

COUNCIL AGENDA	
Date: <u>September 14, 2020</u>	Item: <u>5.</u>



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

5.

## COUNCIL REPORT

Date:	August 30, 2020
From:	David Hawkins, Manager of Community Planning and Sustainability
Subject:	Horseshoe Bay Local Area Plan: Phase 3 Progress Report
File:	2560-07

### RECOMMENDATION

THAT

1. The Horseshoe Bay Local Area Plan: Phase 3 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated August 30, 2020, be received for information; and that
2. Staff be directed to proceed to Phase 4 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 3 of the Horseshoe Bay Local Area Plan (LAP) and seek direction to proceed to Phase 4.

#### 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 public input received during Phase 3 of the Horseshoe Bay LAP process and seeks direction to proceed to Phase 4. Phase 3 technical work included land economic analyses to ascertain the viability of potential development scenarios. Phase 4 (the preparation of a proposed LAP) would include a determination of financial implications associated with the eventual adoption of a finalized LAP, such as a proposed approach to community amenity contributions, the consideration of any land transactions, or other public works.

## 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."*

At the January 27, 2020 Council meeting, Council passed the following motion:

*"THAT*

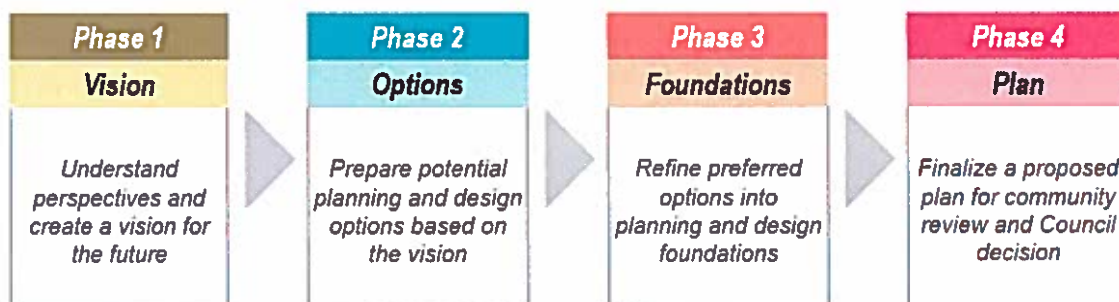
- 1. The Horseshoe Bay Local Area Plan: Phase 2 Public Engagement Summary attached as Appendix A to the report from the Manager of Community Planning and Sustainability, dated January 6, 2020, be received for information; and*
- 2. Staff be directed to proceed to Phase 3 of the Horseshoe Bay Local Area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

### 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 3 of the process is now complete and staff now recommend advancing to Phase 4 (as described in the remainder of this report).

## 6.0 Analysis

### 6.1 Discussion

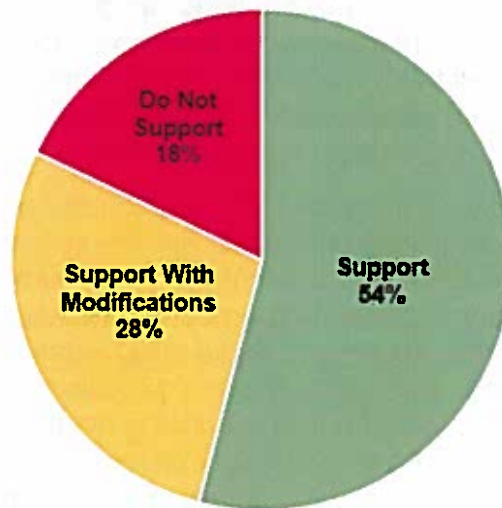
The objective of Phase 3 was to build upon the “Vision” and planning and design principles that were the outcome of Phase 1 engagement, and further shaped through discussions of potential “Options” in Phase 2. This was done through the preparation of 10 proposed planning and design “Foundations”: potential land uses, building types and heights, and public realm improvements. To enable meaningful public input, the “Foundations” were presented by location with maps, architectural renderings, and street-view illustrations. The community was asked to indicate whether they supported each “Foundation”, supported with suggestions for modifications, or did not support with reasons why. A summary of all survey input is attached as **Appendix A**, and a full transcript of survey comments is available online at [www.westvancouverite.ca/plan-hsb](http://www.westvancouverite.ca/plan-hsb).

### Phase 3: Key Findings

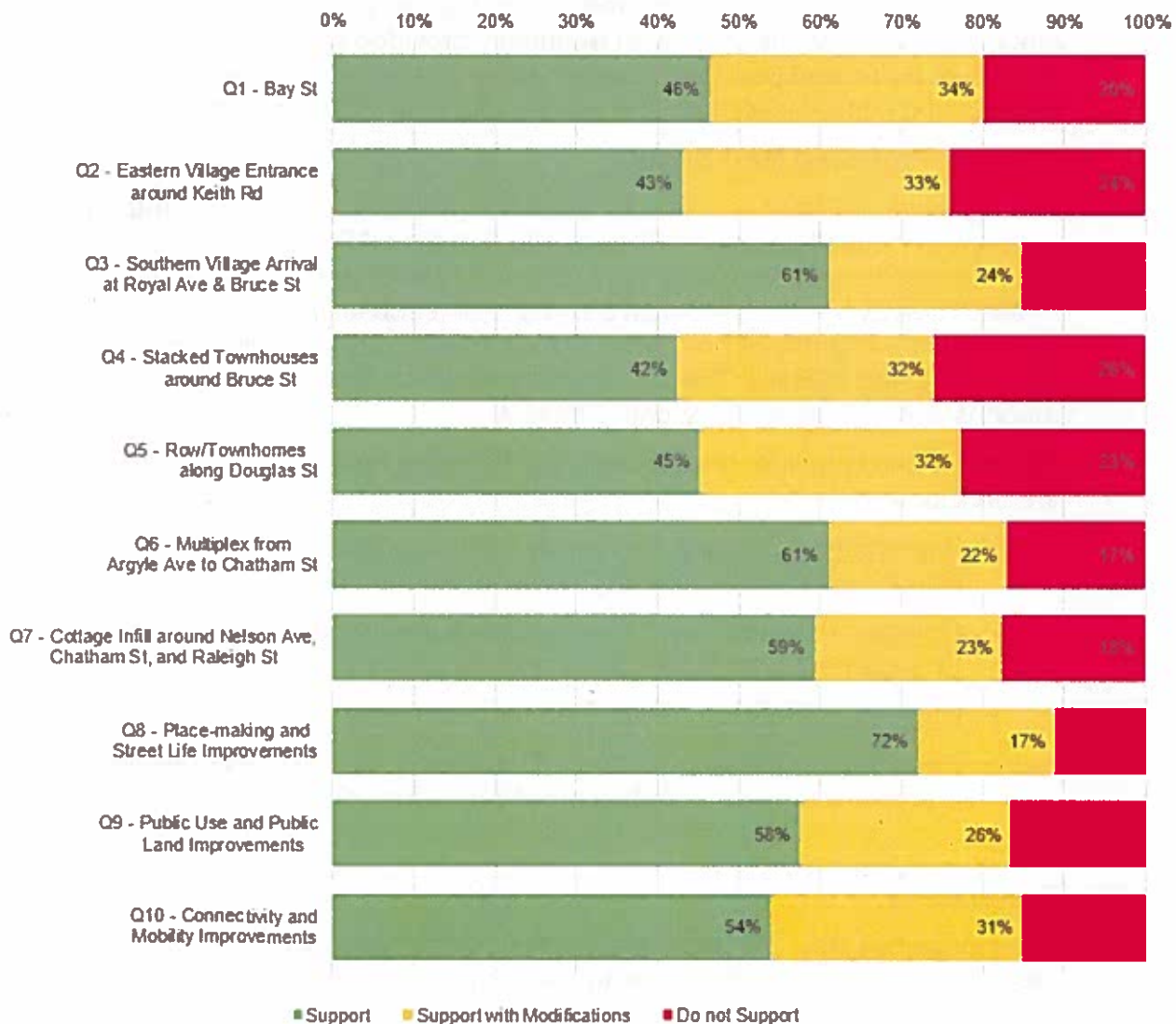
Survey response levels were high at 175 respondents (in a village of around 300 households). Aggregating all responses received across all 10 questions, 82% of responses either supported the “Foundations” as presented or supported them with modifications, with 18% of responses indicating they did not support the “Foundations”.

The overall breakdown of support for all “Foundations” combined is illustrated in the pie chart on the next page, followed by a bar chart indicating the levels of support / support with modifications / do not support received for each of the 10 questions.

### Overall Support for Plan 'Foundations'



### Level of Support by Question (% of Total Responses)



The findings from the *RefineHSB* survey indicate that 82% of responses support (with or without modifications) the “Foundations” that were developed and refined from the previous two phases of the LAP process. These findings provide momentum to keep moving forward: more responses supported the “Foundations” (54%) than responses who supported with modifications (28%); and more responses supported with modifications (28%) than did not support (18%).

Particularly valuable, in a process where each phase has built consequentially from previous phases, are the suggestions for modifications to enhance subsequent plan preparation. **Appendix A** provides a summary analysis of the most suggested modifications for each survey question. Looking at these suggested modifications across all questions combined, the most frequently provided relate to: lowering maximum building heights for larger building types; ensuring housing diversity, both in type and in avoiding architectural uniformity; considering vehicular and parking needs; and supporting active transportation options through place-making and improvements to pedestrian environments in the village. Of the 18% of overall responses that did not support the proposed “Foundations”, the most frequently provided reasons why related to: traffic and parking management; a desire not to increase density; and concerns with potentially changing the village character.

#### **Phase 4: Proposed Next Steps**

The objective of Phase 4 will be to “finalize a proposed plan for community review and Council decision”. Phases 1 to 3 of the LAP process have involved significant community input, and the level of participation in the Phase 3 survey provides extensive and useful feedback to enable plan preparation – in terms of both what is supported to date and what could be improved going forward. The staff recommendation accompanying this report is accordingly to move onto Phase 4.

Should Council provide this direction, the following next steps and timeline are anticipated:

- September – October: Review detailed engagement findings and discuss with Horseshoe Bay Advisory Roundtable;
- October: Prepare “Draft” Plan and seek input from Community Engagement Committee on its release for community review;
- November: Release “Draft” Plan for community review; and
- December – January: Finalize “Proposed” Plan, initiate approvals process and bylaw adoption procedures, including Public Hearing.

## **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.

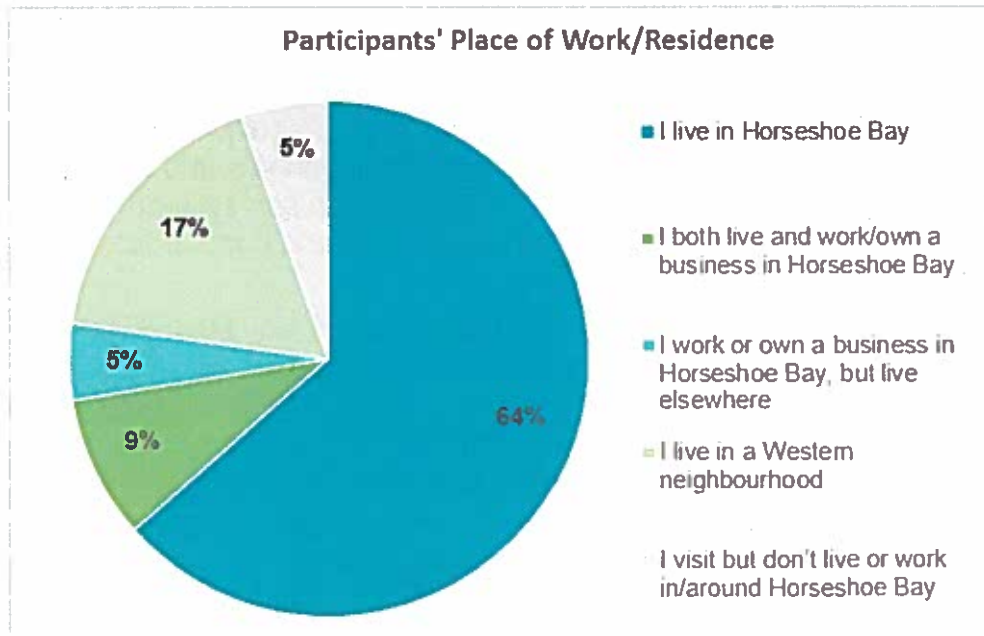
### 6.3 Public Engagement and Outreach

Public engagement and outreach have been central to all phases of the LAP process. Staff discussed the approach to Phase 3 with Council's Community Engagement Committee at its May 28, 2020 meeting, including considerations and adjustments in response to the Covid-19 pandemic. The committee also "tested" the online survey in draft form prior to its wider public launch. Useful guidance and positive feedback were received from the committee.

