

C – TRANSPORTATION & INFRASTRUCTURE

2.4 Mobility and Circulation

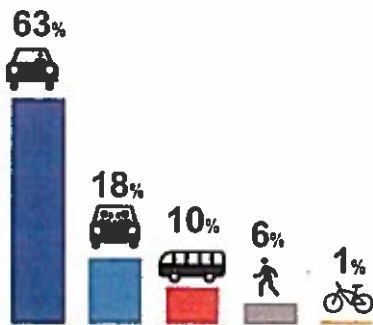
West Vancouver's transportation network consists of approximately 90 km of sidewalks, 5 km of bike routes, 135 km of trails, and a transit system that provide alternative connections around our community and to the rest of the North Shore and Downtown Vancouver. Horseshoe Bay is also the location of the Horseshoe Bay Ferry Terminal which provides a key local and regional transportation connection between Metro Vancouver, Vancouver Island, Bowen Island and the Sunshine Coast.

Our road network includes provincial, regional and local roads. Most notably: the Ministry of Transportation has jurisdiction over the Upper Levels Highway, Taylor Way and access to the Lions Gate Bridge; and Marine Drive (as far as Dundarave) is part of the regional road network and is a frequent transit corridor. Our local, municipal roads reflect our natural topography and landscape and the different land use patterns of our various neighbourhoods. This network features a grid pattern within and around Ambleside Municipal Town Centre and Horseshoe Bay, with generally irregular ("curvilinear") and often discontinuous local streets throughout the rest of the community.

Emerging Issues to Address

Our topography and generally dispersed land use pattern has historically meant that our community remains largely car-dependent. This, and our location between Vancouver and the Sea-to-Sky corridor, adds pressure to our roads and contributes to congestion. We need to use our existing networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. It is also imperative that we plan ahead on travel options to accommodate our aging population. These and other key factors highlighted below demand new and clearer policies to support the long-term transportation needs of our community:

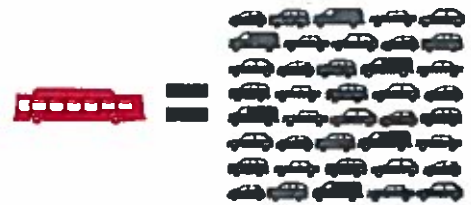
Our residents typically drive to get around



Many of our workers and students commute here

70% of our workforce
25% of our students

Significant transit investments are occurring



Every 1 full bus = 40 cars off the road

Key OCP Actions

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 overarching 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.

How these Transportation Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>Mobility can be improved through strong connections between neighbourhoods, jobs, services and amenities. Complete neighbourhoods foster walkability and cycling, and housing along transit corridors can help reduce vehicle dependency.</p>	<p>Local Economy</p> <p>Transportation that fits the needs of daily commuters and improves connectivity for goods and services can reduce commute times and congestion costs to residents and businesses.</p>
<p>Parks & Environment</p> <p>Transportation is a major contributor to greenhouse gas emissions and has other impacts (e.g., air quality and noise). Reduced auto-dependency and a more diverse mode split can help lessen the community's impacts on the environment.</p>	<p>Social Well-Being</p> <p>Diverse, active and well-connected transportation options can improve accessibility and enable more active and healthy lifestyles. Equity for all members of the community means providing options for those who cannot drive (e.g., for reasons of age, health or income).</p>

POLICIES

Encouraging walking and cycling

- 2.4.1. ~~Address identified gaps and~~ complete the pedestrian and cycling network with integration to transit, Town and Village Centres, community facilities, ~~schools~~, parks and trails system (see Map 11).
- 2.4.2. Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as:
 - a. Key new connections;
 - b. Wider and weather-protected sidewalks;~~and~~
 - c. ~~Dedicated~~ Protected bike lanes;
 - d. Integrated, comfortable and weather-protected bus stops on major routes; and
 - e. Strengthened connections between housing, employment, neighbourhood hubs, and the Frequent Transit Network.
- 2.4.3. Use road rights of way to expand urban connector trails⁷ throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.
- 2.4.4. Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects and ~~expand parking and related destination infrastructure for cyclists.~~
- 2.4.5. Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.
- 2.4.6. Expand wayfinding features ~~along the pedestrian and cycling networks, especially~~ in and around centres and key neighbourhood hubs (e.g., schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

