

COUNCIL AGENDA	
Date: <u>January 27, 2020</u>	Item: <u>8</u>



8

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

COUNCIL REPORT

Date:	January 6, 2020
From:	David Hawkins, Manager of Community Planning and Sustainability
Subject:	Horseshoe Bay Local Area Plan: Phase 2 Progress Report
File:	2560-07

RECOMMENDATION

THAT

1. The Horseshoe Bay Local Area Plan: Phase 2 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated January 6, 2020, be received for information; and that
2. Staff be directed to proceed to Phase 3 of the Horseshoe Bay Local Area Plan process in accordance with the next steps outlined in this report.

1.0 Purpose

To update Council on Phase 2 of the Horseshoe Bay Local Area Plan (LAP) and seek direction to proceed to Phase 3.

2.0 Legislation/Bylaw/Policy

The policy context for local area planning is provided by the District's Official Community Plan (OCP) Bylaw No. 4985, 2018.

As local area plans will form part of the OCP, *Local Government Act* (LGA) requirements for OCP content apply. Notably, OCPs must identify the "approximate location, amount, type and density of residential development" and the "approximate location, amount and type of present and proposed commercial" uses.

Additionally, the designation of development permit areas within an OCP enables the District to guide "the form and character" of commercial and multifamily residential development.

3.0 Official Community Plan

The preparation of the Horseshoe Bay LAP represents a significant implementation opportunity for a wide range of OCP policies relating to housing diversity, local economic resiliency, mobility improvements, environmental protection, and community connectedness. OCP policies that contain specific reference to Horseshoe Bay are as follows:

2.1.13 Create capacity for [...] new housing units through local area plans for the following areas, subject to provision 2.1.14 of this plan [...]:

c. Horseshoe Bay (200-300 estimated net new units).

2.1.14 Prepare local area plans by:

- a. Reviewing and confirming boundaries and new unit estimates through the local area planning processes;
- b. Determining densities, heights and building forms that respond to neighbourhood context and character (e.g., topography, natural features, site area, transportation and amenities); and
- c. Prioritizing mixed-use and apartment forms in core areas and ground-oriented multi-family forms (e.g., townhouses, duplexes) to transition to adjacent single-family neighbourhoods.

2.3.3 Enhance Horseshoe Bay Village Centre as a local and regional destination with commercial land uses, such as:

- a. Retail, service and restaurants centred on the waterfront;
- b. Regional transportation facilities;
- c. Visitor accommodation;
- d. Tourism and recreation; and
- e. Secondary office use.

2.3.22 Work with BC Ferries on Horseshoe Bay Ferry Terminal plans to support the local economic benefit of the terminal, integrate it with the intermodal transportation network, and mitigate any impacts of redevelopment on the community.

2.7.15 Advance the Spirit Trail to provide a multi-use trail linking from Horseshoe Bay to Deep Cove, in collaboration with North Shore municipalities, First Nations and other key partners.

4.0 Financial implications

There are no financial implications to this report, which updates Council about Phase 2 of the Horseshoe Bay LAP process and seeks direction to proceed to Phase 3. Phase 3 (as outlined in Section 6.1 below) would include land economic analyses of potential development scenarios, and Phase 4 would include a determination of financial implications associated with the eventual adoption of a finalized LAP (e.g. any proposed community amenity contributions or land transactions).

5.0 Background

5.1 Previous Decisions

At the March 11, 2019 Council meeting, Council passed the following motion:

"THAT

- 1. The Horseshoe Bay Local Area Plan Terms of Reference attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated February 18, 2019, be approved; and that*
- 2. Staff be directed to commence the Horseshoe Bay Local Area Planning process in accordance with these Terms of Reference."*

At the July 22, 2019 Council meeting, Council passed the following motion:

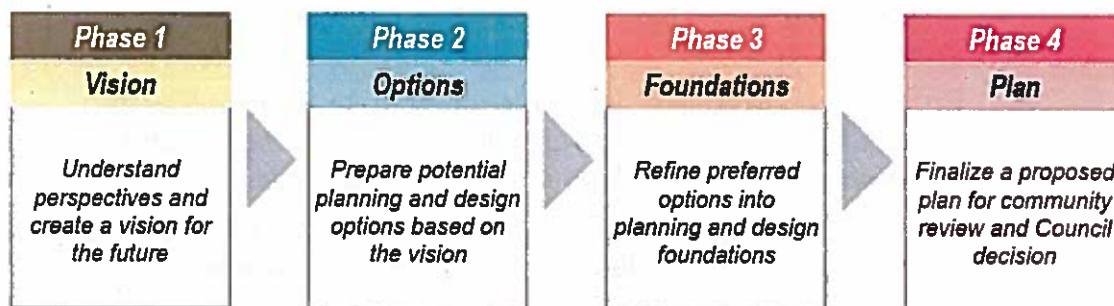
"THAT

- 1. The Horseshoe Bay Local Area Plan: Phase 1 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated July 8, 2019, be received for information; and that*
- 2. Staff be directed to proceed to Phase 2 of the Horseshoe Bay Local Area Plan process in accordance with the next steps outlined in this report."*

5.2 History

In 2018, Council adopted a new OCP to provide high-level District-wide objectives and policies around land use. This OCP calls for the preparation of more detailed LAPs for key centres and corridors.

The existing land use provisions in Horseshoe Bay have been in place since the mid-twentieth century. On March 11, 2019, Council determined Horseshoe Bay would be the first LAP to follow the new OCP and directed staff to begin its preparation in accordance with an approved Terms of Reference. These Terms and Reference describe the intent, scope, and anticipated process of plan preparation as illustrated below:



Phase 2 of the process is now complete and staff now recommend advancing to Phase 3 (as described in the remainder of this report).

6.0 Analysis

6.1 Discussion

The objective of Phase 2 was to “prepare potential planning and design options based on the vision”. To this end, three high-level, conceptual options were prepared to allow the community to consider initial ways of arranging land use change, guiding new forms of development, and enhancing the public realm. The three options were consistent with the vision and 12 working principles developed through Phase 1 of the LAP process.

The options reviewed and discussed with the public in Phase 2 were neither definitive nor mutually exclusive; rather, the intent was to use them to structure a nuanced and open conversation to identify what ideas might be worthy of further refinement. While a range of opinions were expressed about various aspects of each option, consistent themes to support a potential LAP framework have emerged. These are described below and are proposed as the “Building Blocks” for Phase 3 (pending Council’s direction to move forward to this subsequent phase of the LAP).

Phase 2 Key Findings: “Building Blocks” for Phase 3

Maintain the overall land use pattern and design language of Horseshoe Bay by enabling new development that (A) strengthens a more vibrant mixed-use commercial core, (B) diversifies housing options in adjoining and surrounding residential areas, and (C) enhances spaces in between buildings to improve social and physical connectivity.

A) Strengthening the Commercial Core

Commercial Land Use

- Allow for the limited expansion of commercial and mixed-use development in the village core in a contiguous fashion. Specifically:
 - Enable new mixed-use development along Bay Street, including on existing residential zoned sites, to create a continuous waterfront-facing high street.
 - Enable new mixed-use development on commercial zoned sites on Bruce Street.
 - Enable new mixed-use development on Keith Road at Bay and Bruce Streets to create arrival points and a more successful interface between the village and the ferry terminal site.
 - Enable new mixed-use development along Royal Avenue up to the western corner of Douglas Street to create a more distinct southern entry to the village.
- Encourage strata and/or rental above street-level commercial on prime, larger, or higher-visibility sites (e.g. frontages along Bay, Royal and Keith).

- Allow live-work and/or second floor office options on secondary, smaller, or lower-visibility sites (e.g. “inward” frontages or sites where land use transitions from commercial to residential use).

Commercial Built Form and Character

- Manage massing, height and architectural expression to maintain and enhance the village’s eclectic seaside character. Specifically:
 - Reinforce the existing sense of place through the use of styles, materials, features and colours that are complementary but not repetitive.
 - Reduce impacts of upper floors (e.g. top-floor step-backs, varied sloped and flat buildings, or units integrated into the roofline).
 - Reinforce visual focal points such as street-ends, corners and important interfaces between the private and public realm (e.g., with public art, or distinct architectural treatments).
 - Limit massing on longer frontages (e.g. east-west blocks along Bay Street) through mid-block connections and building articulation.
 - Require narrower storefronts, with retail unit sizes suitable for local, small scale and one-of-a-kind shops and services.
 - Identify potential location(s) for a wider storefront on a larger site to accommodate a modest grocery store.
 - Encourage double-fronting retail on Bay and Bruce Streets to support activation of the intermediary lane (“Little Bay”).
 - Provide for low-rise mixed-use building heights (3 to 4 storeys) and review opportunities for modest increases (5 to 6 storeys) on limited sites where community benefit can be demonstrated and development impact limited (e.g. on Keith Road adjacent to the ferry terminal site).
 - Design buildings on intersection sites to “turn the corner” to create an inviting pedestrian environment that knits together key retail-fronted streets.
 - Present a “soft edge” to transition from commercial to adjacent residential uses by responding to neighbouring heights and setbacks.

(B) Diversifying Housing Options in Residential Areas:

Residential Land Use

- Provide more ground-oriented housing options that generally transition outwards from the commercial core. Specifically:

- Provide for new row house and/or townhome development, including lock-off rental suite options, generally between the commercial core and sites fronting Douglas Street.
- Establish a multiplex area with a potential mix of triplexes, duplexes and coach houses generally east of Nelson Avenue between any new row house and/or townhome development fronting Douglas Street and Chatham Street to the south.
- Enable up to four cottage-type developments per lot along Nelson Avenue on the western hillside (i.e., west of Nelson Avenue) with off-street parking requirement reductions.
- Maintain existing land use provisions along Wellington Avenue on the western edge of the study area.
- Explore the potential of residential development on Tantalus Park to increase housing options and generate revenue(s) for the possible acquisition of portions of Tyee Point to create a waterfront trail and park. Specifically:
 - Identify a potential mix of housing types, tenures, and disposition options (e.g. leasehold versus freehold) to determine the design fit of any development and the financial feasibility of generating revenue for the possible acquisition of Tyee Point properties.
 - Determine areas of Tantalus Park that could remain as parkland and any primary purpose(s) of parkland in this area (e.g. trail connections, dog-walking, children's playground).
 - Consider any appropriate housing forms and land use change in the immediate northern vicinity of the park (i.e., properties east of Nelson Avenue between Raleigh and Chatham Streets) to transition to the proposed multiplex area in the basin (roughly between Douglas and Chatham Streets).

Residential Built Form and Character

- Enable the expression of diverse building forms and architectural styles that respond to site, street and topography. Specifically:
 - Respond in scale, setbacks and height to adjacent and proximate sites as redevelopment occurs to promote a collective residential street experience.
 - Encourage varied architectural forms for visual interest and individuality.
 - Modulate the massing on new row house and/or townhome frontages with varied rooflines, articulated building facades and unit differentiation.
 - Seek to front both sides of the streets on developments that include corner lots, in particular for properties along Royal Avenue to

encourage front doors “addressing” the street along the approach to the village’s southern entry.

- Encourage the use of natural materials and features that support a local design “vernacular”.
- New multiplex, cottage and/or coach house type developments, in particular, should consider the use of complementary but varied colours.
- Use lanes and/or rear lot lines (in general and where feasible) to manage transitions between residential housing types.

C) Enhancing Spaces in between Buildings

Public Realm and Public Use

- Support place-making, street life, opportunities for interaction, and local character in the village. Specifically:
 - Identify strategies to activate “Little Bay” (the lane between Bay and Bruce Streets) with consideration of retail frontages, more delineated pedestrian and vehicle flows, and the creation of mid-block connections to Bay and Bruce Streets as sites redevelop.
 - Integrate public art into public realm improvements, as appropriate and feasible, curated towards works that celebrate and reinforce Horseshoe Bay’s history, geography, and identity.
 - Continue to implement the Horseshoe Bay Streetscape Guidelines within the village core.
 - Improve the streetscape along the eastern ends of Bay and Bruce Streets through redevelopment to enhance the interface between the village core and ferry terminal site.
 - Explore location(s) for a small off-street “village square” that could provide an inviting and functional gathering space (e.g., café and public seating, temporary events).
 - Integrate, where feasible, soft landscaping with native plantings and the use of green infrastructure.
- Facilitate connectivity and mobility options to and through the village. Specifically:
 - Strengthen pedestrian movements throughout the commercial core with new mid-block connections, safety enhancements, and wayfinding.
 - Identify pedestrian access options through the exploration of any Tantalus Park development (e.g., trail access from Marine Drive to Royal Avenue and Keith Road).

- Minimize surface parking lots and enable the provision of adequate underground parking in the commercial core as sites redevelop.
- Continue to encourage transit improvements and opportunities for alternative modes (e.g., car-sharing, cycling infrastructure).
- Provide for clear and direct highway connections to and from the commercial core to minimize non-local traffic on the western side of the study area (e.g., Nelson Avenue and Marine Drive route).
- Enhance and expand the overall opportunities for public use on public land. Specifically:
 - Review the possibility to create a new Tyee Point park, viewpoint(s) and waterfront trail through land acquisition using funds generated from any development of Tantalus Park.
 - Identify areas for the retention of public use within Tantalus Park in any development scenario and the nature of this public use (e.g. trail connections, dog-walking, children's playground).
 - Seek to expand Douglas Park to the corner of Royal Avenue and Douglas Street through land acquisition (e.g. funded through community amenity contributions), while programming Douglas Park local use, enjoyment, and connectivity.