While Covid-19 has impacted many things, staff acknowledge with appreciation Horseshoe Bay's extensive and close-knit community networks and working relationships with the District that enabled ongoing dialogue throughout Phase 3 via phone, email, and video conference – in addition to the strong level of participation in the online survey. An outline of Phase 3 activities (their purpose and participation levels) follows:

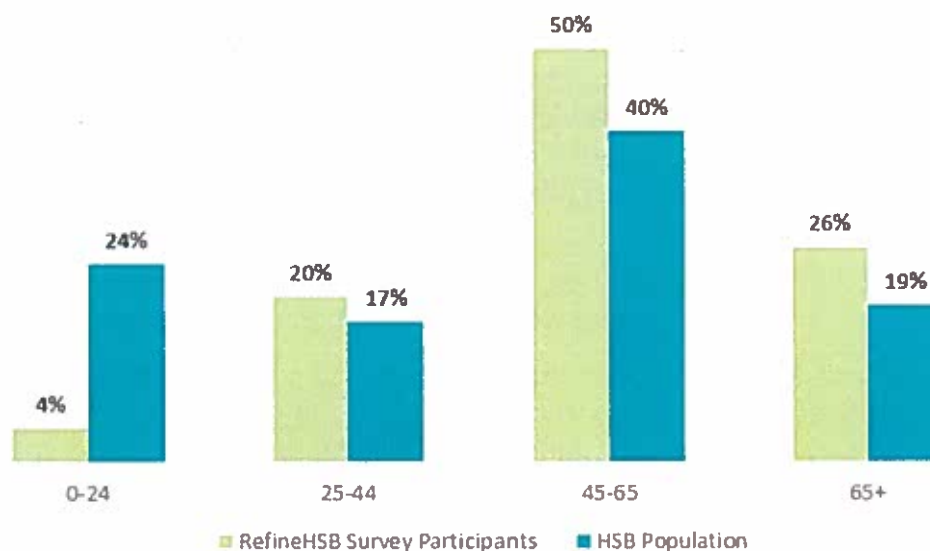
Activity	Purpose and Participation
<ul style="list-style-type: none"><li>Stakeholder and community outreach</li></ul>	<ul style="list-style-type: none"><li>Encourage community involvement and maintain working relationships with local stakeholders.</li><li>Ongoing phone call and email exchanges with stakeholders and community members.</li><li>Dedicated email and newsletter to around 4,800 people, web-portal with over 1,200 unique views and over 12,500 social media impressions.</li></ul>
<ul style="list-style-type: none"><li>Horseshoe Bay LAP Advisory Roundtable</li></ul>	<ul style="list-style-type: none"><li>Incorporate local expertise and insights and act as a "sounding board" to assist staff.</li><li>Two meetings held.</li><li>March 10, 2020 – in-person (<i>pre-Covid restrictions</i>) design charrette to discuss and refine draft "Foundations" for land uses, building heights, and housing types.</li><li>June 23, 2020 – video conference review of maps, architectural studies, and artist renderings that would form the basis of the online survey.</li></ul>
<ul style="list-style-type: none"><li>Phase 3 RefineHSB Survey</li></ul>	<ul style="list-style-type: none"><li>Determine community support and suggestions for improvement for the proposed "Foundations" for land uses, building forms and public spaces in Horseshoe Bay.</li><li>175 responses over 6 weeks between June 29 – August 16, 2020.</li></ul>

Phase 3 of the Horseshoe Bay LAP continued to maintain broad and representative community participation. 78% of survey respondents either live, work or both live and work in Horseshoe Bay. The number increases to 95% when those living in other western neighbourhoods are included.



Survey respondents generally reflect the demographic profile of the Horseshoe Bay community, with the exception of youth. Phases 1 and 2 included dedicated youth engagement, notably through classroom exercises in collaboration with Gleneagles Ch'axáy Elementary School (an option which was not possible under Covid-19 restrictions).

**Age of Participants vs. Horseshoe Bay Population**



A summary of the engagement process and an analysis of findings is attached as **Appendix A**. A full transcript of engagement is also available online at: [www.westvancouverite.ca/plan-hsb](http://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 3 Engagement Summary (**Appendix A**) for information and direct staff to proceed to Phase 4 of the Horseshoe Bay LAP, as described in this report.

#### 7.2 Considered Options

- b) Request further information, defer proceeding to Phase 4, or provide alternate direction (to be specified).

### 8.0 Conclusion

The District's OCP calls for the preparation of a Horseshoe Bay LAP. Phase 3 "Foundations" has been completed. Staff now recommend proceeding to Phase 4 "Plan".

Author:



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David Hawkins, Manager of Community Planning and Sustainability

**Appendix A: Horseshoe Bay Local Area Plan: Phase 3 Public Engagement Summary**

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# Horseshoe Bay Local Area Plan: Appendix A

Phase 3 Public Engagement Summary | August 2020

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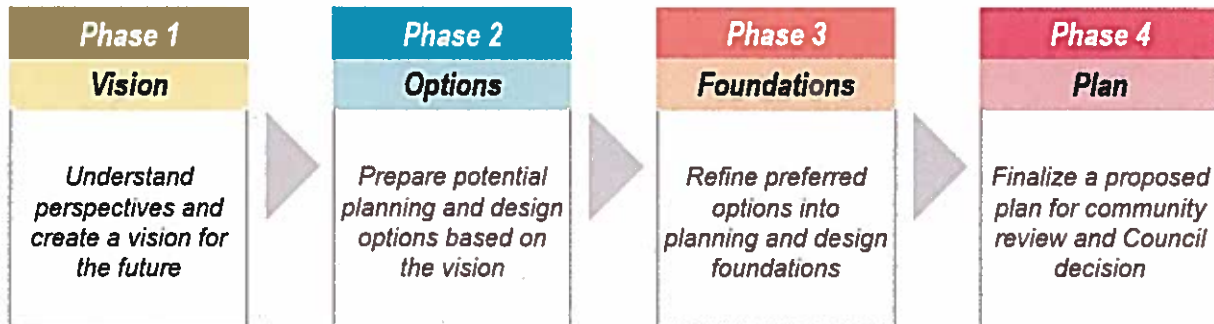


2020/08/28

## 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 discuss 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.). A "Vision" and 12 "Working Principles" resulted from Phase 1.

Phase 2, "Options", concluded in winter 2019, explored with the community and heard their impressions on three initial options to organize land use, different types of development, and public realm improvements in the study area. "Building Blocks" (i.e., land use and design themes to support a potential LAP framework) emerged from Phase 2 and were used to guide and shape Phase 3.

Phase 3, "Foundations", took the "Vision" and "Working Principles" from Phase 1, and the "Building Blocks" from Phase 2, and presented 10 potential "Foundations" to the community for their consideration and feedback. "Foundations" were indicated by location with a map, described with short text, and illustrated with both architectural studies and wider street-level colour views of the potential long-term "look and feel" of Horseshoe Bay should such "Foundations" lead to a plan to guide future change in the village.

The communications and engagement plan for Phase 3 reflected the approved scope of this phase and an adjusted approach to working with the community in the context of the Covid-19 pandemic.

This report describes Phase 3 engagement activities and summarizes feedback received to provide a concise and factual record of community input to date. A full transcript of Phase 3 engagement activities is also available as a separate report online at [www.westvancouverite.ca/plan-hsb](http://www.westvancouverite.ca/plan-hsb).

## Phase 3 Highlights

### **Outreach: How can we continue to engage the local community and build on connections made?**

- Promotion included posters in Horseshoe Bay businesses, District website, dedicated westvancouverITE project webpage, email subscription, social media campaigns, and sharing through local stakeholder networks; and
- Over 1,200 unique webpage views, and 12,850 social media impressions



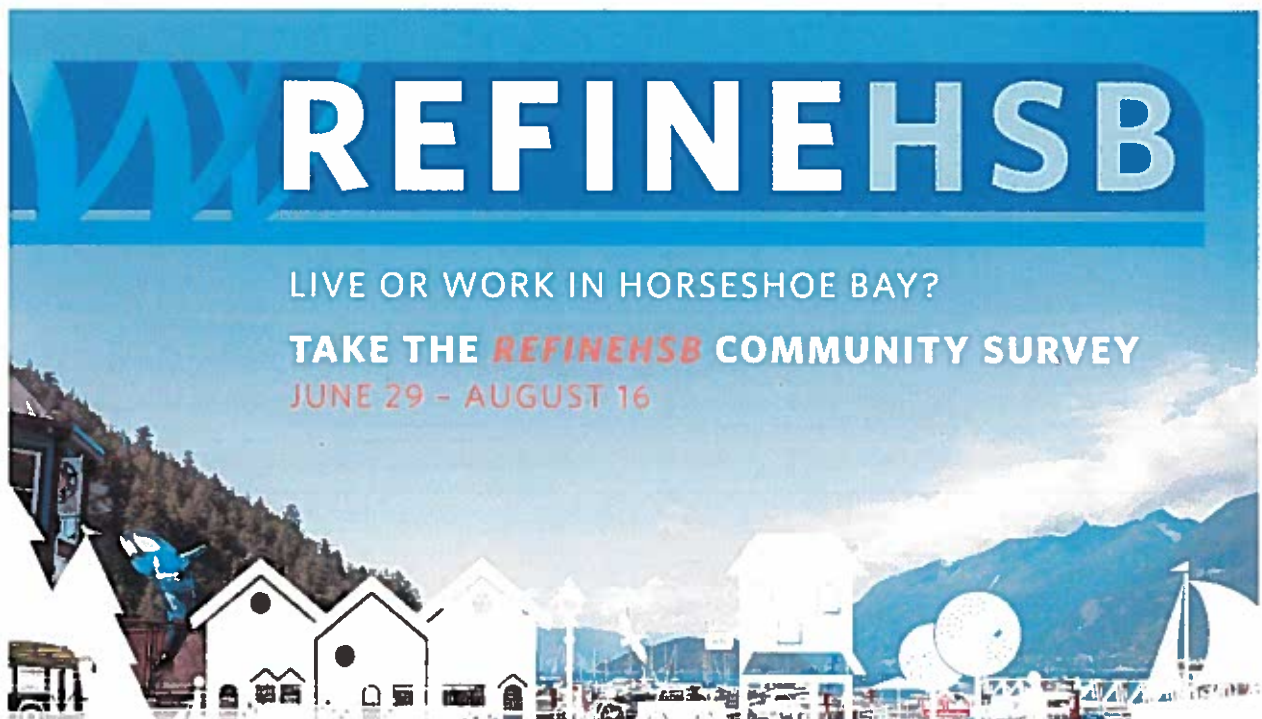
### **Horseshoe Bay LAP Advisory Roundtable: Guided by Phases 1 and 2, how can we prepare and present the proposed “Foundations” for community input?**

- 15-member Advisory Roundtable continued to assist staff as a “sounding board” through Phase 3 by reviewing the draft land use, heights and building typologies through a planning & design workshop and subsequently advising on survey promotion.



### **RefineHSB Community Survey: What are the community’s thoughts about the proposed planning and design “Foundations” for Horseshoe Bay?**

- Online survey available between June 29, and August 16, 2020;
- 175 respondents generated over 1,000 individual suggestions and modifications providing significant input on each planning and design “Foundation” about the commercial core, surrounding residential area, and the public realm; and
- Online survey booklet available for download on the project webpage.



## 2. OUTREACH & ENGAGEMENT

In order to raise awareness of the Horseshoe Bay LAP process and Phase 3 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:

- District's website and westvancouverITE project page;
- District's project email subscription list including westvancouverITE subscription list;
- Social media and targeted promotional Instagram and Facebook campaigns;
- Posters at Horseshoe Bay Businesses; and
- Promotion through local stakeholder networks and through phone and email exchanges.

The westvancouverITE project webpage launched Phase 3 on June 29, 2020 with the publication of engagement details and survey. 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 1,200 unique views since project launch.

The Phase 3 Communications Plan included social media campaigns using Facebook, Twitter and Instagram. These were developed to promote Phase 3 engagement activities, which generated 12,850 impressions from 6 posts on the District's social media accounts between June 29, 2020 and August 16, 2020.