- 2.4.7. Work with ~~partners, including~~ TransLink, to improve transit infrastructure, service area, frequency and efficiency. ~~and support the expansion of frequent transit services, prioritizing connections between Park Royal and Dunderave.~~
- 2.4.8. Support ~~the expansion of frequent transit services, prioritizing connections between Park Royal and Dunderave by expanding~~ ~~Expand~~ bus priority measures and transit-supportive road treatments along Marine Drive to ~~support increased efficiency~~ ~~improve reliability and speed of transit service, and to facilitate future rapid bus service.~~
- 2.4.9. Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in Town and Village Centres and around neighbourhood hubs.
- 2.4.10. Support the continuation of ~~existing~~-rail and ferry transport services.

⁷ ~~Urban connector trails are accessible, multiuse routes along road rights of way that connect neighbourhoods together.~~
(relocate to glossary)

- 2.4.11. Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver, ~~and senior governments~~, and private entities to advance inter-municipal-connectivity for all travel modes and explore alternatives (e.g., lower level road; rail; ferry, marina and water taxi services; shuttle buses; and enhanced transit across Burrard Inlet).

Enhancing road-network accessibility, safety and efficiency

- 2.4.12. Maintain the ~~road-transportation~~ network for the safety and reliability of all ~~road-users~~ (i.e., pedestrians, cyclists, and drivers), and seek to expand ~~proposed road-connections~~ as opportunities arise (see Map 12), including:
- Access ~~roads~~ to the proposed Cypress Village area;
 - The Low Level Road to bypass the Lions Gate Bridge; and
 - A Clyde Avenue-Klahanie Park crossing over the Capilano River; and
 - Synergistic pedestrian and cyclists route expansions with new road connections, including but not limited to protected sidewalks and bike lanes.
- 2.4.13. Deliver road network enhancements through public and private development opportunities.
- 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).
- 2.4.15. Optimize safety and visibility of arterial roads and intersections for all road users.
- 2.4.16. Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.
- 2.4.17. Develop parking management strategies in Town and Village Centres to meet the needs of residents, business patrons and visitors of all ages and abilities ~~community needs and~~ support more sustainable modes of travel.
- 2.4.18. Facilitate effective and efficient goods movement on the transportation network.
- 2.4.19. Explore and implement options to reduce traffic impacts associated with construction throughout the community.
- 2.4.20. Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, ~~and schools~~, Vancouver Coastal Health, and community groups (including but not limited to seniors and people with disabilities) to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

- 2.4.21. Prioritize sustainable transportation options (e.g., walk, bike and transit) and transportation demand management strategies, and seek to reduce auto-dependency in private and public development projects.

(new policy added – policy number adjusted accordingly)

- 2.4.22. **Seek to reduce auto dependency in private and public development projects.**
- 2.4.23. Support bike **and car sharing**, ~~car and ride sharing~~ **and carpooling** in Town and Village Centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.
- 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.
- 2.4.25. **Consider** ~~use health impact and assessments to evaluate~~ public health consequences of transportation planning decisions (e.g., air quality, injury prevention, physical activity).

Map 11. Active Transportation



Map 12. Transportation Network



2.5 Municipal Operations and Infrastructure

Municipal infrastructure consists of the physical utilities systems and the operations that enable West Vancouver residents and businesses to enjoy continuous services of:

- Safe, potable water through our water supply and distribution;
- Efficient removal of liquid and solid wastes through sewage collection, garbage disposal and recycling services; and
- Safe and reliable drainage to manage natural precipitation.

