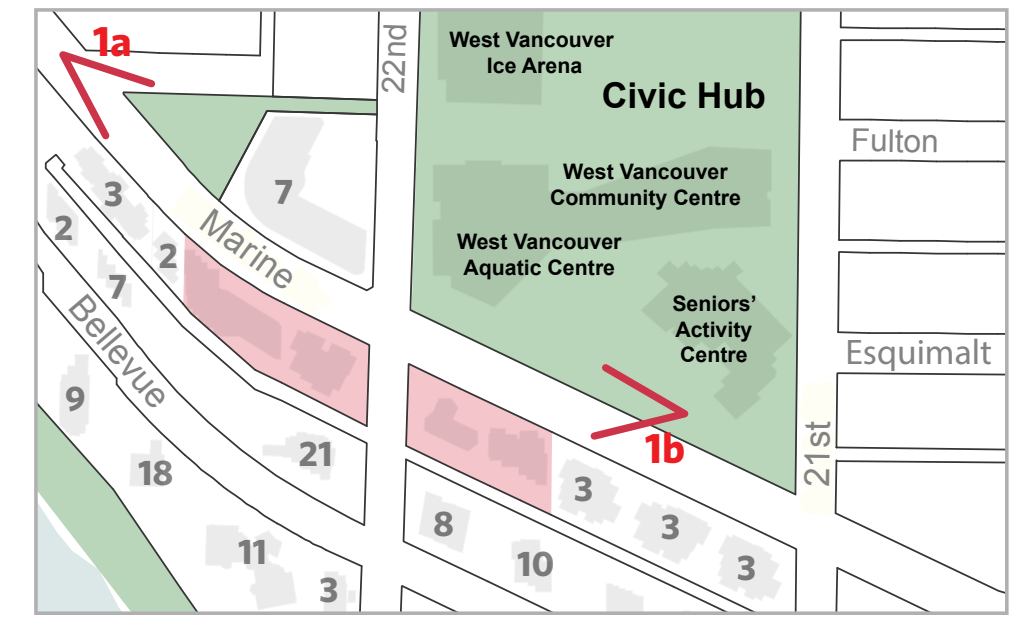
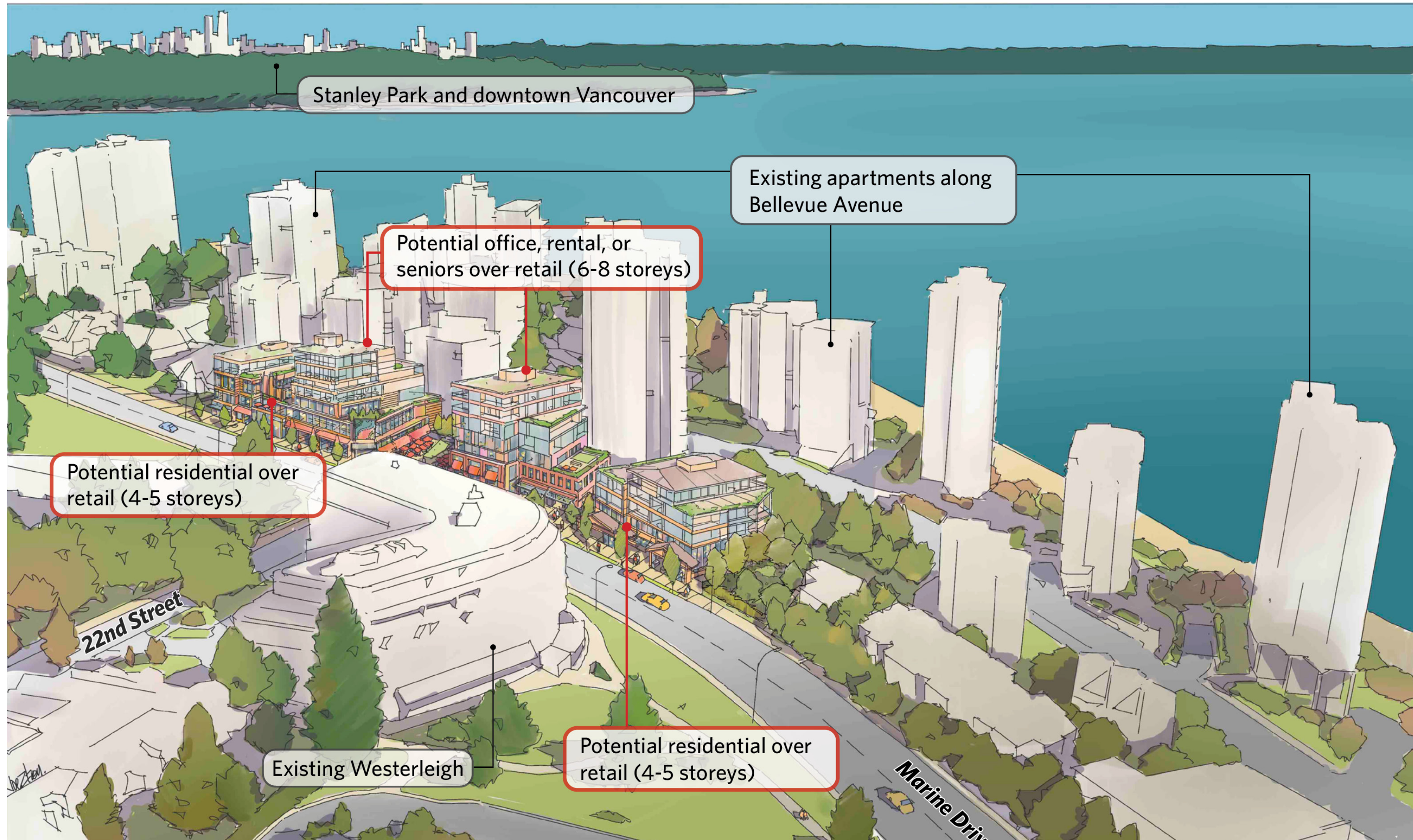