### 2.1 Stakeholder and Community Outreach

During Phase 3, staff reached out to a range of local stakeholder groups (identified alphabetically below) to inform them of the survey, answer any questions, and encourage participation:

- BC Ferries;
- Gleneagles Ch'axáy Elementary School;
- Horseshoe Bay Business Association; and
- Western Residents Association.

Staff also continued to be available to talk or connect virtually with interested individuals to answer any questions and take input on Phase 3 materials. From these various exchanges, interest in the LAP remained high, with support for maintaining the positive momentum of this community planning process, a commitment to ensuring local community's voices are still heard, and an understanding of adjusting to online connections to protect everyone's health and safety, while allowing the community to continue to help shape the future of their village.

## 2.2 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 held two meetings during Phase 3 (having also held two meetings during each of the previous phases).

### Advisory Roundtable Meeting #5

The Advisory Roundtable met on March 10, 2020, before Covid-19 restrictions on in-person meetings/gatherings. The Roundtable participated in a planning and design workshop, or “guided charrette”, to review and discuss preliminary sketches (“test fits” and “proofs of concept” of draft land uses, building heights and typologies). Dialogue with the Roundtable enabled feedback to support the refinement and finalization of the proposed planning and design “Foundations” that would be used subsequently to gather public input in Phase 3.

Summary of discussion on mixed-use commercial village area:

- Mixed-use developments at 3.5-4 storeys could be the typical form in the commercial village area to enable active retail and residential uses in the core.
- Increased height at 5-6 storeys to incentivize communities amenities (e.g., boutique grocery market, 2<sup>nd</sup> floor office and rental housing, etc.) would only make sense on the east and west ends of the village to reduce view impacts.
- Design guidelines could encourage upper storeys to be shaped (e.g., step-back with varied rooflines) to help reduce massing, as well as other building architectural expressions to relate (but not be identical) to neighbouring properties to add character without compromising neighbourly feel.

- Live-work options for ground-level units could be enabled through a “choice of use” so development can respond to market demands overtime, and adapt to homeowner/business-owner interest.
- The 2-lots between Libby Lodge and Sewell’s Landing could be considered for apartment use to be consistent with neighbouring properties (which are six storeys and above).

#### Summary of discussion on residential areas:

- Row/townhomes could provide for greater housing diversity and options consistent with the community’s desire and long-term objective; there could also be more site planning and design controls that help to mitigate “cookie-cutter” designs.
- Row/townhomes area could have varied massing and heights:
  - Bruce Street could consider stacked townhomes with options for live-work or lock-off suite at up to 3.5-4 storeys high (with a partial top-storey) to better transition / reflect the adjacent mixed-use village core; and
  - Douglas Street could consider row/townhome options of 2.5-3 storeys to transition to the multiplex area.
- Parking for row/townhomes area could be on surface or underground and remain flexible to respond to site-by-site geological requirements at the time of development.
- Multiplex area could enable duplex with coach house or triplex on a single lot to provide more options for home owners and variability on the street.
- Cottage and small home infills are attractive not only for the hillside along Nelson, but could also be considered around Chatham and Raleigh. The non-uniform lot sizes, depths, and slopes along these streets could enable two or three small detached homes/cottages on each lot. There could be ways to support shared driveways (e.g., through easements) to enable residents to drive up to units situated higher on the slope, if possible.

#### Summary of discussion on public realm:

- The new village square on Royal Avenue could be framed with developments with active retail and residential uses to infuse the village square with life and activity.
- The envisioned active lane on “Little Bay” (lane between Bay and Bruce Street east of Royal Avenue) could consider design that balances the different uses (pedestrian functions and maintaining safety for service vehicles and parking access to existing and new developments). Design guidelines could consider additional building set-back for 5-6 storey mixed-use developments on Keith Road to widen the lane and accommodate a delineated pedestrian space and improved public realm.
- Could consider reopening the west ends of Argyle & Douglas to Nelson to provide an alternative exit for residents and help alleviate local traffic in the village core.

- The LAP could provide overarching directions to enable any Tantalus Park development to proceed through a separate, more detailed process (i.e., after the LAP) that would then determine the potential development options so that the LAP could support this possibility (i.e., creation of Tyee Point trail/park area).

#### Advisory Roundtable Meeting #6

The Advisory Roundtable met for the sixth time on June 23, 2020 via a video conferencing platform. This meeting provided an opportunity for the Advisory Roundtable to reconnect given the slightly modified timeline and adjusted engagement opportunities that followed public health measures. Staff noted that the HSB LAP remains a priority for Council and that staff are available to connect with all who wish to participate either through the online community survey, by telephone, email or by video conference.

Staff shared the materials that had been prepared since the previous “design charrette” Roundtable meeting that would be used for the survey – new maps, architectural sketches, and artist impressions.

Summary of discussion on ways to virtually engage the community and promote participation in the survey:

- Preference to see HSB folks contributing to our community plan (local focus).
- Potentially the District could position the outreach to the community: “If you live here we want to hear from you”, type messaging.
- Through local groups there is an expansive local contact list which could be used to get the word out, people are more inclined to get involved when locals personally reach out to them.
- Local businesses may be able to provide window space for the promotion of the survey, to increase local awareness.
- Through the process to date, the community has proven itself to hold a strong and engaged digital presence, which can be expected to be carried through into this phase.
- Set the context of the process to date in the introductory remarks of the survey. This includes where we are in the process (Phase 3 reflects previous phases), and that this is a long-term plan (changes would occur over 20 years).
- As the survey is the main input tool, and needs to cover all “Foundations”, indicate it will take a reasonable amount of time to complete so survey participants know before they begin.

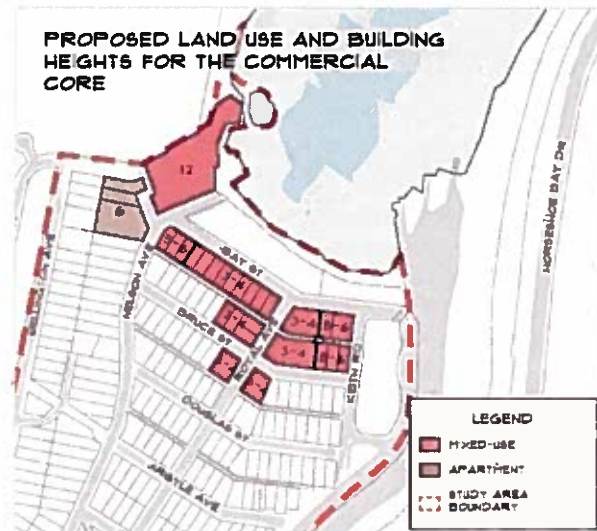
### 2.3 *RefineHSB* Community Survey

The major component of Phase 3 public engagement was the *RefineHSB* Community Survey, which was designed to enable public input on the proposed planning and design “Foundations” for the LAP. The survey was available online for an extended period between June 29, 2020 and August 16, 2020 (inclusive) to allow the community to provide their feedback. A booklet of the survey was also made available online enabling participants to review the proposed planning and design “Foundations” for the LAP prior to completing the survey.

Survey respondents were asked a total of ten questions regarding the planning and design “Foundations”, where they could indicate their level of support for each “Foundation”, and comment on their responses (i.e., suggestions for modifications or why they would not support the “Foundation”). 175 surveys were completed generating 1,028 individual suggestions / modifications.

The following section provides the content of the proposed planning and design “Foundations” as presented in the survey, followed by summaries of findings for each question, as well as the top three most common suggestions for “support with modifications”, and reasons for “do not support”.

## Question 1: Bay Street



Bay Street would be enhanced with new low-rise (i.e., 3-4 storey) mixed-use developments that would transition on the edges to 5-6 storey buildings adjacent to the BC Ferries Terminal, Libby Lodge and Sewell's Landing. Street-level retail would enliven the village with small-scale shops, restaurants and services. New apartments above the street would provide more housing options and be designed to respect the village's seaside character (e.g., varied rooflines, materials and colours, top-storey step-backs, balconies, etc.).

Map 1: Proposed Land Uses and Heights for Commercial Core

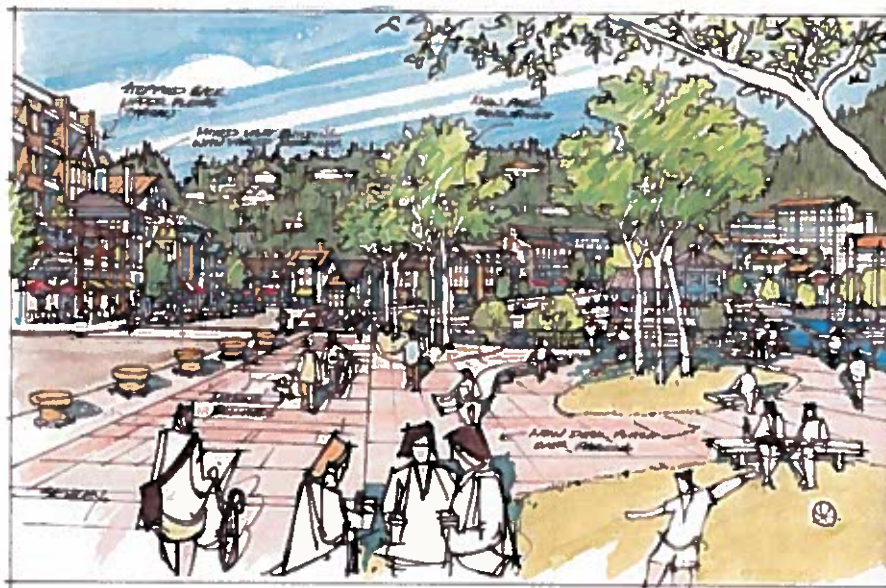


Figure 1. Artist's illustration of the building and street character looking west along Bay Street in the future

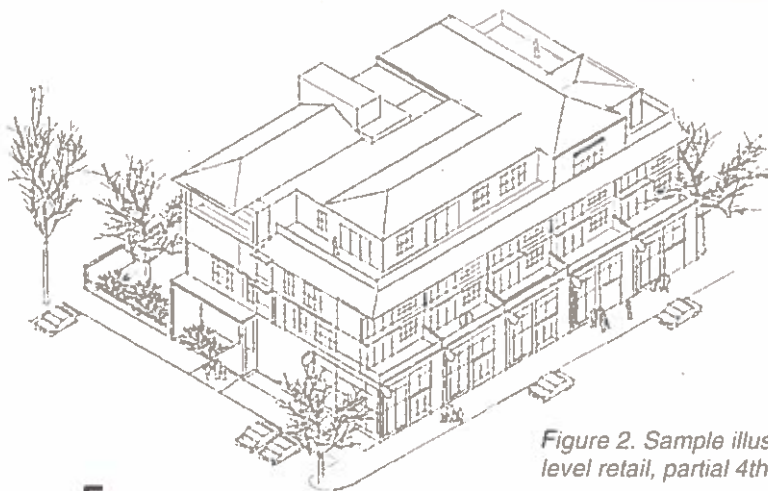
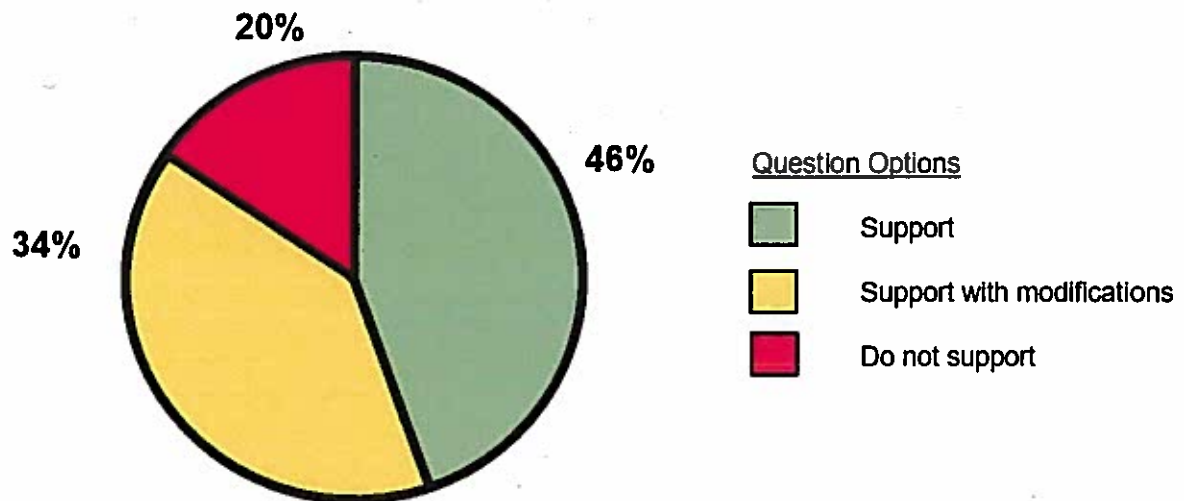


Figure 2. Sample illustration of a mixed-use building with street-level retail, partial 4th storey and underground parking.

