; looking at how these sites can better serve community interests through the LAP.
- Increase in senior oriented housing and supporting more options for seniors living.
- Smoothing the abrupt transition between existing high-rise and single-family

housing along the edge of the LAP.

- Similar capacity as options 1 & 2.
- Building on Hollyburn node near western edge of LAP; opportunity for mixed-use housing over retail in this area; smoothing abrupt transitions between existing buildings; expanding housing opportunities near civic space anchored by Community and Seniors centres; modulated site with higher and lower points.

The Committee went on to ask questions and provide comments with Staff responses provided in *italics*:

- I think this is a viable option; the area is very eclectic and there appears to be a lot of uses therefore, would be great to make them all unified. More opportunity for high-rise with less buildings to allow for more green space.
 - Ambleside is the heart of city; I think it will be tough to put these ideas and changes forward to community given the prominence of this area. Over time there appears to have been 'spot' rezoning susceptible to outside influence, and so now we need a plan to include all uses while population is decreasing rather than increasing. I feel all options have pros and cons. The bigger question is what the District wants to get out of citizens; you are presenting something that is purely massing and density while there is little talk of green spaces and amenities. Needs to be some discussion about public space and the realities of growth over time. *Regarding what we are showing now, the purpose is to have these discussions and to provide a starting point; none of these options is a plan rather, the purpose of each is to engage citizens in the planning process. Maybe we need to ask: 'what is the identity of Ambleside if it is to be the heart of West Vancouver'; The District does not direct the outcome nor develop properties; the community shapes the next steps of this process through this engagement. An adopted plan provides a framework for future development and greater predictability for the community.* Images maybe more powerful to public than diagrams to provide more context.
 - I think what maybe missing from plan is the context and the relationship of developments such as housing to the commercial areas and transportation. Perhaps these layers could be displayed in the next phase.
 - In any of these option plans I would have thought transportation to be of key importance; will the areas from Park Royal to Ambleside and along to Dundarave also be densified? The plans appear as though developments will 'pop out'; need to articulate the development; I don't understand the need for three options; rather, I would suggest the needs of the community be identified first.
- Third option comes across as sporadic 'spot rezoning'; may cause applicants to see Distract as having biases towards different development heights and fairness of heights. I like the third option as it provides more diversity than the first and second options; think it is a good idea to extend LAP to Hollyburn; I think the amount of growth seems appropriate for present time; I do not know if West Vancouver is growing at the rate that is anticipated in this plan but trust the District is looking at this; all options are focused on housing, height and density rather than community, civic, amenities and parks; think these aspects need to

be incorporated.

- The context of a neighbourhood within a city lacks north-south context; statistics for the future context are needed in order to understand what is trying to be achieved; What is needed in order for this plan to work?
- Don't see any plan in relation to affordability within developments.

Having reviewed the referral and heard the presentation by District Staff:

It was Moved and Seconded:

THAT the Design Review Committee receive the referral for the Ambleside Local Area Plan for information.

CARRIED

1. PUBLIC QUESTIONS

G. Powroznik: I am concerned about the lack of development and that many children who grew up here cannot stay. I participated in 17 round table discussions for the OCP and asked: what is vision and what is plan when we look at demographics? Seems the vision has not been developed in terms of commercial spaces; we have lost generations of kids who cannot move back due to unaffordability; need to look at sustainability of businesses; there has been a pushback from community about development; I do not think we are sustainable financially nor in terms of transportation and development; have to do something about housing; a lot of people who use our services come from out of the area; if we want to do something about sustainability then a big issue is housing and affordability; what is the underlying vision of West Vancouver and who are we attracting to the community? Appears to be a lot of missing elements in sustainability of development.

2. NEXT MEETING

Staff confirmed that the next Design Review Committee meeting is scheduled for April 20, 2023 at 4:30 p.m. via electronic communication facilities.

3. ADJOURNMENT


It was Moved and Seconded:


THAT the March 9, 2023 Design Review Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:32 p.m.

Certified Correct:


Eric Fiss (Apr 25, 2023 11:34 PDT)
Chair


Lisa Berg (Apr 25, 2023 12:11 PDT)
Staff Representative

II. Stakeholder Meetings

Minutes, notes, and follow-up written feedback from stakeholder meetings are presented on subsequent pages.

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 promote site assembly to ensure efficient scale of development for parking and commercial spaces.
- Increase 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 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.
 - 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 hotel, but not expected to change massively.
 - 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 pedestrianized street hosting a farmer's market.
- Focus
 - Shorten high street / reduce size of commercial area; retail focus between 13th and 17th, reflecting limited, existing active retail west of 17th.

- Asymmetrical Marine frontages supported.

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 heights up to nine storeys.
- 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.
 - Preference for being less definitive regarding punctuation (no need to pick the winners); establish height / density as the benefit for delivering policy objectives.
 - Explore market delivery of amenities with questions raised regarding the amount of density required to deliver.
 - 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.
 - 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 neighbourhood areas could advance separately if it simplifies the process and / or there are varied levels of support.

- 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.
- LAP process: suggestion that District surveys are not trusted; interest in an open approach that is more collaborative and less informational; suggestion of an all-weekend event hosted jointly by DWV and ADBIA.

Ambleside Dundarave Residents Association (ADRA)

March 6, 2023:

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 be 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.

Ambleside LAP Stakeholder Meeting Summary: Ambleside and Dundarave Residents Association (ADRA) 10 am - 1 pm, March 6, 2023 and follow up discussions with ADRA Board

**LAP AMBLESIDE - East/west boundaries from 13th to 23rd Streets
-North/South boundaries from waterfront to Inglewood**

INTRODUCTION:

The proposal to create capacity for 1,000-1,200 new housing units in Ambleside seems to be at the centre of each of the three Land Use Concepts presented in the meeting. We understand these numbers come out of the Official Community Plan that was approved in June 2018 and these numbers were based on Metro Vancouver Regional Plans.

ADRA has serious concerns as to whether 1,000-1200 new housing units are wanted or needed in Ambleside specifically.

We believe that before considering adding significantly more density to Ambleside there are a few key questions that ought to be answered:

- 1-How was the target of adding 1,000 to 1,200 housing units to Ambleside determined specifically? Does the current Council support this target and if so why?
- 2- What are the total number of housing units in all of West Vancouver built or under construction since the 2018 OCP target was set? Will these units not already go a considerable way towards meeting any Metro Vancouver targets for housing? (assuming West Vancouver even accepts these as reasonable targets).
- 3- Do the residents in Ambleside (already the most densely populated part of West Vancouver) actually want more housing density and population fitted into the relatively small LAP designated area?

Our estimate is that just since 2020 3,400 residential units have been APPROVED or BUILT in West Vancouver and a further 3,700 are likely to be approved in Cypress Village. These alone will likely add approximately 16,000 to the population of West Vancouver or an increase of approximately 35%! This is without considering additional possible developments on Squamish Nation Lands, the North side of ParkRoyal and the Parking Lot, and the Taylor Way corridor (eg Baptist Housing proposal and various Land Assemblies)

*Note the Squamish Nation Land is included in the Metro 2040 projections for the District of West Vancouver". Table A.1 of Metro 2040.

* * We can provide you with a spreadsheet showing how we arrived at our total numbers and it would be good to ask staff to do the analysis of all developments approved or built since 2018 and those they are aware are under consideration.

From our discussions with residents of Ambleside we know that most will not welcome significant new density or significant building height to their existing neighborhood. In reviewing all three options presented for discussion all add significant density and building height to the area (because each of the options predicated on fitting in 1,000 to 1,200 additional residential units. Residents are very concerned with preserving as much green space as possible and existing views and view corridors.

In reviewing the three options we would note they include low rise and mid rise towers and stacked townhouses.

9 storey buildings 1-3 new buildings
8 storey buildings 3-5 new buildings
7 storey buildings 6-11 new buildings
6 storey buildings 13-22 new buildings
5 storey buildings 0 to 15 new buildings

This would be a significant increase of density and height in Ambleside not likely to be well received by residents.

Residents will likely accept gentle densification in certain areas through coach houses, duplexes and modest 2 storey townhome developments that architecturally fit into the existing neighborhood.

Residents also likely to accept (and this was evidenced by ADBIA Imagine Ambleside) that development in the business district is desirable as long as over time we create a more vibrant Ambleside Village largely within existing height zoning of 37.5 feet.

There seems little urgency or appetite to significantly change the zoning in the residential areas of Ambleside so perhaps the Local Area Plan should be split in two with the Business District coming first, Taylor Way Corridor and then the balance of Ambleside?

Other 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 neighborhoods and the waterfront, with better pedestrian 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.
- Consider future of older, lower rise buildings in the apartment area, on an individual basis, case by case.

SIX KEY THEMES:**HEIGHTS**

- Needs to be defined in feet or metric, i.e. a specific measurement above the normal grade. There is too much variation in the definition of a “storey”, i.e. it can be 8 feet, 10 feet, etc.
- Any height increases should be focused where there are minimal private view impacts.
- View impacts need to be considered as do impact the value of an owner’s property- many being assessed at a higher value for property taxes because of views.
- Ambleside commercial area between 13th and 19th should remain at the current zoning of 37.5 feet.
- Avoid height near the waterfront
- Feedback was that taller heights would be better situated higher up within the Ambleside LAP boundary

HOUSING

- Concern and interests with housing diversity around scale.
- Supportive of duplexes and townhouses, but not stacked townhouses.
- Supportive of gentle infill, eg coach houses
- Retain neighbourhood character
- Recognize historic neighbourhoods, ie Hollyburn, Ambleside
- Retain current rental stock
- Avoid monolithic approach to densification
- Merit in new development that is done to contemporary environmental standards
- Not supportive of single family homes between two bands of townhouses (Option 2)
- Zoning for two Care Center locations should be retained

NATURAL SETTING

- North/south connections have merit. Anything we can do to connect the upslope with the waterfront is valued.
- Greenspace, landscaping should be a mandatory part of any new development.
- Access to nature is highly valued for mental and physical health.
- Plans should include efforts to protect and revitalize the creeks.
- Support the idea of reintroducing creeks into peoples’ lives again, desirable in all areas. For example, in existing single-family areas, could rely on existing environmental regulations without additional density.
- Add new public trails, daylighting, etc to larger sites in commercial/apartment areas, ie remove culverts
- *ADRA will revisit a past project that included Village Walks through Ambleside and beyond.

PUBLIC REALM

Support concept of Public Realm, support creation of new gathering places, pedestrian areas.

FOCUS

Support for Ambleside Village beginning at 13th and ending at 19th.

NEW IDEAS

- Allow subdivision of larger properties to 33 foot wide lots as a way of adding new housing.
- Support any opportunity to create walking paths in the community that connect north/south and east/west through development seen as a positive .
- Support for enabling duplexes as an option of diversified housing

—00—

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”.
- 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

Follow-up written feedback from meetings with Skwxwú7mesh Úxwumixw (Squamish Nation) and sə́lílwətaʔt (Tsleil-Waututh Nation), are presented on subsequent pages.

Skwxwú7mesh Úxwumixw (Squamish Nation)

October 20, 2022, and March 7, 2023

Hi Courtney,

Thanks for reaching out. We are currently re-reviewing this project in the light of the news that

came out yesterday about Housing Targets in BC, District of West Vancouver being one of the municipalities on that list. We would require more time to go over the details of the project again with this new introduction.

Thanks,
Munmun

sə́ilwətaʔ (Tsleil-Waututh Nation)

November 30, 2022 & March 23, 2023

Hi Courtney,

Thank you for your patience. At the moment we have no major comments or concerns about moving forward with the Ambleside Local Area Plan due to the fact it is so early in development. However, I will state some of the themes which TWN hopes will be kept and highlighted throughout the creation of the local area plan.

- 1) TWN's goal is to have all new developments focused around environmental Net-Gain not just Net-zero emission productions.
- 2) TWN requests that an increase of native trees and native plants should be used on any new development or planting project.
- 3) TWN requests that if any buildings are removed or building footprints are altered to consider the potential for archaeological discovery
- 4) TWN requests that Tsleil-Waututh Art work can be incorporated within any new developments that may occur as part of the Ambleside local area plan.

I realize that we are very early within the process and that many of these comments and suggestions will not be included in this current plan. However, the goal is to have these comments as a framework for any changes or forward movement of the Ambleside Local Area Plan. If you have any questions or comments please let me know.

Best Regards,
Isaac Barclay

IV. Pop-ups at Memorial Library and Community Centre

To engage the community, spread awareness about the LAP process, and encourage participation in upcoming community workshops, staff set-up pop-up booths at the West Vancouver Memorial Library (March 21 and 28) and the West Vancouver Community Centre (March 22 and 30). An additional stand-alone pop-up was displayed at the West Van Memorial Library from March 21 to April 30 to encourage project awareness and workshop registration.

Below is a transcript of all comments received in response to the questions "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?" on the posters displayed at the pop-up events.

**West Vancouver Memorial Library,
March 21, 2023: Poster**

SHARE YOUR IDEAS FOR AMBLESIDE WITH US

1) What would you like to see in Ambleside by 2041?
Write your idea(s) on a sticky note, and place it within this box.

2) Is there a place that can be made even better in Ambleside by 2041?
Place on a sticky note on your chosen location, and tell us why you chose it.

Questions or want to share your feedback?
Contact us at 604-921-3491 or
planambleside@westvancouver.ca

westvancouver

**West Vancouver Community Centre,
March 22, 2023: Poster**

SHARE YOUR IDEAS FOR AMBLESIDE WITH US

1) What would you like to see in Ambleside by 2041?
Write your idea(s) on a sticky note, and place it within this box.

2) Is there a place that can be made even better in Ambleside by 2041?
Place on a sticky note on your chosen location, and tell us why you chose it.

Questions or want to share your feedback?
Contact us at 604-921-3491 or
planambleside@westvancouver.ca

westvancouver

**West Vancouver Memorial Library,
March 28, 2023: Poster**

SHARE YOUR IDEAS FOR AMBLESIDE WITH US

1) What would you like to see in Ambleside by 2041?
Write your idea(s) on a sticky note, and place it within this box.

2) Is there a place that can be made even better in Ambleside by 2041?
Place on a sticky note on your chosen location, and tell us why you chose it.

Questions or want to share your feedback?
Contact us at 604-921-3491 or
planambleside@westvancouver.ca

westvancouver

**West Vancouver Community Centre,
March 30, 2023: Poster**

SHARE YOUR IDEAS FOR AMBLESIDE WITH US

1) What would you like to see in Ambleside by 2041?
Write your idea(s) on a sticky note, and place it within this box.

2) Is there a place that can be made even better in Ambleside by 2041?
Place on a sticky note on your chosen location, and tell us why you chose it.

Questions or want to share your feedback?
Contact us at 604-921-3491 or
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westvancouver

West Vancouver Memorial Library, March 21, 2023: Transcription

Question 1:
Where will park 'n' ride be?
To stay as a seaside community not a high density

Question 2:	
Comment	Location
Nothing over three stories	Along the waterfront near Argyle

West Vancouver Community Centre, March 22, 2023: Transcription

Question 1:
It's good to do something
I hope council listens to community input
More co-ops and co-housing options
More landscaping along the seawall
Protect the environment
Open up access to trails
We need to protect nature. I like Option 2
Naturalize streetscapes
Concentrate mixed use around community hubs
Streamline process to deliver moves faster
Being close to shops and services is a good thing!
Seniors' housing
I love all our community amenities
More Rentals
Affordability for staff and workers who want to live here (E.g., firefighters)
Better mobility and accessibility
Problems with buildings that face the ocean (from salt/wind). Building materials should accommodate that.
If historic revitalization of parts of commercial areas were gradual, you would hardly notice
Affordability is a big issue
More density, we have to adapt
Naturalize connections & Apartment areas (housing)
No "status quo"
More townhouses
Art Gallery not by the beach. That is a very precious piece of land as no other open space is available.
More development on church land
People want to live here. We need professionals (cops, firefighters, teachers)
More ground-oriented forms of development
People who live there have a say in what gets built

West Vancouver Memorial Library, March 28, 2023: Transcription

Question 1:	
Boutique Hotel	
Community Gardens	
Bury the power lines	
Upgrade infrastructure	
Road work upgrades (and make them faster)	
Option 1 but add following the creeks from option 2 up above it	
Natural Beauty	
I want to live here	
It needs to be fixed up desperately.	
I agree, it needs to be revived	
More covered spaces to enjoy the waterfront and community	
Swimming pool outside near the ocean	

Question 2:	
Comment	Location
hotel in pub parking lot	Around 14th and Marine
Variety of Shops	Along and around Marine
benches to sit near waterfront	Along Bellevue and Argyle

West Vancouver Community Centre, March 30, 2023: Transcription

Question 1:	
We need a bit of change to add opportunity	
We need bike lanes to improve safety!	
local first nations art / history	
enough seats for seniors at the waterfront	
balance of change and no change	
encourage more families to come here	
public amenities can't support population	
more commercial variety	
what is special other than the waterfront?	
Expand the dog walk areas (boundaries)	
I like the idea of framing the waterfront	
co-op housing	

Question 2:	
Comment	Location
Local breweries along the waterfront!	Bellevue/Argyle along waterfront

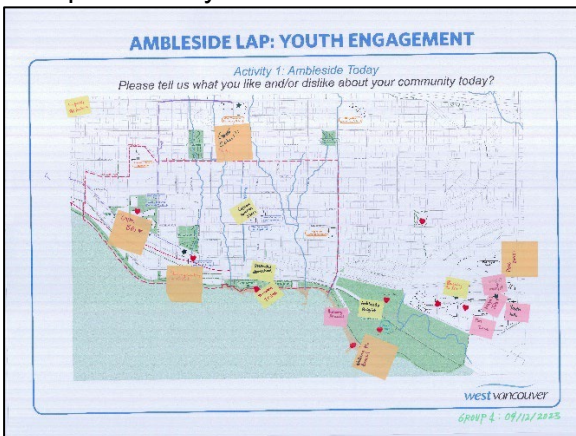
V. Youth Engagement

As the LAP will be a plan to shape the future of Ambleside, it is important that Youth are involved in the process. Two separate Youth Workshops were held in collaboration with the District's Youth Services Division on April 12, and April 13, 2023. Workshops were held at the West Vancouver Community Centre Youth Lounge, and the Park Royal Youth Hub. These sessions included introductory educational presentations 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. Below is a transcript of input received.

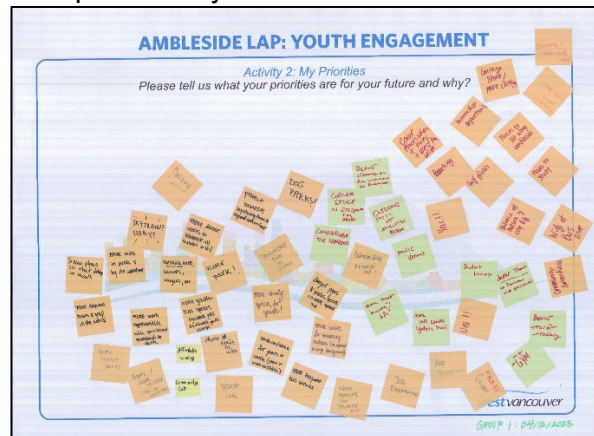
A. Youth Workshop #1

Youth Workshop, April 12, 2023: Posters

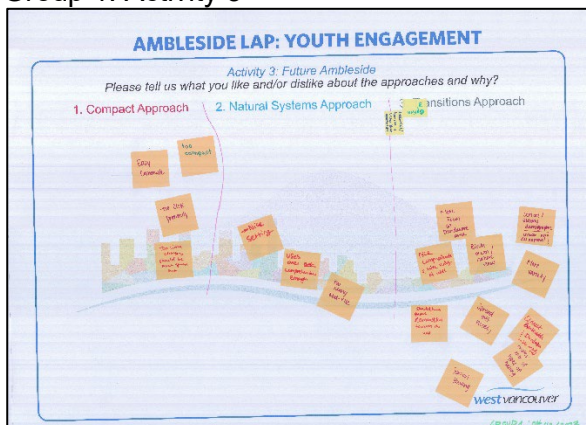
Group 1: Activity 1



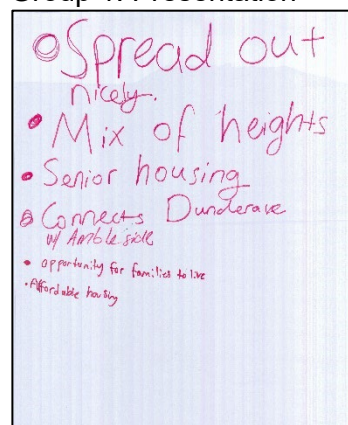
Group 1: Activity 2



Group 1: Activity 3



Group 1: Presentation



Walk route from library eastwards toward Dundarave (along Marine Drive)
Walk route from fresh street eastwards toward Dundarave (along Bellevue)
North south along 17th street is a walk route for students at West Vancouver Secondary School
Starbucks after school
Heart sticker at Lawson Park
Throwing frisbee (stickie at Lawson Park)
Two heart stickers on the beach
Running the seawall
Walking the beach
Ambleside at night (stickie at Ambleside Park area)
Heart sticker at skate park
Skate-park identified.
Heart sticker at soccer fields
Soccer fields identified.
Heart at Park Royal south
Heart at Park Royal south
Star at Park Royal south
Bussing to DT
Fun Zone
Star at Park Royal south
Maya's job
Youth Hub
Circle at youth hub
Dead Zone (Park Royal North)
Chipotle & Popeyes
Heart at Leyland Park

Group 2
Live in the mountains
Saint Georges
Star sticker at Sentinel!
Best school except bus support :(
Need more stores closer to sentinel
Star sticker at Pauline Johnson School
I go to school here
Mostly for activities not to hang out! (West Vancouver Secondary School)
I go to band here (stickie by WVCC)
One star at WVCC
One star at WVCC
One heart at WVCC
Hang out
All variety of opportunities here
The beaches are cool
Drawn heart the safety of the community
More stores near library and faster bus to PR

More buses specific to schools especially high schools
More golf courses I play golf, and there's not much here
Drawn circle around library and memorial park with Spend most of time here
One heart sticker at library
One heart sticker at library
One heart sticker at library
Circle around library
I wish there were more buses from school to library
I wish there were more buses around the library that goes to PR the school
Larger library study space for youth
Heart sticker at beach south of John Lawson Park – beautiful views!!
Star sticker at West Vancouver Municipal Hall
Lots of opportunities!
Heart at the intersection of 15th Marine
Nice to walk on Marine Drive
Better bathroom at Rutledge
Connection route from Esplanade to pitch
Heart sticker at soccer field
More food stores at Ambleside (within LAP boundary)
Not enough parking
More indoors during rainy days please
More sports equipment open to public at Field
Fun to walk during the summer time
Place to hang out
Love playing soccer here!
More connectivity between PR and Ambleside
Need comic store in WV
Heart sticker at PR
Keep nearly getting run over on bike lane here
Need Walmart why does NV have better stuff
Need more stores in Park Royal
Live in NV :)
More fun in DT :(
Connection to walk (route way from Taylor way to soccer fields
Shopping @ Metrotown
Don't really have much commercial activity

Activity 2: My Priorities

Question: Please tell us what your priorities are for your future and why?

Group 1
Parking
Snowplows so that driving is smooth
More frequent buses and prep in the winter
Better transit updates
Boats / kayak rentals like in (Deep Cove)

More work opportunities with specialized professionals for youth
More cafes in parks & by the waterfront
Skytrain? Ferry?
Rentable boats, canoes, kayaks, etc.
More youth-run spaces, create jobs, “elevated” youth lounge
Affordable housing
Community Lab
Youth Café
More trails to hike
More diverse stores to celebrate all cultures in WV
Water Park!
Protect businesses by allowing them to expand onto seafront
Undercover areas for winter
More study spaces for youth
Stadium / arena for games to watch (make it more accessible)
More frequent bus services
More festivals like Harmony Arts
More units for university students (as opposed to large family houses)
Larger gyms and public spaces more spread out
Commercialize the seafront!
Corner store in residential areas
Dog Parks!
Scholarships financial aid?
Better cleaning of the washrooms in Ambleside
More street “events” / life?
Job opportunities
Aquarium
Free! Gym
More art spaces (galleries, studios)
Uni!!
Music Venues
Outdoor pool at Ambleside again
Cover places when it rains + West Van Wifi
Boating
Internship opportunities
YAC!!
Turf fields
Garage Store / more clothing
Places to sit along Ambleside
Balance of nature & City life
Student housing
Better transit to downtown and BP (schools)
We go from Gym
Better transit tracking
Community Greenhouse
Wifi at bus stop
Places to study

More drinks places (DQ, Starbs)
New youth spaces in Ambleside

Group 2
Future of Ambleside + things you would like to see in Ambleside!
DT is way more fun
Maintain / improve transit to DT
Not fit for my job sector – tech
Community Centre is too far away
Lack of higher skills jobs
Everything is expensive
Lower housing prices
More parking
Better buses
Lower food costs :(
We might leave Van bcos housing process & lack of opportunities
A bus card app for when I forget my compass card
More games to play
:(more golf courses
More vacation style activity – activate the beachfront with stores and activities
More townhouses / affordable housing
No one lives in Ambleside
PR expansion - more stores - more hanging out areas
Better buses
More 257 – the bus
:)
More indoor locations - Food and shopping and sitting areas only
Study areas
Improve transit to everywhere else
Focus on youth stuff
Don't look like a gramp retirement house
Priorities
Live in a more city environment
No need to drive
Things to do
Want to work in tech sector
Job opportunities
Self sufficiency
Too broke leaving for NY
Want savings, too expensive
Improving productivity, co working places
Careers fairs/job opportunities
No interesting work places, careers
Van is for retired elders – I will come back to retire, not work
:)
Athletic engagement (job) Knowledge

Mental Health – Agreed
Studying :0
No Ambleside, too expensive

Activity 3: Future Ambleside

Question: Please tell us what you like and/or dislike about the approaches and why?

Group 1	
Compact Approach	Easy commute
	Too compact
	Too close proximity
	Too little change, should be more spread out
Natural Systems Approach	Nice setting
	Uses are not comprehensive enough
	Too many mid-rise
Transitions Approach	Residential low-rise is better than apartments
	More focus on Dundarave area
	Seniors / Elderly demographic / urban area disapproval?
	Blocks ocean / nature view
	More variety
	Nice comprehensive & wide variety of uses
	Should have more commercial towards the west
	Spread out nicely
	Connect Ambleside Dundarave with retail etc.
	Better mix of types of housing
	Seniors Housing

Group 2	
Compact Approach	Like: closer to Vancouver (accessible buses)
	Like: very accessible and easy to locate
	Like: everything is close together
	Dislike: smaller space, therefore less housing, buildings, and community locations
	Dislike: solely highlights the waterfront, as opposed to other natural strength
	Dislike: very far from all houses near Pauline Johnson
	Dislike: too limits to the Ambleside area
	Might be harder to access for people living higher up
Natural Systems Approach	Like: opening up the creeks – environmentally friendly designs are very Vancouver–esque
	Mountain and coastal areas too separated

	Like: connects the mountain from the beach and coastal area
	Dislike: if there aren't enough houses that go in between the commercial areas, there may be discomfort or one-sided popularity like PR North V's South
	If we open up the creek and at park areas, there should be enough indoor areas because Vancouver is endless rain :)
	Too much change not enough budget
Transitions Approach	Like: Focus on major streets and transit
	Like: encourages a city that usually is unified, but also provides a LARGE space for future expansion & changes
	Like: the commercial activities are more interconnected
	Like: beach side is open
	Like: using the space you have but also leaving green space
	Like: many neighbourhoods
	- Also more flexible in terms of adjusting to climate change struggles in the long run
	* If this approach is to be implemented, we NEED to increase frequency ALL over the WV city areas, including the British Properties & other residential areas
	Dislike: all sizes of housing put together could lead to an ineffective usual aesthetic, and could potentially decrease value of property consequently
	Dislike: perpetuate current issues, ex. Overly concentrated commercial area
	Dislike: it takes a lot of gas to go from one side of the city to the other side

Activity 4: Group Presentation

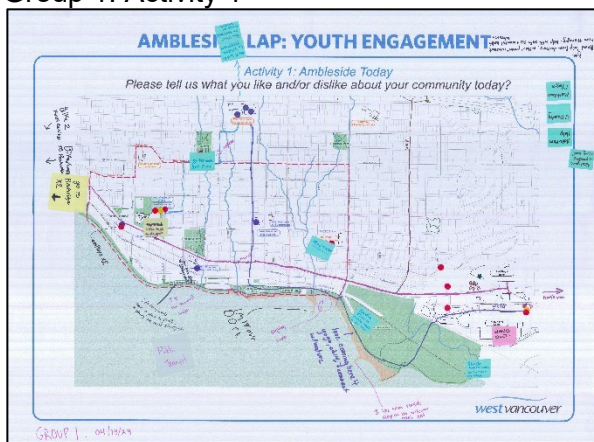
Group 1: Option 3	
Like	Spread out nicely
	Mix of heights
	Senior housing
	Connects Dundarave w/ Ambleside
	Opportunities for family to live
	Affordable housing
Group 2: Option 2	

Like	Highlights natural unique strengths of West Vancouver
	Variety of housing options – for university students & working adults alike
	Still provides space & opportunity for “festival road” & large community areas
	Centralizes shopping areas other than PR
	Leaves sufficient spaces for potential future renovations & major projects (i.e., SkyTrain)
Dislike	Too expensive
	Disrupt transportation
	Big change = maybe not enough budget
	Implementing this could disrupt daily operations for a looong time in a city that already suffers congested streets & high population density in natural areas
	Urbanization can Reverse our work
Add	If it goes through park area would disrupt ecosystems
	Bus system that connects the commercial – absolutely crucial since we don’t have cars
	Bike trails along the creek
	Indoor areas around the park area
	Small commercial areas around the creeks, small restaurants or cafes

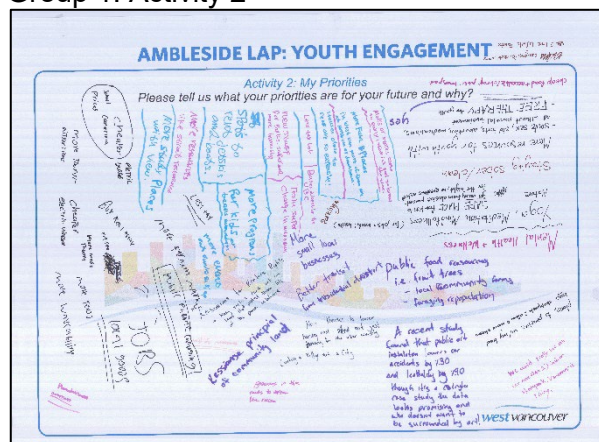
B. Youth Workshop #2

Youth Workshop, April 13, 2023: Posters

Group 1: Activity 1



Group 1: Activity 2



[illegible]

Option 3

04/10/2023

- Not as dense.
- lots of diverse housing
 - Has a spread out appearance, many more opportunities for more people to live
- Offers houses ~~for~~ for elderly people
 - More small businesses and local shops.
- Keeps natural disasters in mind
 - Wider design roads (cross exchange)
- Infill housing
 - More room for natural community growth - allowing more community space i.e. community centre & parks.
 - Temperature can natural design following the elements.

Adv

- green wings
- festival streets
- Critical spaces like spaces available for pop up

[illegible][illegible][illegible]

OPTION 3: BLEND + PUNCTUATE

① MIKE: DIVERSITY/VARIETY

- LANDSCAPE MIXING
- NICE SCAPE APPROACH
- WOULD ARE NOT COMPROMISED
- WOULD BE THE BEST OF BOTH

② DISLIKE:

- NOT FOCUS ON LANDSCAPE/PUBLIC AREAS AS OPTION 2
- ~~UNDERMINES~~ NOT ONLY SENIOR HOUSING/SUPPORT
- DESPITE ITS A MIXED AGE, IT MIGHT BE HARD FOR PEOPLE IN PROBABILITIES TO BLEND THEM TOGETHER
- SO NEED TO HIGHLIGHT HOW/WHEN AS THERE IS EMPHASIS ON THE AGE

③ IMPROVEMENTS/NOTES/ISSUES?

- * NOT AS CLEAR OF A PERIVED ADDITION TO THE WATERFRONT FROM OPTION 1.

Youth Workshop, April 13, 2023: Transcription

Activity 1: Ambleside Today

Question: Please tell us what you like and/or dislike about your community today?

Group 1
Blue circle at West Vancouver Secondary School
Blue circle at West Vancouver Secondary School
Blue circle at West Vancouver Secondary School
More buses to British Properties the lines on the road should be bright
Need free help from doctors, without patient consent, free therapy, help with safe sex + mental health education
Addictions help
Foundry
Mindfulness / Yoga
Need space 4 practice w/my band!
Red dot at Hay Park
Go for a walk fav place (stickie next to Hay Park) – I agree
Walking route from West Vancouver Secondary school south of 17th to Lawson Park and along seawall to the East through Ambleside park to Park Royal at Taylor Way
Walking route from West Vancouver Secondary street Sinclair south, east at Inglewood, south at 20th, east at Fulton to reach West Vancouver community Centre
Gym
One red dot at West Vancouver Community Centre
One red dot at West Vancouver Community Centre
One yellow dot at West Vancouver Community Centre
I like to go to the gym
Blue dot place of employment (2222 Marine Drive)
Red dot place of employment (2222 Marine Drive)
Bike / Walk route along Marine from Park Royal (north and south) to 23rd street and beyond Eastwards
Mural at Marine Drive between 1700 and 1800 blocks
Go to Rockridge x2
Bike walk to Rockridge
Nike to kickboxing
Blue dot at West Vancouver memorial Library
Come here often to study and chill (library)
I love the seawall walks
Sea walk route from seawalk gardens to millennium park
I do too, would love a place to skate on places that aren't skateparks
Public transit
Blue dot at West Vancouver Municipal Hall
Red dot at Hollyburn elementary school
Play soccer (stickie indicating Hollyburn elementary school)
Suping here (circle indicating paddle board launch at beach between 13th and 14th streets)
Improve dock
Love coming here 4 yoga, chill, + connect w/nature (line indicating Ambleside beach)

I like when seagulls sleep on the welcome man's hat
Peaceful place to study next to the sea
Plastic houses water to see sea and chill
Hang out (stickie indicated at Park Royal South)
Red dot at Park Royal south
Purple heart at youth hub in Park Royal
Purple heart at youth hub in Park Royal
Yellow dot at youth hub in Park Royal
Red dot at youth hub in Park Royal
Red dot at Park Royal North (towers)
Red dot at trail (Keith road - north of park royal to Leyland Park)
Star at Park Royal North
Connection route arrow North Vancouver
Walk route from Marine Drive 11th north to Highway
2 SO H&B

Group 2
Sentinel (arrow outside of map directed north)
Red dot at West Vancouver Secondary School
Dundarave
:) and home x2
Metro Town for shopping
Other humans like it here
Bike + long board + walk (route from West Vancouver Secondary School south at 16th and 17th to Marine Drive)
Surrey Center mall over here
Shopping in Van
Heart sticker + LIVE at Apartments north Park Royal
Hang Out area Taylor Way south along seawall and North between Marine and duchess to 23rd street
Bus and walking (stickie at Ambleside Park/ seawall)
Cycle route from Park Royal to 13th and beyond
Drawn image of a bike
Walking – connection from Park Royal to Ambleside at 16th
4 circles around Park Royal
Hang Out area
Boba :)
Circle around John Lawson park and millennium Park
Hang Out
The water is gross (not clean)
8 circles around Library area
Star sticker at library
Study
Hang out
Activities we do in Ambleside: eat, drink, swim, pier jump, paddle boarding, fishing :), picnics

Activity 2: My Priorities

Question: Please tell us what your priorities are for your future and why?

Group 1
Less Tax
More farmers markets
Public phone charging
JOBS
Local groups
More food
More walkability
More tourist attractions
Buy real estate
More movie theatres
Cheaper electric
Hardness Awareness
Electric buses
School prices
Cheaper cafeteria
Wildlife awareness
Grooves in the roads to soften noise
Principal of community land
Resources for renters rights – many renters can't act on laws that protect them b/c of the power of imbalance
Creating a village not a city
More houses to lower housing cost.
Spend not just housing for the uber wealthy
More small local businesses
*Parking
New stuff for parks. Safer and more interesting
Tesla super charge in West Van
Buses direct to UBC
Less tax LoL
Houses close to sea are so expensive
More fun places in West Van most of them are at North Van or downtown
Malls or stores close so early I think its good to increase the time
Spots to rent jet skis and boats
More restaurants like street restaurants
More study places with view
More events onto Ambleside
More programs for kids or teens even adults
Places to practice w/my band bigger skatepark 2 allow 4 more skaters
Cheap food + accessible / cheap public transport
Charges for electric cards
I love wholefoods
Public food resources i.e., fruit trees

Local community farms
Foraging repopulation
A recent study found that public art installation lowers car accidents by 30% and lethality by 90% though it's a single case study the data looks promising and who doesn't want to be surrounded by art!
We could really use an (more than 1) indoor skatepark. Vancouver is rainy.
Mental Health + Wellness
Yoga, mediation, mindfulness (for jobs + mental health)
Nature
Safe place for kids to get away from abusive parent for the night, no questions asked
Staying sober / clean
More resources for youth with – safe sex, std tests, abortion, medications, all without parental involvement
FREE THERAPY for youth – YES

Group 2
OUR PRIOTITIES
Freedom
Gay Rights
GOOD PAYING JOB
Receive a livable wage
Environment
Happiness
Free Dental
Washrooms
No inflation
Over priced stores :(
Housing expensive :(
Money Money Money
No!!! Mental gay stability rights – not here after 2026
No poverty
No treaty
Less men
Water - yeah
Food
Stuff open past 8 pm
Fix the roads
Animal Shelter
Less People
253, 250 252 MORE
254 needs to be improved (more buses in the BP)
Megomind
Bigger Cheese
Lana Del Rey
Bidet
No more hotel transilvania

BBG
NO DIYS
NO climate change
Freeshipping
Gangmanstyle
More bubble tea
Food
No poor :(
Ambleside Wants:
TAX THE RICH!!
Free feminine hygiene products!!
Walking-friendly routes
Shelters
ENVIRONMENT
ABOLISH HOLLYBURN COUNTRY CLUB
BIKE ROADS
Teachers
More job diversity!
Affordable housing!!!! – Rental / Buy
Better teachers
Concerts plz :(
Boardgame café
HAPPY PEOPLE
Small business
Activity (Outdoor)
PROTECTION (ESP. FOR 25LGBTQIA+ YOUTH)
Less big- buildings / over-sized
Another bridge
Less homeless humans
Park spaces
Trails / Picnic Spots
(Keep Green)
More nature around in general
Clean street
Variety of stores
No MORE YELLING
One Direction getting back together (plsZayn!)
Free bussing
No pollution
More main roads
Main roads!

Activity 3: Future Ambleside

Question: Please tell us what you like and/or dislike about the approaches and why?

Group 1	
Compact Approach	Concerns about affordability
	Thoroughly connected
	Consider affordable housing, social housing, & access to services & programs
	Having a single space highly designed though very well designed, historically only focusing on certain parts could lead to neglect of other communities
	Festival streets
Natural Systems Approach	Bike friendly streets
	Festival build community
	Social and commerce
	Religious + cultural celebration
	Nature focused design
	Like stacked townhouses
	Green way's, Blue way's
Transitions Approach	Expensive
	I'd like the festival street consideration that the other two have
	More consideration for more space
	Spread keeps natural disaster to mind, mid-rise closer to water, land closer to higher ground – that's cool!
	More housing could hopefully lower cost
	More expansive allows for natural community development
	Our community is old

Group 2	
Compact Approach	Compact development of buildings might block views
	Like the large area of rental infill – more housing diversity
	Too constrained
	Prefer more opportunity for walking / biking
	Should be more open
	Inaccessible for those not in the area
	Nothing going on by the community centre area
	Skytrain
	Varied housing options (affordable living)
	Skytrain

	Too focused on small area
	Not megamind enough
	Hello!
	Because tonight will be night that I will fawll for you never again
	Less housing near the lions gate bridge (traffic)
Natural Systems Approach	Focus on enhancing natural areas
	Preserve environment
	Outdoor activities
	Cover more space
	Too restricted to rivers
	Not much else other than creeks + housing
	Too expensive to create day-lighting
Transitions Approach	Less diversity of housing
	Like area created near rec centre
	Has the most going on
	Diversity / Variety in landscape + housing
	Bit more focused on the general nature around
	Views are not compromised :)
	Beneficial to all of WVan wide scale
	Keep older places looking nicer
	Pretty
	Megamind

Activity 4: Group Presentation

Group 1: Option 3	
Like	Not as dense
	Lots of diverse housing
	Opportunities for elderly people
	Keeps natural disasters in mind
	Expansive in the approach
	Infill housing
	More room for natural community growth
	Incorporates some natural design following the steepness
	Having a spread out approach
	Gives more opportunities to more people
	More small businesses and local shops
	Wider design reach (less exclusive)
	Housing near community space i.e. community centre & parks
Add	Greenways
	Festival streets
	Carnival spaces like spaces available for pop up

Group 2: Option 3	
Like	Diversity / Variety
	Landscape
	Housing
	Wide scale approach
	Views are not compromised
	Has the most going on
	2 areas creased (comm. Centre + commercial area)
	More opportunities to walk around
Dislike	Not focus on landscape / public areas as option 2
	Not much senior housing / support
	Despite it's a wide scale it might be hard for people w/disabilities to walk thru site
	No need to highlight Hollyburn as there is emphasis on the core
Add	Not as clear of a defined connection to the waterfront from Option 1

VI. Community Workshops

During Ambleside LAP Community Workshops, participants engaged in dialogue and discussions with their neighbours and staff to provide feedback on the three draft options. Below includes transcriptions of comments and questions received during discussions at each of the three tables: Option 1 (Frame and Accent); Option 2 (Connect and Weave); and Option 3 (Blend and Punctuate).

A. Comments from Option 1: Frame and Accent

During Community Workshops, participants engaged in “conversations” with their peers and staff. Below provides the comments received during discussions at the Option 1 “Frame and Accent” table.

Some clarification is needed on what the term stacked townhouses really mean.
What is considered a low/mid/high rise?
This option does not seem to tackle the affordability crisis that we are on right now. We are forcing people out of our community especially the low income.
Affordability is a big issue; we have more homeless people and with new projects we are concerned about displacement. Only 10% of high rises are rented out, the rest sits empty.
We want more townhouses and places for young families so they can stay in the community.
We would like West Vancouver to be more varied in terms of population and housing forms for families.
We want more mixed-use mid-rise as a form of development.

Why does the word co-op never come up as an option for new developments?
The pace of change will not be fast enough.
You will not be able to build in areas with single family houses as you can not convince all owners to sell at the same time.
Are you planning for any new parks in the area? If not, why? What is the vision for green/park spaces both in the waterfront and the northern part of Ambleside?
Schools have the capacity to handle more students.
This option looks very constrained, with SF homes around it, it is not organic.
We would like to see more variety and a mixture of different kinds of buildings.
Maybe have no more height than this but more 'gentle density' projects like fourplexes and other infill type projects.
I like the rental infill idea; it is a great feature, and it is a community need.
I like the idea of having a shorter high street, like Dundarave and for the area to have a strong sense of a village feel.
Would like this area to have more of a seaside community feel like California.
The Grosvenor project was controversial, but it is an added value to our community. People congregate/sit there – we like that aspect of it. Not sure how well the other businesses on that project are doing. The Earls location is very windy.
Bulldozing/destroying older buildings to build new ones will only deteriorate the affordability crisis that we are facing right now.
Consider climate change mitigation. How is the city responding to the sea level rise? Is council planning for sea level rise? (e.g., Richmond is planning on building dikes to protect from the effects of increased sea level)
We are not keeping up/maintaining our existing infrastructure.
Worried about changing the neighbourhood character.
Who are we building these new buildings for?
Compactness limits options for people.
Are you planning for new schools?
What is the infrastructure support needed for this project & has it been considered? What is the impact of this option on the existing infrastructure. I believe we are behind in keeping up with infrastructure needed improvements.
Please define what a low-rise building mean.
Clarification needed on the choice of use term used in the booklet.
When can we give our input? What does the timing of the project look like?
I like this option a lot, it is nice because people can identify the area as Ambleside. The area will be more interesting to younger people.
The connection to the ocean is great.
Support for new housing close to businesses, example of Aburi sushi (Grosvenor building) which would be busier if there were more people living in the area.
Can we move mid-rises further up north? I would like to keep the village feel for Marine Drive. We do not want Robson Street here.
We want more services at the beach, more mixed use, more small scale independent and convenience stores.
We want it to be an attractive place for young people to be able to live here.
More multi-levels mixed use adds energy and urbanism.
A smaller unit size would improve affordability.

Unit size is a problem here, we have way too large/expensive apartments units and very large mansions, nothing in between. We want more regular sized apartments that people can enjoy.
It is very difficult even for teachers/nurses/firefighters to afford to live here.
West Vancouver is a bunch of nooks and crannies; we love those special areas, keep it unique/special.
The northern part of the rectangle area is Ambleside too.
We want more restaurants per mile in this area. To liven it up and make it more fun, vibrant if shortening the high street block can do that.
If there are little walkways/well designed public spaces/small green spaces/new parks it is better and it is ok if the buildings are higher, but they must be well designed.
Corridors of mixed use are very important; height is ok if well designed.
I like the festival street idea, could be a place where the arts/creative community could thrive, inspire kids, young artists.
Allow opportunities for innovative and environmentally sensitive design (example of Apple smart homes)
I want to see green roofs incorporated into new buildings.
We want the area to be vibrant, with patios, let's make it a destination.
Would like to see opportunities for mixing local/small scale commercial into residential areas (e.g., local restaurant)
Concerned about the high-cost new mid rises on Marine Drive. We don't want anything that is too monolithic.
We want there to be some small green areas/walkways in between the buildings.
I do not like the option of having tall 9 storey buildings on both sides of Marine Way. I would not want it to become a street of high-rise apartments. We worry about its' shadowing effect on the area.
Neighbors are not ok with the loud music from Earls.
We would rather want small scale restaurants like Carmelo's.
Why is there no new green space on the upper part? We want more green space/parks.
Maintenance and management of the creeks/streams/natural areas/environmentally sensitive areas are very important.
Why is Dundarave (the area just left of the Ambleside rectangle) being included within the Ambleside boundary?
You must change the name/marketing around naming of the area. Ambleside also expands a little bit further east. Define the northern part of the area as Upper Ambleside.
Expand the commercial area to the left.
If we ok the 9 storey buildings, we need appropriate parking spaces and wide sidewalks.
Form a little town centre feel for the area.
Where will people park when they shop in the area? If parking is underground this would kill the merchants.
This option is great as people can walk the area; this level of density is ok.
How ft tall would a 9-storey building be?
The connection to the waterfront is very important.
How many people are we planning to add to the area?
I would want you to challenge the OCP guidance as it is already outdated as discussions started in 2010. It's a whole different discussion now, things like market conditions have changed.
We want a good balance of townhouses.

The 9 storey buildings should be highly articulated, don't want a solid wall of 9 storey buildings.
We want to have some green space and break it up.
We are ok with greater density in certain areas.
This option does not go far enough in terms of speed of development; you can not convince all SF owners to sell/knock down their houses. It will not happen even in 100 years from now.
We want more detached duplexes, clustered and other kinds of gentle densities/middle ground. West Vancouver has either monster houses that are too large or micro units that are too small.
We need more regular sized units (1000 sq. ft.) e.g., Grosvenor has too many large units, who can afford those? We want more variety in the size of the units for families, couples, and the different age ranges.
We want a much more dynamic commercial area, more employment opportunities, and jobs. Planning should start with jobs not housing. This is an exciting new opportunity and should be the starting point. More opportunities for home-based business as well as office spaces.
From a property tax perspective zone for more commercial areas to increase our tax base, if you do that developers will follow.
Why can't we have a high-tech area?
I like this option as it is compact, and I also like the festival streets idea.
Do not like the rental infill, would rather have people have townhouses.
Spread out townhouses everywhere.
Want to see more purpose-built rental (renting individually owned condo can be precarious, more security in a rental building)
Have enough parking in the new commercial areas.
The area west of Park Royal towers is a missed opportunity.
I like this option as it preserves the rest of the area for the future.
Why not have more higher buildings, and more variety like 4, 9 & 20 storeys. Only a few high rises though not too many.
Why would people want to come to live here and not live in a big house?
Horseshoe Bay is very quiet at night. Let's make Ambleside fun, livable, vibrant; let's build a community around it.
We want more smaller units, ground-oriented units, more infill, gentle density.
We need to look at where we are today in terms of jobs, demographics. Let's not refer to the OCP as it is outdated, things have changed since then.
There's a wall of dark on Grosvenor, we like the building, but the development is too big and there is too much shade.
Worried for a ghetto effect (example of microunit rental building being located all in one place), would like to see more variety (more different types of housing in area, different sizes of units in a building)
More diversity of sizes in the units, more 3-bedroom units, and larger/regular sized units
More variety is needed for this option.
More parking is needed.
We need more employment of the good wages, high tech, all jobs here are low paying/retail, provide opportunities for office to allow better paying jobs in Ambleside.
Streets are no longer safe here.
What is considered low-rise/mid-rise?
Can you clarify the notion of festival streets? Does it necessarily relate to new buildings?

Why is the area in grey (village) not being considered? That is wild – Note: a few more attendees agree on the comment. One would think that a compact option/model would take into consideration some sort of redevelopment in all the area (small rectangle).
I would like for the area to keep the village feel and to be low-rise.
I love the addition of new townhouses as a development option.
How do we know what kind of new building inventory we need? – our population has gone down.
Are you not designing for the here and now?
What kind of data drives the decision making?
We are worried we do not have enough housing for the people who work here.
The traffic situation is currently really bad, bridges are a problem. We can't get out of the Ambleside neighbourhood, there is too much traffic, especially on Sunday nights – we missed a dinner in North Vancouver one day. There is a lot of traffic coming from Whistler & the ferries.
Everyone wants more development but how do people move in and out of West Vancouver? We need a permanent traffic problem solution. Is it also an issue for workers, traffic should be a priority.
What kind of densities are we looking at here?
Is today's event on housing and development?
How many new units are coming up from the new development on Park Royal?
Why are some of the commercial units/areas sitting empty? These developments are vital for our community. Businesses can't afford the higher rent in the new buildings. The new developments always target higher rents (high end).
We have an aging infrastructure and buildings, if they get replaced it is ok.
We need services nearby, keep the northern part of the rectangle area green. The centre should be commercial, we also need an arts and a sports centre for our community.
Why do we have so many empty storefronts? What are the barriers for merchants to come to Ambleside? We do not need any more nail salons, real estate offices.
There is interest for a livelier area
More coffeeshops
From a developers' perspective it makes a lot of sense to build buildings that have commercial at grade/on the ground floor and residential up.
The Grosvenor development is too big and inconsistent with the village area, we haven't even filled all our storefronts yet.
We would want to see commercial space in the 'choice of use' area.
We already have a few pillars/ high-rises, adding some 9 storey buildings while protecting the view corridors would add to the value of the area.
Let's have a focal area with high-rises and then add more mid-rise
I prefer the other options better than this one.
This option creates a lot of traffic.
All of the Marine Drive area should be commercial and should be expanded even more to connect with other areas.
Bring down the height but spread it out.
I love the option #2, please consider the appropriate setbacks to creeks.
I like the choice of use option; it will give an opportunity to small landowners to redevelop.
Incentive developers to build rental by allowing them to build more density.
West Vancouver has not kept up with the requirements for new rentals, our community needs more housing options.

Rental projects need a good and reliable public transportation system.
Would love to see a good quality bike path all the way to the Shipyards. The bike lane ends abruptly, and it is a very dangerous spot even for walking as there are no sidewalks.
If you build the area up the traffic will increase, and it will become an angry area.
Why is there so much density in this area alone? I want to see more townhouses and have the density spread out.
This looks like a developer's design looking to make more \$ per sq. ft.
We need to save the trees.
What is rental infill and what does it mean?
Are there opportunities to add new rental in the existing rental area? There is some open green space there.
What height is mid-rise?
Are you keeping the commercial village as is?
What are festival streets? What do they represent? How will they change from the current/existing state?
What are the implications for each option on public transit?
I envision/imagine a tram line along Marine Drive would be much better – less noise, more pleasant like in European cities (e.g., Barcelona.)
How can we get lower rents for new small businesses? Incubator idea for new small businesses space would work.
Edgemont is a good example of what is better for business.
We want something fun not big box stores/chain restaurants.
We need a great plan from a commercial perspective, this plan seems to be focused on residential only.
Make Ambleside vibrant, make it easy so that people will come.
All villages in England have a pub, even Seattle has more pubs, we need places to sit outside with friends. We need more socializing spaces, where people can bring their dogs/kids.
You should attract young people and create a vibrant space for them, it's very boring right now, it's not fun.
We need to feel a sense of arrival when in Ambleside and a sense of a community space.
What can we do to be like Lonsdale? Rents they used to be cheap there for businesses.
This plan needs more jobs, the opportunity is here now. Let's concentrate jobs here. The district has a choice to lower taxes to attract businesses, e.g., tax holiday.
The area is not busy enough.
A 2-bedroom apartment is ok for young families if you can create a lower price point and you can also create ownership too.
The northern part of this area (small rectangle) is car-land.
If people don't want to drive, then a condensed option makes sense.
You need to attract young/vulnerable population
You have to offer a lower rent.
You need a blend of tenures (ownership & rental) & people from different backgrounds.
West Vancouver has always been a bedroom community, if only big businesses come in then we lose our sense of community and that village feel.
People are having a hard time coming to live and work in West Vancouver.
Now the industry has changed, you now only need a smaller footprint for a building/office.
There is a lot of offshore owners who own commercial and rental space here. They live elsewhere and do not contribute to this community. Therefore, there is a lack of vibrancy here.

The tax base should be low.
Merge all north shore cities together.
Will there be no gas stations left in West Vancouver? Worry about their removal.
Are there any options for seniors housing in this plan? Interested in independent seniors living.
What exactly do you mean by commercial use? They do not necessarily have to be on the street level. What is the vision for future commercial development?
It should be about tech-oriented businesses and not industrial. This kind of technological oriented businesses can provide for a good employment and will be generating well paying jobs
We've lost so many services over the years (for example the theatre), we used to walk to the theater and then go to dinner.
What is the difference between choice of use and mixed use?
We need some more public entertainment but not clubs (night life)
We want more hotels, restaurants, coffeeshops those would be some nice features for this area.
Even though this option is nice and compact, that compactness is also it's weakness.
We want more affordable units. Both ownership and rents are very expensive.
There are too many units that are too small for families, families need more space.
We've lost the co-op, and that was the only affordable option, how do we mitigate that? Why none of the options mention co-ops?
Rentals are controlled by the government now.
Landlords will not build rental, what they build instead is just condos to sell.
We need more affordable units.
What does affordable mean?
It would be amazing to be able to buy a property for half a million here in West Vancouver
We need housing for service people and professionals such as firefighters, teachers, nurses, plumbers etc.
We need more affordable rentals and ownership options.
In the US affordability is at 32% of income. We need more support from the federal government in the forms of subsidies.
I want West Vancouver to be a place where young and old people can live together.
Do you plan to move the Hollyburn Elementary school from this area?
Subsidized housing in this area is really needed.
We want a mixture of tenures, incomes, lower prices for both strata and rental units. That is better for everyone, the whole society.
What we currently have here, and the way Ambleside has been developing, has it been influenced from the previous studies of this area?
As the former president of the Chamber of Commerce I can tell you that Ambleside hasn't changed. We did some good work over the years, revitalizing the area, adding the bricks in the lanes.
Bottom line is that the ones who own here can not get enough density to justify the cost of any future project.
There's a good example of a senior's village in Langley. Why has no idea like that one ever realised here? It's good to have young people and old people living together.
Council should brainstorm on having some new ideas.
We're not even NIMBY here in West Vancouver, we're BANANAs. (BANANA is an acronym for "build absolutely nothing anywhere near anything" (or "anyone")).

One of the participants asked everyone at the table which option they preferred, more people on the table preferred option 2 & 3 over option 1.
What are the festival streets?
That was a good overview, thanks. Have you considered what the impacts would be on traffic for this option? The area right now is very congested, I see increased density here that will increase both foot traffic & vehicular traffic. For all three options it is good to have a traffic study done.
When you have a lot of seniors, what happens is that they are not consumers – the shops of Ambleside need to have a vibrant community we need to bring in more young people.
From my look at the options, I like this one the least, as it has the least amount of ground-oriented housing. I am speaking from the perspective as a landlord, I own two houses and rent them out. I'm having to choose between families and turning away 5 families. Young families are looking for ground-oriented housing townhomes, like Michael Geller's infill couch houses.
If we want a vibrant Ambleside we need young families, more families, as there is a lot of seniors in Ambleside.
I have a particular property on Clyde & Keith road, it is a 170 ft deep lot and it has a huge backyard – I have considered to add a coach house, but I find your guidelines too restrictive, they do not allow me to build the size that I was thinking (a bit more generous) so my concern is about the existing regulation of coach houses, I would like to see more infill projects and on my particular house. The coach house would have street access as has its own frontage. I seriously considered it but from a financial perspective it was not viable – I needed to do at least 1000 sq. ft or more.
The choices that we are looking at here, how will that be weighed? does our feedback get a higher weighting because we live in the area?
In terms of units - how much would come out of infill vs. apartments?
I was looking at the maps and I think you should be working in parallel exploring other options for infill lots; the land value is the problem with all the options.
What would the consideration be to limit where apartments might reach going up the slope, I agree that anything south of Duchess/Esquimalt – to me that is starting to intervene into the single-family area.
Keep the density south of Duchess, and do not put more density on the northern part.
I'd like to see a lot more infill type of housing;
I want to see that density spread out; extreme density needs to hug Marine Drive.
Can you tell us a little more about festival streets?
Would it be possible to add some commercial activities on festival? I would not like to see more commercial on the northern part of this area (rectangle).
Marine Drive for me it would be more logical for a festival street, it's all level, for families it would be better, restaurants spilling out on the street.
Parking is a challenge especially on the weekend, how have the options taken parking into account?
Another concern is that businesses are having a really hard time, rent is very high, it is a concern because I think we'd like to see more options, retailers are very limited, the ability for businesses to survive here is very tough.
One thing I like about this plan is the concentration of activity here, because the focused centred approach will draw people on.
If feels more natural to have Marine Drive as a festival street. If all the commercial area would change. Marine has the infrastructure, let's help the restaurants they can spill out on the street. It's such a neat feeling when you go to Europe to go to these kinds of places.