These services provide part of the foundation for living in West Vancouver, and are often connected to regional systems, such as Metro Vancouver's regional water system which provides the main water supply for the community (supplemented by the municipal Eagle Lake system). Here are some facts about West Vancouver's current utility systems:

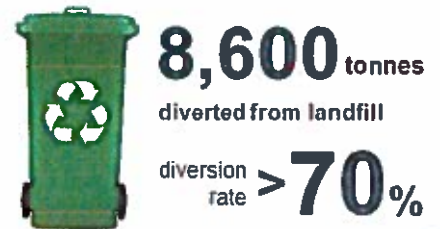
State-of-the-art filtration plants at Eagle Lake & Montizambert Creek



District-owned Citrus Wynd Sewer Treatment Plant



We are conscientious recyclers



Emerging Issues to Address

Our municipal utility infrastructure systems are of varying age and require ongoing maintenance and potential restoration and upgrades throughout their life cycles. These must be planned on an ongoing basis to ensure long-term reliable services. At the same time, emerging challenges, such as climate change, create external pressures on our aging systems. For instance, changing climate conditions have led to:

- Less predictable water supply, increasing the importance of demand management and water conservation strategies;
- Greater need to manage greenhouse gas emissions sourced from solid waste through recycling and waste diversion initiatives; and
- More extreme and frequent weather events and precipitations, drawing greater demand on our drainage systems.

We must plan to adapt to these changes so that our community remains resilient over time.

Key OCP Actions

As a high-level planning document, the OCP sets out policies to provide for environmentally and fiscally sustainable services as a long-term framework for managing municipal utility systems and operations. In particular, this OCP seeks to:

- Apply best management practices for municipal utilities in the areas of water conservation, waste management and recycling, and sewage and drainage system management, to ensure long-term reliability and resiliency; and
- Lead through sustainable operations, in particular by adopting corporate energy and emission reduction goals to demonstrate municipal leadership.

How these Municipal Operations and Infrastructure Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>Sustainable and reliable drinking water, sewage and drainage systems are necessary to support existing and future housing needs. New buildings can also be designed with innovative systems to reduce their impact on infrastructure.</p>	<p>Local Economy</p> <p>Local businesses and related activities depend on reliable utility services for their operations. Utility infrastructure restorations and upgrades that are well-planned and fiscally well-managed can mitigate cost impacts to the municipality and service disruptions.</p>
<p>Parks & Environment</p> <p>Municipal infrastructure can incorporate green features that are designed to support climate change adaptation and be resilient to adverse events, such as extreme precipitation or long droughts. Leading environmental practices can also help minimize GHGs and resource consumption.</p>	<p>Social Well-Being</p> <p>While municipal infrastructure works in the background, they are part of the foundations to satisfying basic community needs, such as clean water, sewage, drainage and waste management. The community's continual enjoyment of day-to-day activities and quality of life depend upon their ongoing reliable provision.</p>

POLICIES

Applying best practices for municipal utilities

- 2.5.1. Continue to monitor and address emerging needs of municipal utility systems (e.g., water supply and distribution, liquid and solid waste removal, and drainage systems) and infrastructure to ensure the long term sustainable provision of reliable services.
- 2.5.2. Optimize the efficiency and performance of existing infrastructure systems prior to new system development.
- 2.5.3. Renew and upgrade deficient components in tandem with the renewal of existing services, roadwork and other infrastructure improvements.
- 2.5.4. Review and enhance municipal utility systems' resiliency to future climatic conditions and extreme weather events.
- 2.5.5. Consider potential community health, climate change and natural hazard risks, **with consideration for scoping risks assessments and best management practices**, when planning for municipal infrastructure and operations.

i. Water Conservation

- 2.5.6. Monitor water usage and revise rate structures as necessary to continue reliable and equitable services.
- 2.5.7. Encourage use of development practices, landscape designs and built systems that reduce water **demand and** consumption.
- 2.5.8. Encourage water conservation through leak detection, water-metering and community-wide education programs.

ii. Waste Management & Recycling

- 2.5.9. Increase community-wide diversion rates to meet regional solid waste management objectives of 80% diversion by 2020 and work progressively towards maximizing diversion rates beyond 2020.
- 2.5.10. ~~Enable~~ **Expand** organics and food waste reduction through **education and** on-site composting and reuse.
- 2.5.11. Facilitate reductions in demolition waste through source separation and diversion, **including whole-building demolition or deconstruction**.
- 2.5.12. Manage food waste attractants through education and enforcement to reduce human-wildlife conflicts.

iii. Sewage & Drainage System

- 2.5.13. Pursue bylaw and policy changes and enhancements **with the community** to enable and support protection of watershed health, sustainable redevelopment, ~~community involvement~~, and public safety.

