

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

COUNCIL REPORT

6.

Date:	November 26, 2020
From:	Erik Wilhelm, Senior Community Planner
Subject:	Preliminary Development Proposal for 2480, 2510 and Lots B and C Wentworth Avenue
File:	1020-01-2020

RECOMMENDATION

THAT the report titled “Preliminary Development Proposal for 2480, 2510 and Lots B and C Wentworth Avenue” dated November 26, 2020 be received for information.

1.0 Purpose

The purpose of this report is to provide Council with information on a preliminary development proposal for 2480, 2510 and Lots B and C Wentworth Avenue (**Appendix A**).

Official Community Plan policy 2.1.7 directs staff to report to Council on applicable development proposals after preliminary review to allow an early opportunity for public input. This report provides information as per policy 2.1.7 and summarizes the applicant’s public consultation to date.

2.0 Legislation/Bylaw/Policy

Zoning Bylaw

The subject lands are zoned Single Family Dwelling Zone 7 (RS7) which allows for a permitted density of the lesser of either:

- a) 2.5 dwellings per 0.4 hectare, or
- b) The number of lots which could be created considering the RS7 zone minimum lot area (929m²), width requirements, and minimum building envelope areas.

A rezoning is required to accommodate the proposal.

Road Closure

As the proposal includes development of unconstructed road owned by the District, a “road closure and removal of highway dedication bylaw” is required in compliance with Section 40 of the Community Charter to accommodate the proposal.

Preliminary Development Proposal and Public Consultation Policy

Council's Preliminary Development Proposal and Public Consultation Policy establishes procedures to expand opportunities for public input, information sharing, and to provide a forum to identify and discuss potential issues and concerns early in the development proposal process. Prior to submitting a formal rezoning application, the applicant has submitted a preliminary development proposal package and undertook public consultation to allow for initial staff review and public input (see section 6.4).

3.0 Official Community Plan

The Official Community Plan (OCP) designates the subject lands as a "Future Neighbourhoods" area within the Upper Lands Development Permit Area (Policy UL 8). This designation aims to "recognize the constraints of the terrain, and show sensitivity to the mountain setting and its environment. Development should minimize site disturbance and visual impact from within and outside the site". Generally, the objective of the development permit area guidelines is to provide protection of the natural environment, safeguard development from hazardous conditions, and regulate the form and character of intensive residential development.

The OCP also provides direction to guide development proposals to expand "missing middle" housing opportunities for sites that are not within local area planning boundaries, or on sites not specifically identified for change. The OCP recognizes that townhouses form only approximately 3% of the existing housing stock in West Vancouver. In order to address the needs of the present and future generations within the District, the OCP intends to expand ground-oriented family units with an estimated 1,000 new units.

OCP Policy 2.1.7 enables the consideration of proposals within neighbourhoods for site-specific zoning changes not otherwise supported by policies in the OCP only in limited circumstances by:

- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
- b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
- c. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
- d. Restricting to one or more a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- e. Reviewing form and character to support siting and designs that

- respond and contribute to neighbourhood context and character; and
- f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

The OCP also includes Policy 2.1.17 that supports securing new purpose-built market and non-market rental, seniors and supportive housing units in appropriate locations close to transit and amenities by:

- a. Incentivizing new rental units through bonus density, increased height, and available zoning tools;
- b. Considering cash-in-lieu contributions to the District's Affordable Housing Fund when preferable for meeting the District's housing objectives;
- c. Considering financial incentives for non-market rental units (e.g., the reduction of development fees or charges, tax incentives);
- d. Reducing off-street parking requirements; and
- e. Securing market and non-market rental housing units in perpetuity through Housing Agreements and available zoning tools.

The proposal would require Council consideration of an OCP amendment to create site-specific development permit area guidelines. As a subset of the "Future Neighbourhoods" area, the new guidelines would protect the natural environment, safeguard development from hazardous conditions, and regulate the form and character of the development site.

4.0 Financial Implications

Financial analysis, including considerations of Community Amenity Contributions (CACs), would accompany any subsequent review of a detailed application and associated report to Council.

5.0 Background

- 5.1 Previous Decisions – Development Permit 15-048 was approved by Council on July 24, 2017 to facilitate a 29 lot single-family dwelling subdivision in compliance with RS7 zoning (Figure 1). Subsequently, the development proposal did not proceed. Development Permit 15-048 has now expired and the associated subdivision application has been cancelled.



Figure 1 – Plan of Subdivision for DP15-048

Highlights of the previously approved proposal include:

- 29 lots ranging in area from 930m² to 1,624m²;
- access from Wentworth Avenue (in front of Collingwood School);
- protection of the Marr Creek riparian area within 10m of top of bank;
- dedication of approximately 4,487m² of the site below top of bank as park to achieve protection of the Marr Creek riparian area;
- provision of two new dedicated cul-de-sac roads with pedestrian sidewalks, landscaping and bioswales;
- trail connections through the site (north to Chippendale Road and south to Chairlift Place);
- improvements to the intersection of Chairlift Road and Wentworth Avenue to help address additional traffic generated by the proposed subdivision; and
- front yard landscaping for each lot and green retaining wall systems throughout the subdivision.

5.2 Site Context

The subject site is bounded by small lot single-family properties to the north, Marr Creek ravine to the east, Collingwood School lands to the west and larger single-family properties to the south (Figure 2).



Figure 2 – Context Map (site shown outlined)

The subject site is approximately 42,212 m² (4.22 ha) and comprised of:

- a) four lots (Lots B and C, 2480 and 2510 Wentworth Avenue¹) with a total area of 36,163 m²; and
- b) unopened District road allowance (25th Street and Wentworth Avenue) with a total area of 6,049 m².

The site gradually slopes from the north to south with denser tree cover to the east (Figure 2). Slopes of more than 35% are located within the Marr Creek ravine on the east side of the site.

¹ See page 4 within Appendix A (design package).

6.0 Analysis

6.1 Discussion

Henson Developments has submitted a preliminary development proposal (**Appendix A**) to redevelop the subject site. The site plan is shown in Figure 3. Highlights of the preliminary proposal include:

- A total of 279 “market housing” units:
 - 41 townhouses (2 to 3 storeys);
 - 43 stacked residences (1 to 2 storey townhouses); and
 - 195 apartment units;
- An approximate floor area ratio (FAR) of 1.07²;
- An approximate site coverage of 29%;
- 2 twelve storey apartment buildings (on southeast portion of site);
- New road configurations and trail connections;
- Innovative onsite stormwater management;
- Underground parkade entrance to apartment buildings and stacked townhouses accessed from Skilift Road³;
- At grade (enclosed) parking for townhouses accessed from Wentworth Avenue⁴;
- Dedication of approximately 0.41 hectares of parkland and protection of the Marr Creek riparian area;
- A 6,000 sq. ft. indoor amenity facility for residents;
- Sustainable buildings and infrastructure; and
- Publicly accessible open spaces throughout.

² Calculated excluding 6,049m² of DWV road within the site, aggregate FAR = 0.92.

³ The access from the south via Skilift Road will access 238 units

⁴ The access from the west via Wentworth Avenue will access 41 townhouses units



Figure 3 – Site Plan

The proposal includes a range of housing types as noted in Figure 4. Figure 5 indicates the development in the distance when looking eastward over Collingwood School.

Unit Type	Avg. size (sq. ft.)	Avg. size (m ²)	# of units	% of units
1 BR	650	60	87	31%
2 BR	950	90	48	17%
3 BR	1,200	110	60	22%
3 BR (Lock-off)	2,000	190	41	15%
3 BR (2 storeys)	2,200	200	2	<1%
Townhouse	2,900	270	41	15%
Total	1,300 (Avg.)	120 (Avg.)	279	100%

Figure 4 - Housing Mix Table

As the proposal is within the preliminary stages, requiring further public engagement and design development, staff have not completed detailed design review of the proposed siting, built form, character and servicing needs. Staff have also not finalized comprehensive slope hazard mitigation, environmental protection measures or traffic impact review.

6.2 Policy Analysis

Initial staff review based primarily on Policy 2.1.7 has concluded that the proposal does not meet all criteria within Policy 2.1.7. Primarily, the proposal includes two 12-storey buildings that exceed the 3-storey maximum outlined within policy 2.1.7. (d). Staff note that with the provision



Figure 5 – Rendering (looking eastward)

of secured rental housing additional height could be considered under policy direction 2.1.17.

The proposal and site could potentially achieve a number of aspects of policy 2.1.7 as follows:

- Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site); and
- Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood.

Staff have advised the applicant that the key applicable policy is 2.1.7 to deliver missing middle housing opportunities with the potential for limited height above 3 storeys to enable delivery of secured rental housing.

As the proposal is within the preliminary stages, the proposal would

benefit from further public engagement in order to receive further feedback regarding an appropriate number of units, and the mix of housing (e.g. market, market rental or non-market rental) or other community benefits in order to align with directions within the OCP.

Further consideration of an appropriately scaled multi-family development on this site could facilitate more affordable housing options for the “missing middle” or “downsizers” in comparison to the previously approved subdivision allowing for large estate-sized lots on the site.

6.3 Sustainability

Rezoning proposals are expected to deliver high-performance buildings, including exceeding the minimum step of the BC Energy Code required by the Building Bylaw in accordance with Council’s Sustainable Building Policy.

6.4 Public Engagement and Outreach

Early opportunity for public input has already occurred with an applicant hosted public information meeting as described below. Further, staff are recommending that the applicant host a subsequent public information meeting if a formal development application is submitted. If the applicant submits a formal development application staff would follow all requirements of the Development Procedures Bylaw to notify the public at the appropriate times (i.e. prior to Public Hearing if an application proceeds to that stage).

Public Information Meeting

Prior to the onset of the Covid-19 pandemic, the applicant hosted a “Public Information Meeting” at the Beach House restaurant on March 12, 2019. At that time, the proposed development included approximately 439 strata and 146 rental units, for a total of 585 units and a different site plan.

Forty-five members of the public attended the meeting. The applicant team was present along with a staff representative from the planning department. A meeting summary, provided by the applicant, is included within (**Appendix B**).

A gondola from Dundarave to the development site was proposed as presented at the public information meeting. Although public interest was expressed regarding the proposed gondola, given the feasibility and potential impact to the Dundarave area and residents along the planned route, the gondola has now been removed from the development proposal.

Applicant's Response to Public Feedback

Following public consultation, the applicant revised the preliminary proposal and reduced the number of units from 585 to 279.

Website

In alignment with current practise, information about the preliminary proposal is placed on the District website.

6.5 Other Communication, Consultation, and Research

Should the proposal proceed, planning staff will consult with staff from various departments in order to identify issues and concerns for the developer to respond to.

7.0 Options

7.1 Recommended Option

It is recommended that the report titled Preliminary Development Proposal for 2480, 2510 and Lot B and C Wentworth Avenue be received for information.

7.2 Considered Options

- a) Request additional information; or
- b) Advise that a development application will not be considered at this time and provide direction to staff with respect to potential changes to the development proposal.

8.0 Conclusion

This report provides information to Council on a preliminary development proposal for 2480, 2510 and Lots B and C Wentworth Avenue. It is expected that the applicant will prepare a full application submission for Council consideration under OCP policies 2.1.7 and 2.1.17. Submission of a development application would allow for further public consultation and detailed design development and review.

Approval of the recommendations in this report would not create any legal rights for the applicant or any other person, or obligation on the part of the District. Expenditure of funds or costs incurred are at the risk of the person making the expenditure or incurring the costs.

Date: November 26, 2020 Page 11
From: Erik Wilhelm, Senior Community Planner
Subject: Preliminary Development Proposal for 2480, 2510 and Lots B and C Wentworth Ave.

Author: 

Erik Wilhelm, Senior Community Planner

Concurrence 

Michelle McGuire, Senior Manager of Current Planning and Urban Design

- Appendices:
- A. Preliminary Proposal
 - B. Applicant Public Engagement Summary

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WENTWORTH LANDS PRELIMINARY REZONING SET

November 11, 2020



Henson Developments is planning to submit a rezoning application for its Wentworth Lands Site for District of West Vancouver Staff and Council review. The vision for the Wentworth Lands is to create a sustainable community of mixed residential living that blends into the sloped terrain of West Vancouver and dovetails with the natural surroundings of the Marr Creek ravine. Our proposal has been conceptualized in response to significant challenges faced by West Vancouver, including its unique topography transportation challenges, and lack of more affordable housing options.

This preliminary rezoning proposal includes a mix of residential options, ranging from two to twelve stories in height, including 41 town-houses, 43 stacked residences and 195 tower units for a total of 279 units.

Our proposal advances seven major elements for the Wentworth Lands, which include:

- Set within nature and connected the Marr Creek Ravine
- Increases both neighbourhood and regional trail connectivity
- Offers a form of mixed residential development that respects the lay of the land
- Provides a hub for social engagement
- Promotes active clean transportation
- Environmentally responsible development
- Sets aside over 10% of the site area adjacent to Marr Creek as protected lands

The project team understands that the proposal, which includes a range of two to twelve storey terraced living, is pushing the envelope on development in the area, with an increased FAR from 0.35 to 1.07. This ambitious plan is important because it enables the proposal to deliver on a number community benefits. If the currently-zoned lower-density were to be advanced instead, this form would eliminate the feasibility or requirement for a number of benefits of a higher density form, such as:

- Providing a rich mix of housing, for families, urban commuters and downsizers
- Provision of rental units
- Provision of 1.01 acres of dedicated park area
- Generous areas for publicly accessible open spaces, enabled by stacking the development into terraced buildings, which blend into the landscape while creating a central open space with ample areas for social engagements from playgrounds to programmed and contemplative amenity areas
- New pathways and connections to transit
- 6,000 sq. ft. of indoor amenities for all residents

- Provision of an e-bike fleet for residents
- Sustainable building strategies to manage energy consumption, water and material selection

West Vancouver's top challenges—which include housing options and affordability, transportation, and responding to the climate crisis will require bold responses. This package provides an outline of our plan and response to some of West Vancouver's challenges and identifies some of the community benefits the proposal will offer, based on the project principles.