I feel that the community centre is a very important hub, I don't like that this option cuts is out.
I like the developments around the community centre, some more concentration in this area is good. We need places to get coffee, restaurants – the vibrancy.
Yes, concentration but not too dense.
One of the nice things about this option is that I do not like high rises close to Marine Drive, Grosvenor is too tall – it should flow out to the beach.
Too tall in the north side of Marine drive (9 storeys is too much), 4 storey buildings are better from a feel perspective. I want to feel like I am in my community not a big city.
Can the retail outlets be a bit smaller? There are a lot of business that want to come here and if the business rent area was smaller, it would be better in terms of affordability, we need more commercial business here.
No big box stores, but smaller businesses. What we have right now is all big stuff.
Marine, Clyde, and Bellevue and should be different from each other, they have different characters.
Keep Marine drive 3/4/5 storeys and Clyde can be higher.
I find it odd that this option doesn't spread out more, close to the community centre etc. This option looks very compact it will need more infrastructure and utility upgrades. New buildings will trigger upgrades. This option shrinks the area.
It doesn't make a lot of sense to not build around the community centre. In terms of acquisition, it would be difficult to make it happen.
There is a heavy load in a very small area, it doesn't show a natural transition to Dundarave – integration with Dundarave makes a lot of sense - loading one compact area doesn't make a lot of sense. Land acquisition is very challenging, option 3 does a good job of seeing where realistically can be built.
I love the festival streets idea, the public piers, there's more energy that can be celebrated.
The community centre is a real community hub, it's a gap that need to be addressed in West Vancouver that needs to be addresses with more rental. Option 3 is more real.
I love the idea of festival streets
Connecting to Dundarave is important. We own a butcher shop in Dundarave – this option would make Dundarave less accessible, option 3 looks like it weaves people in, meanwhile this option looks a bit heavy handed and limiting approach, it doesn't appeal to me that much.
Dundarave is genuine and authentic, I worry that the Ambleside area should grow organically.
The authenticity, fun, future heritage history of design are all very important aspects to me – it is important to allow the looseness, fun there is an opportunity to not fall into analysis paralysis and risks being not authentic; the charm you get from different proposals that might come out, don't get too bound out in tight rules – keep It open for creativity.
We're starting to celebrate our community assets a bit more Navvy Jack house, the Ferry building, looking at the history of West Vancouver and celebrating that is a lovely idea.
If feels a bit forced, I know we need more rental but concentrating one use here it might marginalize people in that rental area – I want to have it all dotted/spread around a little more. Be more inclusive. I feel like it might start to stigmatise people who live in that area.
On infill rental housing – do you think it is viable on these sites?
There's a lot of family-owned rental that need a lot of capital to redevelop, sometimes from a geotechnical / structural perspective, might make it not feasible on all sites in the rental infill area.
How tall would rental infill buildings be?
What will happen to the area within the boundary/rectangle that doesn't have anything proposed on?

Can you please clarify the boundaries of the Ambleside neighbourhood, have they changed overtime?
Can we get EVO here? That would be nice.
How will development happen, what would that look like? Is it a knock on the door? I live on the mid-rise mixed-use area (red bubble on the map).
The saddest thing is that we are looking very shabby right now, we're losing our local businesses. We're just left with pedicures/manicures, money exchanges, and real estate offices.
I find this option to be quite arbitrary in that why developments are restricted to this rectangle/boundary area only.
Improvement of transit should be a priority, I'm old and can not drive so I must get around the area by walking.
The shopping environment should be kept at the local level, I don't want to see the area as a town centre. Why are there no discussions around this?
As land values increase, what would the implications of that be?
I don't like seeing the concrete trucks racing in our neighbourhood. I would like to see the development of new lanes in between major roads and spread out though the neighbourhood. I'm aware that this requires a lot of energy, is council willing to do that?
I have some concerns for all options. Option 1 is too compact, I think there needs to be more equity among the different landowners, new development needs to be more spread out. Why are you not looking for more connections/development north-south and east-west?
New buildings need to have more underground parking. Traffic is already bad in this area.
I think you should let Marine Drive be the driving area and put the shops in lanes that are walkable. Water is the magnet for this neighbourhood. The waterfront is busy.
What's happening to Fresh Street store? Would that redevelop into mixed use with parking underground?
I am also on the Design Review Committee; I would want to know/quantify what the existing capacity is there now and what the numbers would be for new developments in the area. Where are we getting the unit numbers from? Are you assuming that the existing capacity is fine? Why is there nothing new on the south part of mid-rise/mixed-use (village area). It would be good to put the storey numbers to all the new buildings. I would want to see more detail for this plan. On the southern side is it not economically viable? Is that the reason why there is nothing proposed there? Do you have a consultant for the economic feasibility study?
Will there be a hotel in this area?
Seeing more townhouses is great, it is nice to have your own door (ground-oriented units are highly desired).
Please add more landmarks on the map, would be easier to read/orient.
This focus area is too tight & too small.
More co-ops would be great too.
Too many people want townhouses these days.
People want to downsize but they also don't want to lose their nice views.
In the proposed bubbles you are taking about both tenure and built form. In some of the bubbles you talk about tenure, but you don't talk built form and in some other bubbles, you talk about the built form but not about tenure.
Can some stratas add townhouses in the rental infill area if they are interested?
On rental infill – is there any capacity there to add more rental units?
A lot of families live close to the Hollyburn elementary school.

What about the village area? What will happen to it? Would anything on the southern side just stay the same? Is it up to three storeys that it is allowed to be built there right now?
Can you please go in into a bit more detail on the festival street idea? I can't remember seeing those going up that much. I've seen festival streets in Halifax, but it is no different from these ones. You need lower profile sidewalks, barriers for cars etc. For the festival streets to cross Marine, I don't think that is a great idea.
There is a lot of traffic on Duchess right now. I think that the investment that is supposed to go into festival streets could be better used elsewhere.
Water is our biggest asset, let's keep it that way & concentrate efforts on that area. What we need close to the waterfront is more coffeeshops, restaurants, and other commercial activities.
Young people/families can no longer afford to live here.
There is a lack of vibrancy in the area and that is quite sad. I would like to see more encouragement for more shops, restaurants, cafés etc.
Townhouses and apartment buildings will take long time to come to fruition, but Marine Drive will die. I would want to see Marine Drive activated.
We need to revitalize the village area, the buildings are very old and are starting to have so many issues such as the lack of ventilation, leaking roofs etc.
Why aren't any townhouses being currently build? Only duplexes seem to be successful. Townhouses are not being built even in areas currently zoned for townhouses (right of Hollyburn outside of the focus area), why do you think it would be successful here?
The CACs require a lot of money, and that increases the cost of housing (for the townhouse area).
I would love to see walking prioritized; I like the festival streets idea.
I don't like to see rental proposals close to where I live, I don't want to be surrounded by rental buildings.
Spreading out the density like the other options is better.
We need to think about all the buildings that are located close to the water, there is some concern with the water table being quite high. The table water level is only going to go up. The new buildings would need to invest a lot to make the projects viable.
The mid-rise choice of use (the one that is located on the right) sounds a bit outdated as there are already commercial uses to the south side of it.
Do you have a plan for a new community centre, the existing community centre? it is quite crowded and busy, it is difficult to register as spaces fill up quickly.
Overall, this option feels too congested.
Moodyville in North Vancouver is a good example, land assembly is needed to create a good project.
I believe that the old buildings should be redeveloped. (Most people agree that the village area should be redeveloped.)
Will the commercial area be discussed separately from this in another event?
Lonsdale is a great example; this option feels too contained.
The scope here is too small.
It would be nice to have something like Edgemont and Lower Lonsdale.
This is such a nice and well put together event, this is genuine engagement, it feels great! Thank you for organizing this!
Is the term village a new definition?
What is 'choice of use'?
The idea of having a hotel in this area is a good thing for West Vancouver.

We don't like the idea of having the same height for all buildings, that would be too monolithic/solid.
I wonder what would happen to the traffic in the shopping area, I would assume that traffic would increase significantly.
There shouldn't be too much focus on the hotel idea. There are a lot of other commercial activities that can take place.
I worry about the idea of festival streets and increased traffic in the area.
This option is concerning as it goes against to what the community is already saying, people want to live close to the civic site (recreation centre). What will that area look like in the future? What is the vision for that site?
I like the hotel idea.
This option is too concentrated, traffic would become an issue and transportation would suffer. We must look at arterial traffic solutions. We need to open corridors East- West and North-South.
The rental infill area is already high rise, almost half of those units are rentals. Is there any space available for new development there? How will you make sure that the new rental projects will happen.
There is an old idea of connecting City Hall and the Civic area (Community Centre & Seniors Centre) through the Esquimalt corridor. I don't like the firm boundary on the left of the area. I want to see more connection like in option 3.
We need a range of options.
The village area is declining. The building there are getting older and need major repairs.
Could you include the community centre and seniors centre in this option and improve connectivity between the village area and the civic centre?
What are the needs and wants of the business districts?
What is the village zoning right now? Why will that not change?
We also need more green space and parks.
I like a few ideas from each option. This option is a missed opportunity. We need more housing options, more rentals and more opportunities for young families who are currently being squished.
There are currently only two playgrounds in West Vancouver, we need more playgrounds in general and especially more playgrounds with more inclusive equipment. It is important to also have more open space, green space/fields for things like picnics.
The festival streets might be a good idea as a place to congregate.
We need better design for new buildings, we need some more cohesive design especially for retail.
The small businesses in the village area have been paying more for rent every time there is some building problem such as a leakage. The buildings are getting quite old.
We need some certainty for new commercial space.
Please don't get stuck on the term 'village' I really don't like this term.
Cohesive built form is very important.
Is 'choice of use' a zoning category?
What are the timelines for this project? What will happen next?
Why not expand beyond the boundary north of Haywood Avenue (Inglewood Avenue)? It is so close to the community centre. Please spread the development around.
What does infill look like? Would you be able to share an example for that?
When we're looking at stacked townhouses, can you please confirm what that looks like, the definition keeps changes? So, something with a front door that can go up for 3 or 4 storeys?

Would the new building at the intersection of 14th and Duchess be considered a stacked townhouse?
For the commercial area would the height be restricted between 17th and 18th? I think it is 4 storeys right now, is there an intention to increase the height? What about the area on the 18th and the 19th?
Is each “stacked” townhouse one unit? Is it one unit on top of another?
I think that the festival streets idea is great, the festival streets right now are quite busy with a lot of traffic.
Having festival streets connecting up the hill is a great idea, especially for pedestrians and e-bikes, bikes, scooters.
Also, having dedicated routes improved safety especially for the kids, it would be good to know where the best route for each vehicle is, and in terms of legibility too.
I like the idea of maintaining the village from Bellevue to Marine and extending to Clyde to give the feel of an interconnected, and fine-grained village. It would be great to further enhance that uniqueness of the Ambleside area.
The idea of reducing/concentrating the commercial Ambleside area looks a bit backwards to me. I think more retail is better.
I want to see an improved and expanded commercial area get more critical mass.
Extending multifamily all the way to Memorial Park would be best.
Option 1 doesn't take advantage of the whole area; it is too compact, and it should be more expanded. It looks like we're trying to make this small area work too hard, I don't like the framing and feel that having a wider area; stretching the edges would help.
We want to see more connection between Ambleside and Dundarave.
Having some more central features would be nice. I feel that right now the commercial area is very elongated. Where would the new buildings go? Are you planning to demolish the buildings that are already there?
Elongating the commercial area (connecting with Dundarave) would be better as would be looking at more people living in the area, and the more options the better.
Diversify options for the commercial area; we have too many realtors' offices, nail salons, exchanges, on the other hand we have no repair shops, services for young families, dog spa etc. the diversity of the commercial area should be increase.
There are a lot of walkers on 15th, I would love to see ways how traffic could be curtailed making it easier to walk to school, to bike, use scooters, and provide safe access for pedestrians. No one wants to see accidents happen.
We have an aging population, and we need the facilities that will serve this population.
It is disgraceful that we have so many people who would love to come live here, but we don't have anything here for them, we need more housing and more activities.
There is some concern that there is a good percentage of the commercial properties that are owned from offshore investors – what impacts could that have on our community?
Is it possible that we can have a closer look at your works and programs, and we can better use your ideas?
I don't see how this option enhances Ambleside's seaside village character. Instead of condensing high density, I'd prefer to see gentler density over a wider area.
Option 2 is concentrating the buildings in one area and not spreading them out, is that right?
We like the fact that we live on the village and feel that concentrating too much development in one area creates congestion.
This doesn't feel world class; this is some of the most expensive real estate in the lower mainland.

I don't like this option; I don't think we're there yet in terms of townhouses. I like option 2.
Are the "proposed" mid-rise buildings (in brown) needing re-zoning?
How does this option complement planning for Dundarave LAP and the area around Park Royal — we need to get the big picture of West Vancouver and see these areas interconnected.
I would echo the impacts of this density in such a small area – my concerns are related to traffic.
The size of the development in relation to the whole area seems a bit much.
If you are going more than 4/5 storeys there's a significant impact and concern for this level of compactness. It's great for walking, but I feel that this option is putting a lot of people in a very small area.
Would all those new units be concentrated in this small area?
This feels like we are recreating Coquitlam center. The area north of Fulton will be impacted once again in this plan in a very negative way.
I echo the comment about how this option should be focusing more in revitalizing the commercial area. Why is this option talking about housing so much? Why are not talking about retail and entertainment?
What is the maximum allowable height on the Marine drive corridor? We don't like anything more than 6 storeys as it would create a tunnel effect.
Improve the north-south connection, especially the connection the water. Clyde Avenue has no character right now, these areas are disconnected. They should be more connected.
Where did the numbers for the new units came from?
Would love to see mini community parks, pocket parks, hiking trails.
Include watershed management and creek side properties incorporated as a priority.
Would want to see more revitalization and not just densification.
We don't want to create another Lower Lonsdale or Coquitlam Centre here.
At great risk I would also say that the arts center is not a priority. We are a waterfront community, and it seems that a science center focussing on biological and natural elements would be much more congruous and forward thinking.
Have pedestrians and biking lanes have been considered in this plan?
Your staff is being misleading with the building typologies; they said townhomes and used the example of Hollyburn Mews which is duplexes and totally appropriate for the neighbourhood. The scale of a townhome is 3 stories and they have proposed low rise on the corner of 23rd and Marine Drive which would be 5 storeys. Adding that level of scale and height would block out the entire ocean view for streets like Kings and Haywood Avenue.
There is a development on the corner of 23rd and Marine Drive on the southside that would have been more appropriate for townhomes or low rise. That project should not set a precedent for rezoning the whole area.
As a good example you could look at Hermosa Beach in LA, it has amazing running and walking trails built into the communities.
I do feel we should take a page out of the Shipyards book, we have the most beautiful surroundings, we just park buildings in front of it.
Do not block the view, have more open space, we like the natural beauty to be incorporated in this project.
Concern over density traffic getting over the bridge, there is more traffic, line up through park royal is getting longer.
We should look at the Shipyards project as a good example, the project has won awards and it is fully well deserved.

Can you address how this Ambleside planning process will consider and complement LAPs in Dundarave, Caulfield, Park Royal and Horseshoe Bay?
It's disingenuous to call this an "Ambleside" plan when it includes Dundarave neighbourhoods. You are pooling almost entirely Ambleside residents for your community meetings because you're calling it an Ambleside plan, when it very significantly affects Dundarave residents. Barely anyone in Dundarave knows about these plans. It is skewing your feedback.
Concern - Typology of townhomes, you are leaving the village unused, why do not increase the village density, there's not many commercial uses west of 19th.
Why is there this jump to townhomes when we have very little duplexes and triplexes.
Provincial government is going to push through triplexes for every single unit, are we waiting for that legislation to come in before we reframe our entire residential area?
The current profile for the village area needs more density there & less in the rest of the area.
Streets 14 and 16 need to be revitalized. More density needs to be added there as it is very low density right now.
Why do we stop at 13th street and why do we not include the area between 13th and Park Royal? This area is being missed out, also Taylor way and Marine Drive, if we are talking about significant change, we need some planning work for that area too.
Spread out the densification, do not concentrate all development in this small area.
The Vinson House development on Gordon Avenue as well as duplexes and coach houses seems a good way to allow more density.
What will happen to the areas just outside of this rectangle in the map such as Park Royal and Dundarave?
Fresh street store can go up to 10 stories - is this correct?
I feel this option 1 is too small minded. I think you should blanket this whole red dotted area for duplex/townhouse/multifamily zoning. Then the homeowners can decide to assemble with other neighbours or developers to build what we need in this area.
A designer needed in Municipal Hall to oversee all design aspects such as colours, materials, landscape, etc. Must all be tasteful and in the spirit of a west coast waterfront community.
Just to put this out on note form. Please allow for spot commercial zoning to allow neighbours and students and tourists and visitors to walk and enjoy local bakeries and coffee stores throughout this LAP. grocery stores etc. Much like Corner Stone in Pemberton Heights.
Add diversity and fun to this area to have young families to move in walk to schools and all commercial areas and rec centre and the boardwalk and easily catch the bus to the city.
I feel that this option is too granular for an LAP, I like that the other options take into consideration a larger area, here you are relying on homeowners to built multi residential housing, you are not getting the expected gain that people need. Some concern about feasibility.
Festival street - I'm not sure that designating streets as festival street is necessary, for events we can close down streets when needed for events.
This area is too small, we need to make it great, tasteful, low rise and townhomes.
Development on Esquimalt, 14th, and Gordon use those as examples
Laneway homes with rental suites for 1.2 million would be amazing.
How will we see our feedback?
What is the plan? How do you get a mix between seniors, kids in elementary, high school, we need workers here, we can not keep getting health care workers here who are coming from Surrey. We are missing key elements here. People who are downsizing can not find a place to live here.

The key is - what do sustainable communities look are like? Staff since 2017 have been beat up – where is the professional opinion coming from?
We're not going far enough – there is underlying issues that we have talked about. We as a community/council have stopped the development. I am not only advocating for non-market; I want both market and also need more rental.
Why is the professional voice missing to educate the population in here?
To encourage development is it possible to have the city allow for a cheaper rate than 75% of the CAC? The cost of \$220,000 per single family lot to develop to a triplex is costly. I need to know that permits will be processed within 6 weeks with an accredited (trusted) builder/architect which will be huge in speeding this process up to make it happen sooner! The development in this community has been on hold for 20 years let's get this going!
Not everyone wants to live over noisy & odorous businesses.
Underlying issues are not being discussed and this is missing. I am doing research and talking to a lot of politicians, positive voices – public education sessions, senior staff should be involved.
I am a friend of Michael Geller, and I asked him why you don't do more of your projects in West Vancouver? He said that dealing with the building department is too difficult, and that it takes too long.
That will change Diana! Tell Michael Geller to come back to West Vancouver. He should come back.
Communities need to grow; we need more families and more professionals.
Many tenants, especially when demovicted, will need affordable/subsidized rentals or an assisted/flexible way of purchasing. How will low-income long-term residents that would love to stay in their community be protected?
This is too small/too crowded. Construction process would be torture and the resulting increased density would be unliveable for some current residents.
Having some places where people can walk to a community garden, townhomes garden plots, some playground, active transportation corridors, pathways, bike lanes etc.
I don't see much infill housing.
Michael Geller projects have been well approved.
The number of steps to add a coach house is way too difficult and too expensive, make it easier to streamline such projects.
When people complain about proposed densification plans (like this option) making communities unliveable, they make the mistake of imagining that they would be forced to live in those places. You can stay exactly where you are. A quarter of the people in this community - including many, many seniors - live in apartments and can walk (or bike) everywhere they want to. This plan is a compromise because some people in West Vancouver have opposed any kind of rezoning away from single-family homes and even duplexes/triplexes.
Community Amenity Contributions are too high, the city can reduce CACs?
Timelines next steps? When is this project going to Council?
This option offers more apartment options (it is so different from option 3)
How should the entrance to the Ambleside area be? I think that should have some special treatment.
How many people will this option house?
Who and what determines the replacement for rental buildings? Will the new buildings have the same height? Do developers decide that?

What will happen with the parking situation with all these new buildings? Will there be enough parking? Will on street parking situation change?
We live on the Mid-Rise apartment are on the map and we like this option, but we also like the idea of the opening of the creeks. The creeks are not currently accessible.
Will there be any teeth to the new LAP policy? At the end of the day, it is up to the will of the council.
Nobody wants density.
We live in this area with two young kids, and we like it, we want to stay here even if our building gets redeveloped and even if there is more density.
I feel that option 3 disrupts more people & this options disrupts less people.
Have more community services down here on Ambleside.
Traffic is my biggest concern, there is only one little bridge to get to Vancouver. With all these new developments (Cypress etc.) the gridlock is just getting worse, and no one is addressing this issue.
On the new Grosvenor development on Marine Drive there is a very dark and cold area and if the other side of the street gets developed in the same way it would only get worse.
The old commercial buildings should be replaced, they are getting too old and having too many issues. They look very shabby; it looks like a dump. The height of the new buildings should be 4 or 5 storeys.
Having a new corridor of 9 storey buildings on each side of the street is a concern when it comes to the shadow and tunnel effect, as well as the lack of solar access.
Some beautiful and clean new awnings are needed for any new commercial buildings.
There are too many nail salons, money exchanges. Who decides what kind of businesses can open a store in our commercial area?
I am worried that the new buildings ask for a higher lease when it comes to businesses. It becomes very difficult to attract and retain new businesses.
I want all buildings to be 1 storey.
I like option 3 better than this one as it offers more opportunities and choice.
We are an old demographic; we need good accessibility and safety standards for our sidewalks. My neighbour is 90 years old, and these crooked sidewalks are not safe.
We don't have an industrial base and if we have no new density then we can not ask for anything new like a filed, a park etc.
Not all development can happen easily because the people who own property do not agree.
We need a bylaw to have some uniform/standard densities around here.
We walk everywhere but most of the shops/stores are not open.
How long will it be before we see any change in this area?
What is the timeline for this project?
I don't want to wait for this slum area to be cleaned up.
Do all options have the same development capacity?
The rental infill is on an existing rental area, is there any extra capacity there?
Is rental infill all rental if zoned as rental?
What is the formal definition for "Festival Streets"?
Is there any kind of consideration to have new buildings with a small size apartment unit? Not sure it is a great idea when it comes to paid parking.
Is there any parking in the new development on Capilano Road?
We don't want to become like Kitsilano, there's no where to park if you visit there.
Is there any reason as why the red Mid-Rise, Mixed-Use area is so narrow in the middle?

Dundarave and Ambleside used to be a shopping/restaurant destination. That is lost now, and these days businesses are not surviving there.
A vacancy tax should be put in place if the landlord is asking for a rent that is too high. We don't want to see the empty storefronts.
How do you define stacked townhouses?
How can we move more people more efficiently from downtown Vancouver to Park Royal? I would have thought some innovative idea would be available.
New businesses on the Grosvenor development have been very slow to be able to open and operate, their signs are up but businesses are not up. The period waiting for the building permit has been too long for those businesses. For example, the Terry clothing shop has not been able to operate on time and they only opened 1 year later than planned.
This option is not ambitious enough.
I like this option better than the other options.
I would like to see more well-designed side-by-side duplexes, those would be easier to come by. They don't necessarily have to be Ambleside only. This would be much better than large scale rezoning that change the whole area as it is less offensive and more expedient.
There's a gas station in the mid-rise 7 mixes-use area - how will the new development happen there?
Homeowners in Horseshoe Bay can now have a basement suite and a coach house, that is a very good thing. Will Ambleside homeowners be able to do the same thing?
Along Fulton there's about 4 or 5 single family homes that all are very similar. In terms of timing, would a developer be able to tear them down and redevelop? The developer would be making a huge profit. What can be done to prevent that?
West Vancouver has always been very respectful of other people's properties. We like it here because it is very quiet and green.
Futon is a good street to look at for new apartments as it is very busy.
How will the city approach/deal with the existing concerns of the citizens living in West Vancouver?
I would hope that the existing residents' concerns have a higher priority than future residents. Priority number 1 should be for existing residents & priority number 2 should be given to future residents. This should be a guiding principle.
We need affordable housing in West Vancouver.
We need young families and young people to be able to live here.
This option is too condensed for such a small High Street. If all will want to come here than it becomes an issue.
What are festival streets?
This option has more rental than the other options, is that right?
The tall new building on 22nd and Bellevue allows for infill as it is quite a big site.
This area doesn't have enough green space.
Parking is bad here, even for simple things like going to the doctor's office.
We need young people here.
Are there any plans for low-income seniors and young families? Prices are too high. We need non-market housing as a lot of low-income people live here.
We need more affordable housing in West Vancouver.
We need to increase out tax base.
I like this option as it supports businesses in the area.
I like the idea of festival streets; I think no cars should be allowed on those streets and you should make them pedestrianized.

There are some very old buildings that look like boxes, I think we need to replace those.
What is the height restriction for rental infill?
This option favours the rich.
Is there an assessment of noise in this area?
This option does not favour the poor people who currently live here.
This will become a construction zone.
It is nice and quiet here now; we don't want it to become like downtown Vancouver.
Why was this low-rise apartment area/bubble chosen to be located here? (Near Esquimalt & 18th)
Do all the options have the "Festival Street" idea?
There are some newer buildings that fit nicely with the existing buildings. Would the remainder of the new buildings blend in with the existing ones?
It would be good to have mixed-use also across the street from Grosvenor.
I like to see more buildings with commercial on the ground floor and residential on top.
Grosvenor is a nice addition to the neighbourhood.
Having another big building across from Grosvenor would not be a good idea. I feel that having a building that is lower than Grosvenor would complement the neighbourhood nicely.
The positive thing in this option is that things are close by, and it is very compact.
I like the walkability aspect of it.
The negative thing is that it is too compact.
This is a very small area; majority of the activities are located here. There is some room for improvement and increasing connections with other commercial centres (Dundarave, & Park Royal).
If both sides of Marine Drive get developed at 9 storeys it would be like driving down a canyon.
What kind of retail will be opening in this area? Is it hard to regulate that aspect? There is some concern as the area currently is mostly filled with money exchanges, real estate offices, banks etc.
Main commercial streets are having challenges everywhere. How can we make sure that our Main Street is successful?
What will happen to the very old buildings in the commercial area?
The retail space (village) competes with Park Royal
Ambleside businesses are at a "catch 22" when it comes to location, some of them they leave for a Park Royal location.
Edgemont is a good example, it is vibrant, has coffeeshops, restaurants, they have more outdoor seating.
There's a certain charm that comes with low-rise developments.
Marine Drive is a throughfare street. I like the idea of having the Ambleside village off Marine Drive, somewhere behind on less busy streets.
I like the idea of the Ambleside village to be located on both sides of the streets. How do we move away from Marine Drive? People do not even know Clyde exists.
I would like to see seniors housing on the mid-rise and mixed-use.
I want to see more townhouses for young families.
The new development on 14th and Duchess is excellent.
Parking and walkability should be taken into consideration for all options.
The Municipal Hall area is lovely and very walkable.
I like the terraced buildings, the galleria, and the artwork in between at the Grosvenor development.

I like the idea of connecting to the piers, those streets are wide enough.
Would love to see more patios. It would give a sense of openness to the area.
Would the Festival Streets be pedestrian?
Why are they called Festival Streets?
Are there any size requirements when it comes to unit sizes? The Grosvenor development has units that have mansion sizes that are 3000 or 4000 sq. ft. We need more units that have a more right/normal/smaller size.
We are losing regular working young people and new families, because they can no longer afford to live here. We don't have a lot of choice for young families.
At the rezoning stage it looks like it is a very profitable venture for the private sector. We need some other option other than rezoning. We need more townhouses, duplexes, triplexes and fourplexes.
I like the compactness of this option.
Who do we want to be as a community?
The existing conversation in the community is "go ahead and build". The concern is how to build? Not if we should build or not?
Tear down the old buildings and build a new community. Rich people can live here and be a part of the community, but it is not ok to leave homes empty.
What part of the plan will enable that the rental will be built? Private sector only wants to build condos.
What about rental buildings converting to strata? This conversation is problematic.
We have a few examples (Pink Place, turquoise building) of rental buildings that are being sold. If those buildings get sold, how can the rental be preserved?
We want to keep rentals.
The problem is that the results of this planning process are so far away. The demand for housing is so high.
We need more variety.
Public consultation kills good projects.
We need density right now.
Do some small spot zoning, for example in the area around the community centre or Fulton and 20th.
Start smaller and let people get used to that. We need more duplexes. Some gradual and incremental development is needed.
Requirement for developing a coach house is too complex; it is too expensive and time consuming to build a coach house.
We need to build more duplexes, triplexes, and quadruplexes.
A good example is Kitsilano. Stratifying coach houses so that a senior or a young family can buy it. We need such projects in 2-5 years not more than that.
The boundary of Ambleside should not be beyond 22nd. Beyond that is Dundarave. This needs to be discussed. I initially thought that this project would not affect me. I thought I lived in Dundarave but after looking at the boundaries of this project I found out I am living in Ambleside.
Would there be commercial allowed in low rise building? I think there needs to be more commercial and mixed-use buildings.
Start developing smaller, do something and let people get used to it.
Spot zone and start small.
Don't lose affordability.
People's values change.

Only on city lands you can deliver affordable units.
Are "Festival Streets" pedestrian only?
How many storeys would rental infill be?
I find this option very condensed (it's in your face almost)
I like option 3 as it builds closer to the community centre. I would want to see this option have a bigger picture.
The existing land use map on the booklet says high rise, and for the same area this map says mid-rise. Are you proposing downsizing?
We need more rental.
Would the mid-rise on Marine Drive be only on one side of the streets? There's some work that need to be obtained to complete Marine Drive.
Option 1 does not provide a community feel. Option 3 does a better job at that. I like the idea of building around the community centre.
There should also be some new development north of Fulton. This option is missing an opportunity to have some more townhouses spread out.
The community centre is a big asset, you need to densify around it. This is a missed opportunity for option 1.
Can you attract more small developer vs. just more big developers?
We need more small businesses like corner stores such as flower shops, grocery stores etc. I love walking to the store.
More commercial use is preferred.
I like the choice of use area.
Make sure to maximize the use of whatever you have.
Bring the area to life, make it vibrant.
Is there a way to incorporate the railway in this plan?
Improve public transportation.
How can we keep people here even after work hours?
Festival streets would be attractive for people who do not work here.
Would the festival streets have any negative impact on the surrounding areas in terms of safety and security?
Expand the commercial hub
Slope is problematic for the festival street option.
Village area should be pedestrianized at least 1 or 2 blocks. Surround it with coffee shops and restaurants.
The village area needs bigger sidewalks, create a hub around it.
Do we get new sidewalks on all new developments? Why doesn't that happen for single-family areas?
We have a great opportunity here to envision the future of this area.
I look forward to seeing the results of this.
What would the timing be after the July Council meeting?
Festival Streets puzzle me, are they parade streets? What significance do they have in the plan?
Just to wanting to clarify, what will the format of this session be?
I grew up in the corner of 12 and Inglewood, how did you make up the decision on the LAP boundaries? For me 11th Ave should be the Boundary.
On the Ambleside Dundarave BIA survey people have expressed that they wanted to keep the village feel & not allow taller buildings.
Add vibrancy to the area.

Concentrating the buildings in that small commercial area is ok.
I like the festival streets
I do not support anything in option 1.
Ambleside is a charming seaside village, and that is fundamental as to what we should be trying to preserve. The word character is missing here. This plan should strengthen the seaside village character.
The boundary seems arbitrary cut off at 11th street. I think it should be slightly beyond, it should be closer to transit commute, I think Park Royal area is part of this area.
How transit support or does not support this option?
What are the options based on?
Will decision about LAP be made before the transportation study?
No issues with the plan, it seems balanced.
The area that you have used is appropriately defined, it is the core of West Vancouver.
I like to see greenways expanded and maintained
Townhouses would well suit us, there is not enough of them here. We expect to stay here, want to downsize but there are not enough options.
We need a town square for community activities. An area close to 15th could be the social meeting place, used for exhibitions, ceremonies, market days, natural community focal point, as well as an opening up at the sea, at the bottom coastline.
Define the town centre area, it is the most beautiful, gorgeous little place, emulate its characteristics.
Walkability is very important to me. I am a fan of trees and awnings provide some shade.
I support the town centre plaza idea.
Make the sidewalks accessible.
Height is ok if you keep the village character.
We have to think ahead for the replacement of older buildings. They are nearing the end of their life.
I grew up in California. The old buildings at laguna beach are still there. Our older buildings do not need to be replaced, just modernized. We do not want to change the character of the area, but we want to preserve that. Encourage retention rather than redevelopment.
The 3D density rendering is a bit misleading at Duchess & Esquimalt. The form doesn't seem well considered on how it steps down to single family density.
The existing medium density there is so open so much space in between, preserve the porosity of mid-rise development.
Taller buildings but less close to each other, air light give the feeling, shade, rain cover, the love towards that, public realm more generous. Have more space between the buildings.
I am a renter here; I have been living here for over four years now. I support this option because it prioritizes rental. It is very difficult to get a rental here.
There's no way for an early career person to be able to afford rent here. I want to see more density, more rental, more mixed use.
Preserving the character of the area, and improving its' streetscape is also important.
I support the porosity idea, and having town housing integrate with the single-family area.
Walking to a convenience store is important.
What would the festival streets look like?
Why are buildings taller than 9 storeys not being considered? There's an existing 21 storey building there already. It is reasonable to considerate more height as it would not be out of character, there is an opportunity here for more density.

With the idea of the commercial area being more concentrated in a short stretch what thought has been given to parking, it is a problem.
Instead of having a large mass of 6/8 storey buildings, having a smaller footprint and go up in the air. Have green space around it.
To what extent have you considered the fact that retail areas are shrinking. City of Vancouver has several linear commercial areas that are struggling. A hotel can spur or avoid the problem. Have you looked at the economics? There is currently a 30% vacancy in the City of Vancouver. It needs an economic foundation. I have some nervousness with the retail area.
Attracting younger families - they find it sleepy here.
Add more vibrancy, there is too many banks, currency exchanges.
We've seen the coming and going of businesses across the city, we also have Park Royal as a shopping district, as well as the Dundarave commercial area for places to have a lunch, grab a coffee, or a beer. Ambleside doesn't have an identity. It's getting better with Earls, more aesthetically pleasing, condos, businesses, mixed use, shopping in Park Royal & walking along the seawall, Ambleside could have the dining, restaurant character.
The Ferry idea could bring more tourism. I would like the lifestyle aspect to be more spelled out. It is a beautiful area with lots of walking, but it should be more vibrant, and not just shopping.
A new boutique hotel is ok.
Density should be more East-West rather than North-South.
Concern that when walking along Marine Drive, it looks like we have a choice of 3 only type of businesses: banks, money exchanges & nail salons. Why do we need that many, nail salons? The newest thing seems to be Jewelry stores with money exchanges in the back. How can we attract more interesting stores?
This plan has so much potential, rental is very important, especially for younger families. Increasing rental stock is tremendous.
Bookended by Park Royal and Dundarave, the density proposed here is ok; it just needs some rejuvenation.
There is so much potential with the pier and the waterfront. It could move marginally east and west, zoned it so that it can later it could be.
If things are a bit more flexible to change in the future that is better. The plan should not be too prescriptive, all mixed use would be better. Some refinements.
BIA survey - wine bar, well received to attract foot traffic.
Parking is a problem, the wider version I like much better than this option. Lots of potential.
You need to get past that railway, for the waterfront. The number 1 restaurant is on the other side, so you need some creative planning. You need to get people to the waterfront, maybe a hotel can help do that.
We walked every street, we looked at all options in detail. Try and strengthen the Ambleside core area. It will evolve over time. When we walked there, stopped at all large sites largely underutilized, pools, tennis courts, they have not been redeveloped yet but some new town housing in the form of infill can go there. There's a lot of opportunities for redevelopment in a lot of sites. I have it all catalogued.
How many houses can you provide? What is the maximum number of houses that can be provided? Given the density you can reduce the density by utilizing these sites. Maybe developers can be interested. Stacked townhouses next to a high rise.
What is the number of floors for mid-rise buildings? Are you taking about 8-foot ceilings?
What about parking? Commercial spaces need more parking. Where are the shoppers going to park?

I definitely prefer townhouses rather than mid-rise.
Thanks for the good conversations.
I am not in favour for more density.
Carmel in California as an example - 2 storeys, much nicer, more character. 4/5 is too much we do not need that.
Who decides what the building heights should be? Is it residents of Ambleside or residents of West Vancouver? Could there be a 4th plan with only low rise i.e., 4-6 stories?
It feels super dense in a small point.
I love seeing the pools, tennis - I don't want to lose those the humanity.
What do festival streets mean?
This option feels like the village is on display - what will be left is going to be like an oddity everything else is very compact, very different. This option is too compact. It doesn't feel very natural.
Green space/tennis courts important to maintain.
Option 1 is too dense in a small area.
Maintain current height restrictions in Village area (3/4 stories)
Revitalization of the Ambleside businesses is needed regardless. We need to provide a destination experience with cafes on the sidewalks, interesting retail, enjoyably walkable.
The east-west connection becomes more problematic, people would want to avoid it. Spreading some density around is probably better.
Creating a smaller commercial on Marine drive close to the Community centre is ok.
Edgemont did the retail revitalization very well.
"Vibrant alleyways as in parts of Crosstown downtown and in Lower Lonsdale.
"
This option is making Ambleside not a village.
Taylor Way area can have more density
There is unnecessary density here, it looks a bit overkill. Even just British Properties takes care of our growth. Park Royal lands, Keith lands, Horseshoe Bay lands, why are we pushing the density?
The density needs to be managed. High rises are too much, townhouses and low rise is better.
Festival feel is great.
I like the spirit of this option, revitalizing is needed badly, we need to make this a destination.
It would help to add more density to help achieve more affordable housing. Especially the lands in West Vancouver that are of a lower value i.e., near high density traffic areas.
This is too dense.
We do not want to feel like in Downtown Vancouver, e.g., Georgia street. We need some more nice coffee shops. In terms of height 4/6 storeys makes a lot of sense.
We need more affordable units for renting or buying
Per the last session, it is the uncertainty on zoning why we do not have more investment in the retail corridor. When we have certainty there can be development.
Keeping character and keeping density down is important. The future is great for this community it has to be kept & manageable. We do not want it to be build overbuilt. Just upgrade it.
Indigenous can take the RV site - and build there too, there is no stopping them. We have to keep that in mind.
This plan should give some certainty so that there is interest in developing.
Reinvestment is needed for more businesses & more people.

We should be allowing for properties in the area to be easily rezoned into duplexes. Larger homes are becoming dinosaurs. So, making it easier for current single-family homes to be spot re-zoned would help.

Density is pushed from Metro Vancouver to Council.

B. Comments from Option 2: Connect and Weave

During Community Workshops, participants engaged in “conversations” with their peers and staff. Below provides the comments received during discussions at the Option 2 “Connect and Weave” table.

Why does the boundary not extend to 11th?
Boundary should extend to 11th to Park Royal providing transition of building heights between the towers to the west of park royal and Ambleside.
Grosvenor is too high for the commercial core
Are there going to be massing guidelines?
Don't want solid monolithic street wall (we already have this)
High rises and varying heights can help eliminate these kinds of walls, providing pedestrian orientated streetscape, mid block connections and space between buildings
There may be pushback if blocking views
Don't want buildings creating shadows, but want green space
Recognition there are trade offs between wanting low heights and wanting green space at the ground level
Need variety and openness on ground level
Want to ensure there are view corridors
Need to consider sizes of building floor heights when talking about storeys
What is the definition of mid-rise and how high?
Concerns about squeezing 1,000 – 1,200 units in Ambleside and questions around how this estimate was established
I support density - we have a responsibility to increase density but to do it right. I agree with all the comments made
Acknowledgement from many in the group that having higher buildings in the south and lower up north would better complement the slope and the reverse would be a hinderance
I like the idea of the rowhouses near Duchess and 14th
Townhouses with ground level access is great, and they don't take up too much space
Buildings in option 2 should change orientation to be lower stories at the front (south) and higher up north might be better
More affordable unit options are needed
Need to think about including smaller units, not such large units like Grosvenor
Smaller units mean you can fit more people in them
Need to keep in mind new housing direction from Provincial Government
12th and Esquimalt have coach houses. How many coach houses have been built there?
What is a stacked townhouse? Will they be in this plan?
Desires for affordable townhouses
What does affordability mean?
Rent-to-own options
Traffic Concerns
Concerns about current vacancies in buildings

Climate adaptation features in buildings
Becoming more of a smart city
Need to consider lots of families are not from West Van but go to schools here
There is merit in stretching trails up the creek
How can trails go in along creeks close to the waterfront in areas that are steeper?
Problem with daylighting creeks is you will have to densify, and buildings will have to go on less land
"Two votes for merit" in Daylighting the creeks"
Clarification on placemaking – what are we going to feel in terms of character/ sense of place?
Have you thought about heritage value?
Celebrating First Nations history and the land.
Massing needs to allow for pedestrian-oriented spaces
New placemaking opportunities have merit
Enhancing what we have
Option 2 is slightly confusing upon first looking at it
I thought creeks need a fair bit of setback to be daylit?
Will the creek trails be similar to Hay Park?
Trails along creeks would create a more distinct character
Daylit creeks would be environmentally appealing
To get more greenspace, will other areas have to be higher?
How much more townhouses are needed to achieve 1,000 – 1,200 net new units?
Concerns about properties being forced to move and redevelop.
This option seems to provide more density around the commercial core yet no changes to the commercial area otherwise.
Will heights be same as Grosvenor?
Fresh street lot is a prime development opportunity.
Both sides of Marine Drive need a cohesive plan between 13th to 18th streets
If we don't know what we want to see for commercial, we can't plan residential.
We want to see a vision from Council about what the high street will provide other than nail bars.
I want to see how we can attract wine bars and brew pubs
We need vitality!
We can't attract retailers – how do we?
Incentivize landlords to reduce leases.
The commercial core currently is a wasteland – I want to see it revitalized.
The commercial area is too congested for driving
We need to see commercial, and housing come together.
Shared co-operative working spaces are lacking.
We want to feel like a neighbourhood.
I do not wish to see townhouses on the street that I live on
There are many creative ways to address housing need – cottage clusters, multiplex and detached laneways that can keep character and look of a single-family neighbourhood.
Not take away from current beauty
We need a blending of typologies, building forms, and heights.
Want to add-on, not destroy what we have – make it more vital.
We need to zone for more creative housing options.
Cottage clusters in single family neighbourhoods could be helpful.

West of Park Royal towers could be a great transition point – why isn't it included? Sense of arrival here could be useful.
"We are so absent of commercial activity. It is pathetic. Embarrassing! We need more thought into commercial activity."
What North Vancouver did at the Lonsdale Quay is phenomenal - we should have something like this here.
I don't know if I would like to see a Lonsdale Quay here
Is a boutique hotel going to be included?
More parking spaces should be provided.
I would like to see townhouses.
I want more pocket and community parks.
Why aren't there any townhouses here?
What about a sea bus to relieve traffic
Sea bus transportation doesn't work here, and it would be very seasonal.
I like that this option would create more open and natural areas.
This is the only option that has this feature of opening up nature.
We used to have more beautiful foliage along Marine Drive – we need this back.
What about the affordability question?
How affordable is West Van's rental stock today? It isn't affordable!
BC housing provides most of the affordable housing.
We would like to see more affordability.
I like the compact approach.
Dundarave's streetscapes are beautiful and should be replicated.
Secondary suites are popular and increase density.
Restrictions on dogs and kids with rental buildings is a major concern.
Would like to see wider roads. Sidewalks end too abruptly; some streets don't have side walks at all - we need safe sidewalks in some areas.
Mid-rises and low rises need to have enough bedrooms, such as options with 2 and 3 bedrooms so that these units can accommodate growing families.
I like this option the best but want more services integrated for walkability
I think the natural systems approach is interesting, but it ignores the waterfront.
Where are the creeks currently daylight?
Sections of Lawson, Macdonald are daylight currently
How do we get from current state to daylighting creeks when they are majorly culverted?
I would be so bold as to say the daylighting of creeks wouldn't happen without lots of money.
Acknowledging daylighting creeks would be more easily achieved with apartment assembly but more difficult with assembly of townhouses in certain sections.
Private developers may not want to daylight creeks.
Can creek greenway paths be dedicated to the public for public use and enjoyment?
Daylighting creeks may not be realistic.
Daylighting creeks is realistic south to apartments, but maybe not as far north as the townhouses.
Daylighting creeks is a lovely idea, but people may lose money.
You won't to get a trail to go straight up, but sections would be nice.
Missing middle housing is a good feature and has merit.
How does this option achieve the estimate of 1,000 – 1,200 net new units with less mid-rise apartments and mixed-use buildings?

So, the predominant housing type in this option is townhouses and provides the units to achieve total 1,200 units.
Townhouses near the creek may be difficult.
If we want to attract young people and families to Ambleside, townhouses are a housing form that they wish to see.
I like that the townhouses go up the hill
We are currently lacking townhouses.
I live on 14th – people walk up this street all the time.
This area is convenient because I don't drive.
This option may have merit if it is feasible.
What do we need to “connect” to up the hill?
We need buses up and down.
Buses connecting uphill, not along east/west pedestrian and cycle routes.
Mid-rise on both sides of Marine Drive need to have not too much shadowing, and provide view corridors, lots of greenspace at ground level, and mid-block connections.
I walk more to help the climate.
I understand that daylighting creeks may only happen in small chunks.
Emphasis needs to instead be on making current walking routes more pleasant.
Priority is to increase safety and walking routes.
Need to consider accessibility of streetscape designs for pedestrians and wheelchairs.
Need automatic walk signals.
Prioritize walkable neighbourhood and ensure strategies are all aligned in their delivery.
I don't see any commercial in this option.
We want to bring young people in
Young people need gathering spaces.
Want to see more mixed-use mid-rise along commercial area more connected and cohesive.
Connected and cohesive commercial area will attract young people.
I want to see more of a people-first, commercial approach that actually addresses how people live.
This option seems less complete than the others.
Option 1 and 3 feel more community-oriented, which is lacking in this option.
I like to cycle and want great places to end a trip like the Shipyards in North Vancouver
Want to see a destination area in Ambleside to end cycling trips.
I like the opening up of natural areas.
I'd like to see slower streets.
Parts of Fulton and Bellevue are okay as slow streets.
People like to sit and enjoy spaces with slower streets such as at Earls and Crema
What are we building for? Are we building for Young people? People who currently live here and want to downsize?
I want to see more children and families and housing that can accommodate them.
Mathers from Rogers creek to cap river, up to British properties is accessible to many people, but is dangerous for cyclists, children.
We need Mathers to be converted into something like Bute Street greenway in Vancouver.
“I'd second that Mathers cycling route – I like that.”
The Spirit trail is not adequate for separated bike lanes and is unfinished, there is no focal destination point.
I'd like to see cycling connections all the way to Horseshoe Bay
There is a group of people that will be attracted to the vibrant hub.

I want to see infill rental in this option.
Rental housing is a province-wide need- we need to contribute to the greater good.
There is a clear movement option, but it needs another layer to consider what we “do.”
This option is missing rental, infill
Bookending is a strong feature – like option 1.
How many storeys is a midrise?
How will lots be collected/developed in townhouse area?
I don't see how this will give us immediate housing
This would take 20-30 years to reach build-out.
How can we reach targets outlined by David Eby?
Would it not be easier to spot-rezone multiple lots to speed up the process?
I think the large townhouse zone will be a massive change.
Having variety in housing forms across this area with pockets of townhouses could retain the character of this neighbourhood.
I want there to be predictability in changes to the housing types and want it to be more incremental or staggered implementation to keep the feel of West Van.
Variety in developers and ensure form and character is controlled through design guidelines.
I want articulation in building facades.
Public transit is a big problem. Which option addresses the need for transit best?
I like the grading of high to low up the slope.
I like the opening of creeks and public walkways.
Want public transit along Fulton and Mathers
Townhouses can take different forms like rowhouses or stacked townhouses.
Some townhouses I've looked at have tricky stairs – not good for seniors.
Elevators are an inexpensive accessibility addition.
You can mandate townhomes to be stacked and fitted for elevators / provide adaptable design features.
I like the idea of nature with the creeks.
This can bring in young families to the community which is a real plus.
Dundarave is special because it is low rise.
I don't want to create tunnels which will take away from the charm.
Keep the commercial “villagey” through height.
Want new development to have a mandated certain amount of landscaping.
There is a trade-off of landscaping and public gathering spaces - that this means there needs to be more height to enable more people orientated streetscapes / landscaping.
I like that the commercial core is left as-is and is bookended by mid-rise.
The townhouse development near the church - Michael Geller's work - is an attractive example of infill and should be replicated.
Desire for there to be aesthetic standards through the LAP.
Aesthetic standards need to have a consistent look and feel.
Would be nice if development isn't ugly.
People were very resistant to Michael Geller's townhouses in the beginning, but they really grew on people.
Michael Geller's townhouses are very cozy and attractive.
New north/south connections have merit.
I find Edgemont a great character area to shop and is a good example.
Edgemont has great bookstores and coffee shops.
Edgemont is very walkable and pleasant.

Commercial area could migrate above Marine.
Carmel is another example of a place with attractive character.
Memorial park used to be great for families and lovely – now I'm afraid to walk in it.
Memorial park feels unsafe to me, its dark.
Edgemont and Dundarave commercial areas are great because they are short.
Marine Drive sprawls and sprawls.
Concerned if we open the commercial core more, we are just fragmenting it further
We should rather just densify the existing commercial hub instead of making it longer.
Increasing density in the mid-rise bubbles will bring more people, which is lovely.
Commercial area needs a revival.
The bookending idea is great.
Bookends will breathe life into the commercial core.
Would it be possible to develop the waterfront like lower Lonsdale?
More waterfront restaurants and breweries.
Places for people to come to.
I want my friends to move here but nobody wants to come here.
I dislike walking through lower Lonsdale.
Activate the waterfront.
ADBIA wants to enliven the commercial area which is nice.
Breweries would be really nice.
I want more (little) mom and pop shops.
I can't even buy a pair of shoes in Ambleside.
Would be nice to be able to walk to a coffee shop.
Ambleside is not Park Royal
We don't even have a concert hall.
I would love the townhouse zoning to extend to the middle more so that my property can benefit from this opportunity.
I like option 2 the best.
I like option 3 the best.
Option 1 is too much density by Marine Drive.
This plan doesn't have to do with the commercial area, does it?
This option seems less intrusive in terms of density.
What is the rationale of following the creeks? Nature?
Maintains use of environment and access to nature
We need to develop systems that let the water trickle down.
Consider green systems to suck up the water that trickles down.
Daylit creeks can be incorporated with fisheries and recreation.
Find merit in opening creeks generally.
Mid-rise development ensures that heights are in keeping with the current view corridors.
The mid-rise blends with the existing surrounding high-rises
Have you thought about affordability?
It feels like this option is excluding seniors and non-market options for housing.
I'm concerned single family homes will have fourplexes on them from David Eby
Greenspace is important.
Concerns about "hodgepodge" townhouse development
Need to consider impacts of how development may compromise greenspace and traffic.
This option is great because it focuses on greenspace.

The LAP changes zoning and owners have to the power to agree or decline selling their property.
Would public land be easier to make these changes since land requires owner's approval?
I love this option (option 2)
Environmental regulations may be a wrinkle for development near creeks as there are regulations.
Could public trail access be something like the dedication of the waterfront lands?
Giving permission to develop would enable opening creeks while keeping the land private.
I love the extent of the townhouse option.
Could we instead stretch out mid-rise to be low-rise bookends
If mid-rise changes to low-rise bookends, this does not as strongly benefit commercial hub.
Festival streets appealing
I would like to see housing for seniors and smaller units for commuters and working force.
I love the idea of smaller housing units to support those who need it
Duchess and 14th there is currently lots of sound, lots of people walking.
We love fresh street – it already feels like a festival street.
I think there should be a blending of all the options.
Is there a danger of contaminating waterways by developing along the creeks?
Development could in fact protect these watercourses.
Is the idea for trails to go up the creeks?
I love the idea of taking a trail all the way up.
Concerns about timeline – “this seems like an 80-year plan”.
This option isn't thinking about our generation but instead the next generation which is good.
I'm trying to be mindful of the future generations because this will impact them.
When people complain about density – it usually doesn't affect them.
What are the short-term gains of this plan?
This option might not be the “action plan” but it is a declaration from city hall that can help set an expectation and create predictability.
I prefer low-rise and village feel.
What are the actual boundaries of the bubble concept?
Mixed use is office, commercial, and residential?
Why is there no choice of use?
I think choice of use has more options for developers like seniors housing, and hotels.
It would be great if choice of use was included in this option to give more opportunity to property owners.
Would like mid-rise mixed use to extend further along marine to bring lots of new businesses.
Want to see restaurants especially, and boutique stores.
I prefer low rise village form.
I prefer extended mid-rise mixed use between 14th to 19th for cohesiveness.
I like mid-rise mixed use near 18th because it blends and transitions with the existing commercial and high-rises.
Connecting Dundarave to Ambleside (or even to North Van) by a trolley would be cool
A trolley would be more fun than a bus.
A trolley along existing rail tracks isn't possible due to CN.
One north/south road could be dedicated to a tram.
Some existing mid-rises are very tired looking.
Don't want people to be displaced.
80% approval is needed to sell so people won't be displaced.

Cost of maintaining buildings is an issue so landlords need to charge more money to people living there.
Property values increase by changing zoning.
Changing zoning is good for owners.
Pre-zoning ensures nobody makes speculated money off of you.
Pre-zoning works in favour of owners and doesn't kick people out.
Pre-zoning is cost effective and beneficial.
The work done in these options so far is amazing – there is so much detail.
If you want a village centre feel, this option is too spread out.
This option needs the aspect of walkability.
Option 1 is more appealing but could be more expanded.
I like option 1 but more development along Marine Drive and adding option 3's seniors' housing.
Compact options are easier to plan transportation.
Add more townhouses.
We are living in the best part of the world, but we need more housing.
Allow smaller lot sizes in commercial area that are also mid-rise.
There is a need to incentivize smaller commercial development.
Density would be good for social life and maintaining smaller store fronts.
We should look at history to figure our pedestrianization – people lived closer together.
Adding duplexes on the southwest side would be ideal to add to all the options.
There are 2 concepts woven together in this option – one is opening up creeks and one is expanding housing diversity.
What is the thinking around marrying housing diversity and opening creeks together?
I love the idea of having the creeks become public opportunities.
When I first saw this, I wasn't sure if the creeks would just be the benefit of those who purchase townhomes. It sounds like that is not the case – it would be for everybody to walk and jog
Would there be any retail along the north/south streets, or would retail be limited to the high street and business sectors?
I love the idea of shortening the high street through bookends.
I'm a business owner and have had challenges of ADBIA trying to link and pull away commercial from the main hub
When the commercial area is too spread out, it becomes tricky for people to centralize their shopping
I think that makes sense having density near current commercial.
This is the main plan I struggle with understanding because it moves people away from the main resources in public transit.
Development in this area might be challenging – steep slopes, environmental setbacks.
Costs of development might mean struggles with how many amenities you can actually achieve in this.
I was actually wondering if this would utilize the opportunities to provide density around the Rec Centre. When I originally viewed this, I thought I saw some provision for low rise apartments around the Rec Centre - but I don't see this here.
The population in Ambleside is largely seniors and townhome structure for seniors isn't as convenient.
There would be a certain right-of-way that would be required for dogs.

By the time you achieve setbacks for dogs and habitat development – working with a townhome development you will struggle to achieve amenities due to the land economics.
Concerns about habitat protection versus delivering housing
You can get into complexities with fish habitat and need to get DFO involved.
Realities of developing near creeks can start to become non-viable from a land economic
Needs more study about whether it is economically viable but also if it can protect the environment. When the rubber hits the road, this may not work.
Of all the options this is most appealing, but I also agree about costs, timeline and viability.
I would love it to be possible, but I don't think it could be viable.
I have a house on Lawson creek and like this, but I see many concerns with costs and disruption.
Seems to be most disruptive option even though it is maybe the most desirable.
What is the envisaged timeline of this one?
Riparian permitting with the steepness on our lot took an incredible amount of time.
I agree - when you look on paper it looks like the gentlest approach but listening to the comments I didn't even think about the impact of dogs along the streams and how they can impact it.
Creek access issues and dogs are a constant battle ripping up riparian habitat area.
In district of north van – trail rights of way have needed to be much larger, and fences had to be put up.
Permitting creek trails is difficult because it involves federal, provincial, first nations consultations.
Creek access becomes very difficult and impacts the land economics and what you can do with the property.
Concerned that this may ultimately not work but I love the idea.
This makes so much sense that having to require more lots to daylight creeks is more feasible.
Having pockets is less feasible and less interesting for me than having full connections.
I thought this was a pretty interesting option in terms of the end game some day.
Problem is the distance for transit in this option compared to 1 or 3.
Other problem is how long it would take to develop something like this – how do you control enough land to enable this?
Looking at option 2 – when I looked at this for the first time I thought if we were starting from a blank slate this might be a good idea.
The reality is that in 2023, most of the areas highlighted as townhouse are single family dwellings (some on large properties).
It feels too late in the game to introduce this – you will have a big impact on the people who live there and will create a huge mishmash of housing types. I think this will create a negative impact.
Negative impacts would be increased density and number of people and mix of buildings. Consider living in a house right now and up goes a 3-storey building – this may impact you.
Concerns are character, and number of people, change to what the neighbourhood looks like
Townhouses would have merit in areas where there is nothing at all, you would have to do outreach in every single area
I go back to your ability to execute this as a function of homeowners wanting to sell and the developers wanting/able to develop
Opening of creeks would be great and all the Trails – but would take 10, 15, 20 years
If you want to deal with housing now, this is not the plan

You can affect quicker density down closer to marine drive rather than dealing with many single-family lots
If you want to work your way up the hill you could develop housing sequentially – that might make sense.
With this option, it would not have great value until it is done.
High density building forms can be delivered more swiftly and address the housing needs.
I love this as a concept – it's my favourite if we were starting with a blank sheet of paper
Could be amazing if the townhouse section was all done by one developer and could develop out all the trails
This option could be beautiful
Surrounding single family homes could benefit from this option
I agree that the execution of this is difficult
This needs to be approved with other elements in conjunction to be able to address the housing crisis.
This could be beautiful, but it seems impossible.
My view on it is we need housing like this which is ground oriented – but the fastest way to achieve this is through infill housing (gentle density)
Increasing housing like this can be done very easily but means changing bylaws and encouraging this.
District needs to be more generous in terms of square footage – costs to build are so high.
We should think about coach houses and providing greater FAR
Do you live in the area? how do you think the neighbours would like increased density?
I had townhouses come into the area and found the density to be a positive and add vibrancy.
I currently reside in coal harbour on the waterfront (most expensive neighbourhood) and behind us is social housing – this results in young families.
I view being able to bring young families to an area as a benefit.
I feel like if we don't have more people living in this area, it would be a bit of a ghost town.
Diversity of people is important.
Without diverse forms of housing, these people couldn't live here at all.
What about affordability in West Vancouver– I don't know how you deal with that in Ambleside
Look at Grosvenor – I don't view those as affordable options or 23rd and Bellevue – these are all high-end units – I don't know how renters can afford to live there.
How can families afford to live in certain areas like this? I just think this is a fact of life in Ambleside.
Infill if you get the options right – could be viable for affordability.
I could probably support development below Duchess.
But if you are trying to make this work from Inglewood all the way down at once it could result in hodgepodge
This could be a longer-term plan and added to option 1 and if that works well keep going with this.
On infill, there are 2 ways to look at it – people who own and want to add a spot, or people who are renting the main house and want a coach house – the property owner would have a main interest in managing the tenant.
Having predictability for residents is important.
I love the idea of anything you can create for paths and greenspaces – along the creeks is great.
Really dislike mid-rise buildings around marine drive

Should be maximum of 3 storeys around Marine drive.
We don't like how Grosvenor creates a wall and blocks the accessibility of spaces like the seawall and John Lawson park
I find we don't have an access to the waterfront problem in West Van
The bookending might create a bit of a ghetto in the middle for the commercial area.
I would rather see a more cohesive space between the commercial
I don't think we have a waterfront connection issue.
I like the idea of opening up the creeks – if you were to create more pathways that follow the creeks that would be really nice.
Wouldn't want it all paved – I like the dirt paths.
I don't like the idea of people coming in from outside West Vancouver and wandering in. To have so many people to come on weekends – I don't like that thought.
I don't go to Park Royal on weekends because I know other people from different communities are there.
I like the peace and quiet and don't want more people coming in to explore.
Bridge traffic, upper levels traffic – I'm finding that somehow somehow we need to change things – we can't even get over the Lions Gate bridge
It is more visitors that I don't want to see, not necessarily the population.
There are more people here than there used to be
I just don't want people coming and wanting to explore new trails that put in
I tend to think if we upgrade north/south pathways along creeks – that would be great for the community.
I don't think that upgraded pathways through the community would draw too many people in from outside which is okay
We have dogs and we walk our neighbourhood all the time – we love the linking of the paths (preferably not on the streets) just little paths linking to parks and main routes.
There are little gems of trails and I love that – if there was a way over time to create paths between parks and to and from the waterfront.
I just don't want the trade-off of mid-rise buildings along Marine Drive.
The urbanization we need to do – just not 9 storey buildings around Marine Drive.
We need townhouses.
We need mid-rises.
We need more density.
We need more density - I just don't like the 9 storeys around Marine Drive.
I like the density around the community centre.
I don't know if I like townhouses going all up to Inglewood – definitely at least up to Fulton
Let's keep the beauty and focus on the waterfront – everything should flow without walls
It is so nice to walk down with the beautiful cherry trees.
Density and townhouses and mid rises blending in appropriate spaces.
We are so lucky with nature and paths.
We need to focus our effort on the commercial centre – this is where we are not lucky.
I totally support density – we must have more density.
We want to see Marine Drive streetscape updated and more density – but don't want to see it over 4 storeys.
Policies to enable choices – townhouses, duplexes, coach houses have merit
I don't think I'd like to see a bike path through the neighbourhoods – I don't see that of being as a benefit to the community.