- 2.5.14. Consider 200 year storm events in the design of major drainage facilities and flood control works.
- 2.5.15. Employ ~~alternative-low-impact~~ storm **and rain** water management techniques such as infiltration, absorbent landscaping and natural environment conservation to ~~reflect~~**mimic** natural conditions and preserve pre-development conditions.
- 2.5.16. Reduce inflow and infiltration by rehabilitating and replacing older piping where appropriate and employ trenchless technologies where viable.
- 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.

Leading through sustainable operations

- 2.5.18. Lead by example through actively pursuing **energy and** water conservation, waste reduction and recycling within civic facilities.
- 2.5.19. Implement corporate energy and emissions reduction initiatives (**e.g., energy and GHGs derived from municipal operations**) to advance towards the District's corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050, **and seek to achieve goals earlier if possible.**
- 2.5.20. ~~Consider using annual carbon tax refunds~~**Create a fund to support corporate and / or** community-wide emissions reduction initiatives.

D – PARKS & ENVIRONMENT

2.6 Natural Environment

West Vancouver enjoys a valued natural environment setting: the forested mountainside and protected Capilano and Eagle Lake watersheds; the lengthy, scenic shoreline and marine systems; the many salmon spawning creeks; and areas with significant vegetation such as arbutus groves and old-growth rainforests. There is a strong focus on environmental awareness, with a number of dedicated volunteer groups which play important roles in environmental education and stewardship.

Our natural environment also includes that which is not visible, such as our air and climate. Climate change is a reality and our community has a significant role to play. Buildings, transportation and infrastructure are among the largest consumers of fossil fuels and consequently the largest producers of greenhouse gases (GHG) and other emissions.

Emerging Issues to Address

Protection of the natural environment is a responsibility shared by federal, provincial, regional and local governments. The District has a legislative responsibility to protect aspects of the natural environment, especially where it interacts with the built environment.

Traditionally, environmental management has generally been more “responsive”, trying to mitigate impacts on the environment and protect “what is left”. A more modernized approach seeks to restore, or even enhance, valued ecological assets and services, so that they are more resilient to disturbances like natural hazards and extreme weather events.

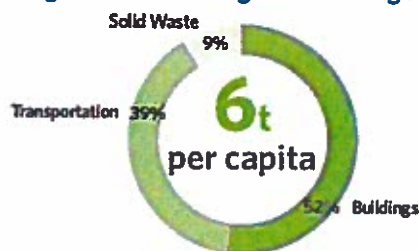
The community also needs to proactively plan and respond to climate change by mitigating its contribution to GHGs and adapting to climate change impacts. For example: as we protect our forests and oceans, they act as carbon storage and help regulate local climates; and our land use decisions influence where people live, work, shop and gather, and how they travel between these destinations, with significant energy and GHG implications.

These opportunities and other factors illustrated below require the creation of policies to direct us towards a sustainable path of managing our natural environment:

**We value our legacy
of stewardship**



**Our per capita GHG emissions are
higher than the regional average**



**We are emitting more
GHG over time**



Key OCP Actions

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 watercourse, riparian areas and watersheds, foreshore areas, and sensitive habitats; and
- Respond to climate change and build climate resiliency across the community.

How these Environment Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>The environment can be protected through environmentally-sensitive and energy-efficient building design and practices. Opportunities to protect, restore and enhance the natural environment can be created through more sustainable land use.</p>	<p>Local Economy</p> <p>Climate change can create costly impacts to the economy. Low-carbon economic activities and considerations for our natural assets can foster community resiliency and sustainable business innovations, investments and collaborations.</p>
<p>Social Well-Being</p> <p>Ongoing protection of environmental systems supports the community's enjoyment of nature and ecosystem services, such as clean water and air. Resiliency to climate change can help mitigate impacts to more vulnerable populations in our community.</p>	<p>Transportation & Infrastructure</p> <p>GHG emissions and other environmental impacts (e.g., air quality and noise) can be reduced by encouraging low carbon alternatives to driving, reducing cars on the road, and supporting shorter commutes.</p>

