

<i>COUNCIL AGENDA/INFORMATION</i>		
📁 Closed	Date: _____	Item # _____
📁 Reg. Council	Date: _____	Item # _____
📁 Supplemental	Date: _____	Item # _____

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Director	CAO

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

COUNCIL REPORT

Date: February 15, 2013 File: 1010-20-12-069

From: Andrew Browne, Senior Community Planner; Geri Boyle, Manager, Community Planning; Bob Sokol, Director, Planning, Lands & Permits

Subject: **Official Community Plan Amendment, Rezoning, and Development Permit Application for the 1300 Block south of Marine Drive**

RECOMMENDED THAT:

1. The applicant work with staff to pursue revisions to the proposal as follows:
 - (a) A reduction of approximately 9 m (30 ft) in the maximum overall building height through a combination of measures such as reduced floor to ceiling height, reduced number of storeys, and treatment of rooftop equipment;
 - (b) Further design development to create an attractive fifth (rooftop) elevation using a combination of measures such as minimizing rooftop equipment, using elevators with small overruns, and concealing the equipment within the uppermost storey;
 - (c) Further design development to introduce architectural distinctness between the west and east buildings;
 - (d) Landscaping and public realm revisions consistent with the Ambleside Streetscape Standards;
 - (e) Design modifications which reinforce 14th Street as the principal public space, including public realm treatment consistent with the Ambleside Streetscape Standards, and improved building permeability facing 14th Street through measures such as storefronts, doors, restaurants, patios, and awnings;
 - (f) Updates to the Bellevue Avenue cross-section including the provision of parking on the north side and potential changes to the location of separated bike lanes and public art;
 - (g) Consider a reduction in average residential unit size;
 - (h) Consider inclusion of office space as a 2nd storey land use;
 - (i) Consider additional public parking (on- or off-site) as an anticipated component of a possible Community Amenity Contribution; and,
 - (j) Various architectural refinements intended to reduce building bulk and sense of horizontality (e.g. cut back overhangs, reduction in number and extent of concrete slab extensions, etc).

2. The revised application be referred back to the Design Review Committee for additional urban design and architectural feedback; and,
3. Staff report back to Council with the revised proposal, the outcome of the Design Review Committee meeting, and/or direction on next steps in the development application review process.

Purpose

To report back to Council on the outcome of the December 2012 Design Review Committee meeting and the three January 2013 public consultation events, and to have Council set direction for revising the proposal.

1.0 Background & Policy

1.1 Prior Resolutions

November 19, 2012 – Council directed that community consultation begin with a public open house and public meeting, that the proposal be referred to the Design Review Committee for comment, and that staff report back to Council on the outcome of those events.

1.2 Official Community Plan (OCP)

Further review and consideration of the Ambleside Town Centre was identified as a priority in the 2004 OCP. Over the next several years the District and the community worked towards determining a new vision of Ambleside as the heart of West Vancouver, and after much discussion and consideration the *Ambleside Town Centre Strategy* was created. Council amended the OCP in July 2008 to give effect to many of the actions, policies, and guidelines set out in the *Strategy*. Amongst other items, the OCP directs the District to reinforce the role of Ambleside as West Vancouver's Town Centre (Policy LE2) and integrate strategies for the Town Centre, Arts and Culture, Ambleside Park, and the Argyle Waterfront (Policy LE2.1).

The District is implementing the *Strategy* through an integrated approach to Ambleside revitalization as illustrated in Appendix A (known as "the Ambleside puzzle").

In 2008, amendments were also made to the OCP with respect to Built Form and Neighbourhood Character policies for Ambleside; of particular importance is Policy BF-C4 (see Appendix B). This policy provides for the 1300 block south of Marine Drive, as well as two other blocks in Ambleside, to be suitable for consideration of densities above 1.75 FAR and buildings over four storeys if the development results in:

- a community amenity contribution that offsets the increased density and could include community space, additional public parking and rental housing; and,
- a superior building and site design, including increased open spaces or public square, walkways, and enhanced view corridors.

The specific details of these policies may require refinement to the proposed project in order for the proposed development to proceed, and early and ongoing community consultation will allow the District to more readily understand the priorities of residents for amenities and public space.

1.3 Bylaw

Present zoning of the block varies by parcel and includes C2, CR2, and PU1. The C2 zone allows a variety of commercial, office, and retail uses, and residential uses above the first storey. CR2 zoning allows full- and self-service gas stations, and the PU1 zone allows for public institutional uses such as municipal buildings and police and fire stations.

2.0 **Balanced Scorecard**

STRATEGIC INITIATIVES	MILESTONES
1.3.2 – Initiate Public Safety Building Development – Police Station Relocation – City Hall Block	- Proceed with and complete rezoning of 1300 Block
1.4.5 – Advance major development applications consistent with the District vision	- Implement and process 1300 block Marine Drive

3.0 **Analysis**

3.1 Discussion

Site Context and Features

The site is positioned prominently at the eastern gateway to Ambleside (see Appendix C). The full block site, after the closure of Ambleside lane as per the Purchase and Sale Agreement (PSA), is 7945.5 m² (85,525 sq ft; 1.96 ac) and is located south of Marine Drive between 13th and 14th Streets, extending south to Bellevue Avenue. The block currently contains the West Vancouver Police Department, a municipally-owned parking lot and laneway, a number of small commercial buildings fronting Marine Drive, and a former gas station site (now vacant).

