

Attachments for Item 10.1 provided
under separate cover.

APPENDIX "C"

Preliminary Proposal

Aquila

EAGLE HARBOUR

Modern West Coast Homes. Classic Nature.

Existing Site	3
Location Map	4
Walk Map	5
Site Context	6
Current Zoning	7
Current Approved Subdivision	8
Alignment of Objectives	9
Key Design Drivers	10
July 27th Proposal	11
Rendering	12
Models	13
Floor Plans	14
Design Inspiration	19
Community Feedback	20
Developer Response	23
Revised Site Plan	28
Site Context	30
Rendering	31
Models	32
Floor Plans	33
Comparison Chart	38
Traffic Report Summary	39
Stream Rehabilitation	40
OCP Policies	41
FAQ	50
Team	52
Correspondence Response	55

A Remarkable New Community in West Vancouver's Eagle Harbour Neighbourhood

Anyone who lives in Eagle Harbour can appreciate the myriad incredible benefits the community has to offer. Only steps from the beach, marinas, trails and lakes, yet it is also minutes from a variety of amenities such as schools, shops and services.

Aquila is an infill development of just under five acres. It is bordered by the CN Railway, Westport Road, Eagle Creek and the homes that are accessed from Daffodil Lane and Cranley Drive. As it is an infill development, we strive to ensure that large green buffers are provided to the neighbouring homes through park and wetland dedication. In fact, one third of the entire property will function as green buffers.

The residents of West Vancouver were asked for their input regarding the difficulties surrounding housing availability and the changes they desired to see in the availability of such housing for seniors, young families with children; giving life to the new Official Community Plan. Prior to the passing of this new OCP, the Aquila property was approved for subdivision into ten large lots. The ten large lots no longer align with the OCP, in fact the 10 lots completely contradicts it. The OCP clearly states that ostentatious homes on large lots catering to the wealthy elite are no longer desired, needed or wanted. Homes built for the "missing middle" market is what West Vancouver requires; homes that allow young families to move to and downsizers to remain in West Vancouver.

Eagle Harbour is the ideal area in West Vancouver for this "missing middle" development. Families can stroll down to Eagle Harbour beach and go for a walk on the scenic Sea View walk, while retirees can spend their time golfing at Gleneagles Golf Course or enjoy their time at the various marinas or yacht clubs.

There is no question that Eagle Harbour is the perfect location for Aquila and West Vancouver's "missing middle" housing. Because of the broad market (young families to downsizers) that Aquila strives to accommodate, diverse housing types and sizes are essential. Aquila is proposing to offer three and four bedroom homes with duplex and attached format ranging in size from 1300 to 3200 sqft.

In creating the new proposal for this property, Sterling Pacific has worked closely with West Vancouver to develop a plan that follows the core values of the new OCP. Sterling Pacific has worked diligently with Formwerks Architects to create the homes that fit seamlessly into the community, while recognizing that such density in an infill development requires the utmost care and attention. Dedicated to making a positive an impact on the community, the density Sterling Pacific is proposing is by far the lowest of any recently approved or proposed multifamily development in West Vancouver, with a floor area ratio of only 0.45 and a total of 53 homes.

The Harper family, owners of Sterling Pacific developments, reside in the area and have put forth a plan that they are proud of; a plan that they believe fits into their neighbourhood and only serves to enhance the neighbourhood's already distinctive and extraordinary character.

Where is Aquila in the process and what is left?

REZONING APPLICATION PROCESS

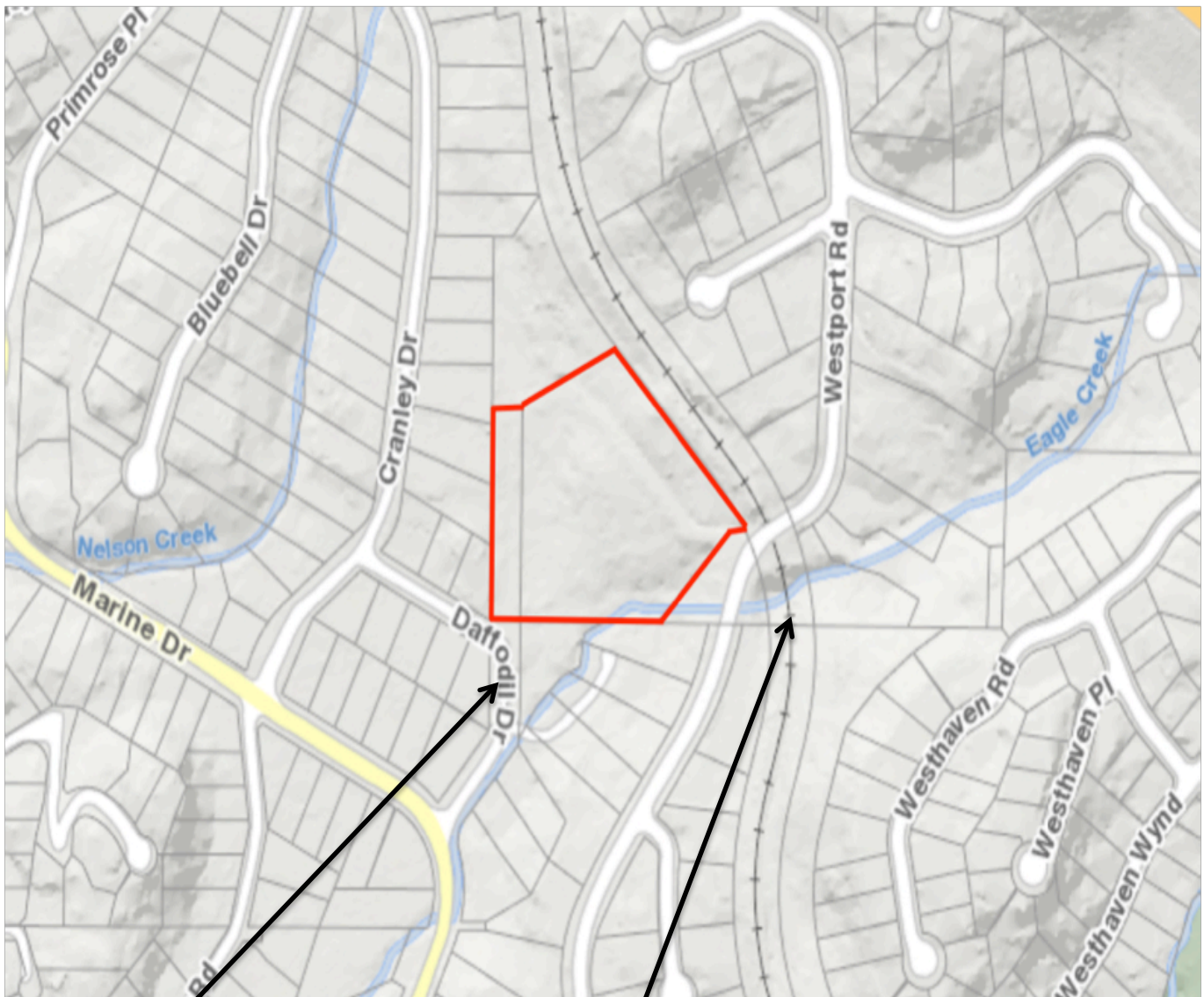
PROCESS STAGE	NOTES	IS THIS STAGE A PUBLIC INPUT OPPORTUNITY?
1 applicant submits initial proposal to staff; staff review, provide feedback & direction	this is just a proposal at this point, not a formal application	✗
2 applicant revises plans accordingly & resubmits as many times as staff require		✗
3 applicant hosts preliminary public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
4 applicant revises proposal based on public input and submits a formal application to staff; staff then review revised application and consult appropriate advisory body for review (<i>Design Review Committee, Advisory Committee on Disability Issues, etc.</i>)		✗
5 applicant hosts a public meeting to receive further feedback on formal application	this is an optional step depending on scale of proposal, level of public interest, etc.	✓
6 staff prepare report for Council consideration and either: recommend application proceeds to public hearing OR be rejected	this recommendation is based on existing bylaws and policies; staff are obligated to prepare a package for Council to consider, regardless of the recommendation	✗
7 Council either sends to public hearing (first reading) OR Council sends back/defers	this is the first time Council considers the application	✗
8 applicant hosts public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
9 District issues public hearing notification	notification is via: letters delivered 100 metres from site, newspaper ads & web postings	✗
10 PUBLIC HEARING OCCURS	at this stage, all public input is presented to Council for their consideration	✓
11 Council considers application & requests changes if desired		✗
12 Council gives second & third readings OR Council refuses application		✗
13 applicant fulfills any conditions requested by Council		✗
14 adoption of application IF Council approves		

UPDATED: SEPTEMBER, 2019

Site Area 18,020 Sq.M. (194,073 Sq.Ft.)

Site Context

A unique site with only 7 homes directly neighbouring the property lines with a large degree of separation through dedicated wetlands and parks, railway and Westport Road. Located along the Marine Drive Transit Corridor in a neighbourhood full of community amenities



124m to Marine Drive
Transit Corridor

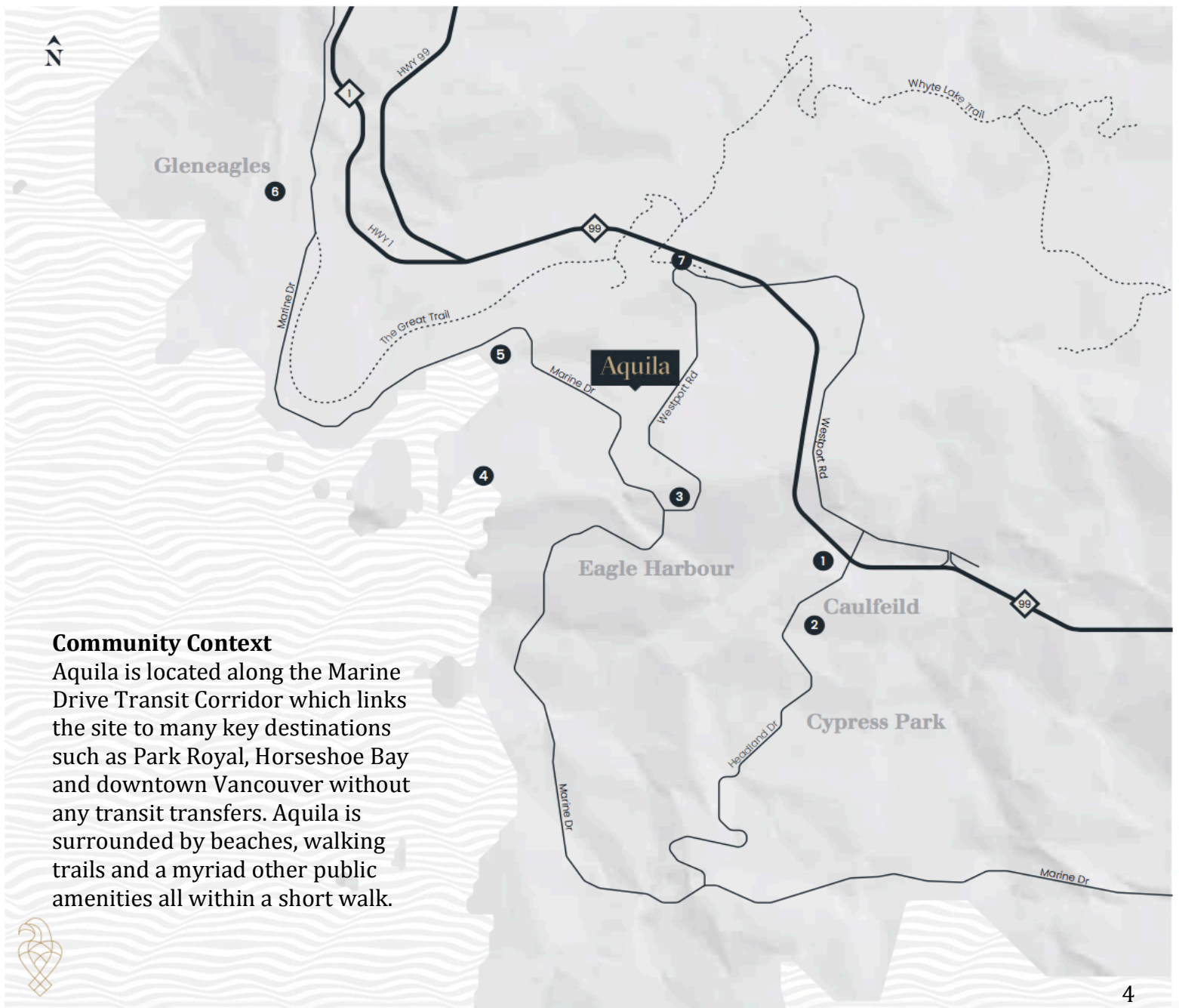
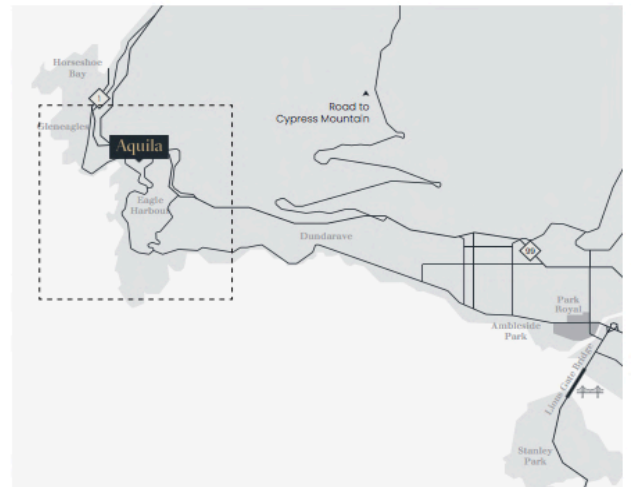
CN Railway

Points of Interest

- | | | |
|--------------------------------------|------------------------------------|----------------------------------------------|
| 1. Caulfeild Village Shopping Centre | 3. Eagle Harbour Montessori School | 6. Gleneagles Golf Course & Community Center |
| 2. Rockridge Secondary | 4. Eagle Harbour Beach | 7. Whyte Lake Trail |
| | 5. Thunderbird Marina | |

Driving Times

- | | |
|--------------------------------|-----------------------------|
| 8 Mins ▲
Horseshoe Bay | 12 Mins ▶
Ambleside Park |
| 10 Mins ▶
Dundarave Village | 12 Mins ▶
Park Royal |

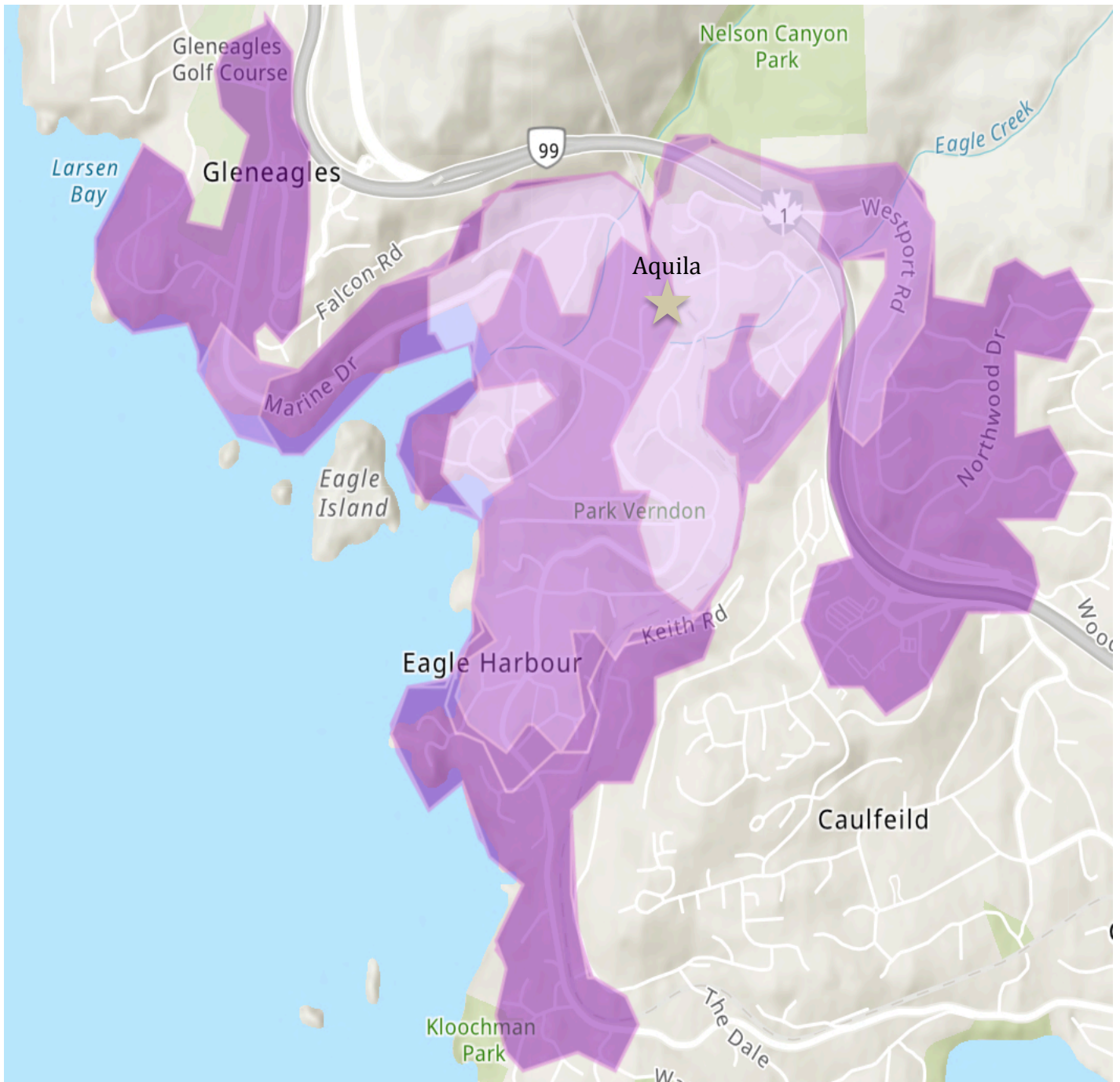





Community Context

Aquila is located along the Marine Drive Transit Corridor which links the site to many key destinations such as Park Royal, Horseshoe Bay and downtown Vancouver without any transit transfers. Aquila is surrounded by beaches, walking trails and a myriad other public amenities all within a short walk.