POLICIES

Managing our urban environment

- 2.6.1. Maintain all existing environmental development controls and update regulations, guidelines and practices as appropriate, with consideration to Provincial and Federal legislations, and best management practices.
- 2.6.2. Mitigate on 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).
- 2.6.4. Support subdivisions that provide alternative site designs, building forms and configurations where site-specific environmental characteristics (e.g., steep slope, ~~creeks~~ **watercourses**, rock outcroppings) make conventional siting or configuration undesirable.
- 2.6.5. Balance tree retention, replacement or compensation for their ecological value with consideration to access to sunlight and significant public views.
- 2.6.6. Continue to work with senior governments, neighbouring municipalities, ~~local~~ First Nations, local businesses and land owners, stewardship groups, and other community partners in the delivery of environmental stewardship and education initiatives.

Protecting and enhancing ecological integrity

*i. Watercourse, riparian ~~areas~~ **corridor** & watershed health*

- 2.6.7. Manage land uses to protect the ecological value of watercourse ~~corridors~~ and riparian ~~areas~~ **corridors** through development permit conditions.
- 2.6.8. Provide opportunities to vary development form and density to maximize the permanent protection of ~~creek~~ **watercourse and riparian** corridors and ~~accommodate~~ **while accommodating** reasonable development potential.
- 2.6.9. Implement **prioritized recommendations of** integrated ~~watershed~~ and stormwater management plans for all District watersheds and update plans to meet evolving needs and incorporate best management practices.

ii. Foreshore areas

- 2.6.10. Protect the shoreline and its significant environmental and cultural features through:
 - a. Seeking strategic land acquisition where appropriate;
 - b. Restricting private encroachment except where required for access; and
 - c. Regulating existing structures to minimize impact.
- 2.6.11. Update shoreline protection strategies and **flood construction level requirements** and to further increase protection from sea level rise, reduce shoreline erosion, preserve and enhance habitat and improve public access.

2.6.12. Establish a foreshore development permit area to guide the development and construction on or near the foreshore **and** to protect and enhance foreshore habitats.

iii. *Sensitive habitats and natural assets*

2.6.13. Identify ecologically important assets and develop a strategy to protect and manage these features and the associated ecosystem services they provide.

2.6.14. Use conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting **ecologically important assets biodiversity**.

2.6.15. Manage land uses to protect the ecological value of Telegraph Hill and Tye Point areas through development permit controls.

(New policy added - policy number adjusted accordingly)

2.6.16. **Protect the remaining old-growth forests in recognition of their ecological importance and values through appropriate regulations and education.**

2.6.17. Employ development permits in areas of difficult terrain to avoid hazardous conditions, minimize the need for site disturbance and blasting, and to protect the natural landforms and habitat.

2.6.18. Review development requirements to address risks of natural hazards (e.g., landslide, flood, debris flow, forest fires and human-wildlife conflicts).

Mitigating climate change and building climate-resiliency

2.6.19. Implement community energy and emissions initiatives to advance towards meeting the District's greenhouse gas emissions reduction target of 40% below 2010 levels by 2040 **or sooner**, notably through the land use, housing, transportation, and infrastructure policies contained in this Plan.

2.6.20. Employ land use regulations, non-structural enhancements and structural flood protection measures to reduce potential impacts on public safety and property from sea level rise and storm surge.