We probably need a bike path going east west but probably not north south – I’m not sure I’d have to think about this.
Would like to see paths but not all paved – like the forest feel of some trails.
I could totally see the point of accessibility, but I would hate to convert it all, maybe they could have a few routes wheelchair accessible.
I think the little meandering pathways are a part of what makes west van special.
Would like to see a range of ground-oriented building forms generally.
I’m not saying you can’t do 9 floors, just wouldn’t want it on Marine drive.
Mid rise apartments in other areas north of Esquimalt, in the areas that make sense, creating variety in heights, building forms, and interesting public spaces.
More diverse housing forms are welcome.
Love the mixed use and townhouses – those are wonderful ways to create density.
I have a problem with my neighbourhood and parked cars everywhere.
New development needs to have spaces for cars – or maybe there needs to be more buses.
I think we should create more bike accessibility everywhere in west van.
I don’t think bikes and people walking work well together – these should be separate.
Separated bike paths is something we need to do better at.
E-bikes are so popular – I love to whip down to fresh street and back up on my e-bike.
New pathways for bikes or on existing streets are important.
Many people using e-bikes.
This does mean we do need more north-south routes and not just east-west.
In the 1950s they had incremental heights but the tallest at the back on the slope
Planning best practices is that building scales will follow the natural topography of the area with shorter buildings to the south and becoming incrementally taller as you move northwards like this option.
How would transit work in option 2?
“Options” is just a word. Do we have to like one of the plans over another?
What about fluidity of the plans?
It strikes me in this option that if it was a blank slate this option might work.
Ambleside shopping district has been a limping thing, struggling.
It would be better if we pulled the bubble boundary down by the commercial district more
Need people closer down by the commercial hub – make it more compact.
More density and people in the commercial district are more valuable for the business district.
What is the thinking behind daylighting creeks and watercourses?
Access to a watercourse is delightful.
10-15 years ago, the province tried to bring in regulations to limit development to 15m from creek bank.
It’s really important for there to be more density close to transit.
Global warming means more people need to choose transit.
What do you mean by “missing middle housing”?
Couldn’t you put more missing middle housing throughout the neighbourhood area?
Yes, we would like to see more missing middle throughout the neighbourhood area.
West of 22nd is all single-family development.
As someone who lives in a duplex, it is great for retirement.
We need more duplexes – they’re only in one block.
Missing middle development needs to be incorporated in the blank space in the west surrounding the community centre.
Isn’t that wonderful, people do want to see more development.

More compact units are needed for older and younger people.
Housing close to public transit is needed.
How would a zone be formed?
How long do you think this plan would take to evolve, especially considering land assembly?
This would be a relatively difficult scenario to put in place.
Could see controversy or difficulty with so many properties involved and difference of people's beliefs on environmental factors.
Are you saying the complexity would depend on the ownership model?
More north should stay more ground oriented.
Has there been any consideration to do more duplexes and carriage homes?
Duplexes and carriage homes would make sense to add and compliment townhouses in the area between and around the townhouses.
We need to talk about affordability.
I absolutely would like to see greater affordability.
Want to see wood frame – whatever building form is more affordable.
This plan is effectively protecting the single-family development, rather than spreading out the density.
People who work in west van need to live in west van.
Need to think about tenancy and deliberately set forth affordability.
We need to think about adding things like rental, co-ops, etc.
DCC's and CAC's – benchmark of CACs needs to be reviewed to enable building forms in the neighbourhoods.
Tenancy agreements need to protect and enable affordability.
Why is there nothing along Marine Drive in this option? It is just going to crumble away and die.
I understand village character – but design guidelines could help maintain character by also adding density.
We need more density to add more school-aged children and families.
Rental isn't indicated on this one. Explain why.
Where do you see the growth in seniors' housing in this?
I didn't understand the term "naturalize the apartment area"?
So mid-rise maxes at 8 storeys?
There are various kinds of townhouses in this plan and not just rowhouses?
Some townhouses could look like a single-family house.
I would like to see more of Michael Geller's sites.
Can Michael Geller just do the whole thing?
Tell us about what the experience is of the streams.
Presumably this would be a massive transformation and I question the feasibility.
In Moodyville it was a massive and remarkable shift to that zone.
Would daylighting creeks assume massive municipal ownership of lands along the streams?
It's kind of a transformation – one could see lots of positives to this.
So much of our transit is east west.
We need to have more access to EVO carshare and transit.
Because it is on a hill, older adults will need more public transit.
We need more extensive bus networks or car share.
Let's get the B-line in.
Sewells in Horseshoe Bay is mid-rise.
I'm okay with 6-9 storeys.

People often confuse the height of the building with the density (floor space) or bulk.
Mid-rises can still allow a lot of greenspaces around them.
Is the hotel in the plan in this one?
I would want a hotel.
Is there a rationale for certain buildings targeted for the plan over others?
The new track and recreation area could use some density.
I find it odd concentrating density around creeks and not around transit and amenities.
I know people love to be close to the Community Centre and Marine Drive.
If anything, it is backwards. The area you would want to leave alone should be the creeks and densify the commercial.
Change the name to something different than connect and weave.
Should bring in focus along community centre
I love daylighting the creeks.
We have to bring the environment to life – this is better for all of us and vital.
There could be more density near the community centre.
Spread the density over towards the west too.
I also love the open creeks.
We want a walkable village.
There is something about this that really calls to me.
You can see the trade-off with the transit system and needing it to be along a main street.
I think that elements from the options will be combined like the daylight creeks and density near the community centre.
What will happen with mid-rise and view corridors?
Will views be taken away?
Important to consider view corridors.
I think it is not always just about height but balancing it with bulk.
I prefer less bulk and more height.
Something will be impacted regardless; you have to compromise.
Sylvia hotel is a good example of documenting the mitigation of view impacts.
Sylvia hotel was the tallest building in Vancouver at the time at 8 storeys and a 70-unit building. There was a study to see if either bulk or height would impact the surroundings buildings more and the community determined after site analysis that height was indeed the form that most mitigated view impacts, providing view corridors etc.
We should think about the trade-offs between height and bulk in the options
Why not replace parking below landscaped areas of older buildings with infill 4–6-unit townhouses.
Trade-offs between protecting current retail buildings and not blocking views.
There is not a lot in this about issues of affordability.
We need to have affordability conversations.
This place is getting so empty.
Young people are not moving here.
Not even just young people, nobody is moving here.
New builds look good on paper but what will it actually look like.
I would like to see the commercial area updated in terms of stock, business mix, and hours of operation.
I love the idea of some opened streams and more greenspaces.
In the zones along these creek spaces, are they have District property?
Protecting the creeks for who?

What appeals would be a continuous walkway.
With pockets of trails, would you be walking through someone's backyard?
I think that is a good point in whether there is equity for parks.
We should look at CAC policies to develop parks.
There are tools to acquire parkland so that it is equitable.
This would be a great proactive plan 100 years ago.
With foreshore, people can buy the rights to land. Can this be done here?
This reminds me of the Arbutus Greenway.
I would like to see this greenways system.
Greenway along Inglewood to the bottom of Macdonald and Vinson creek would be great.
I want policy to provide predictability to bring this greenway amenity.
Eliminate asphalt and create more green space, or reduce the number of lanes.
Take 18th street out and make it into a greenway.
How do you balance environment and development along the creeks?
15 m barrier and restriction to develop along creeks helps to balance access and environmental impacts.
I live close to Haywood Park, and it is great for walking.
I live in the neighbourhood and don't mind low-rise townhouse; this would be a good solution.
I don't mind having new neighbours in townhouses.
What is the current state of the housing in this area?
You don't want it to be so piecemeal that you don't have a real path.
It works if there is a land assembly, but not if there are individual homes.
If we can provide greater certainty, then pockets that could actually deliver assembly could be arranged.
Where are the odds better in achieving the daylighting?
Having a "green festival street" would be great along Vinson creek.
I like this option if and only if you get access to the waterfront.
Less towers would be ideal
Mosquito Creek in North Van could be a good example of a trail connection.
Homeowners need to feel that creek paths are an advantage.
There could be tax incentive policies for opening the creeks.
Rental is very important.
I don't see enough rentals here.
Preserving rental stock zoning is important.
Housing and rentals are needed over by the community centre.
Why is Fresh Street Market not included in mid-rise mixed-use zone?
Include Fresh street lot in the mid-rise zone.
I think there is a lot of good things here.
Townhouses can be implemented incrementally.
What will the unit mix be?
It will eventually be a mix and match of units
Spreading out the development is very good, especially because of the school systems.
As we grow, we must think of the schools.
There isn't a lot of space to build schools and it is the province who does this.
There is reason to spread out.
I love the bookending
I would like to see the village core with more density and more mid-rise mixed use.
I would love to see mid-rise mixed-use extended to the library.

I want there to be a flow.
The maps miss the high schools.
Absolutely want to see updated streetscapes in the future.
The area near the waterfront between Lawson and Vinson Creek is a challenge.
Look at infrastructure requirements.
I would like to see cool crossing structures like skywalks.
What is your interpretation of stories in terms of height for mid-rise?
Is what you're calling mid-rise buildings built up to 2 stories then?
So, the buildings that are existing around city hall – east of 16th for example – those are about 12 stories?
So, what you are looking at is having new development that is lower than the existing stories that are already there?
Just so I understand – to try and get away from high rises in the view corridor in marine drive – this means less height going up the hill?
I think the variation of heights according to the contour is good.
Yellow areas – how did you come up with those areas for townhouses?
Do you think the homeowners on Sinclair would want public paths outside their house?
So, townhouses would not be mandatory, just a zoning option.
The option to build a townhouse would make it easier for density, correct?
I definitely agree we need townhomes, laneway, and duplexes, but stratified
People who own large properties can sell to others and create new properties
If we add townhouses, then I wouldn't have to live in an apartment
I live on 20th and Fulton, and I don't want to live anywhere else – it would be great to sell the back half of my property
The costs have to be affordable
You are missing the middle infill with this option
Need to curtail costs on CACs
There are people who want to stay here and also people who may want to move here
If you have a 3-million-dollar home, you would want to bank 1.5 million
Building is too expensive right now for the average person
I would also like to see commercial zoning in the neighbourhood area
If the District could transform a character home to be a grocery or coffee store – people wouldn't need to use their cars
When you rezone to a higher density, the property values go up
How will this impact the property taxes of the homeowners who wish to stay in their single-family homes?
For this plan, is infill housing considered?
Permitting processes for homeowners to build needs to be easy and not arduous to enable people to want to do it.
The current permitting process for coach houses is too arduous and there are not many of them because of this.
It's because they aren't stratified, the homeowner has to put up all the costs themselves
Vinson House Cottages property at 1400 Gordon Ave is a great example of multi-family housing I would like to see – from Michael Geller
West van is not sustainable in all areas – including housing
Financial – west van is broke and won't buy properties because it doesn't have money
Business community here is not viable

LAP is mostly looking at cosmetics and not looking at the underlying assumptions from the OCP
We are 5 years past the OCP, and nothing has happened
There has even been opposition to the OCP
We need density because it will create a viable community
We need to think about housing for kids, young adults, care people
The real discussion should be if we are committed to sustainability
The reality is we want to choose a cost-effective option to achieve density but also flexibility – we may need more units in the future
Most of the extra revenue for municipalities comes from development and an increased taxbase
We don't have the public transportation infrastructure to encourage housing
District should have more funds to address sustainability goals
In last 21 years, we have lost generations of young people who cannot live here
I would look to a specialist that looks at what a sustainable community looks like in terms of financial, transportation, jobs
What are we doing to make sure the community accepts the OCP goals for sustainability?
As time evolves, how will low income, single, and/or senior tenants be protected from demovictions?
What about long-term construction disturbance, expensive and/or overcrowded housing over or near noisy/odorous businesses?
It makes sense to just blanket zone the entire neighbourhood area to allow for townhomes instead of only the two sections.
I would like to state this is my favourite of the 3 plans with bits and pieces of other ones added
Option 2 has natural flow and disperses density but also allows people to choose if they want to stay in the community and also downsize
I like the idea of greenways along creeks
We are so lucky here to have access to have Hay and Memorial park
I would like to see more creek trails and with them connecting
I see it will take time to make changes in this plan
This option will provide more options and opportunities over the next 30 years which is fantastic
"Row upon row of single-family housing is just boring"
You would have a more interesting community if diverse housing forms were included
The benefit of this option is stitching the community together with these streams
Streams are an integral part of where we live
Enhancing creeks and waterfront is a great long-term vision
Pairing ability to have public access and connection from shore to upper lands and mountain paths would be the ultimate vision
I'd like to see something similar to what North Vancouver is doing to allow public use and opportunities for diversified housing types
The connections really would help take advantage of full Ambleside area
Daylighting creeks is very compelling and interesting
I also like the idea of the greenspaces and walkways and continuity from shoreline – I think that would be fantastic
I like the idea of the townhouses

I understand the townhouses is a long-term implementation, but I prefer this to the apartments
I don't like what was done in the 60s with the high-rise apartments
Mid-rise and townhouses are the way to go
I would have to think about heights – 5 to 6 storeys is fine
When you get into high buildings you tend to shut out light
You're trying to get more people in the community, and I agree mid-rise would be the best way to go
Higher buildings can give you more ground space and block less views
What is the practicality of adding public access along creeks?
What happens with to the landowners – wouldn't many lots become unusable?
The lots along the creeks aren't huge areas – does that even leave enough space for helpful or effective redevelopment? In terms of any type of redevelopment (not just townhouses)
The setback from the creek would claim a lot of that lot
I agree with the comment about issues with high-rise shutting out sunlight
Quality of life factors like views and sunlight are important
I think 9 stories is too much personally – looks like a row of concrete along Vinson creek
I think we need to be clear with our descriptions – need to include measurements in feet/meters, not just storeys.
One person's perception of a mid-rise is different from another
The LAP is a long-term plan.
Why did Maeve say that Townhouses would take longer to proceed than Apartments?
Once the LAP is approved and in place it would be the Developer's responsibility to purchase all the properties for their development. The only way it would take longer is if the Developer is not offering reasonable compensation to the Seller.
Maeve, you said development won't happen all at once, will be a gradual and incremental process, but how will this be ensured?
So, it's just an assumption that development will be gradual, there is nothing in place to guarantee this.
I hope there will be lots of cut-throughs to encourage non-vehicular movement.
I think especially of the new bridge and trails in lower Seymour and the older cut-throughs in Edgemont as examples of great pedestrian cut-throughs.
We have some cut-throughs in Ambleside, but we need more.
Looking at some of the imaging it shows the townhomes along the creek
Respecting the creek and having that walkway is the same as respecting the streets
Maybe we look at blocks instead of single lots with development - that might give further possibility to bringing this to fruition
We have the townhouses and now we are saying mid rises are 9 stories – can we have some 4 stories?
Townhouses can be 4 stories sometimes as stacked
This option doesn't seem to provide much connection to existing community amenities
This option kind of abandons current amenity areas and doesn't build up density around these areas
Yes, I feel like this option doesn't seem to prioritize rental infill
This option also doesn't build on existing community amenities – this is what makes a vibrant community
I see the response to the creeks as the primary strength of this option

The creek response would be a complement to some of the other options to better enhance our "Village Centre" and Waterfront areas.
I'd love to understand why the buildings should follow the wet, soil compromised creeks, rather than parks, trails and community gathering spots.
I don't agree that there are enough parks here – there are very few community parks within the residential areas
You have to watershed manage the creeks anyway – seems to me that they would be the perfect space for community spaces
Its only the mid-rise apartments and townhouses that I don't think are in conjunction with the creeks opening
I'm not big on the diversity of density in building options
Gordon avenue development is a perfect example of how we can get density by adding more density on single-family lots
Vinson House Cottages on Gordon and 14th – that kind of density is what I would prefer to apartments and townhouses
I think earlier one staff said townhouse and mentioned the Geller development
Townhouses are 3-4 stories – I'm very opposed to the townhouse typology – it is hideous
I think a lot can be achieved through duplex and triplex
To rezone entire blocks, you could have a 3 to 4 storeys that blocks entire views
I don't think townhouses are appropriate in the neighbourhood area, but it may be better lower down
I am only talking about in the neighbourhood area - I want it to stay single family but also opportunity for more duplexes and triplexes
There are areas in the commercial zone where it makes sense for density
For a single-family neighbourhood to incorporate 3-4 stories in front of single-family homes it will completely block the views
The first individual mentioned the apartments are reaching end of life so density could be in these areas or through infill
I believe that we can accomplish the targeted infill by incorporating duplexes and triplexes in the single-family neighbourhood and not resort to townhouses
I'd like to see a more appropriate profile of housing in all sections
You're putting townhouses in areas where slope is not significant
The thing I love about this option is opening up the creeks and developing things north south
Any day of the week you see people using the seawalk, of all generations
Seawalk is an opportunity to move from the waterfront
Combine best part of this option with some very thoughtful and gradual densification that doesn't detract from quality of life from rest of neighbourhood
Hollyburn mews by Michael Geller – the combination of duplexes and coach houses on a single family lot fits in very well and have a maximum of 2 storeys which is nice
Options booklet seems to be so focused on housing first and the other elements secondarily
Revitalization is my number 1 priority – in the core part, but not to create the height through density
I'm not sure it is a good idea to look at 6-9 storeys along Marine Drive – you already have Grosvenor – I think this would completely change the character of Ambleside
I like that development in Dundarave near the Shoppers Drug Mart – seems to be a very thoughtful development without going to 6 or 8 storeys
I would like to see a combination of all the options
The issue is balance

In terms of trade-offs, densification in some of these proposals is taking it too far in this direction
I think we can have gradual densification
We need to focus on the Commercial area so that people don't just want to go to park royal
There is a need for many people to downsize
We are only talking about going up in height but what about duplexes, coach houses, triplexes
In certain areas, townhouses work within the boundary
There is a townhouse development on 14th at Duchess that is also a good example of a development that has very little impact, but higher density for the community.
In the commercial core I just want to see 4 stories
In the neighbourhood I don't want to see anything more than 2 stories
Some infill of mid-rise could go in apartment areas where it is already existing
Infill such as Bellevue gardens is nice and is condo/rental
I am okay with rental but low-rise and in the right area
I want to live in a Village, Which is what I bought into. Not a small city like Coquitlam Centre.
I generally don't like to see 6-9 storeys on marine drive
There should be more triplexes and duplexes amongst single family homes
Are the creeks not protected now?
I walk these creeks regularly. How does this option differ from the current trails?
How do you get all those houses to turn into townhomes?
So, option 2 restricts projected growth into these areas?
So, these are the only areas that would be developed?
This townhome rezoning just means you can have more units on a lot
You would need a land assembly to develop townhomes
This is a huge area, already developed, and zoned RS1. Wouldn't it be more feasible to zone duplex zoning?
You could make the choice to do duplex zoning
The odd duplex, nobody would take offense
By the church the duplexes look nice
Would like to see duplexes re-configured on the grid facing north/south and east/west to disguise them
With townhomes, you will depend on developers who will knock on doors and try to do a land assembly
A townhouse development may offend people in the neighbourhood area
You will get less pushback from duplexes
I think you are right about duplexes seeing less pushback
In Coquitlam townhouses were allowed and in one-week neighbourhoods were purchased. Now you see them row upon row
It is a question of whether we want townhouses in the community or not
I think David Eby publicly said that the province will overthrow municipal government and force growth
David Eby is a dictator
I feel like we are a communist country
Spread the homelessness out
High-rises house thousands of people
It is difficult to have families in apartments
Townhomes are good for families, but I don't want developers wiping out pockets of the area

I don't want to see patches and pockets of townhouses
It has to be a better plan than rezoning
Main thoroughfares should be high density
Marine Drive should be the highest density, Fulton should have townhomes and duplexes should continue North to follow the slope
High density and townhomes should be on the main thoroughfares
Very few people can afford a single-family home, so I think the idea of townhomes and duplexes make sense
We need way more townhouses for families
We need affordability
We must have townhouses with yards and gardens
15 years ago, Ambleside and Dundarave were shopping and dining destinations, but they aren't anymore
Ambleside is not desirable in the commercial core anymore
Regardless of mixed-use development, the District must address that retail in Ambleside is failing
Revitalize the commercial area
Entrepreneurs pursuing business licenses need to be competent
City Council limited nail salons and currency businesses which is great. I know this isn't your area of work
It is hard to keep all business in Ambleside
Have you contemplated a vacancy tax on vacant businesses?
People are terminating businesses because rents are unaffordable
With redevelopment, rents will sit vacant
With retail that has commercial on the main floor, nobody gets along
I have VRBO'd in a mixed-use building and I had concerns about noise and ventilation
A better option might be a separate strata on the street with strictly retail and office, then behind it and up is a separate strata for residential – land use should be separated not mixed
What is the definition of best practice?
What about affordable housing?
What is the origin of following the water and topography? I've never heard of this principal.
Is it because when you build stuff you can open and enjoy the pathways and water?
So, the idea is to have some type of housing in this area along the creeks?
I wish the townhouses were moved over by the west around the community centre area.
The community centre area makes more sense for townhouses due to the slope.
Townhouses could be by the elementary school too
I think we should be addressing affordability
We could make the mixed-use area have some affordable units
So, you want people who pay more to have better views? I'm just kidding!
I want everybody to have affordability
I have had neighbours who lived in affordable housing, and they were lovely
I had no idea Ambleside is so poor
Perhaps there is a correlation to lack of housing and lack of commercial vibrancy
We are lacking young people
Incentivize people to live in the community where they work
We need more young people and workers
We really need to diversify a bit
Lots of people who live here are in core housing need

A lot of people here apply for the “Safer Housing” grant
I don't think inclusive housing is feasible for developers
Wouldn't it be cheaper to have one foundation for a building?
Realtors say not to put residential above retail
You should try to separate retail and commercial strata
So stacked townhomes are 2 storeys?
What is the definition of townhome?
I'm interested in townhomes
There is a building I like on the corner of 19th and Marine that is 2 or 3 storeys that may be a townhouse
Is that a townhouse?
I'm interested in the townhouse design on 19th and Marine Drive – it is beautiful
Maybe townhomes could look like the 19th and Marine Design because it has parking, 10 units and yeah it is appealing
If this option maintains more parks and rivers, that is a good thing
As a conservationist and someone who lives here, there are provincial laws that protect us from implementing paths along creeks
If West Vancouver looked at this and the law was involved, many homes are already too close to the creek
I don't know how in reality opening the creeks would work
I didn't know what daylighting meant before, but I now understand it is for areas that have no exposed creeks or streams
Creeks need shade and I don't want to kill the biology
I didn't realize some of the creeks went through gardens and are privatized
Don't take the trees away if you daylight the creeks
What this tells me by accident or design is that this option finally allows me to see where our downtown is
This option shows me where I can go to a café
It would be nice to be able to say “I'll meet you downtown”
This option is nice
Now I can see where Ambleside is through this option
I like the idea of having the 15 m buffer along the creeks
I like this plan
I like opening the creeks
I think opening the creeks is a great opportunity
I like the townhouse idea
Some townhouses in Germany look like single family homes so we could do this here
There could also be more triplexes and fourplexes in this area
Granville street or maybe Oak street near Van Dusen Gardens has townhouses near that are dense but look great and are quite affordable. I would like something like this.
Yeah, townhouses are missing from West Vancouver
Townhouses are quite appealing
I'd like to see a combination of options
I like preserving the creeks
I like the low-rise townhouses but would like to see this also over by the community centre and Hollyburn school
Housing should be near schools

Macdonald creek, there is already a trail there. If people want north/south walking connections this would be a great trail to revitalize because it is underutilized
I love the trees
There is a long-standing eagle's nest near Memorial Park. A lot of wildlife finds the townhouse bubble area their home
I would suggest using the existing trails and parks and enhancing them
I felt option 1 gave the feeling that we finally have a "downtown" which I like
I like all options
These are good ideas
Enhance the idea of combining options
Think about the future of the wildlife
Revitalize the commercial area
Keen on townhouses but protecting trees and wildlife
We need seniors' housing and care homes
We don't have any care homes
We need places for kids and families to live
We need kids and families to also be able to look after their aging parents!
What is missing is we need a transportation network
Streets need to be fitted with sidewalks
Transportation facilities are also needed
More multi-family units would be great
The best way to improve GHGs is adding more multi-family buildings
Make housing more energy-efficient
There shouldn't be natural gas heating in any of these options
You have to get solar panel-fitted housing
Buildings of concrete are not the best. They should be wood or mass-timber construction. I really believe it
Shell station development on Marine has an interesting design and it is townhomes!
What does 'naturalize' mean?
If buildings are built really close to creeks, they couldn't have underground parking, right?
Would these be stacked townhouses in this option?
You could have parking on the street level or underneath
Lock off suites in a townhouse could be an extra rental
Higher buildings should not be located to the south, buildings should be one storey here and getting higher as this move north to protect views.
I don't like option 2 – I want this on record – this is my opinion
We spend a lot of money for our units and taller buildings might block the view
One concern I have is the high street could be more attractive
You are leaving a gap in the commercial area in this option
Savory island pie lot is not a townhouse
You should add the middle commercial area to see more development
If you put 7-9 stories in the commercial area it might get too dark especially along Bellevue
I'm not a fan of 9 stories anywhere
I think any of the old single storey buildings on Marine drive and Clyde should be torn down. That isn't highest and best use.
3-4 storeys in the commercial area would be nice to keep it bright and not block views
There should be more uniform heights
Mid-rise mixed use can make it very dark

In North Van, mixed use is only about 4 storeys
I'd be more open to a high rise to avoid the bulk and massing that I see in the renderings
Driving on Bellevue is not my favorite. Adding high-rises will make traffic more tricky.
Buildings and density increase traffic
Living conveniently close to shops and services could decrease the capacity to drive for some of the population
I drive 5 minutes to where I need to go because I could injure myself walking due to the need for infrastructure upgrades
I want infrastructure upgrades, like sidewalks
Ambleside is absolutely disgusting
I keep coming back to your stats and seniors are the highest population. Seniors can't even go out due to the infrastructure
I see there is a trade off between wanting infrastructure updates and needing new development
Is this a border that is written in stone?
There are lots of lots in Vancouver made for 2 people
You can take over single family lots to add townhouses and rowhouses
Lots of seniors can live in townhouses
Would like to extend townhouses higher (beyond boundary)
Not have so much density lower to make it like Yaletown
A lot of people don't want to give up privacy, independence, and outdoor space by moving into a condo
There needs to be in-between options from single family homes and condos
Where would you have accessibility build into housing?
If you don't develop the high-street larger, what is the point
There are no sidewalks anywhere
If you go with the townhouses, you would put infrastructure upgrades with the developer
There is not senior's housing in this option
I'd like to see seniors' housing everywhere
I'd like to have all ages and diversity in the whole area
Being a senior is a disability – this is my opinion
Gaps need to be filled with living places
We need more development, even around here
Townhouses near the community centre for seniors
Seniors would never go into a condo but there needs to be something to downsize into
This is the nicest place we've ever lived, and we have lived in 9 different cities
I'm concerned you won't take our input sincerely
I'm concerned it is all about the developer making money and controlling the outcome but I'm hoping that it is not
Our federal government is going to increase the population by 5 million and people need somewhere to go, so adding more housing is important.
All 3 options need to be combined because they are too timid
These plans need to make more of an impact for housing
There was a lady complaining about a lack of sidewalks, but I think there are ample sidewalks, we are seniors and have no problem walking around
I sat here first because I like this option
Merit in restoring natural environment and creating connections
Is it bikeways, trails, and pedestrian connections?

Are the rivers all culverted? Can they be exposed?
Will there be parts that get cut off east/west or over bridges?
I would want to ensure the daylighting does not affect east/west crossings
Understand the cost benefits
keep flow of east west traffic
Which typology of housing suits which demographic best?
Houses all are mid-rise?
Are there situations where it might block views?
9 storeys might block views of townhouses
Tall buildings at waterfront may block views of those behind and am concerned about this
What about openness around buildings.
Is there consideration and intent to have an open pedestrian-oriented streetscape?
Will the townhouses provide commercial?
Smaller commercial, pockets of residential and commercial integrated in neighbourhoods would be great
Inglewood might be a nice area to bring a neighbourhood and commercial aspect
For townhouse development the people currently living there might be displaced
Townhouses would give people and opportunity to cash in and downsize
When zoning changes will there be 6 or 8 storeys right beside a single-family neighbourhood?
Trying to bring in young families is difficult
We need to think about the school system when planning for young families
In Toronto, schools can't accept more children and they have to commute
This will mean that there potentially won't be single family development in the neighbourhood area.
Townhouses work well along main roads and behind apartments.
Leave the single-family neighbourhoods
Granville street and oak street have townhouses and they work great here as they create a noise buffer, and many people choose to transit
Townhouses create a noise buffer for the neighbourhoods behind
No mention of coach houses in this option.
I'd like to see the option to include 2-3 storey coach houses and different housing forms
Want more infrastructure and bus service to accommodate growth
I think 9 storeys will impact views and I'm not a fan of tall buildings in the more urban area
We need to be careful about heights and limiting view impact
Will there be rentals?
I want to see affordable rentals.
I agree, I would like rentals
Consider character of apartments
More co-op housing and senior rentals
There are lots of seniors, we need townhouses, co-op, intergenerational living, seniors' apartments
Daylighting creeks has merit
I agree, daylighting creeks is a great idea
Want new walking routes, flow east and west
Bikeways and different nature paths have merit
Want new bike paths
New paths that zig-zag or switchbacks along the slop to destination shops
Ambleside is small. I want to see it expand rather than condensed

Mid-rise mixed-use should provide parking underground
Do we need to bookend?
I'd like to see the bookended commercial filled
New-old-new for the commercial core through bookending won't attract people
Want to revitalize and provide an attractive place for people in the commercial core.
What about offices? With mixed uses?
Medical offices might be good and services for the current residents
Desire for walkability and walking
Need to consider traffic
New baby store, ladies retail
Access services and attract businesses
More places you can walk to
Townhouse clusters that have targeted amenities for its population
I would like to see high rises. They bring liveability, energy, and atmosphere to a city.
I want a mix of housing typologies
Think about traffic
Character of single-family developments abutting townhomes should transition nicely
Design guidelines are important
Concerned about development close to the creek
Issue of people walking adjacent to creeks with more density and concern is that higher density of folks walking along creeks will increase environmental footprint
More town houses between creeks instead. I don't know why there is a big gap between the creeks
What about between 15th and 17th on Marine drive? Bookends will be you will create high-low-high?
The whole corridor needs development
This option is not consistent. I want to see consistency
What about development in the middle, south, and to the north
Extend townhomes to where the mid-rise apartments are and leave the existing single-family area alone
It seems strange to leave the middle of this option blank
14th and Bellevue is the nicest block and I don't want to see this area changed
Bring mid-rise mixed-use across the whole of marine drive between 14th and 17th, with apartments and town houses further north
What about affordability and housing options
Want more rentals and housing forms and affordability
Affordability means different things to different people
Businesses can't find employees and need places for them.
Housing needs to be affordable for employees too
New Clyde and Taylor Way studios are an example of what we need. Floor space is smaller but a good starting point and provides options to people
Can mid-rise mixed use provide more? Like seniors housing, and affordable housing units
No where here for a hotel
Choice of use for seniors should be in this option along marine drive corridor for walkability
Daylighting creeks is important
I wouldn't buy near a creek, but it would be nice to have more creek space
I'm not sure about north south connections but east west connections are easier for commercial area

Festival streets have merit
3-4 blocks from the water you can walk, but there are barriers to walking any further
Increase density and provide more housing.
Idea of townhouse is a great idea
Why not go as far as the community centre for townhouses?
Expand westwards to community centre between Fulton and Inglewood for townhomes.
Bring townhomes close to amenities, services, and flatter plateau, not to the north
Makes sense to have townhomes close to the north by schools
Transit corridor is marine drive. People wanting transit will have to come down
Need transportation updates and upgrades
Looking at increase in density, what will happen to traffic on marine drive?
Marine drive for the most part flows really well until park royal
Find ways to mitigate traffic
What about townhomes for families near schools. By west van secondary or Pauline Johnson
One thing that is happening is buildings have less parking spaces and more bike storage
Parking is not an issue
What about bike lanes
Make it more cohesive to create new pathways and creek connections giving us access
Safe walking and biking routes
Once you get further in the process, you can really get into the context and design of west van
Some streets have dead ends. Connect existing pathways
There is benefit to cycling and pedestrian movement
Looking to daylight Vinson creek at south towards waterfront
Needs to be more diversity and types of housing forms
It will be a missed opportunity if you don't develop more midrise in the commercial core
Move townhouses further south
What other considerations have you heard?
In terms of development plan, it will take longer to bring townhomes.
You can deliver our housing goals more quickly through apartment forms
Working from home has changed our experience with housing. Housing also needs to account for this
We also need to still live close to employment opportunities
Separated unit in a townhouse. You said 3-4 storeys?
Distance up to Inglewood is a lot of area and the townhouse idea is a lot of impact. There are big lots here and they may not be happy and it might be hard to sell
Long walk to Inglewood and big changes
If I lived here, some folks might wonder why some areas are being developed and others not
Concern about size of area being developed
What about the middle area
Marine drive is older buildings and due for upgrades.
Density should be where amenities and services are
LAP says we should revitalize Ambleside and the plan has missed this
Park Royal to west and Evelyn is done well. Views are minimal as they cascade down the hill
Why doesn't the plan go to Park Royal?
The plan is not Ambleside core
Plan should be Ambleside to Park Royal, not up to Inglewood
South of Fulton is the place where density should be

You will have people against this plan
Front and back houses in west Vancouver in general would be nice and don't have to be in a creek area
If you have money, you have choice. You need 2 million to buy a home. Developers won't build low-cost housing.
Infill is the answer and could house employees
Fees to build secondary suites should be less expensive
Business license fee for rentals – why do you need this?
Make affordability possible
Density should be near amenities
Taylor way can take high rises and apartments
Why are you not targeting high density where it should be?
Infill the apartment area. It is already high density and not an established single-family neighbourhood
Want to see heat maps of ages of buildings to see where change will happen
All the people living in single family neighbourhood won't like this option. Single family neighbourhood are a lot of new builds and all built-up
I want to see density
Don't change zoning in the single-family neighbourhood
When we built our home if we had the choice, I would have considered a duplex to give density and put 4 small houses on my lot
The cost to live here is so much, my children don't live here
For density, start small like duplexes and fourplexes. Examples of gentle density in lower Lonsdale, Lynn Valley
Townhomes require land assembly and won't happen. It isn't feasible and you can achieve density in other housing forms.
There were two lots for sale by Pauline Johnson for townhomes and ignited the neighbourhood. Municipalities should tell developers they can't do this
Don't want spot zoning
Consistent heights in development
If you say mid-rise, developers will try to get as much out of the site as they can. Need to start smaller
Grosvenor and Dundarave got through but when the public want something done, they don't get it
Parking lots for residents at seniors housing
Plan should be more in line with the province gentle density changes and plan should address this
Protect and secure seniors housing that is affordable
Neighbourhood Character Working Group infill in established neighbourhoods is a good example of gentle density
Look at subdivision standards and revising these
Look at development, form and character regulations.
We put up as much square footage as we could
Provide flexibility in neighbourhoods. Allow ground oriented, duplex, coach houses, etc.
We need a quick win to regenerate the village
Low rise infill in neighbourhood
Do something on Clyde
How many units total?

How many people will the 1,000-1,200 units accommodate?
It seems to me that we would figure out how many people we should include first?
I love the idea of accessing the rivers and creeks
Could see a lot of pedestrian use
Bringing pedestrian use up from the waterfront would be great
Acquisition piece is interesting – what is the cost of this and assembling these lots?
How far along are you in the process?
Seems like a much longer process for the daylighting
The overview is very helpful
I echo the comments on practicality of daylighting creeks
Great idea but it requires severe amount of assembly
Could be inefficiencies of lot lines and laneways within the assembly area that pose challenges
I would caution that the practical manner of a developer or residents assembling might end up being beyond the reach of a typical assembly that a developer could see through
Has the district studied any creeks and formed ideas about what the district would like to do vs the regulations of the province?
Is that a step the district would take if this was preferred solution? Or would it be left to the first developer?
We know that there needs to be studies for riparian habitat in order for the province to allow development
Has there been any preliminary feasibility studies to acquire the land to develop a townhouse?
All options, apart from 1 where there is existing high-density sites for development aren't feasible
Before you drill down, we need to understand how feasible this is
How does the LAP fit into the high-rise units (10,000 people) approved for Cypress Creek and Cypress Village, as well the new Province of BC Housing Plan and the Squamish First Nation. Is this discussion premature?
The province of BC will override whatever LAP DWV decides
Assuming you are able to overcome financial feasibility and province of BC, bringing creeks to public domain is nice
This plan doesn't address economic revitalization
Too much sprawl of businesses right now
9 storeys seem heightening near the commercial area and wouldn't be a great transition
I think higher buildings closer to the water will make loss of the waterfront – should be shorter
I just think all the concept plans are very dense
There is no allowance for open space amongst the buildings
Concept 2 and 3 is invading residential neighbourhoods without transitions
If you look at the demographics for what growth is justified on population needs basis, we grow at .4 of a percent per year. That means you need 71 new units per year
This plan alone calls for 1000-1,200 units but other sub areas have the ability to supply this
Do people actually want this type of development? Townhouses?
I second the comment regarding 9 stories being too high
better with townhouses near the water
Do we want this to turn into Kitsilano with parking?
I want to preserve Ambleside as a village
Consider traffic and noise

Keep the density down
Large townhouses at the top – the single-family homes will be impacted by traffic so we will need to think about noise and traffic
Why don't we build properties along the highway
We don't have good transit, why are we adding so many people?
Why are we needing to fill in the whole area?
Definitely too dense, I prefer townhouses
Preserve the village feel but also revitalize the commercial area
It looks really dated and needs revitalization
Don't want area too crowded
I agree with those points, bringing and connecting the creeks
Creeks is wonderful but not sure if feasible
Respect to option 2, one comment is there is a lot of density that could be done that is around community buildings and infrastructure
Need short walking distance to facilities for aging communities
This option 2 kind of pushes development away from community amenities
Townhouse development could overburden Hollyburn Elementary – it feels like it is missing balance
I would agree keeping heights lower. Many of us have views and I believe it also preserves the "village" feeling
I'm pro-revitalizing the "dated look and feel" of Marine Dr especially from 1900 block towards east with mixed units
While preserving the village feel
Agreed. Maintaining the village appeal is vital
Totally agree about businesses being dated!
If properties were accumulated by developers in areas outlined, then all of the single-family homes would disappear?
My question specifically is if developers accumulated all properties, it would be townhouses and all of the single families could disappear?
Far too many townhouses in that area
Losing the beautiful gardens in the single-family homes would be a shame
Several agree we like the townhomes
I like townhomes but not up to 4 stories
Most of us think of townhomes up to 2 stories in groups of 4 to 6
Some townhouse examples in Ambleside
Definitely not townhouses up to 4 storeys, that is like apartment
I agree, I don't like a 4-storey townhouse
I don't think the demographic wanting to downsize would climb 4 storeys
I thought the OCP prioritized missing middle housing?
When you are talking about townhouses, is it the typical rowhouse or is there a different concept you have in mind?
Thank you for clarifying preservation of blue ways and greenways. Is crucial and should be considered
Is unfortunate that daylighting is not considered in all options
I use the creeks and cross through private property so I think making it public would be great
It does seem like an awkward paring – what you want is the lowest density near those streams
Mechanism for regaining public property however is something I support

Rational for townhouses seems totally unfair other than the part about regaining property
Demographic for downsizers and families is townhouses
Myself and my husband and child need townhouses
Families and senior demographics need housing near services
It strikes me as strange that townhouses are happening along creeks
Lowest and highest ages will most likely be using this housing
Aging in place and young families rely on public transportation – affordability but also those who can no longer drive. Climb would be very difficult to the townhomes – so I question the viability
Navigating by foot and also transit not readily accessible
Townhomes situated closer to transit and community hubs to enable access to transportation
I support 4 storey townhomes in places where there is public transportation, amenities, other support
I'm now over 80 and we lived here 20 years and are now looking for townhome options
There aren't any current townhomes that meet the criteria we wish
Lots of examples of townhomes over the world where this is interspersed into single family areas
Main criteria for seniors' townhomes have to be 3-4 blocks of a convenience store, we value quiet/piece, not near major roads or large gathering spaces
I see no reason why townhomes can't be generally dispersed into single family
I'm not opposed to townhomes closer to commercial centres, but I just would prefer to be in a quiet area
Need to be careful about development opportunities and developers may not be in accordance with the regulations/what community wants
On transportation, I agree transit around townhomes, but you can also bring transit to the new housing areas
Biggest barrier to getting on the bus is the schedule
Having bullet buses – smaller and more frequent
I like idea of green corridors – also putting it in public domain and usable
I don't like 4 storey townhouses – I don't like stairs – may as well put in apartments
I think every staircase is a waste of space and in West Van space is expensive
Apartments are a different character. Having apartments mixed in is good
We need density to accommodate people
Comments around accessibility – apartments would need to accommodate aging, affordability
Transportation is very important in all these options
I'm a renter so I'm for density – I know how hard it is to find rentals
I like the idea of townhouses
We definitely need townhouses in west Vancouver
Townhouses are more affordable than single family homes, good for families
I wish there could be rental or purpose-built rental in this option
I agree creek sites are difficult
Id like to see more modes of transportation added
Going up 20th to Inglewood and Mathers there are options, but frequency is not there yet
I'm not a fan of the bookend concept
It looks to me these bookends come in at 14th and 18th
6-9 storeys, so many planning studies as well as imagine Ambleside talk about the importance of the seaside village
Being a town doesn't take away the need to preserve and strengthen the village

We already have a bookend in Grosvenor
I don't see what architect or planner can preserve the seaside village with that kind of height and density in the village itself
I wouldn't like to see 6-9 storeys on marine drive
There are probably places for 6-9 storey infill
I agree with the comments that 6-9 stories as per diagram and 4 storeys in the corridors doesn't maintain village feel for Ambleside
If area is rezoned in that way, that does open it up to developers to accumulate properties
Keep the feeling of a village in the residential area – mostly through the gardens
West van has always had beautiful older gardens. Option 2 takes away all of that
Option 2 isn't an option for me
There are problems associated with this particular plan
The focal point is 2 blocks between 14th and 16th as village centre
I think 2 block is perfect for commercial areas
Allowing people to criss-cross in the commercial area between one side to the other easily
30 – 40ft wide is the optimal crossing for ease of pedestrian flow
Idea of a village square is superb
14th/15th from marine to Bellevue would be great for a square – big open for social and assembly situations, markets
Village square/open square becomes a focal point for the community, ceremonial spaces,
Transit is the only thing that should be going through marine and other traffic closer to shoreline, reconfigure active transit to Bellevue
If you want to make a shopping area work – allow pedestrians to crisscross bus lines only, not car traffic – lots of time to cross between the buses
Id like to see rental added to this option
I wasn't thinking specific, just general rental stock – not senior specific
We've done 3-1-2 and I think this allows for rental
Its really nice the corridors moving south
Want to revitalize make Ambleside a destination
These corridors could help revitalize and bring people down to the commercial
I think there is an opportunity to add rental stock to this to make it better
I think generally speaking it is easier to get condo stock up quickly, but I don't really have an opinion – would defer to planners to make the decision
I agree, I think rental stock issue ties to a lot of things
Affordability – how many families can actually live here
I don't like apartments marketed as rentals but are studios that are \$1400 a month – that won't serve someone who works at park royal
I like townhouses
I think we need to think about traffic
There needs to be a mix of rental stock
I liked this option least when I first read it
I like the greenspace and creek aspect
I think we aren't lacking in walking spaces, and I think these corridors might be too steep to walk
Maybe just pick a creek and add only one to another option to open and daylight
Daylighting and greenways are a nice concept
I'm not sure if daylighting and greenways are needed
I like the idea of featuring the creeks making the most of them and keeping them open

Like having greenspace on each side
Lots of people would use it but some might not be able to use it
I agree we need more rentals – whether apartments or townhouses but we do need more rental stock
We need more small homes, and you can't afford to build a small home on a large lot
A lot with multiple suites would be good
More ground-oriented housing forms and diversity of types
I think this looks very attractive but also very expensive
Getting economics to work might be difficult
Safety problems with kids falling in creeks
This is attractive, like a Stanley park lookalike
We need somebody to look into this economic wise first before we consider this
I think consensus of group is a combination of all 3
I see this as more of a north south concept surrounding the creeks
I would hope any plan we go for respects creeks
This option doesn't have much accommodation
We want to revitalize the commercial and accommodate people
All three options combined with a little less building, respecting the environment, revitalizing the core, and making Ambleside a fun place to spend time in
Question brought up in last option, there was a slide that showed all buildings in Ambleside and some buildings had 21 storeys. It seems like all the plans have capped at 9 stories, but it might make sense to allow more height.
Because you have the height and running north south, it might make sense to add some high-rises to this one to get more density
High-rises could help with economics and also increasing supply
We are concerned about people who work in our neighbourhood being able to live here
We want to support the people who work here through housing
I think it said 90% rental stocked is in one area – would make sense it is 1.7 resident per unit compared to other places where there are basement suites
This option walkability could be addressed through mini shuttles north south, and transit options east-west
It seems like transit needs to be part of whatever solution
We talked about rental, but I don't think we want this to become a Tofino or whistler
We want more people who work here to live here but don't want too overcrowded
The demographic alone is driving a lot of this plan because we are an aging population and not many people in workforce
Walkability in creek corridors – not very steep until about Haywood
I would hope the design includes pleasant walkway designs to encourage people to walk the 4 blocks down instead of driving
If designed right, people will walk and want to walk
More attractive meandering paths would be great
Option 1 provides a more vibrant commercial opportunity going east west
Can you clarify what you mean by wraparound buildings?
Option 1 sounds like it has it all for commercial vibrancy – mixed use commercial stores and restaurants
Option 1 has rental infill and festival streets – it sounds like it has it all
You could start as a base with option 1, but extend the density upwards from this plan – and overall, you would have more units

I think these options are complementary
Could also move further west and east
Could continue upwards if feasible
Great discussions, thank you all!
Thank you so much for hosting us all!
Thank you all!

C. Comments from Option 3: Blend and Punctuate

During Community Workshops, participants engaged in “conversations” with their peers and staff. Below provides the comments received during discussions at the Option 3 “Blend and Punctuate” table.

Why are there no proposed land uses for the blocks east of the Community Centre, unlike the surrounding blocks
Why are the blocks between 13th and Park Royal not included in Ambleside? Similar situation for West of 23rd.
What is “Ambleside’s” Identity? That changes where the boundary should be
Who received notices? My neighbours and I didn’t.
Dundarave extends all the way to 19th including the Seniors Centre. Why is staff claiming that this is Ambleside?
What are the impacts on safety, transportation and traffic?
Our roads are dangerous similar to the Downtown East side
Green corridors, and other environmental strategies should be considered within this option.
What goes into mid-rise mixed use?
What are the related traffic/parking concerns and implications?
We have a lot of gas stations in Ambleside. Do they have impacts to the identity? Are they a “positive” for the community? I tell my friends that Ambleside has 4 gas stations, while their neighbourhoods only have 1 gas station.
There are ton of old buildings between 14th and 17th. What is being done to these buildings? A lot of business owners that I know are waiting for these buildings to be redeveloped.
Taxes should be structured to encourage redevelopment of older, commercial
I do not want the townhouses to be all the same like Moodyville.
There should be creativity similar to Portland and Seattle, with varied forms of housing (e.g., cottage clusters, detached duplexes) that strategies can deliver (e.g., lot subdivision, zoning regulations).
Heritage houses be converted to triplexes. They can be close to amenities, and will increase in density
Option 3 seems to focus on the “Western” portion of Ambleside, even though “Eastern” portion has more existing commercial elements. There shouldn’t be two portions, since centralized is better.
There are no young people that want to live here. Can all 3 options provide opportunities, and economics (work and housing affordability) for the younger generation to come here; Lower Lonsdale is more interesting
More townhouses for families as a housing option.
Why aren’t we providing more transit options?
Have amenities close to transit
More activities geared towards nightlife.

We can't discuss housing options without a defined economic/commercial vision that attracts people to come and live in Ambleside.
There should be a typology in which parking is at grade with stores up top.
Shoppers stop walking at 16th since there isn't retail fronting Marine; the development at Fresh Street site should have happened, as it would have provided new vibrancy to the area.
Support the mid-rise senior housing inclusion, but realizes that the areas bubbled in orange are existing senior housing developments.
If we are to focus on inclusion of senior housing in the options, we shouldn't limit the delivery of such uses, but rather find new sites to increase the capacity of such use.
Targets derived from 2018 OCP process should be updated, we are in different times with more pressing needs now as the OCP process was almost 5 years ago.
How can the infill sites, as well as mid-rise senior housing be achieved throughout the plan area?
Where are the divisions and boundaries of townhouses? Why do we need a hard distinctive/defined boundary for townhouses?
A baseline needs to be created to determine the yield of townhouse units achieved through each option.
If this option is a system-based approach, not every lot can/wants to change into the proposed land-uses. What if some lots don't change/ don't want to be changed?
More land needs to be designated. Existing housing will be lost with new development; net new is less than the number constructed.
Will it be difficult to see 1,200 units within 20 years?
District cannot force change/ turnover. Developers will need to see if sites are viable to be developed. Current housing with range of owners will make own decisions regarding if and when their lots are to be sold.
Zoning should incentivize housing to try and meet these goals, and the timeframe of build-out should be achieved as quick as possible.
Don't like the option being spread out; seems incoherent.
What if I own a house between townhouse complexes? Mix of various zoning will be chaotic and lack cohesion.
Like the option for being spread out, as it is organic and has variation. Allows for broader rezoning efforts, the "playing field" is bigger and more flexible.
South of Marine, western portion of plan area, has a lot more potential than explored in this option.
The proposed townhouse land-uses can have more diversity and design
What is the potential for coach house to be included in the option? Will coach houses compete and change the townhouse character within an area?
The option should start with the idea of employment creation in mind.
Majority of the population are seniors nearing end of life; we need to be planning for the future.
Unique opportunity at hand to create employment in tech sectors.
No high "street wall";
Preference for towers. Point towers should not be grouped together but spaced out, and in between existing development. Should be 3.0 FAR. Why was this not contemplated in all the options?
Opposed to Grosvenor, can be better achieved with tower typology to free up more space on the ground plane for park and public space development
Need support for rental infill

What if neighbours can intensify and redevelop since they are within the proposed land-use and zoning change, but I am not?
There are a few sites in which there is parking beneath the open space. Can infill happen within these lots?
Why are these specific sites chosen for mid-rise mixed-use? Is this option really just “tweaking” of what’s there and driven by policies, versus other options that are more conceptual?
For the proposed senior housing land-uses, what is the range (types) of senior housing?
We should also look for other lots for senior housing development.
Why are we bulldozing Lincoln Gardens and rebuilding seniors housing on top of it?
Why are we bulldozing any units to make space for what the plan indicates?
Is Marine Drive staying all commercial in this concept?
This is a good plan as it is spread out. People decide where the focus will be, with zoning acting as a framework.
Parks and amenities should be added into the option, and it will be perfect! This will attract more people to come to Ambleside.
Can modular/ mobile homes be used as potential typology for this option?
How does the commercial area for this option achieve “place-making” and a “sense of place”?
More density is required to create the vibrancy the option wants to achieve.
We need growth to make the commercial core of Ambleside vibrant
Looks fragmented, how does it all fit together for liveability
The long commercial street envisioned in the option cannot happen without more density
There are no street design guidelines to create a “sense of place”; they can be used to create character through Marine Drive
Does Ambleside have a distinct form? A diversity of forms and typologies does not mean character
What is Ambleside? Ambleside is a seaside community that needs to be attractive to live here maximize the waterfront
Growth shouldn’t be at the scale of Park Royal
Needs to have retail and commercial spaces
Needs to be a place in which people can live and work
A precedent to look into, which our Mayor Mark Sager loves, is Carmel by the Sea in California
Affordability is also a concern. If we are proposing these new land uses, how can they be affordable?
Connections and consultation with Indigenous People is crucial.
Are there lands in Ambleside that are owned/controlled by indigenous people?
Why would we need to consult with indigenous people with what’s happening within the boundary?
Ambleside study area should go beyond Inglewood to the Highway
Aside from the areas bubbled, are there other senior housing identified for redevelopment?
Are current uses (areas not bubbled), staying as current uses?
What is the District thinking for the Kiwanis development? Is it part of this Option?
Is 2195 Gordan part of the proposal?
What is the differentiation, in terms of height, between mid-rise, ground-oriented, and townhomes?
The option provides minimal landscape improvements. This compromises air quality and quality of life.

Can adequate landscape improvements be considered?
What is the character of Ambleside?
Carmel is a great example of what Ambleside can be.
Edgemont is a great local example of what Ambleside can be. The intimate commercial area should be a precedent for Ambleside's commercial core.
This option is good as it deals with the entire Ambleside study area.
The Ambleside commercial area can be improved upon. There should be less vacancy signs, a more village-like atmosphere, areas to gather via shop variety and coffee shops.
Walkability between residential neighbourhoods and commercial area is important.
What strategies are in place for small stores to survive?
Can the LAP provide such certainty and improvements that will allow small stores in Ambleside to survive?
Places in Europe such as Paris and Amsterdam should act as precedents for Ambleside. Their neighbourhoods have a "village" feel within the urban fabric, buildings are low in comparison to gigantic towers, and they have designated centre locations for gathering and social activities.
Considering the size and area for the District of West Vancouver, Ambleside is already centralized. It is great for newcomers to Canada/ from other neighbourhoods as it has a commercial core, school, community centres, supermarket, etc.
What are the traffic impacts as a result of all the options?
Will there be alternative modes of transportation along Marine Drive?
What are the density outcomes as a result of all the options?
What are the impacts of the single-family lots from provincial legislative changes?
West Vancouver needs more affordability options.
Fear that single lots will be redeveloped.
22nd and Bellevue block shouldn't be mid-rise.
Southwest portion of the study area is ideal for redevelopment.
Buildings in Bellevue can increase in height since views are blocked already.
All options should be driven by high paying job sectors (e.g., Tech). Jobs in tech sectors don't need a big footprint.
This option has no sense of arrival and/or focal points as it is more spread out.
Does Ambleside need a sense of arrival? Or does Park Royal act as a sense of arrival for Ambleside instead.
Edgemont Village has a sense of arrival, and very intimate.
Dundarave has a sense of arrival.
Can there be a redevelopment between 14th and 15th to create a "village" like atmosphere.
With smaller building footprints, and higher buildings there will be more opportunities for greenspaces and landscapes on the ground plane.
There needs to be an improvement in architectural forms, especially along Marine Drive.
Will European densification even work in Ambleside? Ambleside do not have the population and density in such cities like Amsterdam and Paris.
Banks, and money exchanges are not elements of a village.
For all options to work, we need to entice people to walk around.
Some mixed-use areas can be improved upon already.
Emphasis in mid-rise senior housing, and their locations, is good.
The clustering to the west, near the schools and community centre is a good strategy for this option.
Why no development from 18-19th block?

Are these land-use concept bubbles set in stone?
Some of these bubbles touch the fringes of lots. What does that mean if these bubbles don't cover an entire lot?
Senior areas should not be isolated and tossed to the side of the study area, but rather be centre of attention instead.
More accessibility for seniors to get around the site should be considered.
Senior housing should occur more often and along Marine Drive (commercial core) since it is the heart of Ambleside, along with many social aspects beneficial for seniors.
How will Marine Drive be affected by this option?
What are the social aspects from designing the commercial core?
There should be more mid-rise mixed use along Marine Drive as it brings more businesses and new buildings. This will increase the social life aspect for the public.
More choice of use should occur in the study area, not just at Hollyburn corner.
18th-19th block on Marine Drive can be used as a transition block for the East and Western portion of the option. Like option 1 and 2, mid-rise mixed use and/or choice of use can be used for such transition.
Structure of commercial and anatomy of stores need to be considered. There needs to be a diversity of stores for the public to enjoy.
This option is too fragmented, and the idea/ creation of "Heart of Ambleside" is compromised.
Although the commercial areas of Edgemont and Dundarave are small and shorter compared to Ambleside, they have a lot of energy and vibrancy that the public enjoys.
Implementing the commercial strategy used in Option 2 for Option 3 will be ideal.
Can Ambleside be attractive and compete with other areas (Park Royal and Dundarave)?
Flood plain issues will pose problems for the commercial area in the future.
Can our existing infrastructure handle growth?
Sea level rise will create concerns for all of Ambleside, not just the commercial area.
For the treatment of the commercial area, Option 1 brings the density, Option 2 creates gateways/bookends; these two strategies create the "Heart of Village" essential for Ambleside.
Option 3 does not create/save the "Heart of Village" as most elements are on the Western portion of the site. It is too fragmented.
This option will create difficulties in implementation of public transit since proposed land uses are spread apart. It will be hard to put bus stops and/or planning for bus routes.
We will do this LAP process again in 10 years.
There are not a lot of mid-rise seniors (orange bubbles) proposed.
How is the Kiwanis site being treated? Will it be even treated?
What is the height of 2195 Gordon Avenue? When will it be constructed?
It is great that this option provides a lot of density across Kiwanis.
How were the heights defined the way they are?
Using townhouses and low-rise apartments as a transition strategy is good.
Can rezoning happen to speed up redevelopment?
A lot of density can happen in single family zones if they are rezoned.
For the townhouse development proposed in the option, it needs to be broken up so that it is not a slab of housing units but rather have landscape/separation between 4 townhouse units instead.
Trees, sidewalk improvements, active transportation (taking people outside of Ambleside as well) should be considered.