Next Steps: Phase 3

The "Building Blocks" identified above are outcomes of Phases 1 and 2. It is proposed that they now be used to structure Phase 3 ("Foundations") of the LAP process, whose objective per the approved Terms of Reference will be to "refine preferred options into planning and design foundations".

Refining these "Building Blocks" into the possible "Foundations" of a plan requires significant technical work. The intent of this technical work would be to allow the community to meaningfully understand and "see" what has emerged from the LAP to date and to provide their input (including suggestions for improvement) on these "Foundations". To accomplish these objectives, a two-step approach to Phase 3 is proposed:

- 3A. Technical Analysis: Urban design refinement (proof of concept) and illustration (character sketches) of the "Building Blocks" described above and an associated financial analysis, including the development potential of Tantalus Park and possible acquisition of Tyee Point and expansion of Douglas Park.
- 3B. Public Engagement: Community consultation on the illustrated planning and design "Foundations" and any relevant associated information to support the subsequent preparation of a Local Area Plan, Design Guidelines, and associated bylaws in Phase 4 (subject to Council direction at that time).

Phase 3A will require the support of external consultants for urban design and land economics. Pending successful procurement and delivery of services – and subject to Council's direction in response to this staff report – it is anticipated that this technical work will occur February to April 2020. Subsequently, Phase 3B (public engagement) would then be expected to occur approximately during May to June.

This schedule implies a modest adjustment to the LAP process timeline estimated in the approved Terms of Reference. While Phase 3 was originally proposed to conclude in the first quarter of 2020, it is now anticipated that Phase 3 will span the first half of 2020. Phase 4 ("Plan") would correspondingly shift from the originally proposed second quarter of 2020 towards a Council decision regarding the potential adoption of a LAP after the summer recess.

6.2 Sustainability

The Horseshoe Bay LAP provides a significant opportunity to advance a neighbourhood-specific response to the District's environmental, social, economic, and cultural sustainability objectives, as adopted through its 2018 OCP.

6.3 Public Engagement and Outreach

Public engagement and outreach are central to the LAP process. The approved Terms of Reference commit to seeking "meaningful public involvement" and providing "opportunities for the community to collaborate with both the District and each other in the preparation of the plan". Staff discussed the approach to Phase 2 with Council's Community Engagement Committee at its September 11, 2019 meeting.

An outline of key Phase 2 activities (their purpose and participation levels) follows:

Activity	Purpose and Participation
<ul style="list-style-type: none">Stakeholder and community outreach	<ul style="list-style-type: none">Encourage community involvement and maintain working relationships with local stakeholders.A half-dozen stakeholder meetings and a couple of individual meetings, reaching around 60 attendees.Dedicated mail to around 700 homes, print media advertisements, web-portal with over 900 unique views and over 13,500 social media impressions.
<ul style="list-style-type: none">Horseshoe Bay LAP Advisory Roundtable	<ul style="list-style-type: none">Incorporate local expertise and insights and act as a "sounding board" to assist staff.Two meetings held, including review of draft options prior to community-wide engagement and debrief on Phase 2 findings.

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| <ul style="list-style-type: none">• Youth Workshops | <ul style="list-style-type: none">• Enable those who will inherit the plan in 2041 to contribute their own concepts for the future of Horseshoe Bay.• 60 youth participants, activities included group discussions, design maps, and class presentations. |
| <ul style="list-style-type: none">• <i>ShapeHSB</i> Discussion Cafés | <ul style="list-style-type: none">• Enable the wider community to explore initial conceptual options for land use, building forms and public spaces in Horseshoe Bay, and find out which ideas merit further consideration in later phases of the LAP process.• Over 100 participants at five discussion cafés.• 1,500 pieces of input generated through 45 small group discussions on potential locations and types of new housing, shops, services and public spaces, and potential improvements to the public realm and connectivity. |
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In total, there were over 200 instances of in-person engagement during Phase 2. A summary of the engagement process and an analysis of findings, including participation, is attached as **Appendix A**. A full transcript of engagement is also available online at: www.westvancouverite.ca/plan-hsb.

6.4 Other Communication, Consultation, and Research

Preparation of the Horseshoe Bay LAP is a significant undertaking. Other communication, consultation and research needs may arise and will be responded to as appropriate. On completion of the LAP, Council would consider its formal adoption into the OCP, which would include a Public Hearing.

7.0 Options

7.1 Recommended Option

At the time of consideration of this report, Council may:

- a) Receive the Phase 2 Engagement Summary (**Appendix A**) for information and direct staff to proceed to Phase 3 of the Horseshoe Bay LAP, as described in this report.

7.2 Considered Options

- b) Request further information, defer proceeding to Phase 3, or provide alternate direction.

8.0 Conclusion

The District's OCP calls for the preparation of a Horseshoe Bay LAP. Council directed staff to commence this process in March 2019, and Phase 2 "Options" is now complete. Staff now recommend proceeding to Phase 3 "Foundations".

Author:


David Hawkins, Manager of Community Planning and Sustainability

Appendix A: Horseshoe Bay Local Area Plan: Phase 2 Public Engagement Summary

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Phase 2 Public Engagement Summary | January 2020

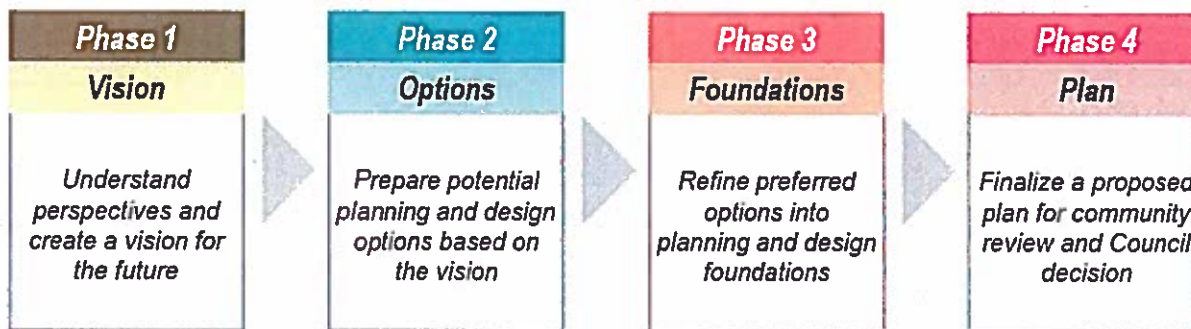
1. INTRODUCTION & OVERVIEW	2
2. OUTREACH	4
I. Stakeholder and Community Meetings.....	4
3. EVENT SUMMARIES AND ANALYSIS	6
I. Advisory Roundtable	6
II. Youth Workshops	11
IV. <i>ShapeHSB</i> Discussion Cafés.....	14
A. Key Findings from “Anchors & Ripples”	16
B. Key Findings from “Back to the Future”	25
C. Key Findings from “Royal Entry”	34
4. METRICS	43
5. NEXT STEPS	45



1. INTRODUCTION & OVERVIEW

The District of West Vancouver is preparing a Local Area Plan (LAP) for Horseshoe Bay, in accordance with Council's direction and an approved Terms of Reference.

The LAP process includes four phases as illustrated in the diagram below:



Phase 1, "Vision", completed in spring 2019, brought the community together to understand perspectives about Horseshoe Bay today (e.g. who lives here, what do residents value etc.) and discussed what the community wants to see in the future (e.g. what would make Horseshoe Bay even better, what elements should be enhanced, and what housing types and forms of development should be planned for over the coming decades, etc.). From Phase 1 engagement activities a vision and 12 working principles for Horseshoe Bay in 2041 emerged, which were used to guide and shape the activities of Phase 2.

Phase 2, "Options", is now complete. This phase focused on:

- Exploring with the community three initial options for ways to organize land use, different types of development, and public realm improvements in the study area; and
- Hearing the community's impressions, likes and dislikes, and ideas for refinement for each option, to help determine what could be further explored in future phases of the LAP process.

The communications and engagement plan reflected the approved scope of this phase and included continued work with the Horseshoe Bay LAP Advisory Roundtable, identified stakeholders and community meetings and presentations, targeted youth engagement, and a series of *ShapeHSB* discussion cafés.

This report describes Phase 2 events and summarizes feedback received to provide a concise and factual record of community input to date. A full transcript of Phase 2 engagement activities is also available as a separate report online at www.westvancouverite.ca/plan-hsb.

Phase 2 Highlights

Outreach: How can we continue to engage the local community and build on connections made during Phase 1?

- Promotion included dedicated mail to around 700 homes, ads in the North Shore News and Horseshoe Bay businesses, District website, dedicated westvancouverITE project webpage, email subscription, social media campaigns, signage at District facilities, and sharing through local stakeholder networks
- Over 900 unique webpage views, and 13,500 social media impressions
- Individual and stakeholder meetings, including BC Ferries, Gleneagles Community Centre Advisory Committee, Gleneagles Ch'axáy Elementary School & Parent Advisory Committee, Horseshoe Bay Business Association and Western Residents Association, reaching around 60 attendees



Horseshoe Bay LAP Advisory Roundtable: Guided by the community's vision and working principles, are the initial draft options a good basis for community exploration?

- 15-member Advisory Roundtable continued to assist staff as a "sounding board" through Phase 2 by reviewing the three draft design options, and testing the format of the discussion café event
- Conducted a Phase 2 engagement debrief to review preliminary findings



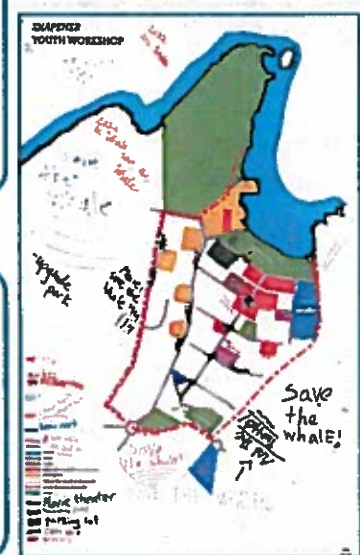
Youth workshops: What do those who will inherit the LAP think we should plan for the future of Horseshoe Bay?

- 60 youth developed their own design options and concept plans for Horseshoe Bay
- Concept mapping exercise, group discussions and classroom presentation
- Collaboration between Planning, Youth Services, and Gleneagles Ch'axáy Elementary School



ShapeHSB Discussion Cafés: What are the community's thoughts about the three initial options for Horseshoe Bay?

- 5 cafés on October 22, 23, 24, and 26, 2019
- Over 100 participants generated 1,500 responses and observations through discussions of the three initial options
- Significant input on each of the three initial options including scale and location of new development for housing, shops and services, enhancing public spaces, and improvements to public realm and connectivity



2. OUTREACH

In order to raise awareness of the Horseshoe Bay LAP process and Phase 2 engagement opportunities throughout the local community and stakeholder groups, a Communications Plan was developed and implemented with a wide range of promotional and outreach activities, including:

- Mail-out postcard to around 700 addresses within Horseshoe Bay area and vicinity;
- Newspaper advertisements in North Shore News;
- District's website and westvancouverITE project page;
- District's project email subscription list;
- Social media and targeted promotional Instagram and Facebook campaigns;
- Posters and postcards available at District facilities and Horseshoe Bay Businesses; and
- Promotion through local stakeholder networks and during stakeholder meetings.

The westvancouverITE project webpage launched Phase 2 on September 27, 2019 with the publication of engagement event details and event registration. The website continues to serve as the main portal for up-to-date information for the public and is updated with new information as documents are completed (i.e., Council reports and engagement summaries) and provides the opportunity to subscribe to email updates. At the time of writing this report, the project website has generated over 900 total views during Phase 2.

The Phase 2 Communications Plan included social media campaigns using Facebook, Twitter and Instagram. These were developed to promote Phase 2 engagement events, which generated over 13,500 impressions from 16 posts on the District's social media accounts between September 27, 2019 and October 26, 2019.

1. Stakeholder and Community Meetings

During Phase 2, staff met with a range of identified local stakeholder groups (alphabetically):

- BC Ferries;
- Gleneagles Ch'axáy Elementary School and Parent Advisory Committee;
- Gleneagles Community Centre Advisory Committee;
- Horseshoe Bay Business Association; and
- Western Residents Association.

Stakeholder meetings allowed staff to provide an overview and summary of Phase 1 findings (i.e., vision and working principles), discuss the upcoming events for Phase 2, continue to raise awareness of the LAP process, exchange information, answer any questions, and encourage the community to continue to stay involved and promote the Phase 2 events with their networks/groups.

Staff continued to be available to meet with interested individuals (in person or by phone) to answer any questions and take input on Phase 2 materials. During Phase 2, staff met with local stakeholder groups 6 times and held a handful of one-on-one meetings, reaching over 60 attendees in total.

Common themes emerged from both stakeholder and individual meetings:

- Interest in the LAP remains high throughout the community;
- Stakeholders appreciate staff “check-in” and presentation before the engagement events and expressed a continued willingness to support outreach efforts through their own stakeholder networks;
- Appreciation for Phase 1 community engagement activities;
- Understanding and acknowledgement of the vision and 12 working principles;
- Recognition that the community is close-knit and a “village”, but that differences of opinion exist and all voices need to be heard with a desire to keep dialogue ongoing;
- Recognition of ongoing/approved public investment in Horseshoe Bay Park and local streetscapes;
- Continued expectation to integrate ongoing initiatives within Horseshoe Bay, particularly on opportunities to support community needs within BC Ferries’ Terminal Development Plan process;
- Opportunity to enable Tantalus Park development while maintaining overall local park space and public use options;
- The importance of maintaining an effective overall village parking supply;
- Hope to see the village core as the centre of the LAP and a more walkable future;
- Support for a taller and/or larger mixed-use building with grocery store on the eastside of Keith Road by the ferry terminal and medium density on the periphery of the study area (e.g., on Nelson Avenue close to current Libby Lodge), and generally maintaining the current commercial core to be “village-style”;
- Concern about the Tantalus Gardens development application on the former St. Monica’s church site and its impact on the LAP (*note: this proposal was since defeated by Council at its October 28, 2019 meeting*);
- Support for walkability and shared transportation options, and an open-mindedness to looking into some form of one-way road management to help access to/from the village;
- Support for 3-storey housing and live/work options along Royal Avenue, as well as smaller homes on smaller lots to enable more housing options; and
- Hope to see more public gathering spaces, like a neighbourhood square.