Topographically, the site generally slopes from north to south, with the highest point being approximately 5 metres above sea level at 13th Street & Marine Drive, and the lowest point being 3 meters above sea level along Bellevue Avenue. This

amounts to a grade difference of approximately two-thirds of a storey from the north side of the site to the south side of the site.

Adjacent land uses are:

North – a variety of one- and two-storey commercial storefronts, including restaurants, retail, and small offices, as well as a vacant gas station lot;

East – Ambleside Park's tennis courts and fields;

South – CN railway with Hollyburn Sailing Club, Argyle Ave, boat launch, and the Ferry Building plaza / Ambleside Landing pier; and,

West – three-storey mixed commercial/residential building.

The Proposal

A mixed-use, commercial/residential development is proposed by the applicant, consisting of two buildings joined by an underground parkade, all of which will be constructed in two phases. Commercial space is proposed at grade, with residential units in storeys above. At grade, the gross building area is 4817 m² (51,849 sq ft), over 80% of which is dedicated to commercial space (the remainder is utilized for residential entrance lobbies and service and utility functions). Above the ground floor, only residential units are proposed. The western and eastern buildings are proposed for eight- and seven-storeys respectively, with an overall Floor Area Ratio (FAR) of 2.99 over the site (representing a gross floor area of 265k sq ft).

Key aspects of the proposed development include:

- Approximately 4000 m² (43,000 sq ft) of commercial space on the ground floor, which has been conceptually divided by the architect into 23 individual storefronts (the ultimate configuration will depend on the space needs of the business lessees);
- 88 residential units, of which 30 units are 1500 sq ft or less, 29 units are between 1500 and 2500 sq ft in size, and 29 units are 2500 sq ft or larger;
- 314 underground parking stalls on 2 ½ levels, including 179 stalls for building residents, 11 residential visitor stalls, and 124 stalls for commercial use; and,
- Attention to the function and character of public space surrounding and within the site, including a transformation of 14th Street into a festival street (as envisioned by the Ambleside Streetscape Standards and the Town Center Strategy), the provision of a covered mid-block pedestrian galleria, high-quality sidewalk improvements surrounding the site, and opportunities for public art.

3.2 Design Review Committee

The application was considered by the Design Review Committee on December 13, 2012 for early input, and it was resolved:

THAT the Design Review Committee has reviewed the Mixed Use Development for the 1300 block of Marine Drive and recommends RESUBMISSION that addresses the following concerns:

- *the landscape treatment should address the proposed Ambleside Streetscape Standards, the site's gateway location and the landscape comments from the roundtable portion of the December 13th DRC review of the proposal;*
- *implications of this project for the overall context of Ambleside in terms of massing as well as use;*
- *consideration of office uses in addition to the proposed retail and residential uses;*
- *consideration of more of the smaller residential units;*
- *further review of height and massing to create a more textural street and to reduce building height;*
- *more sustainable features be designed into the building at this stage.*

Adopted minutes are attached as Appendix D.

3.3 Consultation

Two public open houses and a public meeting were held in January.

Event	Location	Date	Time
Open house	WVCC Atrium	17 Jan 2013	4:00 pm – 7:00 pm
Open house	WVCC Atrium	19 Jan 2013	9:30 am – 12:00 pm
Public meeting	Kay Meek Theatre	23 Jan 2013	6:30 pm – 10:00 pm

Notification by the District of the public consultation events was achieved by:

- direct postal mail to owners and occupants within the previously approved notification area (~1185 letters mailed on January 8th);
- quarter-page, forward placement newspaper advertisements in the January 6th / 11th / 13th / 16th / and 20th editions of the North Shore News and the January 10th and 17th editions of the North Shore Outlook;
- placement on westvancouver.ca news and events listings, and the community calendar; and,

Additional voluntary notification by Grosvenor included a community-wide mailing which stated the dates, times, and locations of the consultation events.

Approximately 123 pieces of correspondence were received by Council, via email at 1300block@westvancouver.ca, and other methods. These are summarized in Appendix E.

Questionnaires were made available at all events and at the Planning counter, as well as in PDF form at <http://westvancouver.ca/1300block>, and completed questionnaires were accepted at the events, by hand delivery, email, and fax. A total of 384 completed questionnaires were received, and a summary of responses are attached as Appendix F.

Broadly speaking, community consultation indicates a range of opinions are held and that no one position stands in clear majority. However, significant shared ground would appear to exist on most issues.

Approximately 55% of respondents were Ambleside residents or businesses, and approximately 40% were West Vancouver residents living outside Ambleside. In general, Ambleside residents were more likely than other respondents to oppose the proposed building height and were less likely to believe that the project would help to revitalize Ambleside.

Overall sentiment toward the potential for revitalization, the terraced building form, the mid-block galleria, and the 14th Street festival space was positive, while overall opinions were more split on the issue of building height, residential unit mix / size, and public art preferences. Additional public parking was far and away the most valued potential community amenity.