Moodyville is an example that Ambleside should not follow. There needs to a diversity in townhouse typologies and be spread throughout.
Townhouse is a great housing option being proposed as it is affordable, and can have variation. It allows the option to reach its OCP goals, and smaller developers can initiate the work as well. The proposed development will also create job opportunities for locals as well.
There needs to be more activity and design in the Waterfront. Everyone goes to Lower Lonsdale and North Vancouver for a better waterfront experience.
There needs to be more places to meet, and easily accessible. These places can be small in scale.
What are some traffic calming strategies being considered, especially to mitigate congestion? This is important, and needs to be managed properly if we are to increase the amount of people living/coming to visit Ambleside.
This LAP process is generating excitement! We are excited to see the changes coming to Ambleside.
What's happening to the block east of the community centre? No land uses are being proposed, while surrounding blocks have changes happening.
In Lower Lonsdale, there are examples of duplex conditions. Can this happen in Ambleside?
Along Fulton, there is a bigger area of townhouse development being proposed? Do you envision just one developer purchasing such lots and develop accordingly?
Can developers only purchase a percentage of the blocks that are to be redeveloped rather than the entire area? By doing so, there will be differentiation in design, but redevelopment can also happen quicker since no waiting time is needed for all the lots be purchased by one developer.
It seems like DWV and all the options are not considering any duplexes.
The proposed townhouse zoning should be spread out.
What controls are there for single detached houses next to a block of townhouses. Not pleasing to the eye, and living experience.
Form and character controls should be required for LAP implementation.
What constitutes mid-rise? low-rise?
With Mixed-use mid rise being proposed in Marine Drive, will it create a lot of shadow, and impact the pedestrian experience?
The taller buildings are currently further away from the commercial core, and near the waterfront, therefore shadow impact is not as much.
In European coastal towns, there are residential above commercial frontages. These residential units are 3-4 stories, and provide a great sense of community, complimented with courtyards, and intimate landscaping.
Going too high close to the waterfront and within the commercial core will not work as it eliminates the "open" feeling.
There shouldn't be tall buildings on Marine Drive, as they block views.
There is a nice concentration of density already southwest of site, therefore, the density being proposed in the commercial core should be minimized.
Lower density creates community, and that's what should be done in the commercial core.
Sense of community can be achieved perhaps blocking Marine Drive certain times of the day/ special events, and becomes a festival like atmosphere. This strategy builds a sense of community, and entice people to visit Ambleside.
Density can be kept further north of the commercial core.
13th and 17th be kept around 4 stories and become a hub for commercial and community base activities.

It is not appealing to walk in front of the Grosvenor building. It's a function of the height, and limited light can get in to create a welcoming walking experience.
8 stories above commercial frontage is not appealing due to lack of natural light.
Grosvenor doesn't flow with existing context such as surrounding park spaces, smaller massing/ built forms. It is best to not see something like Grosvenor throughout Ambleside.
Creating a hub near the community centre is a great idea, due to existing high-density buildings along the waterfront, and community amenities that reside there already.
Is the senior housing being proposed as mid-rise? How will it fit the surrounding context?
New development and density should occur up slope.
Marine Drive should be more pedestrian based, importance of making it as the "Heart of West Vancouver".
Senior's housing should be a priority due to our aging population, and their ability to downsize. But it shouldn't be a focus, as there are other needs for other demographic groups.
Marine Drive can be 2-3 stories instead, love the idea of residential over commercial underneath as it brings more housing and sense of community; just don't be high like 7-8 stories.
Most of my clients when I was a realtor, couldn't find housing options and had to move to Lower Lonsdale. People like to live in smaller places with lots going on.
What is the extent of Hollyburn Corner?
What will be within Hollyburn Corner?
This option makes the most sense, as it uses the Ambleside area entirely. It also utilizes the existing resources and leveraging Marine Drive.
This option focuses on providing senior housing for Seniors, as well as middle housing options for the public.
Although selective sites are chosen for the economic core, this option makes the most sense in terms of the treatment to the economic area.
The 75 years of study and themes that were mentioned at the beginning of the workshop can be seen clearly in this option.
Putting a focus on family ground-oriented housing is great.
There isn't an impact on a lot of people views, because proposed development is spread out and not focus.
Love the connection between the community centre and the commercial areas being proposed. (E.g., When kids go to take classes in the community centre, the parents can enjoy the commercial amenities being proposed and hang out while they wait)
If I live on the corner of Fulton and 21st, does that mean that my house will be bulldozed for this option to happen?
Even if bulldozing on my property was to happen, I don't mind for such change as it will be better for the community in the long term.
There are some single-family housing patches not affected by the option. Do you look at blocks as a "whole unit", or bad urban fabric will be created if only a few lots decide to sell versus a few lots that decide to hold out from redevelopment?
I live on the block between 18th and 19th, between Duchess and Esquimalt. Can pockets such as those be preserved as they pose nice character. Are those homes being demolished for townhome development?
How rapid will change, being proposed by the option, occur?
Neighbours in my area have invested heavily on their homes (Renovations, landscaping, construction of the home itself), while some other neighbours have homes that are old and

worn down. These older lots are definitely holding out for redevelopment, and pose great redevelopment and upzoning opportunities if this option was to be carried forward.
I don't mind this option, as it makes sense to be spread out versus concentrating everything within the commercial area like option 1.
The idea of mid-rise mixed use and Hollyburn corner as a starting point is good.
Mid-rise senior housing is crucial as this is what the community needs.
Townhouse and low-rise apartments are what I am nervous about, as I prefer low density.
The inclusion of townhouses for the option is what I have difficulty with, as it adds a lot of density to the plan.
Of all the 3 options, the development and density are more spread out.
Townhomes located near the community centre, and schools are great.
Young families really need ground-oriented housing, and townhomes are great for that.
Is there a possibility for Ambleside boundary to be extended east of 13th, towards Park Royal? The reasoning for this extension is because there are a number of properties that are pedestrian friendly and close to Ambleside beach, athletic fields, and transit. They are part of the Ambleside community as well, and therefore the boundary should move eastwards, and increase of density should happen on those eastern lots.
Compared to option 2, this option only has 15% of ground-oriented housing. This percentage should be higher, as families want ground-oriented housing.
Extending the border will yield more land, so that ground-oriented housing can be developed there, much better than the proposed townhouse changes within the option. The western boundary edge does not need to move, as there is Dundarave.
Is there development, and/or LAP process in the works for Dundarave?
Developers will most likely target the proposed community centre/ Hollyburn corner area?
Important to target the need for mid-rise seniors housing.
The area from 13th to Park Royal has good opportunities for development, due to the lots being smaller. As the western portion of the Ambleside boundary have larger lots that might pose difficulty for redevelopment.
The existing commercial core is fine as is. Option 3 treatment of the commercial core is good as it spreads out the development.
In order to revitalize the commercial area, you need to bring in more people into that neighbourhood, and increase walkability.
Bringing young families are also important, as there are a lot of seniors right now with fixed income. Young families will also bring consumers and help economic vitality for struggling shops.
Is there a minimum amount of gas stations required to serve a community?
What is happening to the mid-rise seniors and choice of use land uses?
Commercial development proposed for Hollyburn Corner is a good idea.
This option does not consider any treatment and/or consideration of creeks.
Even though there is density in the western portion of the study area, it is still walkable to the commercial core.
There needs to have a blend of commercial types to create a "village" setting.
As development happens, there is a potential in which unique stores are lost.
There needs to be modernized commercial spaces.
There should be tax incentives beneficial for independents to redevelop their properties within the commercial area.
There needs to be preservation of existing rental areas, while at the same time expand the number of rental areas for the study area.

Co-op housing should be proposed, as there are little to no co-op housing that existing currently. They affect the rental market.
For buildings that are 50-60 years old, what's their lifespan going forward? How will this LAP help these respective buildings.
Do concrete buildings last for 100 years?
Do smaller/low-rise buildings last 50 years?
If concrete buildings last for 100 years, why would we need to redevelop them? Their lifespan would exceed the projected outlook/lifespan of the LAP.
This option spreads the density throughout, which is good.
This option should increase the amount of the proposed townhouse land use, similar to Option 2.
For example, if lots along Inglewood want land assembly for townhouse development, but the lots in question are not bubbled out on the concept map, can townhouse redevelopment still occur?
Are there green space and parks development within the proposed townhouse spaces?
Does home-plex (multiple units within a single detached home) qualify as a typology for the proposed townhouse land use?
Home-plex and link houses are great and beautiful within the community.
Co-housing can be considered as a low-rise home model.
Will this option allow for increase in tree planting? Trail improvements?
How high are the proposed high-rises?
The proposed Western portion of the option can be implemented with a creek corridor strategy.
Creating a senior "ghetto" is not what everyone wants.
Including stores near the community centre is good, since most public currently goes to Park Royal and/or Dundarave instead.
What is the estimation for sidewalk improvements throughout the community?
Transportation and congestion are a big problem currently.
Are there any transportation plans happening concurrently with the LAP?
Why are there low-rise apartments in areas to the east and west of the community centre?
The 3-D model views are more helpful than the land use concepts on the table.
Why is the area between 23rd and Jefferson not included in the LAP study area?
This option provides no benefit for the business and commercial core.
There should be an increase in the density north of Marine Drive to compliment the business area.
There should just be an increase in density throughout the study area to support the commercial core.
For the blank areas on the land use concept maps, will there be any changes to them?
The LAP process is currently a "blob" exercise, and it is hard to visualize.
Although the single-family areas throughout the plan are empty on the plan, it should be noted that they have already been treated via the Neighborhood Character Working Group.
How are senior housing built/developed when compared to other types of proposed land-uses?
What are the differentiations between senior housing and other housing typologies (townhouses, single family, etc.)?
There shouldn't be more senior housing around schools. They should be near transit instead.
Families should be close to school instead, so no driving is required.
Currently 40% of the student population comes outside of Ambleside.

Cohesive architecture needs to be implemented. La Roca Village in Spain should be used as a precedent.
There should be an increase in commercial amenities like public art, sidewalk improvements, green spaces, playgrounds.
The playground in Moodyville should be used as a precedent, as that park is amazing for the community.
Can there be townhouse redevelopment near Glen Eagles, along Marine Drive?
There should be an elimination of real estate speculators; buy 2 -3 properties and rents them out.
People that work in the community should be able to rent and live here in Ambleside.
There needs to be local serving parks. There is a distinction between local parks versus regional parks.
Attraction for families to come and live in Ambleside should be a focus.
There needs to be ways in which development is promoted. Development creates CAC funding for amenity improvements as payment from taxpayers is not enough.
Planning for community amenities is just as important as planning for housing.
Stop speculators and real estate assignments.
All the bubbles proposed need land assembly, or is spot zoning being conducted instead?
The clustering near community centre is good.
This option identifies where density can occur, that is good.
If there is too much density happening in the Western portion of the site, perhaps redevelopment can move to the Eastern portion instead?
In terms of the proposed redevelopment in the Western portion of the site, what is the percentage when compared to the entire density yield.
20 years ago, there was a plan known as the "Esquimalt Corridor" conducted by the District and Art Gallery. This plan proposed density along Fulton towards the Community Centre. Ideas from this plan should be brought forward to the LAP.
How much land does DWV own along Fulton? Can redevelopment happen there?
Apartments along the waterfront are aging. Can redevelopment occur for these buildings?
Option 1 is too crowded and will create traffic congestion, in comparison to this option where it is spread out.
This option is really just the "Status Quo" option.
This option is utilizing spot zoning as a strategy.
Why are there no mid-rise infill in other areas? Mid-rise infill should not happen sparsely as indicated in the land use concept plan.
There needs to be a rationale for how each "blobs" are the way they are.
What kind of institutions are being replaced as mid-rise mixed-use, as indicated on the land use concept plan?
Confirmation that all options yield 1,200 units.
Where does the 1,000-1,200 units come from?
North side of Marine is wearing down.
Proposed buildings need to be bigger.
Ambleside is currently in a bad situation as it has to compete with Park Royal and Dundarave.
Compared to before, Ambleside has lost all of its retail diversity.
Western portion of the study area, for development and commercial purposes is good.
Does the 2195 Gordon development contribute to the OCP 1,000-1,200 housing target?
Should we cut back on commercial development, and go more residential if we can't compete with Park Royal?

Are there any commercial area land assemblies happening currently? In Bellevue area?
If everything closes at 9pm, what is the point of a commercial redevelopment focus.
This option has no incentives and revitalization strategies to develop along the Marine Drive corridor.
No options focus on Marine Drive redevelopment or intensifying small portions of Marine Drive.
A lot of buildings and owners who are currently at 1.75 FAR want to increase the FAR as a result of redevelopment.
Does an intensification/ focus on Marine Drive require an increase in height?
A lot of places in the City of Vancouver have buildings that are 6 stories along major corridors.
There needs to be car share, B-Line, and other modes of transportation.
This option has nice distribution and spread throughout the site.
North of Fulton should be reconsidered.
How much of the outcome/process is facilitated?
What will be the provincial government's impact on the single-family areas within the study area?
What are the densities for the proposed townhouse land use?
Presentation and the option are very hard to grasp as there is lot of information.
What is existing there now?
What is being proposed to change/ put in?
What is the need of seniors housing in West Vancouver?
Why do we need to soften transition?
Where are these transition points happening?
I like this plan because it moves the new development into a broader area.
I dislike option 1 in comparison as it is condensed.
This option solves the congestion.
My mom doesn't want to be in a senior home. I agree we need seniors home, but we don't need to dramatically increase that.
Can a survey be done (informally) to see if additional senior housing is required?
Most people can't even afford these senior housing facilities.
Three stories across a single-family house deteriorates the value of the single-family property.
Apartment buildings in our buildings are quite old. These old buildings should be slated for new apartment buildings versus finding new lots to add new buildings onto.
These options although labeled are not mutually exclusive, but the primary focus should be the revitalization of the commercial area of Ambleside.
Housing should be secondary problem.
Option 3 does not resolve the commercial area quite well.
Concerned about the densification on the western portion of the study area, as it will drastically change the character of the area.
There is only one lot in Hollyburn Corner likely to be developed (gas station). Rest of the lots are Lincoln Gardens, Stratford Court that are not near the end of their building life cycle.
There shouldn't be 6 stories along Marine Drive as it would change the character of the area. Three stories should be maximum.
Suggested infill at 2204 Bellevue should be taken out of this option. Previous proposal was not good, and this option will promote horrible development proposal again.
Most of the buildings in Ambleside can just be maintained before redevelopment.
The commercialization aspect is a main focus.

Mid-rise and low-rise in 23rd street is a concern. A lovely suburb area will be ruined by proposing these higher buildings will drop property value and character of the area.
Spreading the commercialization along Marine Drive is good, rather than focus and bunching together.
Spreading the commercial area will allow more access for people, and mitigate congestion.
The commercial area proposed along the Recreation is good as people don't need to drive back to the main commercial area.
A lower scale building on south side of Marine Drive, slowly increase height as we move away from water is a good strategy.
The commercial area of Ambleside needs a revitalization.
Having one storey along Marine Drive will not increase traffic flow.
Jumping to townhouses and low-rise infill would completely change the neighbourhood, especially near 23rd and 22nd.
Areas in the high-rise zones, end of life projects, can handle the townhouse and mid-rise redevelopment. The focus should be there and more appropriate.
The option to go all the way to 23rd, is close to Dundarave.
Townhouses don't fit with single family homes. Townhomes usually transition from industrial areas versus from single family homes.
Stretching the commercial area all the way to Hollyburn Corner, is necessary.
Two things always seem to be the forefront; no commercial tax base as North Vancouver and no other crossing (tunnel, transportation corridor).
Putting a B-Line here is more difficult than putting a B-Line in North Vancouver
There needs to be more townhomes, duplexes, mid-rise, projects like mid-rise, which this option provides.
Population growth is less than 1/6th for Metro Vancouver.
Tax base comes a lot from development.
Since there has been no development for the past 40 years, no time is spent on solving transportation, environmental problems.
80% of workers come to Ambleside since there is also no development, people need to commute to service the people that live in Ambleside.
Public that were against development are now switching over to pro development, as they realize funding from development is required for community improvements.
LAP should make sure it can solve more underlying issues than the OCP.
A plan needs to address and focus on active transportation, transportation plans, transportation challenges.
A lot of residents are discouraged to walk, since there are no sidewalks, bike infrastructure, etc.
There has to be an attitude in which more density is required.
Money coming from development needs to solve environmental, transportation, issues.
What should a sustainable community look like, staff should voice their opinions on how it can be achieved.
Option 3 is good as it includes the hub in the Western Portion
Low-rise, mid-rise, is good to include in the option
Mayor wants to see density, and is willing to see this happen.
Blanket zoning, below Inglewood, not single family so that various types of density can happen.
By blanket zoning, land assembly can happen.

Ballard, Seattle + Oak Bay, Victoria are great examples of “Spot Zoning” that can be used in Ambleside and West Vancouver.
There should be a visual person in the District that aesthetics housing should be consistent.
Delancey Pizza in Ballard, Seattle is another great example that be great for Ambleside.
Council/ within development should look at the whole design aspect (Exterior, aesthetics) in which how this plan will look.
Huge development on 28th that went through the permit department that caused damaged to the riparian corridor.
There should be accommodations for workers, young families, seniors.
Why is there only a focus on Lower Ambleside only?
Townhouses by the high school areas will be good because it will mitigate traffic congestion, since young families will be near school.
Various small nodes should be implemented, so that not everything can be centralized in Lower Ambleside.
Since this option is spread out, it keeps increased density palatable; not all of it is crammed into a tiny area. This makes it more liveable for all types of residents.
Which are higher, Low rise or townhomes higher?
The effort to achieve transitions from high-rise to ground-oriented, with mid-rise in between is good.
Will duplexes be considered in this option?
Elders cannot do stairs anymore and moving away from homes with stairs. Duplexes that are single story will be important as it provides an option for seniors not just mid-rise senior proposed in the option. Duplexes will also provide gardens for the seniors as well.
No options include subsidizing housing, that helps people to work and live in Ambleside.
Subsidizing housing can also reflect on how much people make, and be adjusted accordingly.
West Vancouver is financial broke, and underfunded.
Around streams there will be runoffs.
What is the relative cost for these options? What is the cost of building next to streams, and near water as it is way more costly?
If LAP is approved, taking southwest corner of 17th and Fulton as example, does that mean that it will be zoned as the proposed 3-4 storey townhouse development? People in the northwest will stay as single detached? Does that mean people’s properties with abilities for rezoning means their property is more valuable?
The idea of this option and modulating to finer grain is great for Ambleside
Where exactly is the line in which redevelopment can happen?
More distribution and spread out for this option is good.
Development and growth creating improvements in sidewalks, amenities are crucial.
Various development of nodes and adjacency to Dundarave is great as it taps to existing community characteristics of civic, commercial, and community uses.
Is it Council’s goal to do spot zoning or zoning whole areas?
Can the district provide a rendering of what Ambleside would look like if built out within existing zoning?
How many housing units could be added?
Commercial of 17th and 18th area needs to be redeveloped.
Will they rezone the entire area or will spot zoning occur only?
Length of time to get a permit is a concern. Will this be sped up?
It would save time and energy at the District (and residences) if Spot Zoning is discouraged. With a clear LAP and Zoning Bylaw in place Developers should be held to the new Bylaws.

The more that spot zoning is approved, the more applications you will receive. You can't blame a Developer for trying to maximize their profits.
The provincial government has stated it will introduce legislation to remove some of the zoning and development options from municipalities. How does that impact the LAP?
I don't like this Option as there is not too much form to it. There is no sense of place or community. It is too open for developers to take advantage of it.
The three options are not different enough – variety is restricted by a prerequisite to accommodate 1,000-1,200 new housing units.
"To my mind, different options would be:
1) existing zoning and/or gentle increase in density (show how many new units could be added with current zoning and/or a small increase in density); 2) moderate increase in density (perhaps something that adds 500-600 units); 3) greater increase in density (1,000-1,200 new units). I'd like to see an option with predominantly low-rise density that is sensitive to village character. It could include expanding the boundaries and/or reducing the number of units."
I'd like to see an option with predominantly low-rise density that is sensitive to village character. It could include expanding the boundaries and/or reducing the number of units.
Is there direction provided to staff that precludes consideration of lower density LAP options?
There was a talk of a hotel. Who wants a hotel to be in Ambleside?
The thing that drew me to West Vancouver is its present combination of houses, apartments, townhouses, beach etc.
For the senior housing proposed, do they include care homes?
There are limited facilities for seniors currently.
Staff should propose senior facilities for the plan.
4-5 years ago, a project for senior housing was proposed, but later was waived off to not be senior housing.
What is the distinction between a boundary for "Ambleside Town Centre" versus Ambleside LAP as stated in the OCP.
This option is good as there are increase in density close to schools to minimize traffic around schools and community facilities; people can walk to such places.
Makes sense for housing to be around schools. Expand the study area boundary to allow this to happen more even.
Traffic and traffic flow is a problem. It informs how we live.
There are tons of cars parked at night in the parking lots along Bellevue. This creates not a safe environment.
How can we provide for parking as density increases?
People's preference when deciding between pay parking versus free street parking.
Who can afford to live in West Vancouver?
How often do these LAP planning process happen?
Option 3 is quite timid; it is not going far enough.
Combining Option 2 and 3 will be good.
All 3 options should be combined together.
For this option, the housing side doesn't entice a lot of people.
More housing is needed for people to come live here; the 1,200 target is too low.
Central Broadway in Vancouver is a good example in how planning is done.
What are the expectations for the people moving here?
To live in West Vancouver means that there are no views of looking at concrete buildings.
I have a preference towards 3 storey buildings, as it respects existing residents in terms of shadow and sun exposure.

People need to move here for jobs, the plan should cater for them as well, as these people help support the community (e.g., firefighters, nurses, teachers, etc.)
Residents don't want to look at concrete buildings but rather look at nature instead.
Option does not change the character of the existing situation.
Wildlife, environmental considerations and responsibilities are crucial (e.g., riparian corridors, bird migratory routes, etc.)
Option 3 respects noise level controls since it's spread out, versus Option 1 in which it is compact.
Are noise studies being done as the plan is implemented? For example, a noise study when a 9-storey building is added.
Retaining and recruiting staff and workers to be in West Vancouver is tough. One bedroom apartment does not work, versus townhouses as these people working have families.
Putting townhomes nearby community amenities is crucial too.
Option 3 provides development which will increase community contributions.
Community contributions will be beneficial for the skating arena, sidewalks, and cultural facilities.
Increasing density might help with both public and active transportation; makes a lot of sense, and connections to downtown.
Currently, Ambleside lacks or have poor quality of sidewalks. This makes and forces people to drive versus walking.
Piers at Dundarave are in need of improvement and repair.
Once piers are improved, they can be used as ferry service back to Vancouver.
For Choice of Use, what are the "Choices" for the developers?
How many storeys for mid-rise infill?
Are the townhouses up to 4 storeys?
What is currently there for the mid-rise infill being proposed at Argyle and 18th?
I live in Building 9 (reference render), and I disagree with the mid-rise infill by 22nd and Bellevue. It should not be mid-rise as it will only create one unit per floor since it has a small footprint to work with. This proposed land use won't provide enough housing for the overall goal of the plan.
For the process of rezoning, are people's wishes being considered?
There is a concern for mid-rise infill.
How many people can fit in the proposed development of mid-rise infills?
Height criteria and consideration are required for mid-rise infill to be proposed and developed.
When comparing with infill versus new development, are they similar in terms of impact to the community (new structure created, parking, etc.)?
Having developers in this consultation is a joke.
For the statistics gathered in the option booklet, does the plan reflect the statistics being shown?
Since there are a lot of renters in Ambleside, are there rental housing being proposed in the option?
This process should not be dictated by developers.
There is a diversity of aging amenities throughout the study area.
The mid-rise senior community centre is not close to the commercial core.
Townhouse is a good idea, complimented with mixed-use.
Mixed-use buildings should be in an area, not just a singular building.
There should be affordable housing options.
Buildings should be approved of all ages.

Community needs are very important for this process.
Meeting community needs, and gauging the impact it has on existing residents is critical.
New proposed development may have an impact to existing residents, and neighbourhoods. This includes the likes of design aesthetics, shadows, heights, views, etc.)
For this option, the seniors are far from the main commercial area.
Transit is important, since people that can't afford to live here will need to travel here.
What is affordability?
What is considered as affordable?
Despite the relationship that developers have with government (park provisions, community improvements), by the time they build the new buildings, it becomes unaffordable.
Can affordability be achieved for a specific type/ types of buildings?
Co-ops work well with seniors.
Option 3 is sensible since it's dispersed, land uses are organized well, and close to amenities.
Mid-rise Choice of Use, why is it proposed?
There is existing 3 storey strata in the area proposed as Mid-Rise Choice of Use (Hollyburn Corner). Why is redevelopment happening to Hollyburn Corner when it is beautifully maintained.
I find the proposal of Hollyburn Corner to be offensive.
Community Planning needs to respect existing urban fabric.
Option 3 is ambitious as developers would need to land assembly.
Rather than the options, single family zones be rezoned as duplex zoning instead. This strategy can be spread throughout West Vancouver, and doesn't have to restrict only to Ambleside.
This duplex zoning strategy can also be close to schools.
All 3 options are very ambitious.
In addition to Ambleside, rezoning the lots to duplex throughout West Vancouver is more realistic.
Option 3 is very dispersed, can't figure out the "centralized" area of where people will go to.
Proposed housing at different locations is interesting.
Mid-rise infill (22nd and Argyle): It is currently a duplex in which the owner is not maintaining. I have concerned the plan is pushing for redevelopment of the site, and it will affect the existing people nearby.
Community planning needs to respect existing people's wants and needs.
Hollyburn Gardens is a great example of what an infill should be, and how it can be implemented.
There is an openness to infill (or development in general) if done nicely.
What is currently on the mid-rise infill (21st and 22nd)?
The commercial area is "lost" on this option.
In this option, where are the places to hangout; Where will I go to coffee?
I want the old Ambleside that was 20 years ago.
The focus should be in a few blocks, with an array of shops and services.
2195 Gordon Site, what is happening to the site?
On the land use concept map, there should be a category in the legend showing "Recently Approved."
What is happening to the Stephen's Church site?
Retail on main floor and residential above is not a good mix, nor desirable.
By having retail on the main floor, and residential above, there are problems such as odours, noise, and late closing hours.

Residents of Grosvenor have a lot of complaints towards the commercial tenants of the main floor.
The typology of choice should be 2 storeys, in which retail is main floor, and offices above. Mid-rises can then be behind this proposed typology.
There should be a vibrancy in retail, which has now disappeared.
Vibrancy in the commercial area promote good walking experience.
Apartments above stores are priced ridiculously (new development on 13th and 14th, across of Grosvenor)
Rental or subsidized housing above commercial pose excitement.
Option 1 and 3 gives me excitement.
Option 3 disperses to Western Portion is good, since it can be small in scale.
Most people like a more concentrated area.
I appreciate the work done by staff, and inviting the public to engage.
Less impact to citizens during plan implementation will yield better success. It can be done.
I appreciate the work and effort that staff is doing for the community. It is a lot of work.
There needs to be affordable housing for workers including below market.
This will reduce the need for workers to commute from other communities.
The consideration of new development should be site specific.
Cressey is an example of a new building that didn't create more units or affordable units.
The public process won't allow anything to happen even if there is a plan.
We need to change zoning in specific area.
There needs to be attention to supporting economies of scale.
There's not enough incentive proposed for anything to happen.
What about impacts of Cypress Village?
It will be too difficult to assemble properties.
No one will build affordable rental.
It's easier to provide housing in secondary suites for firemen, teachers, etc.
The zoning should be changed as an outcome of a plan to be effective.
What about Taylor and Marine?
The District has options.
New projects won't be affordable.
The projects will take too long to construct to address today's needs.
New high-rises can be where there are existing high-rises.
No high-rises in the existing neighbourhood.
The LAP should extend further east, not west, since these blocks are within walking distance
Supports older residents and families.
Should be more action further North.
Follow busy roads including Taylor Way.
Central Lonsdale and Lynn Valley have good examples of four-plexes.
Concern with any change near Dundarave.
No change near single-family.
Dundarave not Ambleside as there are nice houses.
Plan is long-range.
Needs to allow owner/developers to bring forward projects.
Should provide choices as we don't know what will happen; the future is uncertain.
Benefits from different pieces and not being uniform.
More character than other approaches.
Stores and restaurants should be focus.

Will be shocked if there is uptake; proposal is not feasible in market.
Grosvenor has brought new activity.
Lower Lonsdale is a successful example.
Needs more commercial.
Even with a plan there won't be any outcome.
Focus should be on subdivision, coach house, stratification, etc.
Aligns with Premier's announcement.
Should be able to sell coach house.
Townhouse is not all that different to SFD and CH.
Needs to be more diversity.
Allow height where height exists.
Change zoning to deliver.
Nothing will happen due to development application public process.
Start small.
There is demand; West Vancouver is losing families.
Will zoning be immediate or in the future?
Like the small commercial hub and location.
Support senior housing.
Concern that the existing skyline is too up/down.
More high-rises needed to balance and increase harmony.
Density should be near the community centre.
We need better transportation options
Parking should be underground; ugliness of surface parking but we need to put cars somewhere
Townhouses should be more extensive and better distributed across LAP.
What is the reason for Inglewood as the northern bounds of the LAP?
Bounds should be extended to encompass all of Ambleside.
More attention needed to transition at edge.
More townhouses missing from option.
Support building around the community centre, but there is also need to attract people to the existing commercial area.
More attention needed to north/south connections.
Option is generally preferred with new uses distributed in neighbourhood.
Need for easy access that encourages walking to shops/services
How can we build pedestrian network with aging demographic and sloped context?
We should appreciate the existing places.
Like the community feel around the community centre.
Density is a necessity.
There needs to be more homogeneous zoning covering more potential sites.
There is no guarantee that any particular development will happen.
Not enough area for potential new homes and uses.
The plan needs to increase certainty.
How to control higher buildings?
Why nine storeys?
The industry preference is for towers.
Don't want new towers; they're an eyesore.
We need to achieve new housing numbers, but tastefully.
Grosvenor massing is preferred: not too high with quality retail and streetscape.

What is the existing personality?
Is it a seaside?
Changes will be reflected in the plan.
Why the lower edge of the building height ranges?
Need more development to bring people to the waterfront.
Concern that midrise means that existing, aging high-rises can't be replaced.
Change of use/intensity; could still change further.
Support for the option considering the west portion of the LAP more than others.
West-east connections are difficult.
Need for Hollyburn to be more self-sustaining.
Differentiate commercial vs. recreational nodes.
How does this option resolve the remainder of Marine Drive?
Recent development could continue.
Gas station's appropriate locations due to changing needs.
Could result in Marine appearing disjointed.
Appreciate that this option won't result in a wall.
Greater diversity of types wanted; townhouses are likely less viable.
Concern with new townhouses and impacts on adjoining uses.
Prefer variety along Marine Drive with less street walls opposite each other on Marine.
Support for townhouse transition to neighbourhood.
Preference not to have higher forms; existing towers are too high.
Higher buildings should fit neighbourhood.
Attention needed for gardens within the setback from the street.
Concern regarding carbon footprint.
Proposed commercial may not be large enough.
There is an existing dead zone between Ambleside and Dundarave.
Desire for local Hollyburn shops and services (e.g., grocery).
More seniors housing should be enabled throughout LAP.
New housing needs to be affordable.
Recent housing too expensive
Affordability dependent on delivery.
preference for middle ground such as duplex.
Townhouses missing on the North Shore; needs to be more similar to Kits.
Waterfront popular when sunny.
Lower Lonsdale is too noisy.
There is a need to be family friendly.
Some upslope blocks are great opportunities for young families since they are flat, treed, mature neighbourhoods.
A mix of housing is important.
There should be an expanded area for townhouses (e.g., east of 13th).
The LAP boundary is appropriate.
We currently live 22nd and 23rd Haywood. This area seems like it will be very dense, our concern is living in such density.
On most days, with Pauline Johnson school, roads can be a complete mess, traffic wise. In an infrastructure standpoint, we don't have the infrastructure today to handle the traffic that happens today, so how can it support the future.
Currently, most of the uses are single detached, so this incoming density will provide problem in an infrastructure perspective. This is something I want to flag, and it might not work.

156 apartment units planned to be built near the Community Centre, this will add to the pressure of existing infrastructure; stretching it too thin.
What about other infrastructure like hospitals to support the community?
Are there enough room for addition of roads to support this incoming density?
Gone to the community plan a few years ago, been struggling with traffic over the years. I understand it is not municipal level government to fix the traffic issues.
Traffic management, and chaos are the problems that I have for the 3 options.
Bike lanes, mobility will help with ease the traffic management.
Aside from bike lanes, buses, etc. what other strategies will be utilized to ease traffic management, and when will this be shared to the public?
The modulation of skyline, low rises that are lower than existing buildings, utilizing the community centre as a node, vibrancy around the community centre and senior housing are elements that I like about the option.
How can we attract younger families to live in Ambleside?
Are there consideration for zoning to be implemented in the white areas of the map to provide housing affordability, and attract younger demographic/ families into Ambleside?
Between Fulton and Inglewood, east of 20th, spread out the overall density more evenly, as we are more focused in the area where the community centre is for this option.
With Pauline Johnson as French immersion, there will be more people coming in via driving, complimented with the additional density proposed, it will create chaos in terms of traffic. Therefore, the option should spread the density out.
There should be clarity that the traffic management side of any option is thought out, this will provide assurance and buy-in from the community.
In terms of transition, a lot of the old buildings in Ambleside that will be replaced; for someone living in the Pink Palace building, what if they want to stay in West Vancouver but gets displaced if the building becomes redeveloped?
Are there creative approaches that have concerns for people that live in buildings that don't have rent control in place?
We need to attract young families to stay and come to Ambleside.
The townhouse concept is good as families can come in, choose to live in these places and therefore, limit the amount of people that drive around the area.
What does mid-rise mixed-use mean?
Would it be part of the plan that will have community space and green spaces within developments to promote sense of community and vibrancy?
Would council have the authority to have requirements that promotes green spaces and other amenity spaces within development?
What if they don't want to live in apartments or afford single detached?
Can there be strategies to build laneway houses, multi family houses that will attract these people to come to Ambleside?
There are no high-rise buildings to create the transition that staff is saying; talking about the area west of Community Centre.
The plan looks very intruding.
The plan doesn't create a focus in Ambleside, by spreading out Ambleside further.
This plan does not focus the core of Ambleside, a focus should be more compressed, not the entirety of the site like option 1.
Same concern of option 2, the sprawl of housing
not addressing the revitalization need of Ambleside.

Living near the 23rd street, seeing where the townhouse is proposed, it is different what is there now; single detached housing. This conversion from single detached to townhouse might not work well.
Changes are always hard, but we need it as we need to age in place.
This option is good as it is blended throughout Ambleside.
Having things clustered around the community centre, to make it more walkable is quite helpful.
This option 3, being spread out to create the density is a good strategy.
Having specific sites chosen to be mid-rise mixed use in Marine Drive is a good strategy due to age of such buildings.
Low density increase is what I like, especially for senior housing.
Rental and purpose built rental, are there policies that will support that versus just strata?
How to get more residents in area without disturbing the single-family home character?
Option 3 doesn't really revitalize Marine Drive corridor.
It will be good to see Marine Drive to have mixed use without too much density.
I like how the density is spread throughout.
I like the idea of more low-rises and townhouses.
I don't like what's happening of Marine Drive in North Vancouver. blocks of consistent commercial and residential only.
There should be more variation in building typologies, setbacks, architectural variation, etc.
Ambleside is not an attractive community right now, especially in the commercial core.
1400 block above Clyde needs revitalization.
Business community should also focus on limiting the money launders and nail salons.
If redevelopment will promote revitalization, then I am all for it as Ambleside needs that revitalization as everything is run down.
Looking at the Concept Plan 1, there are 46 new mid to high rise buildings being proposed. In option 2, there 25 new mid to high rise proposed, in option 3 there are 41 new mid to high rise buildings. Of the 41, 10 of them are being proposed on the Western portion of the site. How is that "Spreading the density" when the focus is on the Western portion of the site?
Looking at the Clyde area, and residential area nearby; it is an eye sore.
Isolating 14 and 15th, and North side of Marine Drive, a lot of retail currently there should stay. If mid-rise is proposed along this area, this will increase the number of residential units.
Ambleside is very special; we shouldn't destroy it with high-rise buildings.
The number of people coming to West Vancouver in an annual basis, we don't want to have any amount of empty buildings therefore, we should think of conservative estimates of people coming into West Vancouver.
Lower heights so that the Village vibe can be kept.
Make sense to have density in the Western portion of the site to support the community centre, and schools. The density should be controlled.
I agree with some density, but densify at a pace that respects existing context in proposed areas.
Similar question to option 1, 1000-1200 units is the goal, that is a number established by the OCP. All 3 options realize that goal. But it doesn't have to be right? The OCP can be changed as indicated by changes that are made to it. So can we just have 400 units instead?
75 years of studies have been taken into account for the process. 75 years is not relevant, as trends have now changed, so should we even take these studies into consideration
What does it mean for senior housing?

Is senior housing old folks' home? Places where seniors can live independently? What is the spectrum/types of uses for the proposed uses in orange?
Option 3 seems to be the most affordable as density is distributed evenly.
Is 13th street correct location to stop the boundary?
The boundary should be extended eastward to 11th. This is because 11th is an extension to Park Royal, close to park amenities, and more opportunities to be developed.
The large cluster in the Western Portion of the site is important as there will be density that supports the senior housing for the future.
How are the townhouse sites in Fulton selected to be proposed as townhouse development?
The incremental and transition of the townhome proposal is appealing.
Although sporadic, the gentle appeal of this option is good.
I like how spread out this option is.
I don't understand putting mid-rise senior housing near schools.
Near schools, we should have families nearby not seniors.
Keep anything above 4 storeys off of the village area, to protect the character of the Ambleside Village. If mid-rise are put along Marine Drive corridor and Bellevue it will lose the character of the area.
Option 2 and 3 dealt with a much larger area.
It is a missed opportunity if staff doesn't deal with the area between Ambleside and Park Royal.
People should live within 3-4 blocks of convenience store or daily needs
Townhouse near Fulton is far from daily needs, create noise (near Fire Hall, schools) is not good
Some areas in which townhouses are proposed is good, while some are not.
Small development with 6 units, blended into the single-family neighbourhood is actually attractive, provided it is close to daily needs and services (3-4 blocks).
Option 3 is my favourite, as it has different development spread out, creation of the Hollyburn Corner.
Creating Hollyburn corner is good as it creates another node between Ambleside village and Dundarave.
Mid-rise Mixed Use along Marine Drive is good, as there are currently missed opportunities with some duplexes along Bellevue; those are opportunities for such Mid-rise Mixed use.
In favour of a village square; 2 block core commercial area. Anything longer than that fall to pieces.
Dundarave is a good example as it is short and compact.
Expanding east is more of a missed opportunity, not covered in each of the options.
Expanding Dundarave and touching on the shoreline (more urban) should be considered.
We should talk about 3 plans that are integrated with each other.
This LAP process should start with a vision not just meeting the criteria of 1,000 to 1,200 units.
We should start by asking the public what we want it to look and feel like then adapt strategies to meet such demands.
Keep development within low rise along Marine and Bellevue to maintain village feeling.
In options 1 and 2, we were told townhouse was defined as stacked townhouse. Is it different for option 3, as you have referred to townhouse as 2-3 stories?
Start with "Vision" first. Vision first, plan following vision.
An overarching vision is really missing here. Studying areas in isolation will not result in the best outcome for our city.

3. OTHER MEETINGS, EMAIL AND PHONE CORRESPONDENCE

I. Other Meetings

Staff also met with the Enhance West Van, North Shore Community Housing Action Committee (CHAC), and North Shore Advisory Committee on Disability Issues (ACDI). Minutes, notes, and follow-up written feedback from these meetings are presented on subsequent pages.

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
- Enhance WV look forward to participating in LAP public engagement 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 Community Housing Action Committee (CHAC)

March 16, 2023:

General Comments

- Support to secure and protect seniors' rentals and affordable housing through tenancy agreements.
- 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 to engage with School District and local unions.
- 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.

Option 2:

Housing

- Concern associated with the process of environmental development permitting compliance and viability of new development.

Option 3:

Housing

- Support to provide transit orientated affordable housing.



A Response to the Draft Ambleside Local Area Plan (“LAP”) From the Community Housing Action Committee (“CHAC”)

1. EXECUTIVE SUMMARY

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population. Communities across metro Vancouver are experiencing significant housing pressures paired with accelerating housing costs in the rental and ownership markets leading to strong demand for rental housing and rising rental costs. At the same time, existing affordable rental stock is aging and in need of maintenance and renewal (Metro 2050 Regional Growth Strategy, 2022, p. 69).

The Ambleside LAP Options Booklet (the “Booklet”) reviews some thirty planning reports from 1946 through to the present day. Seen through our housing lens, CHAC notes sixteen selected studies that specifically target the importance of improving housing in the Ambleside area which extends from 13th Street in the east to 23rd in the west, and from the waterfront northwards to Fulton Street.¹ Drawing from these, with an emphasis on the Official Community Plans (“OCP”), and the recent Housing Needs Report (“HNR”), CHAC makes six recommendations, some critical, which follow.

1. *Housing affordability advocacy*: The District of West Vancouver (“District”) should adopt a stronger advocacy role to actively seek Provincial funding and other support for West Vancouverites in severe housing need.
2. *More rental housing, including non-market rental, supportive, and cooperative housing*: The District should approve and encourage more rental housing, including non-market rental, supportive, and cooperative housing.
3. *Seniors’ housing in accessible areas*: West Vancouver should provide seniors’ housing in areas that are walkable, close to transit, in proximity to senior services, and near support systems they can access independently.
4. *Mixed-use housing, coach houses, duplexes, and townhouses*: The District should seek opportunities to provide mid-rise mixed-use housing throughout and along the Ambleside corridor. We also recommend that coach houses, duplexes, and townhouses be built in neighbourhood areas. And, to increase affordability, the District should consider incentives to promote secondary suites.

¹ See Appendix A for information on the sixteen important planning studies.

5. *Increase capacity targets in the OCP*: The District should revisit and increase the Ambleside capacity targets to account for additional rental housing units required to overcome the local concerns identified in the HNR and OCP.
6. *Create a more complete community*: The District should adopt the strategy developed by Enhance West Vancouver, which will be of great benefit to West Vancouver. As well, the District should support day care programs for younger families.

The following description in the Booklet of the current state of housing in the Ambleside area seems to be a clear warning against maintaining the status quo:

Ambleside's housing mix mainly includes aging apartment buildings and expensive single detached homes, with limited mixed-use or ground-oriented middle options like townhouses. The Ambleside apartment area provides 90% of the District's rental stock, but these buildings will be vulnerable to re-development over time. Housing diversity is needed to provide options for families, workers, downsizers and seniors (Ambleside Local Area Plan Options Booklet, 2023, p. 5).

The description above captures the essential, urgent, housing dilemma for this area: build more appropriate, diverse housing, or lose the important growth and variety opportunities presented by an imminent Metro-population surge – as well as the richness of the people who are already moving away because they cannot be affordably housed.

Overview of the Ambleside LAP Options: The Central Role/Position of Ambleside

Early in the Booklet, we see the importance of the Ambleside area to the district as a whole. In addition to its being a distinct neighbourhood and a centre in itself, it has a unique and primary role as the seat of government, with its largest social hub and commercial main street, with nearby parks, schools, library, community and seniors centres, and is a focus for business and visitors.

The Booklet clearly outlines the three options for public comment. Each option refers to the importance of the housing mix of ground-oriented, and various low, mid-rise and apartments in mixed-use buildings. In particular:

- Option 1 provides “twenty rental sites east of 19th would be allowed additional density in mid-rise forms to enable the increase of rental stock over time.”
- Option 2 speaks to priority opportunities for ground-oriented housing (50%), mid-rise apartments (10%) and 40% apartments in “mixed-use buildings”.
- Option 3 describes, looking east over Marine Drive near 23rd St., ground-oriented apartment housing that “would transition between existing high-rises and single detached homes.”

2. WHO IS CHAC?

CHAC grew out of the 2003 North Shore Poverty Forum that revealed a growing number of North Shore residents were finding themselves unable to afford rising rents. Those residents were having to move away from the North Shore and were taking with them all kinds of valuable community participation.

CHAC is a program of the North Shore Community Resources whose mission is to design and deliver programs and services that enhance well-being, social connections, empowerment and community participation. Since CHAC's formation in 2004, the committee has grown from its original seven members to its current twenty-eight. It is composed of retired planners, lawyers, several non-profit housing program managers, retired real estate and financial consultants, and others who are likewise concerned with the growing rental crisis in all three North Shore municipalities. CHAC members are renters and owners, and almost all either work or live on the North Shore, or both. Current municipal planners, and ex officio members, attend CHAC meetings regularly to advise and report on local housing issues.

While CHAC's main concern is rental affordability and tenant protection during renovations, it also provides advice and feedback to all three municipalities on other related issues such as poverty, neighbourhood and community development and policy.

3. EXPLANATION OF RECOMMENDATIONS

1. Housing affordability advocacy.

The HNR pays special attention to the worrisome, and worsening, issue of housing affordability in West Vancouver. The HNR states:

West Vancouver's housing affordability and diversity are key challenges that form a significant component of the District's recently adopted OCP (Housing Needs Report, 2020, p. 65).

According to the HNR data regarding core housing and extreme core housing need, there are far too many people in West Vancouver who are forced to live in increasingly dire circumstances:

As of 2016, there are 2,432 West Vancouver households that do not live in acceptable housing [...] and acceptable alternative housing would cost 30% or more of before-tax income. If current trends continue, 2,714 households will be in core housing need in 2026 (Housing Needs Report, 2020, p. 60).

These are unacceptable numbers for any municipality. In the discussion that follows, it must be understood that the District must consider the circumstances of those people who are so poorly housed.

Therefore, we recommend the District adopt a stronger advocacy role to actively seek Provincial funding and other support for West Vancouverites in severe housing need.

2. More rental housing, including non-market rental, supportive, and cooperative housing are valuable options in a community.

Non-Market Rental & Supportive Housing Needed

In all three LAP options, there is no mention of increasing non-market rental housing, even though the HNR identifies it as an area of need. According to the HNR, there is a non-market rental housing supply gap:

Low-income households are challenged to afford the average cost of rental housing. An increase in the number of households on BC Housing's waitlist confirms the need for additional non-market rental housing in the community. Seniors, singles, and young families are reportedly being pushed out of the rental market and there is a need to address the growing gap between what is available and what is affordable (Housing Needs Report, 2020, p. 63).

Provision 2.1.19 of the OCP directs the District to work with non-profit housing groups and senior levels of government to maintain existing and create new non-market rentals, including supportive housing (Official Community Plan, 2018, p. 31).

Also, the HNR recommends that "West Vancouver should continue coordinated efforts to address homelessness with other municipal and service partners across the North Shore" (Housing Needs Report, 2020, p. 63).

More Rental Housing Needed

The OCP highlights the need for additional rental housing because the rental vacancy rate in Oct 2017 was the lowest in the region at 0.4% – whereas a healthy vacancy rate sits between 2-3% (Official Community Plan, 2018, p. 22).

In addition, the HNR also discusses the need for more rental housing:

There has been limited new purpose-built rental construction in West Vancouver over the last twenty years, except for seniors' rental housing. Of the District's existing purpose-built rental stock, approximately 98% is more than 40 years old and vulnerable to

redevelopment to strata units due to existing zoning (Housing Needs Report, 2020, p. 61).

Feedback from consultation indicates there is a need for more affordable rental options to help young singles, downsizing seniors, and families to afford to live in West Vancouver. By 2026, West Vancouver is anticipated to be home to up to 5,103 renter households (465 to 843 net-new renter households) (Housing Needs Report, 2020, p. 61).

We agree with the HNR that “While Provincial Government subsidies can better enable non-market rental, West Vancouver should consider approving and encouraging more rental housing, especially considering the condition of the existing rental stock and the limited growth of purpose-built rental over the last four decades” (Housing Needs Report, 2020, p. 61).

Furthermore, the HNR identifies the concern that “Local employers struggle to recruit and retain employees because wages are not reflective of the high cost of housing” (Housing Needs Report, 2020, p. 61). Specifically:

Feedback from engagement reflects the impact of housing costs on the local economy – the high cost of rental housing has created recruitment and retention challenges for local employers. With a limited industrial tax base and a lack of affordable housing options, the community’s labour force is highly commuter-based, creating congestion and contributing to greenhouse gas emissions. (Housing Needs Report, 2020, p. 65)

Although the OCP and HNR have identified the need for more rental housing, option 2 and option 3 of the LAP includes little or no plans to develop additional rental buildings. To remain aligned with the OCP and to overcome the challenges highlighted in the HNR, we recommend the District include plans to build additional rental housing, including non-market rental, supportive housing, and cooperative housing, in the final Ambleside LAP.

3. Seniors’ housing in accessible areas.

As more seniors are interested in downsizing to smaller, single-level, affordable units, the limited housing diversity and the high cost of apartments have led many seniors to leave West Vancouver for more affordable communities (Housing Needs Report, 2020, p. 60). Specifically:

Findings from this report demonstrate seniors are struggling to remain in the community as they age, given the limited number of single-level, accessible, and affordable housing options (Housing Needs Report, 2020, p. 65).

Although the District has made some plans for seniors housing in the LAP options, we agree with the following recommendation in the HNR:

West Vancouver should consider providing seniors' housing in areas that are walkable, close to transit, in proximity to senior services, and near support systems that they can access independently (Housing Needs Report, 2020, p. 64).

The proposed seniors' housing located at Fulton and 15th Street seems to present walkability challenges. We recommend the seniors' housing at Fulton and 15th Street be changed to a more appropriate location.

4. Mixed-use housing, coach houses, duplexes, and townhouses.

The HNR identified the need for a greater diversity of housing forms in Ambleside:

West Vancouver's housing form is relatively homogeneous [with] 64% [as] single detached. Stakeholders expressed a desire for greater housing choice to ensure seniors, young families, and singles have housing options that meet their needs. There is an opportunity to introduce sensitive infill housing (e.g., coach houses, duplexes), missing middle ground-oriented housing (e.g. townhouses), mixed-use housing and apartments in centres or along transit corridors to regenerate West Vancouver's existing housing (Housing Needs Report, 2020, p. 64).

Also, the HNR reveals that the cost of housing, which stems from the lack of housing form, affects the Ambleside community demographics:

West Vancouver has shifted from a relatively mixed demographic community to one that primarily comprises older residents. While population aging is a contributing factor to this shift, feedback from consultation indicates the cost of housing has prevented young families from moving to West Vancouver. This is reflected in population data: younger families with children and parents between 35 to 54 account for 14% of the population, down from 21% in 2011 (Housing Needs Report, 2020, p. 62).

The Booklet specifies that "Ambleside has an aging population and is home to 45% of West Vancouver's low-income seniors" (Ambleside Local Area Plan Options Booklet, 2023, p. 4). And, the average age in Ambleside is 58 years old (Ambleside Local Area Plan Options Booklet, 2023, p. 4).

To maintain a balanced community demographic, the HNR states:

There is a need for smaller units for singles as well as 2- and 3-bedroom units, which are typically found in infill (coach houses, duplexes, triplex, townhouses), apartments and mixed-use development – these ‘missing middle’ options can help to provide more attainable options in proximity to schools and services (Housing Needs Report, 2020, p. 62).

Therefore, to sustain a balanced community demographic, we recommend the District seek opportunities to provide mid-rise, mixed-use housing and apartments throughout and along the Ambleside corridor near public transit.

Furthermore, we recommend that, where possible, coach houses, duplexes, and townhouses be built in neighbourhood areas. And, to increase affordability, the District should consider incentives to promote secondary suites.

5. Increase capacity targets in the OCP.

The Booklet states that “The three [Ambleside LAP] options respond to existing OCP policies, including direction to create capacity for 1,000-1,200 estimate new housing units” (Ambleside Local Area Plan Options Booklet, 2023, p. 2). However, provision 2.1.13 of the OCP states that the capacity target for the Ambleside Municipal Town Centre is subject to change (Official Community Plan, 2018, p. 30). Provision 2.1.14 of the OCP elaborates that the net new unit estimates are reviewed and confirmed through the local area planning process (Official Community Plan, 2018, p. 30).

We recommend the District revisit and increase the capacity targets to account for additional rental housing units required to overcome the local concerns identified in the HNR and the OCP.

6. Create a more complete community.

Since the area covered by the Ambleside LAP is home to many of the municipality’s vital recreation and social amenities, we recommend the District adopt the strategy developed by the West Vancouver Community Center Society (now known as Enhance West Vancouver), which will be of great benefit to West Vancouver.

As well, we believe the District should support day care programs for younger families.

4. CONCLUSION

We began this review of the Ambleside LAP options with the Metro 2050 Regional Growth Strategy's statement:

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population (Metro 2050 Regional Growth Strategy, 2022, p. 69).

West Vancouver has fallen seriously behind: it does not have anywhere near a sufficient "diverse and affordable housing stock", seemingly due to a strong, historical cultural bias against growth. Many, if not most, apartments are situated along Marine Drive and are forty years old and need to be replaced, or at least significantly updated.

Overall, CHAC's most important feedback for the District is not so much which option (or parts of) is best, but the urgent necessity of creating new, diverse, and affordable housing immediately.

The Community Housing Action Committee is pleased to be invited to comment on the Ambleside LAP options, particularly as it refers to housing.

Respectfully,



Don Peters,
Chair, Community Housing Action Committee
June 1, 2023

APPENDIX A

Important Planning Studies (1946-2023)

Some thirty planning reports during this time have been completed to lay out the condition and prospects for Ambleside improvement – particularly some that describe the state of housing in this area. Seen through our housing lens, CHAC notes the following sixteen selected studies that specifically target the importance of improving housing in Ambleside.

- 1) 1946: *Comprehensive Town Plan*: made five recommendations, including reconstructing and rehabilitating older residential districts in Ambleside for continued use;
- 2) 1954: *Living and Working in West Vancouver*: this study recognized that West Vancouver was in a vulnerable position with single-family real estate carrying the residential tax load, and recommended greater diversification in housing form;
- 3) 1956: *Ambleside District Planning Study*: this study recommended major changes to parking, shopping and pedestrian patterns in the Clyde Avenue area;
- 4) 1958: *Apartments in West Vancouver*: this study noted that establishing densities in advance of widespread construction was important for effective planning;
- 5) 1980: *Official Community Plan*: This OCP noted that despite fears of growth, there was recognition that growth was a solution to providing the necessary tax base. Ambleside was recognized as the oldest neighbourhood;
- 6) 1991: *West Vancouver Directions Study-Ambleside to Dundarave*: this study encouraged small-scale hotels and restaurants;
- 7) 2004: *Official Community Plan*: This version of the OCP noted projections that indicated that the aging trend would continue with fewer young children and youth living in the community in 2004 and that many people could not afford to live in the community and that growing population would require considerable increases in health, support, housing services; also, there was a need to reinforce the role of Ambleside as the Town Centre through the building of complete communities, with new policies outlined to allow for buildings of up to three stories;
- 8) 2005: *Renewing the Heart of our Community: Ambleside Business Area Business Review*: This study noted the challenges that Ambleside faced included a low population density, a relatively older income population, a lack of younger consumers and a weaker, small-store retail presence;

- 9) 2006: *Ambleside Land Development Review*: This study concluded that the District should strive for a higher Floor Area Ratio than 1.6 FSR to achieve the goals and visions of the Ambleside Centre Strategy. (see next);
- 10) 2009: *Ambleside Village Centre Strategy*: This study recommended, among other enhancements, that the development of buildings over four stories could be considered along three special sites along Marine Dr;
- 11) 2013: *Financial Analysis for the Ambleside Centre Zoning Districts*: Among other things, this study suggested exploring changes to zoning to encourage more marketable rental units, make it easier to achieve four storeys, and clarify that residential use is allowed at grade in the lane;
- 12) 2016: *Review of Municipal Tools and Economic Analysis of Protecting and Expanding Rental Housing*: This review delved deeply into various options for providing both rental and non-market rental and found that the widely-used policies in the Lower Mainland included: leasing District-owned land for affordable housing projects, collecting affordable housing reserve funds, establishing density bonus provisions for rental housing, and fast-tracking affordable housing developments. A mixture of strata and non-market rental was seen as more viable than just market rental apartments. To develop any of the test sites as entirely non-market would likely require senior government incentives;
- 13) 2017: *Ambleside Community Profile*: Recognizing the important role of this area, this is a critical piece in this survey of Ambleside planning studies, as it lays out the needs of both the current and future success of this part of West Vancouver, concerning demographics, age, household stock, size and income, and employment. In our opinion, this profile is of vital importance to its future development;
- 14) 2018: *Economic Development Plan*: There can be no mystery regarding the mutual importance of a healthy business presence and homes for people who provide an essential, local workforce-especially along the narrow Marine Drive from 13th to 23rd;
- 15) 2018 *Official Community Plan*: This high-level framework emphasizes housing improvements in Ambleside along with several companion needs, and is aligned with the above Economic Plan;
- 16) 2020: *Housing Needs Report*: There is no need to re-visit here the important data in the HNR: these data are all critical to the current and the future well-being of the District, not to mention Ambleside. All along the housing continuum, from shelters to market rentals, the District has its version of the rental crisis across

the nation – and, in our view, needs to address where, and how, are people of different household incomes going to live?

This question applies also to the need to provide shelter accommodation for the growing number of homeless people and the provision of cold weather emergency shelters. The Lookout in North Vancouver is often over-filled.

The above seventy years of planning studies and reports, especially the two OCP's and the HNR, underscore that the supply and condition of much of West Vancouver's rental housing stock are poor. Many residents are leaving. The young and the old find appropriate and affordable housing difficult to locate. Growing numbers of the workforce must commute to jobs. The linkages are clear.

REFERENCES

- (2023). *Ambleside Local Area Plan Options Booklet*. West Vancouver: District of West Vancouver Planning Department.
- (2020). *Housing Needs Report*. West Vancouver: CitySpaces Consulting.
- (2022). *Metro 2050 Regional Growth Strategy*. Burnaby: Metro 2050 Metro Vancouver Regional District.
- (2018). *Official Community Plan*. West Vancouver: District of West Vancouver.

The North Shore Advisory Committee on Disability Issues (ACDI)

Development and Inclusion Report

Planning Initiative:	Ambleside Local Area Plan
<hr/>	
Meeting Date:	April 6, 2023
Meeting Location:	Virtual (Microsoft Teams)
Meeting Time:	5:30 p.m. to 7 p.m.
ACDI members:	Alexis Chicoine, David Parke, Michelle Katerberg, Robert Richard, Vanessa Mendoza.
Guest:	Maeve Bermingham, Community Planner, (DWV)
<hr/>	
Report Author:	Michelle Katerberg, David Parke.
Report Date:	May 25, 2023

Project Details:

On June 13, 2022, council directed staff to prepare three high-level, draft options for Ambleside Local Area Plan (LAP) engagement purposes and report back in the first quarter of 2023. These options were subsequently presented to Council at its February 6, 2023, meeting, where staff were directed to proceed with LAP engagement.

An LAP is a framework to guide positive change and strengthen the identity (or “sense of place”), livability, and success of a particular area. It outlines the long-range vision for Ambleside as a whole, provides more detailed regulations and guidelines to shape the form and character of new development, and confirms the local policy response to planning topics like housing, commerce, mobility, sustainability and public realm.

Discussion Highlights:

An introduction included a review of the three draft yet distinct options and how each option responds to planning and design local considerations (e.g., building heights, housing mix, commercial hub, natural setting, public realm, focus of Ambleside), to guide future change.

ACDI members discussed the significance of participation in the LAP process for Ambleside as an opportunity to guide the preparation of policies to diversify and

broaden housing supply that would be conveniently located to amenities, public transit options, shops and services. Not only could this support enhanced equity and inclusion for people with disabilities, but it would also accommodate the different life-stages and changing needs of all District residents.

It was further noted that guiding policies around enhancing accessibility improves mobility through the public realm because inclusively designed, barrier-free, walking, rolling and strolling networks provide safe active transport methods that promote access for all. An inclusively designed public realm (e.g., sidewalks, crossings and neighbourhood connections) promotes and enhances the end-user experience, creating an improved pedestrian experience, and adds to the vibrancy and diversity of the pedestrian realm.