3. EVENT SUMMARIES AND ANALYSIS

I. Advisory Roundtable

The Advisory Roundtable was formed in Phase 1 to:

- a) Share local knowledge, insights and perspectives about the area and community.
- b) Focus on subject matter that relates to the LAP (e.g., land use, planning, design, public realm).
- c) Consider and discuss key findings from the consultation process that relate to the preparation of the LAP.
- d) Provide feedback to staff on the emerging directions during each phase of the LAP process (Vision, Options, Foundations, and Plan).

The Roundtable is composed of fifteen community members with diverse and representative backgrounds in stakeholder participation, community involvement, collaborative public processes and planning, architecture and design. Many Roundtable members serve in identified local stakeholder groups, including Western Residents Association, Horseshoe Bay Business Association, Gleneagles Community Centre Advisory Committee, and the Gleneagles Ch'axáy Elementary School community. The Roundtable also includes representation from a wide range of other community groups, including the Library Board, Design Review Committee, Horseshoe Bay Park Revitalization Advisory Group, past District working groups, West Vancouver Foundation, West Vancouver Chamber of Commerce, and BC Ferries Liaison Committee.

The Advisory Roundtable was scheduled to hold two meetings during Phase 2 (having also held two meetings in Phase 1).

Advisory Roundtable Meeting #3

The Advisory Roundtable met on September 17th, 2019, during which staff opened with a presentation on the LAP process to date and an overview of the vision and working principles established from Phase 1. The Roundtable expressed that the vision and working principles were clear and consistent with what they have heard and understood from the community.

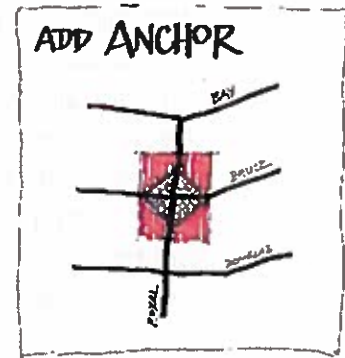
Subsequently, the Roundtable reviewed the sketches of initial draft options developed based on Phase 1 input and working principles, with consideration for existing land use and physical conditions of the study area. Discussions about the initial draft options ensued and some key thoughts are highlighted below:

- Regarding "Anchors & Ripples" option:

- Following the existing "ripple" pattern of residential land uses while introducing more "ripples" with row/townhouse options near the core and multiplex (e.g., duplex with coach and triplex) around seemed reasonable. Additional opportunities to create rental and live-work options should be incorporated (e.g., allowing row/townhouse with lock-off units).

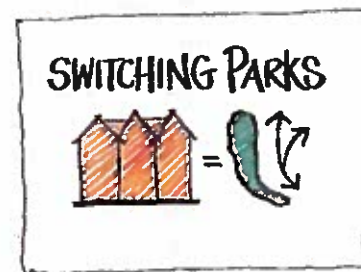


- Creating a public plaza in a more central location of the village through new development was an appealing idea and could provide a southern draw from the waterfront towards the village. Should this be considered further, the plaza should be an off-street plaza, probably located on one of the eastern corners of Bruce Street and Royal Avenue to optimize solar access into the plaza. Additional building height could be provided to support the creation of a more open area, as long as the building design is "friendly" on all sides (e.g., top storey stepped back, no flat high walls).
- Mixed-use buildings on the west side of Keith could be encouraged to improve the interface between the village and the ferry terminal. A taller building form could be considered to enhance this space as view impacts are minimal on this edge of the study area.
- Direct access to Highway 1 on the eastern side of the study area (by the ferry terminal) should be maintained, especially if new shops or mixed-use buildings are to be located on this edge (i.e., avoid pushing all cars onto Nelson Avenue).



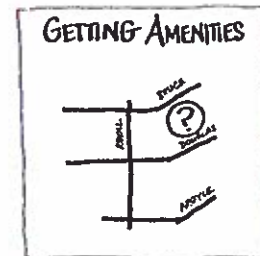
- Regarding "Back to the Future" option:

- Developing Tantalus Park to obtain Tyee Point as a new publicly accessible park could be an attractive idea and was considered a good trade.
- Tantalus Park is not generally a widely-used park space, while Tyee Point Park would create an iconic public space and opportunities for new walking trail along the waterfront.
- The steep slope on the Tantalus Park site could offer a number of housing options (e.g., stacked townhomes, other forms) without obstructing the views



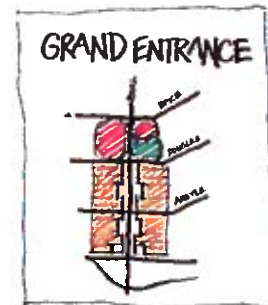
of existing residents. Vehicle access could be provided from Marine Drive, and/or Chatham and Raleigh Streets to minimize traffic into the village core. Financial feasibility for adding non-market housing options on site should be explored, provided that Tyee Point acquisition be prioritized.

- Cottages along the western hillside with minimal off-street parking and varied architecture styles and colours could create some iconic housing unique to Horseshoe Bay. This housing form could be extended to the base of the southern hillside along Chatham Street, in combination with other forms of housing on the Tantalus Park site.
- Incentivizing amenities or services with higher density or height allowances was a reasonable approach to get what the community needs or wants in the future. However, this would be appropriate only on specific locations in the study area, such as sites next to the ferry terminal or along the hillside where view impacts are minimized (e.g., like Libby Lodge and Sewell's).



- Regarding "Royal Entrance" option:

- Extending Douglas Park by acquiring the single property on the corner of Royal Avenue and Douglas Street was a good idea. This could open up access, make Douglas Park and the new rain garden more visible, and create an opportunity to add and/or improve this local park space.
- Changing the northwest corner of Douglas Street and Royal Avenue from residential to mixed-use to extend retail and create an "entrance" to the village was considered a minor change (i.e., neither strong interests nor concerns). However, this intersection could be improved as the "main village entrance" point if combined with Douglas Park expansion on the northeast corner of the intersection.
- Row/townhomes facing Royal Avenue between Douglas and a street further south was attractive and could create a strong sense of entrance and arrival for the village.
- Mixed-use buildings with street-level retail could be allowed on the remaining residential parcels on the west side of Bay Street to complete the commercial high street along the waterfront from east to west. Built-form and design of these buildings could be consistent with the core to reinforce Horseshoe Bay's seaside village identity. Assemblies could be encouraged to create parcels

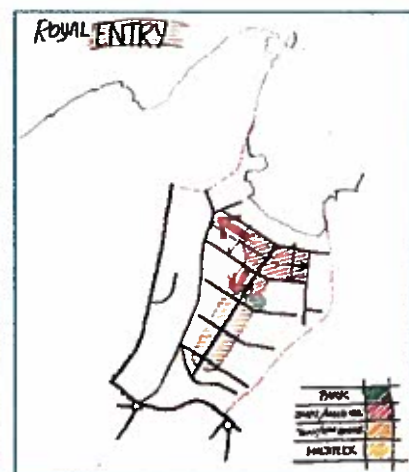
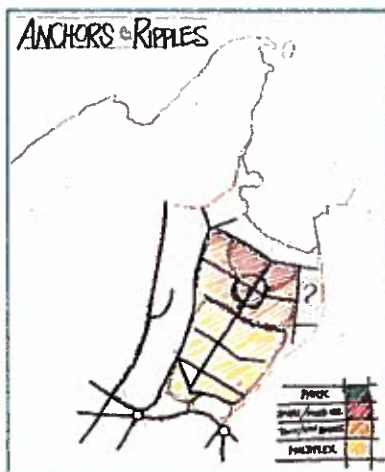


that break up, with mid-block passages that connect Bay Street to Bruce Street, in combination with activating Little Bay (lane between Bay and Bruce Streets).

- Activating Little Bay seemed natural, as many pedestrians already use this lane. However, all uses (e.g., pedestrians, residents parking underground, commercial/service vehicles) should still be accommodated safely through the lane (e.g., separated space). Mid-block passages that allow pedestrians to cut onto Bay Street was a good idea as long as the passages are well-designed and welcoming (e.g., not set up to “feel” like a private space like that of the Galleries building).
- The entry points into Bay Street, Little Bay and Bruce Street could all be improved to create a better interface between the village and the ferry terminal.
- Due to the small size of the village core, all streets and lanes have to serve multiple users (e.g., pedestrians, cyclists, private and commercial vehicles) and there are limited opportunities to dedicate any street or lane for just one user. Design of future public realm should balance the needs and safety of all users.



The Roundtable expressed that the draft initial options were creative and reflective responses to Phase 1 engagement, and encouraged staff to bring them forward to the broader community through Phase 2 engagement activities. The Roundtable agreed that the options were not mutually exclusive and could be combined in different ways to form the main “foundations” of the future LAP.



Staff also provided an overview of proposed Phase 2 engagement activities, including the *ShapeHSB* Discussion Cafés, and invited Roundtable members to participate in the community-wide engagement events during Phase 2.

Advisory Roundtable Meeting #4

At the time of report writing, the Advisory Roundtable are also scheduled to meet for the fourth time on January 21, 2020, for a review of the key findings from the *ShapeHSB* Discussion Cafés (as summarized in this Engagement Summary), and a discussion about next steps.

Full notes from Advisory Roundtable meetings are available in the Transcript online (www.westvancouverite.ca/plan-hsb).

The Advisory Roundtable is expected to meet for an additional 2 to 4 meetings (assuming 1 to 2 meetings per remaining phase) and is anticipated to continue to be a key resource for staff through Phases 3 and 4.

II. Youth Workshops

Since our youngest residents will inherit the outcomes of the LAP, it is important to engage them throughout the planning process in an age-appropriate manner. In Phase 2, high-school youth were encouraged by the District's Youth Services Division to register and attend the *ShapeHSB* Discussion Cafés to share their perspectives with the broader community. To engage elementary-aged youth, staff collaborated with the Grade 6/7 classes at Gleneagles Ch'axáy Elementary School and hosted classroom design workshops and reached approximately 60 students.

The classroom design workshops included a youth-friendly presentation about the Phase 1 findings (including the results of their Phase 1 visioning session), a discussion of the initial options and a mini-design workshop. The design workshop split the students into 12 small groups and asked them to complete a concept map of the study area, illustrating locations and types of new housing, shops and services, public spaces, and connections between Gleneagles Ch'axáy Elementary and Horseshoe Bay Park.

Following the design exercise, each group presented their map to the class. There was a brief discussion about the similarities and differences between the concept maps and the approach each group took when answering the questions and developing the design options. There were a range of opinions and ideas expressed, with some groups answering each question, while others preferred to focus on a single question, like locations and types of new shops and services. Some key trends of the concept maps include:

- **Overall land use:** While most groups developed concept maps that included some potential land use changes within the study area, either to expand housing choices or to increase commercial offerings, one group did not support any changes to current land uses in Horseshoe Bay. Additionally, some groups included notes expressing support for maintaining the "village atmosphere" and character they feel is a key part of the identity of Horseshoe Bay.
- **Housing:** The concept maps included a range of ideas and suggestions around housing within the study area. One group focused on tenure, expressing concerns about the development of new strata in Horseshoe Bay, while others introduced new housing types and expanded the areas of other types of development. A number of groups expanded the area currently devoted to mixed-use development and paired new retail spaces with new housing, while others introduced apartment buildings throughout the plan area. One group supported the creation of high-rise buildings, while most did not specify heights for their new apartment buildings. Two groups did not address housing in their concept maps, while another expressed support for the existing single-family area.

- **Shops and services:** There was a clear desire for additional retail space and new shops and services, with support identified for expanding the commercial area to allow for new retail and entertainment offerings. Concept maps often referred to well-known retail or service brands as “stand-ins” for the type of commercial uses desired. Generally, there was support for a new grocery store, entertainment, new restaurants and retail.
- **Parks and public space:** Most groups suggested expansion of and improvements to existing parks and public spaces within the study area. Specifically, groups suggested the expansion of Tantalus Park, an expanded Douglas Park with improved amenities and a range of new public uses and activities at Tyee Point. Additional recreational facilities including sports fields and a new skate park were also suggested for the study area, as well as sites that could be preserved as conservation or ecological areas.
- **Transportation:** Before the activity began both classes indicated that an existing path, upgraded last year that connects Gleneagles Ch’axáy Elementary to Keith Road (locally referred to as “Ron’s Walk”) was the safest and most convenient route through the neighbourhood. Additional transportation suggestions included support for underground parking, changes to the street grid to support new businesses, additional charging infrastructure for electric vehicles, and new wayfinding features like maps in various locations throughout the study area.