Aquila is located in an area that promotes walkability to a plethora of community amenities through trail networks, sidewalks and quiet side streets



-  10 Minute Walk
-  20 Minute Walk
-  30 Minute Walk



Existing site map with surrounding neighbours



Westport entrance looking north



Westport Road Looking North towards entrance



Westport Road looking south towards entrance



Daffodil Road looking north towards entrance



Daffodil looking north-west past entrance

In 2016, prior to the new Official Community Plan being approved, a subdivision of the property into 10 large single family lots was approved which allows for an exclusive development of mega mansions to be constructed up to 9000 SqFt.

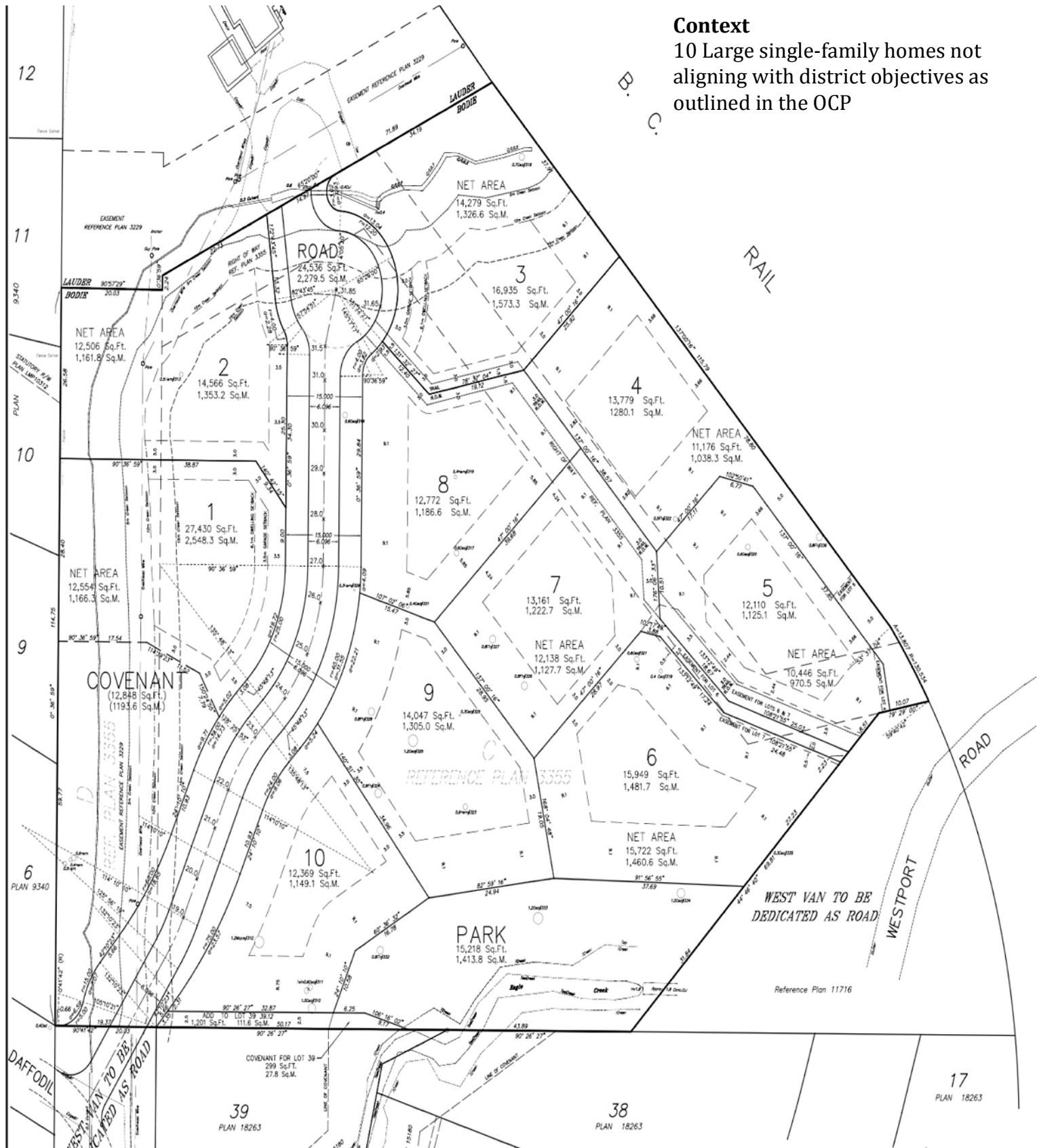
WEST VANCOUVER ZONING BYLAW 4662, 2010

Summary of regulations for SINGLE FAMILY Zones

NOTE: THIS CHART IS FOR GENERAL REFERENCE ONLY.

Exact regulations may vary due to lot configuration, watercourses on or adjacent to the site or the presence of covenants, easements or right-of-ways registered against the property. The Zoning Bylaw **MUST ALWAYS** be consulted for exact interpretation and additional information. These figures are METRIC and subject to change.

	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10
Min. Lot Area (m ²)	8,094m ²	1,858m ²	1,115m ²	836m ²	558m ²	Existing	929m ²	929m ²	371.5m ²	1,115m ²
Min. Lot Width (m)	61m	24.4m	24.4m	22.9m	15.2m	Existing	21.3m	21.3m	10m	24.4m
Min. Flanking Lot Width (m)	n/a	30.4m	29m	26.8m	20.7m	Existing	24.3m	24.3m	16.2m	30.4m
Max. Site depth	4X width	Min 39.6m, 3.5X width	4X width	4X width	4X width	Existing	3x width	3X width	4X width	3.5X width
Density	n/a	n/a	n/a	n/a	n/a	n/a	2.5 units /0.4ha	1.5 units /0.4ha	n/a	n/a
Site Coverage:										
• >885 m ²	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
• 664 to 885 m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²
• <664 m ²	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Floor Area Ratio (FAR):										
• >677 m ²	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
• 474 to 677 m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²
• <474 m ²	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Max Height (m)	7.62m	7.62m	7.62m	7.62m	7.62m	8m	7.62m	7.62m	7.62m	7.62m
Max Storeys (plus bsmt)	2	2	2	2	2	2	2	2	2	2
Highest Building Face (m)	n/a	6.7m	6.7m	6.7m	6.72m	6.7m	6.7m	6.7m	n/a	6.7m
Front Yard Setback (m)	10.7m	9.1m	9.1m	9.1m	7.6m	9m	9.1m	9.1m	7.6m	9.1m
Rear Yard Setback (m)	10.7m	9.1m	9.1m	9.1m	9.1m	9m	9.1m	9.1m	9.1m	9.1m
Side Yard Setbacks:										
• Dwelling <2 full storeys	10.7m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m
• Dwelling 2 full storeys*	10.7m	10% width, 1.52m min, 3 m max	10% width, 1.52m min to 3m max	10% width, 1.5m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max
Combined Side Yards:										
• Dwelling <2 full storeys	n/a	20% width, min 4.9m to 12.1m max	20% width, 4.9m min to 12.1m max	20% width, 4.5m min to 12.1m max	20% width, 3m min to 12.1m max	20% width, 3m min to 12.1 m max	20% width, 4.9m to 12.1m	20% width, 3m min to 12.1m max	20% width, 3m min to 12.1m max	20% width, 4.9m min to 12.1m max
• All other dwellings, 2 full storeys*	n/a	25% width, 4.9m min to 18.2m max	25% width, 4.9m min to 18.3m max	25% width, 4.57m min to 18.2m max	25% width, 3m min to 18.2m max	25% width, 4.9m min to 18.2m max	25% width, 4.9m min to 12.1m max	25% width, 6.7m min to 18.2m max	25% width, 3m min to 18.2m max	25% width, 4.9m min to 18.2m max
Corner-flanking Side Yard	10.7m	9.1m	9.1m	9.1m	7.6m	9m	9.1m	9.1m	9.1m	9.1m
Min # off-street parking	1	1	1	1	1	-	2	2	1	1



Aquila is rare opportunity where, due to the uniquely buffered site characteristics, thoughtful and sensitive development can serve to align and promote district and ultimately community objectives as outlined in the OCP

District Objectives

Aquila's Alignment



Housing and Neighbourhood

- Build a diverse mix of homes that are more affordable than what is offered on the current market to attract the “missing middle”
- Build homes that appeal to families to allow them to enter the West Vancouver market.
- Regenerate the existing neighbourhood by bringing in young families
- Cater to those who are essential to a community first, Teachers and First Responders



Local Economy

- By catering to the “missing middle” housing options, Aquila can create more demand for restaurants, café's and nightlife to West Vancouver
- Additional residents to buy local and support West Vancouver Businesses



Transportation and Infrastructure

- Being located along West Vancouver's main transit corridor allows residents to not have to rely on cars
- Improved site access onto both Daffodil and Westport Roads
- Close proximity to walking trails
- Flat, easy walk to local beaches and parks



Parks and Environment

- Major public park dedication from what currently is private land
- Rehabilitate and enhance current wetland into potential salmon bearing stream with rearing ponds
- Repair and replace existing deteriorating culverts to promote salmon
- Create a new public walking trail that crosses through the property allowing those on the Westport side of Aquila easier access to Eagle Harbour's many amenities.



Social Well-Being

- Design thoughtful and diverse housing mix to promote missing middle generation and downsizers alike
- Design homes with ample outdoor spaces to blend inside and out
- Design homes to interact with one another in a neighbourhood feel
- Develop connecting pathways to rest of community to allow seamless connection
- Allow young families an opportunity to contribute to a West Vancouver community

The proposed design aims to increase diversity of housing and expand the missing middle in West Vancouver through utilization of approved roads as closely as possible and enhance environmental areas along with forested buffers to ensure the least amount of community interference.

Perimeter Landscape Buffer



Maintain and create a diverse ecological buffer through wetland restoration and park dedication along the surrounding property lines to keep existing neighbourhood context and appeal

Connect with the Natural Context



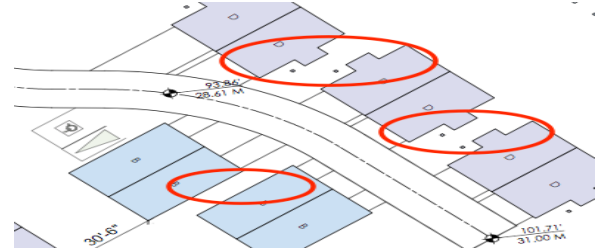
Plan the site around the existing topography and natural landscape to ensure that the homes and land are incorporated together

Community Orientated Streets



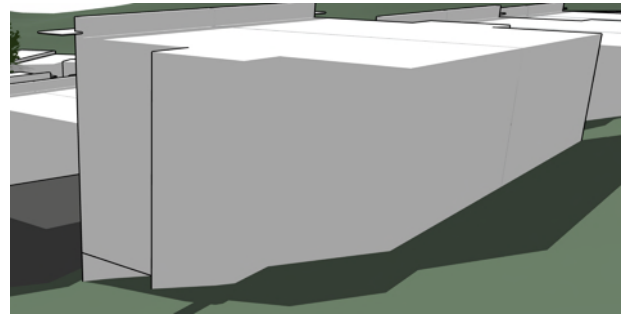
Develop streets that end in a neighbourhood friendly cul-de-sac, not ones that connect through from Daffodil to Westport

Breakup Building Massing



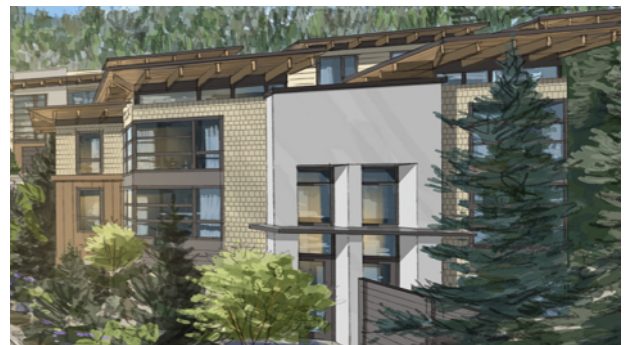
Employ a more neighbourhood friendly massing by breaking up the townhouse buildings to more smaller buildings rather than large buildings.

Utilize Existing Topography



Build the homes into the natural topography of the site to mitigate the overall height and thus visual impact to ensure the homes fit in with existing neighbourhood context.

Outstanding Design



Create a design that will not only compliment the neighbourhood, but also enhance it.