**80% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for Bay Street:**



**81 survey respondents supported this “Foundation” as proposed.**

**60 survey respondents supported this “Foundation” as proposed with suggestions for modifications. The most frequently suggested modifications were:**

1. Keep to 3 or 4 storeys maximum (22 responses)
2. Vary heights, looking to maintain views, manage transitions and avoid uniformity (13 responses)
3. Consider traffic flow and provide adequate parking (9 responses)

**34 survey respondents did not support this “Foundation” as proposed. The most frequently provided reasons for not supporting were:**

1. Not wanting Horseshoe Bay's character to change (11 responses)
2. Concern around traffic flow and parking (6 responses)
3. Concern around impacts of construction (3 responses)

## Question 2: Eastern Village Entrance by BC Ferries Terminal



The eastern village entrance would focus on activating “Little Bay” (the lane between Bay and Bruce Street) as an inviting, safe, multi-use lane with mid-block passages and retail or live-work opportunities. The corners of Keith Road would feature new mixed-use development with modest height increases (i.e., 5-6 storeys) to accommodate new services like a boutique grocer and an improved public realm (e.g., greater building setbacks to widen “Little Bay”, enhanced streetscape).

Map 2: Proposed Land Uses and Heights for Commercial Core



Figure 3. Artist's illustration of look and feel of this eastern village entrance in the future, looking west down “Little Bay”.

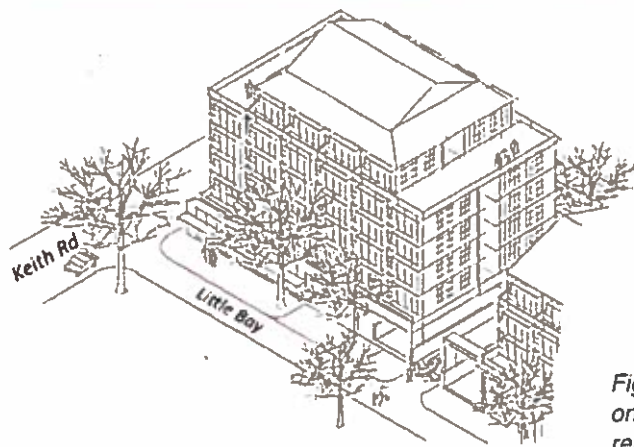
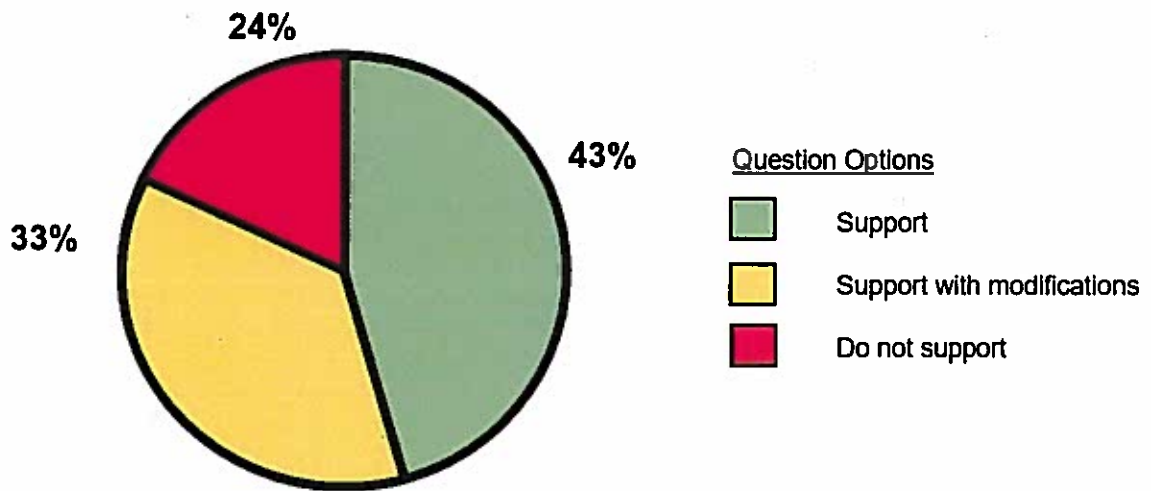


Figure 4. Sample illustration of a new mixed-use building on the corner of Keith Road & Little Bay, with street-level retail, a partial 6th storey and underground parking.

**76% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for the eastern village entrance by BC Ferries Terminal:**



**76 survey respondents supported this “Foundation” as proposed.**

**58 survey respondents supported this “Foundation” as proposed with suggestions for modifications. The most frequently suggested modifications were:**

1. Lower heights to e.g. 3 or 4 storeys maximum, or possibly 5 storeys (35 responses)
2. Activate "Little Bay" (more multi-use space, street furniture, etc.), but consider balance of use of lane between commercial and pedestrian (9 responses)
3. Consider traffic flow and provide adequate parking (8 responses)

**41 survey respondents did not support this “Foundation” as proposed. The most frequently provided reasons for not supporting were:**

1. Concern around traffic flow and parking (11 responses)
2. Don't want Horseshoe Bay's character to change (10 responses)
3. Want to maintain village atmosphere / charm (3 responses)
3. Do not support 6 storey building (3 responses)

### Question 3: Southern Village Arrival on Bruce and Royal



The intersection of Royal Avenue and Bruce Street would provide a more charming sense of arrival and an improved pedestrian and social experience. Buildings could be set back as appropriate to create a more interesting retail environment (see example of an expanded “street corner patio” on Royal to connect with “Little Bay”). New low-rise (i.e., 3-4 storey) mixed-use development with a variety of local-serving shops and live-work options would support housing and small businesses in the village and transition from the commercial core to nearby residential areas.

Map 3: Proposed Land Uses and Heights for Commercial Core

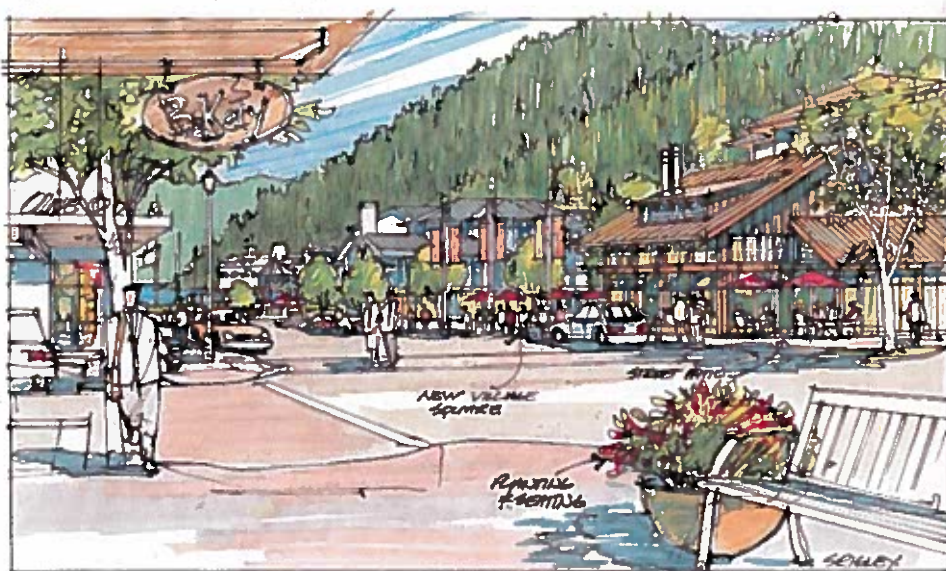


Figure 5. Artist's illustration of the Bruce Street & Royal Avenue intersection in the future, looking east.

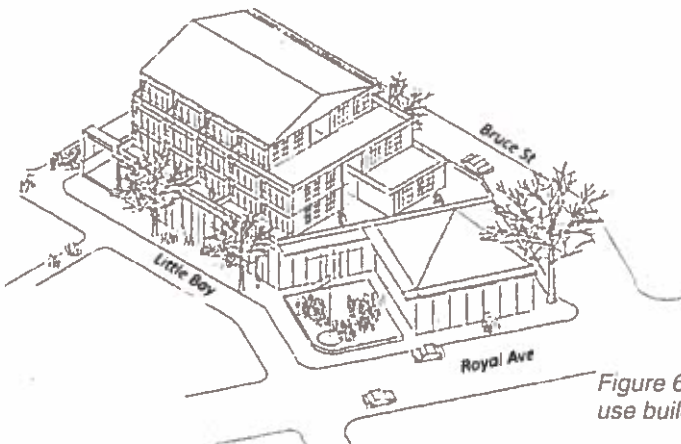
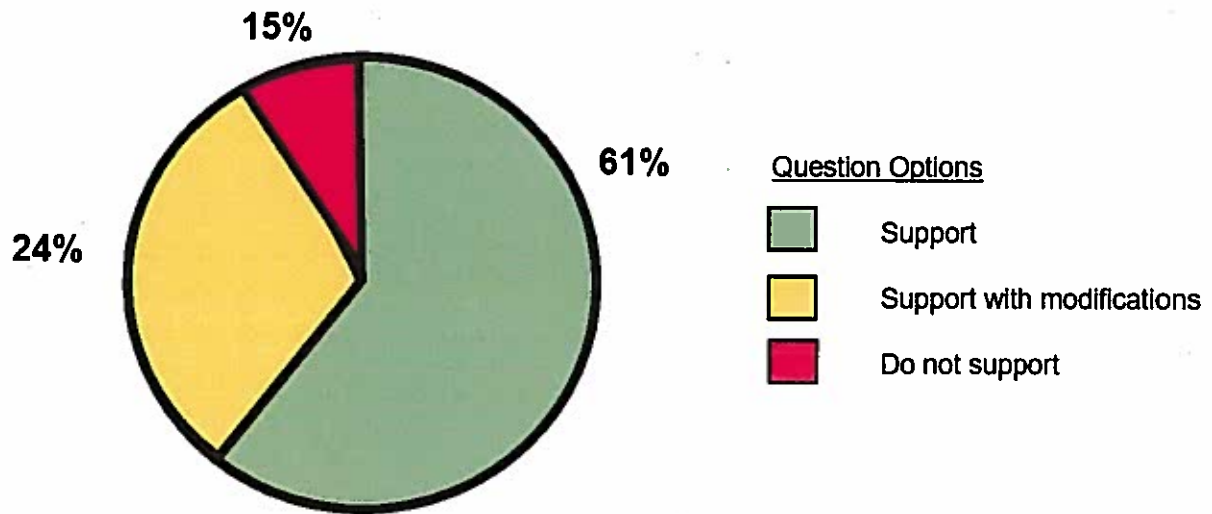


Figure 6. Sample illustration of a “stepped” new low-rise mixed-use building with retail patio at Bruce and Royal.