1 2100 and 2200 blocks of Marine Drive

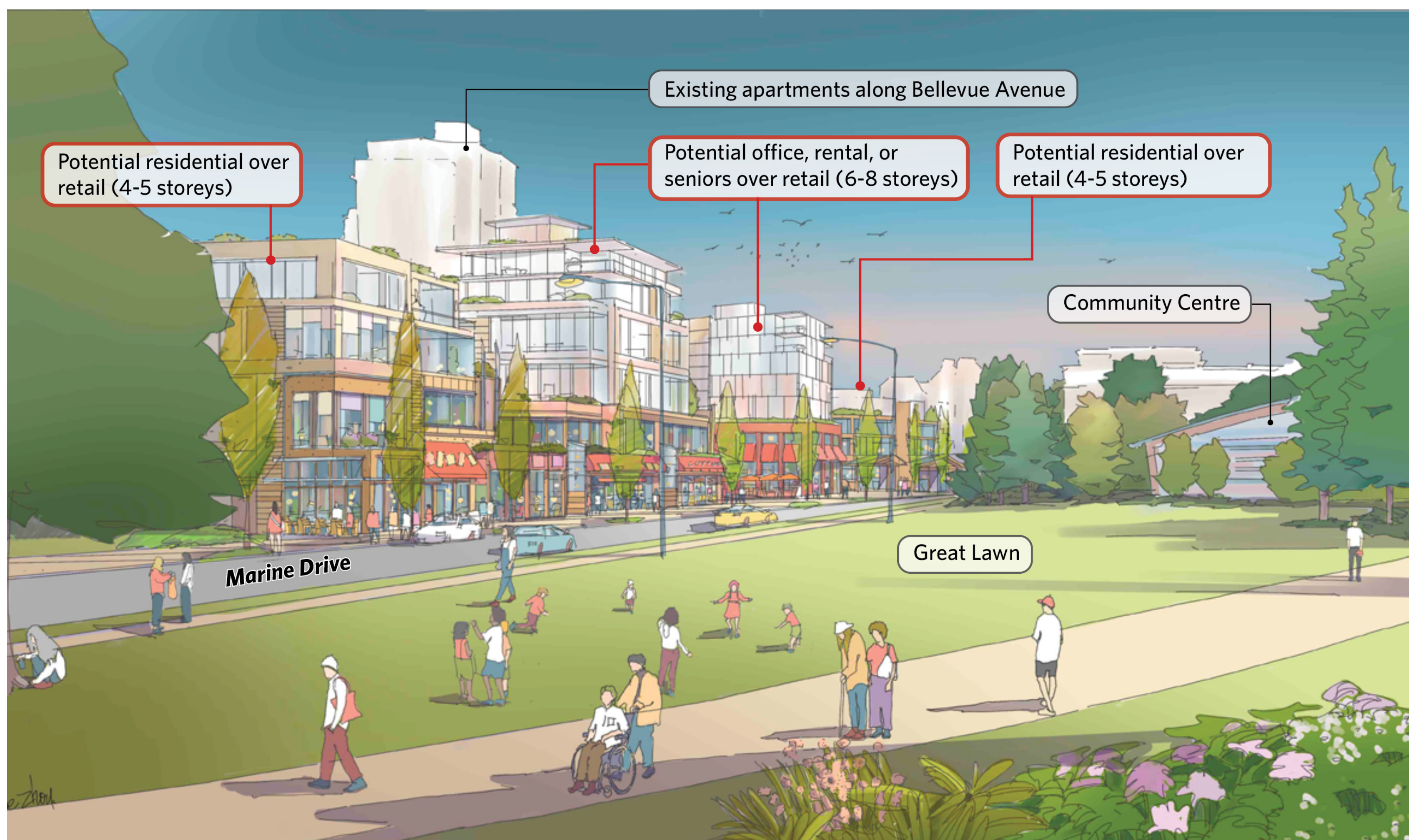
The half-block between the West Vancouver Community Centre (2121 Marine Drive) and the existing Bellevue high-rise apartment area could be an opportunity for expanded shops, services, and housing near this existing civic hub, encompassing the West Vancouver Ice Arena, Community Centre, Aquatic Centre, and the Seniors' Activity Centre.



A) Looking southeast towards Marine Drive and 22nd Street



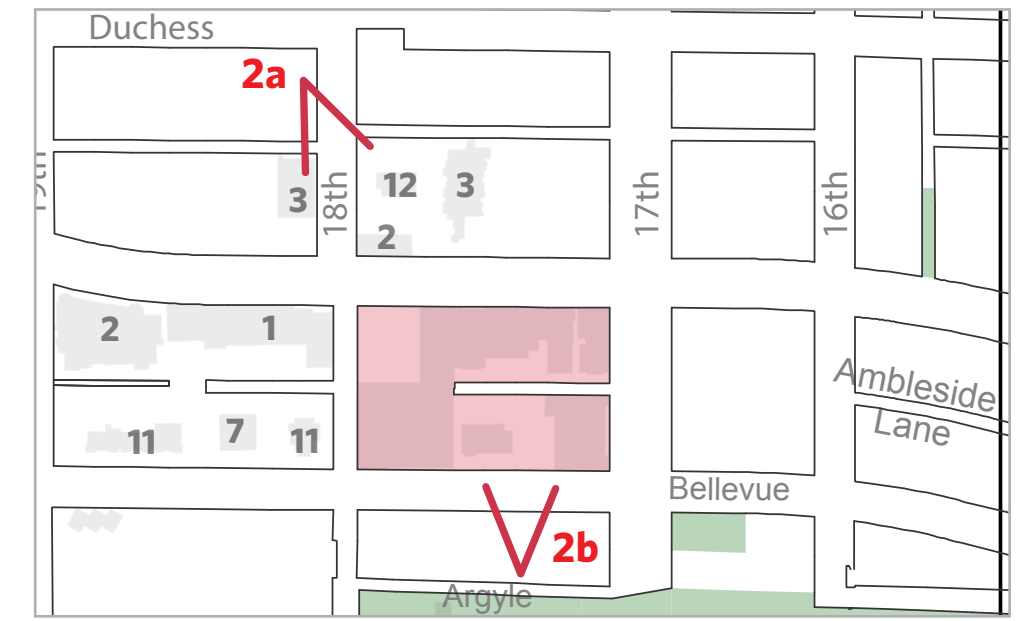
B) Looking west towards Marine Drive and 22nd Street



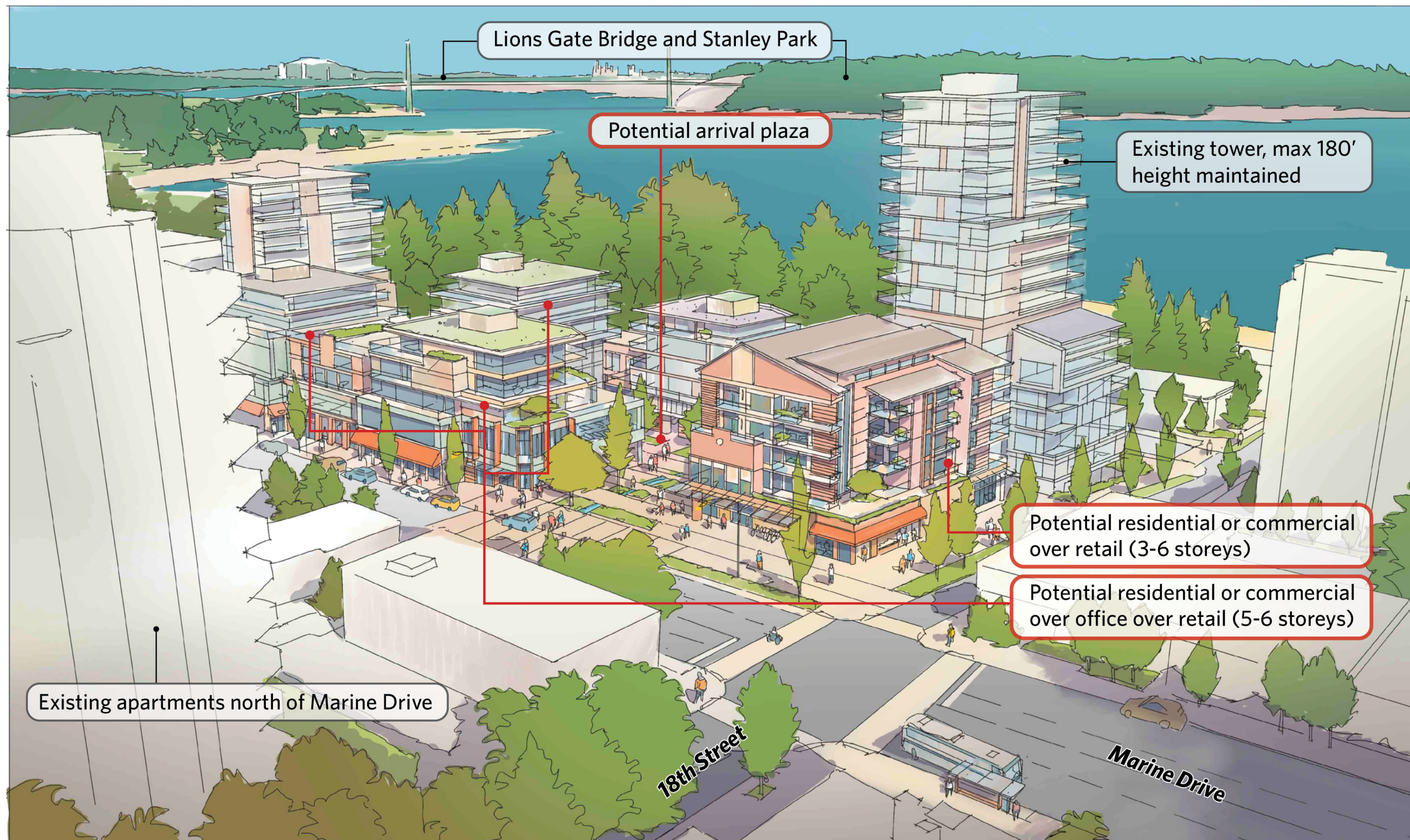
Shops and services would serve nearby residents, including those of our largest concentration of seniors-oriented housing, as well as the many civic hub patrons. Mid-rise mixed use at the intersection of Marine Drive and 22nd Street would enable rental, seniors housing, and/or office space above ground floor shops (6-8 storeys, 2.5 Floor Area Ratio (FAR)). Adjoining sites would transition lower with strata housing over shops (4-5 storeys, 2.0 FAR).