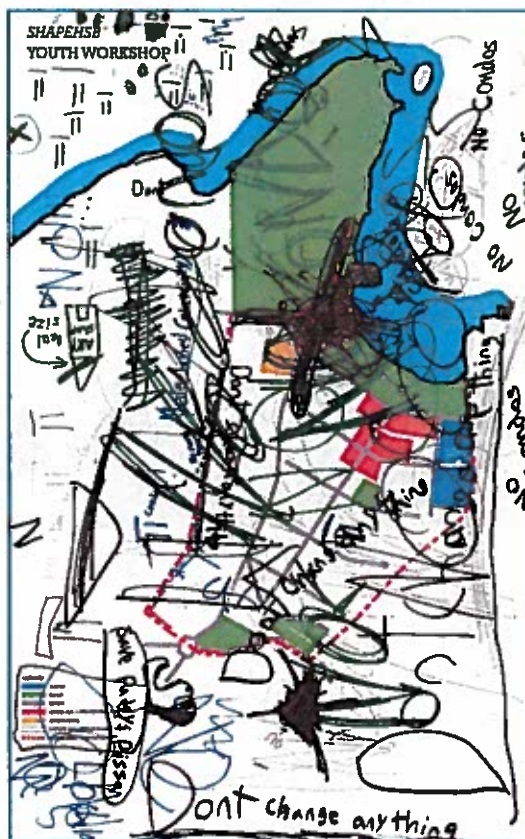
Some examples of design maps generated by the youth are shown in the next page. All youth workshop design maps are available in the Transcript online (www.westvancouver.ca/plan-hsb).

SHAPEHS
YOUTH WORKSHOP

Small house = houses, a lot of them
green field = field to grow crops and some plants in it
big/red line = fence or, even that surrounding fence
red house with a cross = church
red line with a cross = road
blue house = school
small house = other houses

don't forget to draw a fence!

LEGEND
blue = water
green = field
orange = school
red = houses
black = road
red dashed line = village boundary
red square = bus stop



IV. *ShapeHSB* Discussion Cafés

In order to engage the community about their thoughts on the initial options on land use, built-forms and public spaces for Horseshoe Bay, five *ShapeHSB* Discussion Cafés were held on October 22, October 23, October 24 (in the afternoon and evening) and October 26, 2019. To enable broad participation amongst different age groups and demographics, Discussion Cafés occurred at various times of day (i.e., daytime and evening) and on different days of the week (i.e., weekdays and weekends). The Discussion Cafés were held at the Gleneagles Golf Course Clubhouse, an accessible public venue that can be accessed by public transit and is proximate to the study area.

Over 100 participants attended the *ShapeHSB* Discussion Cafés to have small-group discussions with their neighbours about three initial options. The Cafés featured a short staff presentation introducing the LAP process, the key findings from Phase 1 and the Discussion Café format. There were three discussion tables, one for each option, each staffed by a facilitator and note-taker. The discussions were timed and each table rotated every 30 minutes to allow each participant to explore all three options.

To support café-style “conversations”, registration for each Discussion Café was required. This allowed for small-groups of around seven participants per table. All attendees were encouraged to contribute their thoughts and insights freely while the note-taker wrote comments. Large-format maps were also available for participants to sketch or write their thoughts and observations directly on the map. Following the session, participants could complete a feedback form that asked for any additional observations and for anything they found interesting or unexpected from the discussions.

While residents of all ages were encouraged to participate in the table discussions, a separate self-directed kids' corner was also set up with colouring sheets for young attendees.



Initial Options

All participants explored three sets of options and each option contained three key components about possible future changes within the study area. These components considered land use, building types and forms, and the public realm.

To support participants' understanding and facilitate discussion, the three options were thematically titled:

- **Anchors & Ripples:** includes components that build on the existing village structure;
- **Back to the Future:** includes components that are linked to the history of Horseshoe Bay; and
- **Royal Entry:** includes components that are focused on enhancing access to and through the village and creating a more welcoming arrival experience.



All options were positioned as high-level concepts that were not mutually exclusive. Participants were reminded that the discussions were not a voting exercise, rather, they were encouraged to express what they liked and disliked about each component, and to provide ideas and suggestions about how to make them better. Participants were also reminded that these discussions would help identify ideas and considerations that should be explored further and refined through later phases of the LAP process.

1,500 pieces of input were recorded from the five Discussion Cafés. Sections A to C below summarize the key findings of each option. Example comments are presented throughout the summary.

The engagement materials and full transcript from the Discussion Cafés are available online at www.westvancouver.ca/plan-hsb.

A. Key Findings from "Anchors & Ripples"

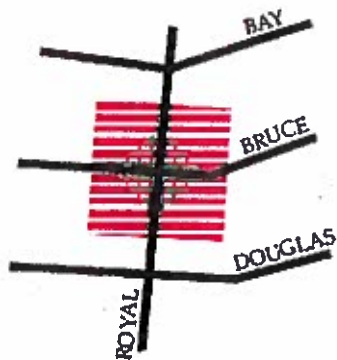
Anchors & Ripples seeks to build on the existing village structure through three components:

- "Add Anchor"
- "More Ripples"
- "Link Anchor"

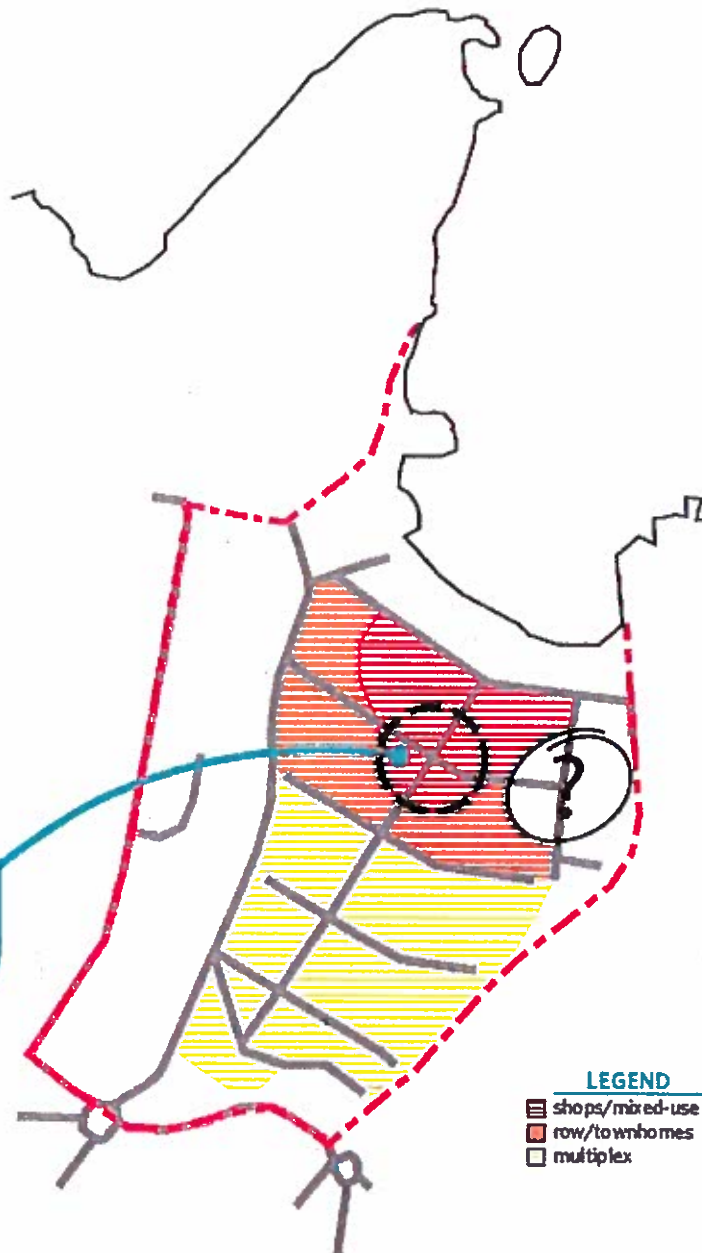
Each of these components and the key discussion findings are described below:

Add Anchor

"Add Anchor" explores the opportunity to create a more vibrant public realm and a place for local social connections in a more central location of the Bay by adding a new public plaza at the intersection of Royal Avenue and Bruce Street.



1 add anchor
a new plaza



217 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Considerations	3 Most Mentioned Perspectives
Location of new plaza (49)	<ol style="list-style-type: none"> 1. Like suggested location on Royal Avenue & Bruce Street (e.g., helps draw pedestrians from the waterfront, alternative gathering location for locals) (17) 2. Locate the plaza on Little Bay instead (10) 3. Locate the plaza by or at the ferry terminal instead (5) 3. Locate the plaza on Bay & waterfront area instead (5)
Design of new plaza (48)	<ol style="list-style-type: none"> 1. Design should be aesthetically attractive, inviting and functional (e.g., seating, year-round use) (18) 2. Should express Horseshoe Bay's identity and history and incorporate culture and art (13) 3. Should incorporate landscaping features & nature (5)
Mobility considerations (25)	<ol style="list-style-type: none"> 1. Support and strengthen pedestrian movements with the plaza (e.g., traffic calming, separate pedestrians from cars) (8) 2. Consider traffic impacts & design to minimize traffic conflicts (e.g., off-street plaza instead of incorporating all street corners and crosswalks) (8) 3. Consider parking provision (e.g., opportunity to put parking underground, don't reduce parking spots) (6)
Consider alternate public space instead of plaza (23)	<ol style="list-style-type: none"> 1. Focus on existing Bay Street & waterfront park improvements instead (11) 2. Consider providing more smaller public spaces throughout the Bay instead (e.g., parklets) (3) 3. Host temporary car-free zone for events instead (2) 3. Provide an indoor public space instead (2) 3. Provide more park space instead (2)
Local business considerations (21)	<ol style="list-style-type: none"> 1. Plaza can support greater commercial vibrancy & diversity (e.g., more resident-focused businesses) (8) 2. Plaza can support existing businesses (e.g., draw people to businesses on Bruce Street) (6) 3. Should integrate commercial activity onto the plaza space (e.g., café seating) (5)

Other topics discussed included the users of the plaza (e.g., pedestrian and resident-focused, inclusive, children and family-friendly) (17), the use of the public plaza (e.g., secondary hub for Horseshoe Bay, multi-use space for events and outdoor markets) (13), implementation considerations (e.g., make sure to connect different spaces in Horseshoe Bay together, consider long-term maintenance) (12), other comments (e.g., suggest different name) (4), safety (e.g., lighting, policing) (3), and view considerations (e.g., maintain views to water) (2).

Key learnings from the "Add Anchor" discussions were:

- Participants expressed diverse opinions regarding a new plaza. There was no clear, strong support on adding a public plaza at the intersection of Royal Avenue and Bruce Street for the future.
- While some participants saw benefits to having a plaza (e.g., strengthening pedestrian movements and supporting Bruce Street businesses, providing a secondary hub for residents), others would rather see different kinds of public space (e.g., focusing on improving Waterfront area, temporary car-free events, more smaller park or gathering spaces).
- Some participants expressed that it was hard to envision how a plaza would work in the suggested location (Royal Avenue and Bruce Street intersection area), especially because it is a key entrance to the village with many pedestrians and cars going through. Other suggested locations of a plaza include Little Bay, in the waterfront area, and by the ferry terminal.
- If a plaza was to be pursued, participants generally did not want an "on street" or "cross-street" plaza (i.e., one that integrates or spans all four corners of the intersection) due to potential traffic conflicts. Participants would rather see the creation of a dedicated, off-street plaza that is attractive, inviting and inclusive, enables year-round use (including solar access) with multi-purpose design, and expresses Horseshoe Bay's identity.

Example comments:

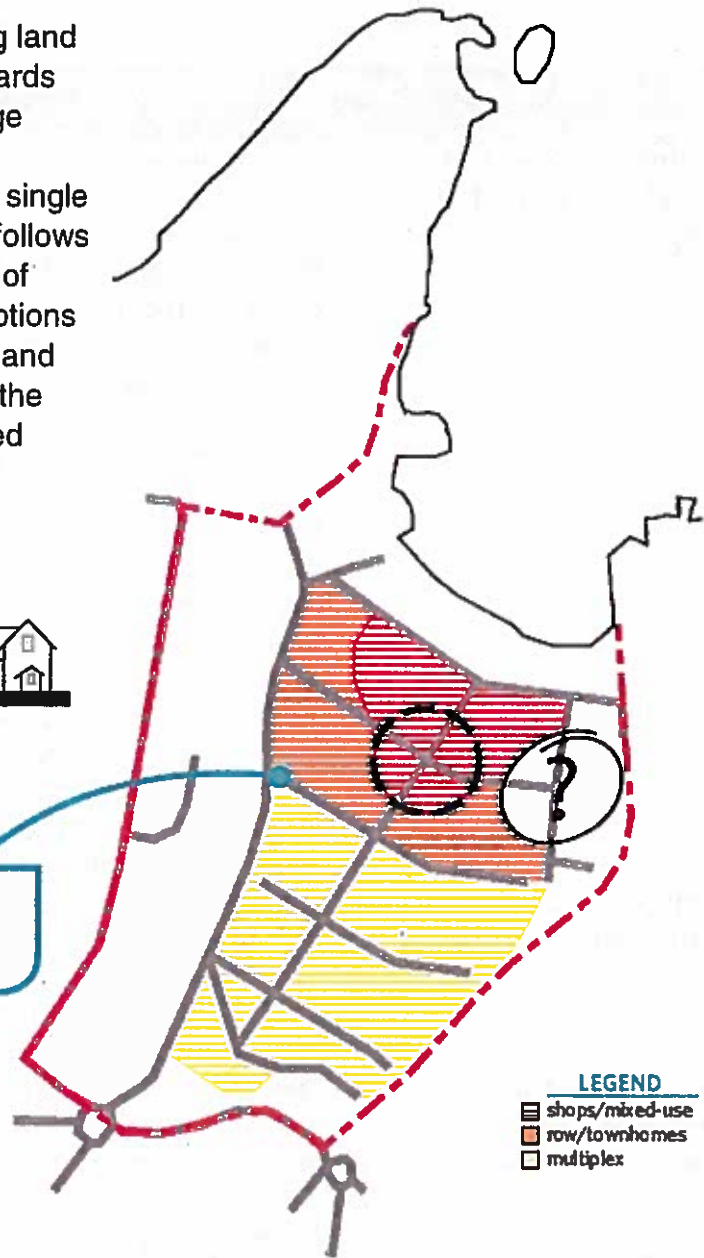
- *"Dispersion and movement of people needs to be incorporated: off Bay and up Royal"*
- *"Alternative plaza location by ferry terminal"*
- *"Something similar to Whistler rings to attract people: Totem poles, culturally significant features, speak to Horseshoe Bay, First Nations"*
- *"New space a good idea, an attractive space, however parking and traffic needs to be considered"*
- *"Already have a plaza at waterfront. Can we make better use of that?"*

More Ripples

Recognizing that there is an existing land use pattern of scaling down southwards from the shops and mixed-use village core in a "ripple" fashion (i.e., commercial/mixed-use → duplex → single detached housing), "More Ripples" follows this pattern and introduces the idea of more layers with missing housing options like row/townhome, fourplex, triplex and duplex with coach houses between the commercial core and single detached housing area.