Highlights and recommendations from the discussion are as follows:

General

- 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 to ~1,200, to ~3,000.
- 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 for residents and developers regarding where and how the market can and should deliver the housing types required for the needs of the community and to support aging in place.

Option 1

- Adapting streetscapes to advance inclusive design furthers Ambleside's "visitability", presenting Ambleside as a destination for residents and visitors.
- Re-development of rental sites with additional density may increase rental stock over time but reduce it during the transition, and affordable units are not replaced for decades except through subsidies. Slow transition, protect current rental stock with considerations for re-development or new development to include not 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.

Option 2

- “Missing middle” building form is a needed housing type in the community and should include adaptable design features in ground-oriented housing that support the ability to age in place. Multi-level homes are less accessible due to having stairs, or a step to an entrance can make an otherwise at-grade unit inaccessible.
- New development should not just “bookend” the low-rise village but rather activate streetscapes between 13th and 19th streets and between the northern LAP boundary and the waterfront, to provide continuity and design cohesion. Continuity impacts network mobility, and the predictability and familiarity of cohesion impact accessibility. Streetscape revitalization of the entire commercial precinct supports all end-users.
- A commitment should be made to the daylighting of Lawson and Vinson creeks, as a long-term plan. Acquisition of the creek corridors into the public domain as well as 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.

Option 3

- The two minimal-grade areas of Ambleside – 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 to and within these areas.
- Grid mobility for active transportation between key community hubs (e.g., education, civic buildings and parks) enhances neighbourhood connections. Esquimalt Avenue between Hollyburn Elementary and West Vancouver Community Centre (13th to 21st) has continuous access for pedestrians; it could be enhanced as a quiet greenway with more trees and traffic calming, with connections to Municipal Hall and the museum, and Memorial Park and the library. Trails and bridges should be upgraded to provide accessible corridors.

Communications

- The word “Options” suggests the 3 concepts are in opposition. Alternative terms such as “approaches” were suggested. The lack of merit of any single one in isolation and the necessity of adopting elements from each was emphasized.
- Graphics and associated text should be completely consistent, and all images need text descriptions for accessibility.
- Some graphics were misleading and/or confusing. Specific comments included that buildings under 5 stories were not included in charts even when significantly relevant, and that charts represented only potential new housing forms and did not indicate what would be replacement versus added, or provide context about housing form overall proportions.

Recommendations by ACDI:

Specific Recommendation	Reason for Recommendation
General	
Amalgamate specific components from all 3 options and create capacity for far more than 1,000-1,2000 units so that the number of built units are better able to meet current and future population demands.	Specific components from all 3 options are recommended. Units delivered by developers would be some fraction of units enabled by the LAP.
Recognize the needs of an entire community through inclusionary zoning that provides accessible units and mobility.	Creating a community that is accessible and seamless, for residents and visitors.
Percentage of all new development (including townhouses) to include adaptable units / adaptable features.	Proposal: Recommend 10% to 20% of all new construction built to adaptable or accessible standards for people to live independently.
Provide a mix of housing choices and a range of unit sizes (e.g., studio, 1-bedroom, 2 -bedroom, 3 -bedroom).	Allowing potential residents the opportunity to live in a variety of sizes of residences depending on their household needs and at different life stages.
Protect aging rental stock tenants from displacement and secure new affordable housing types.	Expand rental market to protect rental evictions people with disabilities when buildings 'age out'. Ease of transitioning out of old stock to new build. Incentives for developers or partnerships that plan to seamlessly move from old stock to new build. Development of new build residences before demo-viction for 'aged out' stock.

Provide convenient accessible public washrooms at main hubs and along transit corridors.	There are usually no public washrooms, and even more rarely accessible washrooms for people with disabilities. The public is reliant on private business washrooms.
Grid mobility for active transportation modes throughout the area, connecting between homes, recreation, services , and public transport..	A near to level grade, predictable, intuitive grid network for a slower, safer neighbourhood. Connections between sidewalks, alleys, bike lanes, and trails make each component more useful and accessible.
Option 1	
Design streetscapes for accessibility and inclusion.	Presenting Ambleside as a destination for residents and visitors of all ages and abilities
Expand and soften the focus area boundaries.	Increase and distribute opportunities to update neighbourhood networks to more recent and more accessible standards
Option 2	
Enable mixed-use buildings to provide a pedestrian oriented streetscape and a cohesively designed commercial precinct.	<p>To create a more inclusive accessible pedestrian-friendly access through the main business area of Ambleside. New buildings that will adhere to more recent design standards with wider sidewalks, improved lighting, intuitive design.</p> <p>Consistent design becomes familiar, and a more predictable public realm will be more accessible for people with disabilities and safer for everyone. Neighbourhoods that provide stable, wide well lit interconnecting pedestrian pathways to local businesses.</p>

Provide adaptable features in all forms of new housing and support aging in place.	<p>Ground-oriented housing is inherently more accessible for people using mobility devices unless barriers, such as a couple of entryway steps, are built in.</p> <p>Amenities and built in appliances that meet universal accessible design guidelines and/ or are roughed in to adapt specifications for future of apartments, townhomes.</p>
Option 3	
Foster and prioritize use of active transportation modes in particular in the limited naturally level terrain areas. Include traffic calming measures and universal design to enable access for all ages and abilities.	<p>Optimize use of limited level surface for neighbourhoods with higher density senior citizens and people with disabilities. Level or low-grade is more accessible for safe, easy, mobility for everyone.</p> <p>Provide safe north/ south and east/ west corridor options for all users. Access to adjoining pathways to community centres, parks, services.</p>
Utilize transport grid pattern to provide enhanced and accessible trail corridors East to West throughout the LAP area.	Improvements to support transportation options, leisure, neighbourhood walkability, along established routes. Intuitive, well understood connecting routes for pedestrian corridors.

Motion:

The ACDI is pleased to review the three draft themed approaches for potential redevelopment for the Ambleside Local Area Plan. The committee strongly recommends that components from all three concepts be integrated into one plan. The options focused on building form and capacity. The ACDI looks forward to engaging further on other elements in future stages of the Ambleside LAP development, and hopes the recommendations presented here will be applied to Ambleside specifically and considered for the municipality more generally.

II. Phone Correspondence

Staff received comments and questions by telephone about the Ambleside LAP and draft options. Transcriptions of comments and questions received are provided below on subsequent pages.

What are next steps for the LAP process
Very exciting options
Need for densification, similar to North Van's town and village centre plans
Good to see something progressive
Should also include WV-owned lands
Wants to be involved (questions about upcoming engagement)
I'm worried I won't be able to afford to re-purchase in the community
rezoning to allow more heights than just 5-7 would make it better if we are forced to sell
I like option 2 because it opens up the creeks and access to trails
I like my building the way it is, I don't want additional heights
Pleased to see LAP process move forward
New housing is very important
As is sustainable development and construction standards
Given that there are many high-rises, mid-rise is completely appropriate in many locations
Looking forward to attending public workshops
Curious about particular sites at 1763 Bellevue and 1820 Marine Drive and how LAP may affect them.
Wanted clarification on why 1763 Bellevue is considered institutional zoning on current map in options booklet.
Interest and eager to attend public workshops.
Curious about heights and density that will be allowed between 19th and 17th.
Will mid-rise choice of use or mid-rise mixed-use provide more opportunity?
Concern with option 2 allowing trails through neighbourhood along creeks
Environmental laws must be followed to protect bird and fish species
The District shouldn't cut down trees to create new public spaces
Option 3 makes the most sense because new development is dispersed
We need to protect seniors; they are neglected in Canada
Option 1 and 2 would make my neighbourhood too compact and unliveable
Planning needs to consider the travel of sound - many older buildings are not concealed, and sounds can be heard too easily if community densifies
Interest in LAP process timeline

Are there specifics around height yet?
When will the plan be adopted?

Looking forward to participating in a virtual workshop
Happy to hear we can provide input on different components that you like about each option and not choosing one to proceed with
Concern about high rises going in along Marine, Clyde, and Duchess at 14th and 15th

Interest in revitalizing the commercial core as a priority to move ahead first
Should be office space and craft breweries or distilleries
Should consider taller buildings on larger sites to deliver revitalization and open up more public space at ground level

LAP should focus on commercial area first - most people would like to see this
Not against change, it is needed, but that should be mostly in the village area
Any changes in single-detached areas should involve direct input from the affected homeowners of the specific neighbourhood

What is the dividing line between Ambleside and Dundarave?
Is Hollyburn a part of Ambleside or separate?

What is the timeline of the LAP process until it gets approved?

Allowing 12-units on single family lots on corners and 6 units on non-corner single family lots like the Rotunda in Victoria could help with affordability
1/4 units in a building could be below market to help with affordability
I'm frustrated because I want affordability, but it doesn't seem achievable
Richmond requires all development to include 10% below market housing. If we did this, we'd be well on our way.
I am interested in attending council to show my support.

Clarifications on process and interest in staying involved as LAP progresses
Need to respond to demographics – create opportunities for senior to stay and downsize and for younger families to move in
There used to be a cinema and a bowling alley, need younger residents to come and to animate the village
The waterfront is such an asset, need to integrate this strength with the village
Currency exchanges are not exciting, need more retail diversity and need younger residents to create demand
The Californian coast is fun – Carmel, Big Sur – Ambleside should be exciting too, and not only for seniors
Need a hotel, there used to be one at Park Royal, and this kind of use needs a larger floorplate

Could use parking lots for these kinds of developments
Gateways are a real opportunity for upgrading the village
The 1800 block is mostly one-storey buildings right now, the current condition is poor – new development here would improve this block
Strata buy-outs/wind-ups make sense: they create more equity for current owners and accommodate new residents
We need younger people who can't buy here, and existing seniors can't downsize because they have nowhere to go
Need rentals and smaller living options for ownership, and new seniors housing where you can walk to shops, transit, the seniors centre
Then homes can be sold to younger residents, create circulation in the real estate market
The LAP has to lead to rezonings for this to happen
Current owners of commercial lots are sitting on the land, it's the most unproductive real estate in the world
The LAP needs to drive change: it leads to higher values, which leads to opportunities, which leads to redevelopment
I only want to see this place become better; I've lived here nearly all my life

All options interesting
Option 3 densifying around the community centre makes a lot of sense
Process clarification – identifying best elements of each option, adding new ideas, distilling into a framework in July
Hope process moves forward, and that Taylor Way LAP can begin
Looking forward to seeing what happens in July
Exciting and fun, good to see change
Projects like Grosvenor have meant there are places to go out when meet with other residents I grew up with

I would support option 1 or 3
I would opt for option 3

III. Email Correspondence

Email correspondence consists of written correspondence received through the Ambleside LAP process directly to staff, or Council and staff by email. Email correspondence received is presented on subsequent pages. For those who wrote directly to Mayor and Council, or through the District's correspondence email, this is captured in 2023 Correspondence: [2023 Correspondence | District of West Vancouver](#).

From: [REDACTED]
To: [Ambleside Town Centre Plan](#)
Subject: Missed Opportunity re: Ambleside Local Area Plan (LAP): Progress Report and Next Steps
Date: Thursday, February 2, 2023 8:21:23 PM

CAUTION: This email originated from outside the organization from email address [REDACTED]. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Hello Planning,

I've looked through Mr Hawkins report dated Jan 24th/23 "Ambleside Local Area Plan (LAP): Progress Report and Next Steps" and make this observation.

I am curious why neither of your 3 options address any changes for either 1300 block Clyde or 1300 block Duchess. These blocks fall within the Ambleside LAP and all contain older circa mid-1969's to 1980 apartments and condos that are ripe for redevelopment. It seems a prime location to include in your plan, yet you've completely ignored this area.

1976 475 13th Street 8-storey condo
1965 1330 Clyde Ave 8-storey rental
1966 1350 Clyde Ave 8-storey rental
1964 1330 Clyde Ave 7-storey rental
1975 460 14th Street 7-storey condo

1976 555 13th Street 15-storey condo
1980 1341 Clyde Ave 10-storey condo
1979 1363 Clyde Ave 4-storey condo

1980 1340 Duchess Ave 4-storey condo
1965 1370 Duchess Ave 7-storey rental
1975 1390 Duchess Ave 9-storey condo

For example, the two wooden 4-storey condos at 1363 Clyde Avenue and 1340 Duchess Avenue. If these were to be rebuilt, they would remain as 4-storeys under this LAP? That seems crazy to me when they both are currently dwarfed by buildings ranging from 7 to 15 storeys. You suggest increasing the height of the nearby wooden 4-storey Amberview Seniors Co-op at 606 14th Street (built 1987) and mid-rises are suggested on the east side of 14th Street and north side of 1300 block Marine Drive, yet increased height is not suggested for these two buildings?

Seems a real missed opportunity here for these two prime located blocks! Please explain. Much appreciated.

Sincerely,

[REDACTED]

From: [REDACTED]
To: Riey McLeod
Cc: [Linda Gillan](#); [Courtney Miller](#)
Subject: FW: Ambleside Area Plan Options
Date: Wednesday, February 8, 2023 8:17:43 AM

From: [REDACTED]
Sent: Tuesday, February 7, 2023 8:04 PM
To: David Hawkins <[c](#)>
Subject: Ambleside Area Plan Options

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Hi David, I was wondering how/where I can look at the three options that you presented to Council. I am interested to see what it looks for our future here on 17th.

Regards,

[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Riley McLeod](#)
Cc: [Linda Gillan](#); [Courtney Miller](#)
Subject: FW: well done!
Date: Wednesday, February 8, 2023 8:31:35 AM

From: [REDACTED] >
Sent: Monday, February 6, 2023 12:03 PM
To: David Hawkins <[REDACTED]>
Subject: well done!

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Hi David – just wanted to thank you for all of your hard work on the Ambleside LAP Staff report going to council tonight. We are incredibly fortunate to have you on our District planning staff to lead another LAP.

I hear that staff are under pressure with a new council – just want you to know that you and your planning team are very much appreciated.

I look forward to being part of the community engagement for this plan.

[REDACTED]

From: [REDACTED]
To: [Riley McLeod](#)
Cc: [Courtney Miller](#); [Linda Gillan](#)
Subject: FW: well done!
Date: Thursday, February 9, 2023 11:08:01 AM

From: [REDACTED]
Sent: Thursday, February 9, 2023 10:55 AM
To: David Hawkins [REDACTED]
Subject: RE: well done!

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Well done on getting the go ahead. Hopefully, Taylor Way LAP is not added on top.

Happy to stay in touch on the Ambleside LAP – it will be a very interesting process. Love the three options – they really open up the thinking to different futures. Really like the very natural and organic option 2 – very exciting concept with questions on how it would be implemented - however, very clever idea.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan Options - Quick Review Comment
Date: Sunday, February 12, 2023 10:03:19 AM

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1. There is no mention of either the size and nature of businesses to compliment the plan options. Are the range, distribution and scope of businesses the same for each scenario.
2. Transportation requirements, desirable routings, level of service, dare I mention B- Line?

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPad

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: question about signing in for information on Ambleside LAP
Date: Wednesday, February 15, 2023 11:26:36 AM

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Hello,

I am interested in receiving information about the Ambleside Area Plan.

Can you let me know when the stakeholder meetings will be ?

I am a subscriber to the West Van site but don't see any information there.

Have those meetings been scheduled?

Thank you.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: FW: Ambleside LAP
Date: Thursday, February 16, 2023 2:53:43 PM

From: [REDACTED]
Sent: Thursday, February 16, 2023 10:08 AM
To: Planning Department <planning@westvancouver.ca>
Subject: Ambleside LAP

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Hi there,

I am wondering where I can find the latest information on the LAP for Ambleside? From what I read there was supposed to be an update in Dec 2022?

Has anything been published yet? Can you provide an update on expected completion date?

thanks,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP
Date: Friday, February 24, 2023 3:44:28 AM

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Hey Riley - thanks for your reply. I hope that our strata will appoint a liason with city council.

I am an owner in [REDACTED]. I was disappointed in the options that our building is not referenced.

It's very old building and if more stories were enabled through the LAP, it would make it more attractive for future redevelopment.

I will write this up to the email you provided for feedback and also I will be discussing within our strata.

Thanks,

[REDACTED]

From: [REDACTED]
To: Ambleside Local [Area Plan](#)
Subject: Ambleside LAP - [REDACTED]
Date: Sunday, February 26, 2023 9:10:11 AM

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Hi there,

I would like to ask a question / provide feedback on the Ambleside LAP.

I am an owner [REDACTED]

I hope that our Strata Council appoints a representative to liaise with District Council and ask pertinent questions. I will be advocating for that at our next meeting.

After reading through the options, it doesn't look like there is much consideration or mention of this [REDACTED] block. Why is that?

Our strata has had our building for sale in the past as the building requires significant work. There are many of us owners that would prefer to sell it.

Enabling a high rise in our location or at least 10-12 floors is what we were hoping to see in the plan.

Wondering if you can provide more information about the thought process behind [REDACTED] and why it doesn't have any zoning change or "enabling" in any option.

thanks,
[REDACTED]

From: [REDACTED]
To: [Riley McLeod](#)
Cc: [Erik Wilhelm](#)
Subject: FW: Schedule for Public Engagement
Date: Friday, February 24, 2023 12:21:14 PM

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Hi Riley,

See below.

And, it may be helpful to know that the planambleside@westancouver.ca website does not seem to be active (the email bounced back).

Any questions, please let me know. Thanks so much.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Date: Friday, February 24, 2023 at 12:17 PM
To: "planambleside@westancouver.ca" <planambleside@westancouver.ca>
Cc: [REDACTED]
Subject: Schedule for Public Engagement

Hi Riley,

Do you have any updates on the schedule for public engagement for Ambleside LAP?

We are starting to have conversations with stakeholders in the area on a potential project and want to be sure that we consider your timelines when we're scheduling our own conversations.

Note that no application has been submitted to DWV for the project that we are considering, although we have reached out to [REDACTED] previously as part of our background research (he is copied on this email, to keep him in the loop).

While we are [subscribed](#) for the LAP email updates, I am hoping you may be able to offer some earlier information on your LAP engagement, within the coming days.

If you have any questions, please let me know.

Thanks so much.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP Timeline
Date: Monday, March 27, 2023 2:09:53 PM

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Hi Riley,

Hope you're having a wonderful sunny Monday so far!

Do you have any updates re: timing of Ambleside LAP consultation events?

If you have any questions, please let me know.

Thanks so much.

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP Options - Feedback
Date: Thursday, April 27, 2023 3:56:36 PM

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Good Afternoon, Riley, and Ambleside LAP team,

Thank you again for the online workshop.

This email offers my input on the three options that are currently being considered in the community, based on my experience as [REDACTED] for the past 25 years.

If you have any questions on this feedback, please let me know.

Overall, my recommendation would be for the municipality to pursue Option 3 for the following reasons:

- What works well about Option 3 – Blend and Punctuate
 - This option presents a transitions approach, and recognizes that diversity is the essential ingredient in the magic of making great places.
 - This option recognizes the need for rental housing for downsizers, mature single professionals, and families.
 - This option leverages opportunities to develop lands in proximity to existing community infrastructure and gathering places, such as the West Vancouver recreation centre, the library, local parks, and local schools.
 - This option embraces that inevitably there will be pressure for development of much-needed housing options outside this central core.
 - Under this option, Creek areas are protected and enhanced under the municipality's existing Environmental Development Permit framework.
- What could be added to option 3:
 - More emphasis on opportunities to introduce rental housing throughout the plan area. It is unlikely that existing infill sites will yield sufficient housing, as infill will likely be infeasible on many of the sites identified.
 - Include 17th and 14th Streets as festival streets, making the most of the existing community infrastructure along the waterfront.

Here is my analysis on Options 1 & 2. In my assessment, Options 1 & 2 are not workable options.

Option 1 – Frame and Accent

This option presents a compact approach, where development would be focused in a concentrated core.

What works well

- This option emphasizes rental housing as a solution for downsizers, mature single professionals, and families.
- Festival streets on 17th and 14th Streets celebrate existing community infrastructure and gathering places.
- Under this option, Creek areas are protected and enhanced under the municipality's existing Environmental Development Permit framework.
- What doesn't work
 - This option does not leverage lands in proximity to existing community infrastructure and gathering places, such as the West Vancouver recreation centre, the library, local parks, and local schools.
 - Inevitably there will be pressure for development of much-needed housing options outside this central core, and this option does not make provisions for this.
 - It is unlikely that existing infill sites will yield sufficient housing, as infill will likely be infeasible on many of the sites identified.

Option 2 – Connect and Weave

This option presents a systems approach, where development would respond to natural creek and slope systems.

- What works well
 - This option explicitly recognizes the importance that Creek areas are protected and enhanced (even though Creek areas are already protected and enhanced under the municipality's existing Environmental Development Permit framework).
- What doesn't work
 - The land economics of adding public access to the creek corridors will not work at the proposed level of density and considering the creek alignment on different sites. To build trails for public access, there will need to be additional land-takes beyond the Environmental Development Permit requirements.
 - Providing public access to habitat areas will trigger requirements for provincial riparian area and federal fish habitat permits.
 - This option does not recognize the need for rental housing for downsizers, mature single professionals, and families.
 - This option does not leverage opportunities to develop lands in proximity to existing community infrastructure and gathering places, such as the West Vancouver recreation centre, the library, local parks, and local schools.
 - This option does not leverage 17th and 14th Streets as festival streets.

Again, thank you for the opportunity to share my views.

If you have any questions, please let me know.

Thanks so much.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: West Van LAP Council Date
Date: Thursday, June 15, 2023 2:01:00 PM

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Hi Riley,

I hope this email finds you well!

Do you have an update on when the West Vancouver LAP policy directions will be going to Council?

If you have any questions, please let me know.

Thanks so much.

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Feedback to West Vancouver Council on Ambleside Local Area Plan
Date: Saturday, February 25, 2023 11:19:53 AM

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I'm responding to the District's request for feedback on the Ambleside Local Area Plan for the area of 1300 Clyde / Duchess Ave.

In any of the *Three Draft Options* there is no suggestion of re-development of older buildings. But the District should consider, and include in the plans, re-development of old low rise multi-family units that occupy larger parcels of land with these being replaced with midrise (one or two buildings) depending on the size of land.

As an example let's consider 1363 Clyde Ave.

- Age 1977
- Number of floors 4 floors
- Number of units 60
- Lot size 2997 sq. meters

The height of 1363 Clyde is four stories whereas all the surrounding buildings on Clyde and Duchess range from 6 to 14 storeys. A replacement midsize building would fit-in with the increased height given the height of the surrounding buildings.

The lot size in is one of the largest in the area at 2997 square meters whereas the average in the area is approximately 1409 square meters. This implies the lot could accommodate two replacement midsize buildings.

The benefit to district is the following which are objectives of the District.

- More units on the lot without increasing density, as the land area is large. This supports the OCP to increase new housing units.
- Multi-family units can be provided as well as rental (low cost rental) and low cost seniors housing. This supports the OCP by introducing mixed-use developments.
- New buildings are *green* buildings which contributes to climate change objective.
- Reduces the stock of old buildings in the District.
- Reduce reliance on cars as new building with more units would bring people close to the Ambleside core where they could bike/walk to nearside services.

To minimize the financial impact on existing residences, they could be given the first right of refusal to buy back into the new building, perhaps at a discounted price.

From: [REDACTED]
To: [Riley McLeod](#)
Subject: Re: [REDACTED] - Ambleside LAP
Date: Thursday, March 2, 2023 6:38:52 PM
Attachments: [image001.png](#)

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Thank Riley for your email. Please note I DON'T want additional stories added to this building. I love it just the way it is. I am on the [REDACTED], and I have vaulted ceilings and a beautiful loft. Please correct this on your information sheet.

A large number of residents in this building, [REDACTED] are very happy the way it is and don't want it demolished. We will pay for repairs over the next few years.

Thanks

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Riley McLeod](#)
Subject: Re: [REDACTED] - Ambleside LAP
Date: Monday, March 6, 2023 2:17:49 PM

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Hello Riley

I have another question. If the present zoning for our property at [REDACTED] is for a four story building what possible rezoning could be applied for.

Thanks for considering this question. Our problem here at [REDACTED] is that a number of determined residents are trying to sell the building and another number of residents are desperate to stay.

And the people trying to force the sale are not cooperating by refusing to fund any repairs.

It would help to understand what the building height of the potential rezoning would allow. From what I've read about the Ambleside local area plan West Vancouver will not be considering high rises just buildings in the 5 to 7 story range.

Thank you

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP
Date: Thursday, March 2, 2023 1:36:32 PM

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Hi,

Just wondering how long I have to comment on the Ambleside LAP?

Thanks

[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Antelope Valley Area Plan](#)
Subject: Antelope Options
Date: Thursday, March 2, 2023 2:00:03 PM

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Option 2 has the power to galvanize a community. The other options are uninspired.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET - Status Quo?
Date: Thursday, March 2, 2023 3:17:03 PM

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Hi Riley,

I read with interest the “AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET Appendix A District of West Vancouver | January 2023” report today and have signed up to stay informed. This was from an email notification on the planning process today. It looks like the planning committee has been busy.

Is there a “status quo” option for those that would prefer to see things left the way they are? This seems to be missing from the list. Without it, one might assume that there is no option but to change?

Do you have any stats to support a demand for change from people in the area? You know, most of us like things more or less the way they are...low density, older established, ownership, SFD neighbourhood is just fine. I suspect many would prefer not to see a Lower Lonsdale type overbuilt gentrification that is the theme of the 3 options. Maybe below Duchess would be okay, which is mostly apartments anyway, but not above it.

The reason I ask, we’re building a new home at [REDACTED]. So, shock one is the lack of a status quo option. We are here because we like things the way they are. People go to a lot of effort to get here for exactly what we have now. And shock 2 was reading Option 3 which would have townhouses built up in our low density single family area. An area that has many new homes, and many that will not likely change other than a few in rough shape. It would result in a mishmash mix of low density and high density, which I’m sure is not in anyone’s best interest.

And so, how might we entertain a Status Quo option? Or perhaps an Option 1b that would allow further in-fill subdivision of some the larger properties over time and in-fill that way?

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: RE: AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET - Status Quo?
Date: Thursday, March 9, 2023 12:47:58 PM

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Hi Riley,

Thanks for your note and info on this important process.

The problem we have is that we feel the locals like us who live and work in the area somehow have to defend not seeing change like has been proposed, rather than the other way around whereby proponents of change need to sell to the locals how the change will benefit them.

For example, if someone wishes to change a zoning from single family to multifamily, they would need to explain how that benefits the community in a way that allows a reasoned decision to be made by the community.

Does this make sense?

And hence I believe we need for a "Status Quo" option on the slate of options to consider. Otherwise the only option is for change, when maybe we like things the way they are when pros and cons of changes are considered, which I think is a reasonable request of our managers.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: RE: AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET - Status Quo?
Date: Monday, March 13, 2023 10:14:24 AM

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Hi Riley,

Thanks for your note. Please don't get me wrong, we are not opposed to change. I'm an engineer, I get it.

For this area in particular, I believe that to be successful, the planning process needs to clearly describe where we are coming from and the challenges or needs for change. This is what I call "Status Quo". Maybe we're okay with this. In doing so, people will have a base case to consider the pros and cons of change. The City has done an admirable job of documenting needs over time. But we need a way to describe current issues in a salient way so we can explore ways to fix them. To see if we agree on where change should happen, or not.

I think I see the issue but I don't know how to rectify it, maybe you can help. "In June 2022, Council directed staff to prepare three high-level, draft local area plan (LAP) options for Ambleside." So the question then becomes what 3 options. Three were presented. But they don't cover the full gradation and presume that change will happen.

The 3 options presented January 2023 are as follows. They could be reduced to 2 options:

1. A bunch of change
2. Lots of change
3. Overwhelming change

What I'm proposing to the planning committee, to be complete and meet the success level, is a different or another option 1(a) and 1(b) so we can have meaningful dialogue and consider pros and cons of where we are at.

MG (a) Status Quo – if it aint broke don't fix it. Here are the issues that won't get fixed.

MG (b) Some change – some minor things are not meeting needs, lets tweak and fix them. E.g Revitalized low density commercial residential in the Marine Drive corridor.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: RE: AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET - Status Quo?
Date: Tuesday, March 14, 2023 2:45:41 PM

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Hi Riley,

Thanks for the info. We will attend the workshops.

Thank you,

[REDACTED]
[REDACTED] [REDACTED] [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan
Date: Friday, March 3, 2023 9:41:51 AM

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I have reviewed the plan and I don't want to be negative but seems like a complete waste of tax payers money.

As you know the OCP for Ambleside and Dunderave that took 10 years to complete has been a complete failure.

In the last 4 years there has not been ONE project accepted.

Until you create planning and building laws that don't allow for public process...NOTHING will ever be done for densification UNLESS the property is owned by the District of WV...as you know Grosvenor and the 22nd and Haywood project get passed because the land is owned by DWV...this is totally unfair.

This community which I have been a part of for over 50 years has become a joke...nothing gets passed.

Why don't you start small and just allow for duplexes to be built in Ambleside WITHOUT public process.

My only hope for densification is David Eby.. because he will by pass councillors and public process to get development.

Don't mean to be so negative...but nothing gets done in this community.

Regards,

[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [District of West Vancouver Communications](#)
Subject: FW: Get ready to help create the Ambleside Local Area Plan: review the draft options and bring your ideas!
Date: Monday, March 6, 2023 10:19:50 AM

From: [REDACTED]
Sent: Thursday, March 2, 2023 3:04 PM
To: District of West Vancouver Communications <communications@westvancouver.ca>
Subject: RE: Get ready to help create the Ambleside Local Area Plan: review the draft options and bring your ideas!

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Thank you for your email and attachments, specifically the options booklet. I suggest that perhaps in one of the early workshops a brief presentation of each option be made (including of course any modifications to date) to facilitate common understanding and hopefully get participants on the same starting pages.

Please don't trouble to respond and I'm reasonably certain that you intend to do something like this anyway.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: FW: Get ready to help create the Ambleside Local Area Plan: review the draft options and bring your ideas!
Date: Monday, March 6, 2023 10:22:56 AM

From: [REDACTED]
Sent: Thursday, March 2, 2023 1:48 PM
To: District of West Vancouver Communications <communications@westvancouver.ca>
Subject: Re: Get ready to help create the Ambleside Local Area Plan: review the draft options and bring your ideas!

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West Van is in dire need of some life.

Why not a brewery or two? There is a perfect spot in Ambleside beside the funeral home (old west van florist) sitting empty.

As a couple of younger people (late 40s), West Van needs some more things like Lower Lonsdale to breathe some life into it and to keeps around. Right now, it is dullsville.

Less nail salons and money changers and more fun stuff for people to do who aren't in their 80s and 90s. :-)

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Bald Eagles nest on Sinclair Ave
Date: Monday, March 13, 2023 5:40:57 PM

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Hi Riley,

I read with interest the three options for the future building up of Ambleside. It is time!

Is the planning department aware of the active Bald Eagles nest on Sinclair Avenue?

Bald Eagle's nest trees, whether active or not, are protected trees under the BC Wildlife Act. Perch trees are not protected but Municipalities have the option to protect them.

Because of the Bald Eagles nest on Sinclair Avenue the option for townhouses along side the creeks concerns me.

Short history of the Sinclair eagles pair:

Eagles mate for life and nest and defend a territory.

In 2010 this eagle pair had a nest in John Lawson Park.

2016 they moved to Memorial Park for two years.

2018 they moved to their present nest at 925 Sinclair Avenue.

They have basically been moving up Lawson then McDonald Creek.

They actively use the trees in John Lawson Park to perch and hunt from as well as many other large conifers in the neighbour hood.

Any planning needs to take into consideration this Bald Eagle's nest and territory.

Happy to answer any questions.

Sincerely,

Sally



North Shore Eagle Network

SALLY MCDERMOTT - COORDINATOR 604.925.8745 MCJEFFERY@TELUS.NET

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Community Engagement
Date: Monday, March 20, 2023 2:15:49 PM

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Hello Riley,

Please send me the date in April when and where the first community engagement will take place. Thank you.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP
Date: Thursday, June 1, 2023 4:43:51 PM
Importance: Low

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Hi Riley,

I hope this email finds you well.

I just wanted to summarize my comments regarding the Ambleside LAP in this email.

My family and I will be grateful to see mid-rise Mixed Use or Mid-Rise Choice of Use along Marine Drive on both sides between 14th and 19th street (i.e. 1500 block to 1800 block). This new zoning and more density will encourage the owners of these properties to develop the old properties and the area will become much nicer with having new retail spaces for businesses and more residential housing for people.

1. Having new stores/businesses will improve social life of everyone in the community and especially in 1800 block. It will be more accessible to seniors who use the community centre.
2. When the new developments are concentrated along Marine Drive, it will be easier to plan for transportation such as new bus stops.
3. If options of more density is available to smaller lot owners, there will be new small retail stores which will be possibly occupied by new restaurants, boutiques and The small stores will be more affordable for the new and small businesses to occupy.
4. Having Mid- Rise Choice of Use or Mid-Rise Mixed Use in 1800 bock on Marine Drive is a great idea since this block is the transition area between the residential area (1900 block to the west) and commercial area (1800 block to the East) and there are high-rises on Bellevue on 1800 block.

Please let me know if you have any questions.

Kind regards,

[REDACTED]

From: [REDACTED]
To: Ambleside Local [Area Plan](#)
Subject: RE: Appointment request
Date: Wednesday, March 22, 2023 2:38:01 PM
Importance: Low

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Hi Riley,

I hope this email finds you well.

We was wondering if you have any time for a meeting (preferably in person) between April 10 and 13 .

Would you happen to know what date in April the public open house/meeting is?

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: LAP STUDY
Date: Thursday, March 23, 2023 2:15:25 PM

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Thank you for sending me the Plan of Options for Ambleside

PROPOSAL 3

I have read and studied all 3 your proposals and find Option 3 the most attractive, as it would repair and harmonize the existing build up of the village.

It would also be the most difficult to implement. As we know from past experience the OCP can be manipulated and difficult to enforce, especially with existing precedences and legalities.

However, it is a laudable and brave endeavour.

THE VILLAGE CORE

With Proposal 3 it may be harder to establish the core and character of the village. If the core would consist of Marine between 14th and 17th, there should be some pedestrian corridors to integrate the commercial developments on Clyde and Bellevue more directly.

Finally, Council should encourage more diversified commercial establishment, but I would not know how to achieve limiting permits to nail shop and beauty shops in favour of a bookstore, knit shop, crafts.

West Vancouver Foundation ?

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Options booklet
Date: Tuesday, March 28, 2023 9:09:54 AM

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Hello

I would appreciate being able to get a paper copy of the booklet. It is lengthy and I cannot afford to print it myself. Is it possible to get a copy prior to the workshops?

Please advise. Thank you.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP
Date: Wednesday, May 24, 2023 10:07:40 AM
Attachments: [Ambleside Local Area Plan Options.docx](#)

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Hi Riley,

Hope all is well.

I am attaching my additional comments on the booklet. I am sending it to you as I wasn't sure if you will distribute it among the appropriate people (other staff, mayor and council) or if I was to distribute it more widely.

Thanks.

[REDACTED]

Ambleside Local Area Plan Options

I hope at some point during the creation of the LAP, council will walk through Ambleside to understand the real impact of the land use and building forms that are contained in the booklet. Options may look one way on paper and another in reality.

Option #1 (Frame and Accent) is the least desirable option as it proposes a compact rectangle between 13th, 19th, and Fulton. Much of Ambleside's high-density housing is already concentrated near its town centre in the "apartment zone."

New builds must be equitably distributed throughout Ambleside and target all neighbourhoods, specifically including: the area running between 13th and 21st north of Esquimalt, 18th and 19th north of Duchess Avenue, and Gordon/Haywood Avenues west of 22nd.

The idea of a compact community may be appealing by checking certain boxes such as concentrating development in commercial and neighbourhood centres to contribute to their vitality, encouraging sustainable transportation options and offering convenient access to services and amenities. However, concentrating development in a compact rectangle will have implications in terms of access, traffic, noise, obstruction of views, privacy (a reasonable degree of physical separation), parking and potentially the ability of police and fire vehicles to manoeuvre in and out of the Ambleside town centre/apartment zone.

As pointed out in the OCP, developments must strive to have minimal impacts on established areas and the development process must be required to demonstrate minimal impact based on objective studies.

A Fourth Option

I would like to suggest a fourth option that essentially combines options #2 and #3 in the booklet.

Option #2 prioritizes opportunities for ground-oriented housing. It also recognizes the importance of following the natural waterways and creating opportunities for north-south Creekside trails and for areas of each creek to be "naturalized, daylit and environmentally managed."

Option #3 includes seniors-oriented housing which will only grow in importance with our aging population. It also distributes the potential new builds throughout Ambleside.

However, option #3 (or a fourth option) should also consider two things:

- a) Include new builds in the portion of Ambleside north of municipal hall and west of 21st.
- b) More ground-oriented and low rise options would be desirable between the existing commercial and apartment sites given the number of existing mid and high rise buildings in the town centre and apartment zone.

Other features of a fourth option:

- There is no mention of co-operatives, duplexes and triplexes in the options booklet – only townhouses. Along with favouring more ground-oriented builds over more low and mid rises, co-operatives in particular offer many positives – not least of which is affordability - and a sense of community. West Vancouver we needs more of them.
- Investigate the possibility of “staggered” mid rise buildings so the storeys slope.
- Purpose-build rental buildings should be secured in perpetuity (i.e., for the life of the building) both existing and any new rental buildings.
- Consider the size of units in new builds. The micro suites which were recently approved is not a model to duplicate. It would be desirable to have a healthy balance between the trend towards smaller and smaller suites in order to maximize the number of units per building and providing people a reasonably-sized space to live in.

Additional Comments

The Ambleside LAP Consultation Process:

1. According to the project website, stakeholder meetings have also taken place but there is no listing of who the stakeholders are and why these meetings were not part of the general community workshops.
2. It is entirely possible that those who engaged in the community workshops might have provided different opinions and suggestions about the options in the booklet if the booklet had included a more robust Ambleside community profile as well as an update on the broader housing context in the District (see below for comments on the “overall housing context.”
3. The options booklet almost exclusively focuses on potential new residential builds – 19 of varying types (and that is a lot of new builds!). Why didn’t the booklet include information, however tentative, on other pertinent aspects that fall under a LAP such as Ambleside infrastructure; connectivity; the commercial, cultural and civic aspects of Ambleside; how the LAP might fit with the Waterfront Concept Plan; and how we might preserve more green space amidst development.
4. Due to the popularity of the community workshops, staff added some for a total of eight; however, eight workshops only allowed a certain number of people to participate. Why wouldn’t staff hold as many workshops as required to meet demand? Or alternatively include a survey as another way of providing input. Is it in order to meet the July deadline for a report to Council?

5. The booklet notes that the final LAP boundaries will be determined based on the planning and engagement process but it doesn't provide a rationale for considering changes to Ambleside boundaries.
6. How were the possible development sites identified? How much is surplus District owned land? How much is privately owned land?
7. The booklet references aging purpose-built rental buildings without saying much on the subject. The many residents who live in these buildings read this and worry that their buildings may be demolished. Not only could they ultimately be displaced but new builds will be more expensive which will be out of reach for tenants in these older buildings. In fact, most of the older buildings have many years left if owners would engage in sufficient upkeep.
8. On the back of the booklet "What's Next?" is not in fact, what's next in the process. It would have been helpful to include the "lifecycle" of the LAP process as it appears on the website and also indicate what happens after the report is presented to council.

Overall housing context in West Vancouver:

There are broader considerations and housing-related issues that are relevant both to an Ambleside LAP and to the overall residential development process for West Vancouver.

- a) In my view, affordability is the number one issue regarding housing in the District. It has reached a crisis point for all but the wealthiest of families and individuals. West Vancouver is now the most expensive market in the country with prices soaring to \$2,730 from \$2,584 in March 2023 for an unfurnished one-bedroom unit (Elana Shephert <https://www.vancouverisawesome.com/local-news/vancouver-rent-price-april-2023-6837301>).

In Ambleside specifically:

- 23% of residents are low income,
- Ambleside is home to 45% of the District's low-income seniors,
- Half of Ambleside tenants spend more than 30% of their gross income on housing,
- Almost half of households with income in Ambleside make less than \$30,000 and almost 75% make less than \$50,000.

Is it possible to mandate a designated percentage of affordable units in the majority of new builds or incentives that can help guarantee this? West Vancouver development proposals must establish the minimum provision of accessible and adaptable units; the same should be done for affordability.

b) The OCP suggests a total of about 5,000 new units by 2041.

i: How would this number be distributed throughout the District?

ii: Does this number include all approved new builds - the micro suites, 2195 Gordon Avenue and even potentially Cypress Village?

iii: Are there areas in West Vancouver that are going to be exempt from new builds under the District's OCP or other LAPs (e.g., due to current zoning or other considerations)? Again, new builds must be fairly distributed throughout West Vancouver – certain neighbourhoods should not be exempt. Unfortunately, NIMBYism is alive and well in West Vancouver.

c) 71% of Ambleside's land is already devoted to residential use. If 1,000-1,200 new units are being proposed for Ambleside, this represents Ambleside absorbing around 20% of the 5,000 units.

d) There is confusion about what "density" means. People tend to think it means the number of buildings when in fact, it refers to the number of storeys in a building. Perhaps this can be clarified. When considering new builds, density is just one factor. Equally important is the total number of buildings in a certain area, the lack of space between buildings and preserving green space. High rises do have advantages.

e) What are the implications of the provincial housing plan for West Vancouver (including affordable housing commitments) and how do the 1,000-1,200 units slated for Ambleside fit into this?

f) West Vancouver's population was declining until recently and is now growing but at a slow annual rate compared to other jurisdictions. How might this affect the projected 5,000 units target?

g) Derelict houses are on Council's radar but what about the ones sitting empty? What is being done to address the up to 1,500 unoccupied homes, many of which sit on large lots (and also condos that sit empty)? Does it make sense that if they remain vacant for a certain period of time (even if they pay the speculation and vacancy tax – and we know many do not) something more should be done? How might these houses and strata be reimagined and incorporated to meet housing needs?

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: Ambleside Local Area Plan; cossid11@gmail.com
Date: Tuesday, March 28, 2023 10:04:32 AM

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Really???

You're asking if we are from Ambleside???

What about Dundarave?

Are you again hiding that 1/3 of 'Option' 3 invades Dundarave? Check O'Brien's marketing and cringe.

And neglects consideration of other surrounding areas (including Upper Ambleside???) .

And the environment?

When your marketing evades these facts???

When your marketer is the lobbyist for the Ambleside business association?

Paid for by our tax dollars to provide false information and manipulate us?

Under a supposedly ethical engagement process also paid for by tax dollars?

And focuses on the Ambleside's uniqueness and character???

When our council has pecuniary interest in Lower Ambleside and neither discloses this nor recuses themselves?

What process authorized use of tax dollars for a plan involving Dundarave without Dundarave input and permission?

Dundarave has no right to a unique character, and a say in its development?

What about identification and communication of impacts to areas outside Ambleside, including Sentinel Hill, Upper Ambleside and Dundarave. This is a legal expectation of our staff, including our engagement and engineering professionals.

Are you purposefully causing WV division?

Are you so influenced by 'influencers', voting strength, and money?

People are asking....

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Si vous ne voyez ni n'entendez le fichier, [veuillez télécharger QuickTime](#).

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Dead West Vancouver
Date: Tuesday, March 28, 2023 9:17:07 PM

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Hi:

It has been obvious for some time that West Vancouver is dying. Every time I walk Marine Drive there is just one more business boarded up with paper on the windows. West Vancouver used to be a vibrant, interesting place in which to shop but not anymore. A few years ago I chatted with a former business owner who had to leave the area due to lack of business. I have lived here for a long time and find it sad. North Vancouver's Lower Lonsdale area is booming with interesting restaurants, an ice skating rink and just an "alive" atmosphere. I commented vis a`vis the situation here via email to a woman who was running for some office or other and was standing outside Shopper's a year or so ago but heard nothing. I am not holding my breath that anything will change here. In order for it to do so people would have to be brought over by some form of transportation from over town and I do not think those in power would want that. In order for this area to be a success so those in local business can afford the rents there has to be "people" to frequent said establishments. If someone with experience in these matters could come up with a plan to increase visitors which would bring funds things would improve. One of my favourite places in the world is Noosa, Australia. It is a small place and a tourist mecca but has managed to retain it's simple beauty and is not ruined by the amount of people who visit. Surely we could do the same here. Still keep it classy and beautiful but bring it alive again.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside feedback
Date: Wednesday, March 29, 2023 9:56:52 AM

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Hi Riley and team,

My name is [REDACTED] I live in the City of North Vancouver, and my young family visits Ambleside often, 90% by cargo bike.

Thanks for the incredibly thoughtful 3 options. I feel compelled to write, as a young person struggling to keep our family on the North Shore, I feel nervous that the prevalent voices of feedback will be those who want to maintain the status quo. In my view, living in CNV where density and growth has been by far the strongest in the region, I'm disappointed to see CNV continue to bear the brunt of this effort to provide more housing.

In my view, affordability is a CRISIS, where unprecedented levels of changes are needed. All 3 options, while trending slowly in the right direction, I don't feel they are even close to the rate of change needed. I would like to see Option 4, which combines all of these. Large single family homes are an outdated archetype and should not be forever welcome in Ambleside - one of the most beautiful natural places on earth, with good transit, and walkable shopping.

Is walking and biking, parking reform changes a part of this LAP? Ambleside could be a leader in walkable, family friendly neighborhoods (see Shipyards, Lower Lonsdale, or Barcelona super blocks). But today it is car centric - with free parking everywhere and fast 4 lane Marine Drive. Without a visionary plan for transportation through Ambleside, all I foresee is massive local resistance to any change as density will inevitably add parking and traffic strains with roadway status quo. Owning a car costs roughly \$8000 per year, so walkability = affordability as well.

Please design an Ambleside for the future. For those who don't have a voice today. Not those who will resist change.

Thanks for listening.

[REDACTED]

--

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside plans
Date: Wednesday, March 29, 2023 12:47:35 PM

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Hello I have just reviewed the three plan options, may you please clarify where the Hollyburn Sailing club fits in? Thank you

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside plans
Date: Thursday, March 30, 2023 9:05:42 PM

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Thank you for responding as long as the ceiling club is staying, put in its current state. I am happy any changes I would hope that they would be brought to the attention of our community.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Workshop Questions
Date: Wednesday, March 29, 2023 4:52:01 PM

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Hi,
Can you tell me about the format for the workshop and also could please share the Agenda?

Thanks so much
[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Traffic
Date: Thursday, March 30, 2023 10:01:48 AM

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Hello... thank you for allowing questions.

My question with regard to the Ambleside future is how will you be dealing with traffic congestion in adding all these new developments? It's frustrating now.

thanks,

--

[REDACTED]

From: [Planning Department](#)
To: [Ambleside Local Area Plan](#)
Subject: FW: Ambleside LAP
Date: Friday, March 31, 2023 8:28:35 AM

From: [REDACTED] >
Sent: Thursday, March 30, 2023 11:25 AM
To: Planning Department <planning@westvancouver.ca>
Subject: Ambleside LAP

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The booklet of the 3 LAP options currently out for public input is excellent. I have 3 short questions and a comment:

1. What is a festival street?
2. Why does the plan only go to Inglewood? Given our need to provide more housing across metro Vancouver, it would be logical to me to continue the plan to Mathers including the large lots on the north side of Mathers east of 15th Street.
3. Is it possible that with community input, parts will be drawn from all three options? For example, in Option 2, I very much like the “follow the creeks”, and “blueways” concepts plus the townhouses up to Inglewood. I also think adding density around the community centre as per option 3 is excellent. In Option 1, you have space for up to 20 rental developments in a single family area. That diversity to me is a great idea.

One last comment. There are multiple lots immediately north of Hay Park that have been cleared and are currently for sale. They would make a great place for townhomes. They're close to schools, buses, parks, and the community and seniors centres.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Local Area Plan
Date: Friday, March 31, 2023 5:08:58 PM

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March 10, 2023

Hi Riley,

We have viewed the Ambleside Local Area Plan and have an interest in this as [REDACTED]
[REDACTED]

We agree that the area should be redeveloped and densified and since many properties [REDACTED]
[REDACTED] on Fulton Avenue are already city owned, it makes sense to densify development on the two blocks between 15th and 17th Streets on Fulton.

We submit that the houses located on the north side of Fulton should be redeveloped as multi-family dwellings [REDACTED]. There have long been problems with parking on this street [REDACTED]
[REDACTED] due in part to the proximity to the Firehall and Municipal Hall.

As proposed in Option 3 for creation of the Ambleside Local Area Plan, we feel that the entire block of Fulton Avenue should be redeveloped for multi-family dwellings (not just half of the block between 15th and 16th streets [REDACTED]). Having multi-family residential buildings developed [REDACTED] would only increase traffic and parking issues and, in our opinion, would lower the value [REDACTED] if they remained as single family dwellings.

If we were able to receive a favourable price for our home, we would consider moving higher up or elsewhere in West Vancouver. We believe this could be accomplished by including [REDACTED]
[REDACTED] to be rezoned for multi-family dwellings.

We look forward to hearing more information on the Ambleside LAP as it progresses.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#); [REDACTED]
Subject: LOVE this idea of changing the LAP in Ambleside
Date: Monday, April 3, 2023 12:47:25 PM

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Hi Riley,

[REDACTED]

I am so excited as a resident of over 40 years in this home to be able to potentially build a lane way house or have my neighbour hood block rezoned to duplexes and townhouses like the city of West Van has already allowed on the south side of my same block. Perfect location near the senior centre and the rec centre. Ideal for multi family re development. All along Fulton and up 21st and 15th. Too - busier streets are ideal for row townhouses/duplexes/low rise multi family redevelopment. Even better if you put in a few commercial zoned spots for coffee and small grocery store or restaurant - like in Pemberton Heights - the Corner Stone. Amazing for neighbourhoods and families.

I don't want to move but don't need my large home.

My children were raised in this home and [REDACTED]

I would love to stay in my neighbourhood and potentially sell a portion of the back yard to a developer to develop a laneway house that I could move into or that my children could buy or your children could buy!! I'd also love to sell off my legal basement suite too - and strata the three residences for example or allow a developer to build new - three new residential dwellings on my property. Love this idea.

I don't want to live in a high-rise or take an elevator, or directly smell the cooking from a shared balcony above or below of a neighbour. We are definitely in need of that missing middle inventory (duplexes/laneway houses/townhouses) here in West Van and Ambleside is the perfect area to develop like the development on 2000 block of Esquimalt [REDACTED]

The options consider a range of housing to enable residents to stay within their community as their housing needs and preferences change over their lifetimes, as well as options that could allow new residents to move here. Some types of housing are well represented in Ambleside, but within aging building stock that will likely require renewal within the life of the plan: 90% of West Vancouver's purpose-built rental stock is in Ambleside, and three of four of these buildings are over 40 years old. Similarly, the majority of West Vancouver's seniors housing is located in Ambleside, and almost one in two residents today are over 65. Other types of housing are underrepresented: notably, "missing middle" housing such as rowhouses, and apartments in mixed-use buildings, comprise very little of the existing housing stock in Ambleside and could be better provided.

Since I have been a resident in this area for over [REDACTED]
[REDACTED] I am very well versed in what the downsizers and new families need and want. And yes it does vary! Price/location/size/number of bedrooms. But overwhelmingly we are missing the lane way houses over the garage or duplex option or the row townhouses option too. We need the price range to vary in these options too \$1,200,000-2,500,000. Most of what I see when people downsize from a larger home like me they want to not do a lateral move financially. For example they want to sell for \$3 million and buy for \$1.5 million (for example - simple numbers).

I'd love to share with you more stories on my clientele and their needs. Especially if pets are involved. Older people with pets (dogs) are not allowed in most apartment buildings in West Van - maybe only 4-5 buildings allow a dog and that is restricted by the size/weight or voting in process. Lane way house/duplex/townhouse allows these pet lovers to have an outside door.

Low rises too are a great idea. Please consider designs that have an outside door like at the foot of Argyle/2200 block - wonderful design. I can show you if you need more info. Very popular.

Call me please to discuss further and I would encourage you to reach out to me as I do know what the public is looking for. Not only downsizers, but young new families that need and want a mortgage helper too - like the townhouses built in the Lower Lonsdale area - some (many) have been designed with a lock off self sufficient suite in the basement/street level - that could be rented in a townhouse for approx \$1500-2000 for a student or senior or in-law. GREAT mortgage helper for rental opportunity to a tax paying home owner.

[REDACTED]. Love to meet in person and describe better to you as we meet.

Kind regards,

[REDACTED]

From: [REDACTED]
To: mayorandcouncil@westvancouver.ca
Cc: [Ambleside Local Area Plan](#)
Subject: Ambleside Local Area Plan
Date: Tuesday, April 11, 2023 6:32:11 PM

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Dear Mayor and Council,

I am writing this letter as unfortunately I will be out of town when the Ambleside Local Area Plan workshops are going to be held and I wanted to voice my concerns. Having been in the real estate development business for over 40 years, I can understand the difficulty the planning department is facing when drafting this plan. I have reviewed the three proposed options and all have merit as well as drawbacks. However, I would like to draw your attention to certain parameters that should be considered. Firstly, when considering such an extensive housing development we must ensure we have the infrastructure to support it. As it stands now, our transportation system cannot handle any further housing added to the north shore. Either a third crossing must be built over the Burrard Inlet or the addition of rapid transit must be added to the north shore before additional housing is built. Secondly, one must consider the views of the existing residents who currently live in Ambleside. To block these views would be a travesty to people who purchased property believing construction could not be higher than 40 feet or three stories in height. Thirdly, I realize this is a long term plan but I question whether we need close to 1000 units of additional housing in Ambleside. What we need is a well conceived plan that updates some of the old dilapidated properties in Ambleside and brings the seaside village character to prominence.

Thank you for taking the time to read my email and if you have any questions regarding the above I would be happy to answer them.

Yours truly,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Boutique hotel - prospective hoteliers
Date: Saturday, April 8, 2023 9:15:18 AM

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Hello

I'm looking for more information on the proposed project to establish a boutique hotel in the Ambleside Town Center.

Has an appropriate site been established?

Is there any information for prospective hoteliers or a process to follow in order to be engaged in the proposal process?

Thank you

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: 1. The character of Ambleside and the appropriate scale and height of buildings
Date: Saturday, April 8, 2023 3:54:33 PM

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2023-04-08

To: planambleside@westvancouver.ca

SUBJECT: "1. The character of Ambleside and the appropriate scale and height of buildings"

To whom it may concern:

The VERY FIRST thing noted in the introduction of the Ambleside LAP (page 2 of the brochure) is:

"1. The character of Ambleside and the appropriate scale and height of buildings"

The following 21 pages then describe how the writers of the Review wish to "improve" Ambleside by TOTALLY DESTROYING that very character which makes it a unique and desirable place.

It may be the the writers of the Review are not nasty vindictive people out to destroy the quality of life of CURRENT residents as the plan would appear to indicate, but merely completely misinformed as to the real negative impacts of turning lower Ambleside into a High-Rise dense nightmare.

However, since most of the plan attempts to DECEIVE by mislabeling High-Rise buildings as "mid-rise", and mislabeling Mid-to-high-rise buildings as "low-rise" it is difficult to believe that the writers of the Review are merely "accidentally" DESTROYING the character of Ambleside.

I have been a resident of Ambleside for 41 (FORTY-ONE) continuous years, and all these variations of "the plans" would SEVERELY DIRECTLY negatively affect my quality of life due to the proximity of the proposed "concrete jungles".

As it is, when one enters Ambleside now from the East, nobody can tell anymore that Ambleside is a "seaside town" since immediately one is cut-off completely by the towering "Grosvenor buildings" making the whole of Marine Drive a dark and cold place.. It may as well be a toxic mine-dump wasteland the other side, since nobody can tell that there is an ocean hiding behind the Grosvenor buildings.

When I first moved to West Vancouver, I resided at [REDACTED]. The area was very nice and pleasant then.

Presently, I reside at [REDACTED]. The area is still relatively nice and pleasant, 41 years later (except for the Grosvenor buildings).

However, the proposed "improvement plans" will immediately DEPRECIATE and DESTROY this area in particular.
Clearly the writers of this Review are NOT current residents of this particular area that these plans set out to entirely DESTROY.

Please do NOT let Ambleside be destroyed in this manner.
Height does not belong here.
DESTROY your own house, not mine.

Thank you

A large black rectangular redaction box covers the signature area. The box is positioned to the left of a horizontal dashed line that spans the width of the text block.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: 1. The character of Ambleside and the appropriate scale and height of buildings
Date: Thursday, April 13, 2023 10:12:44 AM

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Hi Riley,

Thank you for your response.

With regards to heights, I realized after I sent my email that I should have added wording to reference "in the context of waterfront Ambleside"

In other words, Province-wide "BC code definitions" notwithstanding, it is CONTEXT which actually matters, not broad and somewhat arbitrary province-wide definitions.

For example In the context of downtown Vancouver, "2 stories" is a minute and laughably tiny height.

However, in the context of waterfront Ambleside, "2 stories" is already hugely high.

Hence, everything proposed in those three options, are all contextually "hugely higher"

What Ambleside does need, rather than new taller buildings, is some kind of new bylaws or regulations which FORCE existing commercial buildings to maintain a VERY significantly higher state of basic repair and maintenance than the extremely poor, broken and dirty walls, flooring and roofing we see on them today.

To comply would not be rocket science - just more janitorial services, and various trades to effect the repairs.

Europe has plenty of places CENTURIES older which look very clean, very neat, in very good repair, and look very attractive and vibrant.

Thank you again

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Questions about the content of the booklet
Date: Thursday, April 13, 2023 2:24:16 PM
Attachments: [Questions about the booklet.docx](#)

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Hello,

I am attaching a list of questions that I have after reading the booklet. These are not necessarily questions I would raise during a consultation; rather, they are about the content of the booklet.

The specific questions are in bolded font.

Thank you.

[REDACTED]

Generally speaking, the booklet lacks sufficient information for residents to provide well-informed input into the community consultation process. For example,

1. The booklet refers to the three options as responding to existing OCP policies, including the direction to “create capacity for 1000-1,200 estimated new housing units...” **Are the 1,000-1,200 estimated new units slated only for Ambleside or is this target for the entire District?**
2. The booklet notes that the three options respond to existing OCP policies, including emphasizing “...Ambleside as the heart of West Vancouver with commercial uses, cultural spaces, civic facilities and visitor accommodation...” but there is little information or detail devoted to these considerations in the document. The booklet primarily focuses on possible development sites for different types of housing in Ambleside. **How and when would residents be able to provide input on these other considerations and why are they not a part of this booklet?**
3. In the same vein, the booklet does not contain sufficient information on current and changing demographics in West Vancouver and in Ambleside, including more current housing information about Ambleside: existing density, the number of housing units required to meet current housing and anticipated housing needs by housing type and information about key areas of local need.
4. Nor does it note the infrastructure challenges facing Ambleside. Surely this would be part of a local area plan.

Given the desire of mayor and council to have an Ambleside Local Area Plan in place in the very near future, **is this the only opportunity for community engagement? Will the results of this process feed into a draft plan that will be presented to mayor and council for discussion and decision without additional opportunity to provide input before a final plan is drafted and approved?**

How would the plan connect with the Ambleside Waterfront Concept Plan?

How were the potential development sites identified? Are they all on District-owned land? Is the District only able to identify possible sites for new builds on its own property?

Is the purpose of the consultations simply to indicate support (or not) for one of the three options?

Can additional information be provided about the reference in the booklet to possibly redefining the Ambleside boundaries? Why and what is driving this possibility?

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [REDACTED]
Subject: [My comments](#)
Date: Thursday, April 13, 2023 9:22:42 PM

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Hi Riley,

The website seems set up for me to respond to you with comments. I've reviewed the plan and thought I'd forward my thoughts. Thank you for the opportunity.