July 27 Proposed Site Plan

Aquila





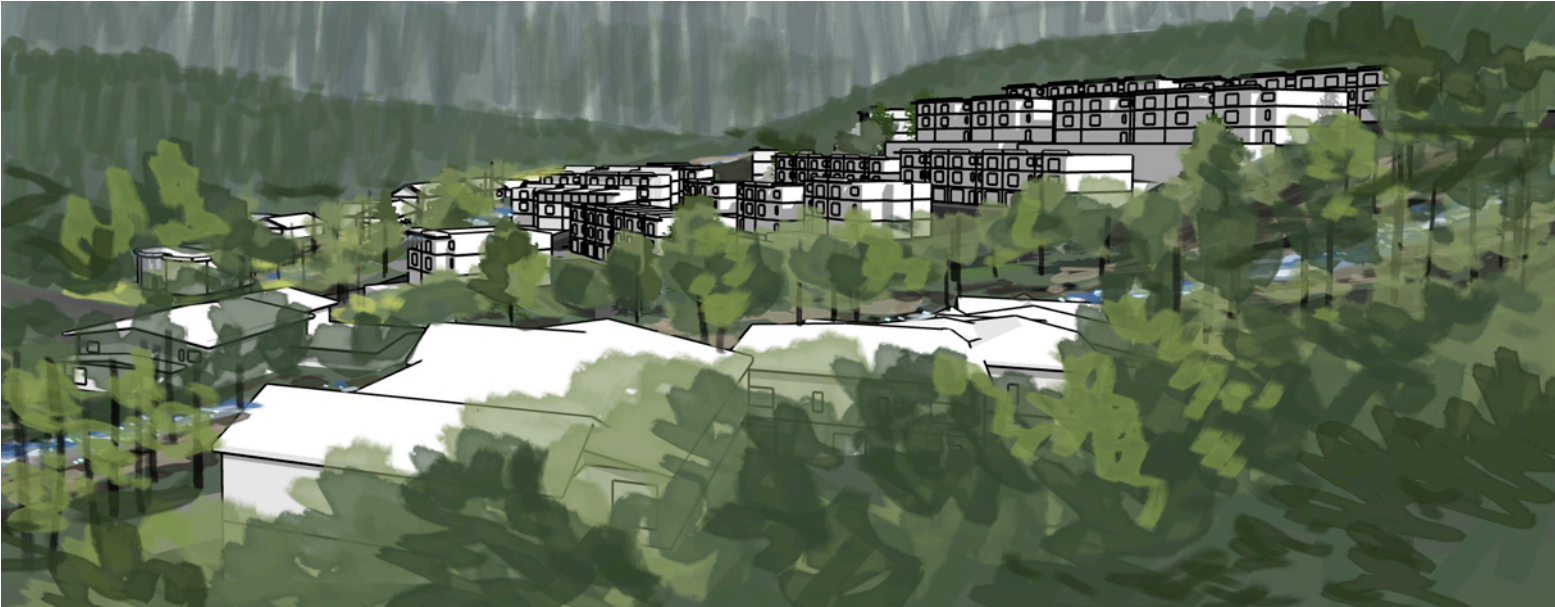
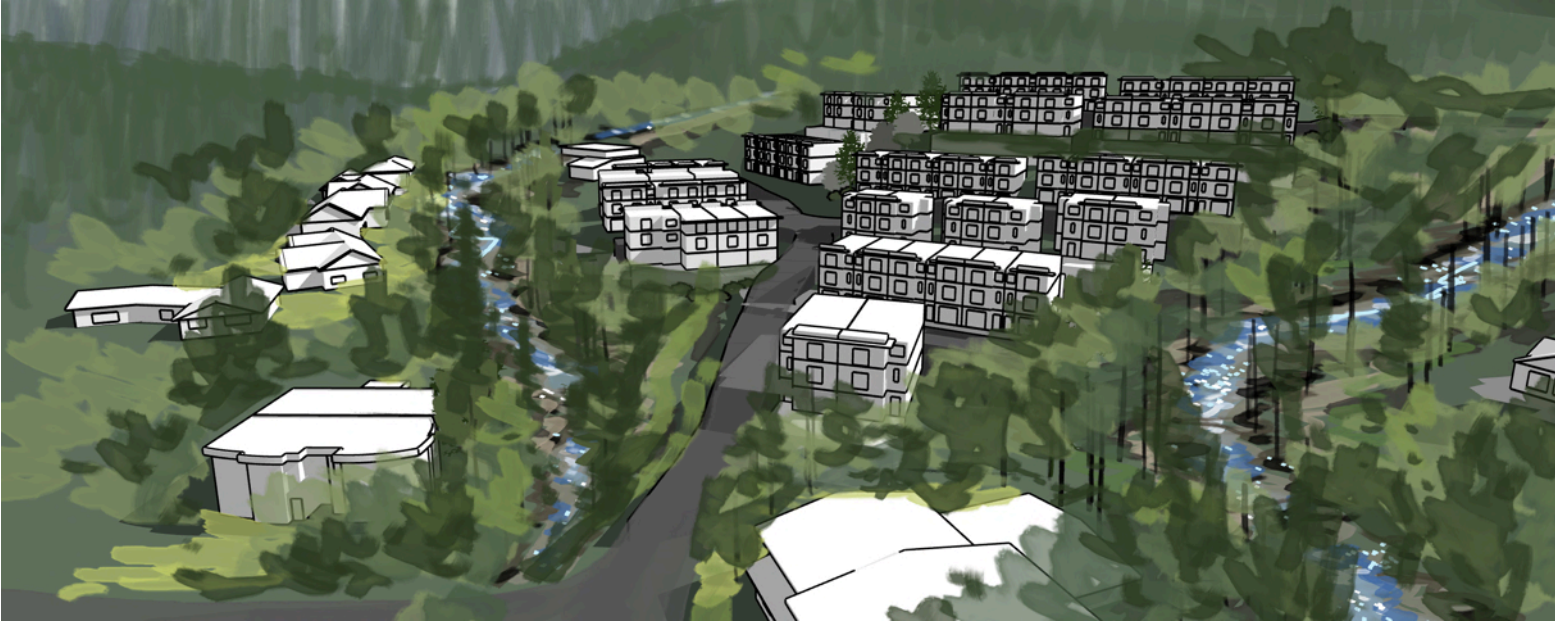
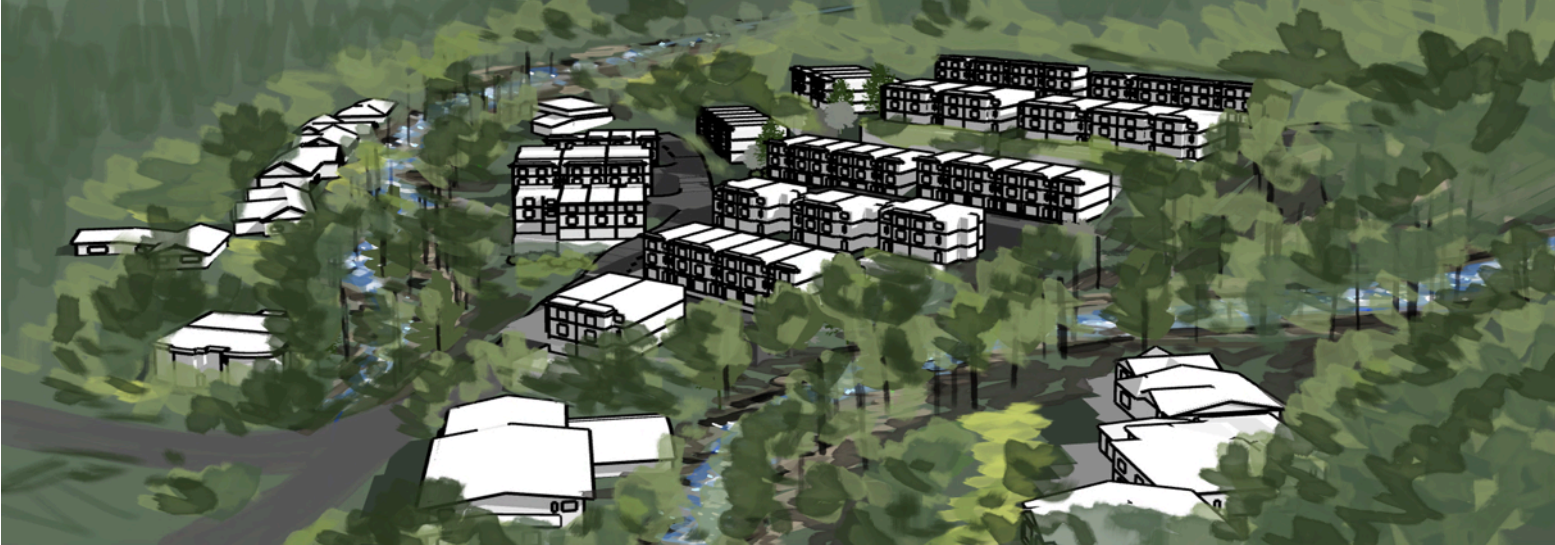
Entrance off Daffodil Drive



Entrance off Westport Road

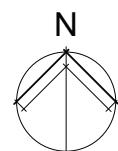
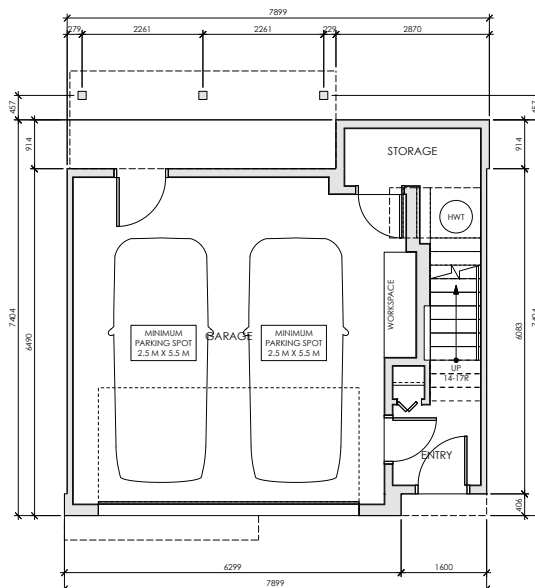
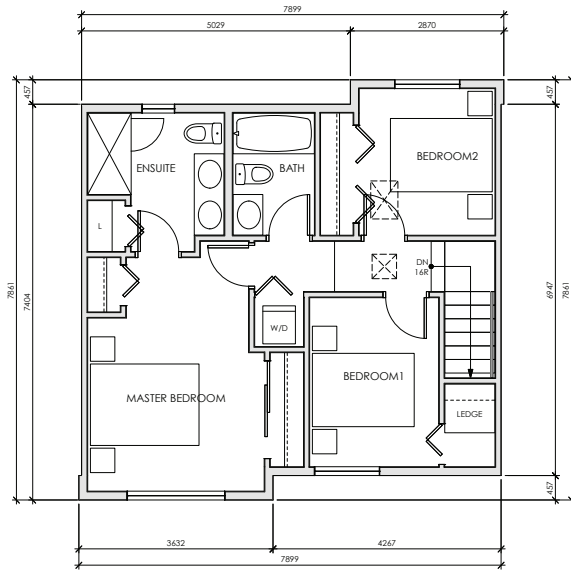
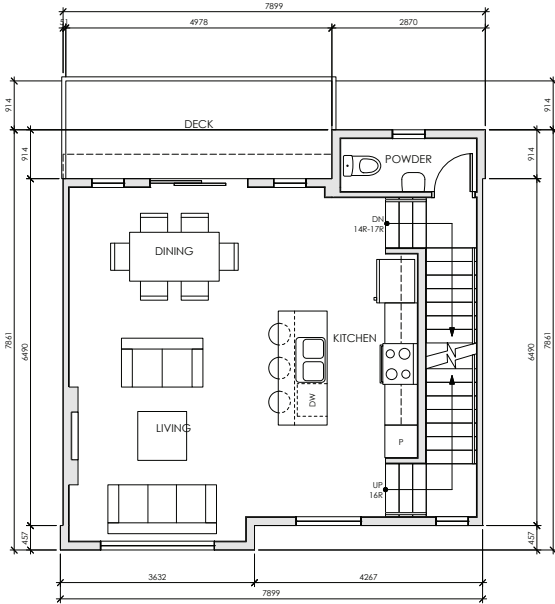
July 27 Site Models

Aquila



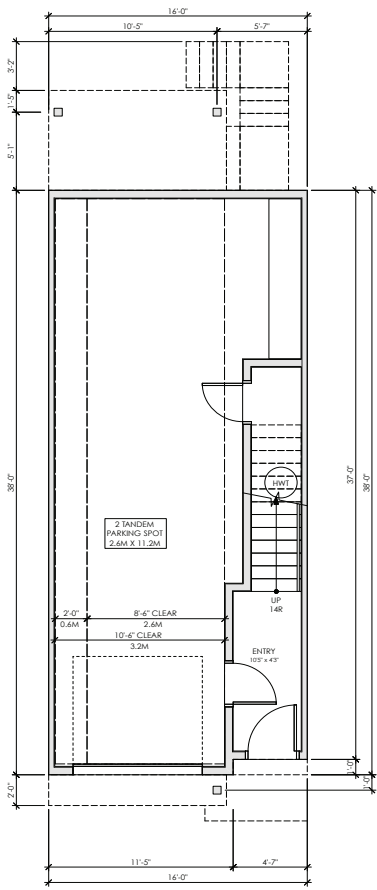
A

3 BEDROOM + 2.5 BATH
1345 SQ FT

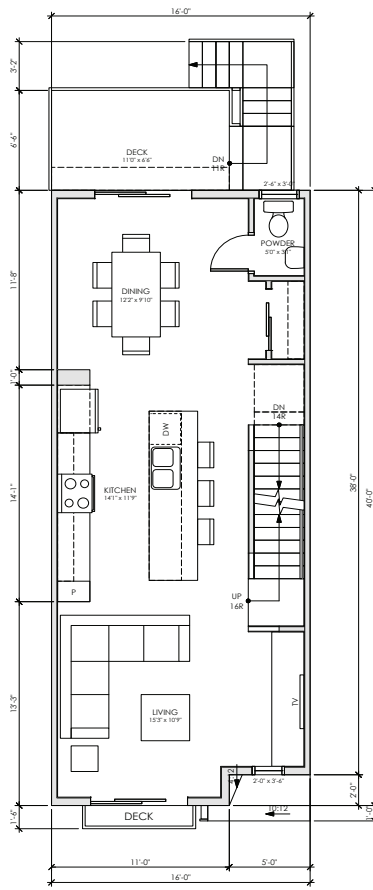


C

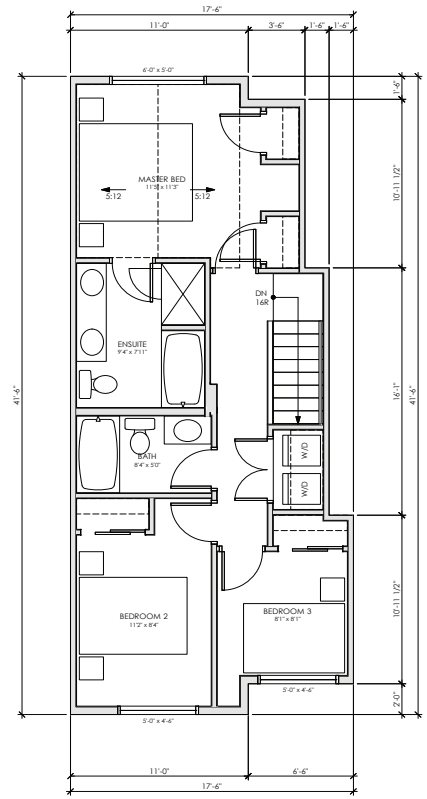
3 BEDROOM + 2.5 BATH
1355 SQ FT



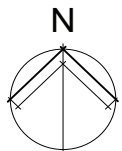
LEVEL 1



LEVEL 2



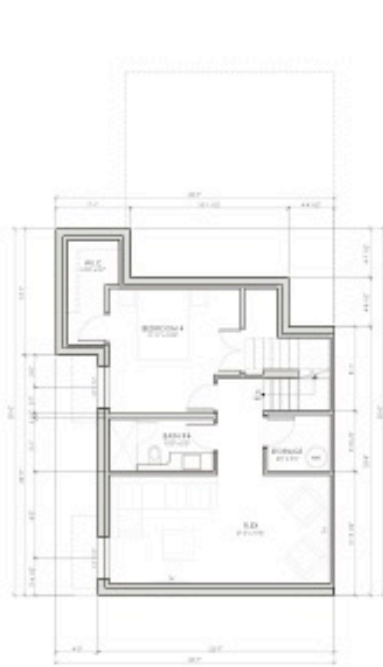
LEVEL 3



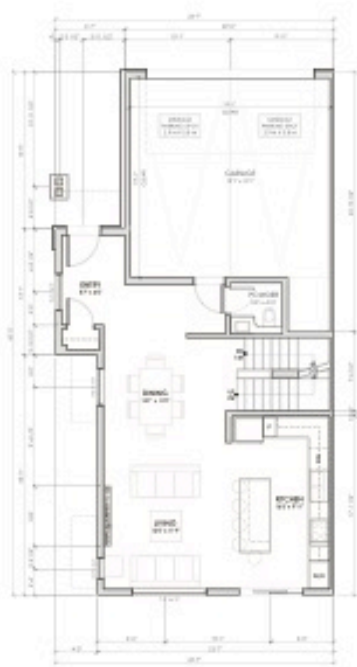
D

***SUITE OPTION**

**4 BEDROOM + 4.5 BATH
2010 SQ FT**



LEVEL 1



LEVEL 2



LEVEL 3

The developer reserves the right to modify the information contained herein without notice. Prices, availability, renderings, views, building design, specifications, floor plans, finishes and sizes are subject to change and may not be accurate. This is not an offering for sale and such an offering can only be made after filing a disclosure statement. EAOE.