2 more ripples
greater housing options



210 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Considerations	3 Most Mentioned Perspectives
Building types that should be provided (68)	<ol style="list-style-type: none"> 1. Provide more diverse building mix (e.g., avoid uniformity) (15) 2. Provide row/townhome options (15) 3. Provide smaller infill options (e.g., tiny homes, cottages, coach houses) (9) 3. Provide for multi-plex options (e.g., duplex with coach home & triplex) (9)
Overall land use pattern (35)	<ol style="list-style-type: none"> 1. Place higher buildings/densities on the periphery (e.g., lower hillside, close to terminal) and lower in the village core (11) 2. Concentrate higher densities in the core and lower outwards (8) 3. Expand mixed-use/commercial land use in the village (e.g., all along Bay Street, on Keith Road & Bruce Street) (5)
Mobility considerations (26)	<ol style="list-style-type: none"> 1. Account for traffic impacts & seek to minimize traffic conflicts (e.g., consider/separate ferry-related traffic and congestion, more options to access Horseshoe Bay) (12) 2. Provide adequate parking (e.g., on-site, underground) (8) 3. Plan for transit and lower car-reliance for the future (3)
Options provided for residents (23)	<ol style="list-style-type: none"> 1. Enable various levels of affordability (e.g., below-market, non-market options) (12) 2. Provide options for renters (4) 3. Provide options for downsizers (2) 3. Provide options for seniors (2)
Building architecture and character considerations (20)	<ol style="list-style-type: none"> 1. New development should be in keeping with existing character (5) 2. New development should have good design and look (4) 3. Consider landscaping/streetscape experience of new development (3) 3. Consider visual impacts of new development (e.g., avoid obstructing views) (3)

Other topics discussed included density (e.g., don't want additional density in HSB vs. support higher density to enable more housing types) (16), implementation considerations (e.g., consider existing conditions like topography, establish design guidelines) (13), amenities (e.g., provide more amenities like shops, park and plaza spaces to support population) (5), and other comments (e.g., wait until Sewell's redevelopment is complete, plan for smaller commercial frontages, build on existing surface parking lots) (4).

Key learnings from the “More Ripples” discussions were:

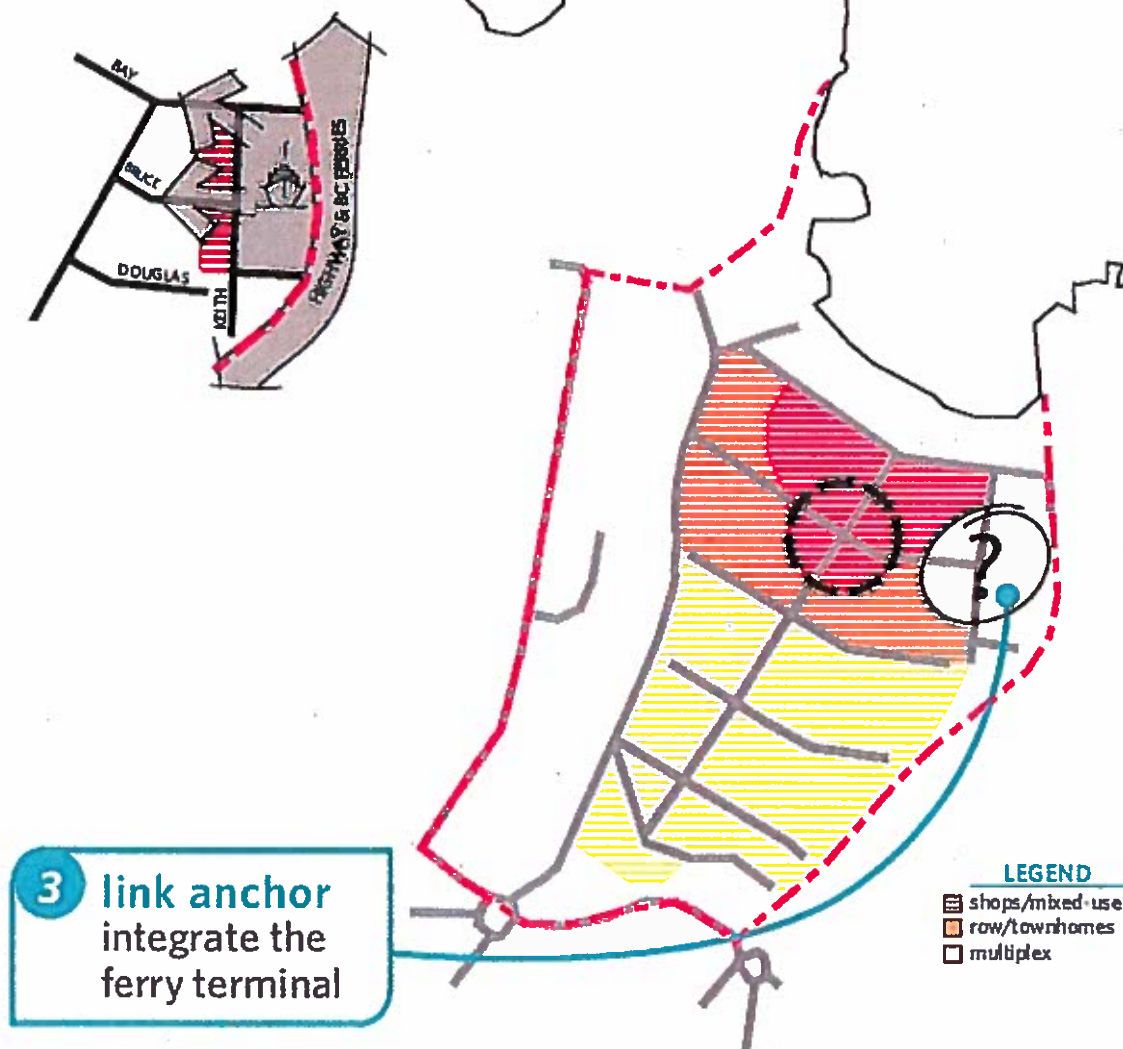
- Participants generally valued the diversity of housing mix that currently exists in Horseshoe Bay and wanted to see Horseshoe Bay remain diverse in the future. The lack of uniform building types was valued.
- Many participants expressed the desire to add more options that are currently missing (e.g., row/townhomes, triplexes, tiny homes, cottages, duplexes with coach houses). There was minimal support for fourplexes, as they were perceived to be large in scale and massing.
- Some participants expressed their support for more housing diversity as a means to enable different options and levels of affordability to fit different life-stages (e.g., downsizers, seniors and renters).
- On the other hand, a few participants expressed their opposition to any change to housing options for the future, with concerns expressed about growing local resident population and associated traffic impacts.
- As different building types are being planned for the future, participants wanted to see new development that is generally consistent with the current character of the neighbourhood (e.g., varied, with open space and natural landscaping).
- Maintaining views was an important consideration for current residents; some participants thus suggested placing taller buildings and densities on the periphery (e.g., lower hillside, close to the terminal) and maintaining lower heights in the village core. Others, on the other hand, desired to concentrate densities in the core and lower outwards (i.e., more similar to that proposed in “More Ripples”).

Example comments:

- *“Diversity with housing options, avoid continuous / everything looking the same”*
- *“Putting row/townhomes in could be beneficial, however, parking, affordable housing needs to be addressed”*
- *“5/6 storeys on the periphery, 3 storeys centre”*
- *“Affordability – allow for downsizing, disabilities, accessible units”*
- *“Keep as is: too much density”*

Link Anchor

"Link Anchor" seeks to improve the integration between the ferry terminal to the village with new shops and mixed-use buildings that turn the corner from Keith Road onto Bay Street, Little Bay and Bruce Street.



168 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Considerations	3 Most Mentioned Perspectives
Linkage and interface considerations (63)	<ol style="list-style-type: none"> 1. Build on the parking lot site on Keith Road & Bruce Street (e.g., mixed-use, shops, grocery store) (26) 2. Enhance Bruce Street as a stronger entrance to the village (12) 3. Activate Little Bay as a feature connecting to the terminal (11)
Mobility considerations (32)	<ol style="list-style-type: none"> 1. Improve wayfinding to and through the Bay (7) 2. Put parking underground (6) 3. Provide more parking (4) 3. Provide an alternative exit route for visitors if Bay Street exit closes (4)
Enhance pedestrian connections (14)	<ol style="list-style-type: none"> 1. Enhance pedestrian connections from village core to the terminal (9) 2. Improve connections around the Bay in general (2) 3. Improve trail system connection to the terminal (e.g., Spirit Trail, pathway from Marine Drive to Keith Road) (2)
Amenities and services to include (14)	<ol style="list-style-type: none"> 1. Incorporate public art to enhance public realm and bring people to village (e.g., unique Horseshoe Bay features, murals) (4) 2. Create new gathering space (e.g., resting areas, parklets) (3) 3. Add temporary markets and shops (e.g., food trucks) to create a more vibrant public interface (3)
Terminal operation considerations (14)	<ol style="list-style-type: none"> 1. Improve terminal building infrastructure (e.g., upgrade appearance, better first impression, better parking access) (2) 2. Seek to attract ferry users with appropriate services from the village (e.g., consider ferry wait periods) (2) 3. Advertise the village at the terminal (2)

Other topics discussed included building type and form (e.g., adding new buildings, mixed-use, upper storey setback, live-work options) (10), streetscape enhancement (e.g., remove sandwich boards, implement streetscape standards) (9), other comments (e.g., seek to attract both visitors and residents, main clear sightline from terminal to village) (7), implementation considerations (e.g., consider views, long-term maintenance) (3), no change (e.g., keep Horseshoe Bay residential) (1), and other suggestions (e.g., add anchor at Sewell's) (1).

Key Learnings from the "Link Anchor" discussions were:

- There was clear support for improving the interface experience between the ferry terminal and the village.
- Most participants see improvements on the east side of Keith Road as critical to improving the entrance into the village from the terminal.
- Many participants identified the parking lot on the corner of Keith Road & Bruce Street as a key improvement opportunity and location to allow a mixed-use building with character.
- In particular, participants suggested incorporating street-level shops (e.g., grocery market) with a gathering space (e.g., allow for temporary outdoor markets and food trucks to increase vibrancy) and opportunities for underground parking and public art that enhances this entrance to the Bay.
- Architecturally, some participants suggested building character that reinforces Horseshoe Bay's character, with upper storey stepped back to reduce massing impacts.
- Some participants suggested enhancing Bay and Bruce Streets (e.g., streetscape improvements), in addition to activating Little Bay (see also "Activate Lanes" component below) to create a much stronger and inviting pedestrian entrance from the terminal, coupled with improved wayfinding and public art to attract and support visitors venturing into the village.