2 1700 blocks of Marine Drive and Bellevue Avenue

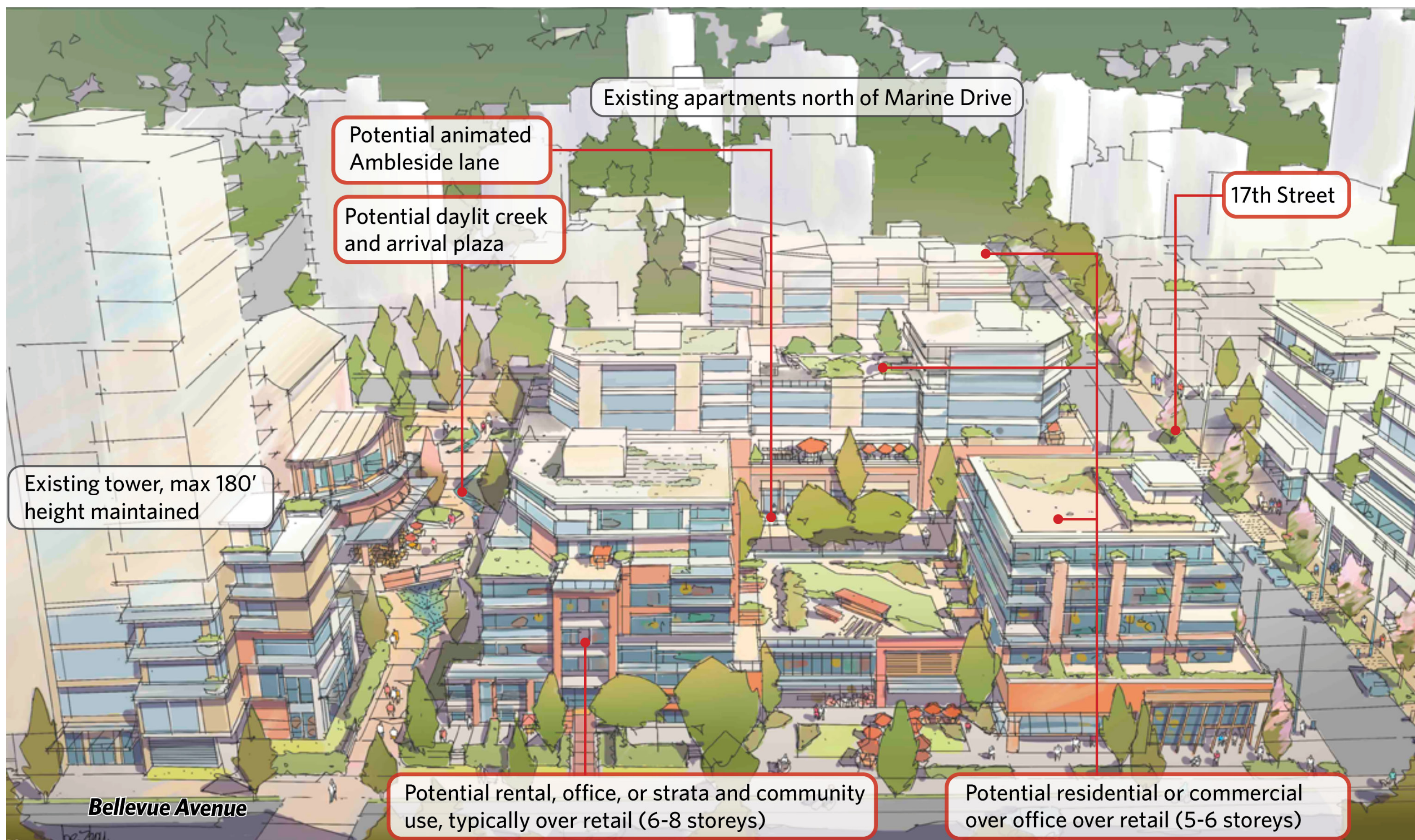
The block on the westernmost corner of the primary retail area - currently centred on a parking lot - could include a new arrival plaza on Marine Drive at 18th Street, marking the entry to a more compact and vibrant retail core.



A) Looking southeast towards Marine Drive and 18th Street



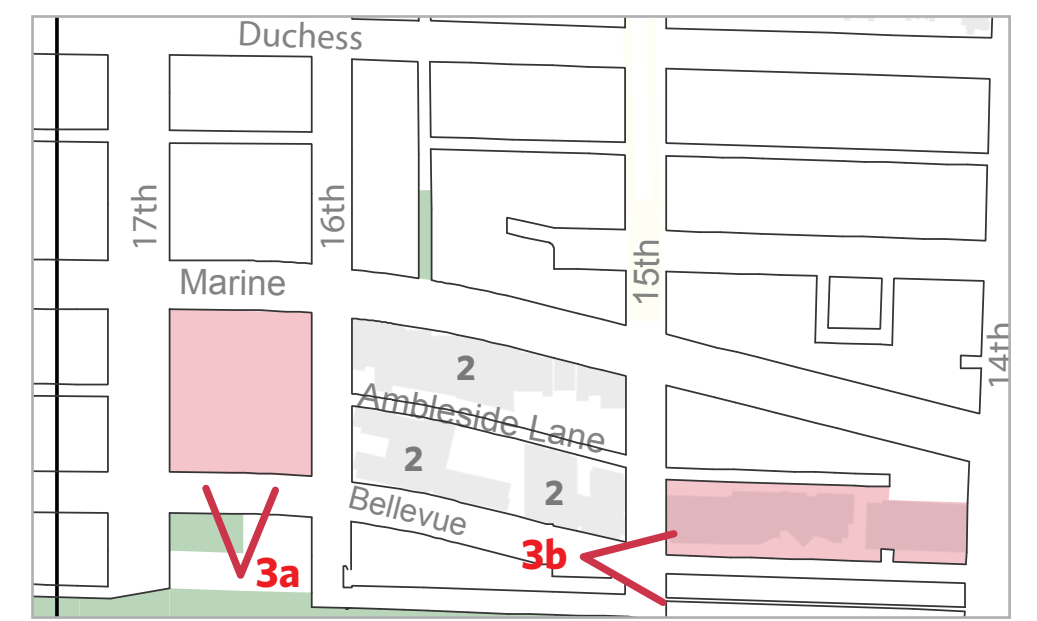
B) Looking north towards 1700 block Bellevue Avenue