F

*** SUITE OPTION**

4 BEDROOM + 4.5 BATH
2323 SQ FT



LEVEL 1



LEVEL 2

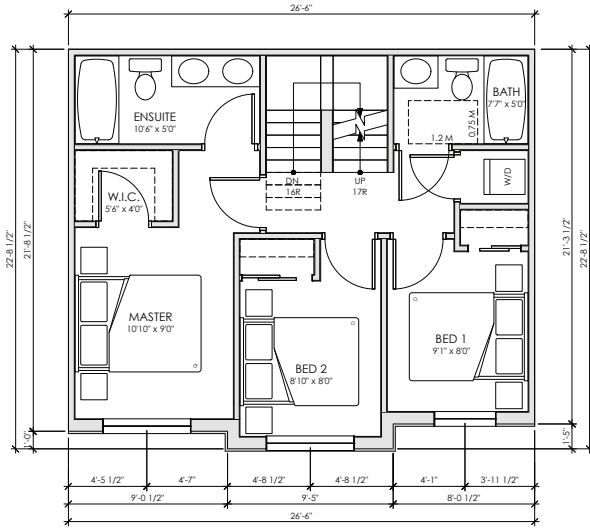


LEVEL 3

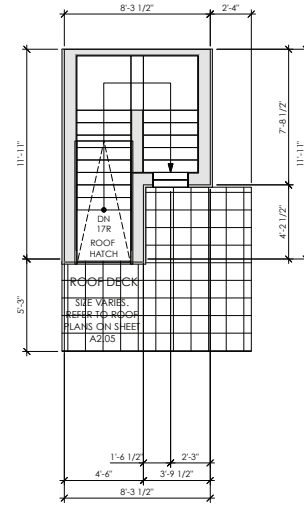


H

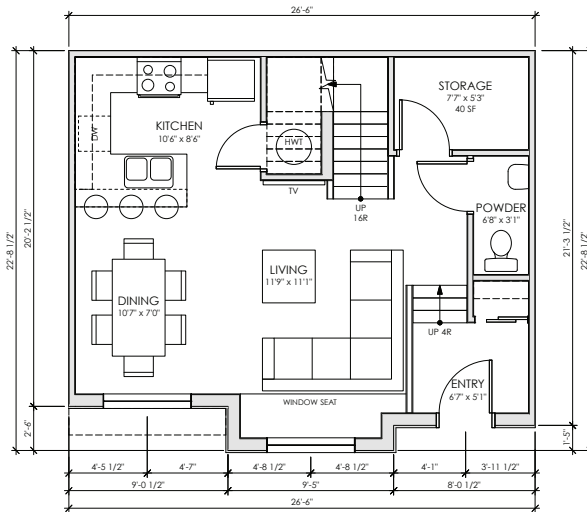
3 BEDROOM + 2.5 BATH
1300 SQ FT



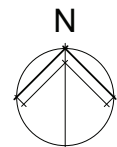
LEVEL 2



LEVEL 3



LEVEL 1
(PARKING LOCATED BELOW)



The developer reserves the right to modify the information contained herein without notice. Prices, availability, renderings, views, building design, specifications, floor plans, finishes and sizes are subject to change and may not be accurate. This is not an offering for sale and such an offering can only be made after filing a disclosure statement. E&OE.

Design: Fitting In

Aquila

The proposed architecture for the site utilizes various aspects of West Coast Modern design that has been perfected over the years for the West Vancouver landscape specifically the Eagle Harbour community. Using natural materials, large overhangs and incorporating grand outdoor spaces that flow seamlessly from the indoors allows the homes to truly nestle into the surrounding landscape.

Large natural wood overhang



McLellan-Saddy House / Thompson, Berwick, and Pratt and Partners

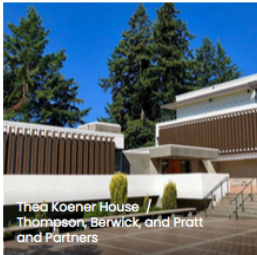


Large opening and extensive glazing

Baker House / Ron Thom



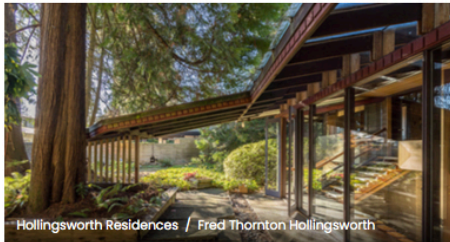
Paul Merrick



Thea Koener House / Thompson, Berwick, and Pratt and Partners



Downs House II / Barry Downs



Hollingsworth Residences / Fred Thornton Hollingsworth



Formwerks Architectural



Merrick House / Paul Merrick

Horizontal wooden elements

Exposed wooden rafter tails



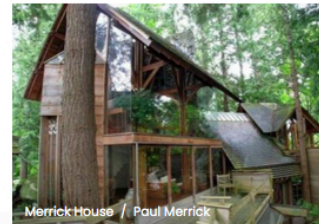
Formwerks Architectural



Moon House / Fred Thornton Hollingsworth



McNab Residences / Duncan McNab



Merrick House / Paul Merrick

July 27th Meeting Findings

The initial developer lead information meeting was held on July 27, 2020, prior to this meeting, over 65 information letters and booklets on the proposed development were hand delivered to all residents within a 100m radius of the site. In addition, our information package was delivered through email to all Eagle Harbour residents through the neighbourhood newsletter along with two publications in the North Shore News. Also, two additional information signs about the meeting were posted on the Westport and Daffodil entrances to the property.

The information meeting was held in the parking lot of Thunderbird Marina following Covid-19 social distancing requirements. Facemasks were mandatory and were provided along with hand sanitizer. In addition, due to the provincial guidelines for contact tracing, all attendees were required to leave their contact information on a comment form that we retain for 30 days. Based on this, we received 57 forms and 27 forms were left blank with no comments and the balance of the forms were closely split between positive and negative. Thus out of 57 forms 49% had no comment, 25% had positive comments and 26% had negative comments.

Prior to the meeting, an email was sent out to all local residents outlining why they are, and why area residents should be against the development. Thus the vast majority of the negative comments received at the information meeting centered around the points raised in the email (Appendix B).

In addition to the comment forms from the information meeting we also received 47 comments from Aquila's website of which 91.5% were positive, 8.5% were negative.

Based on all of the comment forms received, Aquila's public perception can be broken down as such: 18% negative, 55% positive, 26% no comment.

July 27th Meeting Findings

Main Positive Points

The positive comments relating to the development are mostly centered around the notion of:

- Housing Diversity
- Family centered neighbourhood

*“As somebody who wishes to move to West Vancouver one day, this is **exactly the type of home I am looking for.** I strongly support this application. This is much **more appropriate than the original plan of mega mansions.** Please let me know if there is anything else I can do to help support this proposal.” –*

*“Hi, I’m a young accountant living in s. 22(1). I’d like to live in west Vancouver some day. **The current housing options are limited, and I don’t particularly want to live in a condo.** Would be interested to know more including price. Please keep me posted on the status of the re-zoning. Hopeful that it gets approved.” –*

*“As a first responder, I am very excited to see such a beautiful and yet affordable **development being built in West Vancouver.** I have observed more than one of the Harper’s previous projects and can attest to their strength in attention to detail and professionalism. I am very pleased to know that this specific project will undoubtedly increase the number of first responders and health care professionals living in the west Vancouver area. My family and I specifically, are very excited about this development as it opens doors for us down the road to join the West Vancouver community.” –*

*“**This NEEDS to happen! My wife is a s. 22(1) and I’m a s. 22(1) member following a s. 22(1) and we have a very young family.** I know s. 22(1) our friend and s. 22(1) has already reached out. We definitely want a unit. If there’s anything we can do to help move this forward we would be willing to do so” –*

Family Centered Neighbourhood

We have found that those with young families rarely expect to have the chance to raise their children in a neighbourhood such as Eagle Harbour. Most have succumbed to the fact that their children will grow up around extremely dense, urban centers; few imagine the chance to have their children close to parks, beaches, forests, flat streets and trails all of which Aquila and Eagle Harbour offer.

*“I am a long term resident of West Vancouver of s. 22(1) years and support this development. **This development will be perfect for my kids** to allow them and their future families to live in the community that they were raised in. It’s the type of housing that’s missing and needed in West Vancouver.” –*

*“We are a s. 22(1) family living in a 3 bedrooms condo in West Vancouver, and we want to upgrade our home. **The Aquila project seems perfect for us (Home size and price).** Could you inform me, when the presale starts?” –*

July 27th Meeting Findings

Main Negative Points

The main opposition points, as outlined in an email to the residents (attached herein as appendix B) are:

- Does not fit with the OCP
- Size of Development and not maintaining neighbourhood character
- Local traffic
- Slope Stability
- Climate Change
- Overcrowding at local amenities (beaches, parks, trails ect)

“Far too big of a development. Not in character with existing neighbourhood. Loss of green space. Space not big enough for that size of development” –

“This area is not built for such density. Other neighbourhoods are such as Park Royal, Ambleside, Dundarave, Horseshoe Bay, new development above highway are designed for development with commercial areas. Just because OCP is to expand doesn't mean all areas are suited to it.” –

“Traffic issues – your “traffic study” lacks correct data, does not consider the fact of various age groups and therefore no clear peak hours. The visibility and speed on Westport and Marine Drive is already an issue. Neighbourhood character – you would alter the character. There is no access to stores, walk able access to schools (except Eagle Harbour School). Transportation is infrequent with every half hour busses. Ect”. –

“Great concern over **density and traffic**” –

“My main concern is that this project **does not fit into the OCP** where it is contemplated that multi-family residences are to be near commercial centers and amenities. EH is not a conducive area as cars required to grocery shop ect. Better to build 10 smaller houses on each original lot.” –

“Concern with **overcrowding** at local amenities (beaches, parks, trails)” –

“Why dont you just **build duplexes?**”

“While 10 more 7000SqFt homes are not needed in the area, the proposal is too far in the other direction. There are 67 new homes with 31% of them having suites, meaning a total of 87 new homes in the neighbourhood.” –

We found the constructive comments received from our Public Information Meeting to be extremely helpful in providing us direction in how the community would like to see Aquila developed.

In this regard, we sincerely appreciate all those that attended and provided comments. Furthermore, the direction provided by West Vancouver's planning department was also very much valued.

As we have said from the outset, it is our goal to create a community that works for all stakeholders, which includes the Eagle Harbour community, West Vancouver residents, West Vancouver Planning, West Vancouver Council and ourselves. Clearly to achieve this goal we all need to work together and no doubt compromises will need to be made but in the end we are **confident that we will be able to create a community that is beneficial for all.**

While there is no question that the diversity of housing proposed through Aquila is exactly what West Vancouver needs and wants, **the turmoil comes when deciding where to place such.** While we believe we have clearly stated in this report why our site checks almost all the boxes for being the perfect location, we do understand that some of the local residents do have concerns.

One of the main reasons for concern appears to be the overall size of the development. That is, it is 4.45 acres which even with a low FAR (.52) the number of homes proposed (67) is significant. Also in order to have a number of smaller, lower priced homes this also increases the number of homes as well as the building massing.

As the number of homes, building massing and how the development fits into the Eagle Harbour neighbourhood are the most significant concerns, **we have instructed our architect to present a revised plan that addresses these concerns.**

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Public Comments

Direct Response

Does not fit with the OCP



In this report we have stated how Aquila does align with the OCP and now by introducing duplexes the additional policy of 2.1.13 applies. In addition we have reduced the overall density of the development by employing duplex style housing options to ensure that Aquila fits seamlessly into the existing neighbourhood context all while maintaining the wide variety of home price points and styles.

Size of development and not maintaining neighbourhood character



We have reduced the overall size of the development and altered the design to employ duplex style homes to ensure a seamless fit into neighbourhood context.

Local Traffic



We have completed numerous traffic studies of the areas and our reports show that the traffic impact is extremely minimal. We are only adding an additional 12 trips to Westport Road during the AM peak hour and 19 trips to Daffodil during the AM peak hour period. The current traffic along Cranley is 49 trips during the AM peak hour and most would agree that Cranley is a very quiet and safe street. The additional cars added to Daffodil will equate to Daffodil having 30 trips during the AM peak hour period which is far less than what Cranley has already.

Slope Stability



We have decreased the amount of homes and in turn were able to lower the homes into the natural grade of the site which aids to increase the stability of the slope. Also, by decreasing the number of homes we were able to increase the amount of natural green space which further aids in stability.

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Climate Change



We have proposed additional electric car charging stations as well as electric bike stations for Aquila in order to further reduce owners reliance on cars. In addition, we have decreased the number of homes at Aquila which allows more green space to be maintained. An energy consultant has been retained to assist in ensuring the homes are as energy efficient as possible.

Housing Diversity



We have increased the level of housing diversity by maintain our lower priced homes from our initial plan however we have introduced a wider array of floor plans through duplex styling home designs. The homes being offered first to First Responders and Teachers has shown to be very well received so this will remain.

Family Centered
Neighbourhood



We have maintained our family centered focus at Aquila and we believe by offering larger, duplex style homes along with the smaller floor plans we have further increased this notion. Additionally by decreasing the massing of the development we have increased the amount of green space and areas for families and children alike to congregate and enjoy

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Car Centered Neighbourhood?

Eagle Harbour being a car centered neighbourhood is a comment that we heard a number of times. As Eagle Harbour is on the Marine Drive Transit Corridor, the neighbourhood does not have a lot of hills and so many of West Vancouver's coveted beaches and parks are all located within an easy walk, it is puzzling as to why this is considered so. Even the Caulfeild Shopping Center is only just over 2km away (although up a hill).

The Walk Map which shows the estimated time to walk to all of the many amenities in the area is attached to this report. Based on this map, virtually all of the amenities that one would want (beaches, marinas, golf, fitness, shopping ect) are all within a 25 minute walk. If one was to bike this travel time would be dramatically reduced.

To promote a reduction in car use we will be offering 2 electric bikes with each home. Electric bikes have come a long way not only in terms of technology, but also acceptance since they were first introduced. So much so that some municipal engineers in communities like Squamish use them as their preferred modes of transportation.

With the integration of electric bikes at the ground level of Aquila, we are confident that the residents of Aquila will utilize them before grabbing their car keys for that short trip to Caulfield Shopping Center or Gleneagles Community Center.



A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Westport road current traffic speed, lack of pedestrian crossings, poor signage

While these are all existing concerns and due to the limited amount of traffic Aquila will be adding to this road, it will not significantly add to these issues. However having safe roads is a top priority so we are prepared to work with West Vancouver Engineering to develop potential solutions. One area that will make it safer for pedestrians is the new path that will go through our property. This will allow pedestrians a safer and shorter route to Eagle Harbour Beach, Spirit Trail ect.

Concern with overcrowding at local amenities

A number of West Vancouver's most coveted parks and beaches are situated in the Eagle Harbour neighbourhood. These are all public amenities and are so desirable that people drive from all across West Vancouver and the lower mainland to enjoy them.

Such amenities are without question not used exclusively by Eagle Harbour residents. Thus as they are used by people all across the lower mainland having residents of Aquila also use them should in no way cause overcrowding.

Parking can be a problem at the beach as it appears that a number of Eagle Harbour residents drive to the beach due to transporting kayaks and stand up paddleboards. If local residents did not have these bulky items to transport they would be free to walk or bike rather than drive. Accordingly, we would like to work with West Vancouver Parks Staff to see if there is a way we could assist in getting a proper, lockable rack installed for Eagle Harbour residents at the beach.

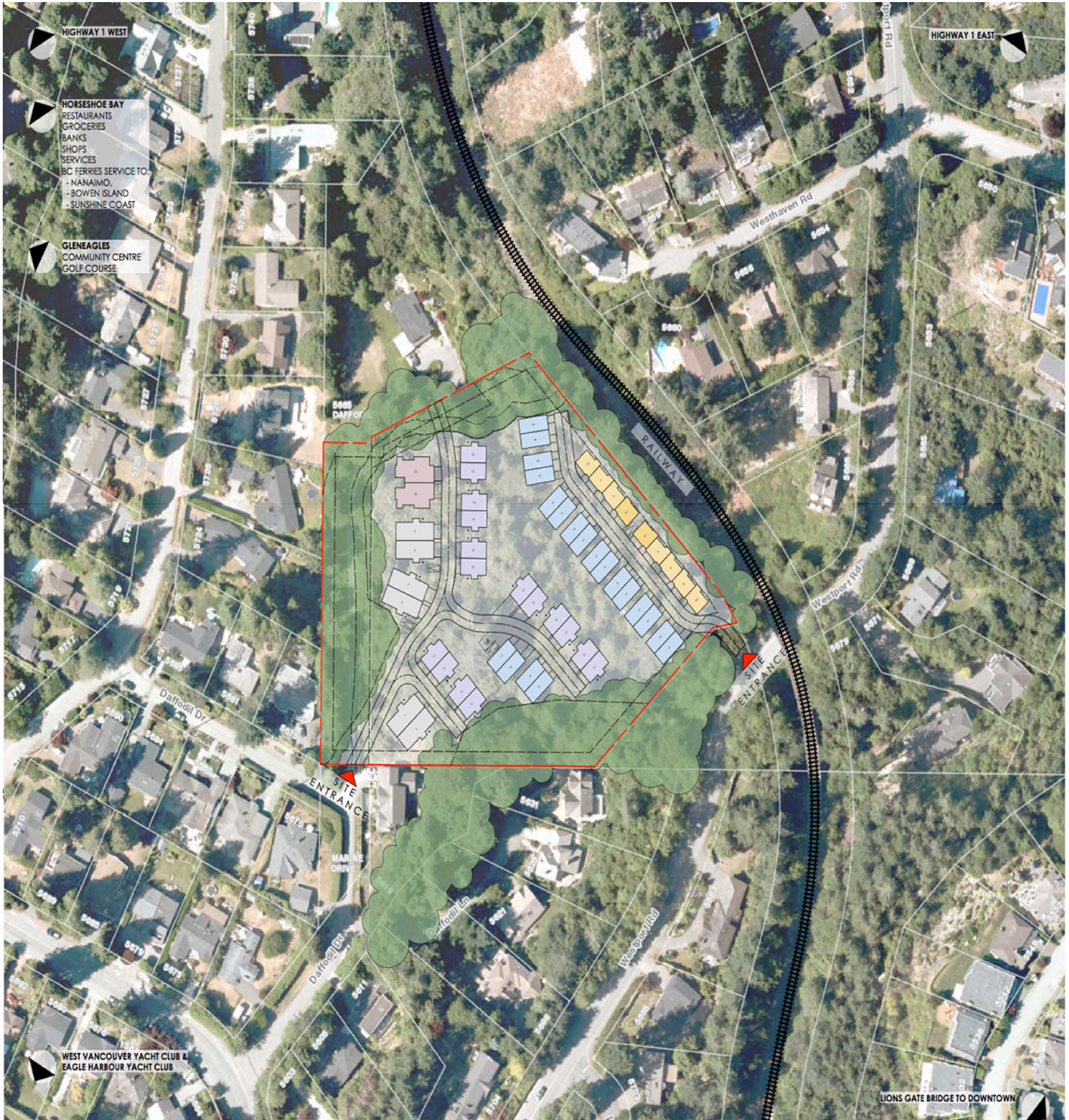


A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Revised Plan Summary:

- 53 Total Homes
 - Reduction of 14 homes or 22%
- FAR reduction from 52% to 45%
- Total number of homes backing onto Cranley Dr Homes is 6
 - Reduction of 8 homes or 57% of homes backing onto Cranley
- All Homes are duplex design except for two buildings of 4 and 5 homes backing onto CN Railway
- Duplexes will continue with the same design theme being West Coast architecture inspired by well-regarded West Coast architects.