**85% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for the southern arrival on Bruce Street and Royal Avenue:**



**108 survey respondents supported this “Foundation” as proposed.**

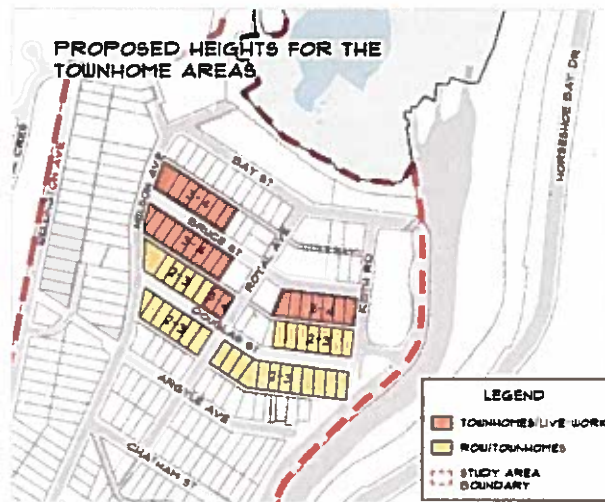
**42 survey respondents supported this “Foundation” as proposed with suggestions for modifications.** The most frequently suggested modifications were:

1. Lower height (from 3-4 storeys) to e.g. 3 maximum (16 responses)
2. Provide parking and management plan, consider traffic flow, while encouraging active transportation and transit (12 responses)
3. Use streetscape design elements to draw people into village (generous setbacks, balconies, landscaping, articulated street fronts) (7 responses)

**25 survey respondents did not support this “Foundation” as proposed.** The most frequently provided reasons for not supporting were:

1. Not wanting additional density in Horseshoe Bay (6 responses)
2. Wanting to maintain the seaside village atmosphere / character (5 responses)
2. Not wanting Horseshoe Bay’s character to change (5 responses)
3. Concern around traffic flow and parking (4 responses)

## Question 4: New Townhome Areas



Map 4: Proposed Heights for the Townhome Area

Two townhouse areas are envisioned between Bruce Street (adjoining the commercial core) up to Douglas Street. A variety of **stacked townhomes with live-work or lock-off suite options** (around Bruce Street), and more traditional **row/townhomes** (along Douglas Street) would provide new ground-oriented housing options for families and downsizers. Design guidelines would ensure sensitive transitions and varied architectural designs (e.g., partial top-storeys, articulated massing, varied styles and materials, etc.) that support Horseshoe Bay's eclectic character.

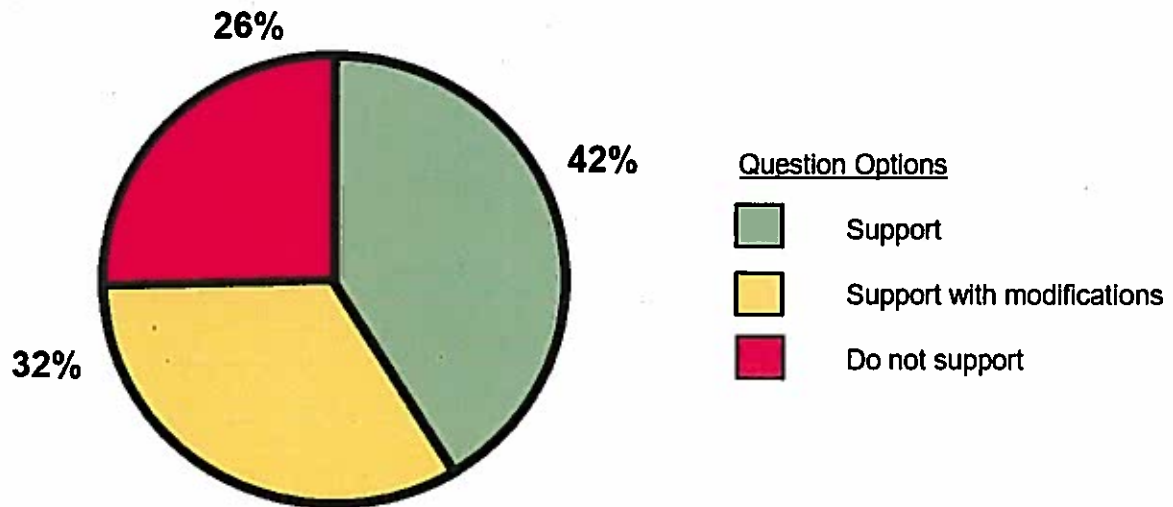


Figure 7. Artist's illustration of street and building character on Douglas Street, looking east towards Royal Avenue.



Figure 8. Sample illustration on Bruce Street of 3-4 storey stacked townhomes (i.e., two separate upper and lower living units) with ground-level live-work or lock-off suites (i.e. flexible space for home businesses or a rental suite mortgage-helper) over underground parking.

**74% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for stacked townhomes with a choice of live-work or lock-off rental suites around Bruce Street:**



**73 survey respondents supported this “Foundation” as proposed.**

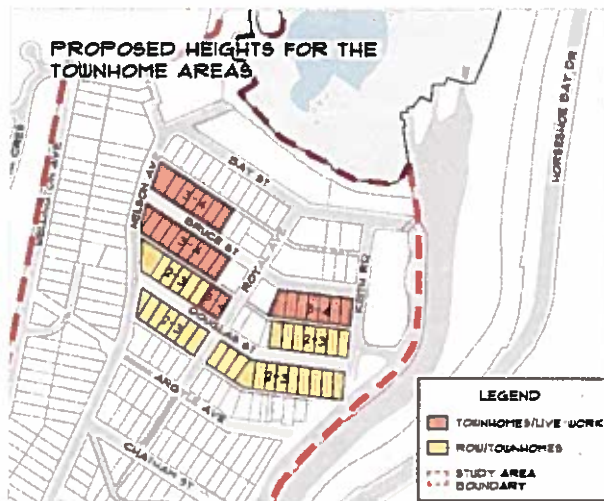
**56 survey respondents supported this “Foundation” as proposed with suggestions for modifications. The most frequently suggested modifications were:**

1. Lower height (from 3-4 storeys) to e.g. 3 maximum (26 responses)
2. Allow more housing options and varied architecture e.g. fee-simple, rowhomes not stacked townhouses, age in place, accessible, rentals (15 responses)
3. Reduce car dependency, focus on pedestrians, active transport, increase transit, disallow the rental of off-street parking (9 responses)

**46 survey respondents did not support this “Foundation” as proposed. The most frequently provided reasons for not supporting were:**

1. Not wanting additional density in Horseshoe Bay (too crowded, too dense) (16 responses)
2. Concern around traffic flow and adequate parking (9 responses)
3. Wanting to maintain village atmosphere / character, not wanting want character to change (4 responses)

## Question 5: New Townhome Areas



Map 5: Proposed Heights for the Townhome Area

Two townhouse areas are envisioned between Bruce Street (adjoining the commercial core) up to Douglas Street. A variety of **stacked townhomes with live-work or lock-off suite options** (around Bruce Street), and more traditional **row/townhomes** (along Douglas Street) would provide new ground-oriented housing options for families and downsizers. Design guidelines would ensure sensitive transitions and varied architectural designs (e.g., partial top-storeys, articulated massing, varied styles and materials, etc.) that support Horseshoe Bay's eclectic character.



Figure 9. Artist's illustration of street and building character on Douglas Street, looking east towards Royal Avenue.

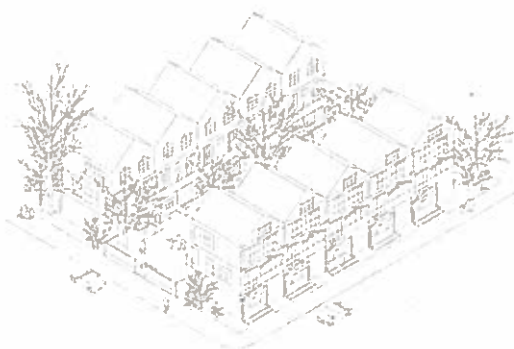
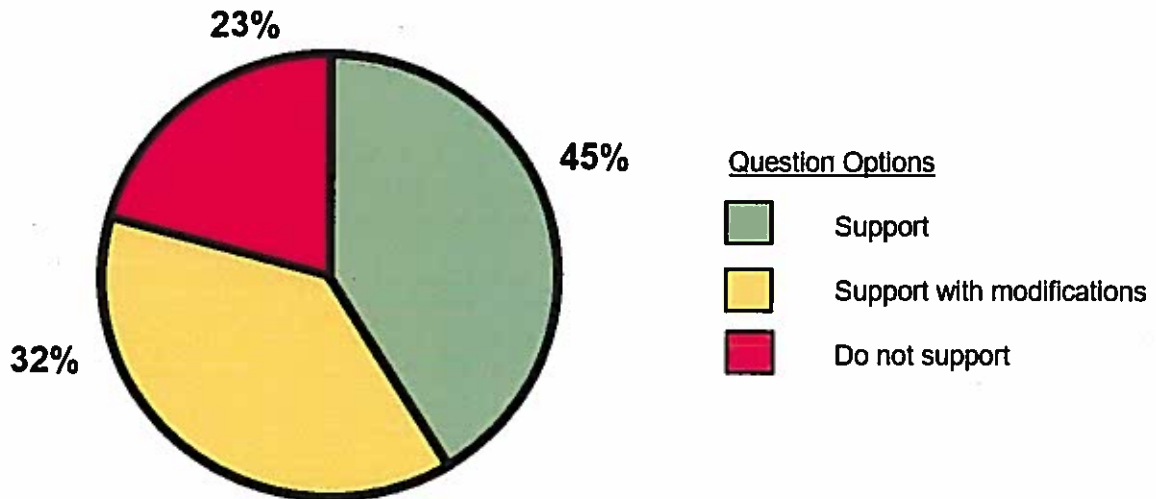


Figure 10. Sample illustration of 2-3 storey courtyard row/townhomes on a corner lot (2-lot assembly), oriented towards Royal Ave to provide eyes on the street, with off-street surface parking provided.

**77% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for enabling row/townhome options along Douglas Street:**



**78 survey respondents supported this “Foundation” as proposed.**

**57 survey respondents supported this “Foundation” as proposed with suggestions for modifications.** The most frequently suggested modifications were:

1. Avoid uniformity in housing stock and design e.g. consider free-simple rowhouses, or live-work options (12 response)
2. Maximum 3 storeys [*note: this “Foundation” proposed a maximum height of 2-3 storeys*] (11 responses)
3. Lower height [*note: this “Foundation” proposed a maximum height of 2-3 storeys, row/townhouses cannot exist in a 1 storey format*] (10 responses)

**40 survey respondents did not support this “Foundation” as proposed.** The most frequently provided reasons for not supporting were:

1. Not wanting additional density or character to change (14 responses)
2. Concern around traffic flow and adequate parking (11 responses)
3. Not wanting housing diversity, concern for property values (4 responses)

## Question 6: Multiplex Area



Map 6: Proposed Heights for the Multiplex Area

Moving outwards from the town and rowhouse area would be a multiplex area from Argyle Avenue up to Chatham Street. The **multiplex area** would include a range of duplexes, coach houses and triplexes up to 2 storeys, with off-street surface parking. Mixing the different housing forms would add varied building and street character, while providing more housing options. Basement suites would be permitted to provide for rental options.



Figure 11. Artist's illustration of street character with a mix of existing single-detached homes, and new duplex, triplex and coach houses on Argyle Avenue looking west towards Royal Avenue.

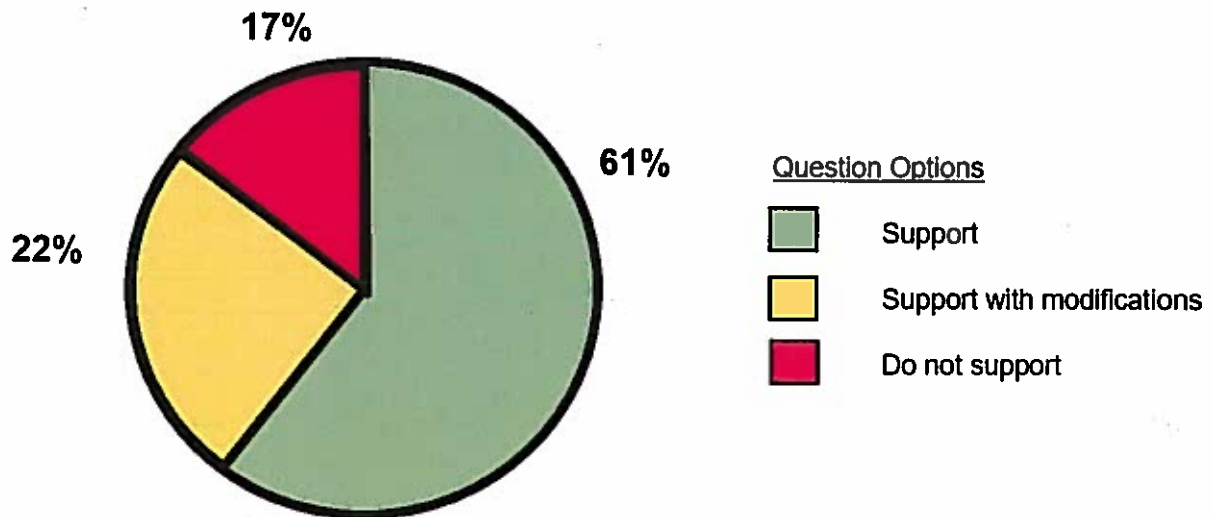


Figure 12. Sample illustration of a duplex with basement suites and a coach house at the back of the lot, with off-street surface parking.