3.4 Conclusion

Based on a combination of community feedback, Design Review Committee feedback, and staff review, it is recommended that the applicant work with staff to pursue revisions to the proposal as follows:

- (a) A reduction of approximately 9 m (30 ft) in the maximum overall building height through a combination of measures such as reduced floor to ceiling height, reduced number of storeys, and treatment of rooftop equipment;
- (b) Further design development to create an attractive fifth (rooftop) elevation using a combination of measures such as minimizing rooftop equipment, using elevators with small overruns, and concealing the equipment within the uppermost storey;
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- (f) Updates to the Bellevue Avenue cross-section including the provision of parking on the north side and potential changes to the location of separated bike lanes and public art;
- (g) Consider a reduction in average residential unit size;
- (h) Consider inclusion of office space as a 2nd storey land use;
- (i) Consider additional public parking (on- or off-site) as an anticipated component of a possible Community Amenity Contribution; and,
- (j) Various architectural refinements intended to reduce building bulk and sense of horizontality (e.g. cut back overhangs, reduction in number and extent of concrete slab extensions, etc).

In addition to the noted revisions, additional background material will be requested and available for Council review when staff reports back (e.g. additional section drawings, shadow studies, and view analyses).

4.0 Options

(as recommended by staff)

A. Direct that the applicant work with staff to pursue revisions to the proposal as described in the report dated February 15, 2013;

(or, alternatively)

B. Direct that staff bring forward draft bylaws and a draft development permit package for Council consideration based on revisions to the proposal as described in the report dated February 15, 2013;

C. Direct that staff pursue additional and/or modified revisions to the proposal (to be specified);

D. Request additional information (to be specified); or,

E. Reject the application.

Author

Andrew Browne

Appendices:

A – Ambleside ‘Puzzle’

B – Official Community Plan excerpts related to Ambleside

C – Context Plan

D – Excerpt of December 13, 2012 meeting minutes of Design Review Committee

E – Correspondence summary

F – Questionnaire summary

APPENDIX A



APPENDIX B

OCP excerpts related to Ambleside

Policy BF-C 2: Support the commercial centres by encouraging residential uses.

- Encourage mixed commercial/residential development within commercial areas while retaining commercial frontage at street level where appropriate.

Policy BF-C 3: Enhance Ambleside Town Centre as West Vancouver's recognized Town Centre.

Policy BF-C4: Consider buildings over four storeys on three special sites along Marine Drive – 1300 block south, 1400 block north, and 1600 block south.

- The size and configuration of these larger sites can provide greater design opportunity, and flexibility to consider proposals with varying height is considered to be in the public interest.
- Notwithstanding building guidelines applicable in Ambleside, buildings on these special sites shall remain at two storeys as provided for in the zoning bylaw and increases in height would be considered as part of a rezoning application for specific site development.
- Any such application shall include an illustration of the development that could occur within the same four storey height and Floor Area Ratio of 1.75 that could be approved on sites elsewhere in Ambleside. A process of preliminary evaluation of the development proposal in comparison to this standard shall occur involving the local residential and business community and advisory committees of Council. Based upon that preliminary assessment, Council will decide whether to proceed with further review and formal consideration of bylaw amendments and development permits.
- Height in excess of four storeys would only be considered if it resulted in a superior building and site design, including increased open spaces or public squares, walkways and enhanced view corridors. A variation in FAR above 1.75 would only be considered in relation to offsetting the cost of providing assets such as community space for an art gallery, civic meeting space, additional public parking and rental housing.
- The site specific public amenity contribution for inclusion in the new zoning would be negotiated as part of the application.

Policy BF-C 4.5: Enhance Ambleside Town Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities.