Firstly, I'd find it easier to conceptualize if you included units - would build out for each plan result in the same number of units constructed?

Secondly, I was at first disturbed to see the time and effort expended in providing the three options. They are just variations of the same theme. It seems to me like the City should be making complex decisions like this after professionally considering issues like traffic flows, stream stress, etc. It might be more appropriate for you to go to the community and ask more fundamental questions, maybe you have, like final density.

To me, the most important outcome is a vibrant neighbourhood with successful businesses, both parts are happy. Unfortunately, I think, things don't happen fast enough with a planning process like this.

You will have seen this.....



City of North Vancouver signals major shift in zoning plans
nsnews.com

Now what? Sustainability at the forefront of planning for the next municipality. I didn't even see the word in the WV material. Does it make sense that such similar municipalities should have such different priorities?

In any event, I realize there is a silver lining. The enviable time and management of issues will continue to slow down the long overdue supply process. This serves to increase our already inflated property values.

I think clear, simple rules that span large areas and reward property owners by the quality of their location, not on administrative decisions taken after massively seeking citizen input, are the only way to increase supply quickly enough to provide better living opportunities.

In the meantime, my wife and I have been waiting for years for more supply of townhouses so we can downsize. Adequate supply is the only way to provide affordable alternatives, and I don't think we can hold out in our house until some of these new townhouses become available. When would that be?

At least we'll have a higher house price.

Good luck, [REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan
Date: Sunday, April 16, 2023 2:59:24 PM

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Hi,

I can't make it to the open houses this week. I just want to share a couple of things for consideration:

1. You should not be focusing on increasing housing/human density along the creeks of West Van. Beyond being sensitive fish habitat, these are wildlife corridors for lots of wildlife in the area. Bears, coyotes, racoons and skunks to name a few that I've seen in my backyard that backs on to [REDACTED] Creek. There is also a number of large eagle nests in the area, particularly the one I see each day from my window. It's on [REDACTED]. It's not helping our wildlife by altering streams (as seen in some of your sketches), undertaking large construction projects, and increasing the human population along such corridors.
2. Keep the density below Fulton Street in West Vancouver where people can walk to the stores, shops and restaurants. This way we can avoid all the car pollution in the area. Moving people up the mountain just puts more cars on the street and adds to the already congested challenges that we have in Lower West Vancouver. Let people walk and opt to not have a car. There's a lot more that can be done in Lower West Van areas than ruining neighbourhoods with multiplex family developments.

Thanks for your consideration.

[REDACTED]
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside plans
Date: Monday, April 17, 2023 1:14:52 PM

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To whoever approves building heights and quality of life in West Vancouver.

I live at [REDACTED] West Vancouver, BC V7V 1C2 and noticed that yet again we are discussing changing building heights at 2204 Bellevue Ave. and the south east corner of Marine Drive and 22nd Street.

I bought my condo because I would have a partial view of our lovely inlet and the zoning south of me is for three stories only. By building a 6 to 9 story apartment at the Bellevue address mentioned above, a BIG bite will be taken out of that view and therefore decrease the value. This might sound selfish but....

Allowing high rise will diminish sun shine reaching our building, create more wind funnels and lose more privacy though the latter can be fun even without binoculars.

I assume the above mentioned property owners and their contractors are hoping for high rise to get a better return for their investments. Also selfish!?! Or are they in it to break even and LOW rental fees?

Parking? Cars don't seem to decrease but instead turn to electric. To save a dollar here or there many renters park on the street. So with high rise and more people I will be looking at apartment walls, windows, and cars. And...Good luck to us having our car driving out of town friends and relatives coming to visit.

Quality of life? I have noticed that many crowded European cities now combine a lot of green space, play grounds, etc. etc. within and around low rise apartments. High rise has fields of green around them where the rain drains naturally in the soil. I know that is not always possible but...

In the mean time let's keep the concerned locations at a maximum of three levels.

Your job is not easy but please consider.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan-2204 Bellevue Ave(SW corner of Bellevue & 22nd) Dundarave
Date: Monday, April 17, 2023 7:33:19 PM

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To whom it may concern,

6-9 story buildings would NOT be suitable or acceptable in our neighbourhood of Dundarave at 2204 Bellevue Ave
West Vancouver, BC

1. [REDACTED] we would lose our morning and evening sun in the summer time. The only time we get sunlight in those suites.
2. On the South side we would lose several hours of afternoon sun in the winter.
3. We would have increased wind tunnels which would increase the noise levels.

More disadvantages of 6-9 storey building at 2204 Bellevue Ave

4. More number of people residing in a small area.
5. Difficulty in preventing congestion.
6. Possesses a number of human and social problems.
7. Due to the excessive population, there is an imbalance load on municipal services like water supply, sewage, electricity, etc.

However we would accept a maximum of 3 storeys which would be suitable for the neighbourhood and in line with the new building on the SW corner of Bellevue and 21st.

Please seriously consider .
Thank you!

Respectfully,

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Comments about the Ambleside Plan
Date: Tuesday, April 18, 2023 4:36:04 PM

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Hello,

As a resident of West Vancouver in the catchment of the Ambleside Plan (the Plan) I would like to submit my comments and concerns.

Considerations

1. I live at [REDACTED] Like many of the owners in this building, I am a senior and have hoped to make this my home address for the rest of my years. We are not among those who are downsizing from larger more expensive properties, but rather we have saved over the years to be in a position to purchase a small condo in this neighbourhood. While on one hand you state the importance of offering affordable housing in West Vancouver, it is equally important to safeguard the quality of life currently enjoyed by those who have worked hard to finally be able to afford housing here.
2. There is currently a very detailed image and plan for 2204 Bellevue on the developer's website (Delta Land Development Limited) which would fit within the 6-9-storey allowances in Option 3. This plan provides for very expensive housing for only 7 individuals. 7 owners would ultimately be responsible for reducing much-needed sunlight of so many owners in [REDACTED] This is not reasonable.

Concerns

The proposals included in the Plan are concerning to me.

1. It is not clear whether the proposed 1,000-1,200 new housing units are targeted only for the 'ultimately decided' perimeter of the Plan and, if that is the case, why it must be the case.
2. Option 3 is the only option that includes our neighbourhood. The idea of approving 6-9-storey buildings in our neighbourhood is distressing. Owners in our building who face north get direct sunlight only in the summertime. That sunlight would be blocked by higher buildings along that Marine Drive corridor.
3. Owners in the south side will definitely have their winter sunlight compromised, as any mid-rise building erected on the current 2204 Bellevue site would block out mid-afternoon sun.
4. We are also concerned with the definite increase in wind tunnels that mid-rises will create here.
5. It goes without saying that increased traffic and increased parking problems will accompany any option that provides for large numbers of additional people residing in this small city block.
6. Options 1 and 2 do not include my neighbourhood. This is not especially consoling because, in reality, that means that future development decisions will be totally at the discretion of the council of the day.

Compromise

I would be satisfied if the Plan included a provision for 3-storey maximum buildings. This would allow the neighbourhood to contribute to the new housing requirements of the District, while respecting the impact on current residents and adopting a “look” to the neighbourhood which emulates the general look and feel of the new building on the SW corner of Bellevue and 21st.

Thank you for your consideration.



From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: OCP ideas
Date: Wednesday, April 19, 2023 10:45:23 AM

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Dear Riley,

I just want to write my support for the idea of daylighting the streams in the upcoming OCP! I think this would be a fantastic boon to the community. Restoring the stream ecosystems in this way would be a huge boost to the environment, but it would also create a new network for the community to get out into nature and get exercise, if these streams have multiuse paths put in along them. I really hope that this will be the case because having buildings close to the streams would shade them out too much (thus not properly restoring their ecosystems), while paths would enable people of all ages to move around safely without cars (something West Van needs desperately). So I vote for daylighting with caveat that multiuse paths are also put in as they go!

I myself live right on a multi use path and I was very unsure of the whole idea when it first was planned. But it has been fantastic. The path is used by grandparents and kids and everyone in between. It really has been one of those "build it and they will come" things! I can't recommend them enough.

And I've been learning more about how important stream health is to everything else. We really need this!

Thank you so much for hearing my input!
all the best,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: OCP ideas
Date: Thursday, April 20, 2023 12:29:41 PM

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Thank you so much, Riley! There was one more thing I wanted to add, although I don't know if this is OCP or Parks: please oh please would West Van finish the Spirit Trail! We have the trail near us and it has been a game-changer, allowing us to be SO much more active. We do not cycle on the roads but having the trail allows us to get all the way from Park and Tilford to John Lawson safely. It has given us a fantastic option for exercise and now my son also uses it to get from home [REDACTED] by bike.

What a boon it would be for the community to have the trail go all the way to Horseshoe Bay as originally planned! It would draw people (but not cars) to Horseshoe Bay (and might allow ferry passengers to commute safely to and from the terminal too, without vehicles). Living on the Green Necklace ourselves, we see the benefits of such a multiuse path. We have found that the trail is used by grandparents with grandkids and everyone in between. It has truly been one of those 'build it and they will come' things! We really encourage West Van to finish its part of the trail, for the benefit of the whole community.

Let me know, please, if there is anything we might do to further this!

Thanks again,
[REDACTED]

From: [David Hawkins](#)
To: [Riley McLeod](#)
Subject: FW: Ambleside Local Area Plan
Date: Monday, April 17, 2023 9:49:16 AM

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Dear Mr. Hawkins, Mayor and Council,

I was pleased to receive the Progress Report on the Ambleside L.A.P. I was disappointed, however, that it is missing crucial background data to support the three proposals.

First of all, it did not address what increase in West Van. residents is predicted. Where are the numbers to support this large increase in density?

Next, the report did not provide any numbers noting the full capacity in WVan., rentals and condos. Are the new towers at Park Royal fully leased? Is the new tower near Capilano Road also fully sold? What is the current vacancy rate in WVan.?

Why are we adding more density without this crucial data?

Finally, the existing options need to have appropriate scale and height, especially near the waterfront, to maintain Ambleside's seaside village atmosphere. Heights proposed in Options 1 & 2 are just too high and do not provide view corridors for existing buildings. Ground-oriented housing is preferable as it meets the height criteria, and also appeals to families, couples, and singles.

Thank you.

[REDACTED]

From: [David Hawkins](#)
To: [Riley McLeod](#); [Courtney Miller](#); [Linda Gillan](#)
Subject: FW: Ambleside LAP
Date: Thursday, April 20, 2023 7:11:56 AM
Attachments: [04192023152135-0001.pdf](#)

From: [REDACTED]
Sent: Wednesday, April 19, 2023 4:26 PM
To: David Hawkins <dhawkins@westvancouver.ca>
Cc: [REDACTED]
Subject: Ambleside LAP

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Hi David; nice to see that the public consultation is now underway.
We have submitted the attached to the portal.
[REDACTED] is attending some of the public information sessions.
Happy to discuss as necessary.
[REDACTED]

Sent from my iPad



District of West Vancouver
Community Planning & Sustainability
750 17th Street
West Vancouver, BC. V7V 3T3

April 19th, 2023

Via email: planambleside@westvancouver.ca

RE: Ambleside Local Area Plan Option Feedback

Dear David Hawkins and Riley McLeod,

In 1973, Wall Financial Corporation developed Ambleside Tower, a 20-storey, 185-unit property at 1552 Esquimalt Ave. As a prominent, local developer with a vested interest in the direction and shape of the Ambleside Neighbourhood we are pleased to provide City staff with our feedback on the three options presented in the draft Ambleside Local Area Plan.

To support future, effective land use we firmly believe that Area Plan Option 3 is preferred as it provides the community with a thoughtful, well-laid out, and diverse plan that meets the priorities of the community as identified through extensive research. Where Option 3 provides both growth opportunities and support for residents and businesses alike, Options 1 and 2 are not as effective for the following reasons:

- 1) Neither option capitalize on existing, *critical* amenities including: the Community Centre, the Aquatic Centre, and the Senior Centre
- 2) Neither option consider the existing demographic of the Neighbourhood which, based on the City's Ambleside LAP Booklet, is predominately seniors. With an aging population, there should be a larger focus on Senior's housing which is only outlined in Option 3
- 3) Each will strain existing infrastructure, specifically traffic and utilities, due to lack of consideration for the Plan's area

Plan Option 3 will create a more vibrant Ambleside by embracing the *entire* community make-up. This plan will help bring new resources, people, shops, and services to the entire Ambleside community, not just select areas. With regard to the form of potential development for infill sites, we suggest that staff also consider alternatives to the proposed 6-8 storey infill horizontal building forms. The historic urban, multi-family form of development in Ambleside is characterized as a "tower in a park" which successfully promotes and celebrates large open green spaces surrounding the 9-20 storey buildings. Consideration of extending this hi-rise concept for new infill developments should be brought forward as a proposal within Option 3.

We are looking forward to participating in the upcoming workshops that you are hosting and, in the meantime, we hope you consider this feedback.

Please contact the undersigned directly at brunowall@wallcentre.com if you wish to discuss this further.

Yours Truly,

Bruno Wall
President

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside
Date: Tuesday, April 11, 2023 11:46:26 AM
Attachments: [Traffic Plan - Ambleside.doc](#)

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Good morning Riley,

I missed registration in your Workshop on Ambleside but as a nearly 20 year resident here and now looking for townhouse options, I thought I might re-send a piece I submitted 10 years ago (to no avail at that time).

Thanks for reading: I hope it can help.

Best wishes,

[REDACTED]

PS This piece focussed on 'traffic' ([REDACTED]) but my interests locally, lie more with habitation.



R. Fung, Director of Transportation
R. Sokol, Director of Planning
District of West Vancouver
750 17th Street
West Vancouver
B.C. V7V 3T3

30th March 2013

Dear Mr Fung & Mr Sokol,

AMBLESIDE

I read about this Plan in the North Shore News and broad as it is, I believe that urban and traffic planning in Ambleside demands a more locally relevant approach than can be achieved through a simple “pedestrians-first” mantra.

Having spent a lifetime in the shopping centre development field and many on traffic planning advisory groups, I'd like to offer the following observations:

1. SIZE MATTERS

Ambleside is 6 blocks long (12 if you include both sides) and already too big for satisfactory pedestrian shopping. It leads; some might say has already lead to, a proliferation of smaller and often less viable businesses. If an opportunity ever presented itself to pull this back, or create a 3rd dimension, like Edgemont Village, or on Clyde, it would be well worth considering.

2. PEDESTRIANS

Total segregation of pedestrian and vehicular traffic is clearly the safest and works best, hence the success of shopping centres and pedestrian precincts. These centres are also designed to create maximum possible inter-visibility and accessibility for their retail tenants by, amongst other things, creating mall widths that facilitate cross-over shopping.

The beautiful median at Dundarave offers an outstanding example for not only defining the key shopping blocks but also provides shoppers with several safe cross-over shopping opportunities, plus a formal mid-block crossing for those less able or comfortable with informal crossing.

Central medians or even island refuges (see pictures attached) are infinitely more effective safety features for pedestrians than kerb bulges, for they –

- requires pedestrian to assess a single-direction traffic flow only, before crossing
- effectively halve the crossing distance
- calm the traffic flow, without obstructing turns.

If safety is the primary comfort pre-condition, rain-protection has to be the other. All properties in the designated core blocks should be required to provide an 8' wide canopy over the sidewalk.

3. PATRONAGE

That said, it's a fair bet that most would-be pedestrian patrons of Ambleside -

- come from more than walking distance away,
- will be older rather than younger,
- are more likely to drive than bike (topographical challenges as well as age)
- are more, rather than less, affluent (will pay for convenient and comfortable travel).

These factors are unlikely to change in the long-term, so **plan parking for cars**.

4. PARKING

Getting this right is paramount to the success of any commercial centre. Kerbside parking is user-attractive but severely compromises traffic flow and will kill any express bus service. Individual on-site parking is also horrendously inefficient and ineffective for the shopping public – and the retailer. The back half of most small retail properties is wasted space today.

The only viable long-term solution is well-located and well-designed parkades, Municipal, or Private, single-use or dedicated portions of tower buildings (possibly run by the local Merchants Association).

Most towns in Britain are served this way. It was achieved there through the payment of a parking levy by the owner/developer. However, if this solution is too big a stretch there are other local examples of creative public parking e.g. in Kerrisdale.

5. PUBLIC TRANSPORTATION

It's not hard to agree that the future still lies with effective public transport. Bus services through Ambleside are not unreasonable (smaller, local buses could enhance service) but - has anyone ever thought about the future and potential for Skytrain services to cross the harbour and link the City with the North Shore and perhaps the Horseshoe Bay ferry terminal? Skytrain has already gone to the airport, so it's not such a stretch. Much as the Transvision group, under former Cllr John Clark, advocated in the early 2000's, that arterial corridors be defined and preserved (most importantly a 3rd Harbour crossing – 'connecting the dots'), so too might a future station site be identified here in Ambleside.

6. BIKING

Finally, I remain a very strong supporter of biking but see no evidence of viable pathway identification across Ambleside, along Bellevue for example – or indeed, elsewhere.

As a former Chair of the Downtown Vancouver Association Transportation Committee, I participated in the identification of cycle paths across the CBD and the formulation of performance standards for them. In addition to their primarily commuter goal they were also very mindful of the safety and comfort of all users and accordingly proposed that paths be –

- principally commuter/destination oriented i.e. part of a network
- non-arterial as far as possible, to provide comfort for a diversity of users
- segregated - excluding other through-traffic (local, block traffic only)
- as level as possible: optimising low-gradient
- uninterrupted - by Stop signs etc (use roundabouts or close off side roads)

Thank you for receiving this. I do hope it helps by offering something new – and thoughtful.

Regards,

MANAGEMENT FEATURES



This delightful median in Dundarave offers many safe informal crossing opportunities



Pedestrian islands will both calm traffic and offer safe crossings, even on quite busy roads



- eliminate "Stop" signs on bike routes

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan
Date: Thursday, May 18, 2023 11:35:25 AM
Attachments: [Village Plan ADC.docx](#)
[Ambleside Square conceptual.pdf](#)

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Hi Riley,

Thanks for the opportunity to participate yesterday. The 3 Options were very broad-brush re-consolutions of the addition of 1-1200 housing units, as proposed by a single demographer. Option 1 alone, dealt exclusively with core area, which I believe by far the best starting point, one where real "vision" can be extended.

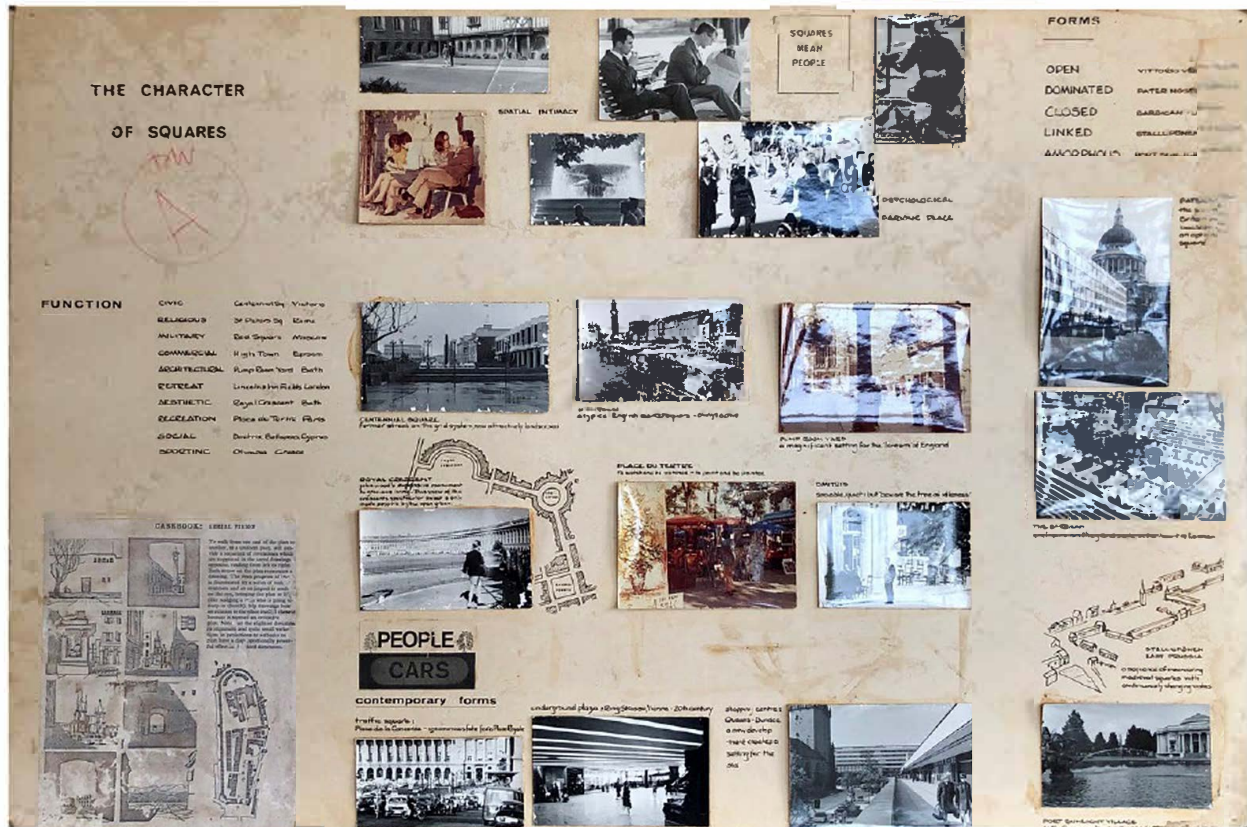
How might I help? Determining the disposition of 3 or 4 category-discrete housing options could be an endless task and unhelpful.

I have accordingly confined my observations/wishes to just 4 things on a single page with 2 illustrations.

I hope this helps.

Go forth boldly. Ambleside warrants it.

Regards,



AMBLESIDE VILLAGE PLAN

VISION

- Ambleside is both “Town/Village” centre to residents and “seaside” amenity for all
- Focus on Core Area (Option 1) – address Broad Area later (Options 2 & 3)

4 PERSONAL PRIORITIES

1. **Greenways**
2. **Townhousing**
3. **Town Centre**
4. **Town Square**

GREENWAYS

- off-grid meandering paths – throughout Municipality
- follow water courses (subject to flood controls) – with footbridge crossings
- connect parks
- tree-lined (with botanical info)

TOWNHOUSING

- for active over-80’s, dispersed throughout S/F areas but within 3 or 4 blocks (max) of ‘convenience’ stores
- quiet/safe – **NOT** near: busy roads, emerg servs, gathering places, hill climb
- ground-oriented, 2/3 storey, personal garden space, sunlight (unshadowed)
- 2 up to 6 unit, courtyard clusters (supportive neighbours), communal parking

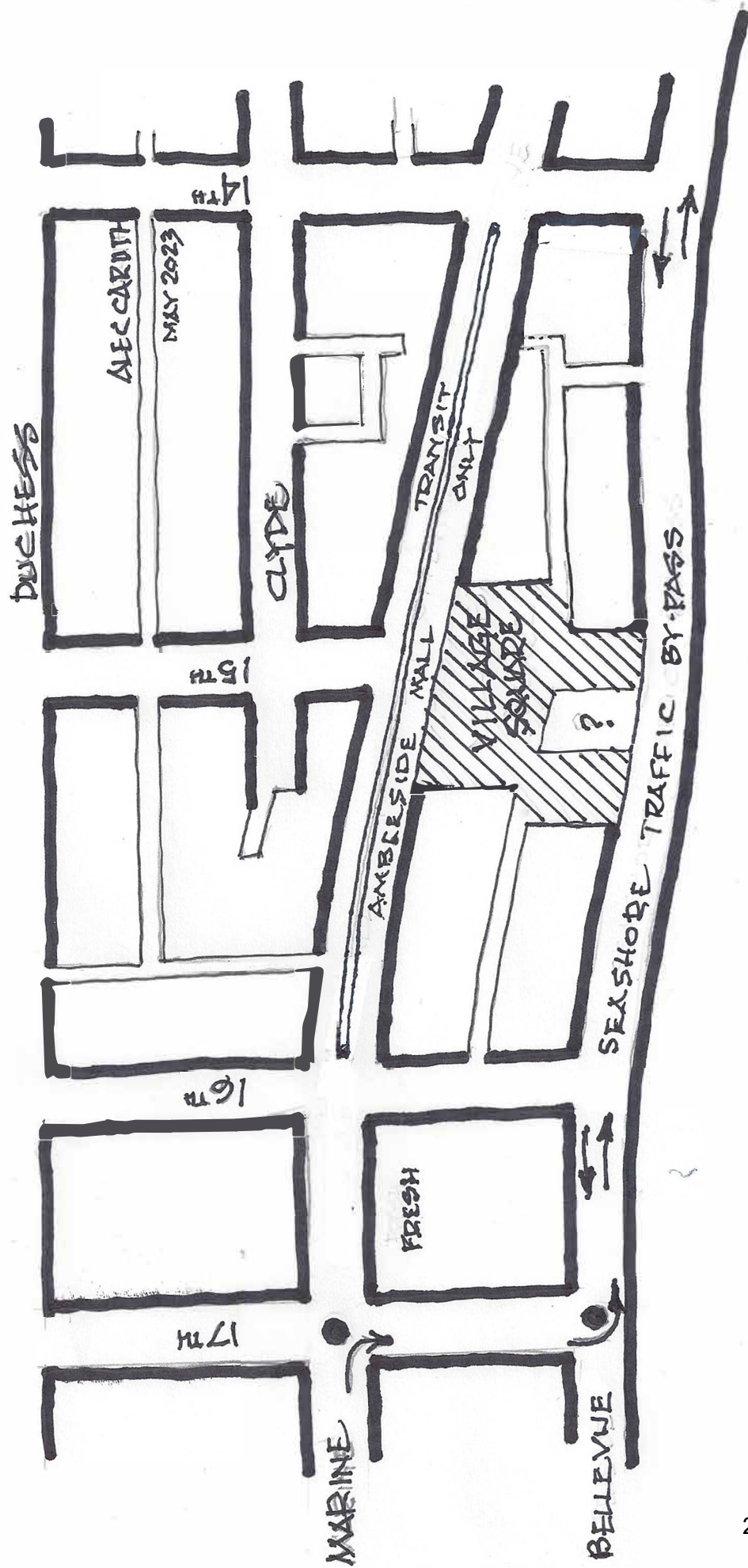
TOWN CENTRE

- 2 blocks – 1400 & 1500 Marine Drive
- distinguished by central boulevard (Dundarave style)
- broad pedestrian concourse with –
- buses (only) single lane, either side of boulevard
- bicycles and cars use Bellevue (from 13th to 17th), adapted for this purpose

TOWN / VILLAGE SQUARE

- foot of 15th Street (see “**Conceptual**”) – views from Marine to the seashore
- significant size/presence
- low architectural enclosure (see “**Character of Squares**” illustration)
 - social meeting place
 - civic & public assembly
 - exhibitions
 - ceremonial
 - market day

AMBLESIDE VILLAGE SQUARE CONCEPTUAL OPTION



From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: 22 nd and Bellevue, 22 nd and Marine
Date: Thursday, April 20, 2023 11:46:19 AM

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I be,I Eve there is a proposal to build a 6-9 story building at 2204 Bellevue and a 6-9 story building at the North West corner of 22 nd and Marine.

I am totally opposed to any new build taller than 3 stories, anything taller not only blocks the view but limits the amount of sun coming into our units.

And the taller the building the more traffic in the area.

[REDACTED]

[REDACTED]

Sent from my iPad

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan
Date: Thursday, April 20, 2023 5:25:24 PM

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Re: Ambleside Plan

We live at [REDACTED] We are concerned with the proposal that would permit 6-9 storey buildings along the south side of Marine Drive, east and west of 22nd Street.

We only get to have sunlight during late spring and summer months that we impatiently wait for. Buildings of 6-9 storey will block sunlight reaching our building which will have serious negative consequences on the health of residents especially seniors that mostly stay at home due to limited mobility. Since sunlight is required for the body to produce Serotonin and Vitamin D, too little sunlight exposure can result in deficiencies of these vital biological compounds. These deficiencies can result in serious health issues such as depression, impaired sleep-wake cycle, weak immune system, weak bones, and much more leading to mental illnesses, immune diseases, and increased risk of falling and fractures resulting in bedridden situations and other complications that come along with it. These complications can include loss of independence, years of disability, and hospitalization that impose a considerable economic burden on health services.

Therefore, a maximum of 3 storey buildings that will minimize the amount of blocked sunlight would be the most suitable for the neighbourhood and would be in line with condominiums currently situated along Marine Drive as well as the new buildings on the SW corner of Bellevue Avenue and 21st Street.

Thank you,
[REDACTED]

From: [REDACTED]
To: David Hawkins
Cc: [Ambleside Local Area Plan](#)
Subject: 2204 Bellevue Avenue
Date: Sunday, April 23, 2023 9:15:14 PM

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David: Thank you for taking the time last Wednesday to discuss the reference in the Ambleside Local Area Plan Options Booklet to the duplex lot at 2204 Bellevue Avenue.

In particular, I requested that, in any further work on the Ambleside LAP, the lot at 2204 Bellevue not be designated as "Mid-rise Infill", which is defined in the Options Booklet as 6 to 8 storey apartments.

Our neighbourhood is **not agreeable to any development on this site that exceeds three storeys.**

In 2020-21, Delta Land Development proposed to build an 8-storey condominium development on this site. The proposal was opposed by our entire neighbourhood. The previous Council heard our concerns and the rezoning application was defeated at the October 18, 2021 Council meeting.

This was an important issue in the 2022 municipal election (if not the most important issue in our neighbourhood) and commitments were made by Mark Sager and other incoming Councillors that they would not support anything over three storeys on this site without strong support from the direct neighbours.

Despite this, Delta Land Development continued to publicize its proposed development of 2204 Bellevue on its website and to label it as "Upcoming". It is still labelled as such today – Bellevue and 22nd - Delta Land Development Ltd. As you can imagine, this is extremely concerning to us.

In general, this area of Ambleside/Dundarave consists of higher buildings on large lots and 2- or 3-storey buildings on smaller lots. A 6 to 8 storey building on the 2204 Bellevue duplex lot (approximately 8,000 sq. ft.) would be completely out of character with the neighbourhood.

An excellent example of infill that is well designed and fits in well with this neighbourhood is the recent 3-storey development at Bellevue and 21st Street. It would be appropriate for any redevelopment of 2204 Bellevue to be consistent in scale to the development at Bellevue and 21st Street.

We would appreciate this issue being resolved before work on the Ambleside LAP proceeds to the next stage.

I would be happy to discuss this further with you if that would be helpful.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Question about the Ambleside LAP
Date: Monday, April 24, 2023 12:06:57 PM

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Hi:

I watched the three plans for the Ambleside LAP, I support we should have more apartment or townhouse for our West Vancouver.

I just have a question about it, my house is at [REDACTED] not in the red line circle, the southside will be allowed to build townhouse, how about the northside ?

Thanks

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Response to the LAP for Ambleside
Date: Monday, April 24, 2023 9:40:16 PM

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Dear Riley,

Thank you for taking my phone call last week. I have read the 3 proposals regarding the rezoning and densifying the triangle from 13th to 19th Streets and up to Fulton in West Vancouver (and beyond) and I would like to stress my strong disagreement to these proposals.

I live on [REDACTED]. I bought my house 20 years ago with the belief that my family and I could live in it for a very long time. I have extensively renovated and modernized it. The houses in our neighbourhood are well maintained and some are quite new.

[REDACTED] Memorial Park, the last piece of rural/urban land with beautiful houses near to Marine Drive. There are already many apartments around us. I counted 10 apartments and 4 town house complexes on my way to the seawall the other day. We do not need to densify this area even more.

I have elderly relatives and they have expressed a desire to live in a garden setting. They do not wish to be closeted in boxes. They want to enjoy nature that this area offers.

There is excessive development taking place on the North Shore. Every week a new apartment building seems to appear along the road in North Vancouver. In Park Royal there are numerous new apartments for rent in the recently built towers which I might add are extremely ugly and lend nothing to the beauty of West Vancouver. We don't need any more development. Imagine how busy West Vancouver will become with even more apartments to fill. The traffic is already horrendous.

There are many old apartments/ townhouses in West Vancouver that can be replaced with updated facilities. There is no need to encroach on single family residences.

I notice that these proposals will go to Council in July when many West Vancouverites are away on holiday and won't be here to express their opinions. This decision should be taken in the Fall when the majority of residents are here and can voice their wishes.

These proposals are a no win project for West Vancouverites. The only people who will benefit from all this are the developers who will receive a huge price for their buildings and the Municipality who will gather more property taxes.

Thank you

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Plan
Date: Tuesday, April 25, 2023 1:12:33 PM

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Dear Council,

I live at [REDACTED] and am worried about the impact of proposed 6-9 storey buildings on the south side of my home.

The blocked sun and altered view would dramatically change our daily lives. As a retiree, I moved here largely because of the day-to-day beauty of the location and the amenities for seniors. To have much of that changed by additional high-rise buildings on our [REDACTED] would be very disappointing.

There is recent precedent on Bellevue for allowing a two or three story condominium building, and that would make some sense in contributing to needed homes for new Ambleside residents.

I think Council can fulfill its responsibilities for planning the residential viability of the Bellevue Avenue and 22nd Street intersection by considering such a compromise solution and not ruining the habitability currently enjoyed by those of us who have lived here and contributed to our community for many years.

Sincerely,

[REDACTED]

From: [REDACTED] on behalf of [Planning Department](#)
To: [Ambleside Local Area Plan](#)
Subject: FW: Ambleside Local Area Plan Options Questions
Date: Tuesday, April 25, 2023 1:33:33 PM

From: [REDACTED] >
Sent: Tuesday, April 25, 2023 1:13 PM
To: Planning Department <planning@westvancouver.ca>
Subject: Ambleside Local Area Plan Options Questions

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Hello,

I am a local realtor and I have some questions regarding the Ambleside Local Area Plan Options.

<https://westvancouver.ca/sites/default/files/media/documents/DWV-%235596164-v1-APPENDIX A Ambleside Local Area Plan Options Booklet.pdf>

What are the next steps and what is the timeline the district is expecting for the proposal for the three options to be approved?

Thank you very much for your help!

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: LAP
Date: Tuesday, April 25, 2023 2:22:01 PM

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Hello

I have just recently returned from vacation and I was unable to successfully apply for contributing in your on-line sessions so I am making my comments this way.

I'm an [REDACTED] senior with years of participation in West Vancouver governance and events. My wife and I now live [REDACTED] [REDACTED] [REDACTED] Hollyburn School that was started in 1913. The school emphasizes the possible longevity of a well maintained wood frame structure. [REDACTED]
[REDACTED]

There is an important relevance between seniors and elementary students here because the proximity has accentuated the continuance of time and place. I do digress though and I should emphasize that I favour the option #2 of the 3 options that have been presented. I think an urban forest plan should be included and that trails and pathways should easily accommodate mobility devices.

A comment on present conditions in Ambleside is that there should be a clearing away of the overgrowth of hedges that border sidewalks and street parking should be minimized where sidewalks do not exist.

I'll pass more comments on if I think it appropriate and I have no concern with my name being attached to this.

Cheers

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP Workshop | April 26th
Date: Wednesday, April 26, 2023 7:39:55 PM

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Thank You All for a Very Educational Evening!

[REDACTED]

Sent from my iPad

On Apr 24, 2023, at 1:30 PM, Ambleside Local Area Plan
<ambleside@westvancouver.ca> wrote:

Hi,

This is a reminder that you are registered to attend the upcoming in-person Ambleside Local Area Plan (LAP) workshop on **Wednesday, April 26th from 4:00 p.m. to 6:00 p.m.** in the **Marine Room at the Seniors' Activity Centre** (695 21st St, West Vancouver). We look forward to seeing you there!

We recommend that you arrive at the Marine Room 10-15 minutes early to allow for time to sign in, have refreshments, and find a seat.

This two-hour workshop will begin promptly at 4:00 p.m. and will consist of a short presentation, and approximately three 35-minute rotations between workshop stations focused on each of the three draft options. This will give you – and other members of the community – a chance to collaboratively discuss each option in detail, and share feedback and new ideas. If you haven't already, please prepare by reviewing the [Options Booklet](#) and FAQ's on the project page.

If you are no longer able to attend this event, please let us know as soon as possible to allow opportunities for other members of the community to attend.

Please do not hesitate to reach out if you have any further questions.

Sincerely,

Riley McLeod
Assistant Planner | District of West Vancouver
[604-921-3459](tel:604-921-3459) | westvancouver.ca

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Plan Ambleside
Date: Wednesday, April 26, 2023 3:35:40 PM

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My name is [REDACTED] I live at [REDACTED] Our family have been West Van owners for over fifty years. I live on the [REDACTED] side. The impact of allowing a six to nine story high rise to be built at the south west corner of 22nd would not be suitable. We would lose several hours of afternoon sun in the summer and light in the winter. There would be increased wind tunnels created. I voted for candidates that I thought were going to be supportive of these issues. I would e supportive of three stories. I am elderly and pretty much house bound and love my neighborhood . Thank you.

Sent from my iPad

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Today's meeting
Date: Wednesday, April 26, 2023 8:35:55 PM

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Hi,

I didn't have time to ask one question before our session ended today.

Will there be an appendix attached to the report to council that summarizes every session? Or would there be one amalgamated summary?

The reason I ask is because we are only able to attend one session and not only would it be helpful to have a summary of our session but also to know what took place at the other ones. Otherwise, we have no way of knowing what the content of the report is based on (other than a general understanding that it reflects at least in part the public consultation process).

Thanks as always.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Date: Thursday, April 27, 2023 9:50:42 AM

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Hello who might concern

My name is [REDACTED] I live [REDACTED]. I am very much concerned about 2204 Bellevue future development plan. I don't think they shouldn't build highrise. I suggest that a maximum of 3 storys which would be suitable for the neighborhood and in line with the new building on the SW corner of Belluvue and 21st.

Thank you.

From: [REDACTED]
To: [Riley McLeod](#)
Subject: LAP input
Date: Monday, May 1, 2023 8:56:30 AM

Thinking about our call Friday I just wanted to reiterate two points that could help the Ambleside Local Area Plan.

1. Secondary Suites in SFD – the missing middle. Secondary suites are common in Ambleside including ourselves. 3 of our immediate neighbours have them and I'm sure if one were to survey there are many more potentials. This, in a sense, is a compromise solution to help address affordable housing without disrupting the SFD neighbourhood. Perhaps the ALP could look at ways to encourage secondary suites through policy initiatives that share the load. This might include exempting FSR square footage for suites, or reducing property tax on suites for a period, say 10 yrs, to help offset homeowner costs.
2. Look to the East. East of 13th would solve part of the perceived housing need west of 13th. This really is part of Ambleside, walkable, higher density, family oriented. It is suited to infilling or building out at even higher density. It's like a housing reservoir that could offset perceived needs west of 13th. It really is one small joined community.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: some ideas of the Ambleside Local area plan
Date: Thursday, April 27, 2023 8:16:08 PM

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Dear planning of West Vancouver

I am an [REDACTED] and a resident of West Vancouver. I lived here for about 10 years and [REDACTED]. I was very concerned about this area plan from the beginning. I heard that you might need to hear about the local residents' thoughts on these 3 options now. So here are some thoughts of my own.

1. The most serious problem brought by new development is the traffic problem. Encouraging public transportation is the most effective way to solve the problem. Therefore, the land along the marine drive should be considered for development first, because this is the most convenient and effective line for public transportation. Take a look at the regional planning of Vancouver, Burnaby and Richmond; many of the plans are based along the main traffic arteries. The development density near the main road is high, and the development density far away from the main road is low. From the 13th street to the 23rd street near the marine drive should be among them, and the development density from west to east is getting higher.
2. Environmental impacts from new developments are also important, especially in West Vancouver. Option 2 is the plan along the creek. Although this concept is very innovative, the problem is also obvious. Whether it is in the construction process or when it is used, it will definitely have a certain impact on the ecology of the creek. Of course, if it is possible to build a walking system from the mountain to the ocean along the creek, it will be very magnificent and will definitely be liked by the local people. Just like the Mosque creek trail in North Vancouver. But that would reduce the value of land for development and some residents.
3. West Vancouver is a very special place. The value of the land depends on whether there is an ocean view. If a house is blocked from the ocean view by the development plot in front of it, and its own plot cannot be redeveloped, it will be very unfair to the owner. So we should have the transition of building massing from south to north, and the last row needs to be the development of townhouses. In addition, try not to build high-rise buildings, the reason is the same as above.
4. Lastly, the BC government recently has a new plan called "Homes for the people", which said one single family lot could be developed 4-6 units. and as I know, Vancouver city council will approve their similar plan at the end of this year, and then maybe Burnaby, Richmond and other cities in Great Vancouver. So are there any effects to our local plan? every city is trying hard to attract more people to their city, what should we do?....

That's what I thought right now. The basic image is attached below. If I have any more ideas, I will let you know.



Best Regards

[Redacted signature]

[Redacted signature]

[Redacted signature]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP Workshop | April 26th
Date: Thursday, May 4, 2023 9:48:31 AM

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Hi, Riley,

Thanks to you and your colleagues for an excellent session, on April 26th, regarding the different ideas for Ambleside redevelopment. Participants truly felt heard and welcomed - and that you really wanted to hear from residents. It was "authentic" community engagement.

You suggested writing down any additional thoughts and to send them to you. So that is what I am doing. I am also emphasizing some of the comments that were made in our group sessions - as they are germane to the planning process.

- one of the groups' members was a real-estate person who sees "flippers" buying in a new development and then selling it just before the full amount is due; often this results in a profit for the flippers and increased buyers' costs. It would be of benefit if there was a way that compels any buyers to complete the deal and live in the new property for a certain period of time. This would keep costs of the new builds down. Also, no numbered companies' buyers or people off shore - have new builds available for people who want to live in the WV community. Also, if owners of the new build properties

choose to rent out their properties, then there should be some way that stops the owners from gouging the renters.

- I like the big picture idea of developing the largest area of Ambleside AND to do it more aesthetically (design "theme" which is cohesive and in keeping with our community and that apartments, townhouses and new build houses would have to adhere to - Le Connor and Leavenworth both have themes and have tons of tourists) and commercially viable. Yes, we do have an aging population and that is why we need to attract more young families. We need to provide more family housing (not seniors housing) around the two schools, PaulineJohnson and Hollyburn, specifically. This housing could be rentals or purchase housing - but only for families. At present, many of our young families can't afford to live here but they love our schools. That way we could have bike and pedestrian pathways throughout the Ambleside area for all ages and needs. You need more playgrounds and green spaces in Ambleside, other than Ambleside beach and John Lawson. More playgrounds that are not attached to a school (during school hours they are not open to the public) as well as more green spaces (also not attached to a school). If you have seen the "playground" at Moodyville you will understand that I am looking for an inclusive playground that all children (ones with disabilities too) can use.

- If you include the largest view of development in Ambleside it would include the new development next to

PJ, as well as the redevelopment of St. Stephen's Church. The "bigger" picture allows for more housing, flexibility, choices, etc. and would be a better solution for long-range planning.

- any future new buildings in Ambleside/WV need to have underground parking. The paid parking in our parks is a good start but with the redevelopment of Ambleside, you need to have paid parking in the future, throughout Ambleside and WV. For WV residents, it will be free but for non-residents it won't be. This will provide funding and a source of revenue for more municipal people (by-law officers, parks people) to take care of our parks, seawall, etc.

- Whenever there are new builds in Ambleside, the CAC could be in the forms of sidewalks/bike paths, accessible/universal design playgrounds, enclosed doggy parks, green spaces, etc. rather than the emphasis on art work.

- Have a permanent band pavilion down at Ambleside somewhere. This would be great for the festivals, school concerts, etc. Every Sunday afternoon, could have any group who wants to play or sing "book" through the District and pay a nominal sum - and put the schedule each week on a permanent bulletin board. This would attract more people both local and non-local.

- Please have time limits on areas that are undercover such as at John Lawson. People not from the

community, especially on the weekends, arrive around 5 or 6 am to "hold" these areas for parties later in the day. The majority of times, WV residents can't use these areas for which they pay taxes. Have a District booking system on-line (as well as a bulletin board in the park) where they have these spaces for a 2 or 3 hour period - and have District personnel (bylaw officers?) who are hired to specifically monitor these spaces. They ensure that people who enjoy our parks take their garbage home with them and clean up after their parties. Again, 3 hour limits on the weekends for paid parking for non-residents. Seldom do non-residents visit our local stores or restaurants, unless it is Earls or the Beachhouse.

- In the future, have no numbered companies or off-shore people who own our commercial buildings. If they do, they have to register their names on their properties. And they are inspected each year and have to keep up the care of their buildings. If they have increased taxes, they are only allowed to raise their tenants' rents a certain amount each year. This may not be in WV's domain - so if not, see what we can do. Also, let's finally get the empty homes tax here in WV, as well as fine the owners of those houses that are an eyesore - particularly in Ambleside.

- Ensure that future seniors' housing is integrated into family, single homes, etc. so that all ages can enjoy each other's company. Perhaps have some buildings where certain suites have lower rents for seniors, low income families, etc. as well as apartments for people with

disabilities.

- Please have most/majority of seniors' housing as well as any low-income housing for people/families along transit routes - or have new "mini" buses for some of the new routes.

- Continue the idea of having commercial and retail endeavours below residential housing BUT no more "currency" exchanges, nail salons, etc. We need real businesses that cater to our community's needs. Real estate companies and low pedestrian traffic businesses should not be on the main level of the sidewalks. Such businesses can be on the upper levels of commercial buildings. Those businesses that need commercial delivery trucks need to be in premises that have access in the back lanes or underground (high enough portals so they can pass under). At Grosvenor, the entrance driveway for the underground deliveries or moving trucks is too low! for most of the delivery trucks, so they park on Bellevue and block traffic.

- Some ideas for the waterfront... boardwalk, summer kiosks, police on foot/bike/horse patrol (horses at non-profit stables at Klee Wyck), horse-drawn carriage rides/ pedal bikes along Bellevue, adopt your part of the block (for businesses and residents) so each is responsible for the aesthetics, etc.

I think that's it for now... again, thank you for the great session last week, and the delicious cookies! Kudos to

you and your team!

Warmest regards,

[REDACTED]

|

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP Workshop | April 26th
Date: Friday, May 5, 2023 9:09:57 AM

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What a lovely email, Riley. Thank you!

Knowing that our time and input are appreciated by you and your team, is really a positive community impression.

Have a terrific weekend!

Cheers,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: FW: Ambleside LAP Virtual Workshop | TODAY, May 3rd
Date: Thursday, May 4, 2023 4:26:54 PM

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Good afternoon,

Thank you for yesterday's West Vancouver LAP workshop. The time went by quickly and I thought it would be best to email some of my thoughts.

I'm happy to see that West Vancouver is considering different types of housing, including rental housing for downsizers, mature single professionals, and young families. It's exciting to see multifamily housing proposed near schools and parks. Young families like us would like the opportunity to live near the parks and community amenities we enjoy.

The main concern I have is the option of developing public trails along the creeks. Considering the newly built beautiful homes and gardens along the creeks and the realities of public safety, this option doesn't seem feasible or appropriate to me.

Thank you again for the opportunity to share my ideas.

[REDACTED]

|

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: FW: Ambleside LAP Virtual Workshop | TODAY, May 3rd
Date: Friday, May 5, 2023 1:56:21 PM

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Hi Riley,

Thanks for the clarification - with that understanding, I do not think it would be feasible or be likely to be pursued by land owners, at least not in large enough stretches to create connected trails. I think it would be much more beneficial to pursue other zoning and policies that are more likely to be taken advantage of and have greater positive impact to the community. Hope that makes sense!

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP Input
Date: Thursday, May 4, 2023 7:53:43 PM

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Hi There,

I have reviewed the three draft options document, and am disappointed by the lack of consideration of active transportation. I am a keen cyclist and frequently cycle in the plan area. The key points I would like to highlight for consideration are:

1. The need to separate bikes from traffic and pedestrians on the Spirit Trail through Ambleside (the area around John Lawson Park sets up conflicts between road users), plus a westward extension of the Spirit Trail to connect all the way to Dundarave Village; and
2. Establishing Slow Streets within and through the LAP boundaries

Active transportation is essential for promoting community health and reducing climate impacts, amongst many other benefits, so must be a core part of the LAP.

Thank you for your consideration,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Building proposals at 2204 Bellevue Ave. WV
Date: Friday, May 5, 2023 5:04:04 PM

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To whom it may concern;

I am writing in regard to the development of an Ambleside Plan, and the provision, in Option 3 of that proposed plan, for a 6-9 storey building at 2204 Bellevue Ave. West Vancouver. This address is actually in Dundarave, not Ambleside.

I live [REDACTED]

I am very concerned that my outlook, as we sit among a number of high rises already, will be further obstructed. A 2-or 3-storey building would be welcomed and acceptable for that corner. It would be in line with the low rises at 22nd & Argyle.

Parking is already limited in this neighbourhood. No visitor parking was allotted for the buildings built in the 60's. This problem will increase with such a multiple-dwelling building.

While you may be targeting a younger population to the proposed new buildings in the Ambleside Plan, you need, nonetheless, to expect that senior citizens will continue to be drawn to this neighbourhood. High rises are not the optimal solution for seniors. When the fire alarm goes off, the elevators are shut off. It is a very serious situation for seniors with mobility issues to manoeuvre down a high rise during an emergency.

I am opposed to another highrise in this area.

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Question: 15th & Fulton Ambleside Draft
Date: Monday, May 8, 2023 11:59:32 AM

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Hey Riley,

I just left you a VM, but thought it may be better to reach out via email. Please feel free to respond whichever manner you prefer.

I am researching 790 15th Ave. In the plan there are a few options: townhouse, stacked townhouse, and low rises apartments.

I am wondering if you can shed some light on:

1. The potential FSR for each of these options
2. How long until the draft plan becomes official
3. Is the city leaning one way or the other at this point in time about which option may be finalized.

Please let me know your thoughts

Thank you kindly

Warm Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Question: 15th & Fulton Ambleside Draft
Date: Tuesday, May 9, 2023 3:32:42 PM

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Thank you Riley,

Can you please let me know what the approximate FSR will be for 790 15th. It will be either a townhouse or lowrise condo site. From your experience, please let me know your thoughts. A range or generalization is sufficient at this time. Thank you very much!

Warm Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]

|

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: FW: Options 1 and 2 Further Environmental Prohibitions Considerations
Date: Wednesday, May 10, 2023 1:06:05 PM
Attachments: [image001.png](#)

From: [REDACTED]
Sent: Wednesday, May 10, 2023 1:04 PM
To: Planning Department <planning@westvancouver.ca>
Subject: Options 1 and 2 Further Environmental Prohibitions Considerations

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Hi Riley,

I just wanted to follow up on a few things from yesterday re the planning community input sessions.

We all agreed yesterday that 15m either side of Lawson Creek is protected from tree and brush cutting according to the Riparian Areas Protection Act. In addition, I forgot to make this point specifically with the maps.

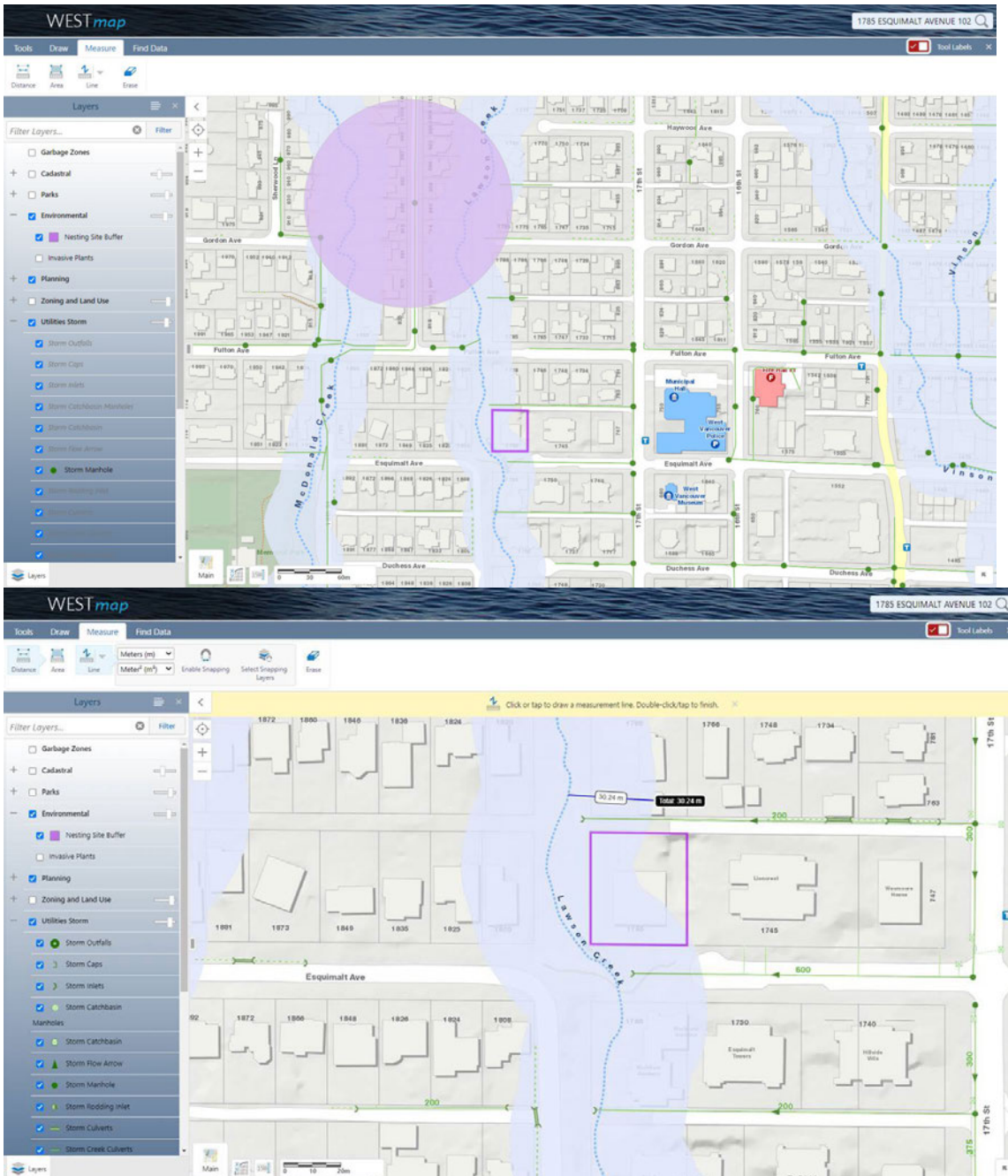
1. **The Fulton/Esquimalt Area beside Lawson Creek is not only 15m environmentally protected either side, but is also an Official Nesting Area with a 30m buffer.** Below is the WV Nesting Protection map specific to any considerations for Option 1 and 2 adjacent to Lawson Creek area between Fulton and Esquimalt.

My position is:

- a. the RAPR must be strictly enforced per environmental and spirit of environmental laws 15m either side of the creeks which means no tree or brush cutting as discussed yesterday
- b. the 30m protected nesting areas must be protected for any development in the attached areas. I know first hand that the very large trees in the 15m creek area of Lawson creek in the above area are home to many birds (some at risk of extinction). For example, Great Blue Herons at risk of extinction used to fish in Lawson Creek from at least 2000, however, in the past seven years or so with all the construction and non-environmental neighbours driving them away like pests, and cutting away in the environmentally protected habitat - they are no longer present. (The district website needs to be updated in this regard as well which appears to be going in the opposite of environmental protection and lifting the no tree cutting anywhere during nesting season. It is particularly important to inform owners in the above 15m and 30m areas. Perhaps a fine for cutting during nesting season even if they are outside of the above protected areas (where they can't cutting in the first place) and the tree(s) are not protected?

Based on experience it seems like some in the District are thinking it's ok to cut down trees if the trees are replaced with low shrubs. However, as we know, many or most nesting birds in the area cannot build nests in shrubs, they need tree branches; the creeks don't get cooling shade from short bushes, they need trees; people can't be cooled and provided clean air by

low bushes, we need trees.



2. **The laneway between Fulton and Esquimalt and 17th and Lawson Creek is 12' give or take a foot. It is not 20' when existing, large protected trees and cement walls, garage on the north side are taken into account.** Engineering provided me with information this morning that cleared this up that came up yesterday. The reason for my particular concern is noise and livability issues to ensure that if Option #1 in this area was being considered viable the laneway is not 20' but more like 12' or so taking into account large, environmentally protected trees, etc.
3. Last, if the email addresses from yesterday that you offered are specifically to provide a copy of everyone's comments **re: communications for planning sessions (ex. follow-ups, the list of comments/feedback from the sessions etc)** could you please put my email address in?

Thanks Riley.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Option 3 feedback.
Date: Thursday, May 11, 2023 5:42:49 PM

CAUTION: This email originated from outside the organization from email address [REDACTED]. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

I am a resident of [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] I am horrified to learn that after the May 3rd Zoom community meeting it looked as if the Ambleside residents were pushing for option 3 of the Ambleside Local Area Plan and thus destroying this amazing family street where walkers to both neighbourhood schools far outweigh drivers and where the words community and neighbourhood still stand for something so please reconsider any decision already made or likely to be made at the July council meeting.

If the feedback I have been given is correct there is a chance if Option 3 is voted through that there could be apartment blocks built on this street alongside town houses. I feel very strongly that this is the wrong way to go and would destroy what is a wonderful street, there would be a very loud outcry if this plan was to go forward.

Please let me know any information you have as to this latest option, thank you, [REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: feedback on haywood rezoning
Date: Thursday, May 11, 2023 9:49:03 PM

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Hello,

This is [REDACTED] I am a resident from [REDACTED] in west van, I am opposed to option 3 of the ambleside local area rezoning plan. If there is any meeting regarding this proposal, please let me know to join in it. Thanks.

Best regards,
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP
Date: Friday, May 12, 2023 7:49:50 AM

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I am in favour of option number 1

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Options
Date: Friday, May 12, 2023 8:21:20 AM

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I vote for “weave”. Exploiting and daylighting our submerged and buried streams would add to quality of ljfe all around.

I commend planning staff for their planning, smarts, and ability to communicate a hugely complicated subject, in as simple a manner as possible. [REDACTED] 4-years in west van resident

Sent from my iPhone

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Friday, May 12, 2023 8:32:51 AM

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I requested a free bus for seniors Monday to Thursday but was told this would only be granted by Translink.

Would appreciate it if we could get it.

Thanks
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP
Date: Monday, May 15, 2023 5:31:34 PM

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Thanks for your reply. I didnt mean a free bus, but rather a free bus pass from Monday to Thursday ,like they do with the BC Ferries.

Sincerely

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Workshop attended May 11
Date: Friday, May 12, 2023 8:44:58 AM

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Planning department

Thank you for hosting this very interesting meeting at the Seniors Centre on Thursday.
My compliments to your group for their interest and information.

My special comment for your information gathering is as follows,

— Option 3. The boundaries extend towards the West to 23 rd street, exactly 1 block from the shops of Dundarave Village. The residents in this area have no idea that they are included in this option for an Ambleside local area plan. This option has almost no changes for the core of Ambleside. This option should be disregarded, as it will create a negative backlash with Dundarave residents.

Thank you for passing along this specific comment as well as for all the positive information given. We enjoyed the session and remain positive about slow densification in our community.

Get [Outlook for iOS](#)

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Friday, May 12, 2023 9:31:54 AM

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To whom it may concern, healthy sustainable communities are diverse communities.
West Vancouver needs housing for the middle working class now not in 10 years.