Revised Site Rendering

Aquila



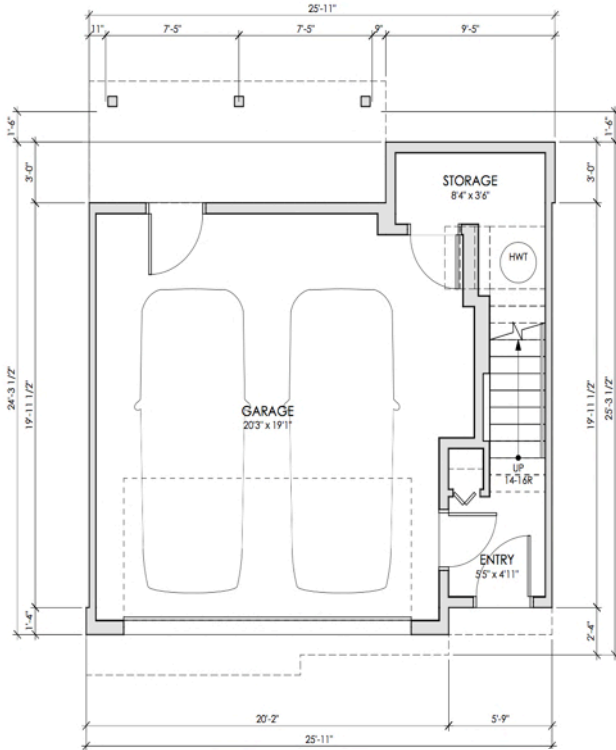


Revised Floor Plans

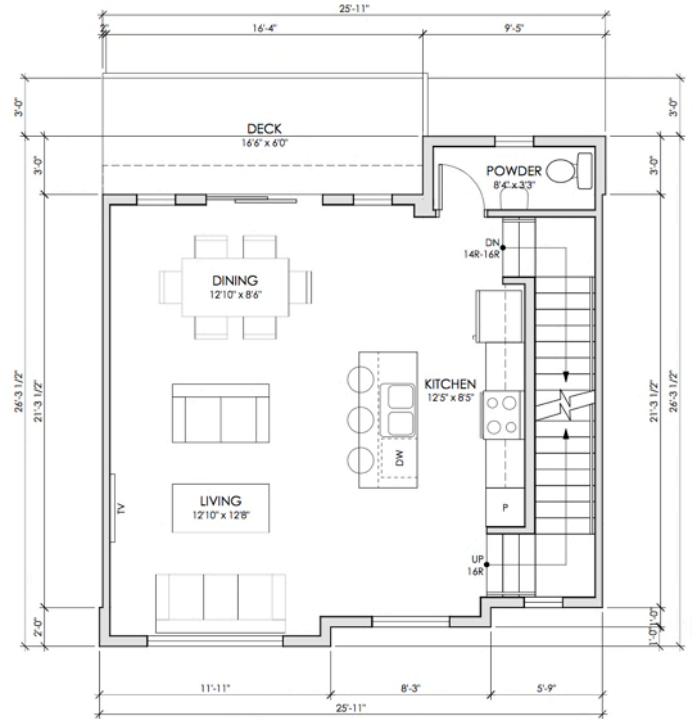
Aquila

Home A (A, A1 and AE Encompassed)