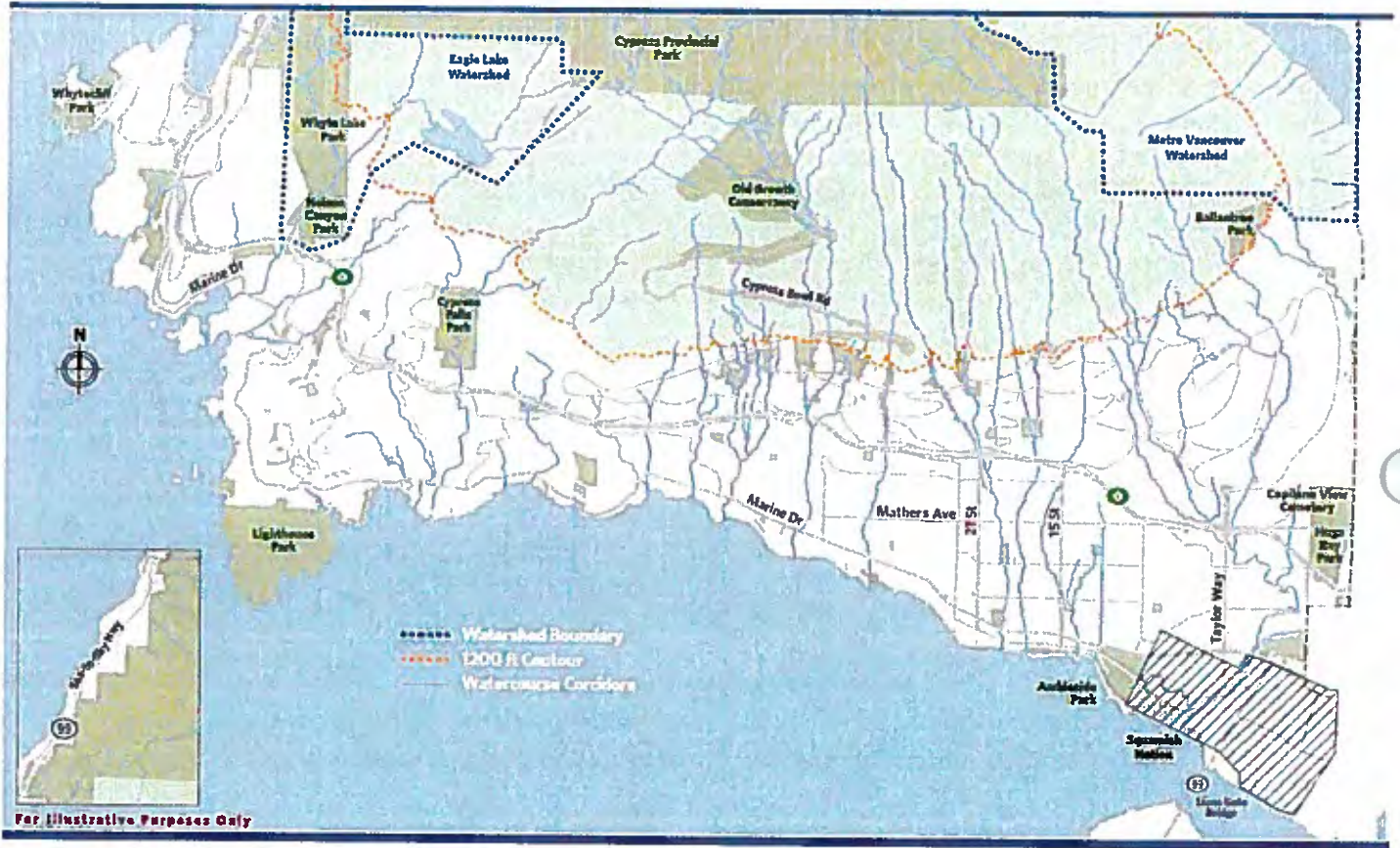
2.6.21. Explore opportunities to enhance ~~creek~~ **watercourse** corridors to accommodate for and reduce potential impacts from flood and slope hazards and extreme weather events.

2.6.22. Expand the use of green infrastructure⁸ through public and private development **to enhance long-term ecosystem services that support multiple benefits (e.g., storm water management, air quality, carbon sequestration, water quality, and biodiversity).**

2.6.23. **Seek to incorporate renewable energy in public and private projects, and support the development of renewable energy systems as opportunities arise.**

⁸Green infrastructure refers to strategies that provide or support ecosystems, such as green roofs, bioswales, daylighting watercourses, use of permeable surfacing, and natural landscape treatments.
(Relocate to glossary section)

Map 13. Natural Environmental Resources



2.7 Parks & Trails

West Vancouver contains a wealth of parks, trails and open spaces that are fundamental to supporting our residents' recreational and social needs. The District's park systems includes:

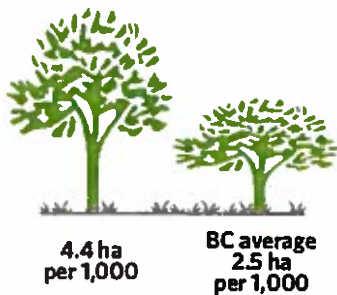
- **Destination parks** that are well known and draw both local residents and visitors from far and wide. Examples of destination parks include Ambleside Park, Dundarave Park, the public waterfront between Ambleside Park and Dundarave including the seawalk, Lighthouse Park, and Horseshoe Bay Park.
- **Community parks** that generally serve the catchment area of a secondary school and support recreation and social activities for multiple neighbourhoods. Examples include Hugo Ray Park, Seaview Walk, and Memorial Park.
- **Neighbourhood parks** that generally serve the catchment area of an elementary school and are designed to meet local needs. Examples include Leyland Park, Altamont Park, and Plateau Park.
- **Natural area parks** that are composed of natural ecosystems and protect forests and watercourses with high environmental values, and may provide nature experiences. Examples include Ballantree Park, McKechnie Park and Nelson Canyon Park.
- **Shoreline access parks** which provide the public the opportunity to reach the waterfront. Examples include Altamont Beach Park and Sandy Cove Park.
- **Open Spaces** that include other District properties that offer environmental and/or recreational value that may not be considered "Parks" in the classical sense. Examples include Capilano View Cemetery, Gleneagles Golf Course, and Taylor Way Boulevard.

In addition, the Upper Lands comprise an area of around 6,000 acres of undeveloped publicly and privately owned land (around 4,600 acres of which are above 1200 feet) which provide a forested visual backdrop for both the community and the region. These lands harbor significant environmental and ecological features and systems, offer a range of recreational opportunities, and are a part of our community's identity, lifestyle and heritage.

Emerging Issues to Address

Our parks and trails are important assets that require ongoing preservation, maintenance, and enhancement so that our community can continue to enjoy their associated benefits. As recreational activities continue to evolve, we must also plan for changes in the demand for, and specific design needs of, parks and trails in our community.

Natural assets define our community



We have an abundance of trails and easy access to nature

135 km of trails
and more expected to come

Our community enjoys remarkable supply of parkland

220+ hectares of parkland

Key OCP Actions

While more detailed parks and trails strategies provide in-depth operational guidance on parks management and service delivery, the OCP is the high-level land use planning tool that sets out the framework for parkland and trail supply and use. To protect and enhance our parks and trails, this OCP seeks to:

- Manage our valuable parks systems to protect and sustain the park-like natural setting of West Vancouver and acquire significant parkland for long-term public and ecological benefits;
- Protect the Upper Lands' natural assets and the associated environmental values for current and future generations; and
- Promote and improve trails and access to nature for the community's ongoing enjoyment.

How these Parks & Trails Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>Close proximity to parks, trails and open space is a desirable factor for housing and a key component of successful neighbourhood design. Green space and landscape features can support and enhance neighbourhood character and aesthetics.</p>	<p>Local Economy</p> <p>Local parks and recreation can generate local economic activities and contribute to the economy through investments and visitor spending. Proactive management of issues, such as invasive plants, can mitigate direct and indirect impacts and costs.</p>
<p>Social Well-Being</p> <p>Access to nature, outdoor recreation and parks systems are important elements in maintaining and enhancing an active lifestyle, our health, our social interactions, and the overall livability of the community.</p>	<p>Transportation & Infrastructure</p> <p>Close and easy access to parks can encourage walking and cycling as a recreational activity, while parks and urban connector trails themselves can provide for quicker access between neighbourhood areas and reduce the need for short drives.</p>