We understand this proposal will be considered by Council under OCP policy 2.1.7 which supports infill 'missing middle' housing with a limitation of three storey buildings. This development specifically targets the 'missing middle', which the site's current zoning does not. However, as the proposal includes taller buildings than envisioned within policy 2.1.7, our formal rezoning application will provide a contribution to:

- rental, non-market or supportive housing, or
- will advance the public interest, or
- provide other community benefits,

as determined by Council. To that end, we look forward to further exploring this aspect with the District prior to submitting our rezoning application.

Executive Summary

Henson Developments is proposing a multi-family housing development on the Wentworth Lands in West Vancouver. The preliminary proposal includes a range of housing options (rental and strata), innovative and sustainable construction methods such as mass timber construction, and significant transportation improvements. The proposal includes seven terraced buildings, ranging from 2-12 storeys, that respond to the property's terrain and natural setting.

On March 12, 2020 the project team hosted a pre-application open house at the Beach House restaurant located at 150 25th Street in West Vancouver. The open house provided an opportunity for members of the public to meet the project team, learn about the proposal, ask questions, and provide feedback.

Forty-five (45) people attended the open house. Nine (9) comment forms were received at the event and twelve (12) pieces of correspondence were received after the event, for a total of 21 comments received.

Of the 21 comments received:

- 14 respondents (67%) noted support;
- 4 respondents (19%) required further assurances; and
- 3 respondents (14%) were non-supportive.

The following key themes emerged in the comments received and the discussions that took place at the event:

- Design and building form;
- Traffic and Transportation;
- Gondola;
- Affordability and Housing Mix;
- Sustainability;
- Connections, Trails and Outdoor Space; and
- Sustainability

The following report provides a summary of the engagement to date, which includes:

- Details on the pre-application open house, including a description of the notification method, format of the event, and an overview of information presented;
- Copies of all materials presented to the public (display boards and comment forms);
- A summary of the input received from comment forms and comments received after the open house; and
- A transcription of all comments and correspondence received.



SITE CONTEXT



LEGEND

- Lookout Trail
- Main Trail
- Local Trail
- Bus Route
- Creek





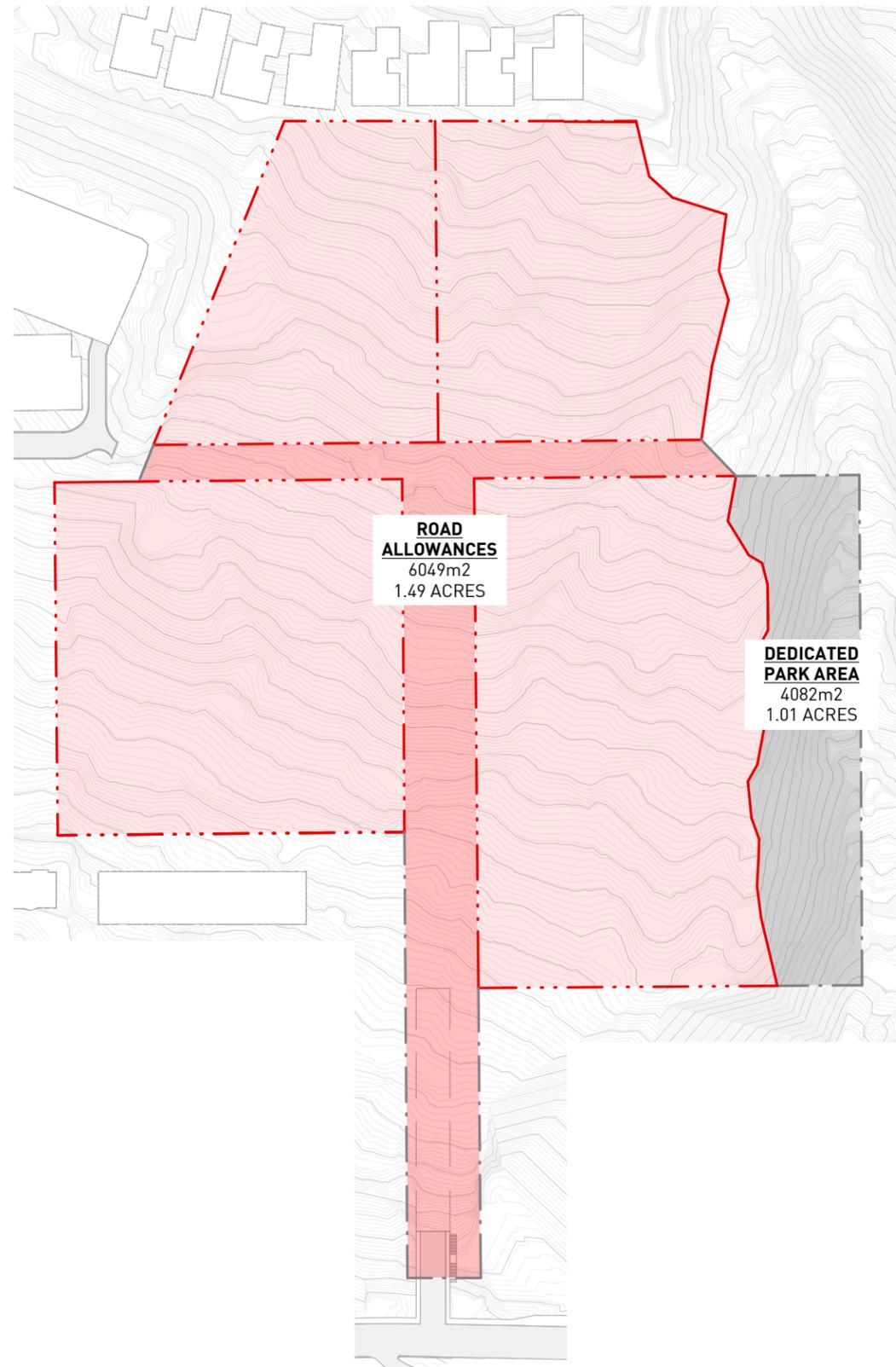
TRAFFIC DIAGRAM

LOT B&C	11798m ² /2.92 ACRES
LOT 3	9376m ² /2.32 ACRES
LOT 6	14988m ² /3.70 ACRES
TOTAL FAR SITE AREA	36163m²/8.95 ACRES



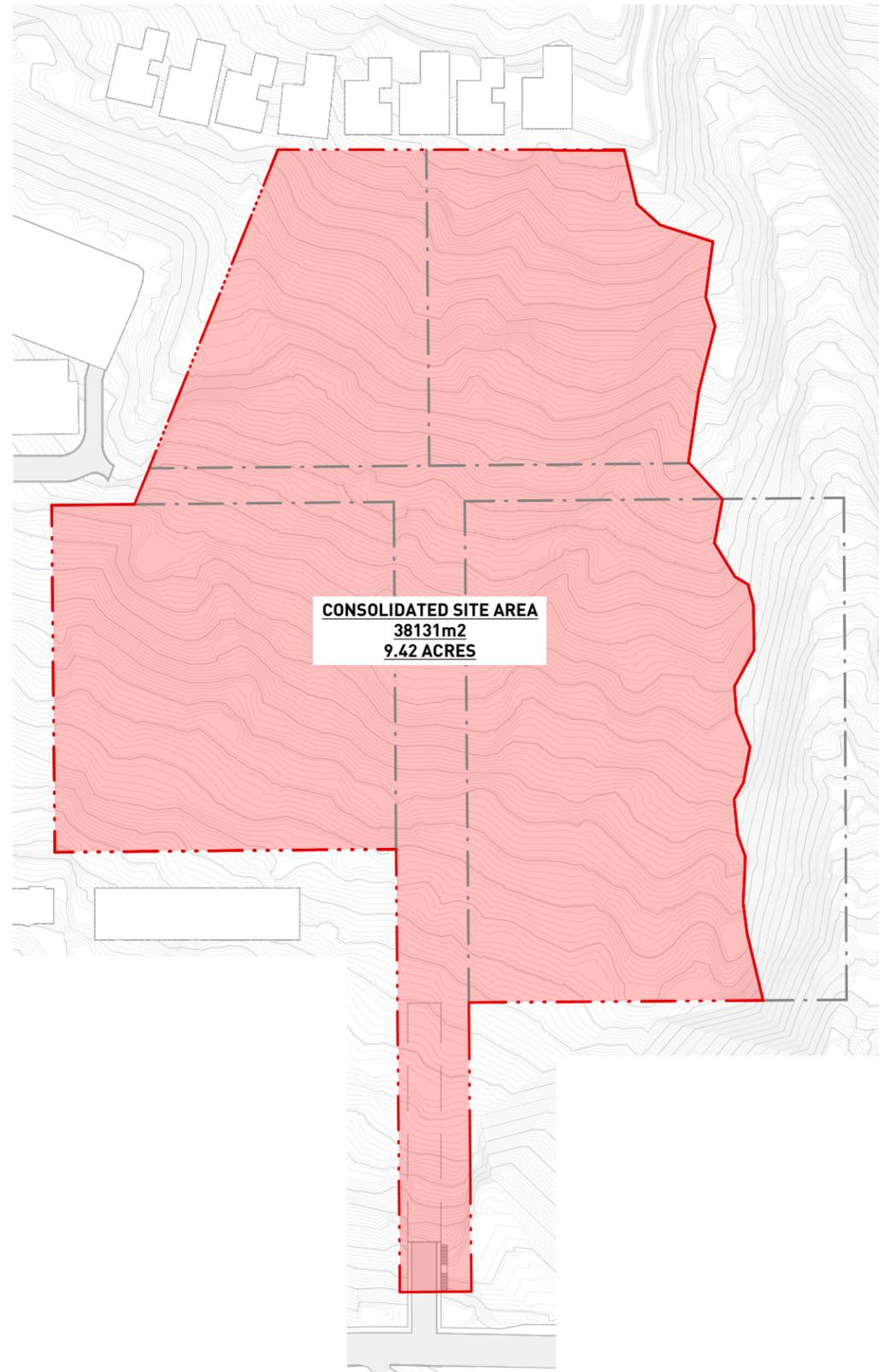
EXISTING LOTS

TOTAL FAR SITE AREA	36163m ² /8.95 ACRES
PURCHASED R.O.W.	6049m ² /1.49 ACRES
DEDICATED PARK AREA	4080m ² /1.01 ACRES
NET SITE AREA	38131m²/9.42 ACRES



PARK DEDICATION AND ROAD ALLOWANCES

CONSOLIDATED NET SITE AREA 38131m²/9.42 ACRES



CONSOLIDATED SITE INCLUDING WENTWORTH AND 25TH ST. ROAD ALLOWANCES

SITE AREA

	AREA (SF)	AREA (m2)	AREA (ACRES)
LOT B & C	126,998	11,798	2.92
LOT 3	100,922	9,376	2.32
LOT 6	161,333	14,988	3.70
TOTAL FAR SITE AREA	389,253	36,163	8.95
ROAD ALLOWANCES	+65109	+6049	+1.49
DEDICATED PARK AREA	-43920	-4,080	-1.01
CONSOLIDATED SITE AREA	410,442	38,131	9.42

BUILDING AREA

	GROSS AREA		FAR AREA		FAR
	AREA (SF)	AREA (m2)	AREA (SF)	AREA (m2)	
TOWNHOMES	118,900	11,046	96,330	8,949	0.25
STACKED RESIDENCES	107,300	9,968	103,900	9,653	0.27
TOWERS	237,400	22,055	216,754	20,137	0.56
TOTAL	463,600	43,070	416,984	38,739	1.07

SITE COVERAGE

	BUILDING FOOTPRINT		SITE COVERAGE	# OF UNITS
	AREA (SF)	AREA (m2)		
TOWNHOMES	35,300	3,279	9%	41
STACKED RESIDENCES	46,300	4,301	12%	43
TOWERS	31,800	2,954	8%	195
TOTAL	113,400	10,535	29%	279

UNIT MIX

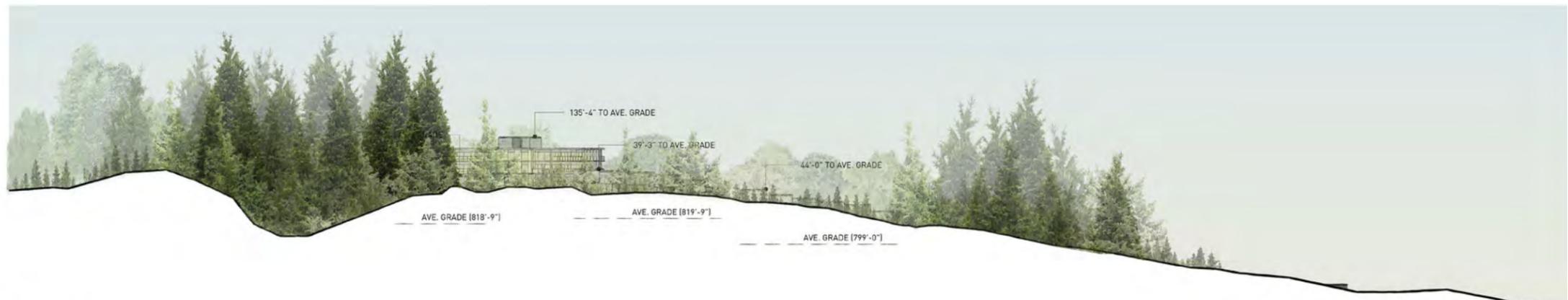
	AVERAGE SIZE		# OF UNITS	PERCENTAGE OF UNITS	UNITS PER ACRE
	AREA (SF)	AREA (m2)			
1 BR	650	60	87	31%	31.2
2 BR	950	90	48	17%	
3 BR	1,200	110	60	22%	
3 BR (LOCK-OFF)	2,000	190	41	15%	
3 BR (2 STOREYS)	2,200	200	2	1%	
TH	2,900	270	41	15%	
TOTAL	1,300	120	279	100%	