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Friday, May 12, 2023 10:21:56 AM

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Dear Planning staff,

Reflecting West Vancouver's citizens respect and enjoyment of Nature :

Support and Restore the natural systems to keep a healthy and safe environment:

By :

1. Facilitate Stormwater retention on site, by prescribing a % of water permeable site area in the Building bylaw
2. Prescribe in the Zoning bylaws a maximum Building Site Coverage of 40%.
3. Increase set back requirements from Creeks for New buildings.
4. Limit Building height to a maximum of 4 stories within 150 ft of the centreline of a creek bed.

These measures will also help in mitigating the destructive effects of unusual heavy rainfall due to climate change.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Feedback to Ambleside LAP Draft Options
Date: Friday, May 12, 2023 3:34:19 PM

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Hi,

First and foremost, thank you for your hard-working on the draft options for us to review. Each option has pros and cons, we wish the final plan is a kind of combination. The followings are my suggestions:

1. I support the basic plan concept from Option 2 Connect and Weave. Because this option reflects the natural setting of the creeks and topography of that area most. The future new developments along the Creekside help to raise funds to protect the watercourses and give the opportunity to connect the trails along the creeks and create new park space for local residents. This is so important for local residents, thus they don't have to cross the Highway for trail hiking. Furthermore, West Vancouver attracts visitors by the natural beauty together with the urban village character. The trails and parks close to the commercial center help to keep the visitors staying longer and spending more. Otherwise, West Vancouver will always be a place passed by, but not a tourism destination. This plan concept is also good for the upcoming Taylor Way LAP.
2. The new developments expand north to Inglewood Ave. giving more developable lands and easing the traffic and parking demand.
3. Two commercial centers are better than Option 1. Because the traffic condition along Marine Dr. has already very busy.
4. Option 3 impacts too wide an area and cannot reflect the significant character of a city.

The above is my personal understanding. Thank you for your consideration!

Yours

A West Vancouver resident of over 15 years

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Sunday, May 14, 2023 5:49:53 AM

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Hello There,

[REDACTED]

While living in Lion's Bay, I became well acquainted with West Vancouver. In fact, I got to know WV intimately working in a cafe and patronizing the close knit amenities and sea walk. I could walk to the library, grocery stores, Kay Meek, sea walk, cafes and banking. For me, this area was a complete community which supported a healthy lifestyle.

To this day, I wish I could move back to the area, find work and affordable accommodation. [REDACTED]

For the health of West Vancouver, I wish for affordable housing for young families that can remain long term. I wish for boarding houses for single unrelated people to live together (any age). I wish for a street car or rail to move people, not cars.

West Vancouver is a special place where arts, nature, sport and community are appreciated. Let's plan to retain and promote these elements.

I look forward to moving back!

Best Regards,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: [comments on Ambleside LAP](#)
Date: Sunday, May 14, 2023 5:51:28 PM

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Some thoughts and considerations for the Ambleside LAP:

Overall design:

- I enjoy Ambleside's character, charm and design – I want Ambleside to feel warm, welcoming, small townish.
- I cherish West Vancouver's charms
- Commercial spaces need to be maintained and integrated with residential buildings along existing business areas – costs of rental need to be managed to support our small, one-of-a-kind businesses, otherwise they will all be pushed out
- Ambleside must be walkable
- Ambleside must be fossil-fuel free
- What can we learn from other communities that have made this transformation? Port Moody's village setting?

Housing considerations:

- Missing middle options can include low rises, town houses, duplexes, triplexes (that look like SFH), coach houses, basement suites and small 1-person SFHs
- Apartments can be 'secondary suite ready' or can have 'lock-off suites'
- Co-housing – love the mixed ages rather than 'senior ghettos'
- Need to minimize social isolation – areas to gather inside and out
- Focus housing on and near transportation corridors
- Integrate housing into existing community buildings, e.g., Library, schools, fire hall, etc.
- Use off-site building technologies, mass timber construction, all renewable energy

Transportation considerations:

- Attractive 'active transportation' choices, such as turning the 'blue ways' to 'green ways' along our creeks to encourage walking
- Healthy residents are a by-product of active transportation

There is no 'one perfect plan' that everyone will agree with, but we do need to listen to each other. Each of us will have to compromise in our visions for Ambleside and West Vancouver's future. 'To not have a plan, is in itself a plan' – we need to finalize this LAP, we need to enforce it, and we must not allow 'naysayers' to overrule individual projects that come to Council when the projects meet OCP and LAP guidelines.

Thank you,
[REDACTED]

From: [REDACTED]
To: [Ambeside Local Area Plan](#)
Subject: input for LAP
Date: Monday, May 15, 2023 4:14:02 PM

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Just heard that the Horseshoe Bay cottages are a co-housing project. I would love to see a cluster of small one-story homes on a large lot, or grouping of lots, that are managed as co-housing. Imagine a mini community with all ages living close together helping each other, sharing resources, everyone socially engaged.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Proposed Plan 3
Date: Tuesday, May 16, 2023 12:59:40 PM
Attachments: [OPTION 3.pdf](#)

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To Whom It May Concern,

I am a resident of West Vancouver with a house at [REDACTED]. I recently learned of the new local Area plan, Option 3, that will adversely affect my life and neighbourhood.

I am completely opposed to OPTION 3 and would like some clarification as to why Option 3 is not readily available to all local residents. Before I move forward with my opposition, I would to know how Option 3 was ever adopted without any notice given to all local residents that will be directly affected.

Furthermore, this plan is in complete opposition to the Community Plan we all voted for several years ago, which left infrastructure above the highway and Ambleside and Dundarave without this type of development.

I look forward to your reply.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Proposed Plan 3
Date: Wednesday, May 31, 2023 3:05:23 PM
Attachments: [Bob Cooper - District Proposal 3.docx](#)

CAUTION: This email originated from outside the organization from email address

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Good Afternoon Riley,

Thank you for your reply.

I understand the communications you sent the community and the input you received, but my neighbours I have spoken to had no idea until recently that Option 3 existed. Obviously something went wrong. Many people feel that developers dominate meetings and provide the greatest input.

I am very familiar with the Ambleside area, including raising families, attending school, and being part of our community.

I have enclosed a letter with my primary concerns. My neighbours I have spoken to are unanimously opposed to Option 3. Please contact me if you would like any clarification to my comments.

Thank you and talk soon,

[REDACTED]

[REDACTED]
[REDACTED]
Email: [REDACTED]

District of West Vancouver
Planning Department

Attention Riley McLeod

RE: Ambleside Local Area Plan - Option 3

As I previously emailed you, I am deeply opposed to Option 3 because it will directly affect my house, located at [REDACTED]

For some background [REDACTED] raised my family in West Vancouver. Yes, I consider myself very lucky to have moved here when I did. My son and daughter struggle to remain here.

The cost of housing in the entire lower mainland is ridiculous, but I believe this issue is dictated by supply and demand. The Cressey building at 23rd and Bellevue or the Grosvenor building in Ambleside did not address affordable housing. I believe Option 3 will not address affordable housing in this area and likely make my property and neighbourhood less desirable.

This neighbourhood, between 22nd and 23rd Avenue, is not designed for townhomes or any other form of densification. It is a quiet neighbourhood with narrow streets and no lane access. Building townhomes here will increase traffic congestion and create parking issues. The narrow road will also increase the danger for pedestrians and cyclists that also share this road.

Quieting the corner of Inglewood and 22nd a few years ago to ensure pedestrian safety for students attending Pauline Johnston School has been a disaster, especially during school pick-up and drop-off. The entire block has complained about a severely overgrown hedge overlapping District property in front of 2210 Inglewood Avenue. I understand a work order is in place, but no action has been taken to cut back the hedge. I feel that it will only be a matter of time before a tragedy happens.

Most local homeowners feel that the major housing project being constructed at 2195 Gordon Avenue should be completed before any further densification is considered west of 22nd Street. This project will significantly add to traffic congestion along Haywood Avenue between 22nd and 23rd considering its proximity to this project.

The densification around Lonsdale Avenue and Edgemont Village in North Vancouver has issues. Even though the streets in these two areas are wider and have available lane access, parking is a serious problem. Trying to leave the North Shore via the Ironworkers or Lions Gate Bridge is getting worse by the day.

I understand the communication process you have followed, but most of my neighbours are not aware of Option 3 or the other Options being considered. A similar problem existed with the project that was approved on the south side of Marine Drive near 25th Street. In my experience, West Vancouver residents do not get involved until the problem is in their face and opposition to Option 3 is growing. I do not feel any of these Options should be decided by Developers or District Planners that may have alternative motives. At the end of the day, it is homeowners that feel brunt of the Options being considered.

Yours truly,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Support for Option 1 & Option 2 of the Ambleside LAP
Date: Tuesday, May 16, 2023 1:50:44 PM

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Dear West Vancouver Planning Team,

I am writing to provide feedback on the Ambleside Local Area Plan before these options go to council this July.

Firstly, I would like to note that as a resident of Dundarave, I did not receive any information about the Ambleside LAP. It was only after seeing a post on social media that spoke about the LAP, and only out of my own interest for Ambleside that I even reviewed the document. It was by chance that I discovered this information just recently. Option 3 makes changes that heavily impact Dundarave, and I find it shocking that I did not receive any paper mail or notifications of any kind on these proposals. And neither did my neighbours. At this point, it is too late for myself or my neighbours to join in the community engagement meetings for something that could directly affect us. Having organized collaborative community engagement meetings in architecture and landscape architecture firms I've worked with, this feels like irresponsible and exclusive planning.

Secondly, I would like to address the boundary of Ambleside that has been used in these options and the OCP. Ambleside is generally considered by residents of West Vancouver to be the area between 13th St and 19th St, and Option 3 extends as far as 23rd St. Because of this, valuable feedback from Dundarave residents is not being gathered, and is therefore giving bias to your feedback. It is no secret that residents of West Vancouver are unyielding to change, and if you have filled your engagement meetings with mostly Ambleside residents, there is a strong chance Option 3 will be seen as the most popular choice as you are in effect "blending" the changes into surrounding neighbourhoods. If you have chosen to redefine the neighbourhood boundaries in these documents, contradicting what residents know to be true themselves, I would have expected to receive information in the mail about these proposals.

For these reasons, I am in favour of Option 1 and Option 2 of the Ambleside LAP.

Thank you,
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Support for Option 1 & Option 2 of the Ambleside LAP
Date: Sunday, May 21, 2023 6:26:29 PM

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Hi Riley,

I guess because I am just outside of the Ambleside LAP limits, literally across a residential street from a major proposed development, I was not sent the promotional postcard. Perhaps in the future, it would be helpful to include those surrounding the boundary as they are still very much affected, if not even more than being within the boundary itself, in consideration for views/construction/neighbourhood character/etc.

I have some neighbours and friends in my West Van community group who would like to provide feedback themselves but are concerned that since the community engagement meetings are now finished, emailing in feedback may not be included for reporting to council in July. Will feedback still be accepted and until what date?

Thanks for your reply, it is very helpful and kind to take the time to respond.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Friday, May 12, 2023 9:05:15 AM

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Why is outdated information being used for making current decisions!

According to your Local Area Plan you would like input on:

1. The **character of Ambleside** and the appropriate scale and height of buildings.
2. The **housing mix to accommodate current** and future residents.
3. The **commercial hub** and the shops, services and employment the centre provides.
4. The **natural setting** and the way the slope, creeks and waterfront shape Ambleside.
5. The **public realm** and how people gather, spend time, and move around.
6. The **focus of Ambleside**, where it begins and ends, and where change makes most sense

I struggle with this report as it shows the small percentage of residents who live in Ambleside is based upon 2016 data. For a current plan that can substantially affect the neighbourhood one would expect current data.

As you know the census is taken every 5 years - the 2021 census is available. The 2021 Canadian census was a detailed enumeration of the Canadian population with a reference date of May 11, 2021. It follows the 2016 Canadian census, recorded the population for Canada as 35,151,728. **Since that time, as we have read and experienced, significant changes as a result of the pandemic, in property values, rental increases, cost of living, immigration and environmental shoreline concerns.** Why can we not complete a current census of our neighbourhood? As part of the planning process, a current locally developed census would better reflect the changes over the past seven years. It doesn't seem to make sense to use data from 2016 to facilitate the decision making needed for 2023.

Your response would be appreciated as there may be others wondering about this disconnect.

Best Regards,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside LAP
Date: Monday, May 22, 2023 12:23:27 PM
Attachments: [image001.png](#)
[image001.png](#)

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Thank you for the information regarding the data being used for local planning. When I saw the 2016 on the website, I could not believe you would be using outdated information.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: LAP for Ambleside - need for proper cycle lanes
Date: Wednesday, May 17, 2023 10:10:35 AM

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Hello,

I spoke with one of your rep's at the Community Centre a while back, about the LAP options.

My main comment is that I think the cycle lanes need to be improved through the LAP study area. I live in West Van and commute to work on my bike. Currently there are no dedicated bike lanes, only a shared use path with pedestrians. This is not safe for either group, and forces us cyclists to ride at a much slower speed so as not to hit any pedestrians or dogs.

I'd like to see some green paint used to identify the bike lanes, just like every other municipality. Barriers would be helpful also.

It's time that West Van started paying attention to cyclists and providing proper bike lanes.

Thanks

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: LAP for Ambleside - need for proper cycle lanes
Date: Thursday, May 18, 2023 7:36:05 PM

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Thanks for your response Riley. I'm glad to hear there is a transportation study as part of the overall plan. Sounds like they're getting close to making their report.

As a 35 year West Van resident and avid cyclist, I'd be happy to provide any additional input they might desire. I have often thought of taking a video as I cycle through Ambleside and somehow having it shown to council, so they can see the many flaws in the current set up. Another idea would be to make Bellevue into a 'locals only' road so there was no more through traffic. Fewer cars using Bellevue to pass through Ambleside would make it easier to build proper bike lanes. (Less vehicle traffic, more pedestrian and cycle traffic.)

Best regards,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Thoughts on Ambleside LAP
Date: Wednesday, May 17, 2023 11:56:33 AM

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Hi District of West Vancouver,

I would like to share my thoughts on the Ambleside LAP:

I really can't believe option 3 is even being proposed. I bought in the neighbourhood I did under the belief from community planning that Ambleside east of 21st would be zoned for more growth and the planned development of Cypress Village would accommodate significant development. What a waste of clearcutting the hillside if they are not going to take on more of the growth than established neighbourhoods where people have views they have spent millions of dollars on. Option 1 and option 2 should be the only options considered.

Thanks,
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: LAP Concerns and Suggestions
Date: Wednesday, May 17, 2023 12:49:43 PM

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Good afternoon West Van Planning Dept.,

I reviewed the documents for the Ambleside Local Area Plan and the Official Community Plan and have notes and I guess confusion. Option 2 & 3 propose townhomes where there are entire single family home neighbourhoods? How is this considered to be sensitive infill? Perhaps if the houses were derelict and in a state of disrepair, run down and abandoned, but I know these areas well and am confused by these proposals. My dear friend lives [REDACTED] and it is one of the most vibrant streets in all of west van, with spectacular views to the ocean from second levels. You would be displacing these families who have lived here for many years to put up townhomes? Removing housing to make way for housing? Not sure I see the benefit. There are rentals in existing houses and the potential for duplex and triplexes for the missing middle. Creating townhomes in west van would be high end by default because west van all over is so expensive, the missing middle wouldn't be able to afford these townhomes regardless. Option 1 is the best, option 2 is second best, option 3 should be scrapped. The focus should be on Ambleside proper near commercial areas and with quick access to the bridge to get residents to downtown or north van quickly.

Regards,
[REDACTED]

From: [Planning Department](#)
To: [Ambleside Local Area Plan](#)
Subject: FW: Inquiry about Future Development Plans for Building in Ambleside Area 1476, 1483, 1485, 1487 Marine Drive West Vancouver
Date: Wednesday, May 17, 2023 1:07:05 PM

From: [REDACTED]
Sent: Wednesday, May 17, 2023 10:24 AM
To: Planning Department <planning@westvancouver.ca>; [REDACTED]
Subject: re: Inquiry about Future Development Plans for Building in Ambleside Area 1476, 1483, 1485, 1487 Marine Drive West Vancouver

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Hi Planning Department,

I hope this email finds you well. My name is [REDACTED] and I am currently researching the development plans for the Ambleside area, with a particular interest in a specific building for potential investment. After reviewing the WestMap, I noticed that the building currently carries an AC1 zoning, allowing for a maximum of three stories. However, I came across information online regarding a new planning initiative called "the Village at Ambleside," which suggests the potential for mid-rise buildings exceeding six stories in the future.

I would greatly appreciate your assistance in refining my understanding or directing me to the appropriate sources to obtain more information about the future development plans for the Ambleside area, particularly with regards to the building in question. Is there a specific resource or department I should reference to gather more detailed insights? Additionally, I am curious about the timeline for the redevelopment of "the Village."

Thank you for your attention and any assistance you can provide. I look forward to your response and appreciate your time in addressing my inquiry.

Best regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [REDACTED]; [David Hawkins](#); [Jim Bailey](#); [REDACTED]
Subject: Ambleside LAP Options Booklet Feedback
Date: Wednesday, May 17, 2023 1:20:12 PM
Attachments: [2023.05.16 Ambleside LAP Options Hungerford Response.pdf](#)

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Hi David and the Ambleside LAP planning team!

Please see the attached feedback on the Ambleside LAP Options Booklet from Hungerford Properties. I will be attending the upcoming workshop this afternoon, but we wanted to provide the formal feedback now prior to the correspondence cut off.

Any questions please contact myself directly.

Sincerely,

[REDACTED]

Hungerford Properties
Suite 1088 - 550 Burrard St
Vancouver BC V6C 2B5

[REDACTED]



Hungerford Properties acknowledges with respect and gratitude that our offices are on the unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and Səlilwítlh (Tsleil-Waututh) Nations. We thank them for having cared for these lands and waters since time immemorial.

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**Planning & Development
District of West Vancouver
750 17th Street
West Vancouver, BC
V7V 3T3**

VIA EMAIL TO: planambleside@westvancouver.ca

Attention: Jim Bailey, Riley McLeod and David Hawkins

RE: Feedback - Ambleside Local Area Plan Options Booklet

Hungerford Properties, a first nations owned developer and landlord active in Metro Vancouver for over 5 decades, has partnered with St. Stephen's Anglican Church at 855 22nd Street to redevelop the property into a mixed-use project with purpose built rental housing on upper levels with institutional use (the Church and Sanctuary) and likely a day care at grade. The redevelopment will allow for St. Stephen's to continue to be part of the Ambleside community in the long run. The St. Stephen's congregation and the General Synod of the Anglican Church of Canada have recognized the importance of creating new multi-family rental housing in the community and the partnership enables just that, much needed rental housing for West Vancouver, while revitalizing an aging place of worship that is faced with insurmountable capital upgrades that make medium term operations impossible. The site is within the Ambleside Local Area Plan (LAP) study area.

This letter offers support primarily for Option 3 outlined in the *Ambleside Local Area Plan Options Booklet*, however we strongly believe that whichever option Council decides upon, that the St. Stephen's Anglican Church at 855 22nd Street be considered as a candidate site that can provide secured purpose-built rental housing. Throughout the Ambleside LAP there are several sites, being institutionally zoned with aging facilities/infrastructure which have the capability and attributes to deliver much needed rental housing to the District of West Vancouver. We encourage the District to consider secured market rental policy that encourages this unique opportunity for renewal and growth in and for the community and one that enables groups like St. Stephen's Church and the congregation a way to remain in the community for years to come.

We believe the Ambleside community to be one that has gone through much study and review by the District of West Vancouver with various conclusions over the last 10-15 years. While each study or review have been well-intentioned, most strategies for enabling more commerce, modernizing infrastructure, revitalizing business areas, and improving streetscapes, all requires development/growth. None of the preceding studies has resulted in the growth to address the underlying issues/goals. Allowing for more households in the LAP study area is needed in order for those goals to come to fruition.

There were several challenges which were outlined in the District's *Economic Development Plan*, being specifically that the lack of industrial land base meant that West Vancouver's economy relies on the number of residents and residential growth to fund infrastructure replacements and in order to ensure that service based commercial in the community is successful in the long term.

The *Commercial Area Strategy* states that more residents and households are required for businesses to continue to survive and to flourish. What is needed is policies at the local area level that suit the needs of the

community but also enables a natural and organic pace of change to Ambleside. Option 3 in the *Ambleside Local Area Plan Options Booklet* is the best and realistic option that will enable respectful growth to occur. Additional policies should be implemented in the Ambleside Local Area Plan to support the redevelopment of institutional zoned sites in areas close to transit and municipal amenities, like St. Stephen's at 855 22nd Street.

Our feedback on the options outlined in the *Ambleside Local Area Plan Options Booklet* are as follows:

1. The totality of the Ambleside LAP Area was identified in several previous studies, options 1 and 2 redefine this well defined area and isolates smaller portions of Ambleside from the rest of the community limiting them from natural/organic growth and change that other areas will experience over many decades.
2. Based on the demographics presented in the LAP Options Booklet, the average age in Ambleside is 58. With an older and aging population, additional support and consideration should be given to seniors' ability to age in place and in their community. Through the addition of rental housing specifically, option 3 outlines housing options specifically for seniors, while promoting development forms more conducive for seniors with limited mobility. Too many townhomes with stairs and other building forms, as identified in the other options will not distinctly give options to seniors to age in their community and may drive seniors out of the community.
3. Plan Option 3 creates and will foster across the Ambleside LAP Area, a continuum of housing choices, including missing middle housing forms, such as low-rise and townhouse development.
4. The District of West Vancouver has reported that Ambleside has a high percentage of individuals who take public transportation and use active transportation in comparison to the rest of West Vancouver. Option 3 in the LAP spreads out the amount of people in any given neighbourhood and thus would support existing public transportation routes as well as active transportation routes to be utilized to their fullest potential. The increase of ridership across many more bus lines will lead to more funding to increase frequency and reliability of service.
5. The demographics provided by the District of West Vancouver also indicate that 90% of West Vancouver's purpose-built rental homes are located in Ambleside and over 74% of those homes were built over 40 years ago. There has been little to no purpose-built rental properties developed. The LAP needs to prioritize new rental homes for the community as the older homes will need to be redeveloped in the coming years and those people will need homes to move to. Older rental apartments in the area lack basic amenities that are desired by renters today. Proposals with no existing rental displacement should be prioritized. Rental in-fill and new rental homes appear mostly in Plan Option 1 and 3. However, Option 1 isolates the plan area substantially from what was identified as the "Ambleside Land Area Plan Study Area" in the current OCP.
6. Plan Option 3 creates a more vibrant community by including the entire Ambleside area. This plan will help bring new resources, people, shops and services to the entire Ambleside community, not just select areas.

7. Plan Options 1 and 2, because of their compact boundaries will limit the ability for families with school aged children to fit into the catchment for elementary schools and could lead to overburden 1-2 elementary schools within those areas (in particular Hollyburn Elementary could become overburdened)
8. Plan Options 1 and 2 will put a lot of pressure on utilities, services, and infrastructure located in those areas by squeezing a lot of new development into small areas rather than spreading it across the neighbourhood like Plan Option 3 does. Traffic and congestion in the areas of Option 1 and 2 will become worsened by compacting the community by not allowing for the blended approach of growth to the community of Option 3.
9. Plan Options 1 and 2 push development far from existing critical community amenities, including the West Vancouver Ice Area, the Community Centre, the Aquatic Centre, and the Seniors Activity Centre, whereas Plan Option 3 considers this and places new homes near these services and community support networks to capitalize on existing amenities.
10. Plan Option 3 best meets the six identified themes in the Ambleside LAP:
 - The **character** of Ambleside and the appropriate scale and height of buildings: Plan Option 3 retains the character of Ambleside limiting the scale and height of development while spreading it out across the community
 - The **housing mix** to accommodate current and future residents: with Ambleside comprising predominately of seniors and an aging population, there should be a larger focus on Senior's housing while providing housing options for a younger demographic with modern amenities.
 - The **commercial hub**, being the shops, services and employment at the centre of Ambleside are well accounted for. The commercial hub is largely ignored in Options 1 and 2, whereas Option 3 leverages each existing commercial hub in the area adding additional housing in these areas, which will in turn support local businesses.
 - The **natural setting** and the way the slope, creeks and waterfront shape Ambleside is celebrated in Option 2 by focusing development around McDonald, Lawson and Vinson creeks; development growth centred around natural habit is by and large complicated by complex riparian setback requirements at the federal and provincial government levels. Given the current high price of land in West Vancouver, townhouse density under Option 2 that follows the creeks, the offsets required natural habit restoration works may result in little to no development, unless large land assemblies were put together, which has historically been difficult in West Vancouver. Other plan options, such as Plan Option 3, retains the natural setting, leaves natural habitats in-tact, and maintains outdoor space in the creeks for the community to enjoy.
 - The **public realm** and how people gather, spend time, and move around: Option 3 provides several opportunities for public realm improvements throughout Ambleside whereas Plan Options 1 and 2 limit these opportunities to small specific areas which may not be inclusive for the whole of the Ambleside LAP area.

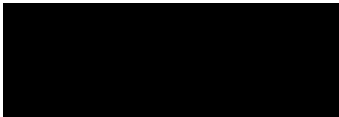
- The **focus** of Ambleside, where it begins and ends, and where change makes most sense: the entire Ambleside area was identified for the LAP - changes to the full area are only anticipated in Plan Option 3, the remaining two plan options isolate small areas of the community compressing all of the change into smaller areas.

Other policies to consider implementing or incorporating into the Ambleside LAP:

1. Rental only/inclusion areas specifically for purpose-built rental housing on sites like 855 22nd Street. This policy would identify institutional zone properties with existing low coverage or with facilities/infrastructure in disrepair located in highly amenitized areas with good access to public transit not currently zoned for single family homes. This policy could enable a mixed-use redevelopment into rental only housing, provided that the project at the ground level delivers with it the underlying institutional use back into the project or similar institutional use. By having a policy like within the LAP, faith-based groups would have a better chance to bring more housing to the study area.

We provide this feedback as a stakeholder in the Ambleside community and are very much excited for the opportunity to provide further feedback as District and Staff prepare the Ambleside draft LAP for council's consideration later this year/early 2024.

Sincerely,



Michael Hungerford
Partner, Hungerford Properties

Cc: Ken Vinal, Rector, St. Stephen's Anglican Church
Mayor and Council, District of West Vancouver

From: [Planning Department](#)
To: [Ambleside Local Area Plan](#)
Subject: FW: LAP Ambleside meeting
Date: Wednesday, May 17, 2023 3:07:29 PM

From: [REDACTED]
Sent: Wednesday, May 17, 2023 2:50 PM
To: Planning Department <planning@westvancouver.ca>
Subject: LAP Ambleside meeting

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Hi,

I was wondering when the next LAP meeting for the Ambleside is scheduled for?

Thank you,

—

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#); [Mark Sager](#); [Christine Cassidy](#); ngamioli@westvancouver.ca; [Peter Lambur](#); [Scott Snider](#); [Sharon Thompson](#); [Linda Watt](#)
Cc: [REDACTED]
Subject: Ambleside Local Area Plan concerns
Date: Wednesday, May 17, 2023 5:13:27 PM

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May 17, 2022

To: Mayor and Council, District of West Vancouver

From: [REDACTED]

Re: Proposed Ambleside Local Area Plan and Potential Development at 2204 Bellevue

Upon reviewing the latest options outlined in the latest proposed Ambleside Local Area Plan (ALAP), we are disappointed to see that our concerns, and that of our neighbours, regarding 2204 Bellevue Avenue that we outlined to council in 2021 (see letter below from July 2021) are again being ignored. In 2021, thankfully, Council voted against the development that was proposed given the proposed size of the project on that lot. Yet we see a large scale development is being proposed again in the ALAP (six to eight stories) whereas the current house on that lot is 2 stories.

A structure with that height will likely require the length and width of every inch of that lot to be filled by the structure, significantly changing the landscape of the area. Such a large structure which was previously proposed in 2021 was so big that not only did it significantly exceed the bylaws related to all building dimensions for the current zoning, it will also significantly exceed the bylaws if rezoned to RM2.

The landscape of the immediate neighbourhood is currently a mix of tall buildings (on relatively much larger lots than 2204 – giving more open space), and 2 to 3 storey buildings on small lots (similar in size to that of 2204 Bellevue). Such a large structure on such a small lot certainly significantly impacts the landscape and character of the neighbourhood. Having such a large structure will also not only impact available views to suites in several building surrounding the site, but available light to many suites will also be significantly reduced. These impacts would also result in a financial loss by way of a lower property value for the owner's of these suites.

We strongly request that the size of any development at 2204 Bellevue be reconsidered to something smaller than mid rise.

Thank you,

[REDACTED]

July 25, 2020

To: Mayor and Council, West Vancouver

From: [REDACTED]

-

Re: Development of 2204 Bellevue/177 22nd Street, West Vancouver

-

We are strongly opposed to the proposed development for the above noted property. There are many factors that will negatively impact our ability to enjoy the same level of benefit both qualitatively and financially, as well as that of our neighbours. Namely,

1. The proposed development for this site is too big for the lot size
2. View corridor and available light significantly impacted
3. Significant financial loss due to the reduction in property value for the many units impacted by a considerable reduction in view and available light.
4. Lack of a fair and consistent applicant process
5. Changing the landscape of the immediate neighbourhood

1. Bylaws for RM2 Multiple Dwelling not met.

Please find attached a letter of July 16, 2020 to Mayor and Council from the Owners and Strata Council for 2203 Bellevue Avenue which cites a number of areas of significant non compliance with the bylaws in place for the RM2 Multiple Dwelling zone for which the developer is seeking to have the site rezoned to:

- **302.04 Site Width.** Minimum site width for apartment buildings is 30.2 meters. This site is 21.7 meters at front and 19.42 meters at the rear. This is **28%** shorter than the minimum required in the front and **36%** shorter at the rear
- **302.05 Floor Area Ratio** of this development is 2.4 which is **21%** greater than the maximum allowable FSR of 1.89 for a high performance building.
- **302.07 Front Yard** is 1.6 meters (**21%**) smaller than the minimum required.
- **302.08 Rear Yard** is 3.1 meters (**34%**) smaller than the minimum required
- **302.09 Side Yard:**
 - a. Side yard on the west side is 4.5 meters (**75%**) smaller than the minimum required; on the east side is 3 meters (**50%**) smaller than the minimum required

- b. The combined side yard shall be equal to twice the width of the building. The building will be 15.2 meters wide, requiring the combined side yard to be 30.4 meters while the west side is only 1.5 meters and the east side only 3 meters. The proposal is **85%** smaller than the minimum required
- **302.10 Building Width** apartment building maximum width exceeds the maximum allowable by 4.1 meters (**38%**) on the north side and is 5.3 meters (**55%**) greater than the maximum allowable on the south side.

2. View corridor and access to light

Given the magnitude of the increased height and width of the building to be on this site, our unit [REDACTED] will have a significant loss of view and loss of available light into our units. Other buildings in our neighbourhood will suffer the same impact. The following buildings will be impacted:

- 2203 Bellevue
- 2222 Bellevue
- 2187 Bellevue
- 2167 Bellevue
- 725 22nd Street Westerleigh Parc
- New development at 22nd and Gordon

3. Financial loss

It is well known that comparable units with the only material differences being that of views from the suites, the suites with a better view have a higher market value. Those units that will have their existing views reduced will suffer a loss in their property value. Approximately 50% of the units in our building will have their views effected, loss of value of those units will trickle down to all units in the building due to comparative market forces. How are the owners of these suites to be financially compensated for the financial loss due to the decreased value of their main asset, their homes?

• Lack of a fair and consistent applicant process

There is currently no approved Ambleside Community Plan. Approving construction without such an approved plan and instead by approving construction in a haphazard way, there is no way to determine in advance if the proposed development would meet the requirements of the Community Plan whenever the Plan is finalized. This approach to approvals in the absence of a Community Plan allows precedent in the neighbourhood to be set for future proposed developments in the neighbourhood. If this applicant is given approval for construction of a building which far exceeds the maximum size allowed in the bylaws, even for the proposed rezoning to RM2, future developers of other sites in this neighbourhood will want same preferential treatment without consideration of the negative impacts on the neighbourhood. Mayor and Council decided recently not to approve the proposed

redevelopment at 2190 Bellevue citing the fact the absence of a completed Ambleside Community Plan yet Mayor and Council are in favour of proceeding at this time with the process for the rezoning application for 2204 Bellevue, just across the street from 2190 Bellevue.

. Changing landscape of the neighbourhood

We are already seeing a considerable increase in densification just within one block to the west of our building and within one block to the east of our building, in that the Cressey development at Bellevue and 23rd Avenue is a much higher building than the previous building on that site, as well the entire complex has taken up more of the lot than the previous building. In addition, the Hollyburn development at Bellevue and 21st Avenue has now placed 3 buildings on a site that previously housed 1 building and the complex is now very close to the sidewalks on Bellevue and Argyle.

The immediate neighbourhood has until recently enjoyed a good, balanced mix of high rise and low rise buildings, including townhouses. Currently there are a number of 2 to 3 storey buildings and townhouses within the 2200 and 2300 blocks of Bellevue and 2200 block of Argyle. As well the current layout of the buildings on the lots leave ample space between buildings such that there is not a “closed in” feeling in the area. Replacing the low rise and townhouse buildings with higher density buildings that fill the entire lot, will negatively impact the landscape of the neighbourhood and is not respecting the neighbourhood character which some Mayor and some Council members noted as a priority when running in the 2018 election, and Mayor and Council member websites suggest they still have a desire for development plans to “respect neighbourhood character” and “maintenance of existing community character”. In addition, Mayor and Council individual platforms refer to a desire to focus on affordable housing, for “key workers”, “local employees” and seniors among others. Yet the current Cressey and Hollyburn developments do not fit this criteria with high end rents, or in the case of Cressey, luxury condo pricing. It is unlikely that seniors or local employees would be among the prospective owners in the proposed development of 2204 Bellevue as those units would be for a high end market.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP Remarks for Council
Date: Wednesday, May 17, 2023 5:30:07 PM

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West Vancouver District- Planning & Development,

A longtime resident of Ambleside, I have been directed by a colleague to review the newly proposed ideas for the Ambleside LAP. I'd like to summarize some notes to be included in the feedback for the council. To start, I'd like to commend your department on the clear and organized document and graphics which are all easy to understand. As a planner myself, it is refreshing to see. I have summarized some of my thoughts:

1. The study area depicted in both the LAP and OCP does extend beyond what residents consider to be Ambleside. I would hope that information has reached those residents in Dundarave, the western portion of the study area.
2. I'm curious about the justification of townhomes and low/mid rise in areas where homes are already well established. I'm seeing these in both options 2 and 3. I'm concerned that some reasonable infill locations within the study area are being overlooked, and there are now townhomes/low/midrise proposed over top of existing homes. This seems misplaced, how have these sites been chosen?
3. Option 1 appears to be most respectful to viewsheds, which option 3 is not cognisant of. Spreading out the development in theory makes sense, in an attempt to keep people happy by keeping density low, but in implementation it is pushing out development to the suburbs, which does not have the same support of Ambleside village and proximity to Park Royal. By blending out the development, more views will be affected. Generally, the main core of Ambleside should be densified before spread occurs. Option 1 seems most worthy of implementation.

Very interested to see how this all comes together.

Best regards,
[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside Local Area Plan
Date: Wednesday, May 17, 2023 6:03:17 PM
Attachments: [Screen Shot 2023-05-17 at 5:05:33 PM.png](#)

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Dear Planning Team and West Vancouver Council Members,

I [REDACTED] serving the citizens of West Vancouver and the North Shore

I applaud council and the planning team on their work to move forward with the local area plan for Ambleside West Vancouver which would be the perfect place for both myself and my two adult children to live

Born and raised in British Columbia, I have been [REDACTED] to the citizens of West Vancouver since 1990 and have rented in both Ambleside and the Canterbury region of West Vancouver [REDACTED] We all hope to continue to live and work in West Vancouver but have found rising property prices such that it may make it difficult for us to stay [REDACTED] Additionally over the last 11 years I have had to move 4 times, primarily due to "landlord use of property" (even if they never moving in to the unit) and am dreading the day when my rent controlled basement suite is once again sold by the out-of-country owner. We seem to be good at selling homes to speculators but not so good at housing our local population. Also not so good at auditing and collecting empty homes taxes from all of the homes in my area of the B.P.'s. This money could be put to good use in reducing building costs for local community housing.

[REDACTED] Unfortunately nothing seems to have been included or proposed in West Vancouver other than the Gordon Avenue project wherein I contributed a feedback letter of support to council through Positive Voices. Jatinder Sidhu. Although I supported the project Microcondo units do not work for families.

My family hopes to be able to live together in Ambleside, West Vancouver in one of the new low rise townhome developments slated for the North Shore. Being a single parent family, we are hoping some of the low rise options will provide for a 3 level townhome with lockoff studio (grandparent suite) on the ground floor in order to provide grandma support to the young adults as they have children, and then granny care as I age in place with family supports. We are also hoping that these developments will be supportive of local workforce housing in order to decrease congestion and travel requirements and will have a structured supportive funding program with the province of BC in order to make them available for affordable homeownership to essential and community service workers. The workforce should have the opportunity to benefit from tax free equity growth by owning rather than renting (even more so than out of country owners).

I have already participated in the Ambleside LAP community meeting and provided feedback with preferences that favour OPTION 2 and 3 focusing on community hubs, maximizing hikes and boardwalks along streams, centralizing community activities around the community centre and waterfront, and suggestions for provision for neighbourhood gathering places (general store, restaurant, Coffee shop in each community hub to bring community member together (Similar to the Cornerstone, Pemberton Heights, N.V. - for sing-a-long, or celebration and games nights). Additionally, since the existing high rises will not be torn down any time soon, you may choose to take advantage of these areas of blocked view corridors to add midrise housing within the same vertical rise moving up the hill (No additional view corridor sacrifice necessary).

I would like to provide you with plans for two storey townhome units which would be very desirable additions to the community plan as most community members seem to favour low rise and it is my understanding that it is faster to build low rise than high rise. The only addition that I would suggest for these plans is kitchen islands, some storage, and a rooftop deck to be able to make most use of building footprint as well as provide for outdoor barbecue and social gathering space for the homeowner. Although many people discussed "character" of buildings, I would like to see affordable as being the main goal, with supports that would retain workforce, build communities, and provide for affordable owner occupied units by local workforce; it may require consideration of a Whistler style land covenant preventing speculators from purchasing and renting out these properties and further destabilizing the community. Additionally, perhaps character enhancement façade's could be a modular add on option for the future, as funds are available. We have to start thinking creatively in order to provide for affordability which seems to be the biggest struggle as most people that live in West Vancouver do not work in West Vancouver, and most people that work in West Vancouver are not able to live in West Vancouver which is completely debasing the concept of "community". We have to start providing housing which decreases congestion on our streets and avenues, and favours walkability/bike ability. Housing our workforce would help to accomplish building inclusive communities wherein those that serve others would now be seen as "community members" rather than just service providers. By integrating these folks who are already dedicating their lives through service to the community, they will become welcomed as dedicated lifelong community members with everlasting commitment. Hoping you will find the true meaning of what it means to be a community through the development of the Local Area Plan.

P.S. I hope everyone that wasn't able to attend the Positive Voices sponsored Ambleside LAP event last week, will watch the video panel presentation as it was such a worthwhile, supportive community event.

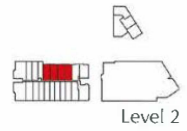
Thank you,

[REDACTED]

UNIT TH-1

3 Bedroom
2 Bathroom

Interior 1,455 sq ft
Balcony 119 sq ft
Total 1,574 sq ft



From: [David Hawkins](#)
To: [Ambleside Local Area Plan](#)
Subject: Pwd: De'lish bakery St Patrick's Street Oak Bay neighbourhood in Victoria and more ideas for Ambleside IAP commercial zoning
Date: Friday, May 19, 2023 9:56:10 AM
Attachments: [Image005.png](#)
[Image005.png](#)
[Image003.png](#)
[Image005.png](#)
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[Image005.png](#)

From: [REDACTED]
Date: Wednesday, May 3, 2023 at 7:24 AM
To: [REDACTED] Scott Snider <scottsnider@shaw.ca>
Subject: De'lish bakery St Patrick's Street Oak Bay neighbourhood in Victoria and more ideas for Ambleside IAP commercial zoning

Hi Scott,

I have many ideas for our neighborhood and your IAP plan

I live [REDACTED] for over 24 years and I love the idea of duplexes and coach houses and rowtownhomes all stratified too Separate titles on each idea Allowed in Vancouver and North Vancouver already I would love to sell my home to someone but the buy the back half of my lot to build garage and laneway house above the garage with a rooftop deck I love my neighborhood and don't want to ever consider living in a condo This is of course an example But being walking distance to the water and seawall and stores and conveniences has been wonderful for me and my family Having raised two children they also loved walking to things and didn't need a car till later in life

On the commercial zoning ideas Please know [REDACTED] Victoria She has four great neighbourhood venues she can walk to for great coffee, lunch, glass of wine or take out They are amazing additions to the neighborhood See ideas below

Wouldn't it be amazing to offer this same idea in Ambleside for students at West Van, seniors to walk to (car not needed to get there) Myself to walk to join friends for a glass of wine and dinner This can add ambiance and vibrance and life enjoyment to our lives to walk out our doors and meet and greet other neighbours Builds community And cars aren't needed to get there

Would be great to zone on our IAP and OCP spot commercial corners to all now businesses like these that already exist in cities and are enjoyed by many!!

Please google or review my ideas below: many of these ideas are converted single family homes into commercial businesses:

North Van

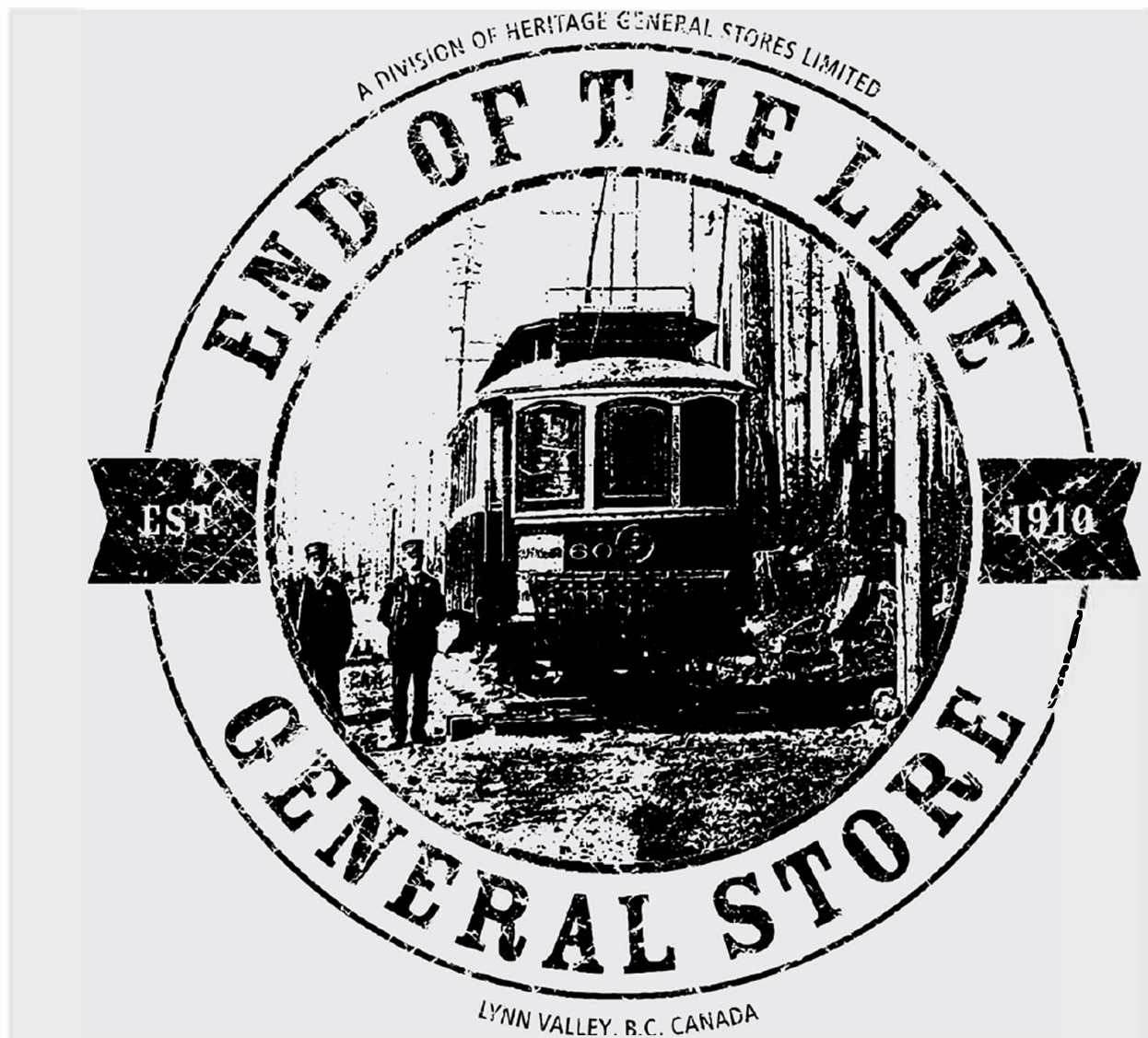
Pemberton Heights-Corner Stone - great venue offering music too and many food and wine purchase ideas Neighbours use for local meeting places too Book clubs baby groups men's bike groups etc!!

[The Corner Stone Bistro](#)
cornerstonebistro.com



Lynn Valley
End of the Line Bakery idea

[End Of
The
Line
General
Store](#)



North Van 8th/St Andrews
Great coffee shop etc

[North Vancouver's
Favourite Neighbourhood
Coffee Shop + Catering](#)
www.pacificcoffee.com



Lolo
Queensbury street Bakery bagels butcher grocery restaurant coffee stores
Boulevard restaurant

[Welcome to Boulevard](#)
www.boulevardvancouver.ca



Queensbury bagels

[Home](#)
www.hmountroyal.com



USA Washington state:
Ballard neighborhood

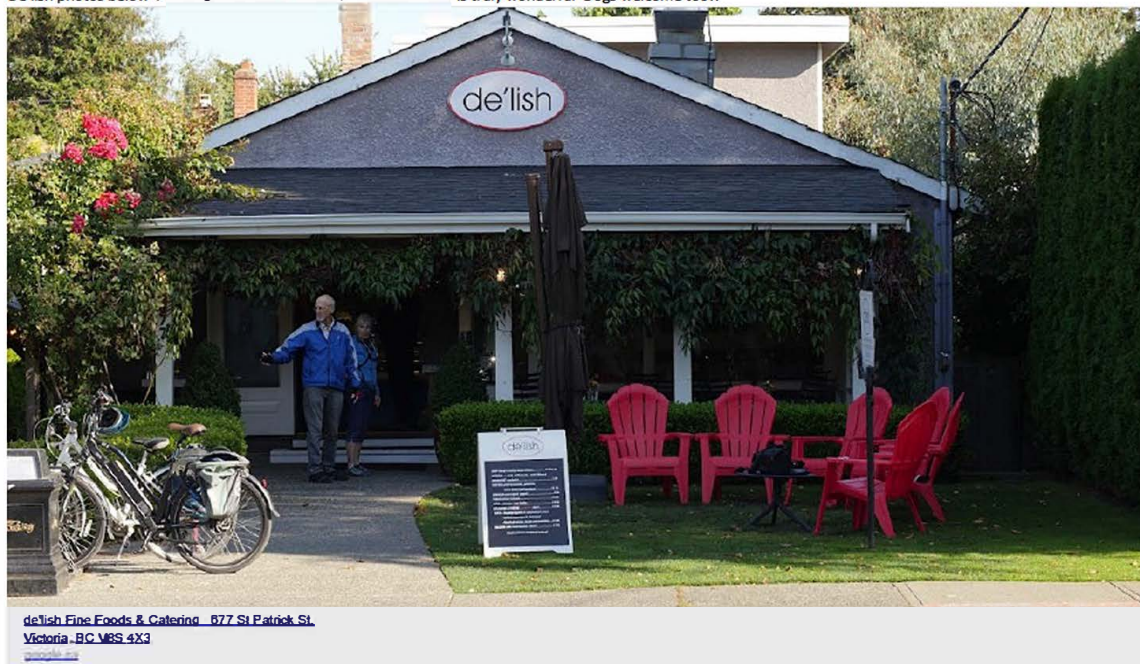


Delaney pizza also opened a small classy tasteful quiet martini bar next door so people waiting for pizza can have a cocktail. It's really a great venue and very popular. Called Essex.



Also in commercial corners could be grocery stores like:
Farm To table - great size and great product!!

Victoria ideas: [REDACTED]
De'lish photos below. Amazing food and take away. The ambiance is truly wonderful. Dogs welcome too!!



Google and you will see duplexes being built near De'lish and many single family homes too.

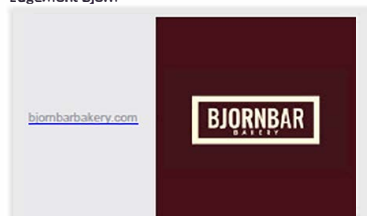
Three blocks away another great local haunt:
Demitasse- amazing too!! Located in the middle of a neighborhood!!



I could go on but I seriously know people would frequent these walking distance commercial venues. Off of Marine drive.

Location ideas :
Near lawn bowling area
Near west van high school
Corner Inglewood and 17th
Corner across from Ambleside soccer field
Anywhere along 21st or 15th
Near Ridgeway elementary
Near Pauline Johnson
The main level corner location in the development happening at 22nd/Gordon

I would love to help find vendors to open a business in these areas For example approach businesses to see if they want to open a second venue for example like the bakery in Edgemont Bjorn



How great would this be

No more nail salons

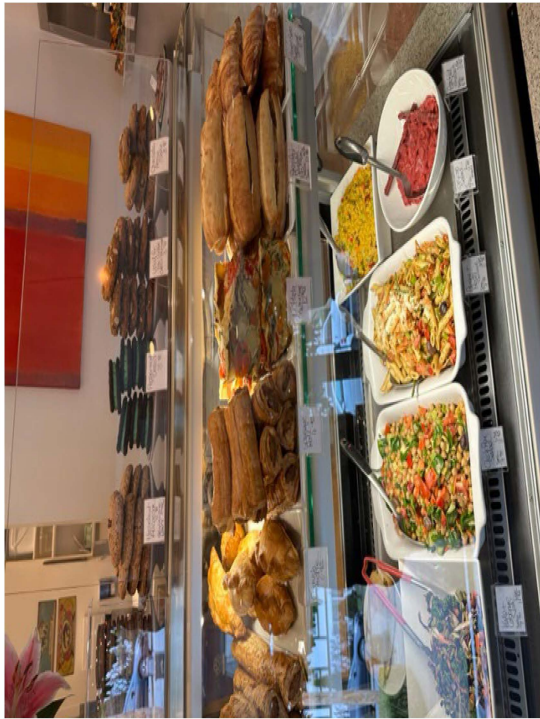
Zone the possible areas and we can work together to get the right fit in business wise

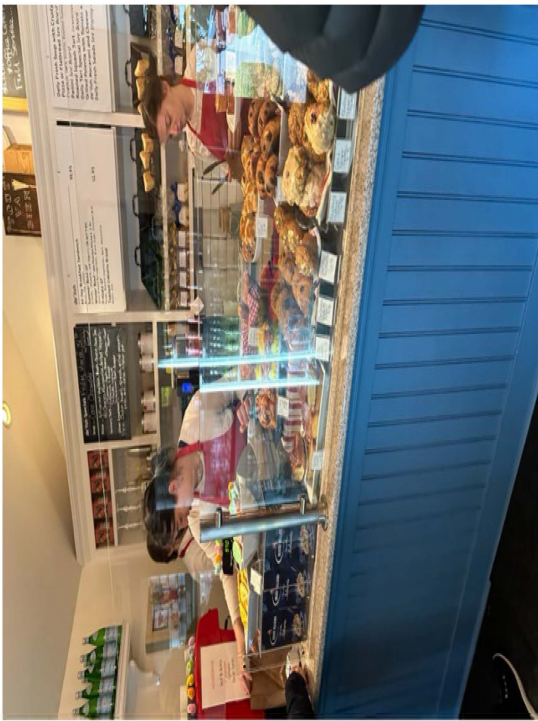
I welcome a call for more brainstorming ideas

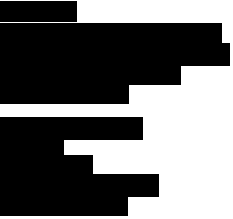
Thank you Scott!











From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Comments Regarding Ambleside LAP
Date: Sunday, May 21, 2023 6:29:32 PM

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To whom it may concern at the District of West Vancouver Planning Board,

I attended one of the Zoom consultation meetings regarding the Ambleside LAP and have some follow up comments and concerns.

Since the OCP 2018 was prepared, has the unit count of Ambleside been increased or is it being deducted from the 1200 units total? In July, will the council meeting be a report to council about the community input, or will it be a plan that the planning department has synthesized? Are they hoping to have a council vote and an adoption of a plan? I think there are also a few significant developments since the OCP was adopted that should be considered before we overreact to make sure we find the unit count specified in the OCP. Firstly, the Squamish nation recently has undertaken land development consultation and given they have significant holdings in West Van and are inspired by the towers being constructed in Kitsilano, that could be a significant development. Secondly, the provincial government is aggressively attempting to force rezoning on municipalities and there should be an understanding of what they will do before a final Ambleside LAP is accepted.

I will say I agree that the core of Ambleside (13th to 19th from Bellevue to Fulton) is in need of more coherence and legibility in its built form. I think there are a number of iconic merchants such as Village Fish Market, Savary Island, Bean Around the World and even the 7/11, all of whom host a nostalgic quality storefront and should be retained or the character of the existing building should be used as template in the redevelopment process to remember the character of Ambleside. However, I do believe there are opportunities to infill many of the single-storey structures to add more vitality to the core area between 13th to 19th. I think 3-9 stories is an acceptable compromise for many of these sites with the appropriate architectural character and setbacks to avoid creating a downtown boxy profile. This could mean that the higher levels of a 9-storey are much smaller in profile than

lower levels and the setback from Marine is more significant. I also wonder whether the Marine Drive corridor between Park Royal and 13th may need to be examined for potential as that area is a strange transition from Park Royal to the entry of Ambleside. I think there's also more of an opportunity to examine infill for low rise apartments or townhomes in the existing surrounds of the older tower which sits on largely unused grounds. There is also a pressing need to examine and hold developers to deliver the number of units we require if we are going to give the density they seek. I think Grosvenor and Cressey on 23rd could have resulted in a significantly greater number of units to create more efficiency than allowing enormous penthouses and luxury condos that are largely vacant.

My biggest concern is the townhomes and location of low-rise apartments where there are currently entirely single family units especially in Option 3 which I am opposed to. When there was discussion over 10 years ago about the future of West Vancouver in the district, I was under the impression that the development of Cypress Village was a compromise to avoid massively densifying the lower areas. I don't know why there is a plan to replace entire single family neighbourhoods with townhomes and then build more than 250 single family homes in the Cypress Village development. If there is a need for townhomes over single family homes then Cypress Village should be developing them, not the destruction of established single family neighbourhoods.

I think there are appropriate locations for townhomes, but I feel West Van does not have the same luxury as North Van, Burnaby, or Vancouver with significantly more lots that were commercial or brownfield or greenfield sites that can easily be converted to townhomes without impact. If West Van is using North Van as a template, that is not an accurate comparison as none of the townhomes in North Van were placed within existing single family neighbourhoods. I feel there have been successful attempts at infill with duplexes and townhomes where lanes are located such as Hollyburn Mew where they were integrated into the neighbourhood and would be more appropriate for many single family neighbourhoods. Townhomes that are more than 2 storeys do not transition well to single family homes. In the location selected, especially the 22nd to 23rd block there will not be the gentle and seamless integration of townhomes and low-rise apartments, the grade does not allow for a simple transition which is much flatter than the Ambleside area to the east closer to 13th. If 23rd and Marine is increased

from the current height restrictions for the area to accommodate townhome and low-rise apartments, the significant view shed to the west of 23rd would be completely blocked. I do not think it's fair that people who invested in an area outside the core and believed they were outside of the major development area would lose their view and property be devalued so a townhouse or condo developer that would would be 3-4 bedrooms (larger than many single family homes in the area) and be over 2 million dollars would take that view. I also think it is wrong to zone the entire neighbourhood rather than select sites as what was proposed in the eastern portion of Option 3. I think by rezoning the entire block, you would be selling out to developers to buy out neighbourhoods and force or intimidate holdouts to sell to avoid being beside a large scale development. This bullying tactic has been used in North Van. I also don't think that these neighbourhoods should bear the burden for past project failures such as the Cressey project on the south side that is a significant sized tower with enormous units on a large manicured site with no townhouse units, or two recently developed commercial buildings on 22nd and Marine beside the Ok Tire location that are single levels with no residential units. If there was a pressing need for townhomes, these are two examples where there should have been more pressure on developers to accommodate these units. I also don't think there is much difference between a duplex and a townhome in terms of price other than for the developer to increase their profit.

To summarize more concisely:

I think Option 1 with perhaps a lower profile adjustment and with a high architectural standard could achieve a more uniform and vibrant Ambleside core that businesses are hoping for. If the residential unit target is not hit, perhaps in the following LAP with Cypress Village it should increase townhomes and reduce single family homes or Taylor Way which as a result of growth of Park Royal may have more room to accommodate townhome units. I think Option 3 should not be considered, especially in terms of the townhomes and low/mid rise, which is not appropriate for these neighbourhoods and within these neighbourhoods there should be a focus on the a gentle increase of duplexes and triplexes that fit within the architectural profile of single family neighbourhoods.

Thank you,

[REDACTED]

From: [REDACTED]
To: Ambleside [Local Area Plan](#)
Subject: Resident of [REDACTED]
Date: Monday, May 22, 2023 6:19:42 PM

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Hi

I was made aware of the plan to build townhouses and mid-rise apartment buildings on the south side of Hardwood avenue between 22nd and 23rd Street. [REDACTED] I'm strongly opposed to the plan. The neighborhood is surrounded by beautiful vegetation including big trees. It is the home of many birds including owls, a protected species. It is also the home of many long time residents.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside Local Area Development Plan
Date: Wednesday, May 24, 2023 11:35:58 AM

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David Hawkins, Riley McLeod, and the Planning Team -

As a follow up to the Zoom call I joined on May 9th I wish to provide feedback in writing for the 3 Local Area Development Plan Options for Ambleside so that my concerns form part of the official records. Feedback via zoom calls and in person workshops rely entirely on staff interpretation and note taking. I believe we should be asking for official voting from our residents, after all they are the owners and custodians of West Vancouver.

As a resident since 2009, and the owner of a home in the impacted area [REDACTED] [REDACTED] have concerns over all three plans as they are currently presented. There was good discussion amongst the smaller working group I was part of and there was a general consensus from everyone in my group that we would not support any of the 3 options in their current proposed state. Most of us felt we were all sharing the same concerns. We are sitting on some of the most expensive real estate in the country and we have a real opportunity to be imaginative in how we see Ambleside unfold, it should be world class design and thought processes used.

Our feedback was:

1. It was felt commercial revitalization was voted the number 1 priority.
2. Community infrastructure to support current requirements, and then any intended growth is the 2nd priority. This would include transport routes, medical facilities, community parks, bike routes, and walking paths.

Hermosa Beach LAX has beautiful running and walking trails built into neighborhoods allowing people to literally walk outside and enjoy nature, without all having to crowd down to the ocean walk we have here in Ambleside which is now becoming congested. Greenbelt Valley Parkway is a wonderful example and snakes through the neighbourhood.