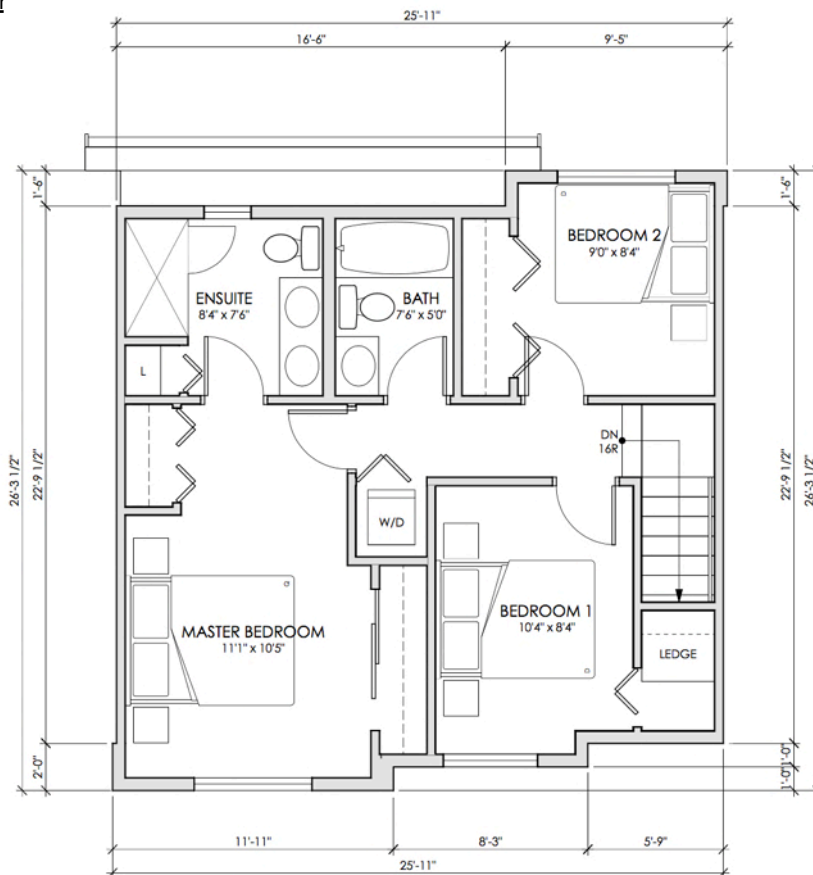
3 Bed + 2.5 Bath
1,400 SF



Lower



Middle



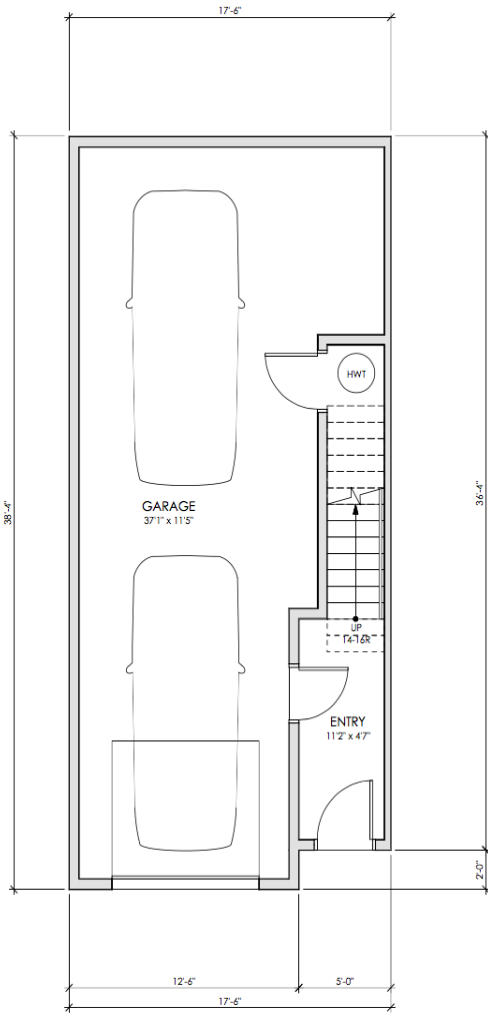
Upper

Revised Floor Plans

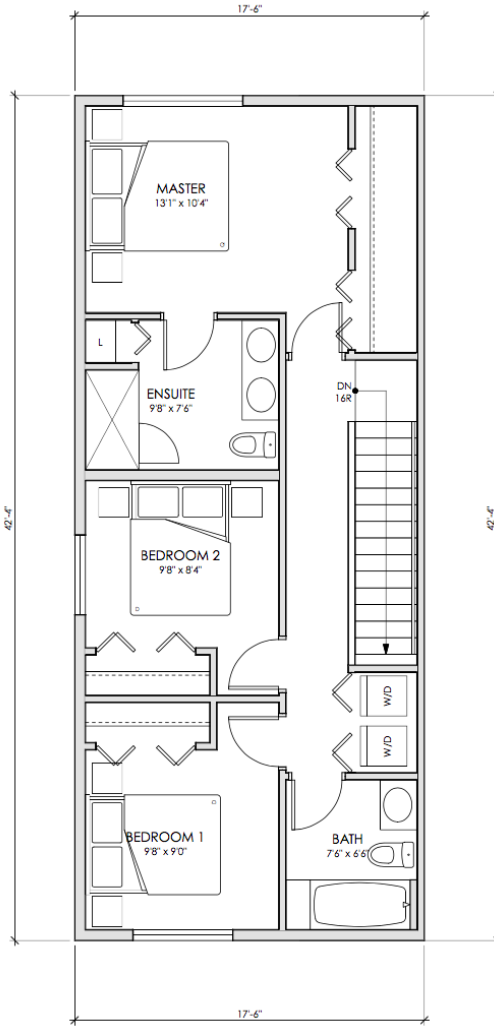
Aquila

Home B

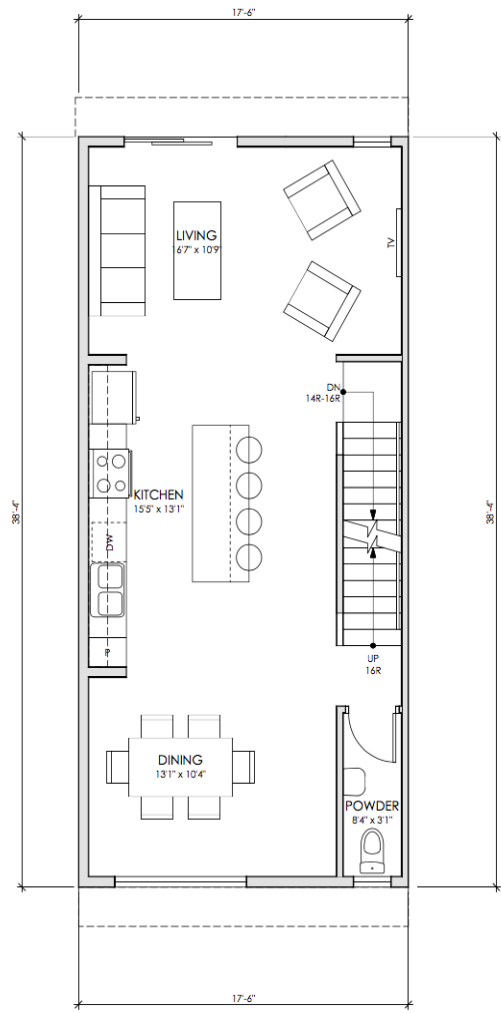
3 Bed + 2.5 Bath
1,560 SF



Upper



Lower



Middle

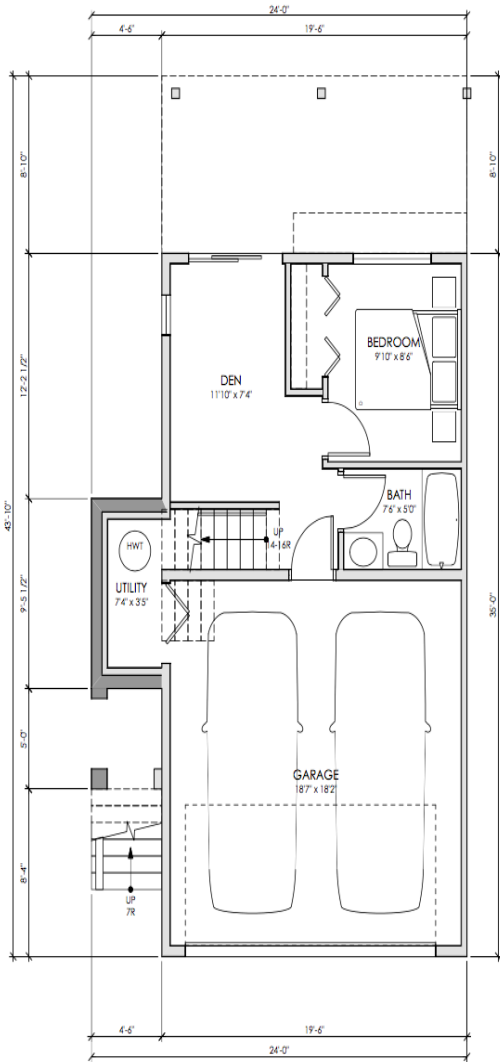
Revised Floor Plans

Aquila

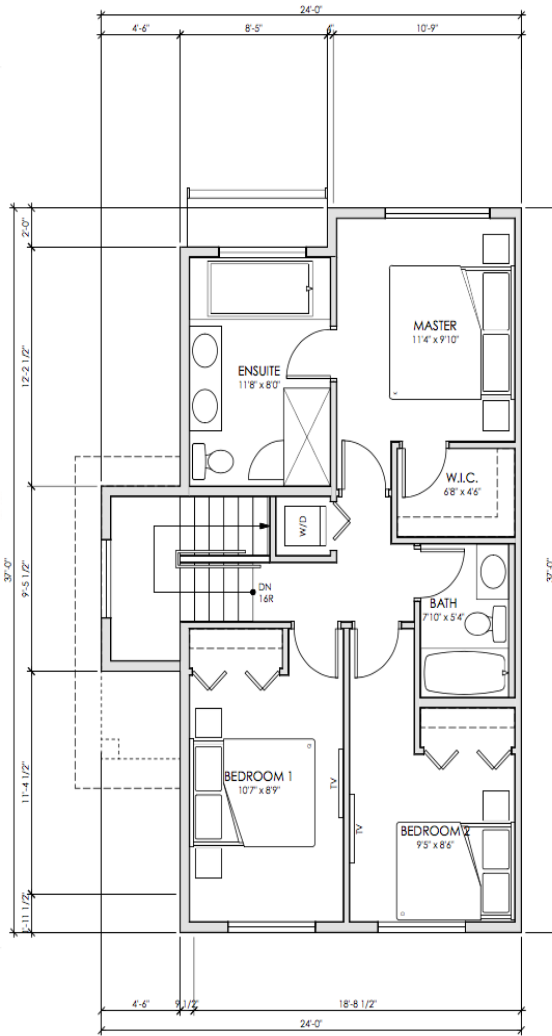
Home D

4 Bed + 3.5 Bath

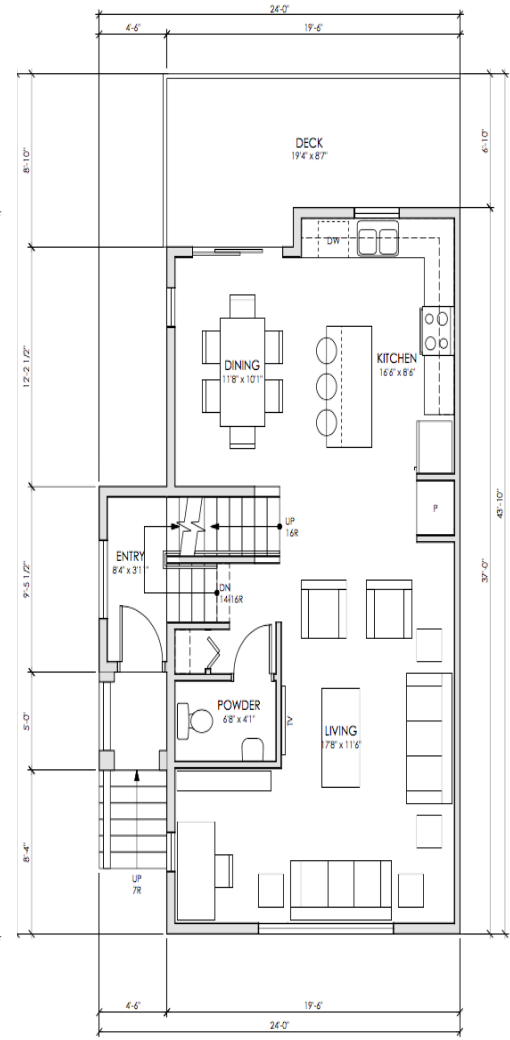
1,849 SF



Lower



Upper



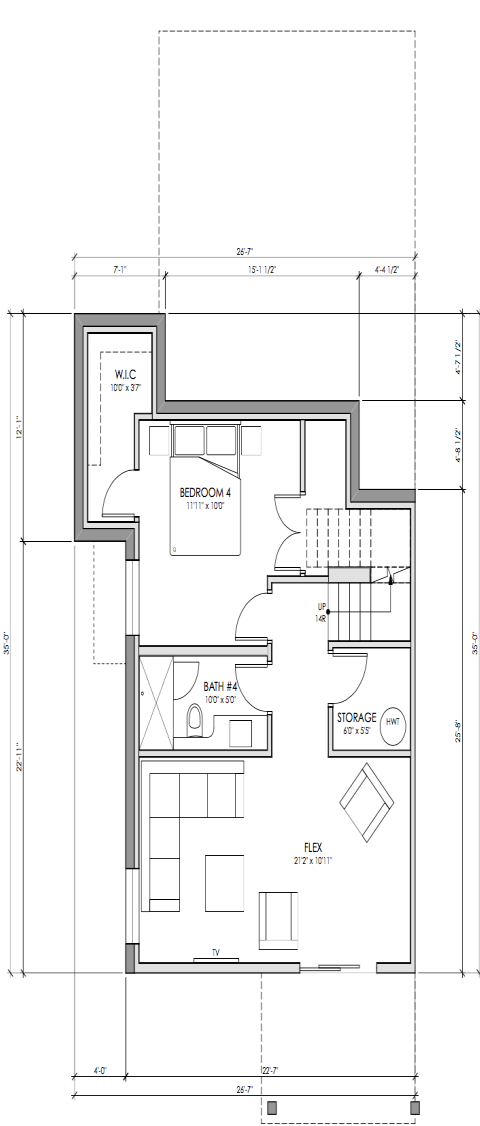
Middle

Revised Floor Plans

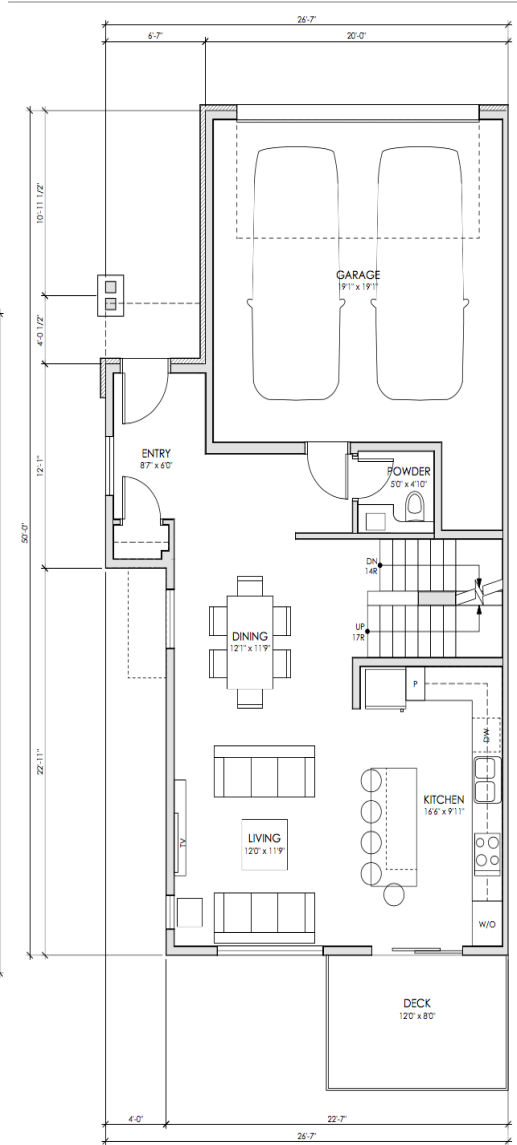
Aquila

Home F

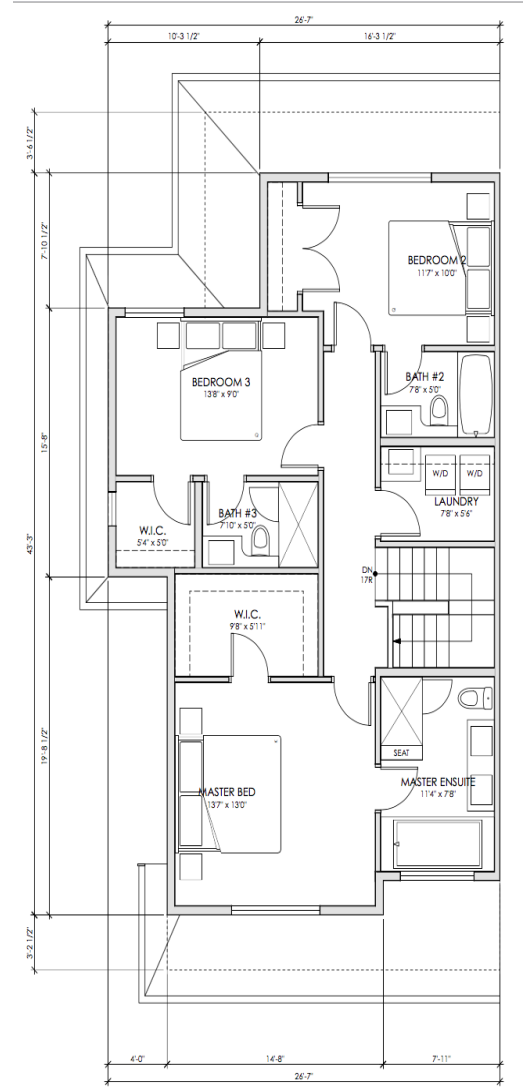
4 Bed + 4.5 Bath
2,365 SF



Lower



Middle



Upper

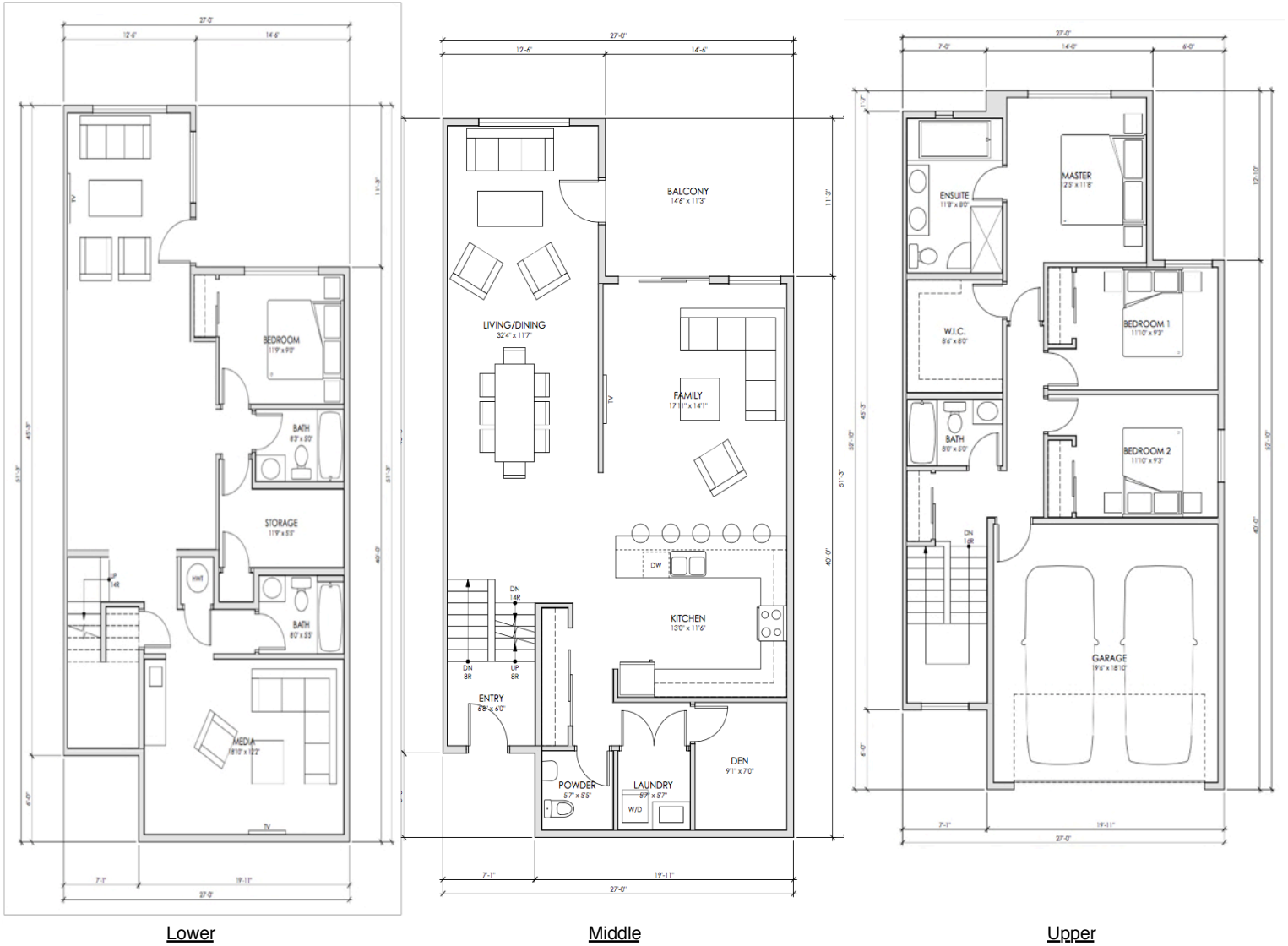
*This plan can accommodate an elevator if desired

Revised Floor Plans

Aquila

Home G

4 Bed + 4.5 Bath
3,227 SF



*This plan can accommodate an elevator if desired

Comparison Chart

Aquila

Comparing between the previously approved, July 27th proposed and current proposed.

	Previously Approved	July 27 th Proposed	Current Proposal
Total Site Area	194,073 Sqft	194,073 Sqft	194,073 Sqft
Parks Area	15,218 Sqft	26,317 Sqft	26,317 Sqft
Creek Rehabilitation Area	27,121 Sqft	36,351 Sqft	36,351 Sqft
Site Coverage	24%	27%	23%
FAR	35%	52%	45%
Home Size Range	5,500-7,000 Sqft	1,300-2,300 Sqft	1,373 - 3,227 Sqft
Projected Sales Price	\$2,900,000 - \$3,700,000	\$1,100,000 - \$1,900,000	\$1,100,000-\$2,200,000
Homes	10	67	53
Playground	No	Yes	Yes
Rental Suites	Most Likely None	31% will have option of walkout suite	None Proposed
Total Roads	29,178 Sqft	27,739 Sqft	27,739 Sqft

Based on the Traffic report completed, there are only 19 additional trips added to Daffodil during the AM Peak hour and 24 in the PM Peak Hour. Westport has a mere 12 additional trips in the AM and 14 in the PM. Total additional and current trips combined are far less than surrounding streets.

Trip Comparisons

	AM PEAK Total Two-way Trips	PM Peak Total Two-Way Trips
Original Approved 10 Lot Subdivision (Baseline)		
Original 10 Lot	8	10
July 27th Proposed 67 Home Development		
Additional to Approved 10 Home	29	37
Current 53 Home Proposal		
Additional to Approved 10 Home	23	29

Trips Per Entrance

Homes	AM Peak Hour		PM Peak Hour	
	Trips In	Trips Out	Trips In	Trips Out
July 27th 67 Unit Proposal				
Westport	3	10	11	6
Daffodil	6	18	18	11
Current 53 Home Proposal				
Westport	3	9	9	5
Daffodil	5	14	16	9

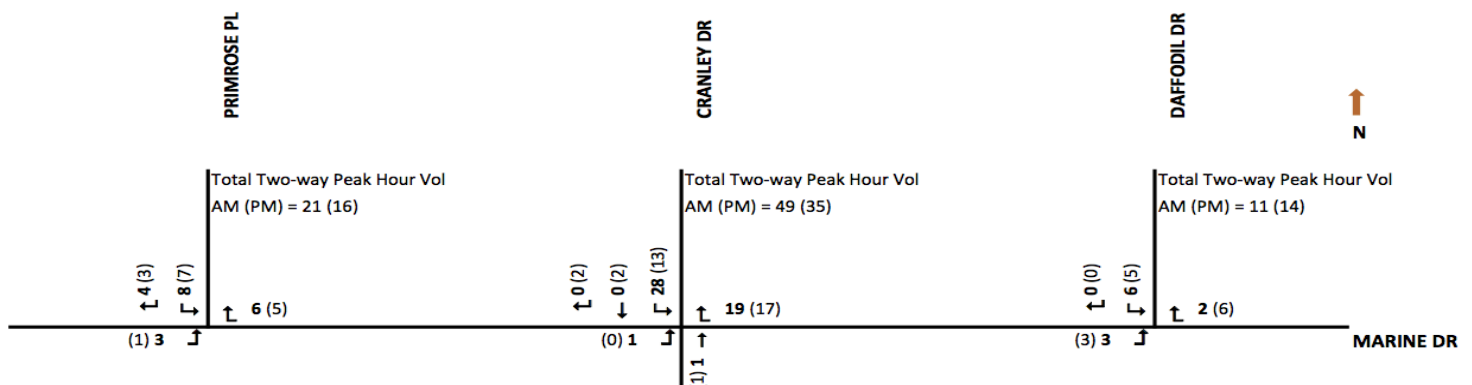
Westport Traffic Count

Westport AM Peak Hour Trips: 215

Westport PM Peak Hour Trips: 218

*Completed May 2017

Traffic Count Sept 22, 2020



*A traffic count was also conducted March 11 2020 (pre-covid) however we have chosen to utilize Sept 22 2020 counts as they have higher trip counts and therefore are more conservative.