SITE PLAN



SOUTH ELEVATION

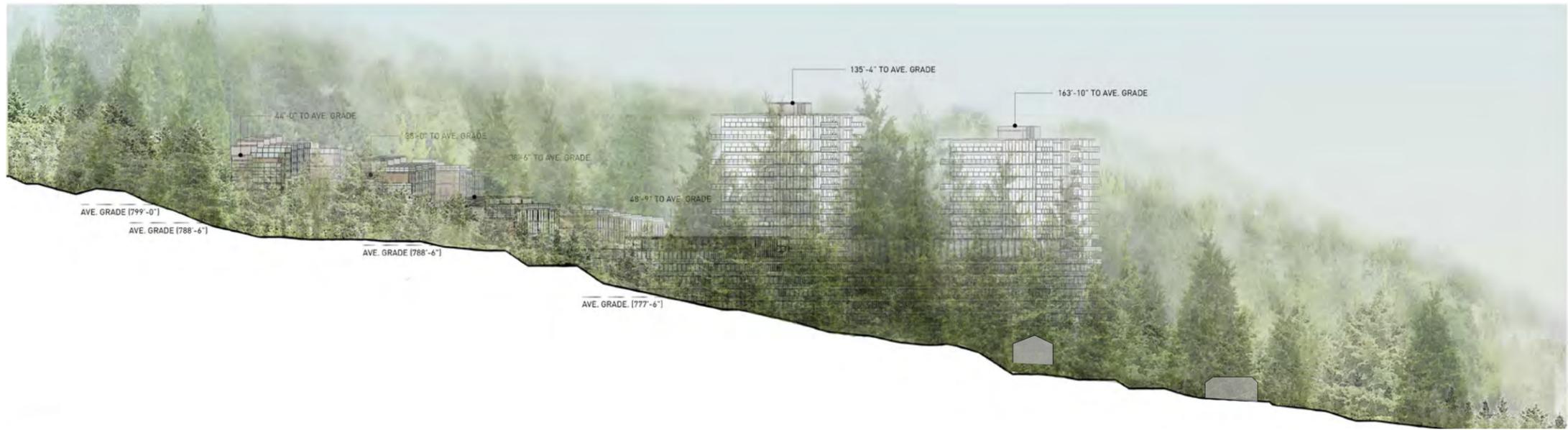


NORTH ELEVATION

SITE ELEVATIONS

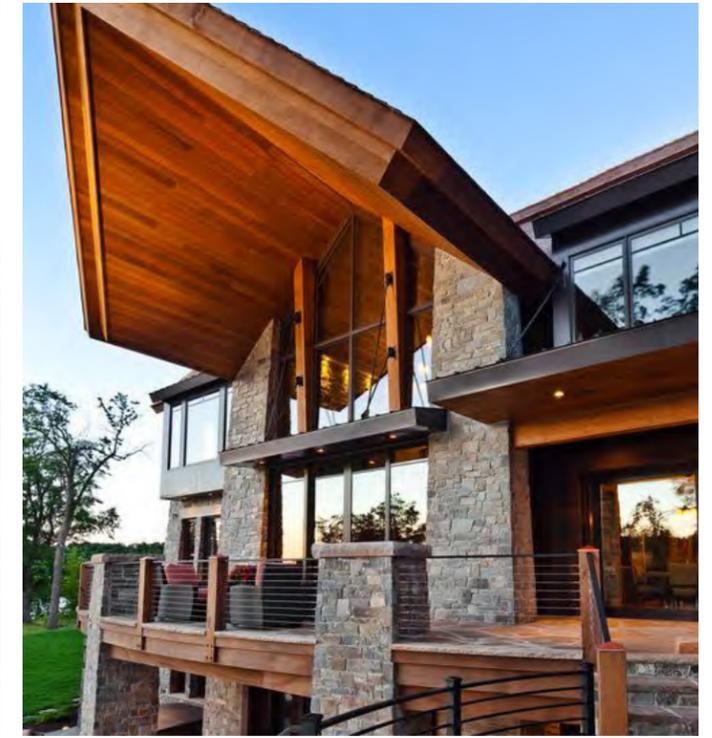


EAST ELEVATION



WEST ELEVATION

SITE ELEVATIONS



ARCHITECTURAL PRECEDENTS



NORTH-WEST AERIAL VIEW



VIEW OF CENTRAL AMENITY SPACE



ARRIVAL VIEW



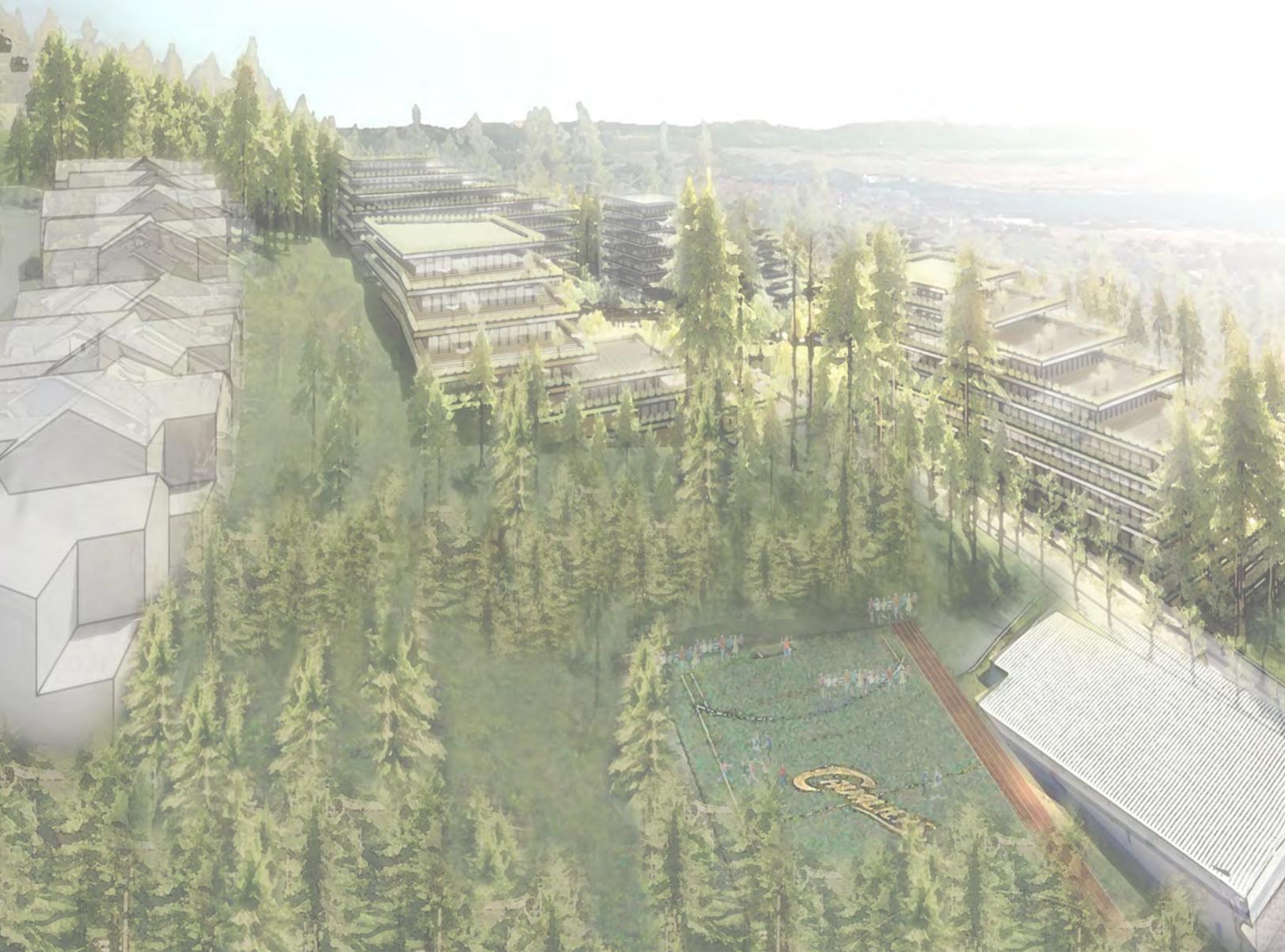
VIEW FROM WENTWORTH AVENUE



VIEW OF STACKED RESIDENCES

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Pre-Application Public Engagement Summary Report

Wentworth Lands, West Vancouver

Pre-Application Open House: March 12, 2020

Report prepared by: Brook Pooni Associates

Report date: April 16, 2020

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Executive Summary

Henson Developments is proposing a multi-family housing development on the Wentworth Lands in West Vancouver. The preliminary proposal includes a range of housing options (rental and strata), innovative and sustainable construction methods such as mass timber construction, and significant transportation improvements. The proposal includes seven terraced buildings, ranging from 2-12 storeys, that respond to the property's terrain and natural setting.

On March 12, 2020 the project team hosted a pre-application open house at the Beach House restaurant located at 150 25th Street in West Vancouver. The open house provided an opportunity for members of the public to meet the project team, learn about the proposal, ask questions, and provide feedback.

Forty-five (45) people attended the open house. Nine (9) comment forms were received at the event and twelve (12) pieces of correspondence were received after the event, for a total of 21 comments received.

Of the 21 comments received:

- 14 respondents (67%) noted support;
- 4 respondents (19%) required further assurances; and
- 3 respondents (14%) were non-supportive.

The following key themes emerged in the comments received and the discussions that took place at the event:

- Design and building form;
- Traffic and Transportation;
- Gondola;
- Affordability and Housing Mix;
- Sustainability;
- Connections, Trails and Outdoor Space; and
- Sustainability

The following report provides a summary of the engagement to date, which includes:

- Details on the pre-application open house, including a description of the notification method, format of the event, and an overview of information presented;
- Copies of all materials presented to the public (display boards and comment forms);
- A summary of the input received from comment forms and comments received after the open house; and
- A transcription of all comments and correspondence received.

Introduction

Henson Developments is proposing to rezone the property located at 2480 - 2510 Wentworth Avenue in West Vancouver to permit a series of terraced multi-family residential buildings ranging from 2-12 storeys. The proposed development includes approximately 439 strata and 146 rental homes, for a total of 585 homes. The site's location is between Collingwood School and Marr Creek Ravine making it uniquely suited for more than single-family homes.

Key components of the preliminary proposal include a terraced multi-family design with a mix of housing tenures, innovative sustainability features, significant publicly accessible open spaces, and new trail improvements and connections. The preliminary proposal also includes consideration for a potential gondola from Dundarave Village to Highway Lookout on Cypress Bowl Road, with a mid-station for embarking and disembarking at the site.

A pre-application open house was held on March 12, 2020, which provided the community with an opportunity to view the preliminary proposal, ask questions, and provide feedback to the project team in advance of the submission of a formal rezoning application for the property. Comment forms were distributed at the open house for completion at the event or for submission by email. A comment period open until March 30 was noted on the comment forms. Nine comment forms were received at the open house and seven during the comment period following the pre-application open house. The proposal received considerable media attention after the open house and an additional five comment forms were received after the comment period. A total of 21 pieces of correspondence were received. Fourteen of the comment forms and correspondence received were supportive, four respondents had significant questions or required further assurances, and three respondents were non-supportive.

Feedback touched on a range of themes, as summarized in detail later in this report. The open house had a generally positive atmosphere and discussion touched on the following themes: proposal design, transportation, sustainability, mixed housing options, questions regarding traffic and parking, and the potential for a gondola connection to the property.

Pre-application Open House Details

Event Details

Date: Thursday, March 12, 2020
Time: 4:30 pm to 7:30 pm (drop-in)
Location: The Beach House Restaurant, 150 25th St, West Vancouver, BC

Notification

Public meeting notification flyers were hand delivered to 83 residences surrounding the Wentworth Lands on February 28, 2020. Notifications were delivered to residences within approximately 200-300 m of the project site, between Skilift Road, Chippendale road, Marr Creek Ravine, and Rogers Creek East.

An advertisement was placed in the North Shore News that was printed on March 4 and 6, 2020.

The notification and newspaper ad provided a weblink indicating that comment forms and project material would be made available online.

Representatives of Collingwood School, the Ambleside Dunderave Business Improvement Association (ADBIA), Chamber of Commerce, and West Vancouver Foundation were notified and invited by email as well.

See Appendix A for the pre-application open house notification.

See Appendix B for the notification area.

See Appendix C for the North Shore news advertisement.

Event Format

Display boards were arranged around the perimeter of the room with tables placed in the centre. Upon arrival, attendees were invited to sign in, review the display boards, ask questions, and fill out a comment form before leaving. Comment forms also provided a link to brookpooi.com/resources where the open house display boards were provided, as well as a digital copy of the comment form. Members of the project team were available to answer questions throughout the event.

Media Coverage

The proposal received considerable media attention after the open house including the following:

- **CityDuo:** North Shore Renters Get A Lift Up As Mountainside Homes Open Way To West Vancouver's Future
- **North Shore News:** Developer pitches West Vancouver gondola
- **Daily Hive:** West Vancouver development envisions gondola transit line to Cypress Bowl Road
- **UrbanYVR:** West Vancouver development could spur gondola plan into motion
- **North Shore News:** EDITORIAL: Gondola idea start of important conversation in West Vancouver

See Appendix D for thumbnail images of media coverage.

Attendees

Approximately 45 attendees were counted at the open house and 40 people signed in.

Project Team in Attendance

Henson Developments,
Developer

Audrey Dong

Rick Gregory

GBL Architects,
Architects

Achim Charisius

Amela Brudar

Imanol Lopez-Ortega

Bunt & Associates,
Transportation Consultants

Tyler Thomson

Vivi Fang

Brook Pooni Associates,
Planning Consultants

Dan Watson

Kara Matheson

Chantal Gougain

Creus Engineering,
Engineering Consultants

Kevin Healey

PWL Partnership,
Landscape Architects

Derek Lee

Presentation Material

The display board titles, which are representative of the content provided, are listed below.