Figure 13. Sample illustration of a triplex (3-units) with off-street surface parking at the front.

**83% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for enabling multiplex options on Argyle Avenue up to Chatham Street:**



**106 survey respondents supported this “Foundation” as proposed.**

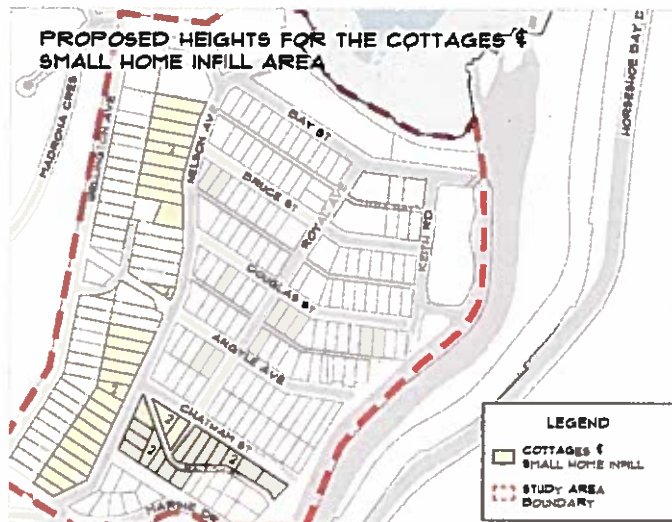
**39 survey respondents supported this “Foundation” as proposed with suggestions for modifications.** The most frequently suggested modifications were:

1. Consider traffic flow and provide adequate parking (8 responses)
1. Provide more housing options (apartments, below market, rentals, accessible housing) (8 responses)
1. Lower density, no triplexes, single family and duplexes yes (8 responses)

**30 survey respondents did not support this “Foundation” as proposed.** The most frequently provided reasons for not supporting were:

1. Not wanting additional density in Horseshoe Bay (8 responses)
2. Concern around traffic flow and adequate parking (7 responses)
3. Not wanting character to change (5 responses)

## Question 7: Cottage & Small Home Infill Area



Map 7: Proposed Heights for the Cottages & Small Home Infill Area

The hillsides on Nelson Avenue, Chatham Street and Raleigh Street provide an opportunity to create a distinct **cottage and small home infill area** with terraced, smaller detached homes that transition to the existing single-detached neighbourhoods on the edges and outside the study area. Smaller, detached homes with different architectural expression (i.e., varied site-plans and colours) would create a complementary style to Horseshoe Bay's seaside character, reminiscent of the historic cottages from the past. Varying by lot size and topography, the hillside would provide for 2 to 3 detached cottages on a single lot, with off-street surface parking.



Figure 14. Artist's illustration of cottages/small home infills along the Chatham hillside, looking north-east.

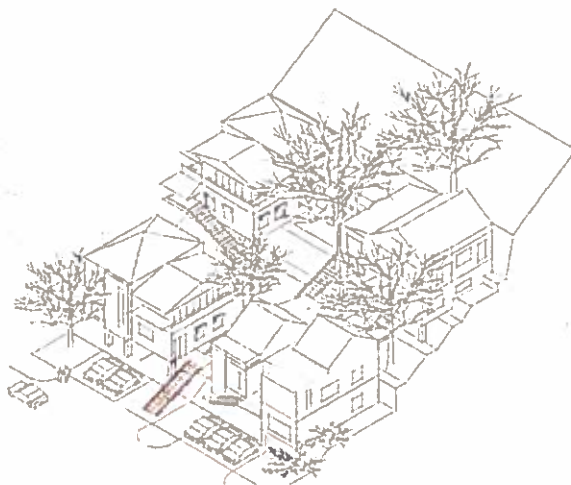
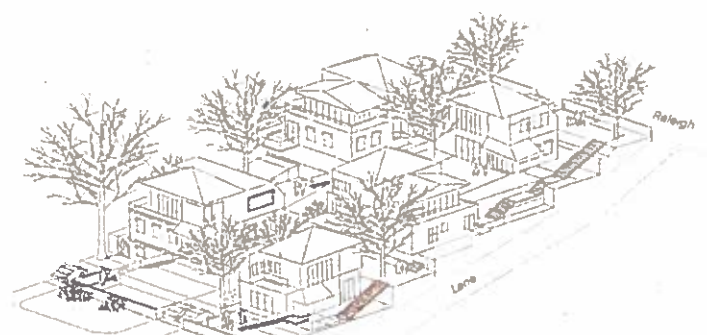
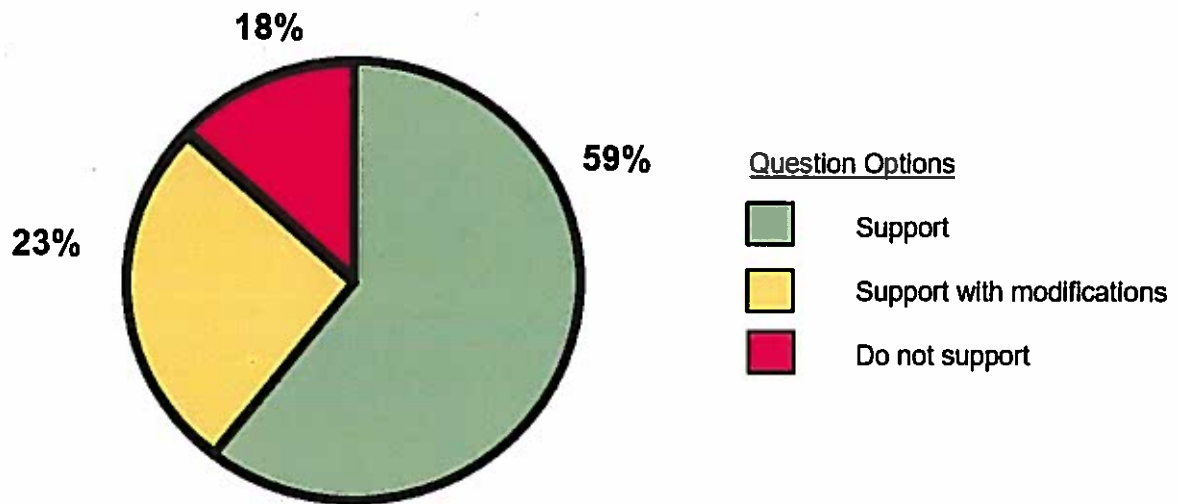


Figure 15 & 16. Sample illustration of 4 or 5 cottage/small home infill units on 2 steep sloped lots on the hillside, with off-street surface parking.



**82% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for enabling cottage/small home infill options around Nelson Avenue, Chatham Street and Raleigh Street:**



**103 survey respondents supported this “Foundation” as proposed.**

**41 survey respondents supported this “Foundation” as proposed with suggestions for modifications.** The most frequently suggested modifications were:

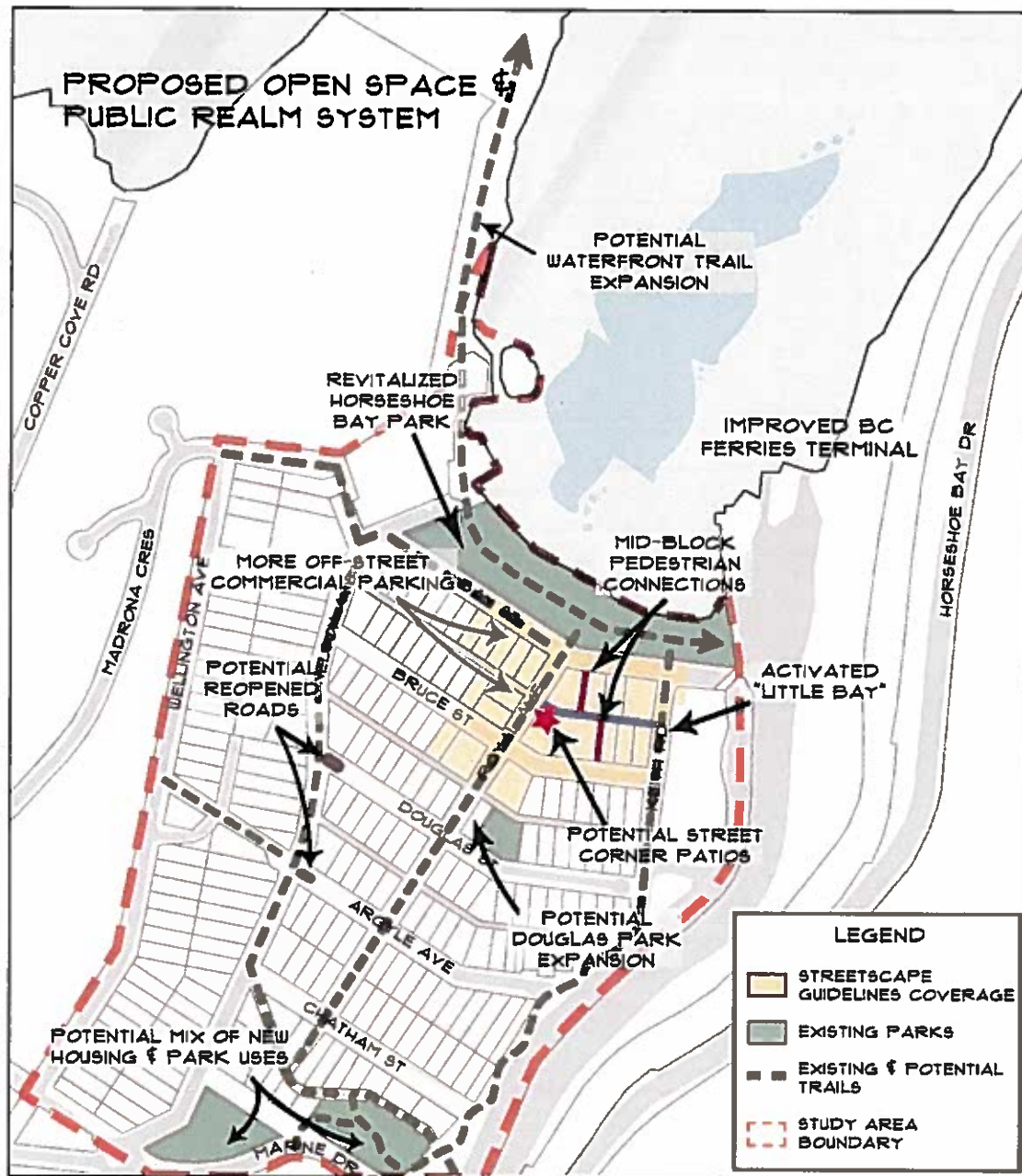
1. Provide more housing diversity (rentals, age in place, accessible, affordable, seniors) (7 responses)
2. Support for the previously submitted “Tantalus Gardens” development proposal  
[note: these responses reproduced in full or in part the same language] (6 responses)
2. Ensure cottages are “small” but livable (6 responses)

**31 survey respondents did not support this “Foundation” as proposed.** The most frequently provided reasons for not supporting were:

1. Not wanting character to change, no additional density, single family homes are the only desired housing type (12 responses)
2. Concern around traffic flow and parking (4 responses)
3. Ensure landscaping and green area protection (3 responses)
3. Unachievable with steep topography (3 responses)

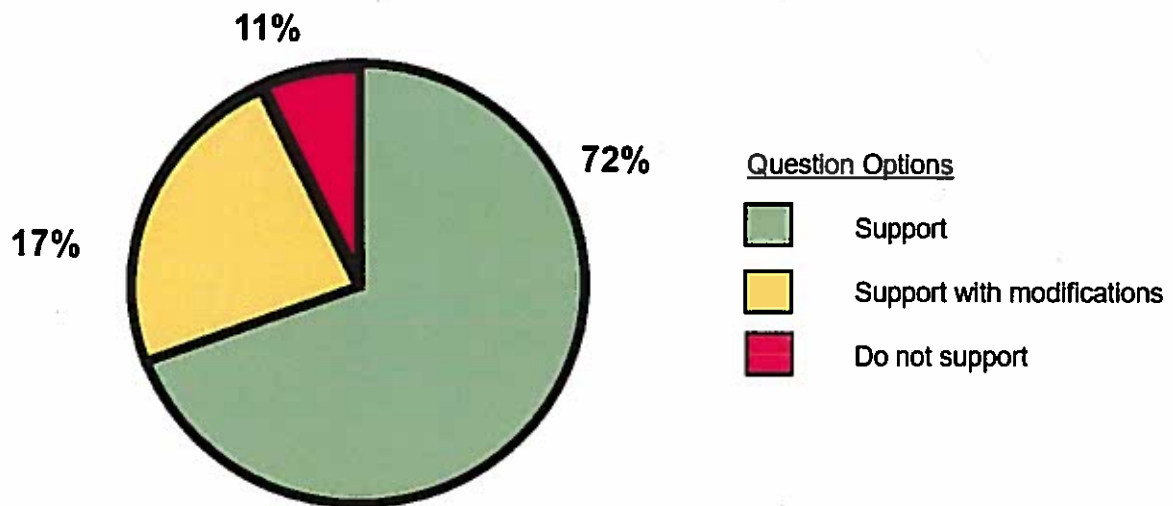
## Question 8: Place-making and Street Life