Example comments:

- *"Grocery store on Bruce corner - create anchor for tourists and residents"*
- *"Retail/mixed-use with parking component on Bruce/Keith parking lot"*
- *"Live-work studios"*
- *"Sensitive design with upper floor setbacks"*
- *"Streetscape improvements to welcome to HSB: public art focus, heritage businesses, mom/pop shops"*

B. Key Findings from "Back to the Future"

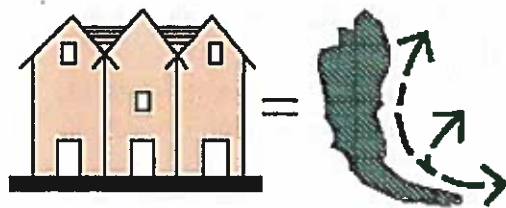
"Back to the Future" seeks to capture parts of Horseshoe Bay's history and reconsider past ideas that were not acted on through three components:

- "Switching Parks"
- "Living Smaller"
- "Getting Amenities or Services"

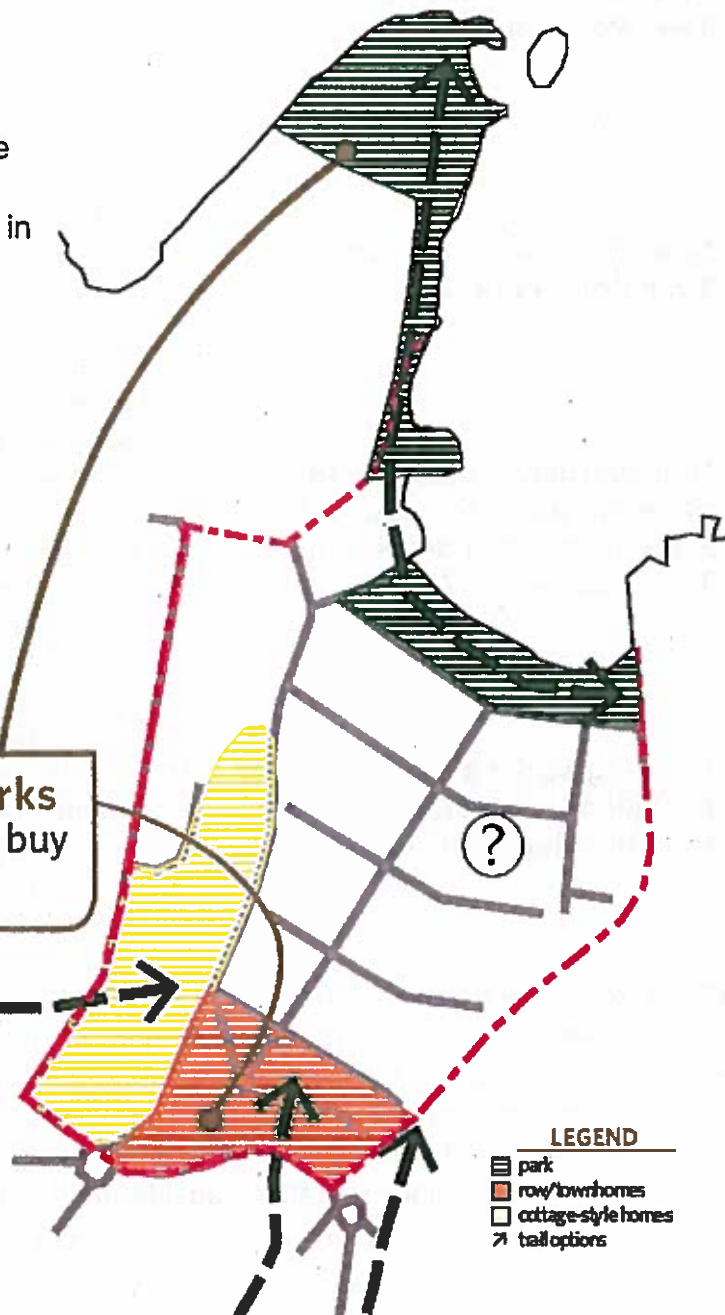
Each of these components and the key findings are described below:

Switching Parks

"Switching Parks" considers developing the existing District-owned Tantalus Park on the southern hillside of the study area to generate proceeds to seek to acquire and dedicate two residential properties located on Tye Point for public park use. This component would result in a net gain in parkland and an extended waterfront trail and enable new housing on the existing Tantalus Park site.



1 switching parks
sell Tantalus to buy
Tye Point



230 pieces of input were provided on this component. The five most discussed topics and three most mentioned perspectives of each topic were:

5 Most Discussed Consideration	3 Most Mentioned Perspectives
Development considerations on Tantalus Park site (56)	<ol style="list-style-type: none"> 1. Should maintain/improve public access on site (e.g., enhance pedestrian routes from Marine Drive to core, provide for publicly accessible playground and space) (14) 2. Higher density works here (e.g., slope, won't block views) (11) 3. Maintain long term District ownership of properties (e.g., lease instead of sell land) (5)
"Trading" Tantalus Park for Tyee Point (36)	<ol style="list-style-type: none"> 1. This is a good idea (e.g., good long term vision, good trade) (13) 2. Tantalus Park is not well utilized as a public space anyway (10) 3. Should seek to gain full land value potential from developing Tantalus Park (e.g., make sure to get enough for Tyee Point) (5)
Specific benefits of a potential Tyee Point Park (36)	<ol style="list-style-type: none"> 1. This will be an iconic feature for Horseshoe Bay (10) 2. Opportunity to gain more public space and expand parkland (8) 3. Great option for public access, walkout and viewpoint (8)
Use alternative methods to generate funds to acquire Tyee Point (instead of developing Tantalus Park) (17)	<ol style="list-style-type: none"> 1. Generate funding (e.g., community amenity contributions) through increasing density in the village core instead (6) 2. Find a different way to generate funds (e.g., property tax or contributions from other development) (6) 3. Use general property tax dollars (from all of West Vancouver) to generate funds (3)
Housing options that should be provided for by the Tantalus Park development (16)	<ol style="list-style-type: none"> 1. Affordable housing options (7) 2. Smaller living options (e.g., for downsizers, cottages) (3) 3. A variety of housing options (e.g., mixed heights, sizes, densities) (3)

Other topics discussed included traffic impacts (e.g., access options and safety to new development, overall traffic impacts, parking and transit options) (14), keep Tantalus Park instead of buying Tyee Point (e.g., enhance Tantalus Park to increase its use, Tantalus Park is currently well used and should be preserved) (12), provide for new local park option within Horseshoe Bay after selling Tantalus Park (e.g., enhance Douglas Park) (7), implementation considerations for Tyee Point (e.g., access through Sewell's) (7), other comments (e.g., combine with other components like activating Little

Bay) (4), and general questions (e.g., what's current zoning? how does the District generate funding? etc.) (25).

Key learnings from the "Switching Parks" discussions were:

- Most participants expressed a desire to acquire Tyee Point and use it as a public park site. Many recognized that it would create an iconic feature that would attract both residents and visitors, with trail access and new viewpoints that could connect to Horseshoe Bay Park.
- Participants generally identified the trading of Tantalus Park for the creation of Tyee Point Park as a good long-term vision for the Bay, as the existing Tantalus Park is not a well-utilized park and lacks the attractiveness of Tyee Point.
- Some participants expressed that the Bay still needs a good local park option, especially if Tantalus Park was to be developed; otherwise, alternative methods to generate funds for Tyee Point should be pursued instead (e.g., increasing density in village core to generate community amenity contributions towards Tyee Point acquisition or raising property taxes).
- Should Tantalus Park be developed to try to acquire Tyee Point, participants expressed that:
 - long-term District ownership of the properties be maintained (e.g., using 99-year lease instead of selling land);
 - adequate land value be gained to acquire Tyee Point;
 - public access be maintained (e.g., pedestrian trail access from Marine Drive to the core, public playground space);
 - higher densities could be considered on this sloped hillside as long as it does not block the views of those on Marine Drive;
 - traffic impacts be managed (e.g., parking, access to site, impacts of increased population); and
 - further housing diversity and options be considered (e.g., downsizers, affordable housing, mixed-heights, sizes and densities on site) as community benefit, in addition to acquiring Tyee Point.

Example comments:

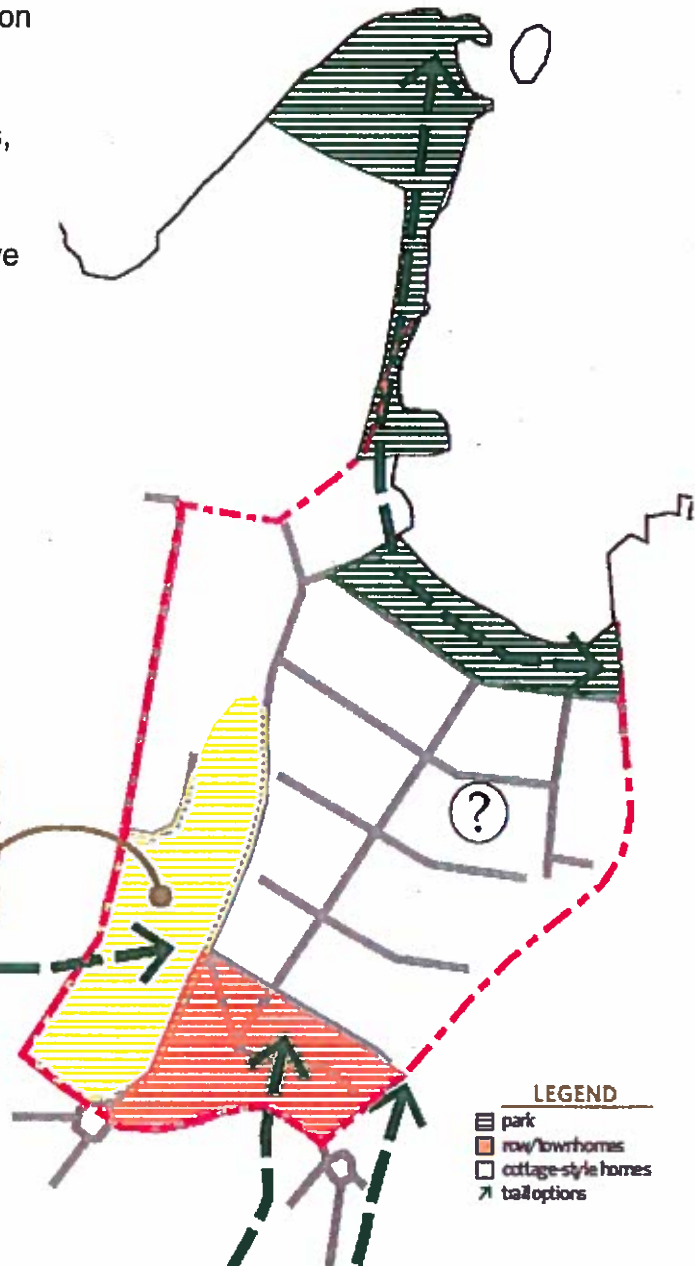
- *"Tyee Point can be a walkout and a viewpoint extending from Horseshoe Bay Park"*
- *"Tantalus is an underutilized park"*
- *"Having walkways, access and routes are necessary especially if more people are moving into Bay"*
- *"Marine Drive to Chatham is a 60-70 feet drop, could provide extra to allow greater density"*
- *"Don't change anything, we should keep waiting until amenities come themselves"*

Living Smaller

"Living Smaller" seeks to enable cottage-style homes by allowing multiple smaller detached housing units on a single lot, in an updated fashion to the 1920s cottage homes that are currently located on the hillside of Nelson Ave. This new use is suggested for the hillside between Nelson and Wellington Avenues to take advantage of the deeper lots and the slopes. To enable this type of land uses, minimal onsite (i.e., off-street) parking would be provided (i.e., less than 1 per unit) and residents would likely have to use street parking.



2 living smaller
cottage-style homes
on single lots



154 pieces of input were generated on this component. The five most discussed topic and three most mentioned perspectives for each topic were:

5 Most Discussed Consideration	3 Most Mentioned Perspectives
Transportation considerations (34)	<ol style="list-style-type: none"> 1. Concerns about parking adequacy due to limited onsite parking provision (9) 2. Need to advance alternative transportation options (e.g., transit, active transport, car sharing) (7) 3. Plan for car-free future (6)
Cottage attraction (30)	<ol style="list-style-type: none"> 1. Cottages support Horseshoe Bay character and charm (11) 2. Like the idea (e.g., good long term vision) (10) 3. Layering a mix of cottages along the hillside is great (4)
Implementation considerations (26)	<ol style="list-style-type: none"> 1. Increase density on the hillside to support cottages (8) 2. Minimize lot coverage and provide space between buildings (6) 3. Enable assemblies to gain amenities (e.g., public connections, underground parking) (4)
Consider other alternatives to cottages (19)	<ol style="list-style-type: none"> 1. Row/townhomes instead of cottages (e.g., more energy efficient, underground parking) (11) 2. Duplexes with coach homes seem more feasible (3) 3. Prefer getting rental and affordable housing options instead (2)
Location of cottage options (15)	<ol style="list-style-type: none"> 1. Don't include Wellington Avenue side (e.g., limited parking on street, transition on property line) (10) 2. Consider more locations than just the hillside (e.g., village core, Tantalus Park) (4) 3. Nelson Avenue is okay (1)
General Concerns (15)	<ol style="list-style-type: none"> 1. Topography and steep slope issues (7) 2. Concern over "cramping small homes together", unpleasing style, clear cutting lots (2) 3. Won't be affordable/feasible/practical (2)

Other topics discussed included more housing options (e.g., aging in place, appealing to younger demographic, downsizing and rental options) (6), building character considerations (e.g., build with slope, allow 2 storey cottages or higher) (2), and general questions (e.g., why is Wellington in the LAP? would this be pre-zoned? how many on-site parking would be provided? etc.) (7).

Key learnings from the “Living Smaller” discussions were:

- Participants generally liked to see more cottage-style housing as they add to the Horseshoe Bay charm and provide a greater mix of housing options for the Bay.
- Implementation should be supported with increased density, minimized lot coverage, and assemblies that allow for public benefits (e.g., passageways into the Bay from Wellington Avenue, underground parking, etc.).
- Participants generally agreed that the hillside was a good location for cottages. However, some participants expressed that these housing types should be limited to properties fronting Nelson Avenue and not those facing Wellington Avenue due to the lack of on-street parking on Wellington Avenue.
- Many participants also expressed concerns about traffic impacts, in particular parking adequacy as a result of limited off-street parking on cottage sites. However, some participants believed this trade-off for off-street parking is plausible by planning for lower car-dependence and better alternative transportation options (e.g., transit, car-sharing) in the future.
- Some participants also suggested enabling other alternative housing forms instead of cottages (e.g., row/townhomes, duplexes with coach homes). Reasons for supporting alternatives identified other forms of housing as more able to provide for off-street parking, more feasible (i.e., steep slope issue for construction and livability/accessibility), more sustainable (e.g., homes with shared walls being more energy efficient than detached cottages), and offer greater potential for rental or affordable housing.