1. **Welcome**
2. Project Team
3. The Future of West Vancouver
4. Property Context
5. Transportation Network Context
6. Big Ideas
7. Mix of Housing
8. Sustainable Building
9. Gondola to Dundarave Village
10. New Connections and Improved Access to Transit
11. Enhancements to Public Realm & Marr Creek Ravine
12. Proposed Site Plan
13. Early Vision
14. Early Vision
15. Early Vision
16. Elevations
17. View Studies
18. Traffic Access
19. Traffic Count Models
20. Preliminary Studies
21. Anticipated Process
22. Policy Context
23. Official Community Plan
24. Responding to the OCP
25. Thank you

See Appendix F for a copy of the display boards.



Feedback Summary

Comment Form Summary

Comment forms were distributed to attendees at the open house event and made available at brookpooi.com/feedback after the event. A total of 21 pieces of correspondence were received. Nine comment forms were submitted at the pre-application open house, and twelve pieces of correspondence were received via email following the open house.

Of the 21 comment forms and correspondence received:

- 14 respondents (67%) noted support;
- 4 respondents (19%) required further assurances; and
- 3 respondents (14%) were non-supportive.

Comment Form Questions

The following questions were asked on comment forms:

- Question #1- The proposal includes dedicating the eastern portion of the lands as part of the Marr Creek Ravine reserve and providing new connections that would improve access to trails. Please share your thoughts on the proposed improvements to trail connections and walkability.
- Question #2- Henson is considering mass timber construction which would significantly reduce carbon emissions compared to other building techniques. We are exploring other ideas such as electric vehicle connections, rainwater retention, and low flow fixtures. What are your thoughts on the proposal's sustainability initiatives?
- Question #3- The District of West Vancouver faces significant transportation and congestion challenges. The proposal would provide the opportunity for a gondola connecting the Upper Lands to Dundarave Village. What are your thoughts on a potential future gondola connection to the Upper Lands?
- Question #4 - The proposal includes a mix of rental and strata, ranging from 2-12 storeys, and terraced to respond to the property's natural terrain. What are your thoughts on our preliminary design and how it responds to context?
- Question #5 - Please share any other comments you have for us while we continue to refine our plans.

See Appendix E for a copy of the comment form.

Feedback Summary and Analysis

Key themes emerging from the correspondence received during and after the open house are summarized below. The summaries of each themes also include discussion that took place at the open house with members of the project team. These themes included:

- Design and Building Form;
- Traffic and Transportation;
- Gondola;
- Affordability and Housing Mix;
- Sustainability;
- Connections, Trails and Outdoor Space; and
- Sustainability

Design and Building Form

- Comments generally supporting the proposed concept, density, and fit with the community character and community plan.
- Support for the terraced form and its fit with the mountainside setting.
- Expressions of preference for lower density forms and fewer units, including townhouses or single family, and that the development would be better located in Ambleside or Dundarave.
- Suggestion to assemble additional properties to the south to better connect the site to Skilift.
- Suggestion to include a grocery store or small commercial use.
- Suggestion to expand setbacks from neighbouring properties.

Traffic and Transportation

- Discussion of challenges related to existing school traffic.
- Questions about whether proposal and increased density would increase traffic impacts associated with the school.
- Suggestions related to road capacity, signalling or traffic control methods, expansions to school parking lot, and changes to staggering of pick-up/drop-off times.
- Support for improvements to transportation/traffic being included in the proposal.
- Questions about whether road access would be public or private.
- Questions about how emergency vehicle access and turnaround within the site would work, and whether a complete connection from Wentworth Ave to the 25th Street extension was possible.
- Suggestion to explore an e-bike docking station as an alternative transportation option.

Gondola

- Comments on the uniqueness of the gondola as a transportation solution.
- Support for taking an ambitious approach to transportation.
- Questions about practicality or how it would be implemented.
- Suggestions to include park and ride with the gondola.
- Suggestions that other more conventional transportation solutions might be more practical or more needed (such as bus/shuttle).
- Support for the benefits the gondola would have for businesses in Dundarave.
- Suggestion to allow for future expansion to Cypress Mountain.
- Questions about privacy and impacts on neighbours on the alignment.
- Questions about implementation, ownership, and funding.

Affordability

- Support for a mix of housing to support young people living in West Vancouver and proximity to schools and employment will help shorten commutes.
- Comments acknowledging that there is limited affordable housing in the area and that the proposal would make a positive contribution.
- Support for mixed/intergenerational housing formats.
- Comments that the proposal will allow people to downsize in place.
- Suggestion for innovative affordability options such as rent-to-own.
- Comments that mix of housing will be good for businesses in West Vancouver.
- Questions about the level of affordability in the rental units.

Connections, Trails and Outdoor Space

- Support for bridge access across the creek, support for pedestrian improvements and improvements to the trails.
- Question about the potential impact of the pedestrian connection on the environment in Marr Creek ravine.
- Suggestion for well lit, safe, and accessible connections.
- Suggestion to improve sidewalks of Folkestone Way.
- Suggestion for additional bike parking along trails.
- Questions about upkeep and maintenance of trails.
- Question about how much of the site would be publicly accessible open space.

Sustainability

- Support for green buildings and use of mass timber, as well as suggestions to push for even greater sustainability.
- Questions about impacts of mass timber on affordability, seismic and energy performance, as well as questions about how fire suppression works with mass timber.
- Support for various green building solutions such as green roofs, biofiltration, water retention, electric vehicle charging stations, etc.
- Comments encouraging the retention of trees around the site to mitigate view impacts and erosion.
- Questions about streamside setback and how the proposal is meeting requirements to protect the riparian area.
- Suggestion to consider impacts to birds on Pacific Flyway migration route as well as other habitat considerations related to the ravine.
- Questions about hydrology, underground streams, and the impacts underground parking structures may have.
- Comments supportive of multifamily housing as a more sustainable alternative to large, single-family homes.

Conclusion

The purpose of the pre-application open house was to seek community input on the initial proposal for a multi-family development in the Wentworth Lands. Invitations were hand delivered to 83 residences in the surrounding community, 45 people attended the event, 9 comment forms were received at the event, 7 pieces of correspondence were received during the comment period, and 5 were received after the comment period with a total of 21 pieces of correspondence.

The feedback received was mostly supportive, with respondents indicating support for more housing options in the area. Additional comments noted that the project will help bring younger families into the neighbourhood, support for the terraced design, transportation and sustainability initiatives. There were questions about traffic congestion mostly related to existing school drop-off and pick-up, parking options, setbacks and interest in better understanding practical considerations related to the potential for a gondola.

The pre-application open house resulted in valuable community feedback that will help inform the subsequent application.

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Appendix A: Open House Notification

PLEASE JOIN US

Pre-Application Public Consultation Meeting Proposed Rezoning of 2480 & 2510 Wentworth Avenue

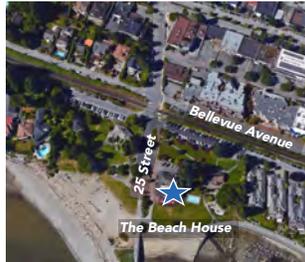
- Location:** The Beach House - Top Floor
150 25th Street
West Vancouver, BC
- Date:** Thursday, March 12, 2020
- Time:** 4:30 PM – 7:30 PM (drop-in only)
- Online:** Display materials and comment forms will be available for two weeks after the meeting at www.brookpooi.com/resources

The format of the meeting will be a drop-in open house. Members of the public are invited to attend, view display material, ask questions, and share feedback. This meeting is a preliminary introduction to a potential redevelopment application. There will be no formal presentation.

Site Location Map



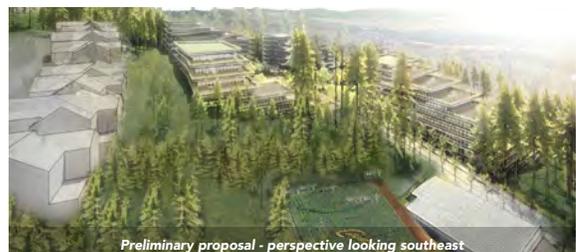
Event Location



The Proposal

Henson Developments is preparing to submit a rezoning application for a multi-family housing development on the Wentworth Lands. The preliminary proposal includes a mix of tenures (rental and strata), innovative and sustainable construction methods such as mass timber construction and significant transportation improvements. The proposal includes seven terraced buildings, ranging from 2-12 storeys, responding to the property's terrain and natural setting.

Tenure: Mix of rental and strata	Bike Parking: 585 spaces
Number of units: 585	Car Parking: 556 stalls



Preliminary proposal - perspective looking southeast



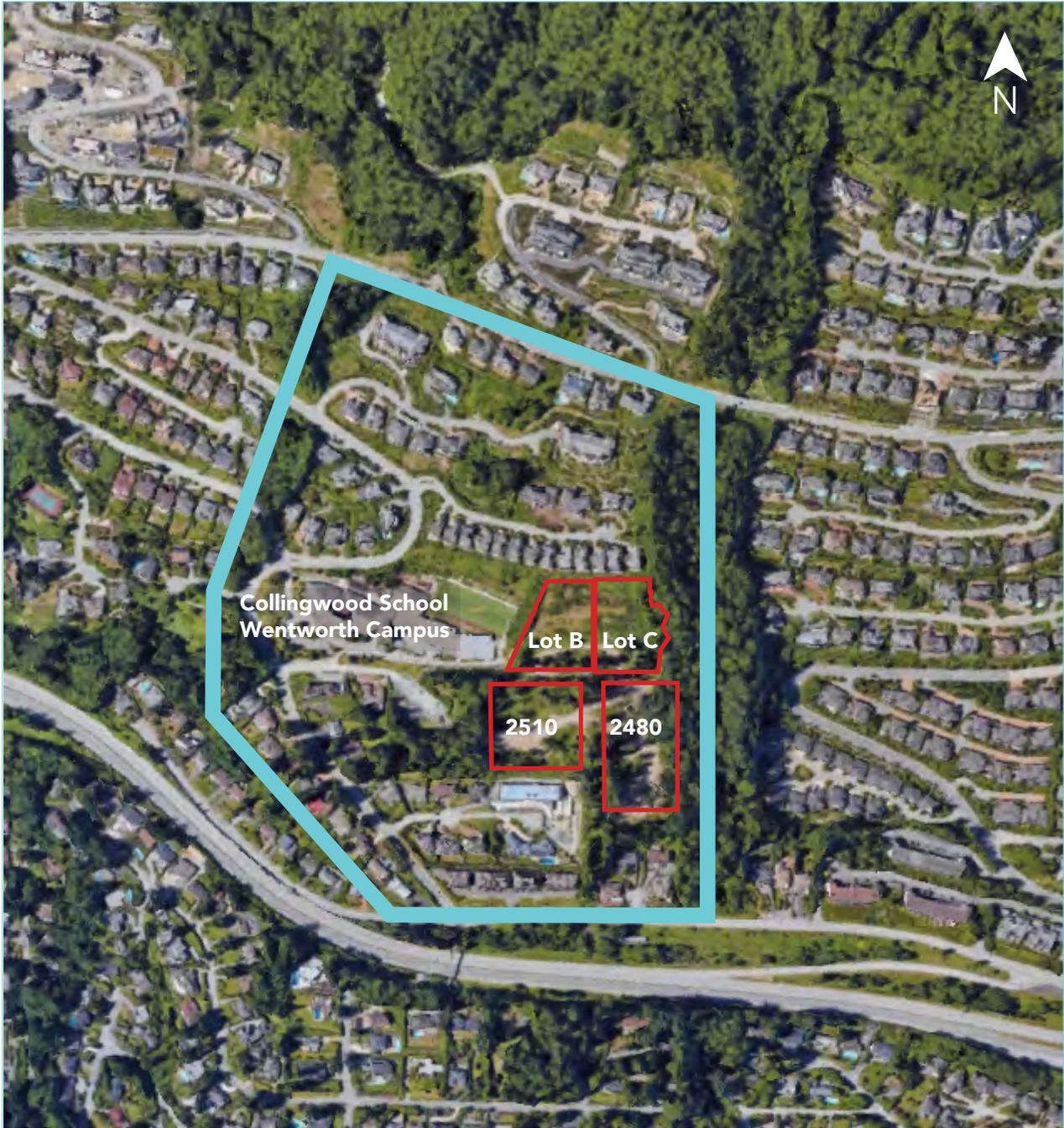
Preliminary proposal - site plan

**This is not a District of West Vancouver meeting or public hearing. The District will consider the proposal at a later date provided a formal development application is submitted.*

If you have any questions or comments, please contact:
Dan Watson, Brook Pooni Associates
dwatson@brookpooi.com | 604-731-9053



Appendix B: Notification Area



Appendix C: North Shore News Ad

Pre-Application Public Consultation Meeting

Proposed Rezoning of 2480 & 2510 Wentworth Avenue

Henson Developments is preparing to submit a rezoning application for a multi-family housing development on the Wentworth Lands. The preliminary proposal includes a mix of tenures (rental and strata), innovative and sustainable construction methods such as mass timber construction and significant transportation improvements. The proposal includes seven terraced buildings, ranging from 2-12 storeys, responding to the property's terrain and natural setting.

Henson Developments will be hosting a Pre-Application Public Consultation Meeting on Thursday March 12, 2020 between 4:30pm - 7:30pm at the Beach House in West Vancouver.

Preliminary proposal - site plan



Preliminary proposal - southeast perspective



- Location: The Beach House - Top Floor
150 25th Street, West Vancouver
- Date: Thursday, March 12, 2020
- Time: 4:30 PM – 7:30 PM (drop-in only)
- Online: Display materials and comment forms will be available for two weeks after the meeting at www.brookpooi.com/resources

The format of the meeting will be a drop-in open house. Members of the public are invited to attend, view display material, ask questions, and share feedback. This meeting is a preliminary introduction to a potential development. There will be no formal presentation.