- Encourage active retail frontages (e.g. outdoor terraces/seating along Bay Street or corner patios at Bruce and Royal), seek to create mid-block pedestrian connections between mixed-use buildings, and activate “Little Bay” as redevelopment occurs
- Continue to improve the public realm by implementing streetscape guidelines on commercial street frontages and the Horseshoe Bay park revitalization plan



Map 8: Proposed Open Space & Public Realm System

**89% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for the place-making and street life improvements:**



**126 survey respondents supported this “Foundation” as proposed.**

**29 survey respondents supported this “Foundation” as proposed with suggestions for modifications. The most frequently suggested modifications were:**

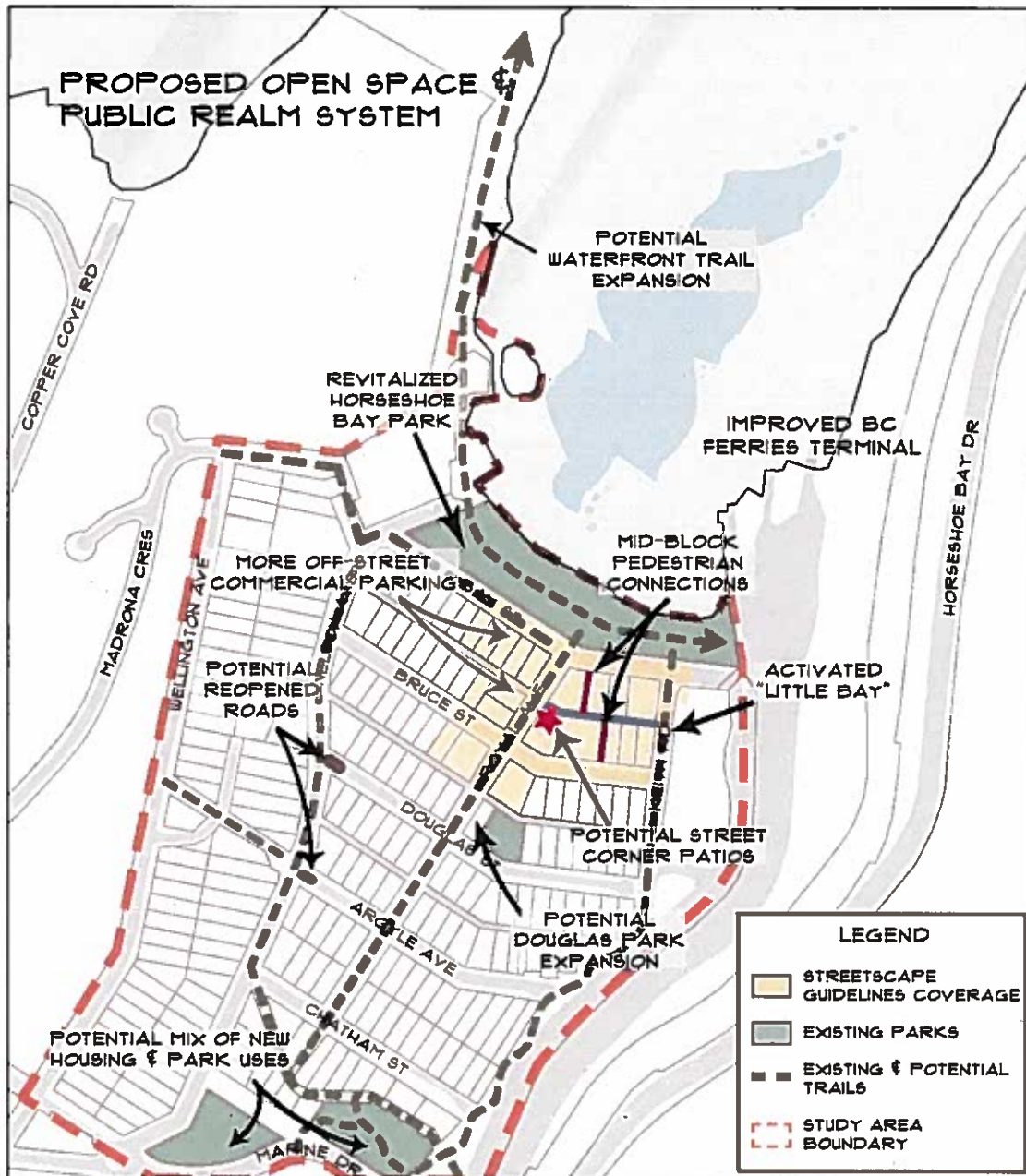
1. Improve pedestrian environment e.g. car-free streets, streetscape design for enhanced walkability with generous setbacks/landscaping, provide patios and outdoor seating (6 responses)
2. Consider traffic flow and provide adequate parking (4 responses)
3. Create a multi purpose community space (arts, events) (2 responses)
3. Concern around residential privacy around mid-block connections (2 responses)

**20 survey respondents did not support this “Foundation” as proposed. The most frequently provided reasons for not supporting were:**

1. Concern around traffic flow (2 responses)
2. Not wanting Horseshoe Bay's character to change (2 responses)
3. Not wanting patios or pedestrian areas (2 responses)

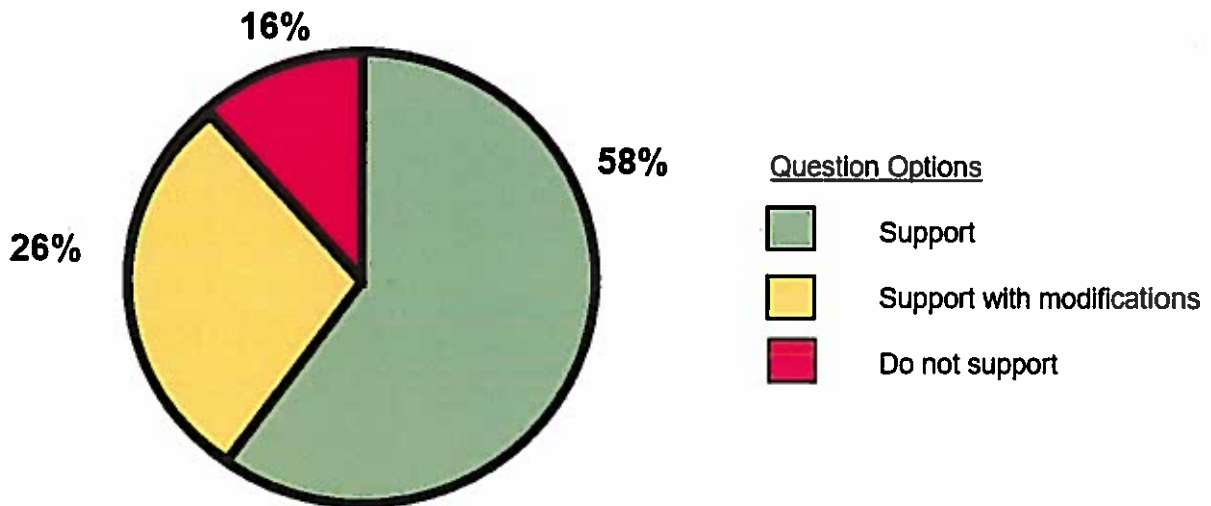
## Question 9: Public Use and Public Land

- Work with landowner(s) to consider potential land use changes to Tye Point, including the possible creation of an expanded waterfront trail and viewpoint
- Work with landowner(s) to consider potential land use changes for the possible expansion of Douglas Park to Royal Avenue for local use and enjoyment
- Review opportunities to repurpose portion(s) of Tantalus Park for potential residential development while maintaining park area(s) for local use (e.g., playground, dog-walking, trails, etc.) to expand housing and generate funds that could support other park acquisitions or improvements



Map 9: Proposed Open Space & Public Realm System

**84% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for the public use and public land improvements:**



**101 survey respondents supported this “Foundation” as proposed.**

**46 survey respondents supported this “Foundation” as proposed with suggestions for modifications. The most frequently suggested modifications were:**

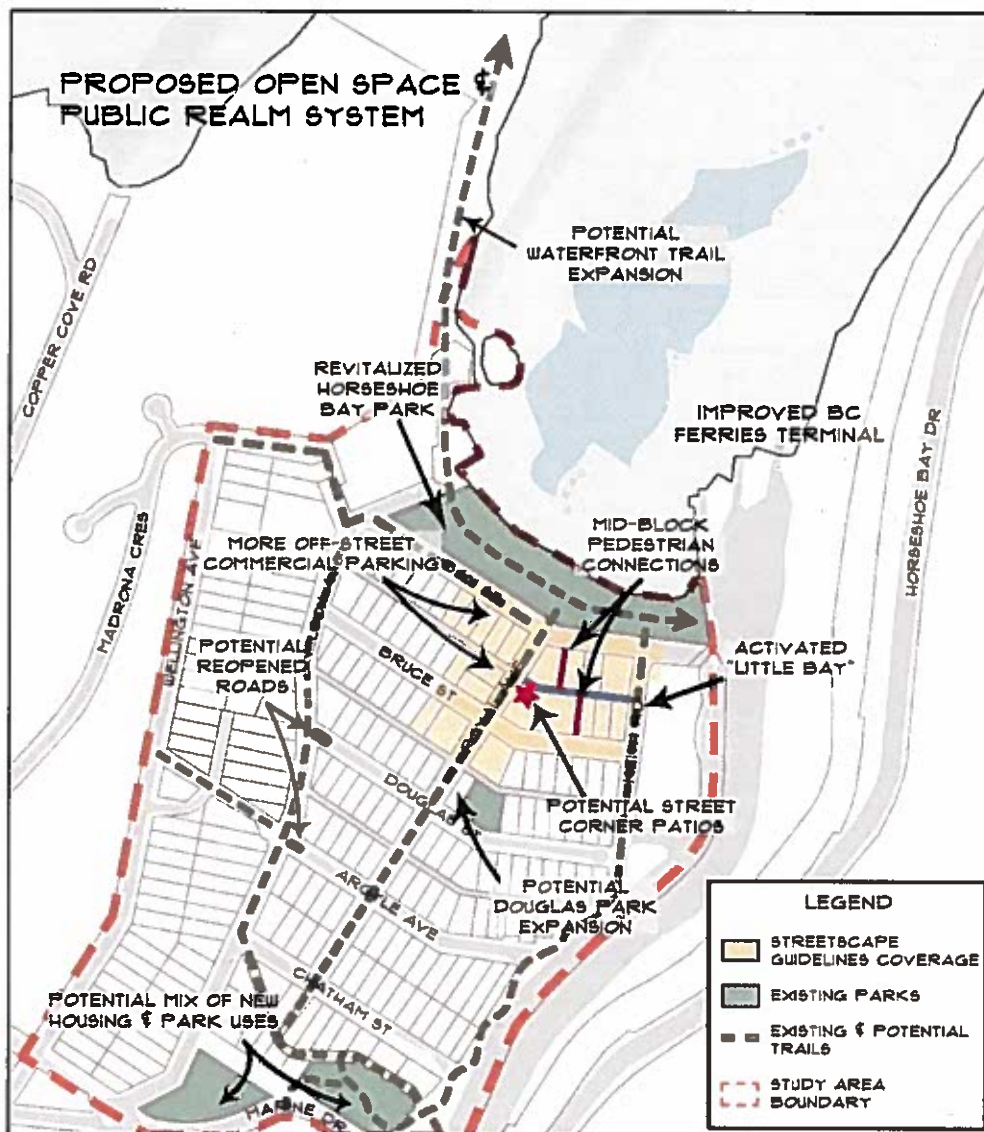
1. Find another way to generate money for potential Tyee Point acquisition other than repurposing Tantalus Park (15 responses)
2. Move forward, gain whole amount for acquiring Tyee Point through repurposing Tantalus Park (5 responses)
3. Do not expand Douglas Park (locals park) (4 responses)