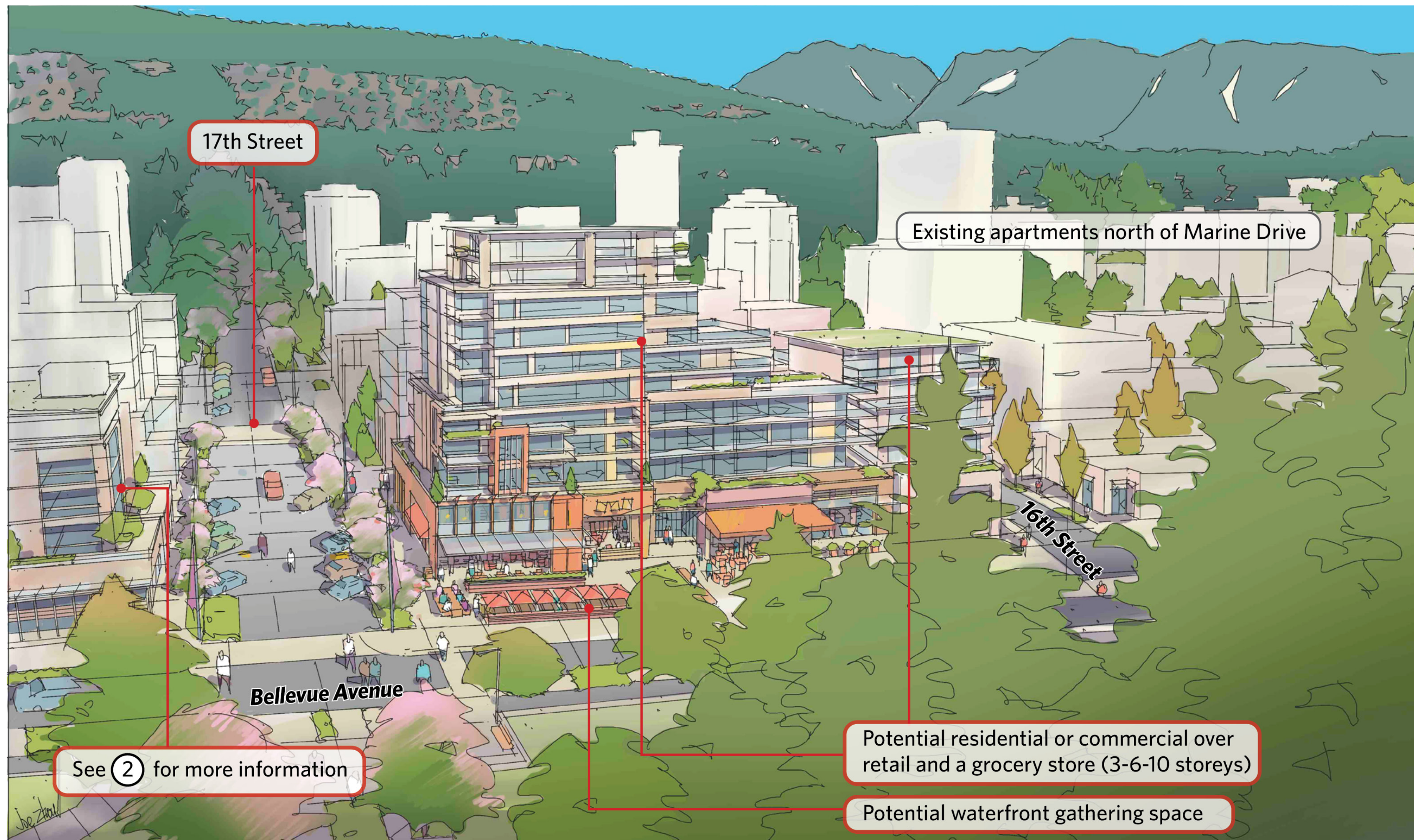
The new arrival plaza, extending alongside a daylit portion of Lawson Creek, would connect with Ambleside Lane, activated by retail frontages of adjoining buildings. The existing permitted height (up to 180 feet) of Hollyburn Plaza would be restricted to the southern portion of the site with 3-6 storeys considered on the remainder (3.0-3.5 FAR overall). The existing Masonic Hall site would serve as a mid-rise transition (6-8 storeys, 2.5 FAR) with the remainder of the block defined by varied low-rise buildings that are either commercial or mixed-use (5-6 storeys, 2.25-2.5 FAR).

3 1400 to 1600 blocks of Bellevue Avenue

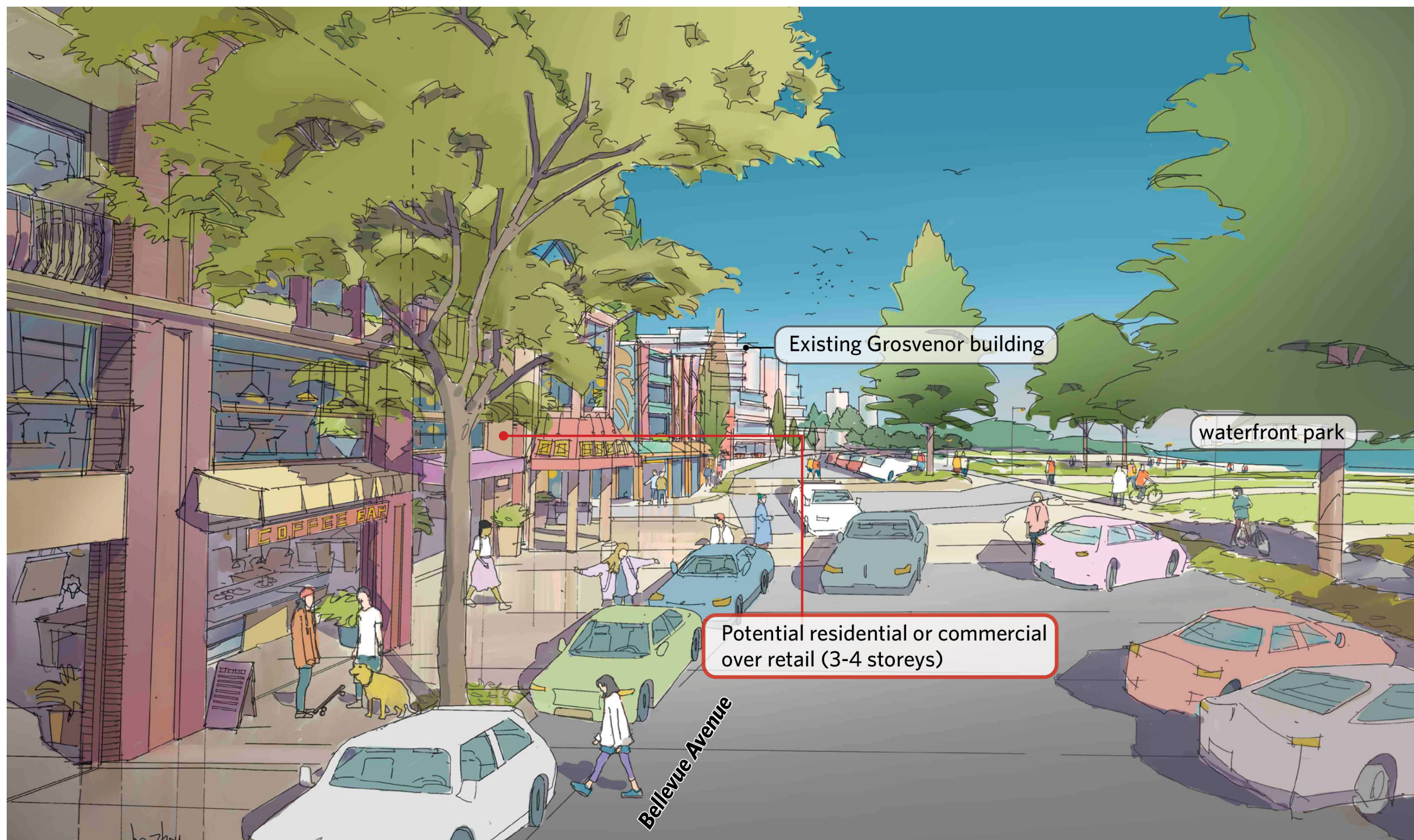
The Fresh St. Market site could deliver a new public space on Bellevue Avenue to better connect Ambleside's waterfront with its shops and services. The northern portion of the site - currently a parking lot - would provide street-fronting retail along Marine Drive.