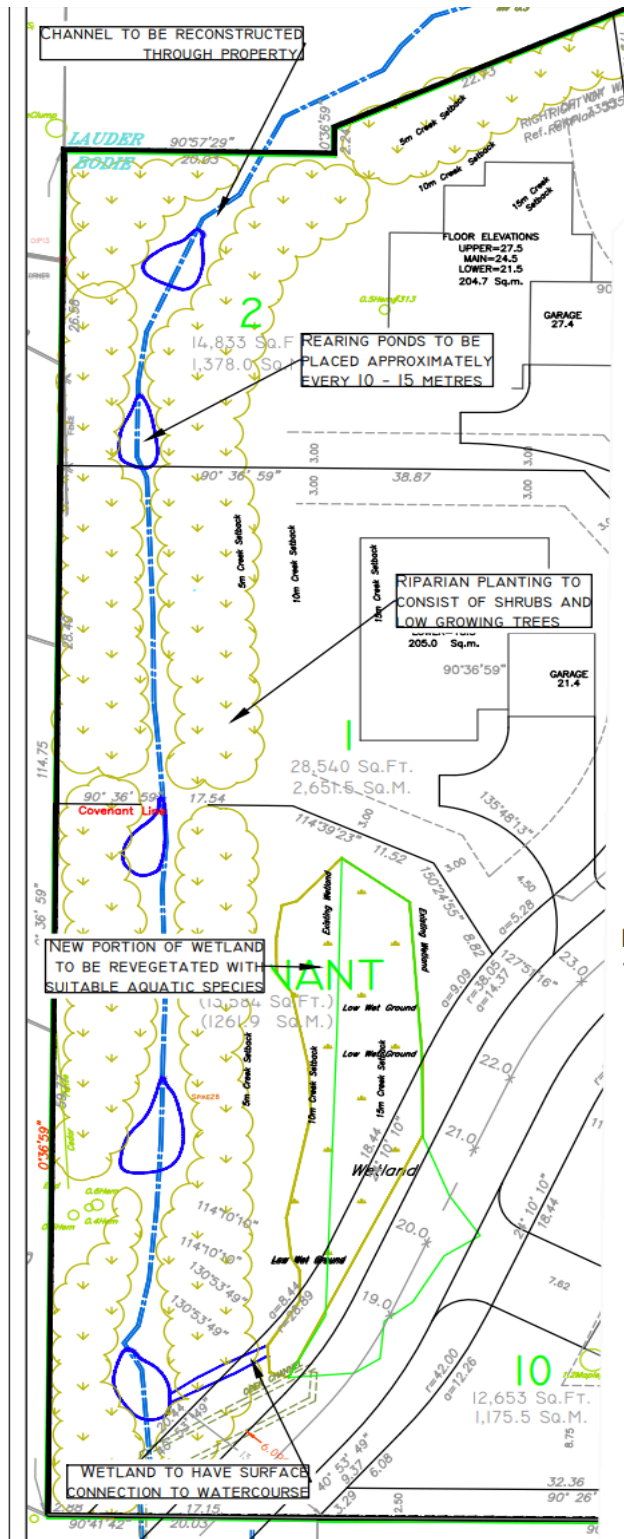
Key: AM (PM)

Stream Rehabilitation

Aquila

Transforming an overgrown wetland area full of invasive species to a stream complete with rearing ponds to promote Salmon health

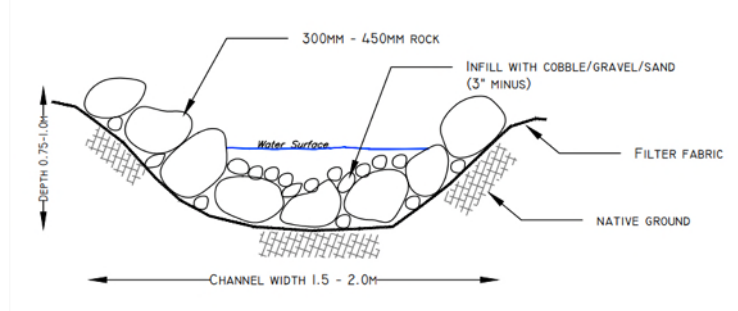
Stream Rehabilitation Details



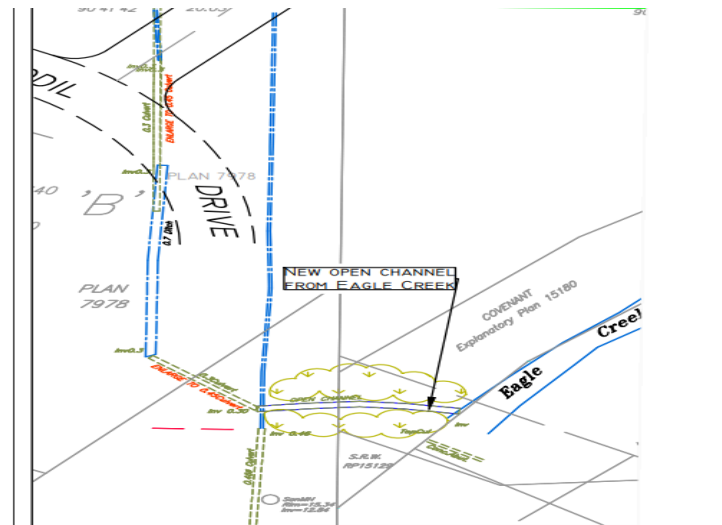
Stream Location



Stream Characteristics



Roadside Stream Enhancements



- 2.1.4 Increase “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:
- Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
 - Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character; and
 - Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys.

At first glance this policy may appear a little ambiguous as whether it applies specifically to Aquila. However there are two specific points pertaining to Aquila that we do know:

1. The policy has used the word “along” rather than “on” which was done to encompass properties that were close, but not on, the Marine Drive Transit Corridor.
2. The policy is clearly meant to allow increased density where West Vancouver’s main transit corridor can be easily accessed. As Aquila is within 170m of this corridor, it would most certainly appear that this policy was intended to include Aquila.

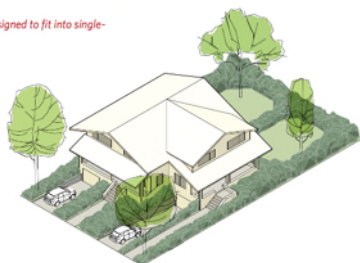
To put arguments forward that state the opposite, one would have to prove that Aquila does not benefit from such close proximity to the Marine Drive Transit Corridor, which would not be possible. Thus it is clear that policy 2.1.4 was intended to include properties such as Aquila.

In designing Aquila, being on the edge of a single-family neighbourhood has been front and center in the design process. Accordingly a low FAR of just over .45 has been adhered to. In addition the architecture of the homes is designed to complement the single-family homes in the area.

A range of housing types from Duplexes to townhomes is being proposed. The size of these homes also varies from 1400 SqFt to over 3200 SqFt.

- 2.1.3 Expand opportunities for duplex housing by:
- Reviewing regulations to ensure the development viability of the building form;
 - Continuing to allow a basement suite in a duplex;
 - Identifying areas appropriate for rezoning to allow duplex construction; and
 - Considering site-specific rezoning applications to allow duplex construction appropriate to the subject site and context.

Duplex
Duplexes can be designed to fit into single-family streetscapes.



Under the revised plan, Aquila utilizes mainly duplex designs that will be designed to appear cohesive and fit into existing architecture in the neighbourhood

Expanding Missing Middle

- 2.1.7 Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:
- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
 - b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
 - c. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
 - d. Restricting to one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
 - e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
 - f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

The Aquila site is extremely unique in that even though it is 4.45 acres in size, it is physically separated from any adjoining single-family dwelling. One side backs onto the CN Railway, another onto Westport Road, a stream and salmon rehabilitation area of over 36,000 SqFt is along another side and finally the last side is a dedicated park area of over 26,000 SqFt.

Advancing Housing Affordability, Accessibility and Sustainability

- 2.1.20 Ensure that new multi-family and mixed-use housing development meets the community's needs by:
- a. Requiring a range of unit sizes (from studio, one-bedroom to three-bedroom units);
 - b. Supporting a variety of housing forms, including lock-off units, that allow housing to adapt to suit different life stages of residents;
 - c. Prohibiting long-term rental restrictions in new strata-titled developments;
 - d. Establishing the minimum provision of accessible and adaptable units and associated facilities (e.g., dedicated parking, barrier-free common areas); and
 - e. Reviewing zoning regulations to remove potential barriers to providing accessible and adaptable housing.

A large range of housing sizes is being proposed and a number of the homes will have elevators, or be designed to accommodate elevators therefore residents can age in place.

Advancing housing affordability, accessibility

- 2.1.23 Advance community energy efficiency and reduce GHG emissions by:
- Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
 - Increasing the percentage of efficient building forms;
 - Requiring leading energy efficiency standards and considering site design and orientation;
 - Encouraging renewable energy; and
 - Considering incentives to support building retrofits for improved energy efficiency.

All homes will have electric vehicle charging stations. The site is very near to West Vancouver's Marine Drive Transit Corridor. The architects will be working very close with an energy consultant to ensure the buildings are as energy efficient as possible.

Enhancing network accessibility, safety and efficiency

- 2.4.14 Incorporate universal access and age-friendly design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities (e.g., accessible pedestrian signals, tactile walking surface indicators, appropriate curb-cuts and letdowns).

All of Aquila's infrastructure will meet these standards

Promoting sustainability and innovation

- 2.4.24 Provide infrastructure for electric, alternative-fuel, and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.

All of the homes will have electric vehicle charging stations

Water Conservation

- 2.5.7 Encourage use of development practices, landscape designs and built systems that reduce water demand and consumption.

The Civil Engineer, Landscape Architect and the Mechanical Engineer will be using the best practices to reduce water demand and consumption

Sewage and drainage system

- 2.5.15 | Employ low-impact storm and rain water management techniques such as infiltration, absorbent landscaping and natural environment conservation to mimic natural conditions and preserve pre-development conditions.
- 2.5.17 | Employ green infrastructure or naturalized engineering strategies where possible to help manage anticipated increases in frequent storm events and associated flood risks.

The civil engineer (Creus Engineering) that has been retained is very experienced and highly respected in their field specifically that of storm and rain water infiltration strategies. Creus will be designing systems that utilize the latest and most advanced technology.

Managing our urban environment

- 2.6.2 | Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.
- 2.6.3 | Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management).

Eagle Creek flows through Aquila and a park of over 26,000 SqFt is proposed to be created around the creek so that it remains in its natural habitat for generations to come. In addition along the property line backing onto the Cranley Dr homes is an unnamed watercourse which will be rehabilitated into a stream including salmon rearing ponds. This area is over 36,000 SqFt and Sartori Environmental has been retained to design these areas

Watercourse, riparian corridor and watershed health

- 2.6.7 | Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.
- 2.6.8 | Provide opportunities to vary development form and density to maximize the permanent protection of watercourse and riparian corridors while accommodating reasonable development potential.

As stated above, significant portions of the property have been dedicated for parks, greenbelts and riparian areas. The total of these areas is over 1.4acres or 32% of the entire site.

Mitigating climate change and building resiliency

2.6.21 | Explore opportunities to enhance watercourse corridors to accommodate for and reduce potential impacts from flood and slope hazards and extreme weather events.

The owner of one of the homes on [REDACTED] s. 22(1) [REDACTED] stated that in the past the unnamed water course which runs along the property line flooded [REDACTED] s. 22(1) [REDACTED]. This watercourse does not currently flow in to a clearly defined channel so as part of developing this area into a salmon spawning area, we will develop a proper stream channel so it flows into Eagle Creek, not into the neighbouring properties.

Promoting trails and access to nature

2.7.14 | Identify and establish new trails to improve connectivity to regional networks, major park sites, community facilities and public transit hubs across the District.

For residents living in the Westport Rd area, the shortcut to Marine Drive, Eagle Harbour Beach, Spirit Trail ect has been to trespass across the Aquila Property. The same goes for those living in the Eagle Harbour area to walk to Caulfeild Shopping Center, Rockridge Secondary, Whyte Lake ect. To aid the community and bring the neighbourhood together Aquila will be developing an access trail through the property and dedicating a large amount of land as a park.

“The OCP reflects the community’s long-term vision. It is a guide for working through existing and foreseeable changes and presents a framework for current and future actions required to maintain and enhance our quality of life”

Excerpt 1 (Page 8 OCP)

In 2016, West Vancouver was home to approximately 42,500 people (2016 Census). While our community growth rate has fluctuated over time, it has remained relatively low in comparison to the region. This slower growth is related to our aging population, as the community has fewer births and our housing stock has limited options for seniors to downsize or for young families to move here. The following chart illustrates our historical and projected growth

In designing Aquila we strived to provide varied sizes, layouts and price points of homes. That is we have smaller lower priced homes to attract younger families as well as homes suitable for downsizers.

Excerpt 2 (Page 9 OCP)

A Handful of key factors define West Vancouver’s population today:

- Younger families with children and parents between 35 to 54 account for 14% of the population, down from 21% in 2011;
- There is a “missing generation” of younger adults without children between the ages of 25 and 34, accounting for only 2% of the population;
- The share of children under the age of 14 has fallen from 30% of the population in 1961 to 14% in 2016;
- The average household size is declining and is lower than the regional average; and
- West Vancouver is the only municipality in the region with a declining population, losing 0.5% between 2011 and 2016 while the region grew by 6.5%.

Within two generations, West Vancouver’s demographic profile has shifted from a population of younger families with children, to a more distributed demographic, to the community of today that is primarily older residents. While this trajectory is not new, the result is increasingly pronounced if we consider the life of this plan. By 2041, half of our population will be over 55 years old, and one in three residents will be over the age of 65.

Aquila’s varied home sizes and lower price point will attract the “missing generation” of young adults who previously did not have the option of living in West Vancouver. In addition, the Eagle Harbour neighbourhood is prime for young families with its proximity to schools, parks, beaches and forests all within walking distance.

Excerpt 3 (Page 10 OCP)

“Housing affordability is a principal challenge across Metro Vancouver. Within this context, West Vancouver has the highest average housing costs for both homeowners and tenants. The median household income in our community—the highest in the region—is only half that required to finance the average apartment and roughly one-sixth that required to finance the average single-family home..... Nearly two-thirds of our housing stock is single-family dwellings, with apartment options mostly limited to aging buildings constructed in the 1960s and 1970s. The result is that there are not enough options for seniors to downsize, adult children to stay close to their families, or young families to move into West Vancouver. Put simply, the housing choices presented to people today are increasingly expensive single-family homes or increasingly aging apartment buildings.”

Aquila provides varied options through ways of diverse floor plans and varied price points. Aquila’s price points between \$1.1-\$2.2m are far below the norm in West Vancouver and will allow those who have been struggling to find a home in West Vancouver to either stay in their community or be welcomed to West Vancouver.

Excerpt 4 (Page 11 OCP)

The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being. Nearly three-quarters of our workforce and approximately one-quarter of our school students commute into West Vancouver every day. This contributes to traffic congestion, road maintenance costs, pedestrian safety concerns, and greenhouse gas (GHG) emissions, especially when considering the additional impacts of West Vancouver residents who work, close to 80% of whom drive to work in and through the community.

The dearth of local housing options accessible to our workforce creates a perennial challenge for local schools, services and businesses to hire and retain staff—and indeed the community has been losing jobs at a time when there has been robust economic growth at the regional level. The result is reduced services available to residents since employment options elsewhere in the region offer similar wages but shorter commutes.

The resulting trend has led to concerned community voices expressed throughout the Official Community Plan (OCP) Review process and a desire for actionable policies. Although housing affordability in the community and in the region are driven by a number of factors, including market economics and demand, this OCP can help reduce the pressure of constrained supply and enable the development of desired forms of housing to increase housing options in our community.

Over the life of this plan, a focus on housing diversity can deliver smaller homes—ranging from coach houses, duplex, triplex, townhomes and apartment units and including seniors, market and non-market rental—that are

Aquila’s smaller homes and varied floor plans provide the necessary housing diversity that West Vancouver is lacking. Aquila is offering the homes first to essential workers of West Vancouver as we appreciate the service that those individuals provide and understand the importance of having those individuals integrated into our community.

Excerpt 5 (Page 14 OCP)

West Vancouver's population is expected to increase by approximately ~10,000 people by 2041, which represents an annual growth of 0.74%. West Vancouver will require approximately ~5,000 additional dwelling units to accommodate this growth. While this increase is one of the lowest housing growth projections in the region (where over 500,000 new units are projected by 2041), it does represent a shift for West Vancouver, which has been resistant to change and growth in past years.

Aquila is being created on the notion that subtle and careful change is what is required in order to ensure that West Vancouver remains a community that welcomes new members and allows existing members to continue to reside in their community. Building large, single family homes similar to what has been done in the past is no longer viable. We believe that Aquila can achieve the desired results set out in the OCP with minimal neighbourhood impact due to the unique site conditions.

Excerpt 7 (Page 17 OCP)

The OCP reflects the community's long-term vision. It is a guide for working through existing and foreseeable changes and presents a framework for current and future actions required to maintain and enhance our quality of life.

Aquila is on the forefront of change. Through careful neighbourhood integration and timeless design Aquila can set an example on what the future holds. Aquila is situated on a site that is bordered by Westport Road, CN Rail and dedicated park/wetland buffers and therefore is a unique site as it has a lesser impact on the neighbourhood than most other sites in West Vancouver.

Excerpt 8 (Page 22 OCP)

While our housing options continue to be limited, there has been a long-standing community interest in increasing the variety of available housing options. Seniors and young families alike are unable to find the right housing to meet their needs—such as accessible, single-level living options close to amenities and transit, and smaller, relatively more attainable options near schools. These and other key trends in our community demand actions to address our current and long-term needs.

Aquila's mix of housing styles and floor plans aim to provide all demographics an option in West Vancouver. Furthermore, Aquila is situated close to schools, beaches, community amenities and along the Marine Drive Transit corridor.

Excerpt 9 (Page 23 OCP)

As a land use planning document, an OCP is legislatively required to guide housing development throughout a community. To address the needs of the present and future generations in our community, this OCP seeks to:

- Expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;

Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centres, and to provide for more and ongoing seniors and rental housing options. (Page 23 OCP)

Aquila is located along the Marine Drive Transit corridor, is close to shops, schools and amenities and has a variety of housing options catered towards the “missing middle” housing options in West Vancouver.

Community Context

Eagle Harbour is a community where walkability and family is key. Aquila is designed in such a way to attract families as well as provide a connector trail to Westport Road to allow greater movement and access to all the community has to offer. Aquila has been designed with the surrounding architecture in mind. Aquila has utilized the classic West Coast Modern architecture style that is prevalent in Eagle Harbour as a foundation for design.