**This is not a District of West Vancouver meeting or public hearing. The District will consider the proposal at a later date provided a formal development application is submitted.*

If you have any questions or comments, please contact:
Dan Watson, Brook Pooni Associates
dwatson@brookpooi.com | 604-731-9053



Appendix D: Media Coverage

COMPASSIVE Follow the latest COVID-19 updates in our space

NEWS ARCHITECTURE & DESIGN DEVELOPMENT TRANSPORTATION URBANIZED

West Vancouver development envisions gondola transit line to Cypress Bowl Road

Kenneth Chan | Mar 26 2020, 1:26 pm



Artistic rendering of the Wentworth Lands at 2480-2510 Wentworth Avenue, West Vancouver. (DBL Architects/Henson Development)

Could a housing development proposal in West Vancouver help catalyze a new gondola public transit line connecting the Dundarave area with the Cypress Bowl Road Highview Lookout?

URBANIZED SIGNIFY

Link: <https://dailyhive.com/vancouver/wentworth-lands-west-vancouver-gondola>

north shore news

Developer pitches West Vancouver gondola

By Brook Pooni / North Shore News
March 27, 2020 9:12 PM



A new gondola connecting the upper levels to Dundarave Village would help to address congestion and connect the neighbourhood to shops, services and employment.

West Vancouver may have its own gondola if Henson Development and others succeed in getting a preliminary plan on the table, photo supplied, Brook Pooni Associates.

A developer planning to build hundreds of strata and rental units above Highway 1 in West Vancouver is pitching a public gondola to Dundarave as part of the project.

Henson Development is proposing 146 rental and 439 strata units in a series of two-to-12-storey buildings on 8.9 acres just east of Collingwood School's Wentworth Campus.

The plan, which is still very much in its preliminary stages, would be to run a two-kilometre air tram from the Marine Drive area to Cypress Lookout.

"The gondola is the bold idea we're exploring, and it would be amazing if we could work it out," said Dan Watson, planner with Brook Pooni Associates.

Link: <https://www.nsnews.com/news/developer-pitches-west-vancouver-gondola-1.24107996>

3020 North Shore Renters Get A Lift Up As Mountainside Homes Open Way To West Vancouver's Future - City Duo

City Duo

Our City- Diverse, Informed, Together

North Shore Renters Get A Lift Up As Mountainside Homes Open Way To West Vancouver's Future

2480 and 2510 Wentworth Avenue
Though Hannah won our recent discussion on whether to attend this open house, she agreed that perhaps it's time we took more of an interest in our city's suburban neighbours. After all, anyone who's been stuck in traffic know our region isn't that large, it just sometimes takes forever to cross. As someone who grew up having to journey over the old Fort Mann Bridge far too often, there were several reasons this open house caught my eye.

Admittedly, I'm still disappointed we missed it as the Beach House Restaurant has great food, but at least the information boards have been published online. They reveal this project is arguably one of regional importance, as it will create new ways to travel in West Vancouver, and reverse the community's declining population, which fell 5% between 2011 and 2016 (pg 11). Nonetheless, it remains true to the vision for the future laid out by those who live here today.

Link: <https://cityduo.wordpress.com/2020/03/25/north-shore-renters-get-a-lift-up-as-mountainside-homes-open-the-way-to-west-vancouver-future/>



West Vancouver development could spur gondola plan into motion

March 25, 2020 By Peter Meiszner — 0 Comments

Link: <https://urbanyr.com/wentworth-lands-west-vancouver>

north shore news
Canada's #1 Community Newspaper

Home » Opinion

EDITORIAL: Gondola idea start of important conversation in West Vancouver

North Shore News
March 1, 2020 09:00 AM



graphic supplied GB, Architects

It is April 1 but we assure you, this is not a cheeky April Fools' Day prank from our newsroom. A developer hoping to build hundreds of units of housing above Highway 1 in West Vancouver is floating a proposal for a gondola from Dundarave to Cypress Bowl Road.

Link: <https://www.nsnews.com/opinion/editorial-gondola-idea-start-of-important-conversation-in-west-vancouver-1.24110103>

Appendix E: Comment Form

WENTWORTH LANDS OPEN HOUSE COMMENT FORM

March 12, 2020

Thank you for attending our Preliminary Open House for the Wentworth Lands.

The purpose of this Open House is to share our preliminary plans and hear your thoughts before we submit an application to the District of West Vancouver. Another meeting will be held once a formal development application has been submitted. Your comments are important to us, so please take a moment to share your feedback.

Please tell us about yourself (optional):

Name: _____

Address: _____

Email: _____ Phone: _____

I live in the area I work in the area Neither

Would you like to be contacted in the future with updates? Yes No

This information is collected for this proposal only and will not be used for any other purposes.

- 1) The proposal includes dedicating the eastern portion of the lands as part of the Marr Creek Ravine reserve and providing new connections that would improve access to trails. **Please share your thoughts on the proposed improvements to trail connections and walkability.**

- 2) Henson is considering mass timber construction which would significantly reduce carbon emissions compared to other building techniques. We are exploring other ideas such as electric vehicle connections, rainwater retention, and low flow fixtures. **What are your thoughts on the proposal's sustainability initiatives?**

Please submit your comments at the sign-in desk or by email to dwatson@brookpooi.com by March 30, 2020



- 3) The District of West Vancouver faces significant transportation and congestion challenges. The proposal would provide the opportunity for a gondola connecting the Upper Lands to Dundarave Village. **What are your thoughts on a potential future gondola connection to the Upper Lands?**

- 4) The proposal includes a mix of rental and strata, ranging from 2-12 storeys, and terraced to respond to the property's natural terrain. **What are your thoughts on our preliminary design and how it responds to context?**

- 5) **Please share any other comments you have for us while we continue to refine our plans.**

Please submit your comments at the sign-in desk or by email to dwatson@brookpooi.com by **March 30, 2020**



Appendix F: Comment Form Transcriptions

Wentworth Lands Pre-application Open House - March 12, 2020	
Respondent #	Combined Answers (Q1-Q5)
1	Gondola is a weird idea. Maybe it is good to have a road go below Highway 1 and connect to Rosebery It is not practical for such high density. Townhouse max.
2	I like the idea of improving the trail! I like the idea of using mass timber to do the construction! I like it as a young generation! I vote support for this! due to the affordability of the area, we need more young generation to come in to this area! I support the density which Henson had proposed. We need more younger generations to come in. With the single house valued at 5 to 10 million, it is not healthy for the longevity of the community's growth.
3	Recommend you buy four single family near Skylift Rd. and build condos there and make the road not a big slope. Maybe build a road connect skylift to 25th street which is lower mountain.
4	Love Green buildings Crazy! But would love to see in the future Mixed housing provides opportunities for the young generations to live in W. Vancouver
5	Great idea Fantastic Excellent idea! My concerns are: 1. Traffic : existing road, there is not enough for the flow of traffic at the present time, especially during the peak times (school drop off - pick up time). 2. Parking : parents have to park illegally during the school event causing headache for neighbours. I support this project especially if concerns concerns about traffic, parking, and public transport are addressed as there is no public transportation at present time.
6	The bridge across the creek is good for pedestrians More electric vehicle charging points The gondola is an innovation for transportation The design is nice and harmony to the character if the neighbourhood
7	I am for the project. I think condos is great, more affordable than a single family house. Ok great I think having a B-Line/Shuttle bus is less expensive.. I think its great I think it looks incredible maybe they can add a grocery store.
8	Good ideas All good great - might need park'n ride lots on the site though contours are good, looks a bit monotonous though? I advocate for inter-gen condo formats with rent-to-own and local sharing economy/flex services for aging in place. Will enjoy discussion as to potential for collaboration.
9	This proposal is very favourable to the younger generation in the next 5 to 10 years

10	<p>Great to see the community better connected. I feel this aligns well with the community plan. It is important for the connection to safe + accessible for people of all ages and abilities. Should be well lit, but in a way that minimizes light pollution. Would like to see sidewalk improvements to Wentworth Ave and Folkestone Way. The sustainability measures are highly commendable. I really like the stormwater and biofiltration elements, I believe this will manage extreme rain event better than many nearby properties. The green roofs are not only sustainable but align well with the OCP as it helps the buildings blend in with the natural surroundings. I think the amount of parking is appropriate especially given the climate crisis. This form of housing is much more sustainable than other massive homes. I appreciate the aspiration of mass timber construction. Extremely support the gondola. Would be great as it would encourage people to shop in Dunderave, it might reduce traffic cutting through the area which would be wonderful. Less wear and tear on the buses would help save taxpayers money. Would love for future expansion to Cypress Mountain. This project should contribute funds dedicated to this goal or even better build a part of it. As someone who lives in a building with a terraced design and feel they provide a high level of livability while being considerate to neighbouring properties, I think the design blends well into the mountainside. Given the amount of tree preservation, I think these buildings will be well hidden- grea to see housing for those looking to downsize. Wonderful place for rental housing as well as ensure teachers can live close to Collingwood and more district employees can live near work. Looks far better than 2017 proposal. Would like some additional weather protection in common areas. Bike parking will be important for use of trails. Intersection improvements at Wentworth and Chairlift really appreciate it. Maybe dedicate some parking for Collingwood staff so existing lot could be repurposed. Appreciate how trees mitigate over look onto sports field. The type of housing the District needs for the future.</p>
11	<p>Ofcourse I would support improving trails and any outdoor activity which appreciates our natural assets and biodiversity. Have all the trees and vegetation been removed on your building site? I see that you are only 10m from what should be 15m from top of bank. Will this be addressed in finalized plans? Mass timber construction is now being considered in buildings over 6 storeys and I understand. The fire department has more district employees can live near work. Looks far better than 2017 proposal. Would like some additional weather protection in common areas. Bike parking will be important for use of trails. Intersection improvements at Wentworth and Chairlift really appreciate it. Maybe dedicate some parking for Collingwood staff so existing lot could be repurposed. Appreciate how trees mitigate over look onto sports field. The type of housing the District needs for the future.</p>
12	<p>Is a fire hall planned for this area in the very near future? I am concerned about climate change, and the conditions this will cause that leads to fires in the upper lands and as it relates to timber construction. In terms of rainwater retention, it is important to keep the water where it is generated above the highway. Who is setting this up? It shows coming from the provincial lookout and checks up your residents. I am sure the residents along the route would not be happy with their privacy invaded/ Public transit would be a better option. I prefer your original plans with detached homes. Less traffic. The trend seems to get approved for a workable plan, then go back for more density. I am concerned about drainage, sewage disposal, from such a large complex, and as it affects us below (5 creeks disaster plan now under construction). I think that you should not intrude into the riparian zone as your plan indicates you want to do.</p>
13	<p>Great to see the community better connected. I feel this aligns well with the community plan. It is important for the connection to safe + accessible for people of all ages and abilities. Should be well lit, but in a way that minimizes light pollution. Would like to see sidewalk improvements to Wentworth Ave and Folkestone Way. The sustainability measures are highly commendable. I really like the stormwater and biofiltration elements, I believe this will manage extreme rain event better than many nearby properties. The green roofs are not only sustainable but align well with the OCP as it helps the buildings blend in with the natural surroundings. I think the amount of parking is appropriate especially given the climate crisis. This form of housing is much more sustainable than other massive homes. I appreciate the aspiration of mass timber construction. Extremely support the gondola. Would be great as it would encourage people to shop in Dunderave, it might reduce traffic cutting through the area which would be wonderful. Less wear and tear on the buses would help save taxpayers money. Would love for future expansion to Cypress Mountain. This project should contribute funds dedicated to this goal or even better build a part of it. As someone who lives in a building with a terraced design and feel they provide a high level of livability while being considerate to neighbouring properties, I think the design blends well into the mountainside. Given the amount of tree preservation, I think these buildings will be well hidden- grea to see housing for those looking to downsize. Wonderful place for rental housing as well as ensure teachers can live close to Collingwood and more district employees can live near work. Looks far better than 2017 proposal. Would like some additional weather protection in common areas. Bike parking will be important for use of trails. Intersection improvements at Wentworth and Chairlift really appreciate it. Maybe dedicate some parking for Collingwood staff so existing lot could be repurposed. Appreciate how trees mitigate over look onto sports field. The type of housing the District needs for the future.</p> <p>[This comment is a duplicate of comment 10 but submitted by a different participant]</p>
14	<p>I presume that the eastern portion of the lands that the developer intends to dedicate to the Marr Creek Ravine reserve is part of the Streamside Protection and Enhancement Area for Marr Creek - recommended, by the province, to extend 30m from the edge of the stream bank, although DWV has adopted a 15m municipal standard, further reducing it to 10m for Marr Creek. As I understand it, this could be part of the developer's CAC similar to the original proposal. Will the trail connections be located on this undevelopable land? Also, once the trail connections are dedicated, is the District wholly responsible for their upkeep? I think that mass timber construction is a positive step towards reducing the GHG footprint of a building (and can speed up construction. The other initiatives listed are also positive, although I note that there is a history of stratas deactivating their rainwater retention systems after declaring them too expensive to operate and maintain. I think that there should be a longer, contractual commitment, otherwise it's a charade. I also understand that the developer is considering electrical heating systems for the buildings instead of committing to a higher level in the Step Code. I realize that this is the flexible approach adopted by DWV, but I think that in a Climate Emergency we need both climate-friendly electrical systems and Step 5. I'm not sure if the gondola idea is a truly serious one. Since the tram would have to pass by, or over, residential neighbourhoods on its way to Dunderave Village, I expect that privacy concerns would be an issue. I'm not sure whose initiative the gondola would be -- the presentation boards appeared to show the line beginning at the Lookout Point up the mountain, with a stop at Wentworth on its way down. Perhaps this is being considered more as a tourist/sightseeing venture, than a serious car traffic solution. I have to wonder if this is mostly a way of generating publicity for the proposed development. The design reminds me a little of the Evelyn Drive development. That tiered development has nice form from one angle, but looks bulky from another. I wonder what it would look like from the shore at Burrard Inlet or driving into West Vancouver over the Lions Gate Bridge. longer rectangular masses can be quite be quite jarring - consider the Panorama development and Folkestone Way. Vegetated and treed buffers would probably soften the lines and make it look better. I do expect that buildings and density of this magnitude will require the removal of most of the existing trees and vegetation (except 10m from Marr Creek) that would be a shame.</p> <p>I'm not sure if this type of design is better than towers at lessening the number of bird strikes on windows, as we are part of the Pacific Flyway -- a major bird migratory route. I haven't seen anything specific about this in PGL's original environmental assessment, but I note a number of other wildlife and environmental cautions. The first thing that strikes me about this proposal is the large jump in size and density compared with what was previously permitted - 29 to 585 units. Even with the original 29 units, there was concern over traffic issues, particularly with the neighbouring school. I think that even Councillor/Mayor Booth's proposal to rouse school children from their sleep 15 minutes early, so that they could take the bus instead of being driven to school, would fall seriously short in addressing this issue. I think that public transit is probably a better option, but Translink has already said that it prefers to see (and recommends) major density along existing, well-serviced lines, like the Marine Drive corridor. ----- At the presentation I was hoping to learn more about the pricing model for units in this development proposal. Currently in DWV we are pursuing 'affordable housing' projects, but as a fire fighter (a missing middle) mentioned in a recent council meeting, he and most of his colleagues could still not afford to live here. I think we need truly affordable housing/rental and not more investment units. I would like to see a larger buffer zone for Marr Creek and real attempts to protect the ecosystem and the potentially occurring wildlife species that reside in it, some possibly threatened and endangered. I would also like to see as many trees retained as possible and hope that any future development will be able to contain any storm water runoff on site.</p>