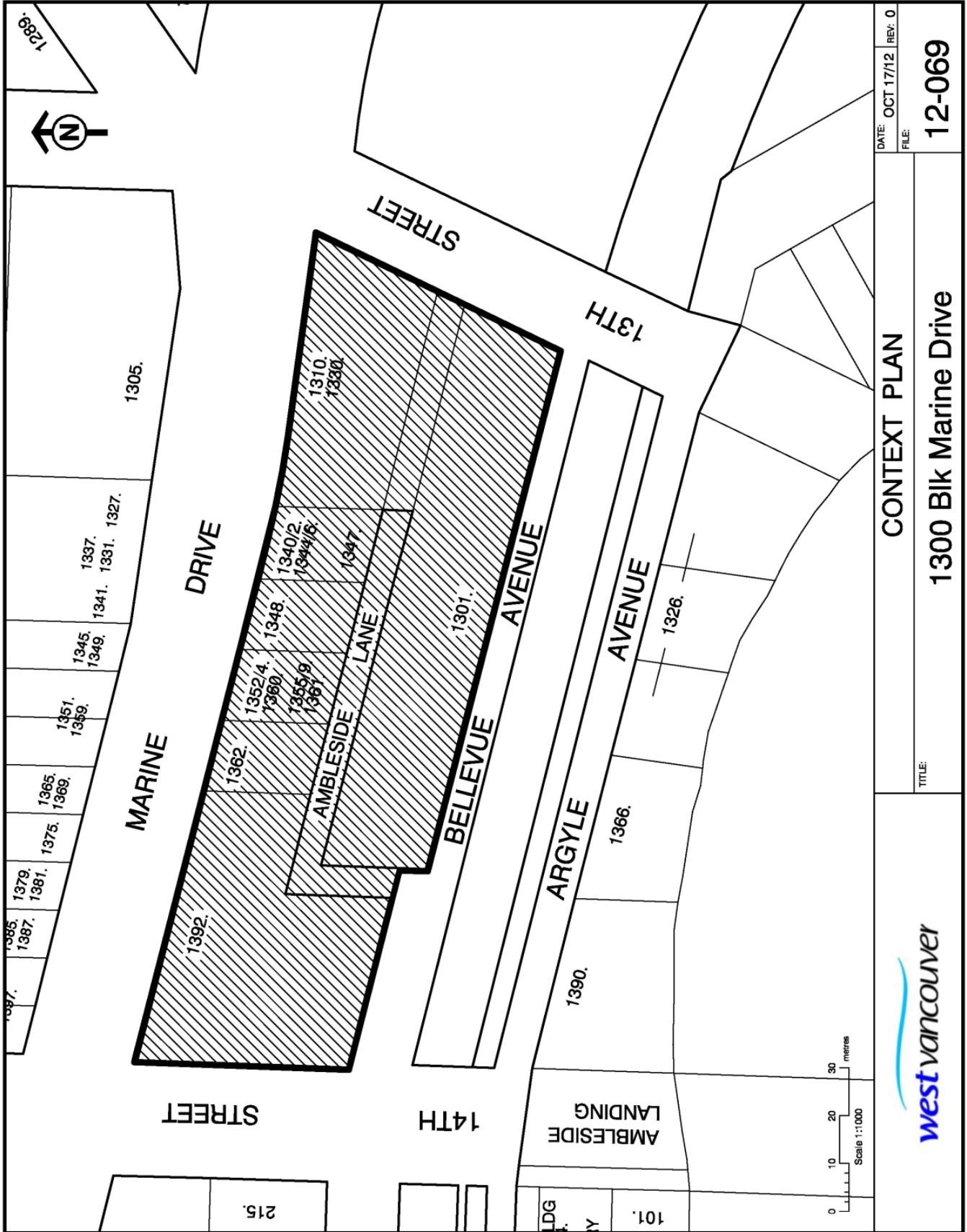
- Provide multiple opportunities for community meeting places and the use of streets and plazas as venues for civic events, including extended open spaces and landscaping on 14th Street and 17th Street below Marine Drive and civic spaces on the larger special development sites identified in Policy BF-C4. Such civic streets would be beautified and provide visual connections to the waterfront recreation and cultural facilities, but remain as normal traffic streets except for occasional community events. Access and use of adjacent private lands would form part of negotiations during rezoning applications.

Policy BF-C 4.6: Strengthen the connections between the waterfront and the Town Centre, with increased cultural and recreational activity and stronger functional links.

- Encourage commercial activities on the north/south streets to increase pedestrian interest and activity, and to draw people both from the waterfront and down to the waterfront

Policy BF-C 4.8: Provide street design improvements and parking facilities that complement and enhance the Ambleside Town Centre.

APPENDIX C



APPENDIX D

Excerpt of December 13, 2012 meeting minutes of Design Review Committee

4. APPLICATIONS FOR CONSIDERATION:

4.1 GROSVENOR CAPITAL CORPORATION, 1300 BLK MARINE DRIVE, MIXED USE DEVELOPMENT FILE: 1010-20-12-069

Background:

Andrew Browne advised that a comprehensive application has been received for an OCP amendment, Rezoning, and Development Permit for the entire site. Proposal is for 2 buildings, mixed use with commercial at grade and residential above, buildings joined by underground parkade. 8 storey western building and 7 storeys eastern building with 23 store fronts and 88 residential units proposed.

Project Presentation:

James Patillo, Senior Vice President of Grosvenor Capital Corporation, started the presentation. He provided background on the potential and importance of the site (between the Ambleside commercial area and Ambleside park), community engagement (Ideas Fairs) and consultant teams that have brought them to this design.

Architect James Cheng introduced project team. Using power point presentation and model the architect went over the design rationale and addressed view impacts to the site. Design concept included:

- 14th Street festival plaza, street can be closed for events for use of whole space.
- Marine Drive doubled setback from street to storefront to open up pedestrian realm with series of mini plazas to keep the village scale
- Provided covered galleria space (glass roof allows natural light), will provide view through galleria to water, materials to include wood trusses in combination structural steel.
- Proposing to raise Bellevue street level roughly even with adjacent railbed for better view of water from public realm and to minimize grade difference from Marine Drive to Bellevue.
- Art engagement, recognize that community strongly supporting art and culture - intent to tie all together by linking Ambleside as a walkable area to enjoy public art.
- After analysis study of street grid and building orientation, settled with orientation that relates to 14th and Marine Drive and allows more public space on Marine.
- Terracing form, looked at inspiration from west coast modern design examples, see roofs as extension of green space and tie into lawns approaching from Ambleside and an extension of the park.
- Terracing manages to preserve most views from residential housing behind and minimize sun impact.