BLOCKEDonthegrid[.]city/los-angeles/hermosa-beach/greenbelt-parkBLOCKED

<https://www.google.com/search?client=safari&rls=en&q=greenbelt+park+hermosa+beach&ie=UTF-8&oe=UTF-8&bshm=ncc/1>

<https://www.google.com/maps/place/Valley+Dr,+Hermosa+Beach,+CA+90254,+USA/@33.8688978,-118.4244311,13.46z/data=!4m6!3m5!1s0x80c2b38476972977:0xf1689937a126a837!8m2!3d33.8667119!4d-118.3960301!16s%2Fg%2F1v2yz3k0?>

[hl=en](#)

The Highline in New York took advantage of existing old, delapidated railway trestles overhead existing streetscapes and built a walkway to join two communities – Chelsea and Soho. Prague is about to embark on their own version of this.

There is nothing suggesting all our greenbelt trails should run east to west, we should have some community walks north to south from Marine to the Upper Levels Highway. I suggested that these could be done along the creeks (as shown in Option 2) but without the additional development of condos on the creeks. Take back creek lands over time as part of a longer-term plan to develop pathways and community parkways. But begin now.

3. We agreed we would like WVD to revisit current zoning in favor of allowing multi-family home developments like the one at Gordon and 14th, <https://westvancouver.ca/major-projects/1425-gordon-avenue-vinson-house>, in addition to coach and laneway houses and duplex zoning. We would be interested to know how many homeowners would take advantage of this if they were offered a rezoning in favor of increasing residential density rather than any towers or multi-level condominium projects.
4. No one supported multi-level condo developments built in current residential areas. In general no one wanted to see a lot more high or mid-rise towers.
5. No one supported a plan that creates a corridor of condo towers down either side of Bellevue, Marine and Clyde –changing the feel of Ambleside from a seaside community to that of a small city center.
6. It was felt that there may be an opportunity for 2-3 additional towers to be built as infill on current condo/residential lots that have real estate to accommodate this option. The need for affordable rental stock is understood, although current new rental towers cannot be described as affordable. Aging rental towers could also be re-developed as a priority. Aging condo developments could be re-developed as a priority.
7. We recognize that the North Shore requires a tunnel, or bridge or some alternative to the two bridges currently servicing North and West Vancouver and areas north of that such as Squamish and Whistler. We wanted to understand planning and how does it fit into the Ambleside plan?
8. We asked to understand more about Horseshoe Bay's Plan and other districts within West Vancouver and how they support or not support what we are planning? What is the collaboration between districts?

9. Regarding the additional senior facilities developments - Have we polled the residents to ask them whether they intend to move into senior's facilities? At \$10-15K a month many will not be able to afford to. We need to invest in the creation of more care-giver services that are affordable and allow people the dignity to age in their own home. I understand at some point we may need additional options that force us into a different style of living, but seniors have better health than ever before and are destined to live longer. Most want to age in place.

When I purchased my home in 2009 it was not built to maximum size. An additional 500sf built could be added. Over the 13 years zoning has clawed that back, first to 250sf and now 0sf additional square feet. I was never apprised at any time that these changes were underway, which is objectionable. If I still had the 500-sf option, I would be allowed to build my 88-year-old mother a space, as she wants to age in place with family. She has no interest in moving into a senior's facility until such time as it would be necessary which would be a hospice. At 2300 sf my home is not huge, and the additional 500 sf would still bring the total sf to under many homes in this area, and certainly many new homes being built.

10. Option 1 – which I consider the worst possible option - places the burden of impact on all those living between 13th and 19th, Marine and Fulton. I think that proposition is short sighted, indeed unacceptable, and completely lacks vision for the larger community. Densification of a small area at the entry to the district will also create congestion, so spreading this out along Marine Drive to Dundarave made a lot of sense. We wished to see facilities at various points along Marine so that everything is not pressurized into four long blocks.

11. My home is [REDACTED] [REDACTED] I am in the heaviest impacted area, and I can assure you I do not want to be looking from my home into condominiums of any height across the street. One-side-of-the-street development planning is very tricky and dramatically impacts resale values for homes that are left looking at multi-unit developments or mid-level towers. All 3 options profoundly negatively impact the north side of Fulton.

Let me be clear, I am not pro OR anti-development. However, I do feel the current charm of West Vancouver is at great risk. Thus far it has not been overbuilt and it still feels like a community, an aspect I am interested to see preserved. Coquitlam Center, Surrey, and parts of Burnaby are being developed at lightning speed. As a consequence while they may have efficiencies in housing units and transportation they have become, large city centers with tall imposing condo developments. There is no charm to them whatsoever.

Understanding governance is failing and needs to change means also becoming nimble. Inclusive. Diverse. There are software surveys which offer efficiency in speed and process. We do not need costly mail in voting ballots to ask residents for their opinions and thoughts on civic matters. It would be prudent to ask for a survey regarding people's intents and wishes regarding senior facilities before it is deemed 100% necessary that we need as many new beds as the plans suggest. Let's figure out when, and how many are

likely required by asking our residents for their input rather than using community demographics to make educated guesses. As our population continues to grow it's time to consider how Canada can expand the base of cities across the country rather than trying to force everyone into existing cities and compromise everyone's quality of life. This is what we see south of the border and it is creating civil unrest. Let's aim higher.

Should you re-think your initial plan to involve 24 random members of community to volunteer their time on these plans, I will express my interest in being one of them. Thank you for your time and your work.

Sincerely,

A black rectangular redaction box covering the signature area.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside Local Area Development Plan
Date: Wednesday, May 31, 2023 7:57:16 PM

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Riley,

Thank you for your thoughtful response, I greatly appreciate it. I am happy to have you confirm that a single option will not be selected, as that was my understanding. Taking the best options forward as we proceed through this process will hopefully deliver a truly future forward direction. I noticed that Port Moody just announced a boardwalk – a fabulous idea. Inner inlet and open ocean are worlds apart in terms of feasibility, but investment in the infrastructure for residents is the same no matter what the concept.

Our forests and oceans give us big opportunities to create very special community areas that improve the overall quality of day to day life. I know you know this. I look forward to hearing more about where our direction is headed.

Sincerely,

[REDACTED]

10:20

LTE

huffpost.com

Former Wimbledon Champ Engaged To Fan Who Asked For Selfie In NYC

470

14 comments 10 shares

Like

Comment

Share



Daily Hive Vancouver

...



1h ·

An impressive boardwalk over the easternmost end of Burrard Inlet.



dailyhive.com

New boardwalk for Burrard Inlet's Shoreline Trail in Port Moody (RENDERINGS)

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From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Two ideas I thought I would share
Date: Monday, June 5, 2023 8:03:11 PM
Attachments: [image001.png](#)
[image002.png](#)

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Riley

Thought I would share both of these – if you don't know Andy Goldsworthy's work you should google it. I've admired his brilliant work with nature for years and if not Mr Goldsworthy, something of this type of an art display in Ambleside blending natural elements would be amazing.

I also loved the vegetable garden in Brazil that is coalesced into one central area. Not a small feat for a population the size of Brazil to find any land strips in the center of a city – but what an fabulous way to bring community together.

[REDACTED]

4:57



Presidio of San Francisco

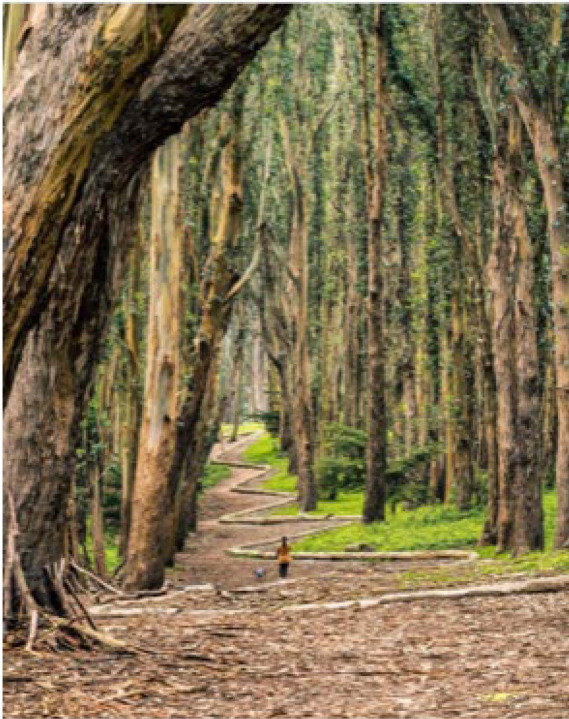


Suggested for you · 4d ·

Andy Goldsworthy's sculpture Wood Line in the Presidio beckons you to engage with it. Feel welcome to walk on or next to the sculpture and trace the landscape. Notice the sound of the Eucalyptus branches creaking and the fragrance of the leaves. Are there animals sharing the space? Are other people engaging with the sculpture in the same fashion? Considering the sculpture as a layer on the landscape that is not permanent, what does it add to the space physically and metaphorically to you?

Photo via @nakulbphotog

<https://www.presidio.gov/places/andy-goldsworthys-wood-line>



👍❤️ You and 423 others · 11 comments · 102 shares

Community-owned vegetable gardens, Curitiba, Brazil



 26K

641 comments 4.3K shares

Sent from my iPhone with love

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Local Area Plan
Date: Friday, May 26, 2023 11:14:52 AM

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Hello,

We attended the May 9/23 meeting regarding the LAP and appreciated the information provided by the panel speakers. Please find listed below my comments regarding the 3 Options, which I hope Staff and Council will take into consideration when proceeding on to the next step of the LAP.

In general, I believe that the concentration of population and multi-unit homes should be located on the lower elevations, (ie below Fulton). In my observations over the years I have noticed that most people will tend to walk within an area that is relatively "level" and void of steep hills. If a person resides in an area where they can easily walk out their door to access shops, cafes, sea wall, etc, they will so. If their residence is located up a hill, I would argue that most people would drive down to the shopping area, (ie Ambleside), park, then walk to their desired shop or cafe, thus creating more traffic and demand upon limited available parking.

I would recommend that Bellevue, vs Marine Drive, be transformed into the hub for restaurants, cafes and shops, (between 13th and 17th). The parking stalls along the South side of Bellevue could be transformed into mini shops, thereby creating a walking boulevard, with shops and cafes on either side. Taking a tip from some European cities, hydraulic bollards could be installed at either end and raised every evening from 6:00pm to 10pm, creating a walking friendly area, suitable for street side tables from local restaurants.

With regards to multi family residences, again, concentrating the mass of population adjacent to the shops, cafes and sea wall would create a lively social centre for Ambleside.

In my opinion, the current location for the majority of shops and restaurants along Ambleside Marine Drive is not pedestrian friendly. Marine Drive, for the most part throughout Ambleside, is extensively used as a busy thoroughfare by vehicles moving between Vancouver / downtown to the Upper Levels Highway. Comparatively, the Dundarave area Marine Drive is relatively quiet, as most vehicles would have exited up to the Upper Levels Highway well before reaching Dundarave. Relocating Ambleside's merchants, (over time), to Bellevue would create a quiet, pedestrian friendly social hub for Ambleside, comparable to the existing Dundarave feel.

Out of the 3 options discussed, I am most opposed to Option 2, where the existing residences would be replaced by Townhouses, for the following reasons:

- Rezoning the areas in question from Single Family to Townhouse, would result in a slow unattractive demise of these areas for years to come. There would no longer be any incentive to maintain a house, as its future would be predetermined for the landfill, to make way for new townhouse construction.
- increasing housing units and population along the creeks, (ie up the hill), would increase traffic within the Ambleside retail / restaurant core, as residents travel to and from their home to the Ambleside core..
- Looking at the existing homes within the proposed townhouse rezoning area, I would argue that the majority of these homes are either new, or far from "nearing their useful lifespan". It seems contrary to environmentally conscious policies to predetermine all of these fine home to the landfill, by the act of rezoning.

Finally, there was mention by one of the Speakers, where first time buyers would be encouraged to move into West Vancouver, by setting aside a portion of units available at 75% of market, to people who do not own any other real estate. While I am in favour of this idea, I would encourage the policy makers to tighten up the requirements to ensure that these below market units end up to people for which they are intended. (ie ensure that Speculators do not scoop up these units under the names of their sons and daughters, then re-sell them a year later at market value).

Thank you for the opportunity of passing on my comments. Please contact me should you wish to discuss any items in more detail.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Local Area Plan
Date: Wednesday, May 31, 2023 3:11:22 PM

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Hi Riley,

Thank you for your acknowledgement of my suggestions and comments.

In addition to the 3 points you mentioned, I would also like to reiterate my suggestion of transforming Bellevue, (in lieu of Marine Drive), as being the main hub for the Ambleside community.

I believe that transforming Bellevue into a pedestrian friendly street, (as outlined below), complete with shops, restaurants and cafes, would be an important factor in the revitalization of the Ambleside area.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP Option 3
Date: Saturday, May 27, 2023 10:18:11 AM

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As longtime Dundarave residents you can count our two voices as being very much OPPOSED to the proposed Option 3 which somehow moves Ambleside over into Dundarave!

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [correspondence](#)
Subject: Ambleside LAP
Date: Sunday, May 28, 2023 3:35:50 AM

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Suggest you also address the Missing Middle for Seniors in your plan.

Why does the younger generation of planners always want to just plan apartments for seniors. This is one of the main reasons seniors are reluctant to give up their single family homes (which would free up more homes for families)....there is no suitable alternatives for down sizing.

Single small slab homes with yards is what is desirable, similar to Norgate in North Vancouver...or to make better density use of a single lot, a strata complex consisting of a one level duplex in front & one in back of a single house lot... each slab home with a carport & their own yard...similar to what was built many years ago in the Glenmore area of West Vancouver.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP feedback
Date: Wednesday, May 31, 2023 7:07:30 AM

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Hi there,

I am writing to you to express my opinion about the Ambleside LAP options.

I am in favour of Option 1 - Frame and Accent. I think this option has the potential to develop the Ambleside core business area into a fun and 'hopping' beach-accessible waterfront village, with the added potential for local businesses to really thrive. As discussed on the Zoom call with city planners, the 'choice of use' buildings would provide the opportunity for unique businesses such as wine bars, cool restaurants and possibly even small ferry boats to downtown Vancouver (like Granville Island has) which could create a hip vibe in the Ambleside area. Festival streets would add to this vibe as well. Equally importantly, the 'rental infill' in this plan, which is needed in our community, is intelligently located in places that make sense.

On the other extreme, Option 3 is something that I don't think makes much sense, as the real opportunity for a fun Ambleside village is missed. Instead, the development feels haphazard, with no real potential to create a core Ambleside area. In addition, this option focuses far too much development in the residential Dundarave area which is already clogged with heavy vehicle traffic around the Community Centre and the École Pauline Johnson elementary school. With a further 156 units already approved and being built on Gordon Avenue, this will even further exacerbate the traffic deadlock. As an aside, to the best of my knowledge, most of my neighbours and the residents of this area are largely unaware that this option is even on the table as they do not assume that the "Ambleside Plan" stretches as far as 23rd Street. If it's decided that Option 3 is something that the District wishes to explore further, the residents of this area should be properly informed and their opinion taken into account.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 30, 2023 3:51 PM
To: correspondence
Cc: Nora Gambioli; Peter Lambur; Linda Watt
Subject: Need a strong vision for Ambleside Local Area plan

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Dear Mayor and Council District of West Vancouver

Re Ambleside local area plan- please consider- we can meet our growth targets with the following

Beautiful characterful area- legacy opportunity to preserve and develop in a way that builds on character and community.

- Gentle density growth-in single family blocks with laneway homes, duplexes, cottage clusters
- Bigger density growth possible in Cypress Village development, Marine Drive multi use development and some apartments re development, hybrid blocks with multifamily already
- Opportunity to show leadership in visioning for our beachside community

Preserve current single family blocks for gentle density, walking ability for both young and old and stunning character appearance that gives West Vancouver its charm and liveability.

Do we want to be Carmel...or Cambie Street?





Sincerely

[Redacted]
[Redacted]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: feedback re: plan
Date: Friday, May 26, 2023 5:41:16 PM

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I attended one of the later Zoom sessions (our group was only about 5 people) and I meant to follow up with a comment. I wanted to reiterate what 2 others in the group said they would like – more development below the railway tracks so that there are other ways to enjoy the waterfront besides just walking and being in the park. We would like places like the Beach House in Ambleside. More commercial space would help to generate more taxes and allow people to enjoy the beautiful views even in the poor weather and in the evenings. Coffee shops, wine bars, restaurants – like Lonsdale Quay.

This wasn't raised at the Zoom but I'm wondering if there is any possibility of building underground parking beneath the tennis courts and playing fields. Crazy? I don't know. Just a question.

Thanks for the opportunity to contribute.

[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: feedback re: plan
Date: Wednesday, May 31, 2023 2:40:34 PM

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Thanks, Riley. I would also recommend that planners and councillors go for a walk in the Mount Pleasant/Riley Park area -- just west of Main Street and for about 5 or 6 blocks north and south of 16th Avenue. It's a true "neighborhood". It's filled with lovely Craftsman style houses, each of which has between 3 and 6 homes. There is a bike route on Ontario St. and you see lots of people cycling alone or with their children. The homes (townhomes) are small - [REDACTED]

[REDACTED] There is no extra space within their unit but they get out and use the neighborhood parks, which is what everyone in the area does.

When you walk down the sidewalks you see children's little figurines arranged around the base of the tree trunks and swings attached to some of the branches. This is where young families live and this is what is needed in West Van. Single family lots should be a thing of the past. Or at the very least, there should be major incentives to allow and encourage this type of housing. After you've gone for your walk you could pop over to Main Street and relax in one of the many and diverse restaurants.

Speaking of diversity, is there any way we could get rid of the excess of money exchange places (which I believe

must be fronts for money laundering) and the nail salons (which I have heard are often fronts for illegal activity). I also notice that since you have stopped issuing business licences for more money exchange places, there have been a bunch of "jewelry" stores that have opened, all of which look like fronts for something else. Is anyone monitoring these businesses?

All in all, we really lack diversity in our commercial area. Are there any incentives that could be provided to encourage a better and more interesting mix? Even the restaurants are heavily weighted towards sushi places. We love our location but we need to make room for more young families to enjoy it too.

Thanks for reading.

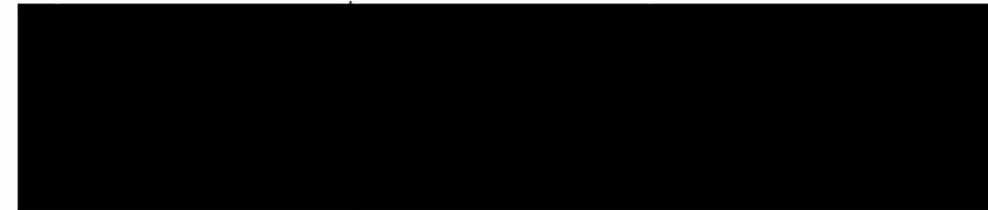


From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Submissions for Ambleside LAP
Date: Wednesday, May 31, 2023 3:58:09 PM
Attachments: [image001.png](#)
Importance: High

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Attention Riley McLeod: Further to my voice message, how to de submit our input on the LAP and what is the deadline – is tomorrow fine or?

Also, was there a summary of the feedback from the Chamber of Commerce LAP session I attended on May 15th? I thought they were going to circulate them. Thanks. [REDACTED]



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From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Response to the Draft Ambleside Local Area Plan
Date: Thursday, June 1, 2023 6:38:36 PM
Attachments: [image001.png](#)
[REDACTED]

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Attention: Riley McLeod. I have attached my submission to the Draft Ambleside Local Area Plan and a resume for me as added background. Let me know if you need the Word version of my submission. [REDACTED]

[REDACTED]

[REDACTED] recipient please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it.

A Response to the Draft Ambleside Local Area Plan (“LAP”) For the District of West Vancouver (“District” or “West Van”)

May 31, 2023

Background Research by

In July 2022, I embarked on a study and active involvement in the District to determine why there continued to be a lack action by Council since 2018 to implement the policies of the 2018 OCP to rectify the serious lack of planning and implementation of a balanced housing policy in West Van since I moved my family there thirty years earlier. This had resulted in a serious shortage of suitable housing for young families, workers and downsizers. I wanted to know why West Van had become such an unsustainable community when it had many deep-rooted families and highly educated, successful people, many of whom I worked with in my career of restructuring and management of many organizations and years of Board work. More details of my background are at the end of this submission and in my attached resume.

Nine Recommendations (in bold) and Supporting Analysis

1. **Council must re-affirm the underlying policies in the 2018 OCP, as they are the foundation of the LAP**, for the following reasons:
 - a. There are several serious sustainability problems facing West Van, caused by the deep-rooted views by some residents resisting growth, which have influenced a lack of action of many successive Councils. The OCP process in 2017 and 2018 tried to meld a common vision for the District to overcome the resistance to growth and development of compatible housing for that growth, but it has not been fully accepted and has, and is, being undermined by a small but vocal group (the **“status quo group”**).
 - b. The core sustainability problems have not been fully discussed publicly, including by the candidates in the public sessions during the last election, for most West Van residents to learn about, or to be engaged in them.
 - c. The LAP processes are an excellent opportunity to engage West Van residents, businesses, workers and other stakeholders on the key policies of the 2018 OCP. They can also provide the public with updated information and invite feedback on the policies and options for implementation of the policies on a timely basis. However, the District’s LAP materials for Ambleside have been largely narrowly focussed on the cosmetics of what will be built, where it will be built among certain locational options, what the view of the skyline will be, etc. and not re-

confirming the OCP policies that deal with the broader housing options or the modifications in growth targets that are necessary.

2. Council needs to confirm the planned additional densification for market rental and ownership units for younger residents, workers, families and downsizers not only as set out in the OCP but for expanded target levels to overcome the erosion of West Van's sustainability during the last fifty years, and reasons summarized as follows:

- a. West Van's population increased an average of only .42 of 1% per year, about 15% of the annual increase in Metro Vancouver's population during the 50-year period ending 2021;
- b. There was a corresponding low increase in the number of dwelling units during this period which was compounded by the increase in single family house prices by 500% since 2001, resulting in few affordable housing alternatives for younger residents and families, workers and downsizers;
- c. The low growth and lack of affordable housing options has:
 - i. driven an exodus of young adults and workers from West Van,
 - ii. resulted in a burgeoning proportion of older residents,
 - iii. created a dependence on daily inbound worker commuters comprising 75-80% of the West Van work force,
 - iv. minimized the pressure and effort to find improved traffic control and transit options,
 - v. minimized the expansion of a broader commercial/business base other than at Park Royal;
- d. The low population growth and low corresponding development has also eliminated the largest potential source of additional revenue for the District over its existing tax base, namely for fees and charges from development, contributions to amenities by the developer and an increased tax base of annuity tax revenue from the higher value of the completed project;
- e. The relatively low additional revenue generated from development and from annual tax increases that have typically been zero or below inflation, together have resulted in an unhealthy financial condition for West Van to:
 - i. maintain its fixed assets and infrastructure at a reasonable level,
 - ii. fund solutions for new modes of transportation and managing traffic,
 - iii. fund sufficient initiatives to proactively minimize the negative effects of climate change or build an adequate contingency for the increasing negative effects of climate change,
 - iv. support the broadening of our commercial and business base,
 - v. potentially limit its ability to offer competitive compensation to its management and employees in a very competitive market for talent.

3. Council needs to take steps to increase the Ambleside targets for growth and market rental and purchase units that serve the policies of the OCP and avoid the problems arising since the OCP was approved:

- a. The 2018 OCP was an attempt at breaking the historical loss of financial and community sustainability that had occurred over the past 50+ years. Although the 2017/18 OCP process had assimilated feedback and ideas that resulted in policies to improve growth and the development of more affordable housing options, it was a conservative plan by staff's admission. Since then, the policies for growth and housing in the 2018 OCP were not subsequently accepted by the vocal status quo group and several councillors as evidenced by the:
 - i. Continued relentless opposition by the status quo group against more affordable housing and multi-family development projects;
 - ii. Failure of most proposed development projects to obtain Council's approval during the 2018-2022 term;
 - iii. Election of the current Mayor and majority of councillors who committed to minimal development during their election campaign under pressure from the status quo group who voted only for candidates who did not support the growth and development policies in the OCP;
 - iv. Support for the OCP's coach house development option by the status quo group which supports a low growth option and not the development options for multi-family housing needed to achieve the OCP's targets for increases in population and affordable housing;
 - v. Until recently, lack of a sufficient involvement by the 'silent' majority of residents to show support for the OCP policies for growth and development of more affordable housing, to sufficiently offset the status quo group's views.
- 4. **Council needs to increase its target capacity for market housing, namely triplex, townhouse and mixed-use housing, for workers, young adults and families, i.e., missing middle, for the following reasons:**
 - a. Since 2018, new attitudes, technologies and behaviour changes arising from coping with COVID have placed more demand for housing in local communities:
 - i. Technology has facilitated work being done on a more distributed geographical basis, making it easier to work from home rather than at the employers' place of business;
 - ii. Substantially more people want to work from home or in communities they live in rather than have time consuming and expensive commutes;
 - iii. Advancements in technology and working remotely may facilitate motivation to increase the business/commercial base in West Van by entrepreneurial residents and companies;
 - iv. There is a growing interest in living by public transit routes to reduce the dependence on expensive and time-consuming auto use;
 - v. There is increasing interest in developing local sustainable communities to include lower cost and expert services and to reduce the cost and time delays of accessing primary services and trades;

- vi. There is increased motivation for living a healthy and balanced lifestyle within one's residential community;
 - vii. If not rectified quickly, the lack of residents in the missing middle combined with the high housing prices, will only create a more unsustainable community with more older residents and/or wealthy purchasers of high-priced houses, the latter of which often do not contribute to our community in a way that improves its overall sustainability.
5. **Council needs to consider how to achieve 'market' rental and purchase housing units by re-examining some of the OCP policies and restrictions and options set out in the LAP that make achieving market housing difficult or impossible, including:**
- a. Determining what the target market pricing is for units earmarked for specific target users and their needs and working back through the costs, timing and other relevant financial variables to determine what the practical density and height is needed to achieve the target market prices;
 - b. It is likely that the maximum target height of three stories for missing middle housing options (Policy 2.1.7 of OCP) must be increased to be able to achieve market housing price targets;
 - c. Choose options for development in Lower Ambleside that minimize on-site and off-site servicing and development costs so that market housing price points can be achieved which may mean not building close to streams, increasing height and density and ensuring synergy with commercial spaces, transit, walkable distances etc.
6. **Council needs to consider other more suitable locations than Lower Ambleside that will be easier to achieve higher capacities and market housing prices for the missing middle, like Upper Ambleside that have many attractive characteristics including:**
- a. On existing busy streets with existing bus routes, e.g., 15th Street and Mathers Avenue;
 - b. Close to the largest school population in West Van, namely West Van and Sentinel Secondary Schools, Ridgeview and Chartwell Elementary Schools;
 - c. Close to other amenities and parks: Kay Meek Centre, Hollyburn Country Club, Chatwin Park;
 - d. Many large lots with older houses, low population, etc.
 - e. Possibly lower overall building costs and less disruption to the neighbourhood that in building in the more densely populated single-family area in Lower Ambleside.
7. **Council needs to eliminate unnecessary uncertainty of project approvals or unnecessary 'red tape', including costs and time to obtain permits, construction**

approvals etc., to attract developers to build market housing and ensure market price points will be achieved.

- a. West Van will need to compete for capable developers who have access to trades and financing who will be able to choose which municipality and project they will take on so West Van needs to move from the perception of an 'unfriendly development' jurisdiction to one that embraces development and will work with its developers to create a 'win-win-win' for the developer, the District and the home buyer/renter;
 - b. The District and Council need to determine whether it has sufficient resources, know-how and commitment to move to a more 'development friendly' environment that can develop needed housing *quickly* on a win-win-win basis and, if not, move to obtain additional resources *quickly* in the now growing competitive market for talent in this area considering the volume of housing needed in Metro Vancouver;
 - c. The District and Council need to consider how other municipalities who are much further advanced than West Van is, are helping developers provide appropriately priced market housing for the various target segments of our population.
8. **District Management and Council needs to consider how the Province's new requirements under its Homes for People Plan ("HFPP") for West Van and the other nine priority municipalities can be implemented quickly to take advantage of the synergies and financing provided by the Province to assist in resolving West Van's key sustainability issues including its housing crisis, economic, financial and transportation challenges and related issues.** Some of the considerations include:
 - a. Incorporate key policies of the HFPP program into the LAP with flexibility to further modify it for additional requirements of the HFPP program, where appropriate, to avoid further delays in obtaining properly priced market housing projects;
 - b. Determine how to leverage assistance from the Province on attracting and approving market and non-market housing projects;
 - c. Determine how to quickly gain access to best practices by other municipalities who will be competing with West Van for the Province's resources provided under the HFPP plan;
 - d. Consider how to leverage the Province (and possibly the Federal Government) to assist on traffic solutions that will be required for existing and new traffic issues for West Van, which will include combining forces with neighbouring municipalities with common interests and challenges (e.g., transportation and climate change issues).
9. **District Management and Mayor/Council should support the new program of community organized public engagement sessions (see further description below) to**

provide reliable facts, sound objective information and analysis from subject matter experts to help build broad community support for solutions to the key sustainability issues facing West Van for the following reasons:

- a. There are several serious sustainability problems facing West Van caused by deep rooted views by some residents resisting growth which have influenced a lack of action by many successive Councils;
- b. The core sustainability problems have not been fully discussed publicly, including by the candidates in the public sessions during the last election, for most West Van residents to learn about or be engaged in them;
- c. The recent Homes for People program by the Province has now forced West Van to deal with many issues that have not been dealt with for decades which will require considerable change in thinking and taking timely constructive actions;
- d. Obtaining broader input and community engagement on the key chronic sustainability problems and OCP policies should facilitate a more constructive support for the many decisions that are required to implement long-overdue solutions to historical problems facing West Van;
- e. These sessions should focus only on key West Van financial, housing, traffic, environment, services issues, not on politics, and by their nature, the work, reports and information produced by District management will be needed so West Van stakeholders can be properly informed;
- f. the Mayor/Council largely have very limited experience with development and the related complexities required to resolve past unsustainable practices and will need to embark on a steep learning curve to be able to support the District's management and their external advisors where available and the Province's requirements under the HFPP;
- g. The public information sessions will be of equal importance to all West Van stakeholders including residents and their families, workers, business owners, future residents and Council members alike.

Objectives Of Wider Public Engagement In West Van

During the last year or two there has been a growing concern over the lack of progress and action on several key sustainability problems facing West Van. Many concerned residents have suggested that there should be a program of public engagement on key issues facing the District. Recently, one such session was organized by the North Shore Community Housing Committee (CHAC) and Positive Voices West Vancouver and held on May 9, 2023. It was a very informative session on "What will the LAP mean for Ambleside?" and had two acknowledged subject matter experts who provided insightful information and provided some examples of best practices in their experience.

In my view, the objectives of public education sessions are to provide a reliable platform for facts and sound objective information and analysis from acknowledged subject matter experts. This should raise the level of knowledge and active engagement from West Van stakeholders to

support sound decision-making by the District and Council on the OCP policies and their implementation. This support should also help projects that transcend the fixed four-year political terms of office to be handled more consistently than in the past. The more focus that is brought by District management and the West Van public stakeholders on objective solutions to the key business and sustainability problems that are in the best interests of the District, the less focus and negative effects we will see from undue politics and the interests of status quo groups. The other objective of this process should be to have potential future candidates for Mayor and Council to be far more equipped to than in the past to deal with the key sustainability issues than in the past. We need our current and future Council to support objective analysis to find sound solutions required to accommodate needed growth and development which should also bring the finances for improved solutions for growing our economic base and for dealing transportation, traffic management and climate change challenges.

A horizontal bar chart with 15 bars, all of which are blacked out for redaction.

Service	Percentage
Online banking	85%
Mobile banking	78%
Social media	72%
Direct deposit	65%

From: [REDACTED]
To: [Ambleside Local Area Plan; Riley McLeod](#)
Subject: LAP Ambleside Feedback - sorry one day late!
Date: Thursday, June 1, 2023 1:44:34 PM

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Hello - I hope I sent to right email(s).

I'm a local resident that attended the last (virtual) workshop in May. I found the facilitators were super knowledgeable, professional and organized, I thought it was really well run. My only suggestion for further ones, is to host an optional "pre" webinar that presents the material in greater depth & allows more questions that could be recorded for others to view in advance of the 2 hour feedback sessions as it seemed we all had more questions than feedback.

In any case, thanks for the opportunity. Here is my general feedback & then comments on the 3 options. Hopefully it can still be incorporated into feedback for council. Sorry for its length!

For whatever plan is chosen, I would want to see a prioritization of:

INFRASTRUCTURE improvements – specifically dealing with the chaotic traffic that already exists.

15th Street, Marine Drive, Taylor Way, areas around schools and all the sideroads that people race down to find shortcuts have made it increasingly frustrating living here. Adding more construction & ultimately density will only make it worse.

In past planning meetings, council pointed out that much of the issue is federal jurisdiction. I just want to say **this is the #1 reason I would oppose any further densification until a timely improvement plan is in place.** Council should want to take responsibility to make our community livable and think beyond buses and bikes, realizing cars are a reality for many reasons. I would hope more of an effort in planning with other levels of government for meaningful change needs to happen. It just seems to have gone on for years and the proposed "2050" crossing does not solve for the entire situation, aside from being a long time to wait. Having lived in North & West Van for 35 years, I'm pretty skeptical about anything meaningful happening in my lifetime. I just won't have blind faith that it will be worked out in concert with the LAP. And presuming aboriginal land development near Park Royal, Squamish go ahead, the livability of this community will be even more chaotic. And that doesn't even count the additional construction will be noisy and disruptive for many years.

Number 2 is parking – knowing that while transit options may be encouraged, people will still visit/shop/attend appointments and not be able or willing to walk or take transit. It should be overcompensated for in every building and street development as it is difficult to correct down the road. I regular run errands in my car and find myself trying to park in and around the commercial hub between 14th and 19th. I hope that an opportunity is taken to improve parking for visitors and locals to the beach, shops, restaurants and local services. And maybe a locally funded free shuttle that runs along Marine drive? A shuttle from Cypress development to Park Royal funded by the development via strata?

CLIMATE FRIENDLY bylaws

While not being super familiar with current bylaws, I would love West Van to lead the way in BC municipalities, pushing developers for innovative and more climate responsible buildings. At the very least mandate the incorporation of solar power, ample EV stations, rainwater capture etc. Increase the % of materials that must be salvaged and recycled. Offer incentives for homes to be moved OR incorporate character homes into the developments to maintain charm and uniqueness. Green space within developments that will feel less sterile and encourage common space/community building. While these factors are no doubt more expensive, it would be nice to see West Van show the courage and leadership to make this part of the trade-off of adding density (and tax revenue).

Pocket / staged development

We know the construction will be loud and disruptive and it will feel invasive to residents. I hope there is a way to do building blitzes in pockets then give locals a break and move along to other areas versus ongoing disruption for years.

And I would hope we don't see "height creep" – where floors are added after the development is approved and it is out of the public spotlight. Exceptions should invite public feedback.

A Commercial Hub that is more lively, fun and waterfront centric.

We have Park Royal, Dundarave Village and the beautiful waterfront seawall. I like that houses are being phased out in favour of sharing the waterfront. I like that Earls and many other new eateries have offered a more vibrant neighborhood. It does pain me though that aside from Beachhouse, Boat Shed and the proposed coffee shop in the Navy Jack development, we have no other truly waterfront businesses for the community to enjoy.

I've travelled to a lot of world class cities with waterfront experiences to match. Capetown & Hobart are two examples that resemble Vancouver but have a much more fun and engaging waterfront experience. I would envision Ambleside from Grosvenor to the Beach House becoming a **dining & entertainment district** with dining, shopping and **functioning piers, and flanked by Dundarave & Park Royal**. More pedestrian only, more coffee shops, brewpubs or wine bars **on the waterfront**. To ease congestion, perhaps one of the piers would serve to ferry tourists and locals between downtown, Ambleside and Squamish during peak hours and weekends. Ambleside's commercial hub could at least feel a bit like LoLo/The Shipyards, with ample parking & dining options. Perhaps a Friday night market and a much more abundant farmers market (like Squamish, focused beyond produce and open for longer period of the year) could supplement Harmony Arts and Ambleside Rocks "special events". The Hollyburn Sailing Club seems ripe for expanded use that is more inclusive? Or new commercial use buildings that exist on the waterfront. Attracting locals and giving them a reason to come to Ambleside would bring youthful energy and help the local economy.

And PLEASE find a way within "mixed use" to limit real estate offices, currency exchange and financial services on ground level!

Diversity of housing

The economics are tough but there should be an effort to offer affordable housing for people working on the North Shore. We should learn from Tofino & Whistler and realize affordable rentals and mandating staff housing where relevant will help everyone.

Is it reasonable to offer rent to own options?

Also ability for people to age in place. I.e. Elevators or capability to put in elevators. Mixed use developments.... Maybe you move to another area of the development if you need assisted living, but it is in same area. Lots of one level apartments or duplexes that are up/down with level entry or an elevator would be wonderful.

While height restrictions are desirable, maybe allow a few "tickets" council could use to sparingly add a higher development where they already exist but only if it also takes the # of units that it represents, and subtracts it from other planned developments, or adds affordable rental units.

Now here are thoughts on the options:

Option 1

It may be the easiest one to "sell" as it feeds into the commercial hub, adds to what is already dense, and doesn't tick off anyone who doesn't live in the defined area of this option.

I live in the area, and am not opposed to some gentle infill, especially low-rise apartments & townhouses. There is room. There are many aging ugly buildings along Marine Drive that could be converted to mixed use. I like carriage homes, duplexes provided that parking is addressed along with. (Vinson House project seemed like it would not be parking invasive but clearly there are

multiple cars for each unit as it is full on the road every day. Not a problem now but that is one lot of 20 in one block, the rest are single family)

I do believe however that **the impact of densification should be shared across our community.** Noise and traffic levels, and the fact we are closer to the chaos of people trying to get to the bridge or the mall via 15th, Taylor Way, etc have really changed the experience of living in this neighborhood over the past 20 years. It is chaotic. The police and fire stations create (necessary) noise. Construction would be disruptive & noisy. It will be for many years, and that isn't necessarily comforting. I would just prefer to see more East-West close to Marine Drive development. It would allow easy access to transit and the waterfront and retain some character via residential homes and gardens being something to admire and appreciate as we walk through the area.

Option 2

I thought this was a bold idea and loved the idea of taking advantage of nature, building low rise and offering more options for soft forest type walking trails without having to get in a car and drive to Rabbit Lane and other local walks.

My concerns

- It feels like it would be expensive to do? Would it be affordable for young families or couples to buy? Could the current commuters who work here afford to rent?
- The slope may not encourage more "transactional" walking – I live 5 blocks from the water but 90% the time I'm driving for groceries as I don't want to lug them home even though the slope is gentle. Plus some areas are not pedestrian friendly and I would never ride a bike on the streets because of the traffic, even if bike lanes existed.

Perhaps a combination of developing 1 stream, and combining Option 1& 3 areas with more gentle low rise infill with lots of shared green space within developments would be the easiest way for me to describe my favorite solution!

It seems the blending of the esthetic & vibe east west and proximity to shopping plus the development of one of the streams would make the plan diverse and sustainable. And places that inspire a sense of community with common greenspace in the middle for example (like Seasons in Ravenswood, it has a stream, lots of areas to congregate and enjoy the outdoors)

Option 3

I really like the idea of more development flanking the Rec and Senior centers. It has a community feel. WVCC is a well utilized, attractive gift to our community! Having seniors communities as well as developments meant to attract young families who want proximity to schools and recreation seems like a great idea. Maybe school catchments could return, bringing less traffic to our neighborhoods every day? And the commercial opportunities seem great if this were the direction.

Currently it feels like a bit of a void between 18th and Dundarave, and the area surrounding WVCC lacks an identity that blends with the east west neighborhoods along Marine. Less delineation and a gentler esthetic as the communities blend would be welcome. I could see myself walking to the rec center for morning yoga, continuing to the seawall to a restaurant along the water for lunch, picking up groceries and enjoying a coffee on my way home. The connection of the waterfront seawall and our local businesses would be a great improvement. The commercial hub doesn't have to be so compact, in fact I think it would be better if expanded parallel to the seawall.

I would like the chart on page 20 to be more varied/evened out, not so focused on 6 story buildings.

I really like height modulation options; an interesting skyline, softer development, and avoid feeling like you're driving through a tunnel of condo farms. Especially if you allow more architecturally interesting buildings versus boxes.

Well, I hope that is useful and I look forward to seeing what the overall feedback is.

From: [REDACTED]
To: [correspondence](#)
Cc: [Ambleside Local Area Plan](#)
Subject: Ambleside Local Area Plan
Date: Thursday, June 1, 2023 2:06:37 PM

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Good day;

Submission regarding the Ambleside Local Area Plan

While I fully appreciate the need to provide more housing in West Vancouver, especially for the “missing middle”, I do not support the plan recently issued by the Planning Department. In my opinion, all of the options put forward would adversely impact the neighbourhood feel and human scale that currently exists. Ambleside has the potential of being a unique historic neighbourhood similar to Carmel or Pasadena Historic District, while still accommodating increased density.

I support the submission of the Ambleside Dundarave Ratepayers Association and encourage Council to listen to the recommendations. I fully support the following:

- Supportive of duplexes and townhouses, but not stacked townhouses.
- Supportive of gentle infill. e.g. coach houses
- Retain neighbourhood character.
- Recognize historic neighbourhoods. i.e. Hollyburn, Ambleside
- Retain current rental stock.
- Avoid monolithic approach to densification.

Allowing land use options such as cluster cottages, lane way housing and secondary suites along with other steps would provide a wide range of housing for all incomes without destroying the neighbourhood.

I believe the following will also contribute to West Vancouver meeting its stated goals of providing an additional 1,000 to 1,500 units

- Consider the area west of the Park Royal Towers to 13th for increasing density. This is a natural “entrance” to Ambleside and would provide a logical transition from the high rise towers to lower density housing. I don’t believe it makes sense to consider a residential plan for Ambleside that starts at 13th
- Discuss and plan for more mixed use projects along Marine Drive from 13th to 19th. Most of these building could accommodate higher density, as shown by the Grosvenor development.
- Consider allowing “cluster cottages” in which 8 to 12 smaller homes could be built, all sharing a common court yard and other amenities. Properties along Mathers from 15th to 11th would be ideally suited, as would many properties in the Altamont area.
- Work with the Squamish nation to develop appropriate housing in the parcel of land between Park Royal and the train tracks.

I would suggest it may be prudent to not rush into any decisions until the impact of recent policy initiatives of the provincial government are fully understood. For instance, the policy of allowing every property to be able to build up to 4 units may have a significant impact on achieving the stated goals of 1,000 units.

Submitted by

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Local Area Plan
Date: Thursday, June 8, 2023 9:51:03 AM

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Hello Riley,

I'm just wondering if you're still accepting community feedback for the Ambleside LAP.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Re: Ambleside Local Area Plan
Date: Tuesday, June 20, 2023 1:07:55 PM

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Hi Rita,

From everything I've read it seems that the Council is planning to develop Ambleside into an extremely high density neighbourhood while trying to accommodate several different themes.

One thing that stands out for me, is that none of the three options address how can we preserve the small town character of Ambleside.

Ambleside's small town character is what makes it such a special place. This always goes hand-in-hand with incorporating nature into all of our living spaces. Lots of trees and large set-backs for gardens and green spaces on all the streets we live on are essential to our well-being.

The diagrams in the Options booklet leave the impression that many of the proposed mid-rise buildings are planned to be built right against the sidewalks much like downtown cities throughout the world. The stacked townhouses look like there is no room what-so-ever for anything green. We can do better than that.

I would like to be kept up-to-date as things progress and have the opportunity to share my input.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: RE: Option 3 - Local Area Plan
Date: Thursday, June 8, 2023 9:57:10 AM

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To Whom it may concern,

I am a home owner [REDACTED]
[REDACTED] We purchased the property because it was close to amenities, quiet, and was a liveable middle class neighbourhood.

To rezone the south side of Haywood, between 22nd & 23rd streets will eliminate a modest single family area but heavily impact the north side of Haywood Ave. and compromise many homeowners views.

The following items will be impacted:

- A - Green space will be lost (almost no evergreens will survive increased density)
- B - Sewers may require updates
- C - Parking will always be an issue
- D - Property taxes will increase
- E - Mass up zoning is no panacea for affordability

I will also mention that the pedestrian laneway [REDACTED] is used by many residents and connects to a pathway system many blocks to the north. Whether it is the sound of children running home after school, or the friendly barks of an excited furry friend, or a "good afternoon" from a senior citizen who feels safer walking in the lane away from the busy streets and cars and where they might have a chance encounter with a neighbour that will brighten their day, these natural gems offer a place for residents from a variety of living accommodations to interact with one another. These small friendly exchanges have become rare in our urban settings, however, for those who venture down the gravel trail and see the changing plants and seasons, who enjoy picking wild blackberries that pop up every summer, these moments are cherished. One positive from the Covid-19 pandemic has been the reminder of the human need for social connection and relaxation within our natural settings. While perhaps appearing insignificant to the Municipal planners, this laneway is intrinsic to the neighbourhood and has a great impact on the quality of life for many people in the area, and it would disappear if this plan is approved. Communities are not just built around density, they are built around people using the space and having positive interactions with one another.

We are definitely opposed to Option 3 and disappointed at the lack of municipal planning. Our

neighbourhood is not part of Ambleside, it has always been part of the Dunderave Community.

Concerned resident



From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside Local Area Plan Options — Resident Feedback
Date: Thursday, June 8, 2023 2:45:12 PM

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Hi,

First, I wanted to start off by commending the District's planners and staff on the excellent work that was put into developing the three differing options. The published 'Options Booklet', combined with the Zoom 'Virtual Workshops', have afforded us — the West Van community — with a solid understanding of the District's work, to the extent that I feel able to provide feedback on the various options. I'll try to keep my comments brief, understanding that you have many emails to read.

Option 1 — 'Frame and Accent': This is by far my favourite plan, and the one I think is most logical as it builds off the existing 'critical mass' in the area. First, the area already has density, meaning that *increased* density will not be 'out of character', or odd. Second, the area is crying for further development to complement the new(ish) Grosvenor Ambleside complex. Third, the location is "ideal", as it has an inherent, built-in ability to grow / expand in future years, by extending further west to Park Royal and further east to Dundarave Village, and even further north by potentially implementing select parts of option 2 (whether it be now, or much later). Frankly, this plan is excellent!

Option 2 — 'Connect and Weave': This is, in my opinion, the 'second best' plan, with excellent aspects that could be incorporated into a revised and expanded Option 1. The idea of having increased density alongside natural waterways running north-south is exciting, and allows for meaningful variation in building height. This plan also provides the potential to really develop pedestrian channels that are missing in the community. Obviously, the weak point with this plan is that development becomes harder the higher up the hill you go, but as mentioned above I think a watered-down version of this plan could be added to 'Option 1' to create the quote-on-quote "killer" plan.

Option 3 — 'Blend and Punctuate': It is my least favourite plan — to be honest I don't like it at all. First, this just seems to create a weird pocket of density without anything to complement it. Second, we already live in the neighbourhood that borders on the plan, and I can tell you that traffic patterns around Pauline Johnson (PJ) are already disastrous at certain times of the day, and the idea that additional capacity could be brought here is questionable. PJ actually provides a unique challenge as it's the only French immersion elementary school in the greater area, meaning that kids will always be driven here from other parts of West Vancouver, and as such the traffic patterns would only worsen with increased density overlaid on the existing situation. Lastly, this neighbourhood seems far away from the commercial hub of Ambleside, which is impractical, and will more likely than not simply result in all the new residents still needing to drive to Ambleside (which seems like a poor outcome). The beauty of 'Option 1' is that you add density to an area that already has shops, restaurants, banks, hairdressers, dental offices, etc.

That's it! As I said, I've tried to keep my comments brief in an attempt to avoid wasting 345

anyone's time.

Congratulations again on the excellent work.

Regards,

A black rectangular redaction box covering the signature area.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Feedback on Ambleside Local Area Plan
Date: Friday, June 9, 2023 8:16:13 AM

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Hi Riley,

I just reviewed the above and wanted to express some concerns about Option 3. We are not in favour of an option that brings this much density to Dundarave, which is much further from the commercial areas of Ambleside thus bringing even more car traffic to an area with growing traffic concerns around Pauline Johnson and the community centre. This will also significantly change the look, feel and views in the Dundarave neighbourhood.

Thanks for listening.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: Ambleside LAP feedback.
Date: Saturday, June 10, 2023 2:52:37 PM

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I attended the May 3 Ambleside Local Area Plan (LAP) zoom workshop and am providing some additional comments and suggestions. I have recapped the main points in bullet form with a more in-depth description below.

- Options are restricted by the number of housing units the district is attempting to accommodate.
- Lack of a vision – options do not reflect small, seaside village character or quality of life factors that are so important to residents.
- Building heights must be described in feet/meters.
- Would like to see a low-density option.
- Would like the commercial area to retain existing zoning in terms of building heights.
- Provide an assessment of how growth will affect residents' quality of life.
- After staff have incorporated feedback and prepared a draft LAP, present it to the community along with a questionnaire. Ask: Do you like the proposed LAP? Does the proposed LAP reflect your vision for Ambleside? Does the proposed LAP require: no adjustment, minor adjustments or a lot more work?

Housing Targets vs. Vision

The OCP talks about LAPs with area-specific **visions** determined through a collaborative planning process, as well as suitable built-form, heights and densities. But priority has been placed on accommodating 1,000-1,200 new units at the expense of even mentioning a vision. This is out of touch with residents' priorities, which value protecting and enhancing quality of life and neighbourhood character.

The Ambleside Town Centre Survey asked residents about their vision for Ambleside. This survey, along with the ADBIA's Imagine Ambleside report, should be the starting point for the LAP. Both of these documents point to a vision of a small seaside village with a variety of local shops and services. However, there is nothing in the Option Plans that articulates this or identifies what we are trying to preserve or what are we trying to create in terms of a livable community that reflects Ambleside's special character.

Key theme #1 (in the Ambleside LAP Options Booklet) is: *The **character** of Ambleside and the appropriate scale and height of buildings.* When the three options are evaluated against this theme, character is never mentioned again, only height. Does height equal character? What height is compatible with small, seaside village character? The obvious answer is low-rise, so why isn't there an option with predominantly low-rise buildings?

Options are too similar

The three options are variations of the same theme. Different options would have been one that

shows a moderate increase in density (~100-300 units); a greater increase in density (~400-700 units) and a large increase in density. However, the options presented are restricted by the number of housing units the district is attempting to accommodate.

Please be clear: are we required to accommodate 1,000-1,200 new units in the Ambleside LAP or not? Are we obligated to accommodate this number of units because it is written in the OCP? I, along with many other residents, strongly objected to the inclusion of these specific numbers in this high-level document during the OCP engagement process.

If we are *not* obligated, there should be an option that illustrates a low-density alternative. It could include expanding the boundaries and/or reducing the number of units. I believe the prevailing sentiment will be a desire for mainly low-rise development that is sensitive to village character.

Terminology/Descriptions

Building height must be described in terms of maximum feet/meters as well as storeys. Calling an 8 or 9-storey (potentially 100+ foot) building a mid-rise is gross misrepresentation.

I would like to see these descriptions, found in the Options booklet, changed as follows:

FROM:

3-4 storey residential ground-oriented townhouses;
3-6 storey residential low-rise apartments;
6-8 storey residential mid-rise apartments;
6-9 storey mid-rise mixed-use (must include commercial use) or choice-of-use (may include commercial use).

TO:

1-2 storey (maximum 25 feet) ground-oriented townhouses;
2-3 storey (maximum 37.5 feet) mixed use or choice of use (may include commercial);
3-4 storey (maximum 45 feet) residential low-rise;
5-6 storey (maximum 65 feet) residential mid-rise;
6-8 storey (maximum 85 feet) residential high-rise;
6-9 storey (maximum 95 feet) high-rise, mixed-use or choice of use (may include commercial).

Quality of Life

Provide an assessment of how growth will affect residents' quality of life and neighbourhood character. Identify specific quality of life factors (such as privacy, views, access to daylight, noise, light intrusion, traffic congestion, water supply/quality, community centre/park capacity, etc.) and how they will be impacted, protected or improved. The Community and Environmental Defense Services (CEDS) has some great surveys on this topic that could easily be incorporated.

West Vancouver's Residents' Guide sets forth recommendations to those considering developing their property. These same questions should be used to evaluate how potential development proposed in the LAP will impact neighbourhood character and residents' quality of life.

The guide states:

Being a good neighbour means considering how your decisions will affect the livability and enjoyment of your neighbour's property. Ask yourself these questions early in the design process:

- *How will my new house fit in with the houses on my street?*
- *How will my design affect my neighbours?*
- *Will my home reduce the livability of my neighbour's home?*

- *Have I considered my neighbour's view?*
- *Where are my neighbour's windows and how does my window design affect their privacy?*
- *Will cutting down tree(s) on my property impact my neighbour's property?*

Other

Property that is up-zoned but not developed to maximum allowed density will be still be taxed based on maximum allowable density. How will this drive or incentivize change? Will this create pressure to build to maximum density? How will this impact small, independent shops?

Commercial area

A proven way to protect and encourage small, independent shops and services is to follow the zoning policy the City of Vancouver implemented for the Davie, Denman and Robson Street areas, which removes the right to add condos above street businesses. Keeping the business districts strictly commercial removes the temptation of easy profits from condo development. If West Vancouver is unable to eliminate mixed-use zoning, we could still imitate this approach by retaining existing zoning heights for Ambleside's commercial area.

Street character, access to sunlight, views and low-rise "human scale" buildings creates an environment that is attractive to people, that draws them and encourages them to linger. As one City Planner said: people love to be in the sun; add one shadow means your adding 100 shadows, it also sets a precedent.

Sincerely,

A black rectangular redaction box covering the signature area.

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: To West Vancouver Mayor and Council,
Date: Sunday, June 11, 2023 1:55:16 PM

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To West Vancouver Mayor and Council,

We urge the present West Vancouver Council to listen to the requests of the community when deciding the future development on the s.w. corner of 22nd Street and Bellevue Ave. (2204 Bellevue Ave/177, 22nd Street.) The previous Council turned down the request to build an eight storey highrise because of the huge objections from the local community, who said it was totally inappropriate for the neighbourhood corridor and character.

Height

Constructing housing that remains three stories would:-

1. Fit into the neighbourhood character by staying part of the view corridor.
2. Make it possible to build options for the missing middle, like townhouses for families.
3. Be popular and appropriate for the neighbourhood like Hollyburn Gardens on the corner of Bellevue Avenue and 21st Street.

Councillors Sharon Thompson and Linda Watts advocate, in their platforms, for respect for and protection of neighbourhood character and the protection of views.

Councillor Christine Cassidy advocates in her platform for creating more diverse housing.

It is interesting to note that when [REDACTED] was built it was sited in order to maximize the south facing water view for the majority of the 55 suites in the building.

[REDACTED] this building because of its location and the exceptional reputation of this neighbourhood. So far we have not been disappointed.

Finally, we therefore request that in the Ambleside Local Area Plan the height of a new structure built at the s.w. corner of 22nd Street and Bellevue Ave. remains at three stories.

Thank you.

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Subject: OOPS! you would think I could spell the name of my own neighbourhood correctly. Apparently not.
Date: Tuesday, June 13, 2023 2:02:22 PM
Importance: High

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Hello there.

Regarding Option 3:

The prospective obliteration and gross densification of an entirely intact wedge-shaped neighbourhood of moderately priced (by West Vancouver standards) single-family houses with modest outdoor spaces in Dundarave—an area with easy proximity to bus lines and quick walking to essentials shopping—feels unnecessary and like a blatant land grab when the Ambleside precedent for densification is already in place.

One gets the impression that this Dundarave neighbourhood has been lumped in with Ambleside in the latest local area plan expressly to take advantage of the Ambleside precedent.

With its absence of sidewalks and surplus of gigantic evergreen trees (some of the tallest around), this portion of Dundarave feels slower and greener because it is slower and greener, which invites walking, something people do a lot of around here.

It is disconcerting to think about how bland and anonymous this area will be after denuding the land and replacing perfectly good homes with bulky building blocks that offer prospective occupants pricy/dinky slots in a box or gargantuan luxury apartments and/or townhomes only the wealthiest can afford.

As you can tell, I am not a fan of the proposed eradicating changes to this area; I'm passionate about this neighbourhood because [REDACTED]

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ambleside Local Area Plan](#)
Cc: [Mark Sager](#)
Subject: 2204 Bellevue (at Argyle)
Date: Sunday, June 18, 2023 3:11:03 PM

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I was shocked to be recently advised that Planning remains open to a 7 or 8 story development on this site. This proposal was rejected by Council and there was very significant resident opposition. This lot has a higher grade than that next to it (the "Pink Palace") so such an imposing structure would create a "wall" effect entirely inconsistent with years of requiring space corridors between high rises. Previous Councils going back many, many years should be complimented for planning density increases in such a manner as to avoid the "concrete jungle" effect we see in the West End, Vancouver. An example of constructive densification are the two low rise rental developments at the east ends of Argyle. They allow for significant amounts of housing while maintaining the integrity of the area from a space perspective. This is the type of development which West Vancouver needs and which should be being promoted by Council and Planning.

[REDACTED]

Sent from my iPhone

West Vancouver, June 20, 2023

Attention: Mark Sager, Mayor, District of West Vancouver

Reference: 2204 Bellevue Avenue

Dear Mr. Sager,

I am writing on behalf of the 55 owners and approximately 100 residents of 2203 Bellevue Avenue to express our concern about the potential treatment of the duplex lot at 2204 Bellevue Avenue in the upcoming Ambleside Local Area Plan.

Our particular concern is with the potential designation of this lot as "mid-rise infill" (6 to 8 storeys) as suggested in Option 3 of the Ambleside LAP Options Booklet.

If adopted, this designation would appear to accommodate the redevelopment of this lot that was previously proposed by Delta Land Development in 2021, which was unanimously opposed by our neighbourhood and voted against by the previous District Council in October 2021.

Our collective and immediate concern is how the lives of long-time residents of the area, most of them seniors, will be affected by such a development.

The characteristics of the proposed building, as it stands today, will have a negative effect on the livability of the surrounding area.

Its height and volume will severely reduce the light received by the lower floors of the homes around it, and affect the sight lines of nearby buildings, thus negatively impacting property values.

There is evidence within the area of other real estate developments that have successfully worked within the limitations of a lot and integrate well in the surrounding area, such as the recent Hollyburn Gardens development at Bellevue and 21st Street.

A similar solution should be found for the redevelopment of the lot at 2204 Bellevue Avenue, including limiting the height to a maximum of three storeys, consistent with the height of surrounding buildings on smaller lots.

The residents of 2203 Bellevue Avenue urge the District of West Vancouver Municipal Council to put the wellbeing of the residents ahead of economic gains, which evaluated out of context may seem positive, but when put in context will have a negative effect on the wellbeing of the community.

We trust that our voice, as well as those of many neighbours that will be negatively impacted by this potential redevelopment, will be heard and our collective opinions considered in finalizing the Ambleside Local Area Plan.

Respectfully submitted,

Signed on behalf of the residents of 2203 Bellevue Avenue



David Mortezaei

Council President, Strata Lot VAS 2771

cc: Christine Cassidy, Councillor
Nora Gambioli, Councillor
Peter Lambur, Councillor
Scott Snider, Councillor
Sharon Thompson, Councillor
Linda Watt, Councillor
David Hawkins, Senior Manager, Community Planning & Sustainability