A) Looking north towards Bellevue Avenue and 17th Street



B) Looking east towards Bellevue Avenue and 15th Street

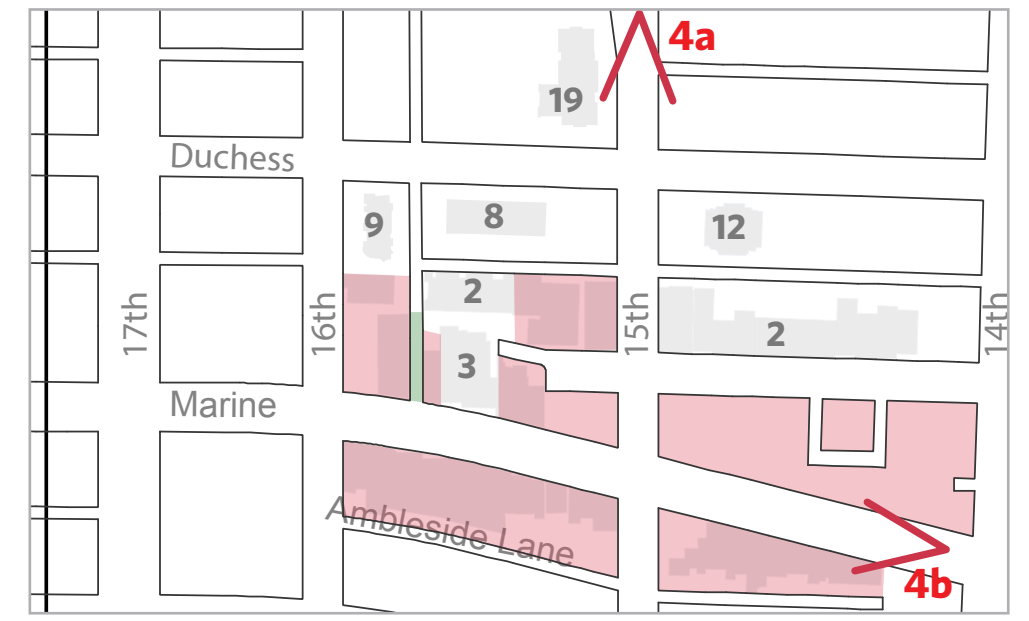


An enhanced Bellevue Avenue streetscape would add vibrancy to Ambleside's waterfront shopping experience with commercial and mixed-use buildings. Improvements to 17th Street, previously designated a Festival Street to serve as a special, pedestrian-focused ceremonial corridor, would integrate this new waterfront space with Marine Drive. Building height would reflect the adjoining village, with 3-6 storeys on Marine Drive and on 16th Street, and with increased height considered only on the southwest portion of the site (6-10 storeys, 3.0-3.5 FAR overall). The remainder of Bellevue Avenue (1400 and 1500 blocks) would be low-rise (3-4 storeys, 1.75-2.0 FAR).