Committee Questions:

The Committee's questions, with the applicant's response in *italics*, included the following:

- In original Ambleside Working Group one thing identified was the importance of having office use in this block? *Not included at this time, but maybe an option for this project.*
- How do you address verticality and separation along Marine from streetscape perspective? Ambleside Village made up of small modules, try to repeat rhythm from pedestrian view but from distance create horizontal green plane to break down massing. *Trying to work with two scales, vertical pacing of storefronts and horizontal planes above.*
- How did you come up size of residential units? *Want to provide diverse mix, based on research and demand, targeting West Vancouver residents wanting to downsize from home to larger space condo units. Smaller units will be on north side and larger units on upper floors and south facing units. Researched existing unit sizes in Ambleside, downsizers not finding enough units in Ambleside, moving to Coal Harbour instead, losing those members of community.*
- Is there a planting or grading plan? *Not as yet.*
- Any submission on how raising Bellevue integrates in long term. *Railway track crossing already raised, to address climate change want to set building and mechanical room above flood grade line. Raising Bellevue subject to approval by railway, in progress.*
- How high are units' ceilings? *10 feet clear, 11 feet 6 inches floor to floor.*
- Have you considered other forms of development for this block? *Ambleside Guidelines emphasized pedestrian interest and viability; create critical mass and enough retail to encourage pedestrians to gather. Not enough vibrancy from, for example, townhouse frontage.*
- Raising grade between railroad track and building, what happen on western end? *Drops down to meet grade, eastern end already raised – will taper.*
- Relationship to OCP creating precedent with this building, what are implications? *Staff pre-identified 3 special sites that could be candidates for increased height and density if provide benefit to community. This is one of those 3 sites, so precedent is limited.*
- Higher density based on providing community amenity, what are you giving community to balance higher density? *The art pieces provide a connection is an extension of the Ambleside area. [Staff – a variety of amenity options are available and it is premature to specifically identify these, as public input in January will help determine which benefits are preferred.]*
- Paving patterns have inconsistency in banding, explain what rationale is? *Concrete with score jointing trying to reflect geometry paving pattern and tie into project. Arises from curbline and building line diverging as Marine Drive curves slightly northward near 13th Street, and from 14th Street not being perpendicular with Marine Drive. Tried to adapt to curve with bands that were perpendicular to curb (fans out).*
- Why cherry street trees? *As they were already on street want to keep with existing, but happy to follow guidelines and propose alternate trees.*

- What are materials on street level? *Use natural materials, stone, glass and concrete, to keep at a human level introducing more wood at street level.*
- On Marine, is there room for outdoor cafe seating, retail display, etc? *Narrowest point is 16 feet wide, so yes, should be room.*
- Have you looked at varying facade in massing and breaking up street? *It is broken down into sections, none bigger than 30 ft. with window bays for store modules. Have canopies over street for continuous weather protection on Marine, and retractable awnings on Bellevue.*
- Sustainability in project? *Aiming for LEED Gold, including deep overhangs on south side, green roof, storm water rain gardens, planting in tree pockets, through ventilation for indoor outdoor relationship. Aiming for more passive than active.*
- Have you consider solar element into roof? *Could consider using as frame for south side of penthouse.*
- When look at elevation, building appears all glass, how does this relate to the new building code? *What shown is a curtain wall, solid panel insulated spandrel with glass in front, we can reduce window exposure to meet energy requirement.*
- Bellevue being raised to rail height, or Marine Drive height? *Will be roughly same elevation as railbed, but still lower than Marine Drive.*

Committee Comments:

- Transportation reports tend to each have different but defensible assumptions. I would use different pass by trip numbers, slightly different results but recommendations at end will be still be the same. In report left turn lanes specified at Marine and 15th, in Ambleside Area Revitalization anticipate bump outs for bus stops at these corners, need to clarify. Reference to future option to relocate railway crossing at 13th, initial preference to keep it where it is.
- Development seems well thought out but think it is way too dense and too big a mass for entrance into Ambleside, 7-8 storeys is out of scale almost looks like a ship, feel it should be at most 4 or 5 storeys. Concern about size of units, stated units for downsizing, feel 2500-3500 sq. ft. far too large to keep people to stay in West Vancouver in retirement age. What is objective of these units is it to downsize or just to create real high end units. Like to see smaller units and more of them. Residential component is smallest generator of traffic generation, could have dozens more units and basically no impact on traffic. Concerned about the precedent of this building for the rest of Ambleside.

At the January 24, 2013 Design Review Committee meeting an amendment to the December 13, 2012 minutes was made to add the underlined words indicated above.