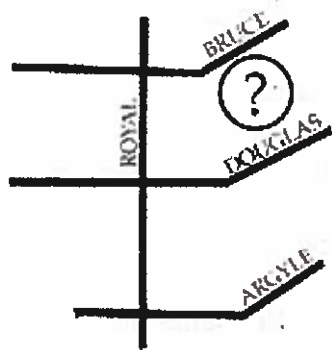
Example comments:

- *“Cottages along Nelson and hillside or two storey cottages would enhance Horseshoe Bay’s charm”*
- *“Fear of missing middle, clearing lots of trees and producing unpleasing houses”*
- *“Create assemblies to gain, create and enhance more connections, routes and trails”*
- *“Like cottages, part of our charm, just not on Wellington Ave”*
- *“We need rental housing and townhouses and row houses with underground parking are more favourable than cottages”*

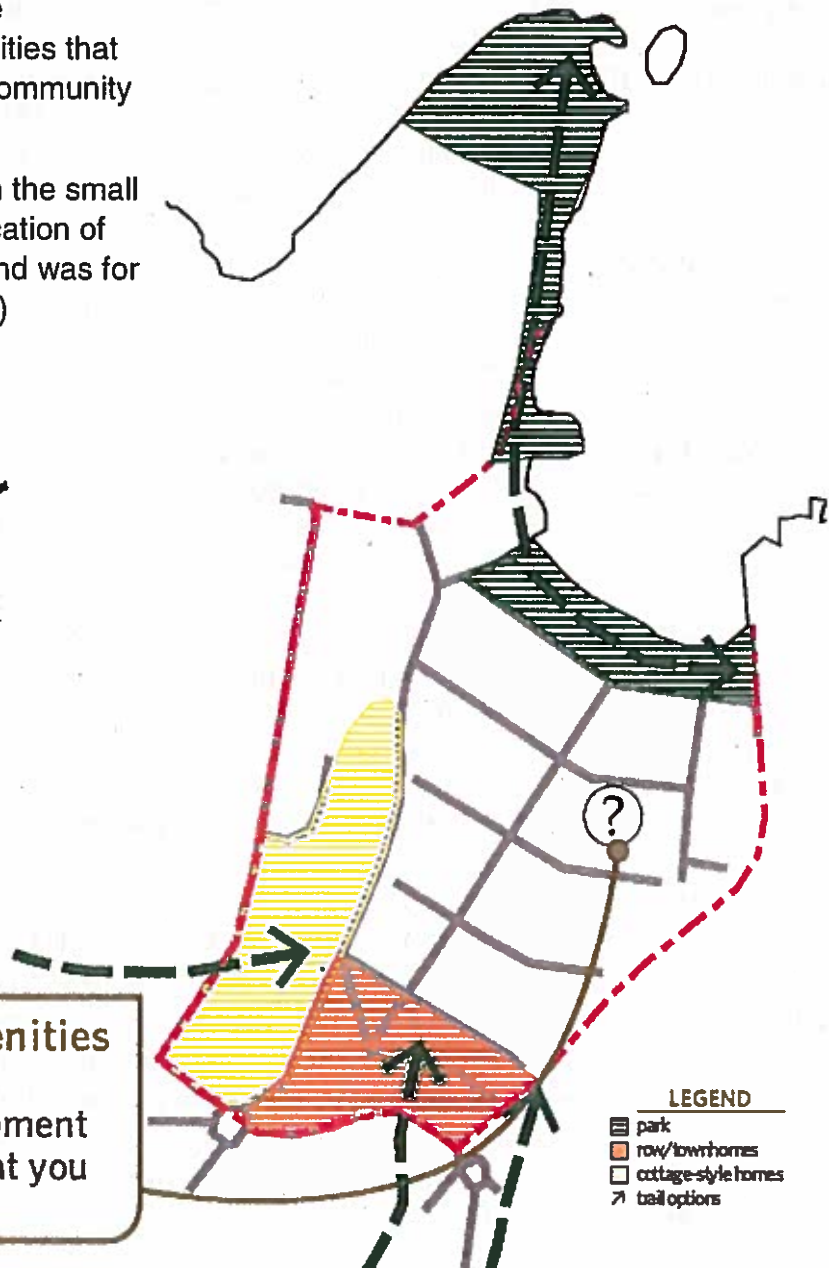
Getting Amenities or Services

"Getting Amenities or Services" considers allowing mixed-use buildings at increased height in the village core to incentivize particular shops or amenities that would contribute to the community of Horseshoe Bay.

(Note, location marked in the small diagram indicates the location of the old community hall and was for illustrative purposes only)



3 getting amenities or services using development to attract what you want



179 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Considerations	3 Most Mentioned Perspectives
Height and location considerations (57)	<ol style="list-style-type: none"> 1. Support increasing height to incentivize amenities/services (14) 2. Prefer height in the perimeter (e.g., along hillside, minimize view impacts, use topography) (13) 3. Locate height on Keith Road by terminal (e.g., less view impact, better access to highway and transit, utilize parking lot site) (11)
Implementation consideration (33)	<ol style="list-style-type: none"> 1. Ensure incentives are feasible to support amenities/services desired (8) 2. Opportunity to attract more people to support the village (7) 3. Ensure incentive and expectations are clearly laid out in policy (6)
Incentivize for shops/services (28)	<ol style="list-style-type: none"> 1. Get more diverse shops and services (7) 2. Get grocery store (6) 3. Get other types of local serving businesses (e.g., micro-brewery, hardware store) (5)
Incentivize for public amenities (17)	<ol style="list-style-type: none"> 1. Get new community space in village (6) 2. Get amenities that support community spirit (2) 3. Should instead better utilize the existing Gleneagles Community Centre (2)
Mobility considerations (17)	<ol style="list-style-type: none"> 1. Concern about short-term/seasonal parking adequacy (5) 2. Provide more parking (5) 3. Need long term transit investment/better transit options (3)

Other topics discussed included general comments about amenities or services (e.g., don't want change, don't want more people in Horseshoe Bay, want people to live, work and play in the village, opportunities to use other incentives to attract new services instead of height) (8), expand mixed-use options (e.g., allow more mixed-use sites, gain more community amenity contributions to deliver more for the community) (3), built-form (e.g., use Galleries project as example, retain village character) (3), streetscape (e.g., have development improve streets, cleaner streets) (2), and general questions (e.g., why not just fund private businesses? what are current height restrictions? why are incentives needed? etc.) (11).

Key Learnings from the "Getting Amenities or Services" discussions were:

- Most participants expressed support for increasing height for a mixed-use building on some specific site(s) to incentivize specific amenities or services for Horseshoe Bay, while some did not support the option and expressed that they did not want to see changes and/or more people in the Bay.
- Participants preferred to see increased height in the periphery of the local area, either along the lower hillside or on Keith Road next to the terminal (e.g., the existing parking lot site on Keith Road and Bruce Street), to minimize view impacts and divert traffic more directly to the highway or transit.
- Through increased height, participants would like to incentivize more local-serving shops and services (e.g., grocery store).
- If implemented, participants would like to see the amenities clearly laid out in policy to ensure that increased height achieves the desired outcome.
- Additionally, participants would like to ensure adequate parking provided on-site to minimize parking impacts to the Village.

Example comments:

- *"Increasing height is a great idea to achieve the amenities we require inside the study area"*
- *"Edgemont has a grocery store now such a game changer for those residents"*
- *"Increase height by Keith side is preferable as it avoids blocking views and shields ferry view"*
- *"Ensure there is enough parking, provide parking"*
- *"I live here I don't want more people here"*

C. Key Findings from "Royal Entry"

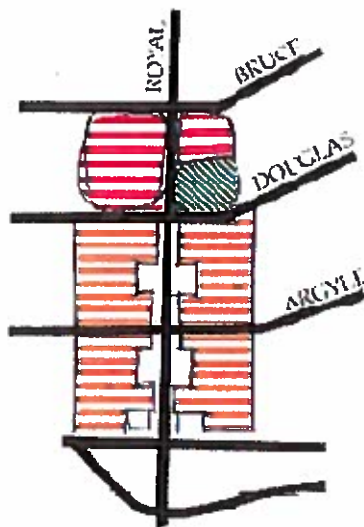
"Royal Entry" seeks to enhance access to and through the village and create a more welcoming arrival experience through three components:

- "Grand Entrance"
- "Complete High Street"
- "Activate Lanes"

Each of these components and the key discussion findings are described below:

Grand Entrance

"Grand Entrance" considers enhancing the key arrival route on Royal Avenue to the village core by expanding Douglas Park one block east, extending mixed-use to the northwest corner of Royal Avenue and Douglas Street, and allowing row/townhomes facing Royal Avenue between Douglas and Chatham Streets to create a friendlier and more dynamic street experience along Royal Avenue.



1 grand entrance
townhouses, a park
and shops along Royal



158 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Consideration	3 Most Mentioned Perspectives
Transportation considerations (41)	<ol style="list-style-type: none"> 1. Improve non-car modes of transport (e.g., walking, cycling and transit) (11) 2. Concerns about parking adequacy (8) 3. Need to improve traffic safety (e.g., slow down traffic on Royal Avenue, appropriate road width) (5) 3. One-way streets in the village are problematic (5)
Row/townhomes along Royal Avenue (34)	<ol style="list-style-type: none"> 1. Support row/townhomes along Royal Ave (e.g., more options, housing for different life stages, make Royal more inviting) (11) 2. Don't want row/townhomes and/or prefer other alternatives (e.g., infills, cottages, tiny homes) (9) 3. Want row/townhomes in other locations instead (e.g., east-west roads, along Douglas Street, along the hillside) (8)
Expand Douglas Park to Royal Avenue (28)	<ol style="list-style-type: none"> 1. Supportive of extending Douglas Park to Royal (12) 2. Like expansion but keep Douglas Park as local park (9) 3. Continue to improve Douglas Park without expansion (3)
Extend mixed-use to Douglas Street and Royal Avenue (26)	<ol style="list-style-type: none"> 1. Support mixed-use extension (e.g., improve entrance, add space for local-serving shops) (12) 2. Want well-designed building and open space in this corner (4) 3. Not supportive of extending commercial to Douglas Street (4)
Create a "Grand Entrance" (16)	<ol style="list-style-type: none"> 1. Concerns about changing character of Horseshoe Bay (7) 2. This seems to be visitor-oriented (4) 3. This is an opportunity to celebrate Horseshoe Bay's character and make it more special and unique (2)

Other topics discussed included implementation considerations (e.g., need to be specific in policies, be flexible) (4), other comment (e.g., "Horseshoe Bay used to have a larger transient population") (1), and general questions about the component (e.g., what would row/townhomes look like? how many storeys are suggested? etc.) (8).

Key learnings from the "Grand Entrance" discussions were:

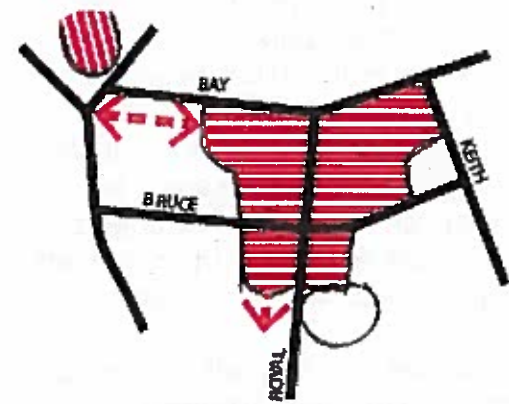
- Three types of land uses (e.g., residential, mixed-use, and public use) were considered within this component. While most participants were keen on discussing the different uses and are supportive of the different changes, some participants expressed concerns that the aggregate changes could potentially change Horseshoe Bay's character.
- Participants were somewhat divided on whether or not row/townhomes were appropriate along Royal Avenue. Some suggested alternative locations for row/townhomes (e.g., along east-west streets, on Douglas Street, or along the hillside), while others suggested other types of housing options along Royal Avenue (e.g., infills, cottages, tiny homes).
- Participants were generally supportive of planning for the eventual purchase of the single property to extend Douglas Park to the corner with Royal Avenue. If this was implemented, they would like to see Douglas Park remain programmed as a local-serving park while being more visible in the neighbourhood.
- Participants were generally supportive of extending mixed-use with street-level retail on the northwest corner of Royal Avenue and Douglas Street to echo the expansion of Douglas Park and create a stronger entrance point to the village. If this was implemented, the building should be well-designed with open space facing the corner of the Royal Avenue and Douglas Street intersection, and built-form should be similar to those in the village core to reinforce Horseshoe Bay's character (e.g., similar height, similar architectural expression).
- Some participants were not supportive of extending mixed-use to Douglas Street, citing concerns about more shops tailored to visitors rather than locals.

Example comments:

- *"Expanding Douglas Park would make it more visible and increase usage"*
- *"We need Douglas Park for the locals (it's ours)"*
- *"Ground oriented (housing options) would be attractive to many people"*
- *"It would be nice to see porches / entrances fronting onto Royal Avenue"*
- *"Extending commercial to Douglas - mixed use with urban node / open space to slow people down & create interest"*
- *"Use small injections (changes) rather than big / "grand" changes that will change existing character / village feel"*

Complete High Street

"Complete High Street" explores the opportunity to extend commercial and mixed-use buildings on the remaining residential lots on Bay Street, in order to complete Bay Street as a high street from east to west (i.e., from ferry terminal to new mixed-use areas in Sewell's Landing) in the long term.