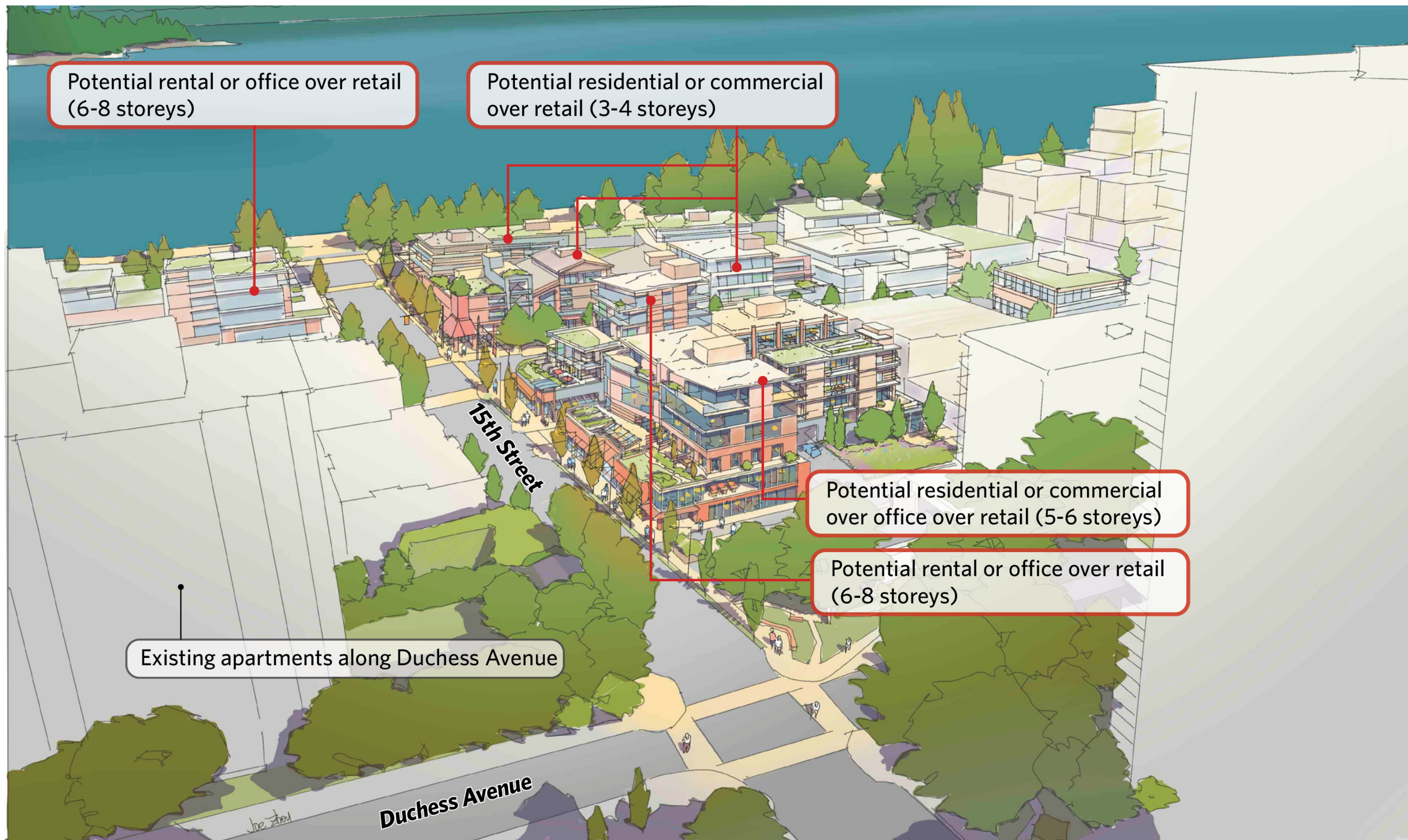
4

1400 and 1500 blocks of Marine Drive

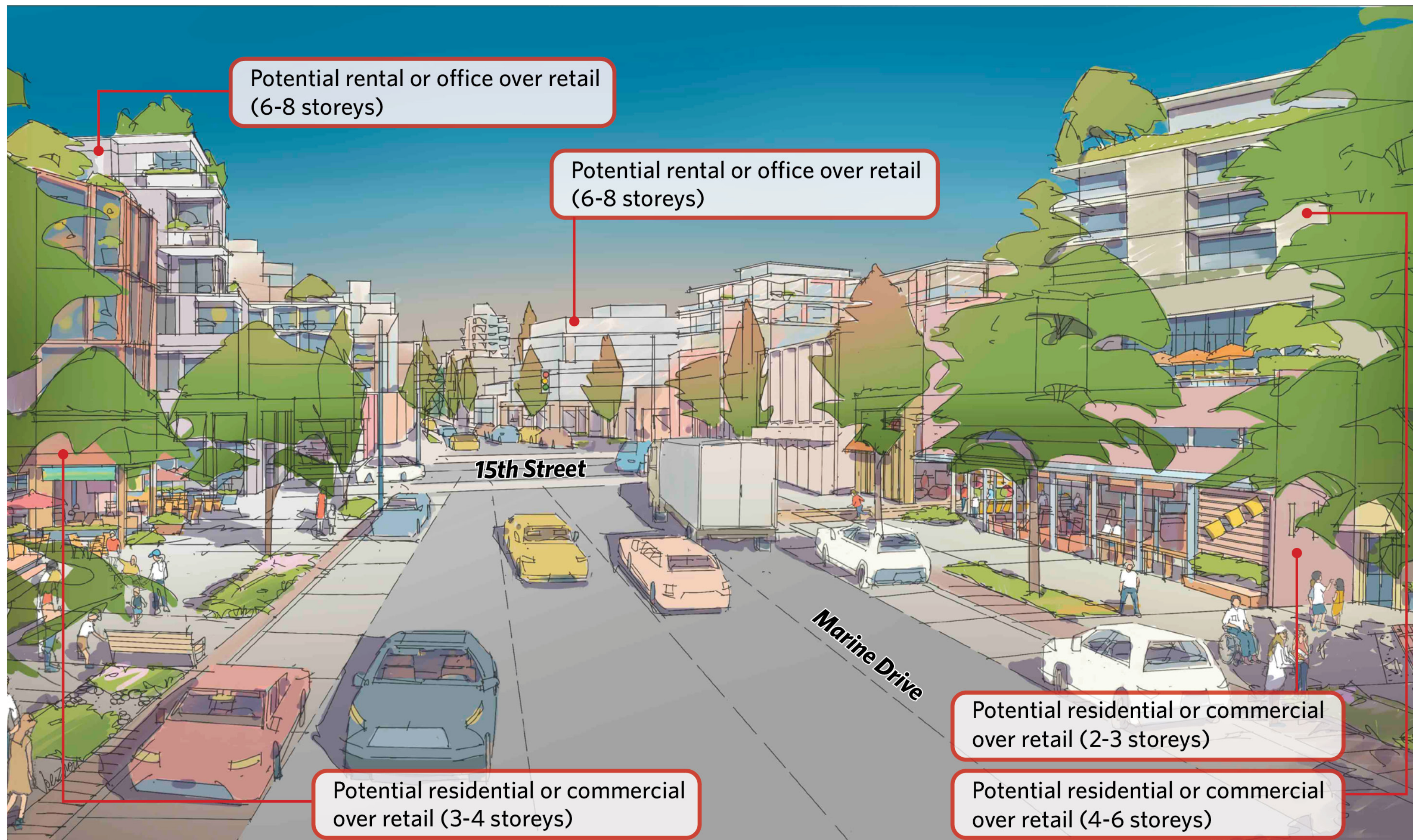
Gas station sites could evolve to support an enhanced commercial village with improved public realm, street-fronting retail, and articulation of the arrival to Ambleside on 15th Street.



A) Looking southwest towards Marine Drive and 15th Street



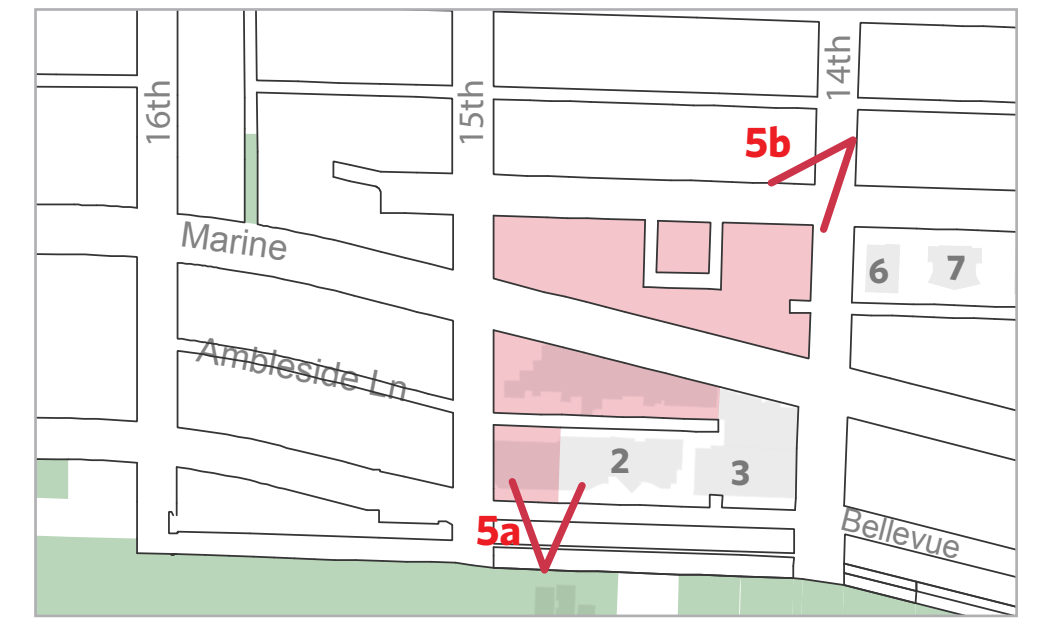
B) Looking west towards the 1400 block of Marine Drive



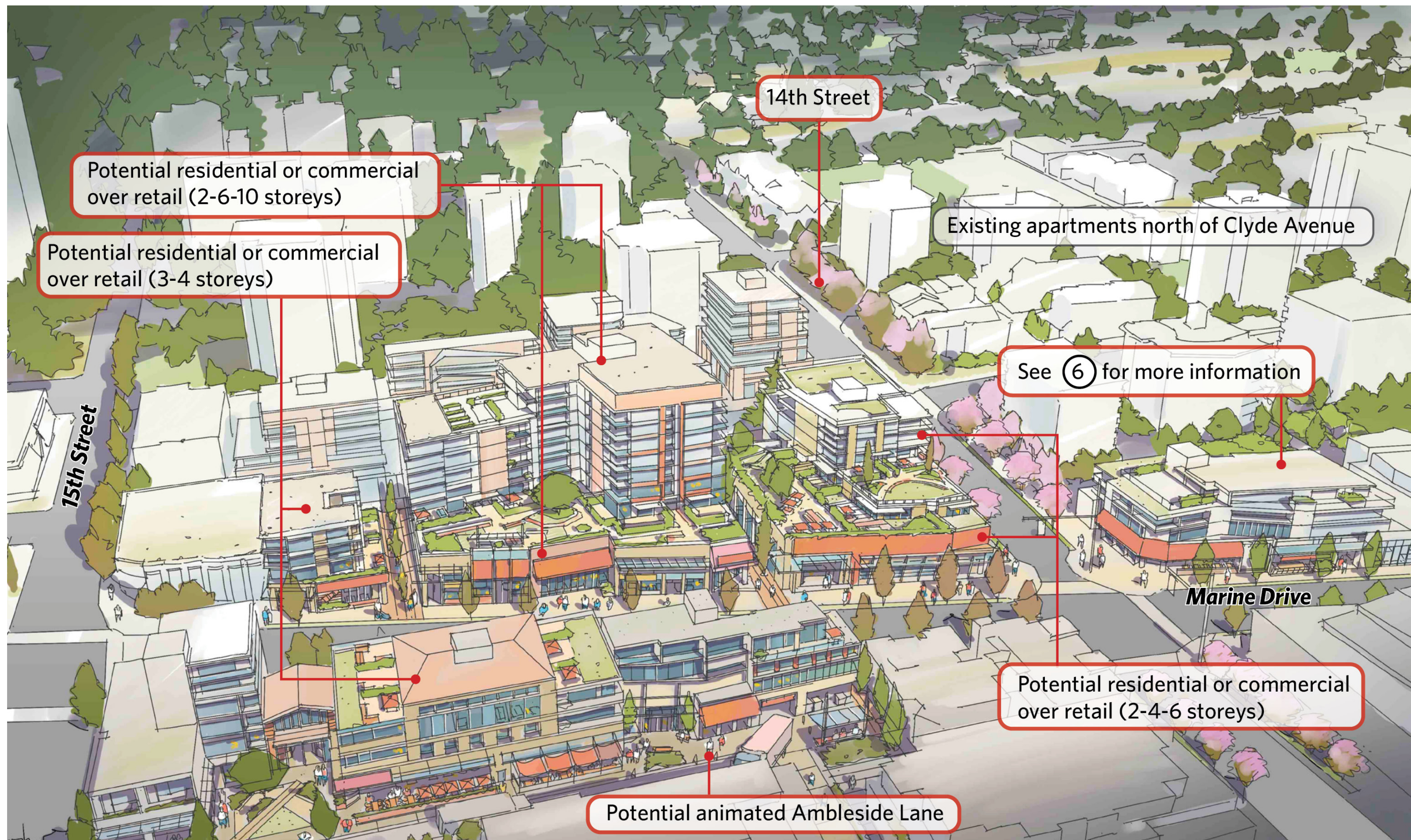
The character of a low-rise waterfront village would be retained through low-rise, mixed-use (3-4 storeys, 1.75-2.0 FAR), with some opportunities to vary heights to enable second storey offices (5-6 storeys, 2.25-2.5 FAR). Existing gas stations would be opportunities - as car regulations change over time - to consider mid-rise rental and/or office over retail (6-8 storeys 2.5 FAR) and/or electric vehicle charging. All new development would deliver improved public realm (e.g. sidewalks, awnings and patios).