- Great presentation, clear and legible. If building a true mixed-use project you should have some office, but would not allow at-grade office to displace more active retail uses. This site such a pivotal site, can accommodate more than "normal". 6 storey building would be supportable architecturally in terms of massing and traditional streetscape height. Community amenity is important to define and to be as upfront as possibly can, Copeland art and mid block connection is great, less comfortable with paintings in residential lobby. Opportunity for a wider mix of housing type and sizes and more affordable types of housing. In examples you show traditional streetscapes such as Santana Row but this has no relationship with this building and caution how you use these

images. Biggest issues architecturally is streetscape along Marine and Bellevue there are no individual facades on shops, it is effectively an “outdoor mall” with identical storefronts. The first 15 ft. of the building is where you fail or succeed; building needs more opportunity to get away from horizontality, more vertical blocking and variation of facade. Ambleside composed of small modular buildings, feels this is a complete departure from community and be not well served by having that expression here. Curtain wall becomes a non residential feel; building should have solar already included on a building of this scale and importance in community.

- Feel that unit mix under-represents smaller units (under 1500 sq ft), especially on the south side. Massing is problematic, partially due to horizontal nature of building starts to look like a cruise ship, like to see more verticality. Gateway element is missing. Covered atrium need to address planting. Paving bands problematic, prefer to see more random pattern, broken free of the building grids. Bollards on 14th street replace with curb. Prefer to see lawn removed on 14th as makes unusable as Festival Street; hardscape is essential. Plant images and street trees seem unsuitable for location, like to see plant colours proposed in planting plan. Elevator core no problem with it protruding through roof and don't mind idea of raising Bellevue up, but don't understand implications. Successful programming of galleria will be dependent on what goes in there. Would like to see services that could service the beach and park users.
- Appreciate this approach to development, like way building stacks and reflects a similar design concept from Evelyn Drive. Think can set a good architect precedent but have to be careful, feel large lack of information missing on overall large scale planning concept, how it is going to fit and what is going to happen in other blocks, what OCP calls for, have to think bigger and from urban plan point of view. Need to know why it is important to go up 8 storeys, feels right but looking at this in isolation. 11ft. 6” floor to floor height is large for an apartment building, 123 ft. at peak is equivalent to a 12 storey building in conventional terms, understand trying to mitigate height by stepping and setting back but Wetmore development shows need to watch height that close to the street. Need a view study down Marine Drive. Love greenery and planters at each terraced level, but question how received when looking out from units with 2 ft. high hedge in front of view (will they last?). Overall, need less “what” and “how”, more “why”.
- Commend presenters on different, iconic building form proposed for a key site. Having analysis of view down Marine Drive important. See terracing on south side, but wondered about transition to urban at north. Height really key to community amenity discussion, we'll get there as public discusses amenities. Keep clear access to pier, 14th St festival plaza should not include grass; overall project needs to follow more closely the Ambleside streetscape plan. Street trees need to make more of a vertical statement, like seating and keeping openness so doesn't block corridor, need to revisit varieties of plants and trees. Bellevue wondered about parallel parking on both sides might work better and makes more of an urban statement. Feel paving banding is odd. Like having public art at corners and at galleria but nothing shown at the corner of 13th and Marine, there should be an iconic statement if not with the building at least with art. Like the scale of the galleria, width and height gives character. Grade change worry about transition, should be gently sloped.

- Thanks applicant for a clear presentation and process to get to where you are. This is not housing opportunity for any but a select few, may end up with empty units, and doesn't create community. Agree with other members commenting about the need for office use within the project. Look at massing, appreciate that 1 block long project is hard, but horizontality emphasizes the 1 project look and is too relentless – needs more of a sense of fabric and texture and materials. Residential does not read that well when all glass, having glass with wall behind not the best way to be sustainable. Appreciate ideas of green being brought in but more thought on solar technology should be included. Massing needs to fit more in village context with a mix of housing types, affordability and uses. This is a substantial part of Ambleside and it needs to have less uniformity of look. Gateway corner does not read as a welcome to West Vancouver.
- This sets a precedent and important to think about this in overall context of Ambleside and not just this site by itself. On Bellevue, could move angled parking to north side and move public art site to north side.

Resolution:

It was Moved and Seconded:

That the Design Review Committee has reviewed the Mixed Use Development for the 1300 block of Marine Drive and recommends RESUBMISSION that addresses the following concerns:

- the landscape treatment should address the proposed Ambleside Streetscape Standards, the site's gateway location and the landscape comments from the roundtable portion of the December 13th DRC review of the proposal;
- implications of this project for the overall context of Ambleside in terms of massing as well as use;
- consideration of office uses in addition to the proposed retail and residential uses;
- consideration of more of the smaller residential units;
- further review of height and massing to create a more textural street and to reduce building height;
- more sustainable features be designed into the building at this stage.

CARRIED

APPENDIX E

Correspondence summary

Approximately 123 pieces of correspondence were received by Council, via email at 1300block@westvancouver.ca, and other methods.