2 complete high street
connect terminal with
Sewell's



LEGEND

- park
- shops/mixed-use
- row/townhomes

77 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Consideration	3 Most Mentioned Perspectives
Completing high street on Bay Street (28)	<ol style="list-style-type: none"> 1. Like to see a mix of local-serving commercial (e.g., grocery store, live-work, 2nd storey office) (13) 2. Support completing high street on Bay from ferry terminal to Sewell's (9) 3. Expand commercial use further (e.g., up to Bruce Street, on empty parking lots) (3)
Mobility considerations (22)	<ol style="list-style-type: none"> 1. Need enough parking to support businesses (e.g., better manage street parking) (8) 2. Consider and plan for reduced car-dependence in the future (e.g., transit, car-sharing) (4) 3. Option helps complete pedestrian movements on waterfront (e.g., mid-block passages) (4)
Considerations on long term business viability (13)	<ol style="list-style-type: none"> 1. Concern that business would not be viable (e.g., current population unable to support, increased competition, existing businesses already struggling) (6) 2. Commercial expansion can help attract people and make local economy more vibrant(4) 3. Seems challenging to implement (2)
Built-form and character of new commercial/mixed-use on Bay Street (4)	<ol style="list-style-type: none"> 1. Keep to current height restrictions (2) 2. Keep low density (1) 3. Maintain seaside village character (1)
Other comments (4)	<ol style="list-style-type: none"> 1. Don't want any changes (2) 2. Need space for dogs (1) 3. Retain boat launch (1)

Other topics included discussions around enhancing streetscape (e.g., "beautification" of the village, providing visual connection onto Royal Avenue, provide places for "people-watching") (3), and suggestions for other alternatives (e.g., wait until Sewell's is complete, focus on public space rather than commercial) (3).

Key learnings from the "Complete High Street" discussions were:

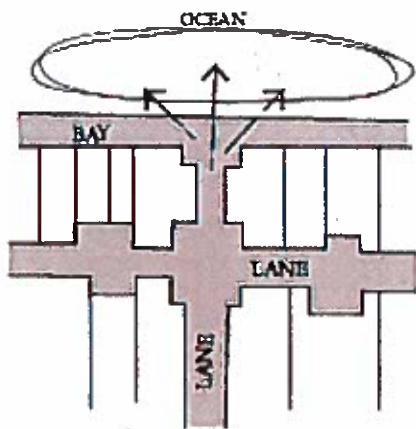
- Participants generally supported completing the commercial high street from the ferry terminal to Sewell's Marina (and future new commercial sites at Sewell's Landing) across Bay Street, citing opportunities to attract new local-serving shops and services (e.g., grocery store, mix of local serving retail, live-work and 2nd floor offices) and improve pedestrian movements on both sides of the waterfront (e.g., adding mid-block passages to Little Bay).
- Some participants suggested further expanding commercial uses southwards up to Bruce Street (e.g., echoing full block commercial and mixed-use opportunities between Bay and Bruce Streets on the east side of Royal Avenue)
- Participants emphasized the importance of providing adequate parking to support existing and new businesses, while planning for reduced car-dependence for the future of Horseshoe Bay through supporting transit and car-sharing opportunities.
- On the other hand, there were participants who were concerned about the economic viability of adding more businesses in an area that does not have the population to support it. While others suggested that expanding commercial opportunities can reinforce the local economy and make it more attractive for both visitors and residents.
- If to be further considered through the next phase, participants suggested that the built-form character of this expansion should be consistent with the existing low-rise form of Bay Street retail, citing Galleries as a good example that's new and maintains the seaside village character, with adequate parking for customers and residents.
- Some participants expressed concerns related to implementation and the impacts on existing owners. However, participants generally supported increased land use options for this block over a long-term plan.

Example comments:

- *"Like idea of connecting commercial spaces along Bay St b/t existing & new Sewell's development"*
- *"Professional offices on 2nd floor with primary retail at grade"*
- *"Create break in block to allow pedestrian access"*
- *"Village needs an update but want to retain character of seaside village"*
- *"Chicken & egg issue with providing commercial before having residential population to support"*

Activate Lanes

"Activate Lanes" considers improving *Little Bay* (the lane between Bay and Bruce Streets) with shops opening to the lane, an improved public realm, and mid-block connections from the main streets in the village.



3 activate lanes
new places to shop,
better places to walk



LEGEND
park
shops/mixed-use
row/townhomes

106 pieces of input were generated on this component. The five most discussed topics and three most mentioned perspectives for each topic were:

5 Most Discussed Consideration	3 Most Mentioned Perspectives
Design of lane (45)	<ol style="list-style-type: none"> 1. Design for pedestrians (e.g., pedestrian safety, separated pedestrian and car flow, attractive, lighting) (23) 2. Businesses that open to lane and are inviting (e.g., retail-friendly) (8) 3. Continuity and flow (e.g., smooth transitions, strong connectivity, complete east-west lane) (4) 3. Utilize open space and incorporate public art elements (e.g., murals) (4)
Mobility considerations (28)	<ol style="list-style-type: none"> 1. Balance commercial vehicle needs (e.g., delivery, loading, access, use time restrictions) (13) 2. Provide adequate parking (e.g., underground) (8) 3. Encourage active transit methods (e.g., efficient bus services, walking) (4)
Impressions about activating lanes (26)	<ol style="list-style-type: none"> 1. Desire to see lane activation in village core (10) 2. Opportunity to beautify and make lane attractive (9) 3. Good way to use the underutilized lane (3)
Types of shops & services suitable for the lane (5)	<ol style="list-style-type: none"> 1. Greater variety of retail (2) 2. Small, local-serving businesses (2) 3. Unique, cool shops that contribute to a community vibe (1)
Other comments (2)	<ol style="list-style-type: none"> 1. Name the lane "Libby Lane" (1) 2. Open up dead-end roads in the core (i.e., Douglas St and Argyle Ave) (1)

No additional topics were identified beyond those tabulated above.

Key Learnings from the "Activate Lanes" Discussions

- Most participants liked the idea of activating the "Little Bay" lane to create a unique, vibrant and attractive space in the village core that connects and flows from east to west, with a space that is currently unattractive and underutilized.
- If the lanes were to be activated, participants would like to see a focus on pedestrian safety (e.g., separated pedestrian and car flow) and double-fronting businesses that open to the lane and are inviting to pedestrians and customers. It would also be an opportunity to incorporate public art elements (e.g., murals) within the village core.
- While being supportive of the idea, some participants highlighted the competing uses of the space between different users (e.g., pedestrians, residents and commerce) and that commercial needs should be considered while activating the lane (e.g., commercial vehicle access and loading, product delivery, garbage pick up).
- Other transportation considerations included the need to provide adequate parking and the opportunity to encourage walking and transit through activating the lanes (as the lane would lead to the bus bays at the ferry terminal).
- Some participants saw this opportunity as a way to create unique commercial spaces that can attract a greater variety of unique, local-serving shops and services for Horseshoe Bay.

Example comments:

- *"Commercial space opening onto lanes could provide more affordable leasing space for smaller businesses"*
- *"Designate a portion of lane for pedestrians vs working / commercial portion"*
- *"Murals, street art can be used to enhance"*
- *"Laneway activation would make a huge difference to the village"*
- *"This should be active - "secondary high street" to draw people southwards"*

4. METRICS

Youth Workshops:

Youth workshops were targeted at our youngest residents, with each participant under 18 years of age and the vast majority estimated through discussion and school catchment to be residents of Horseshoe Bay or proximate western neighbourhoods:

Place of residence:

90% Live in HSB (or other Western Neighbourhood)

10%
elsewhere

Age Cohort:

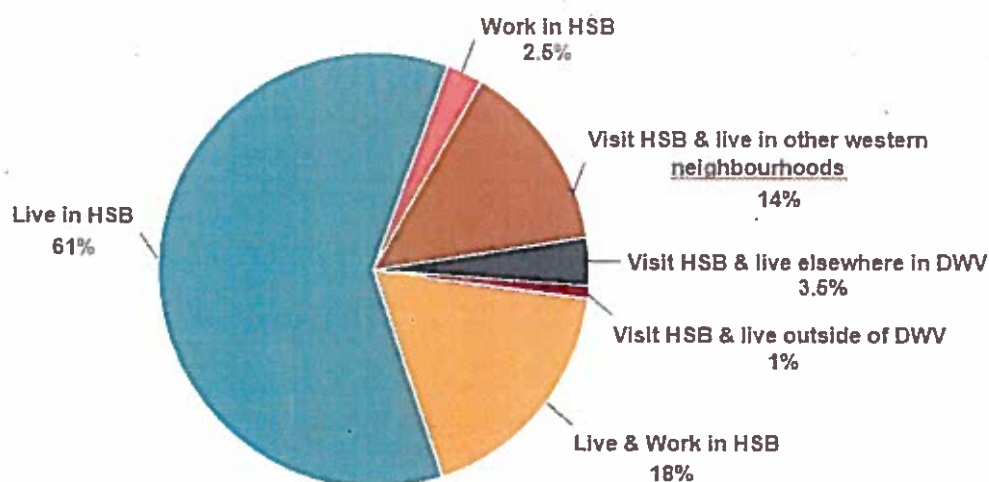
100% Under 25

ShapeHSB Discussion Cafés:

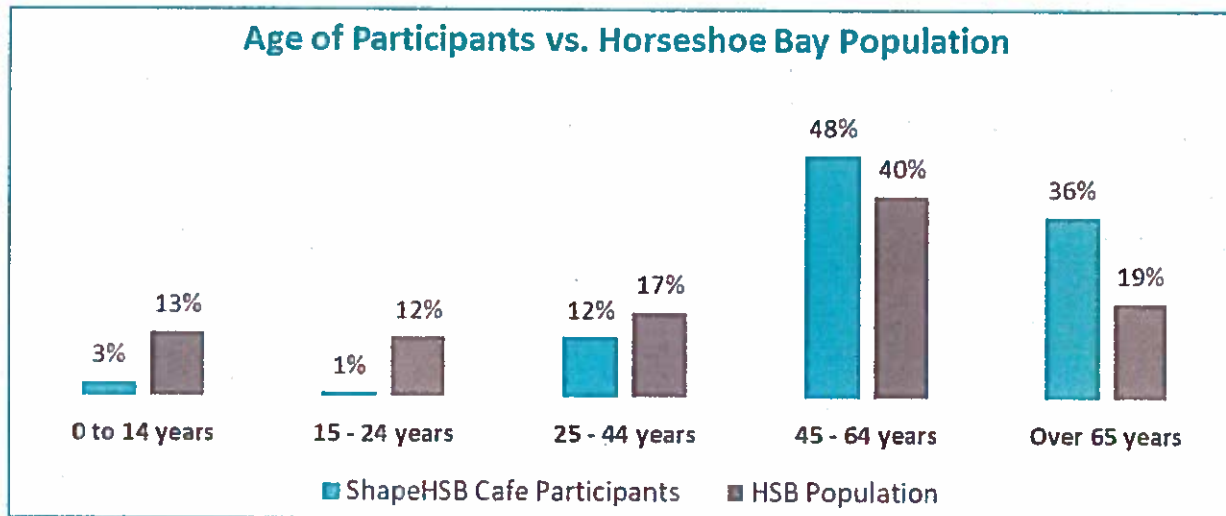
The westvancouverITE registration system enabled additional demographic information to be collected from *ShapeHSB* participants, specifically regarding their relationship to Horseshoe Bay and their age.

Over 80% of workshop participants either live, work or both live and work in Horseshoe Bay. This number increases to over 95% when those living in other western neighbourhoods are included (e.g., Whytecliff, Sunset Beach, Eagle Ridge, Eagle Harbour, Gleneagles, Caulfeild).

Participants' place of residence/work



The demographics of the Discussion Café participants roughly follow the makeup of the Horseshoe Bay community, with most participants (48%) between 45 – 64 years old.

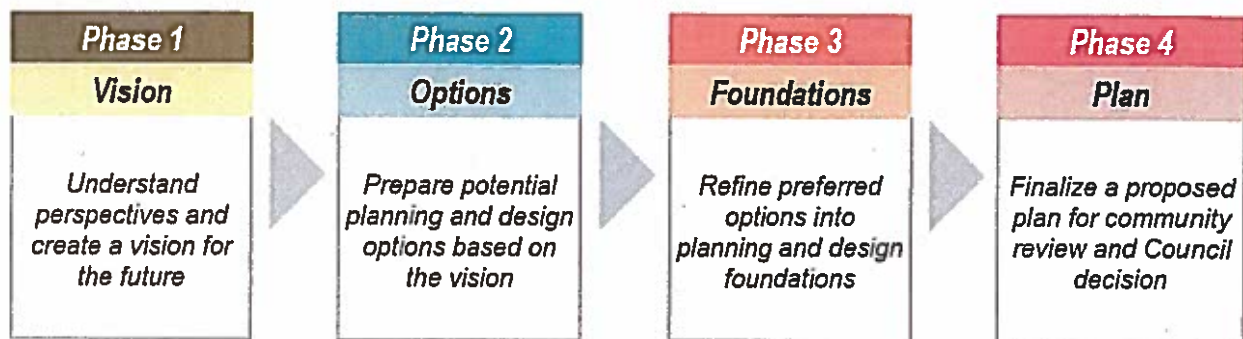


During registration for *ShapeHSB*, participants were also asked about how they had heard of the events (159 responses):

Outreach method	% of Total Event Attendees Generated
District outreach (e.g., postcard, facility poster, staff)	27%
District webpage, email and / or e-newsletter	23%
Community associations / memberships	17%
Word of mouth	14%
Social media (e.g., Facebook, Twitter, Instagram)	10%
Print ads: North Shore News	9%

5. NEXT STEPS

The LAP process is now expected to move forward into Phase 3 “Foundations”, pending Council’s direction.



There will continue to be meaningful and transparent engagement and the community is encouraged to remain active in the LAP process. Many thanks to all those who participated in Phase 2 and shared their perspectives and feedback on the initial options for the future of Horseshoe Bay. Please visit www.westvancouverite.ca/plan-hsb to subscribe to project updates and for full documentation and reports related to this project.



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