Who Is Sterling Pacific Developments Inc.?

Sterling Pacific is a local West Vancouver family company dedicated to crafting exceptional homes on the North Shore.

Why is it named Aquila (Ah-Kee-Lah)?

Aquila is the Latin word for eagle. Seeing that the area is home to many eagles and the land is situated in Eagle Harbour, bordering Gleneagles and below Eagle Ridge, Aquila is a perfect extension.

Why Formwerks Architects?

Formwerks has a proven track record of being capable of designing unique and fitting homes into various sensitive neighbourhoods. Formwerks culture aligns very well with that of Sterling Pacific being that both companies are run by their principals and neither firm specializes in mass building.

Where is Aquila Located?

Aquila is located in the Eagle Harbour community of West Vancouver between Daffodil Drive and Westport Road.

How large is the property?

The property is just shy of 5 acres.

Was there a previous development approved for this property?

There was a previously approved development plan of large estate-like homes.

What is the new development plan?

The new development plan aligns closely with the approved Official Community Plan in West Vancouver that is smaller and less expensive homes.

How does the new development align with WV's official community plan that the residents of WV recently approved?

The new development incorporates the "missing middle" housing types in West Vancouver. The price points of the homes will be far lower than nearly anything else in the market place and will allow families to stay in West Vancouver and those who have been forced out due to market price to return to West Vancouver. Also, there are housing types and price points perfect for those wishing to downsize. Additionally, the development is situated along the Marine Drive Transit Corridor.

What will the homes cost?

The pricing will range from \$1,100,000 - \$2,200,000

What size of homes are being planned?

There will be 3 and 4 bedroom homes ranging from 1,400 to 3,327 SF

Will the homes be offered to WV residents first?

Not only will the homes be offered to West Van residents first, but first responders and teachers will be given first priority above all others. Sterling Pacific recognizes the importance that these individuals play in the community.

What is to happen to the existing trees?

A greenbelt around the perimeter of the property totalling over 62,848sqft will be preserved. This increases the greenbelt by over 20,509sqft from the current approved plan. In addition, similar to the already approved development and in accordance with the Arborist Report previously prepared by Dunster and Associates, the Arborist will be consulted on removing any unsafe trees outside the building envelopes.

What other positive environmental improvements are proposed?

A dedicated park area of over 26,000sqft and creek rehabilitation area of over 36,000sqft. Additionally, the current creek that has been over-run by invasive plants and a gravel driveway will be rehabilitated with native vegetation and spawning pools to enhance the chance of survival for salmon.

Will the public be allowed to walk through the property?

Yes, we are proposing a walking path through the property that connects Westport Road to Daffodil Drive.

How much visitor parking?

We understand that parking can be an issue and therefore we are proposing 50 visitor stalls over and above the private stalls for each home.

What is the density?

0.45 FAR (Floor Area Ratio)

How does the density compare to other developments in West Vancouver?

It is dramatically lower than any recent developments approved or proposed:

Development	FAR (floor area ratio)
Aquila	0.52
Tantalus Gardens	0.65
4441 Piccadilly North	1.68
Vinson House	0.59
Rush House	0.67

Reduced under revised plan to 0.45

What does West Vancouver's zoning bylaw state for density in regards to this type of development?

It states it is right inline with Duplex (0.50FAR), significantly less than Townhouse (0.75 to 1.25FAR) and slightly more than Single Family (0.35FAR).

What are the next steps?

The next steps are to incorporate the various public comments and present a completed submission to West Vancouver staff, residents and council.

What is the timing?

Subject to approval and permits, we are ready to start immediately.

Sterling Pacific Developments

Sterling Pacific Developments, a local father and son company dedicated to crafting exceptional family homes on the North Shore.

Dave and Jamie Harper, the owners of Sterling Pacific, have over 30 years of success in the speculative building market where homes are built to be sold. The speculative building market is a market where you not only have to build quality homes but also homes that the local market demands in terms of design and price.

Dave and his wife, Ronda, were both raised in North Vancouver and when married quickly realized that West Vancouver was where they wanted to raise their family and have resided in West Van for over 38 years. Jamie and his wife, Rachael, now also reside in West Vancouver and have recently welcomed a son, Ayden, into the family. As outdoor enthusiasts, the Harper family could not fathom raising their family in any other community; the local beaches, trail networks, ski hills and rivers are utilized on a near daily basis.

Sterling Pacific has built over 50 single-family homes and remains a tight knit family company focused on exceptional quality and customer service. Sterling Pacific will continue to build homes that fill a void in West Vancouver's family dynamics and homes that add to West Vancouver's unique architectural appeal.

www.SterlingPacificDevelopments.com



Formwerks Architectural Architect

Formwerks Architectural is a full service design house that possesses a portfolio of over 600 custom single-family homes and 2500 townhomes.

Our international portfolio of single-family, multi-family, commercial and destination properties bear the classic ideology of elegance in architectural form, standing apart without pretence.

Fuelled by a desire to create homes that embody architectural and design integrity, we take pride in authenticity – exercising a mindfulness to quality, a responsibility to homeowners and the community as a whole.

www.Formwerks.ca

CREUS Engineering Civil Engineer

CREUS is an established civil engineering company that strives to use the best knowledge, experience, technology and creativity to provide solutions to real-world development issues.

We have extensive background in working through British Columbia, the City of Vancouver, the North Shore, Metro Vancouver, the Sea to Sky corridor and the Fraser Valley.

www.Creus.ca

Howes Technical Advantage Traffic Engineer

Howes Technical Advantage Ltd. (HTA) provides transportation consulting services to clients situated in the Lower Mainland and beyond. Established in October 2010, the services primarily focus on strategic planning, peer reviews, conceptual design, traffic impact studies, parking assessment, project management, alternative transportation mode studies, traffic management plans and technical advice. HTA provides a variety of services directly to clients or through collaboration with larger companies.

We pride ourselves in building and maintaining relationships by providing clients with value added services. Our participation is viewed as an extension of the client's team and provides timely, cost effective services where needed. The spectrum of clients range from municipalities to private sector companies.

Sartori Environmental Environmental Professional

Sartori Environmental was founded in 1987 by Alex Sartori. Since that time we have provided a wide array of environmental consulting services for government, industry, land, resource and recreational development, transportation, and energy proponents. Since its founding, Sartori Environmental has grown conservatively while fostering a commitment to providing the highest quality representation.

At Sartori Environmental, we believe responsible corporate and environmental practices are intrinsic to our business operations, and critical to the success of our projects. We work within the communities we live, and our collective knowledge as residents and environmental professionals gives us first-hand insight into the complex environmental, political and social conditions that govern development within our region. Through the experiences of our qualified and personable staff, we have developed policies, strategies and processes that consider our responsibility to each other, our partners and clients, and the environment. We believe that the environment is everyone's responsibility, be it an individual, corporation or small business such as ours.

www.Sartorienv.com

Chapman Land Surveying Land Surveyor

Chapman has been surveying in British Columbia since 1906 and specializes in all areas of surveying.

“Surveying is the art of interpretation of the ‘lay of the land’ that only a professional surveyor can offer”

At Chapman's, we enjoy the privilege and the challenge.

www.ChapmanSurvey.com

A letter that was distributed to Council and area residents contained many inaccuracies and we feel it is prudent to correct these so that the members of the community can make an informed decision.

A letter titled “*Eagle Harbour Town House Development proposal, Daffodil Drive. Aquila proposed 67 unit townhouse plus 27 townhouse rental units.*” was distributed along with a corresponding petition and has a plethora of misinformation developed to slander the true intent of Aquila. Below are the points summarized and corrected.

“It is clear that, other than some sporadic lane houses some expected single lot transformation into duplex use, that the plan expects all expansion of affordable single family housing to occur in our 4 current commercial nodes or the proposed

- *This is clearly not what the OCP states. The OCP, on page 23, states what key actions are pertaining to housing and neighbourhoods. They are:*
 - regenerate our primarily detached, single-family home oriented neighbourhoods with sensitive infill options, such as smaller houses on smaller lots, coach houses and duplexes;
 - expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;
 - respect our neighbourhood character and encourage long-term protection of valued heritage properties with stronger incentives;
 - strengthen our centers and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area-specific visions, objectives and suitable built-form, heights and densities; and
 - advance housing affordability, accessibility and sustainability through available policy levers Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centers, and to provide for more and ongoing seniors and rental housing options

“No support within the document would be found for the proposed Eagle Harbour project including Townhouses.”

- There are two specific policies in the OCP that the Aquila development would have support under. Policy 2.1.4 (page 26) talks about adding ground oriented multifamily on appropriate sites along the Marine Drive Transit Corridor. While Aquila is not “on” such transit corridor, it is “along” such, as it is located within +/- 100m of it. The exact policy is stated below:

Increase “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:

- Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
- Reviewing designs in relation to site characteristics (eg, site area, configuration, access) and compatibility with neighbourhood context and character; and
- Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys

“No support within the document would be found for the proposed Eagle Harbour project including Townhouses.”

- The other policy is 2.1.7 (page 26), which pertains to site specific zoning changes for sites that have a degree of separation from adjoining single family. Aquila is bordered on the North by the CN Railway , to the East by Westport Rd, to the South by a ravine along with a significant forested area that is being retained and to the West by an over 75’ wide environmental/ fish rehabilitation area. The specific policy is stated is stated below:

Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by

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

“The Developer refers to being on a transit hub as permission for this town house, high density project. Transit Hub is defined as (a place where passengers and cargo are exchanged between vehicles or/and between transport nodes) therefore the developer is incorrect. Also any reference to Transit within the community plan ties transit as one amenity which must be tied with “Centres”, “amenities”, “shops” etc.”

- While we would agree with the “Say No To Aquila’s” definition of “Transit Hub”, it is irrelevant as the reference we stated for transit pertains to the Marine Drive Transit Corridor as defined in the OCP (policy 2.1.4 page 26). In addition, it would be incorrect to state an FSR of only .45 as high density. Finally, where transit is referenced in the OCP, it is not just tied to “centers”, amenities, shops etc. The OCP contains a complete section on Transportation and Infrastructure and the key OCP actions are as follows:

While specific operational guidelines and project decisions around transportation infrastructure are directed through more detailed network plans, the OCP provides high-level policies to guide the approximate locations and scale of future transportation systems in the community. These policies provide a framework for ongoing improvements and investments, and integrate these with the over-arching land use planning objectives and functions of an OCP.

To address the current challenges and anticipated transportation needs of our current and future generations, this OCP seeks to:

- Encourage and prioritize walking and cycling through expanding key new connections, improving safety and integrating these systems with transit;
- Support and prioritize transit mobility and regional connections to improve infrastructure and services and advance connectivity for all travel modes;
- Enhance road network accessibility, safety and efficiency with key new road linkages and safety upgrades; and
- Promote sustainability and transportation innovation, such as car and ride sharing, and electric and low-emission vehicles. Additionally, policies within other themes of this OCP will be implemented in an integrated manner to support our transportation networks.

“Key issue Climate Change ; “local communities have a role to mitigate GHG emissions. This includes creating compact, complete and energy efficient communities”

“The District adopted GHG reduction strategies in 2016 to mitigate West Vancouver’s contribution to Climate change. The land use, transportation and infrastructure policies of this OCP are aligned with this plan.”

This high density project which is not located in one of the five centers noted in

- This is not a key issues in the OCP, but rather it comes from a statement on page 11, which pertains to a comment that GHG emissions requires actions at a national and international level but local communities also have a responsibility, which includes creating compact, complete and energy efficient communities that support reduced fossil fuel consumption. On page 11 of the OCP it states that housing is an important factor in reducing GHG emissions as there is no suitable affordable housing available in West Vancouver, thus nearly 75% of the workforce and 25% of the students commute into West Vancouver, which contributes to GHG emissions. Furthermore, it states the “OCP can help reduce the pressure of constrained supply and enable the development of desired forms of housing to increase housing options. Policy 2.1.23 (page 31) pertains to energy efficiency and GHG emissions and reads as follows:
 - Advance community energy efficiency and reduce GHG emissions by:
 - Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
 - Increasing the percentage of efficient building forms;
 - Requiring leading energy efficiency standards and considering site design and orientation;
 - Encouraging renewable energy; and
 - Considering incentives to support building retrofits for improved energy efficiency
- Aquila’s location is an ideal location to reduce vehicle usage as it is located along the Marine Drive Transit Corridor, next to Eagle Harbour Elementary School and just over 2kms to Caulfield shopping centre and Rockridge Secondary School. Furthermore, it is located within easy walking distance of Park Verdun, Eagle Harbour beach, Whyte Lake park, and Seaview walk. Again, being in close proximity to all of these outdoor recreation areas will eliminate the need to drive to them. The OCP states that 73% of West Vancouver residents want to live close to parks and trails. The homes will be designed so that they are extremely efficient both in terms of the building forms, as well as energy efficiency.

The other area in the OCP, which has an impact on climate change is Parks and Environment.

The key OCP actions for Parks and Environments are:

While more detailed strategies provide the operational guidance to protect specific environmental systems and assets, an OCP can provide high-level policies to indicate our overall intent and land-use actions to protect our environment

This OCP seeks to:

- Manage our urban environment by strengthening existing environmental regulations and facilitating environmental restoration and enhancement actions;
 - Protect and enhance the ecological integrity of specific natural assets, including our watercourses, riparian areas and watersheds, foreshore areas, and sensitive habitats; and
 - Respond to climate change and build climate resiliency across the community
- ***The specific policies that pertain to Aquila are (page 62)***
 - 2.6.2 *Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.*
 - 2.6.3 *Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management)*
 - 2.6.7 *Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.*

“OCP Targets include 8% increase in walking, Cycling or transit trips, with a 75% reduction in GHG emissions” *this reflects the expansion of town houses in the Centers.*

For example, our Centers would likely see higher ratios of multi Family dwellings, more jobs, and more people walking, cycling or taking transit compared to our single-family neighborhoods.” Therefore, we can expect to see Centre specific targets to be developed during local area planning processes.”

The OCP recognizes that no policy can stand-alone nor can a single community wide objective be pursued absent consideration for others. For example, policies to locate Housing in our town and village centers support the local economy with local customers and also reduce transportation needs (congestion) and the associated environmental impacts

- The OCP does state an 80% increase in walking, cycling and transit trips but states a 40% not 75% reduction in GHG emissions. As previously stated this does not reflect only the “expansion of townhouses in the centers” but rather the OCP states a number of policies to accomplish this, such as more affordable and diverse housing so less people have to commute to work or school in West Vancouver, location close to transit to reduce vehicle dependency, energy

“Expand “missing middle” housing options like Duplexes and townhouses and mixed use in locations close to transit, shops and amenities”.

“HOW THESE HOUSING ACTIONS SUPPORT OVERALL COMMUNITY OBJECTIVES”

“more units located in centers and near transit, can reduce the community’s overall impacts on the environment and GHG emissions.”

“Housing located in and around commercial centers can better accommodate our work force” “locating housing closer to shops also support a stronger and more diverse customer base”

“Strengthening our centers and corridors.”

- Housing is a significant component of the OCP and as stated previously, covers topics from regenerating single family neighbourhoods with infill options to strengthening centers and key corridors through local area plans. As Aquila is located along the Marine Drive Transit Corridor, policy 2.1.4, which states ground oriented multi family and in addition policy 2.1.7 would apply. Policy 2.1.7 also considers a multi family use as the property is physically separated from adjoining single family homes.

“West Vancouver will need 5000 additional dwelling units by 2041” based on City estimates.”

“Based on the target noted above the following will exceed same without breaking the rules by including proposed redevelopment in Eagle Harbour.”

“4500 additional units have been estimated to be available by the OCP through new development in 4 specific “centers” areas.”

“Marine drive (between 2rd street and 11th street)

- *Ambleside*
- *Taylor way corridor*
- *Horseshoe Bay*

*This does not include the developments of “the upper lands and Cyprus village
“The estimate in this area is absent but would be in the many hundreds as a minimum.*

It is clear that the need for 5000 additional lower cost higher density units will be exceeded by the projected redevelopment within the four existing centers along with the planned new center.

- **The OCP does state by 2041 5000 additional dwelling units will be required. This housing will be in all areas of West Vancouver and Eagle Harbour is not excluded. These 5000 new units are estimated to be comprised of 500 infill units, 1000 ground oriented multi family and 3500 apartment units. The OCP states that development in the following areas, along with the number of homes:**

Marine Drive between 3rd and 11th: 500-750

Ambleside: 1000-1200

Taylor Way corridor: 500-600

Horseshoe Bay: 200-300

Thus, the statement of 4500 homes in the above four areas is not reflected in the OCP. Accordingly, the 300-400 infill homes and the 300-350 missing middle homes will be required to meet the objective of 5000 new homes.

This page intentionally left blank

This page intentionally left blank