General Sentiment	# of Mentions
Support	55
Opposition / Non-support	49
Project will bring about positive and much needed change / Provides vision for Ambleside / Revitalization / Positive impact / Increased business for Ambleside / Financial benefit / Connects commercial with waterfront	46
Keep to 3 or 4 storeys / Follow OCP / No special sites	35
Good design / Beautiful, exciting, lovely, modern, person friendly design / Like James Cheng's work on terracing and tiering of building	29
Lose village atmosphere and beauty of seaside location	24
Good density / Green / Pedestrian and bike friendly / Mixed uses positive / Height OK	23
Blocks light and views / Too big / Out of scale / Demonstrate height	22
Don't sell public land / Lease / All about public safety building	18
Like the covered galleria	11
Ambleside needs something, just not this	9
Bad design / Ugly / Bad for environment (big units)	9
Good consultation and engagement / Good developer	8
Sets precedent	8
Good gateway entrance to Ambleside	6
Just for the wealthy / Not affordable	6
Increased traffic and noise	5
Support art spaces	4
Need more parking	4
Increases tax base / Helps pay for public safety building	3
Already have art spaces in Ambleside	2

APPENDIX F

Questionnaire results [384 submitted]

1. Please tell us who you are. [415 responses – multiple selections were possible]

Response	Number	Percent
Ambleside resident	206	49.6
Ambleside business	18	4.3
West Vancouver resident living outside Ambleside	163	39.3
Other	28	6.7

2. Do you think this proposal for the redevelopment of the 1300 block Marine Drive will help to revitalize Ambleside's commercial area? [377 responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Yes	106	51.2	234	62.1
No	62	30.0	85	22.5
Don't know / Too early to say	39	18.8	58	15.4

3. Do you agree with the proposed building height? [375 responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Yes	65	31.4	167	44.5
No	138	66.7	194	51.7
Don't know / Too early to say	4	1.9	14	3.7

4. What height would you support? Why? [~276 write-in responses]

General Sentiment	# of Mentions
No written comments	~ 108
4 storeys	106
2-3 storeys	65
5-6 storeys	62
More height / Additional height and point tower is preferable / Various answers including 10-18 storeys and 100-200 feet	56
7-8 storeys / As proposed	40
As per OCP / As per bylaws	14
Preserve “village character”	7
Reduce mass / Not to obstruct views	6
Ceiling height should be lower	4

5. The proposed building is terraced at the east and west ends, so as to reduce the building bulk and minimize view impacts. Do you agree that this helps to reduce the building scale? [377 responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Yes	119	57.8	259	68.7
No	68	33.0	84	22.3
Don't know / Too early to say	19	9.2	34	9.0

6. What are your impressions of the proposed mid-block, covered galleria? [370 coded responses and ~106 write-in responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Like	135	65.5	270	73.0
Don't like	34	16.5	42	11.4
Too early to say	37	18.0	58	15.7

General Sentiment	# of Mentions
No written comments	~ 278
Lovely / Nice / We need space like this / Gorgeous / Very well done / Excellent / Very attractive / Love it / About time! / Great addition to Ambleside / Looks amazing / Great idea / Responds to Ideas' Fair	34
Youth will gather, policing issue / Will be drafty / Too small, narrow / Should not be covered / Ineffective visual break / Will be empty / Pigeon control and how to clean	16
Encourages movement / Encourages social interaction / People friendly / Great pedestrian feature / Place making opportunity	13
Like the glass roof / Good weather protection	12
Focus should be 14 th St / Should be public RoW on title / Wider! / Add more benches / Depends on programming & maintenance	9
Doesn't make up for proposal's negatives, height	9
Canyon effect / Sides should step back	7
Sculptures block water view / Rocks obstruct and are not art	6
Not necessary / Decorative / Ineffective / No purpose / Nothing special	5
Good visual break in project / works for phasing	5

7. What are your impressions of the transformation of 14th Street into a festival street?
[367 coded responses and ~96 write-in responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Like	127	62.0	241	65.7
Don't like	34	16.6	46	12.5
Too early to say	44	21.5	80	21.8

General Sentiment	# of Mentions
No written comments	~ 288
Absolutely could work / Great idea / Sounds like fun / A public commons / Best thing in WV in a long time / It is what we need / Just make it happen / Get it done / Supportive of open space	29
Want more activity / Make it pedestrian only, full-time / Connects waterfront pedestrians to Ambleside commercial / Pedestrian friendly / Encourages social interaction and community spirit	18
John Lawson Park & Ambleside beach provide ample festival space already / Community centre is already our "third place" / Not needed	9
What is a festival street?	8
Concern with lost parking	6
Too much traffic and noise from current festivals already	6
Emergency vehicle access? / OK for part time use	6
Nonsense / Concept will fade, doesn't usually work / Dull, very Canadian / Not worth impact of development / Benefits developer only / Do a trial first, could be white elephant like the clock	5
Can be festival street right now, was intent of 1980s revitalization / Who is organizing festivals? / Relation to 17 th Street festival space?	4
Farmer's Market has been a good fit here and works well / Harmony Arts good example of what the heart of our community should be	3
Not wide enough / Too small for festivals / Wider setbacks good	3

8. The proposal includes 88 condominium apartments, of which 30 units are 1500 sq ft or less, 29 units are between 1500 and 2500 sq ft, and 29 units are 2500 sq ft or larger. Do you support this mix of housing? Why or why not? [350 coded responses and ~196 write-in responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Support	71	37.4	170	48.6
Not support	90	47.4	128	36.6
Don't know / Too early to say	29	15.3	52	14.9