15	<p>While I love the innovation around the idea of a gondola, I do not see this type of transit as very impactful to our community. Innovative ideas around transit are welcome, for sure, but it's tough enough in this town to get people to think about existing public transit (which they will be forced into when the density is fulfilled around Taylor Way and Marine)</p> <p>The gondola is a novel idea. But WV is far too desperately in need of solutions that serve a much bigger demographic than just those in one 'red zone' of the district.</p>
16	<p>Overall, I like the project as it addresses a number of issues we are currently dealing with in West Vancouver, such as, affordable housing for people who work on the north shore, increasing density and increasing the population of West Vancouver. We need rental and affordable housing for the municipal workers, police, fire, construction, retail etc. I also like the green construction with mass timbers and hopefully CLT panels and less use of concrete. The gondola idea needs some more thinking. Is this for tourists and sightseers or for residents or some combination? Will there be enough traffic to support it? Who will operate it? I can't imagine the property owners that the gondola goes over would be very happy. I'm presuming that people using the gondola would be coming by bus as there is very little parking at 25th and Marine. It would be necessary for British Pacific Properties to be involved in the design and routing.</p>
17	<p>What an amazing idea and something I strongly believe that many generations to come would enjoy and appreciate. We live in such a beautiful City and the views from a gondola going up to Cypress would be breathtaking. I live at 3860 Bayridge and I could walk to Dunderave to enjoy this proposed project. I hope this project gets green lit and I look forward to enjoying a ride on this Gondola one day!!</p>
18	<p>It is for sure an ambitious proposal especially in West Vancouver where most people are used to the single family type of housing. However, I am very supportive of this project considering our next generation like my son who maybe afford to live in there. There are different type of condo and rental options which is exactly what West Van are lacking. Hopefully we will be able to see more this type of well-planned projects in West Vancouver. And help to attract more people to work and live in this beautiful City.</p>
19	<p>It is a great project and will help the community getting prosperous. I live in [address] west Vancouver.</p>
20	<p>We are residents in West Vancouver at [address]. We have been living here for 10 years. We are aware that a 585 residential units project is being planned at 2480 to 2510 Wentworth Avenue, West Vancouver. As residents in West Vancouver, we are delighted to hear this. Real estate price in our city has been one of the highest in the province. This project will bring more reserve in rental and housing unit, which is positive for the housing affordability in our city.</p>
21	<p>[Letter received. Enclosed with scans of comment forms.]</p>

Appendix G: Display Boards

WELCOME

Henson Developments is excited to bring a transformative proposal to the Upper Lands area of West Vancouver.



Our proposal will provide a range of housing options, new trail and transportation connections, and a range of sustainability features. This is a pre-application public consultation meeting by Henson to share the preliminary proposal with you. Another meeting will be held once a formal rezoning and OCP amendment application has been submitted to the District of West Vancouver.

This is not a District of West Vancouver meeting. The District will consider the proposal at a later date providing a formal development application is submitted.

Thank you for attending this open house. The purpose of this meeting is to:



Introduce you to the project team



Provide you with context on the community and property



Share our preliminary proposal with you



Listen to your input and answer any questions you may have

Please take a moment to complete a comment form before you leave. We look forward to your feedback.



PROJECT TEAM

We have assembled a highly qualified project team.



Henson Developments

Henson was established in Vancouver in 2012 by a dedicated team that has over 50 years of collective experience in real estate around the world. Through our experience, Henson's principles have evolved and our commitment to enhancing our community through sustainability and architecture has grown stronger.



GBL Architects

GBL Architects is a Vancouver-based architectural firm, specializing in market housing, commercial space, mixed-use and non-market residential design. Since 1982, the company has played a significant role in shaping the urban landscape of Metro Vancouver.



PWL Landscape Architects

PWL is a leading Vancouver-based landscape architectural firm with forty years experience in public and private sector planning and design across Canada, the U.S. and internationally. We work collaboratively with our clients, and with a wide range of specialists and collateral professions to create innovative, imaginative places that incorporate both social and environmental benefits.



Pottinger Gaherty Environmental | Environmental Consultant

Pottinger Gaherty Environmental has over 25 years of experience in the environmental consulting world. PGE has worked with developers, builders, and homeowners on projects ranging from single-family homes to complex mixed-used, commercial, residential, and industrial projects.



CREUS Engineering Ltd. | Civil Engineer

CREUS is a partnership of Engineers, Project Managers and Technologists who strive to use the best knowledge, experience, technology and creativity to provide solutions to real-world development issues. They have extensive background in working in the Greater Vancouver, Sea to Sky corridor and the Fraser Valley and consciously involve themselves in a diverse range of projects.



Bunt & Associates | Transportation Consultant

Founded in 1993, Bunt & Associates is one of the largest specialist transportation planning and engineering consulting companies in Western Canada. Their strengths lie in providing enterprising solutions to urban transportation planning challenges and in assisting their clients in attaining their project goals.



Brook Pooni Associates | Urban Planning & Communications

Brook Pooni Associates is a leading urban planning and land development consultancy based in Vancouver, Canada. Their team of skilled planners and professionals bring industry-leading knowledge, strong community relationships, and a solid understanding of local perspectives.



THE FUTURE OF WEST VANCOUVER

Almost 90% of residents of West Vancouver report a strong or very strong sense of belonging in their community.*



The overall health and livability of a community has a significant influence on the health and well-being of the people who live and work there. As West Vancouver evolves, attainable housing for people from all backgrounds and walks of life will help drive the local economy and support a diverse and inclusive community.



There are only 1,900 purpose-built rentals in West Vancouver and only 278 of these units were added in the past 10 years.*



At 45%, West Vancouver now has the largest newcomer population per capita on the North Shore, compared to 38.2% for the City of North Vancouver and 31.2% for the District of North Vancouver.*



In June 2019, the District of West Vancouver declared a Climate Emergency, joining a growing movement of communities around the world making similar declarations.*



At 70%, the majority of West Vancouver's workforce commutes from outside the municipality. More than 25% of students in West Vancouver schools commute in, as well as 90% of municipal employees.*

*Data Source: West Vancouver Foundation's Vital Signs 2019 Report

Vital Signs Report (2019) - West Vancouver Foundation

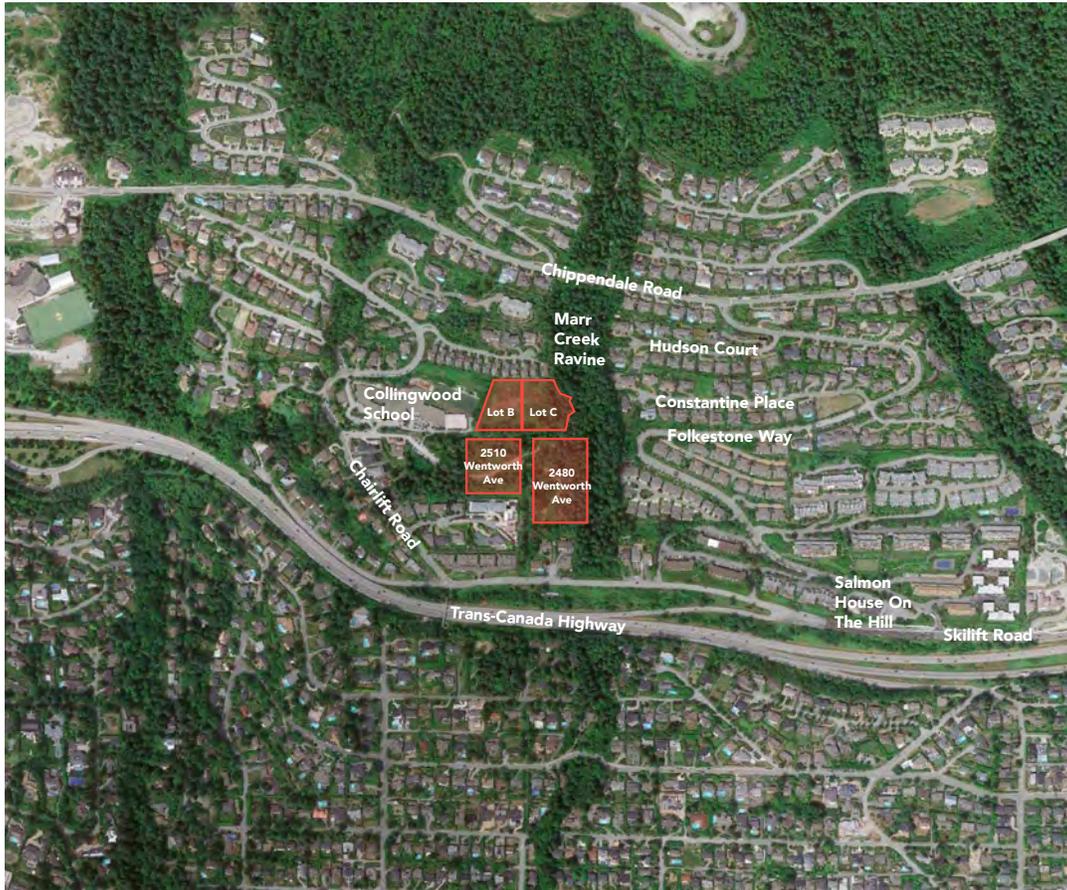
The Vital Signs report tracks important metrics such as diversity and inclusion, culture and arts, transportation, and housing to support the vitality of the West Vancouver community for future generations. The following is an excerpt from the Vital Signs Report, page 9:

BELONGING, INCLUSION & DIVERSITY

A community includes more than the people who live there - it is also made up of the people who teach us, protect us, transport us, deliver our mail, and serve our coffee, as well as family members and others who care for us, and visitors who are here to study, work, or explore. A welcoming and inclusive community fosters belonging for everyone by embracing diversity in all its forms, and by creating the conditions for connections among people, and with place. While West Vancouver's cultural diversity has increased, age and socioeconomic diversity have decreased, and there are fewer young people and families, plus a shrinking middle class. Belonging and diversity are further challenged by an aging population, limited suitable housing options, and young people who don't see a place for themselves in this community.

PROPERTY CONTEXT

The property's location between Collingwood School and Marr Creek Ravine makes it uniquely suited for development. Building and road layouts will address how the proposal fits in an established residential area.



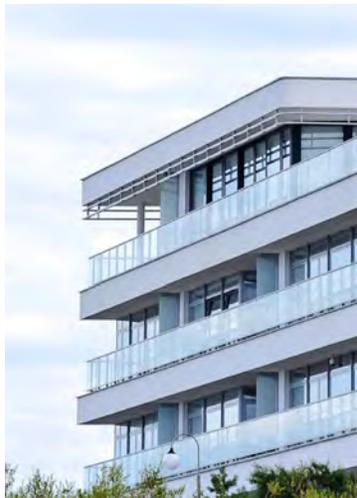
TRANSPORTATION NETWORK CONTEXT

The property is located across Marr Creek Ravine from the 256 bus route, which provides access to the Memorial Library, Seniors Centre, Aquatic Centre, and Ambleside, as well as connections to Dundarave and Downtown Vancouver. The proposal will improve connections to transit for the property.



BIG IDEAS

Our vision for the site includes a sustainable, mixed-tenure development that blends into the unique landscape of West Vancouver.



Mix of Housing



Sustainable Building



Opportunity for Gondola to Dundarave Village



New Connections to Transit



Enhanced Public Realm + Marr Creek Ravine Natural Reserve

MIX OF HOUSING

Henson is proposing that 25% of the housing would be rental housing, aimed at the people who work in West Vancouver.



The District of West Vancouver's rental vacancy rate sits at 1.2%. A healthy vacancy rate is considered to be at least 3%.

A new supply of rental housing in the District will help to provide housing opportunities for West Vancouver's workforce.



Data Source: CMHC Rental Market Statistics Oct 2019



SUSTAINABLE BUILDING

The project team is exploring a range of sustainability options, including mass timber construction.