**28 survey respondents did not support this “Foundation” as proposed. The most frequently provided reasons for not supporting were:**

1. Maintain Tantalus Park as park land (17 responses)
2. Not wanting additional density or visitors in Horseshoe Bay (5 responses)
3. Do not acquire Tyee Point (2 responses)
3. Concern around traffic flow and parking (2 responses)

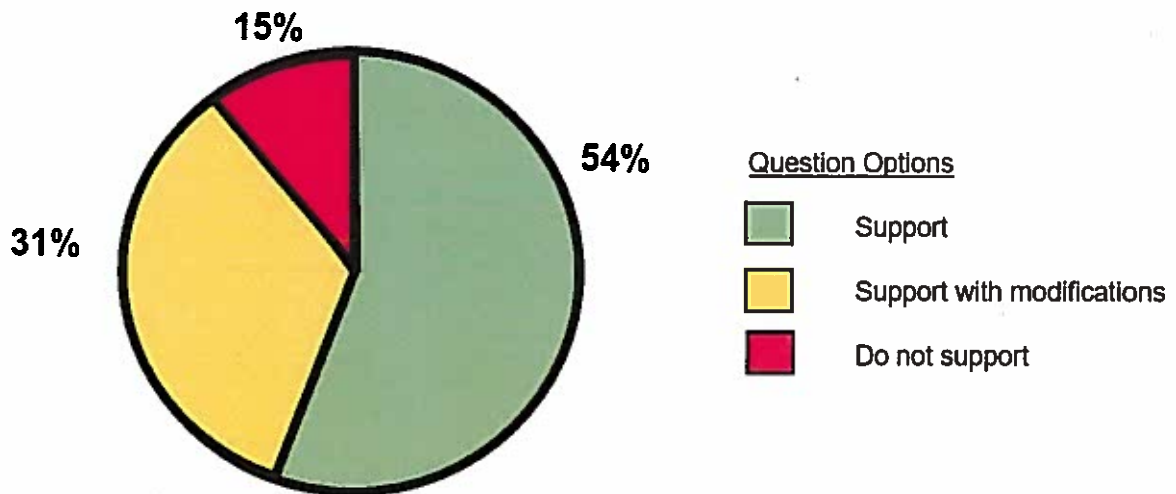
## Question 10: Connectivity and Mobility

- Increase off-street parking spaces through new mixed-use developments in the commercial core
- Consider reopening Douglas Street and Argyle Avenue to Nelson Avenue to improve circulation and provide alternate options for leaving the village
- Seek opportunities for new or improved trails into the village as redevelopment occurs
- Continue to work through BC Ferries' Terminal redevelopment planning process to benefit the village (e.g., integrated design, community amenities, improved parking and transit, and enhanced access to and from Highway #1)



Map 10: Proposed Open Space & Public Realm System

**85% of respondents indicated either support or support with modifications to proceed with the planning and design “Foundation” for the connectivity and mobility improvements:**



**93 survey respondents supported this “Foundation” as proposed.**

**56 survey respondents supported this “Foundation” as proposed with suggestions for modifications.** The most frequently suggested modifications were:

1. Do not open Douglas and Argyle (e.g. safety, residential streets, parking issue, confusing configuration, adds congestion) (27 responses)
2. Provide for active transport and increased transit service (e.g. bike lanes on Royal, Bay, Keith, sidewalks, pedestrianised streets, traffic calming measures) (20 responses)
3. Provide adequate parking (underground, permit residential) (7 responses)

**26 survey respondents did not support this “Foundation” as proposed.** The most frequently provided reasons for not supporting were:

1. Do not open Douglas and Argyle to Nelson (e.g. safety, residential streets, parking issue, confusing configuration, adds congestion) (8 responses)
2. Design for walkability not cars, active transport, transit (4 responses)
3. Do not want additional density or visitors (3 responses)

### **Question 11: Any Further Comments**

The final question of the survey invited respondents to share any further comments outside of the 10 questions previously presented. **Input predominately reflected or repeated previous answers to the proposed land use and design “Foundations” as presented above within the previous 10 questions in the survey.** Additional comments referenced impacts of construction and Sewell's development and comments around process and implementation.

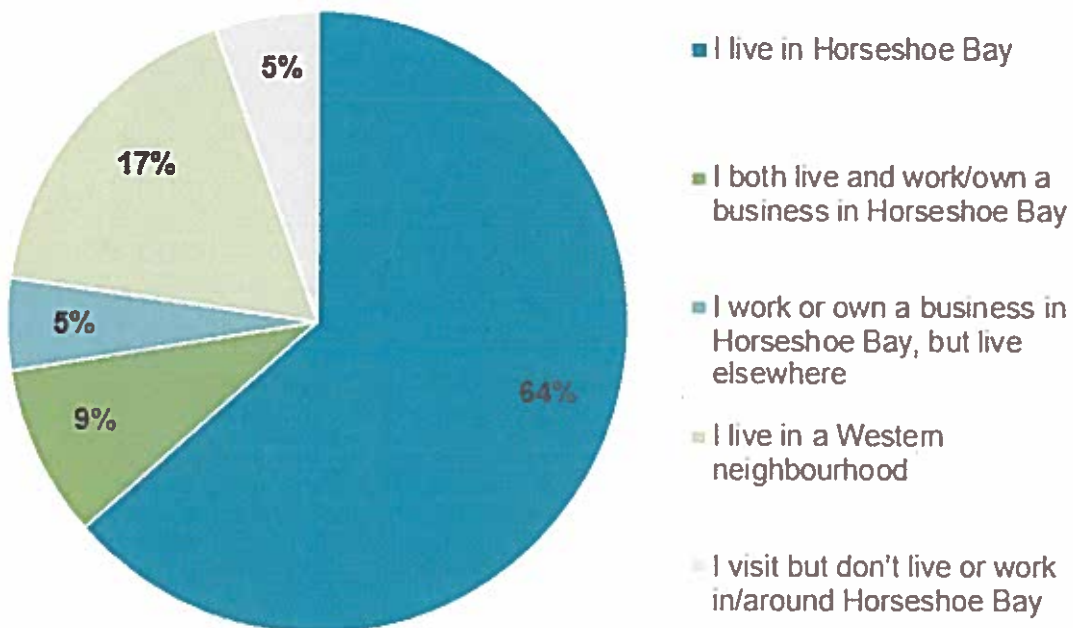
### 3. METRICS

#### ***RefineHSB* Community Survey**

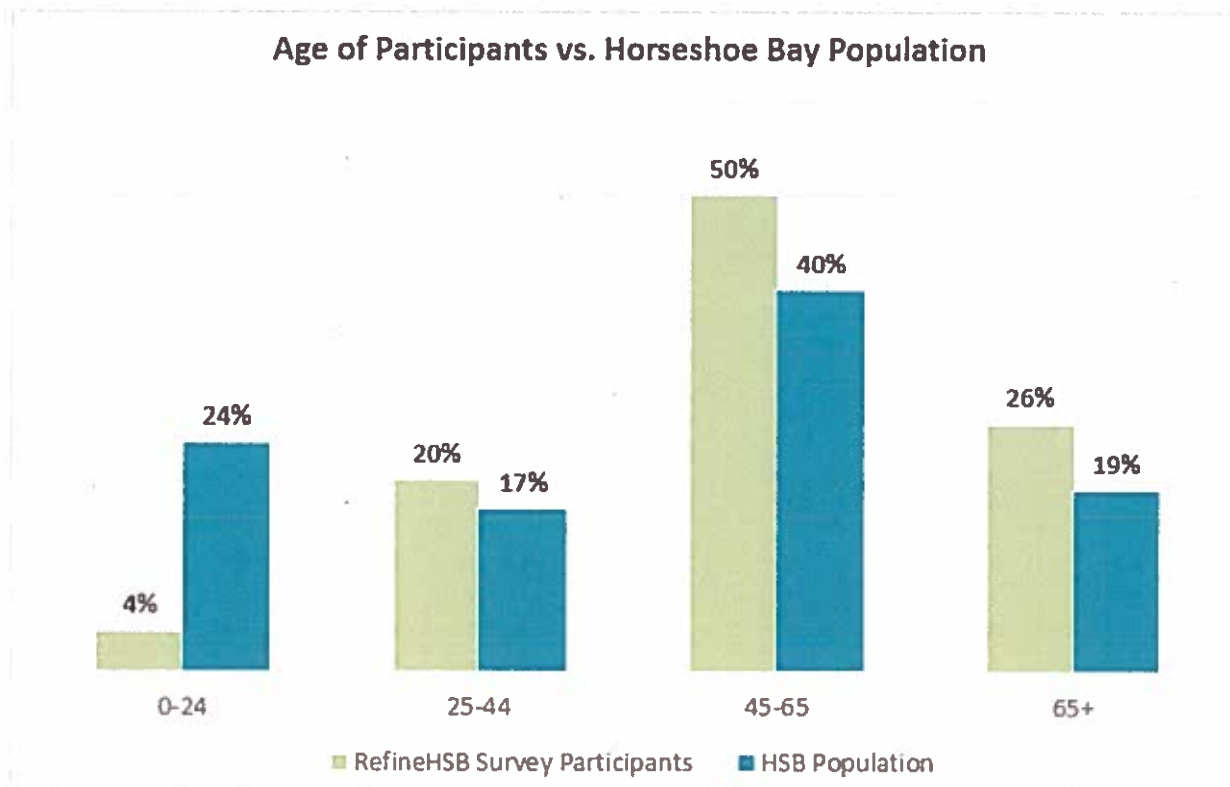
The *RefineHSB* Community Survey (delivered through the westvancouverITE system) included optional demographic questions for survey respondents, specifically regarding their relationship to Horseshoe Bay and their age.

78% of workshop participants either live, work or both live and work in Horseshoe Bay. Local focus increases to 95% when those living in other western neighbourhoods are included (e.g., Whytecliff, Sunset Beach, Eagle Ridge, Eagle Harbour, Gleneagles, Caulfeild).

**Participants' Place of Work/Residence**



The demographics of survey respondents roughly follow the makeup of the Horseshoe Bay community, with most participants (50%) between 45 – 64 years old.

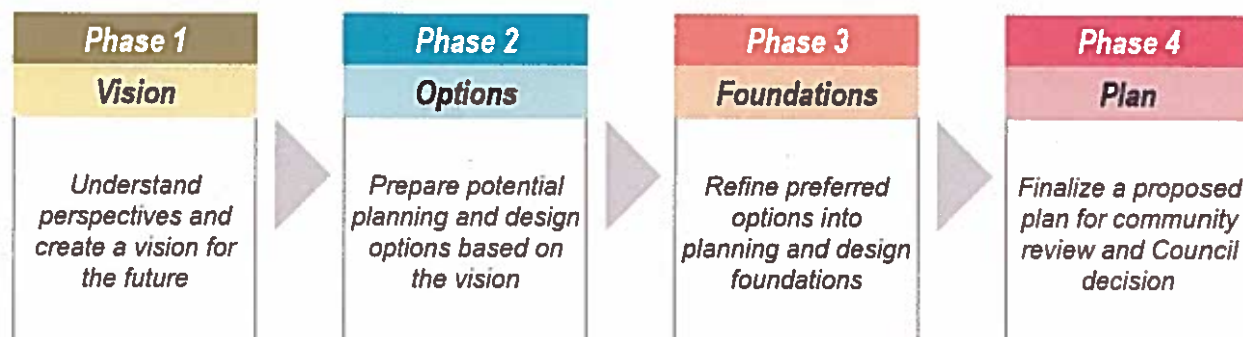


Survey respondents were also asked about how they had heard of the survey as below:

Outreach Method	% of Total Event Attendees Generated
District webpage, email and / or e-newsletter	37%
Word of mouth	22%
Community associations / memberships	17%
Social media (e.g., Facebook, Twitter, Instagram)	17%
District outreach (e.g., poster)	7%

## 4. NEXT STEPS

The LAP process is now expected to move forward into Phase 4 “Plan”, pending Council's direction, with the finalization of a proposed LAP for community review and Council consideration.



Many thanks to all those who participated in Phase 3 and shared their perspectives and feedback on the planning and design “Foundations” for the future of Horseshoe Bay. Please visit [www.westvancouverite.ca/plan-hsb](http://www.westvancouverite.ca/plan-hsb) to subscribe to project updates and for full documentation and reports related to this project.