5 1400 blocks of Marine Drive and Clyde Avenue

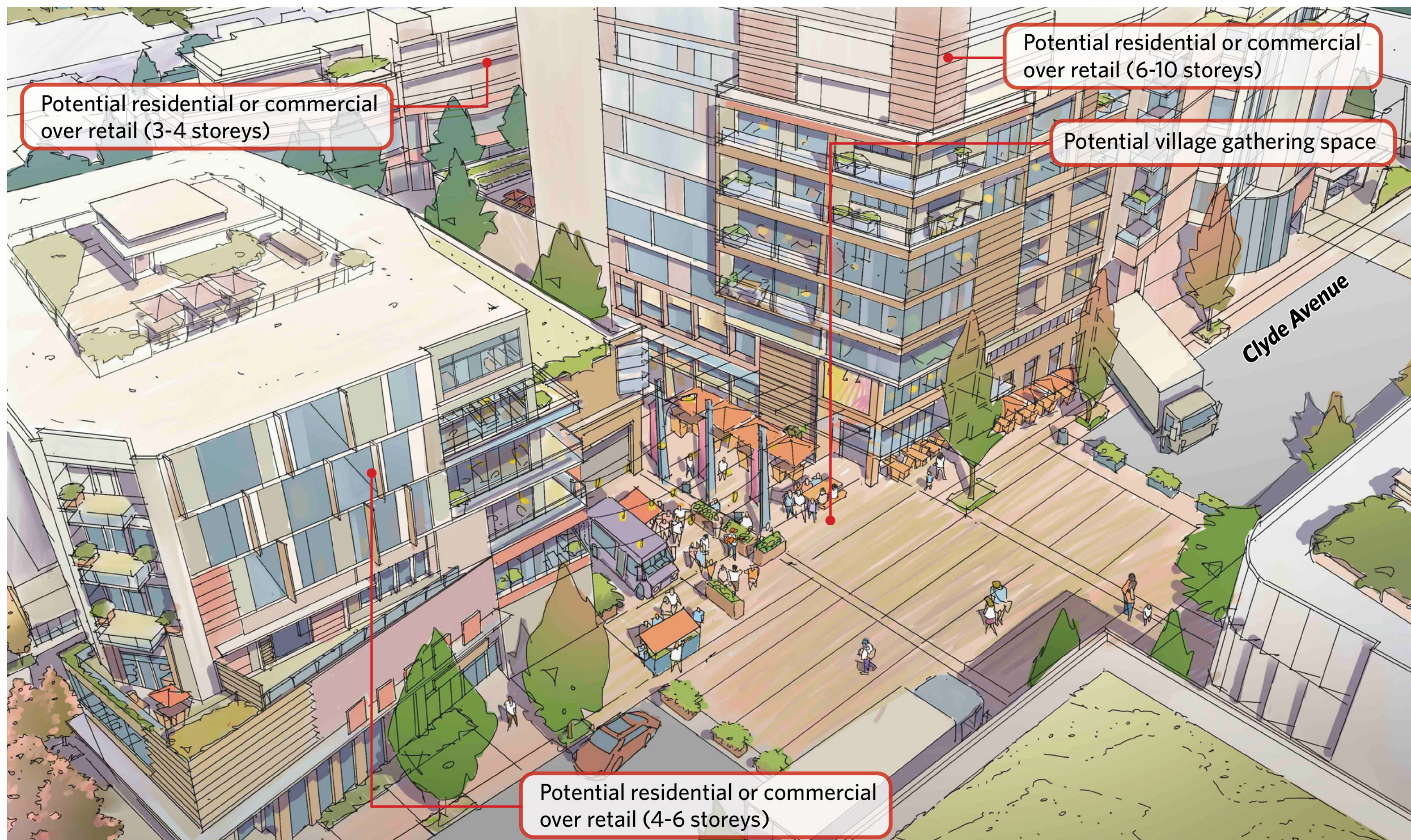
With a “quirkier” mix of services, restaurants, and retail, Clyde Avenue could provide a different commercial gathering space distinct from and complementary to the waterfront.



A) Looking north towards the 1400 block of Marine Drive



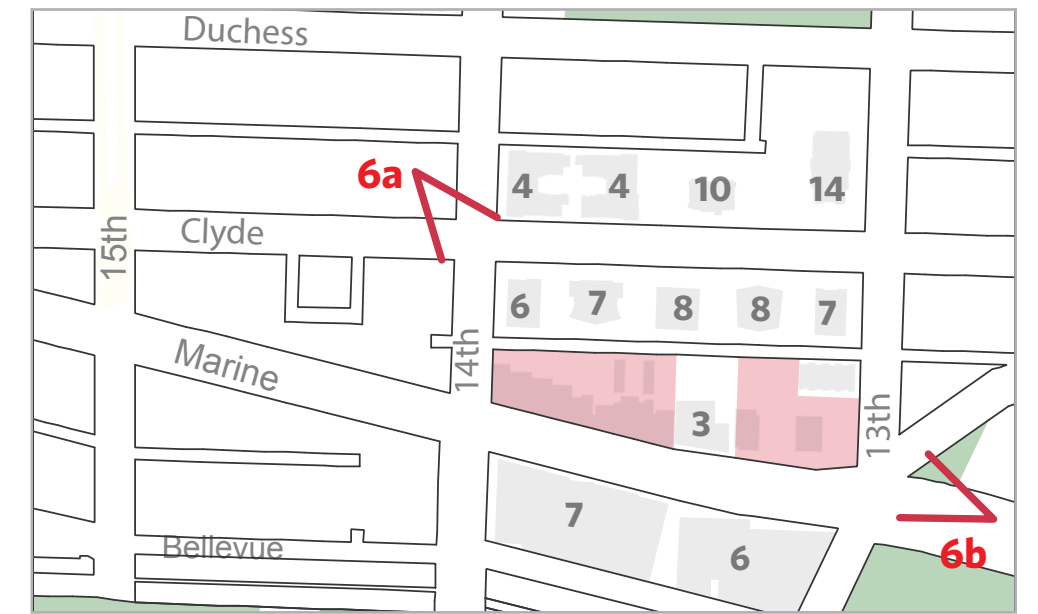
B) Looking southwest towards the 1400 block of Clyde Avenue