Mass timber is an innovative building technique that uses a renewable resource. Mass timber construction embodies significantly less carbon than a concrete building.

Wood is a sustainable building material that stores carbon dioxide. After the building's lifecycle, the wood fiber can be recycled or reclaimed.

Wood also has lower energy consumption during manufacturing than other materials such as concrete, resulting in lower greenhouse gas emissions.

Total carbon reduction for this project is approximately equivalent of taking 1,900 cars off the road for a year.

The use of prefabricated envelope panels and glazing systems enables a significant reduction in construction time.



Some of the other sustainability ideas we are exploring include:

- ✓ Use of local plant species
- ✓ Rainwater management
- ✓ Grey water utilization
- ✓ Green roofs
- ✓ Low flow fixtures
- ✓ Compact building volumes
- ✓ Passive building orientation
- ✓ Design strategies to minimize heat loss/gain

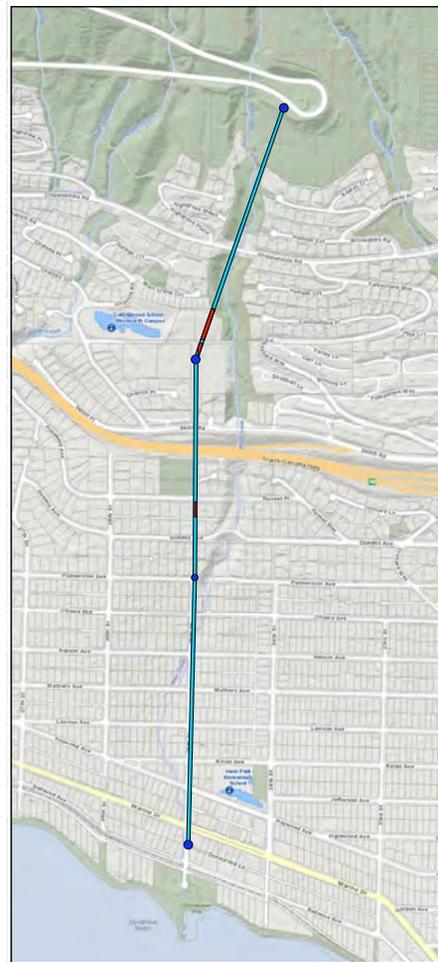
GONDOLA TO DUNDARAVE VILLAGE

West Vancouver currently faces significant transportation and traffic congestion challenges. The proposal is designed to allow West Vancouver to consider a future gondola connection from the site to Dundarave Village.



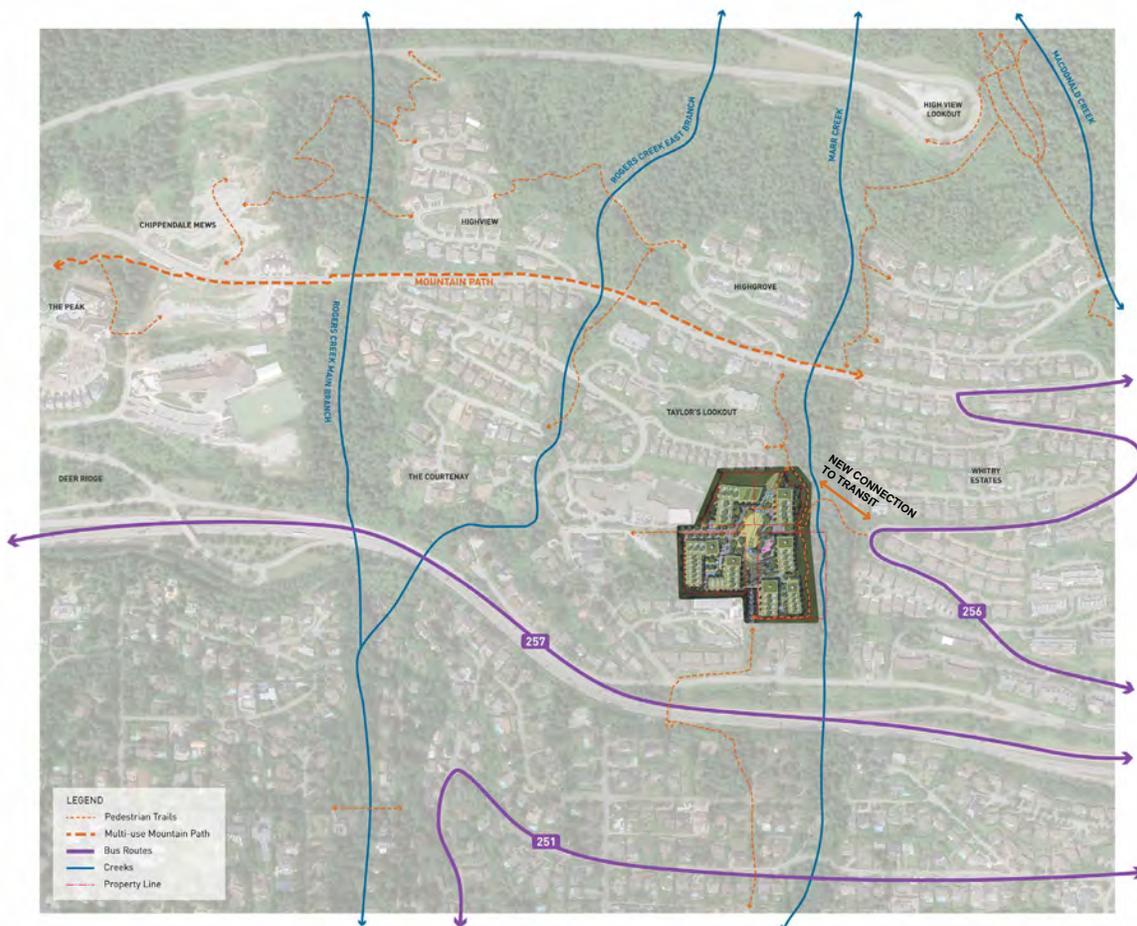
A new gondola connecting the upper lands to Dundarave Village would help to address congestion and connect the neighbourhood to shops, services and employment.

Preliminary Conceptual Gondola Alignment



NEW CONNECTIONS AND IMPROVED ACCESS TO TRANSIT

The proposal will include new pathways and pedestrian connections, contributing to a more walkable community, better access to nature, and improving pedestrian connections to bus service on Folkestone Way.



ENHANCEMENTS TO PUBLIC REALM & MARR CREEK RAVINE

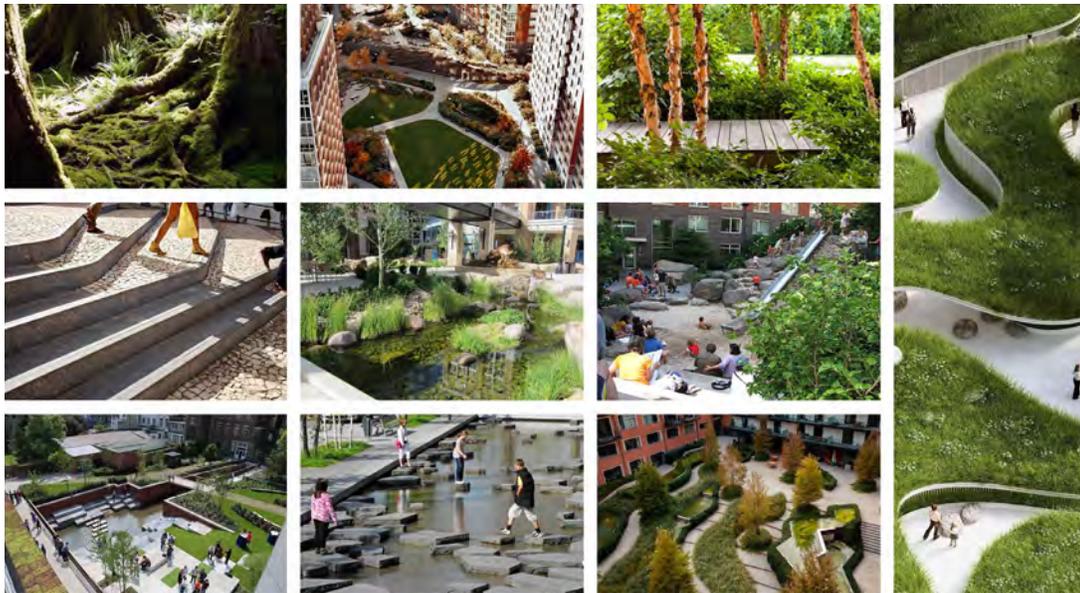
The eastern portion of the lands within the riparian area will be dedicated as part of the Marr Creek Ravine reserve, retaining the lands in their natural state. A significant central portion of the site will be maintained as public open space.



PROPOSED SITE PLAN



Precedent Landscape Images



EARLY VISION



Key Plan

Perspective looking east from Wentworth Avenue



EARLY VISION



Perspective looking northwest

Key Plan



EARLY VISION



Key Plan

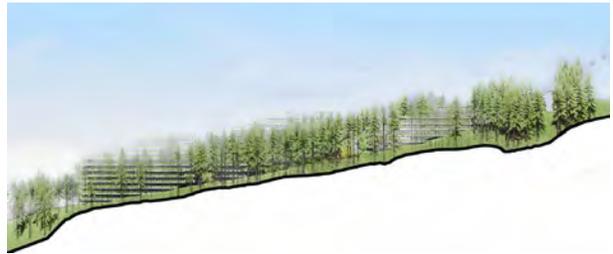
Aerial perspective looking southeast



ELEVATIONS



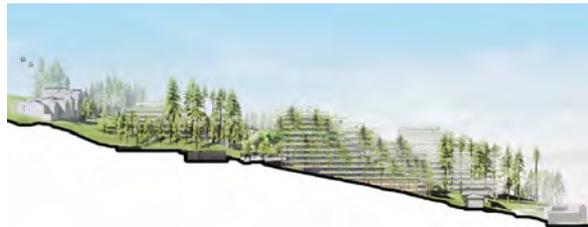
North Elevation



East Elevation



South Elevation



West Elevation

VIEW STUDIES

The proposal has been designed to work with the terrain to minimize impacts to neighbours' views.

Field of View From Lot 1



Field of View From Lot 3



Field of View From Lot 5



View From Lot 1



View From Lot 3



View From Lot 5



*Figures have been updated from those displayed at the open house to provide clarity

TRAFFIC & ACCESS

Henson knows that residents are concerned with local traffic and access.

The development proposal will take into consideration existing and anticipated traffic movement, with particular consideration how school drop-off at Collingwood affects traffic flow.

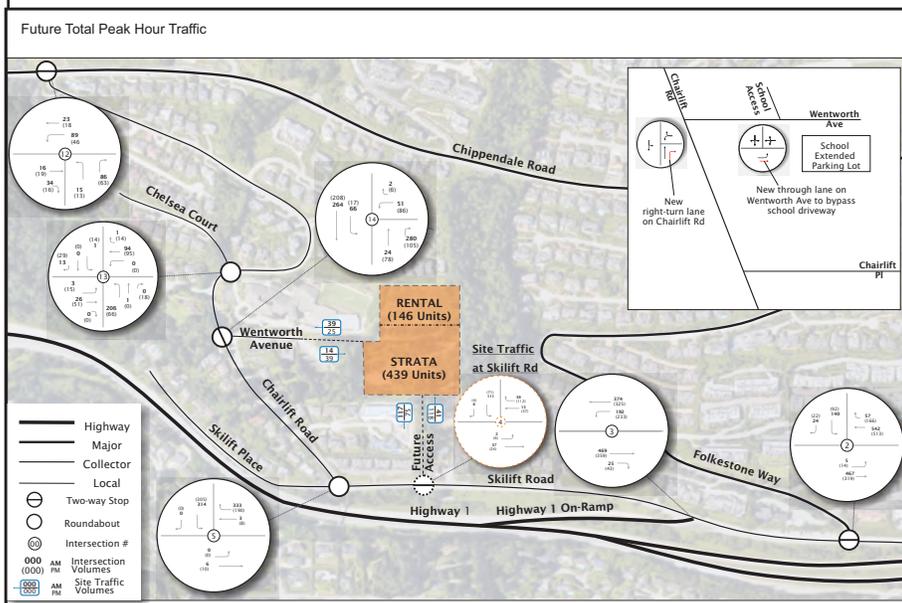
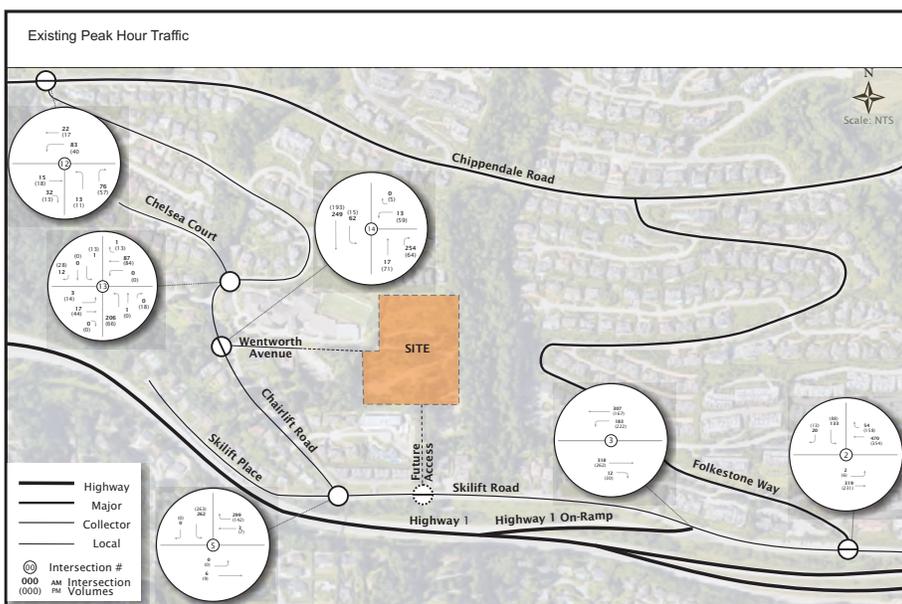
The proposal includes strategies to mitigate traffic, including new connections to transit, designing to accommodate a potential gondola, and reduced parking rates for rental housing to encourage other modes of transportation.