General Sentiment	# of Mentions
No written comments	~ 188
Too expensive / Too high-end / Not affordable / Won't work for downsizers due to price	38
Units are too large	34
More density / More units / Needs more smaller units	34
Support the housing mix as proposed / Leave it to the market	27
Too many units / Too dense	23
Retirees and downsizers are good for animating village / More residents needed / Need new, high quality, smaller, affordable, inclusive housing for Ambleside / Meets WV resident needs / Lack of housing options in WV at present	20
Investors won't live there and won't revitalize Ambleside / Buyers will be elderly, offshore	19
Downsizers need this / Larger units are needed in WV	18
Only the affluent can afford this / Elitist / Caters to a privileged few	12
Need to know the cost of units / How affordable?	7
No need for more people / Don't need more density and traffic	4
Prime waterfront location/ Should be luxury housing	3
2 nd floor should be office space	2
One-level aspect of suites is important / Prefer a hotel	2

9. A number of public art initiatives are proposed as part of the project, including an outdoor sculptural work on Bellevue Avenue by Douglas Coupland, three pieces of outdoor public art on 14th Street and 13th Street, and an indoor arts education space. On a scale of 1 to 5, how important are these public art initiatives? [367 responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
1 – Not at all important	29	14.1	40	10.9
2 – Not important	27	13.2	38	10.4
3 – Neutral	56	27.3	97	26.4
4 – Important	58	28.3	115	31.3
5 – Very important	35	17.1	77	21.0

10. If a community amenity contribution results from approval of this development, what community improvements would you favour? [388 coded responses – multiple selections were possible – and ~152 write-in responses]

Response	Ambleside responses		All responses	
	Number	Percent	Number	Percent
Additional public parking	67	72.0	183	47.2
Arts and culture facilities	19	20.4	124	32.0
Public art	7	7.5	81	20.9

General Sentiment	# of Mentions
No written comments	~ 232
Various WV projects: Mini recreation centre / Public meeting space / Music facility / Upgraded playground at nearby park / New library / Funding for proposed John Lawson art centre / Foreshore improvements / Infrastructure money / Spirit trail extension to Dundarave / Additional offsite parking at the library and community centre / Outdoor pool / Ocean access for boats	22

Various business requests: Restaurant or bar with water view / Movie theatre / Sport shops / Small shops / Recreation and fitness businesses such as gyms or yoga studios	21
Using amenities to justify the proposal is wrong / Need for amenities should be driven by an arts & culture plan, not developer / Don't want to be coerced	17
Underground public parking	15
Green space / Ambleside public realm / Pedestrian amenities / Public spaces / Durable street furnishings / Bury wires and eliminate poles / Interactive art and public spaces	12
Cash contribution / Donation to WV foundation / Funds for maintenance of Ambleside parks and public realm	10
Need more opportunities for sitting and relaxing, meeting and gathering	7
Too much focus on art / Don't need more public art, plenty on waterfront already	6
Public safety building	5
Activities for teens and kids / Child care, early education space	5
Affordable / Rental / Disabled / Subsidized housing	5

11. Any further comments or suggestions you would like to make? [~250 write-in responses]

General Sentiment	# of Mentions
No written comments	~ 134
Good design / Support / Love it! / World class project / Renowned architect / Spectacular project	60
Let's get on with it / Ambleside is dying / We're losing ground to Park Royal / We need this / Supports revitalization / This is good for WV / New housing needed in Ambleside / Allows more WV residents to enjoy Ambleside / Enhances Ambleside / Supports transit / Reduces car use / Supports small, local retail / Looking forward to it!	57
Reduce building, ceiling heights	52
Out of character / Not suitable gateway / Precedent pressure / Don't spoil the community	28

Council please provide leadership / Don't let NIMBY's win / Good opportunity for excellence, don't waste it / Be brave / Change is necessary / Can't please everyone / Need something vital on the site / Don't give extra weight to organized opponents / Please don't let this be driven by those scared of change; true community is multi-generational and we need to have balance	24
Too big / Too massive / Out of scale	22
Impressed with consultation and information	16
Hope this catalyzes further positive change in Ambleside	16
Not enough parking / Add more parking	9
Developer listened to the community and came up with a good middle ground proposal	8
Traffic already congested	8
Small independent shops please!	7
Stick to the OCP / Stick to AC zoning / Remove the special sites	7
Don't like the art / Art is too subjective for zoning	7
Ensure separated bike lanes are provided	5
Tower form preferred	4
More units please! / More townhouses needed	3
Improve green and sustainable features of the project	3
Feels like a conflict of interest for Council to approve density that dictates sale price of land	3
Plans should maximize sale price and future tax revenue	3
Lease, not sell, the land	3
Worried about potential for future conflict between the building's residents and businesses that could result in limits on after hours patios, etc. that would dampen vitality and have negative impact on social interaction and public space	3
Losing my view / Developer should compensate those losing view	2
Worried about construction management and parking	2
Lower the price to achieve a lower building	2
How will perimeter planters be maintained after residents occupy?	1