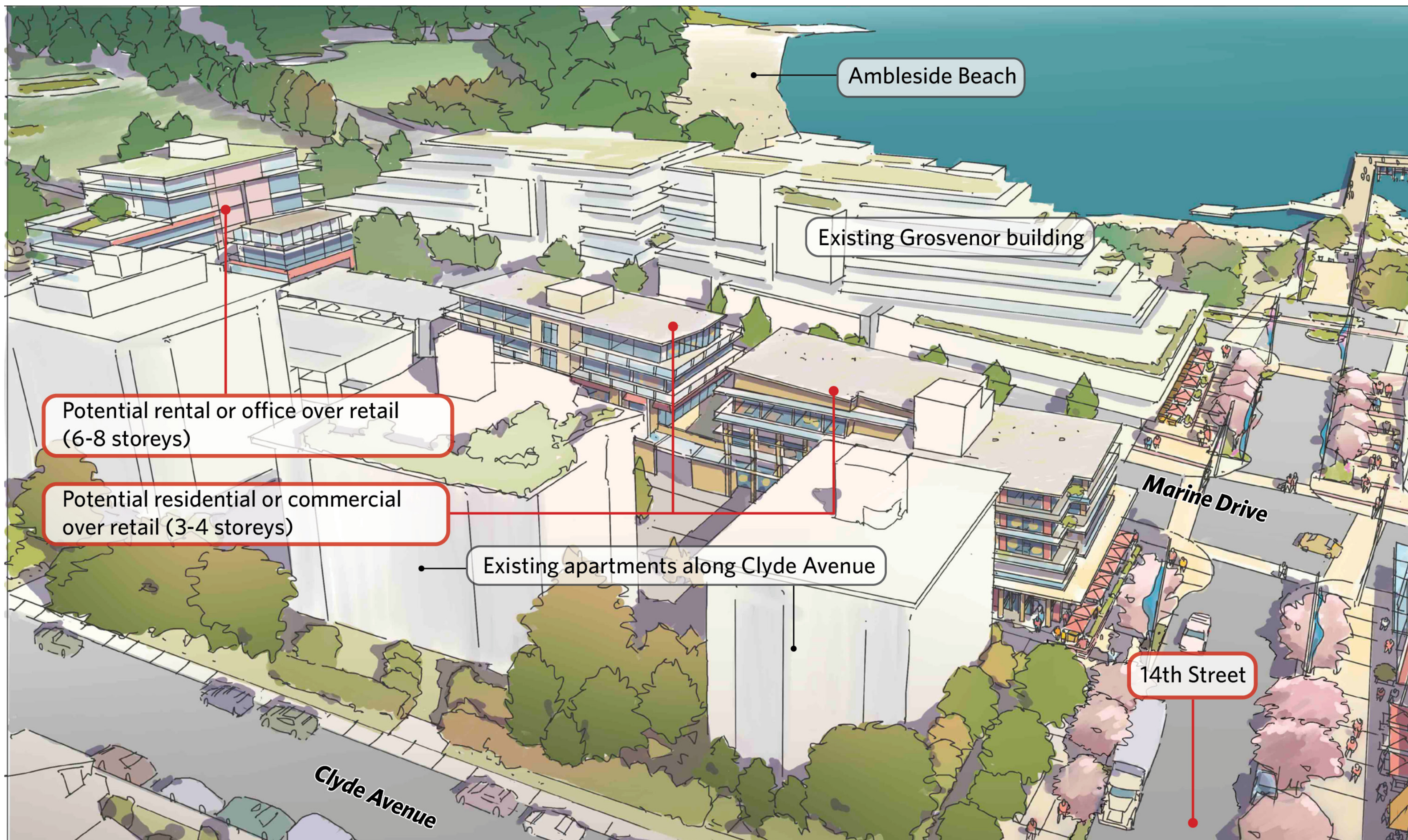
The south side of Marine Drive would continue to be defined by low-rise, mixed-use (3-4 storeys, 1.75-2.0 FAR), while the Clyde Avenue side would build upon its existing identity with further opportunities for temporary markets, craft breweries, festivals, and food trucks. The existing permitted height (2-3 storeys) of Village Square would be maintained along Marine Drive, with low-rise fronting 14th Street (4-6 storeys) and mid-rise (6-10 storeys) set back within the site (3.0-3.5 FAR overall). Publicly accessible, mid-block pedestrian connections would separate buildings and help improve integration of Clyde Avenue with the remainder of the village.

6 1300 block of Marine Drive

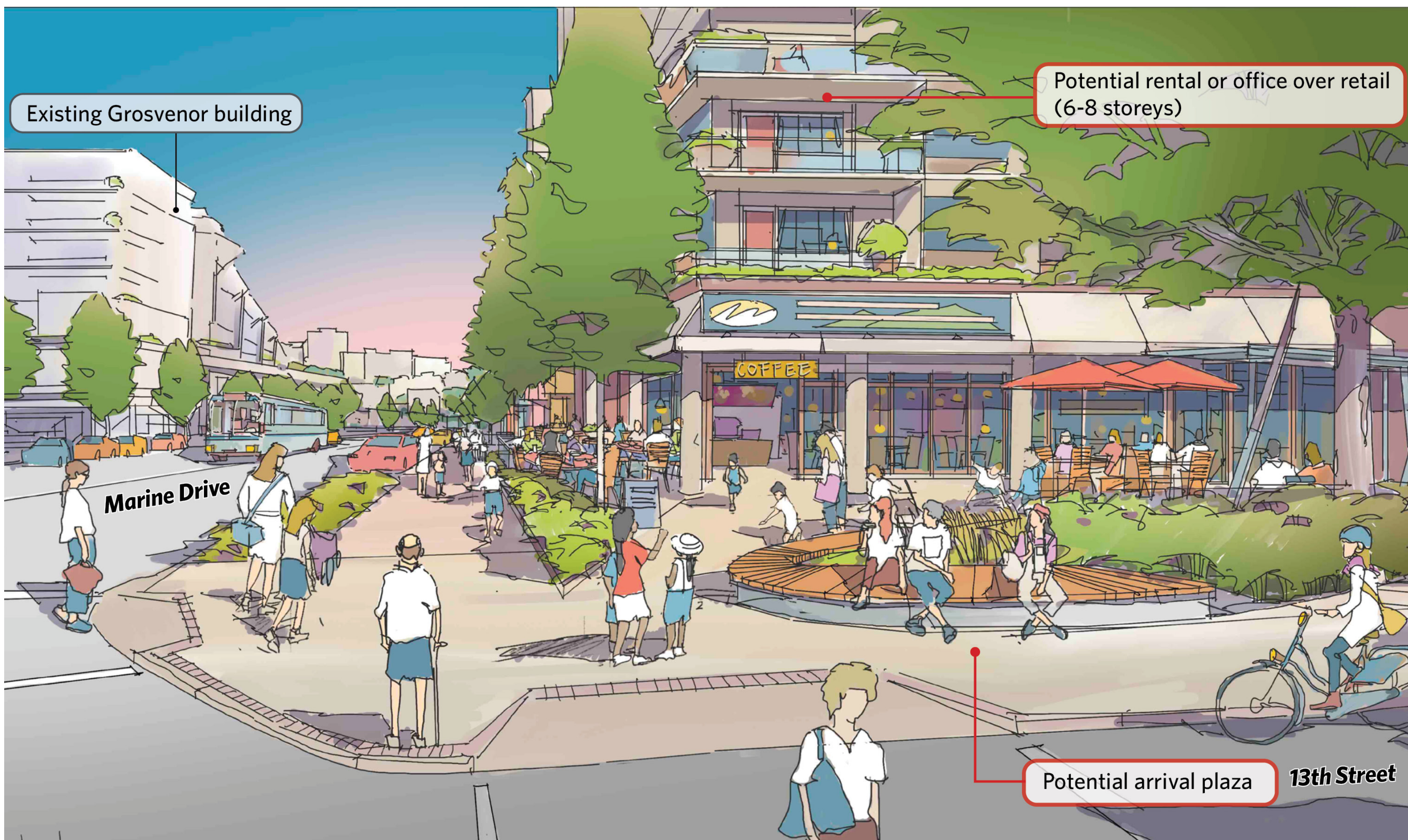
The half-block between Grosvenor Ambleside and the existing high-rise apartment area on Clyde Avenue could provide an enhanced arrival experience with expanded shops, services and housing.



A) Looking southeast towards the 1300 block of Marine Drive



B) Looking west towards Marine Drive and 13th Street



Considering mid-rise rental and/or office over retail (6-8 storeys, 2.5 FAR) on the existing gas station site on 13th Street – as an additional alternative to gas or electric fueling options – would create an opportunity for an accessible public plaza for residents of all ages and abilities. This would be activated by adjoining café spaces and mark the arrival to Ambleside. The remainder of the block would be low-rise, mixed-use (3-4 storeys, 1.75-2.0 FAR).