Henson will work with Collingwood School to explore improvements to the school's parking lot to ensure efficient access through the site.



*Figures have been updated from those displayed at the open house to provide clarity

TRAFFIC COUNT MODELS



PRELIMINARY STATISTICS

Proposed Use Residential - Mix of Rental and Strata

Number of Units 146 rental
439 strata
585 total

Sustainability Target BC Energy Step Code 3

Proposed Height Between 2-12 storeys

Proposed Density 1.5 FSR

Vehicle Parking 556 residential
56 visitor
612 total

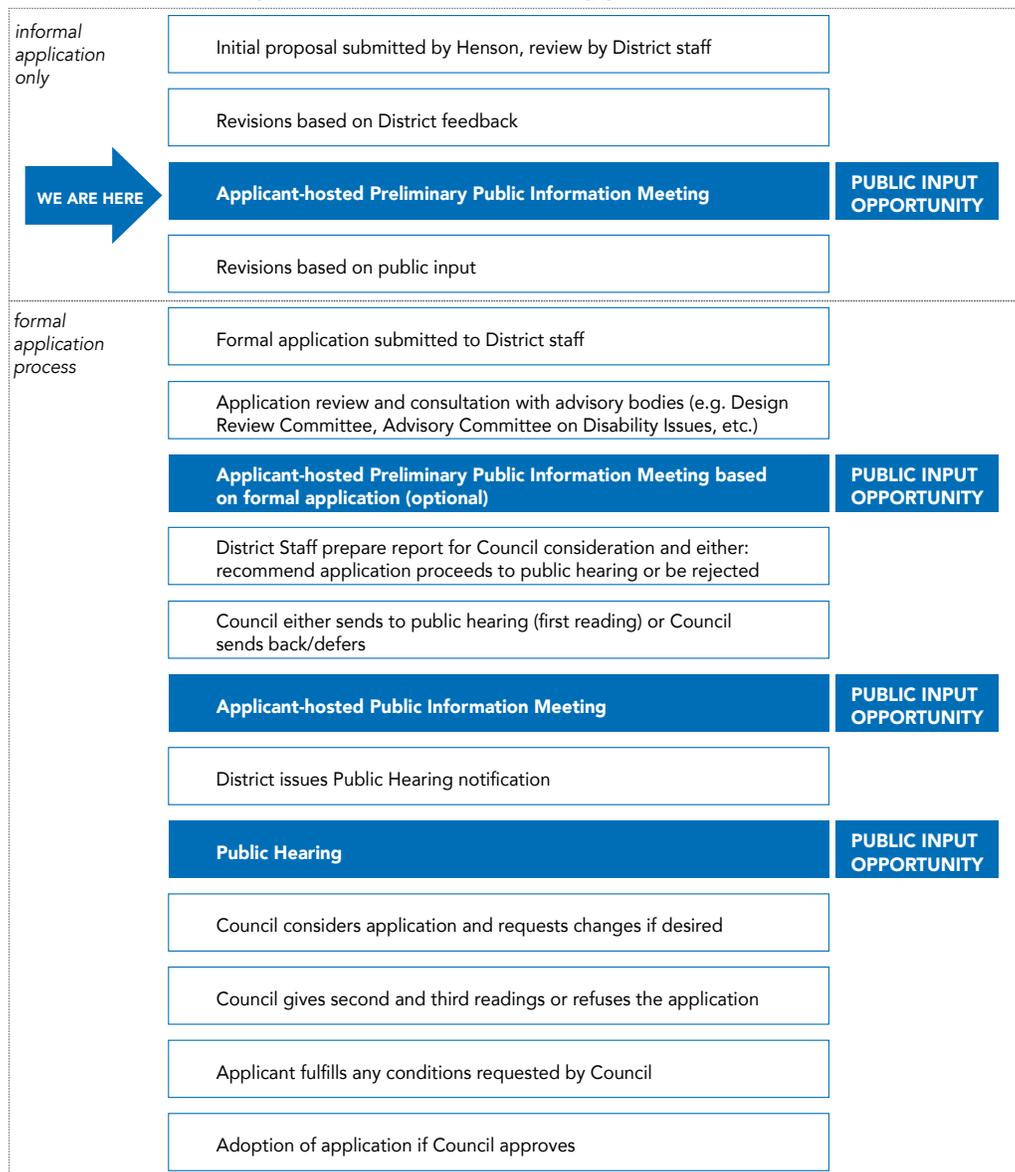
Bicycle Parking 585 spaces

**Marr Creek Ravine
Park Dedication** 1 acre

Site Area 8.95 acres

ANTICIPATED PROCESS

Today's meeting is an early opportunity to hear your thoughts on our initial concepts before a formal application is submitted.



POLICY CONTEXT

The proposal is informed by a range of regional and District of West Vancouver policies.



Metro Vancouver Regional Growth Strategy (2011)¹

The Regional Growth Strategy (RGS) is the policy document that helps to guide growth within the Lower Mainland up to 2040. The RGS sets out five goals for the region, including: create a compact urban area, support a sustainable economy, protect the environment and respond to climate change impacts, develop complete communities, and support sustainable transportation choices. *The Wentworth properties are designated General Urban by the RGS. General Urban designation is intended for a variety of uses including residential neighbourhoods.*



District of West Vancouver Official Community Plan (2018)²

The OCP seeks to advance housing affordability, accessibility, and sustainability through a range of mechanisms. The OCP aims to promote healthy communities with a diverse range of housing types, while responding to the existing character of West Vancouver and respecting the area's natural environment. The OCP enables proposals for site-specific zoning changes where there is a degree of physical separation from adjoining single-family neighbourhoods and where a significant contribution to rental housing is proposed near transit and amenities. *The proposal for the Wentworth Lands is buffered from surrounding communities by terrain and the Marr Creek Ravine, and is located near Collingwood School and natural amenities. The proposal includes 25% rental housing as well as improvements to better connect the property to transit.*



Sustainable Buildings Policy (2018)³

The District of West Vancouver Sustainable Buildings Policy outlines requirements to advance the sustainability of developments in West Vancouver. *The proposal will meet the policy's requirements to build to Step 3 of the BC Energy Step Code and will provide electric vehicle charging outlets and bike parking spaces in accordance with the policy. The proposal is also considering a range of additional sustainability measures.*



Upper Lands Guidelines for Development Permit Area Designations⁴

The Upper Lands Guidelines address considerations such as how development will respond to terrain, tree management, and drainage. *The proposal has been designed to integrate with its surrounding context while taking these guidelines into account.*



Climate Emergency Declaration (2019)⁵

In 2019 Council unanimously endorsed a motion declaring a climate change emergency in the District of West Vancouver. The vast majority of the District's greenhouse gas emissions come from buildings and transportation. *Henson's proposal includes innovative transportation solutions, including an opportunity for a future gondola connection to the site and new connections to mass transit to help reduce demand for private vehicle usage. The proposal is considering mass timber construction to reduce the embodied energy in construction materials compared to concrete construction, and will support energy efficiency to reduce heating and cooling demand. Higher density housing also helps to reduce urban sprawl, helping to preserve undeveloped lands and reducing commute distances.*

¹Metro Vancouver, Metro Vancouver 2040 Shaping Our Future, 2011, <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RGSAdoptedbyGVRDBoard.pdf>

²District of West Vancouver, Official Community Plan Schedule ii: Area-Specific Policies and Guidelines, 2018, https://westvancouver.ca/sites/default/files/OCP%20Bylaw%204985_%202018%20-%20Schedule%20A_2.pdf

³District of West Vancouver, Sustainable Buildings Policy, 2018, https://westvancouver.ca/sites/default/files/dwv/assets/home-building-property/docs/Planning/ACTIVE_POLICY_SUSTAINABLE_BUILDINGS_POLICY_02-80-386.pdf

⁴District of West Vancouver, Upper Lands Guidelines for Development Permit Areas Designations, https://westvancouver.ca/sites/default/files/24%20-%20Guidelines_3.pdf

⁵District of West Vancouver, Notice of Motion Regarding Declaration of Climate Emergency, 2019, <https://westvancouver.ca/sites/default/files/dwv/council-agendas/2019/jul/08/19jul08-10.pdf>

OFFICIAL COMMUNITY PLAN

The West Vancouver OCP was updated in 2018 and addressed five themes: housing, economy, transportation, environment, and social wellbeing.

Housing

Well-designed neighbourhoods with diverse housing can improve accessibility and create opportunities for social interaction and connectedness. Proactive housing policies can help meet the needs of changing life-stages across all age groups within the community.

Housing located in and around commercial centres can better accommodate our workforce and reduce the barrier for businesses to recruit and retain staff. Locating housing closer to shops also support a stronger and more diverse customer base for local businesses.

Housing built with environmentally-sensitive features and higher energy performance, as well as more units located in centres and near transit, can reduce the community's overall impacts on the environment and GHG emissions.

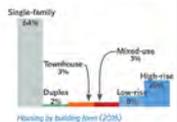
Housing that is well connected to transit, jobs, services and amenities can increase walkability and the use of active transportation, and reduce the need to drive and overall transportation and congestion costs.

From the OCP, on page 23

Housing affordability and diversity

Housing affordability is a principal challenge across Metro Vancouver. Within this context, West Vancouver has the highest average housing costs for both homeowners and tenants. The median household income in our community—the highest in the region—is only half that required to finance the average apartment and roughly one-sixth that required to finance the average single-family home. With the region's lowest rental vacancy rate (0.4% in 2017)³ it is difficult to find rental accommodation in West Vancouver. This constrained supply results in higher overall rental costs than in other Metro Vancouver municipalities.

These issues are exacerbated by the limited housing diversity in our community. Nearly two-thirds of our housing stock is single-family dwellings, with apartment options mostly limited to aging buildings constructed in the 1960s and 1970s. The result is that there are not enough options for seniors to downsize, adult children to stay close to their families, or young families to move into West Vancouver. Put simply, the housing choices presented to people today are increasingly expensive single-family homes or increasingly aging apartment buildings.



From the OCP, on page 10

Economy

Local businesses and jobs can be better supported with nearby housing that can provide a workforce and customer base. More non-residential development also provides for a more resilient tax base for the community.

Business innovation and investments that consider our natural assets and climate can lead to new economic opportunities and a more resilient community, capable of withstanding climate change and other costly impacts.

Vibrant neighbourhood centres with access to shops and services can foster social interaction, community connectedness, and a strong local economy can also support individual and household income.

A better balance and fit between our jobs and housing, and improved connectivity for the movement of goods and services, can reduce commuter traffic, commute times and road congestion.

From the OCP, on page 45

Transportation

Mobility can be improved through strong connections between neighbourhoods, jobs, services and amenities. Complete neighbourhoods foster walkability and cycling, and housing along transit corridors can help reduce vehicle dependency.

Transportation is a major contributor to greenhouse gas emissions and has other impacts (e.g., air quality and noise). Reduced auto-dependency and a more diverse mode split can help lessen the community's impacts on the environment.

Transportation that fits the needs of daily commuters and improves connectivity for goods and services can reduce commute times and congestion costs to residents and businesses.

Diverse, active and well-connected transportation options can improve accessibility and enable more active and healthy lifestyles. Equity for all members of the community means providing options for those who cannot drive (e.g., for reasons of age, health or income).

From the OCP, on page 51

Environment

The environment can be protected through environmentally-sensitive and energy-efficient building design and practices. Opportunities to protect, restore and enhance the natural environment can be created through more sustainable land use.

Climate change can create costly impacts to the economy. Low-carbon economic activities and considerations for our natural assets can foster community resiliency and sustainable business innovations, investments and collaborations.

Ongoing protection of environmental systems supports the community's enjoyment of nature and ecosystem services, such as clean water and air. Resiliency to climate change can help mitigate impacts to more vulnerable populations in our community.

GHG emissions and other environmental impacts (e.g., air quality and noise) can be reduced by encouraging low carbon alternatives to driving, reducing cars on the road, and supporting shorter commutes.

From the OCP, on page 61

Social Well-Being

Access and social interaction can be fostered through planning for well-connected neighbourhoods. The needs of changing life-stages across different age and income groups can be better met by more housing diversity and choices.

A vibrant community with places to gather, socialize and interact can be supported by and foster commercial activities. A strong local economy can help keep spending in the community, and improve income and social well-being of individuals and households.

Social interactions and livability can be encouraged through access to nature, outdoor recreation and the parks systems. Community awareness and stewardship can support environmental protection and restoration, as well as climate change mitigation.

Accessibility, livability and equity can be improved through better connectivity for all transportation modes, where people of all abilities, background, and incomes enjoy equal access throughout the community.

From the OCP, on page 71

Responding to the OCP

Henson's proposal seeks to respond to the themes of the OCP, including the need to prioritize housing mix in the District.

How our proposal responds to the five themes of the OCP:



Housing

The mix of rental and strata homes will help provide a range of housing opportunities for West Vancouverites, from young adults to seniors, allowing people at all points in their lives to remain in West Vancouver.



Economy

The provision of 585 homes in the District will allow for people to live closer to where they work. The local business community will serve the new residents through food, goods, and services.



Transportation

New connections throughout the property will provide improved access to transit, trails, and cycling routes.



Environment

The proposal is exploring mass timber construction to contribute to a lower carbon footprint. Marr Creek Ravine dedications, and a range of other measures will contribute to environmental sustainability in the proposal.



Social Well-Being

Gathering places throughout the site will create a sense of belonging amongst residents and will allow for social interaction between residents of diverse backgrounds.

THANK YOU

We appreciate your participation in this process.



Please take a moment to share your thoughts on the comment forms provided.