POLICIES

Managing our valuable parks system

- 2.7.1. Maintain and care for the District's valuable parks and open spaces with the following values:
 - a. Experience, appreciation, and understanding of the natural beauty, waterfront, creeks **watercourses** and forests;
 - b. Recognition of the uniqueness, diversity and fun of parks;
 - c. Promotion and support of active living, health and social and spiritual well-being;
 - d. Inclusiveness, accessibility and respect for all people;
 - e. Welcoming atmosphere that fosters community interaction and involvement;
 - f. Public safety and security;
 - g. Prudent financial stewardship and management;
 - h. Sustainability for future generations; and
 - i. Parks as public land benefitting all people.
- 2.7.2. Provide for open space, public realm improvements and / or greenway trails through the Town and Village Centres planning processes.
- 2.7.3. Seek strategic dedication or acquisition of parkland that provides significant environmental and social values, such as trail linkages, ecological functions, waterfront access, or unique educational cultural or recreational opportunities. Examples include:
 - Upper Cypress Falls;
 - Wetlands west of the ~~fall~~ **Upper Cypress Falls**;
 - Trails on the Upper Lands;
 - Eagleridge (above Horseshoe Bay); **and**
 - Madrona Ridge (adjacent to Horseshoe Bay); ~~and~~
 - ~~Province-owned land at the Westport Road loop.~~
- 2.7.4. Incorporate park-like environments and features (e.g., rock outcrops, forests, **old-growth trees**, viewpoints and shoreline and water features) into the design of open spaces to support natural character and landscape.
- 2.7.5. Use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads (e.g., Cypress Bowl Road, Sea-to-Sky Highway, Upper Levels Highway).
- 2.7.6. Support compatible activities in District parks and open spaces to advance environmental stewardship goals (e.g., volunteer stewardship activities, invasive plant management, environmental art).

Protecting the Upper Lands natural assets

- 2.7.7. Manage Limited Use and Recreation lands above 1200 feet by:
 - a. Dedicating District-owned land in this area as municipal parkland;
 - b. Assessing the appropriateness of specific recreation opportunities on private lands as they emerge; and
 - c. Determining any appropriate land uses in lands generally contiguous with the future Cypress Village through the Cypress Village Area Development Plan process.
- 2.7.8. Seek to acquire vacant private lands above 1200 feet, with priority for lands with high environmental value (e.g., intact forests) or high recreational potential.
- 2.7.9. Protect environmental values below 1200 feet in the Upper Lands area by:
 - a. Seeking to protect permanently areas west of Eagle Creek, prioritizing areas of significant ecological values such as the Arbutus groves west of Nelson Creek-Grove, Larson Creek and wetlands, and other sensitive wetlands and habitats;
 - b. Transferring development potential of lands west of Eagle Creek to future neighbourhoods east of Eagle Creek; and dedicating public lands west of Eagle Creek as municipal parkland; and
 - c. Establishing a 'soft edge' of development and appropriate urban-forest interface and buffer to sensitive features.
- 2.7.10. Recognize the historic Hollyburn Cabins area as part of the heritage associated with outdoor living and develop a long-term strategy for the management of the Cabins area on completion of an environmental assessment of the area.
- 2.7.11. Maintain authorized District trails in the Upper Lands in a way that respects the needs of landowners and balances recreational uses with environmental and cultural values.
- 2.7.12. Allow recreational uses on authorized District trails such as hiking, snowshoeing and mountain biking.

Promoting trails and access to nature

- 2.7.13. Manage and improve the trails network on public land and work with private landowners to obtain formal access to trail corridors for recreational use where appropriate.
- 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.
- 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.
- 2.7.16. Provide access to beaches and stream corridors where environmentally appropriate.
- 2.7.17. Improve safety, universal accessibility, and signage / wayfinding to parks, open spaces, and trails for community members of all ages and abilities.

Map 14. Parks and Major Trails



E – SOCIAL WELL-BEING

2.8 Access and Inclusion

One of the tenets of social well-being and quality of life is a sense of belonging to and within our wider community. Our community is made up of individuals of diverse background, culture, age, ability, language, socio-economic status, education, and religion. It is essential for our facilities, services and programs to not only support the needs of our community members, but to embrace and celebrate the differences that exist among us by respecting diversity, removing barriers, and providing inclusive access to all.

Emerging Issues to Address

Our community recognizes the values of social inclusion, high-quality public facilities and services (like our library and community centres), and our community organizations and the services they provide. We are becoming less age diverse as our population ages and younger groups leave for housing and jobs elsewhere. If trends continue, we can anticipate an increase in people living alone and a greater need for more services and facilities that are barrier-free. At the same time, we are becoming more culturally diverse and have opportunities to celebrate our increasing cultural richness. These and other factors demand long-term planning to ensure that our facilities, programs and services are evolving to meet the changing needs of our community over time:



Key OCP Actions

While specific actions to support social well-being are defined and implemented through various District strategies (such as the social plans for child care, seniors, and youths), the OCP can provide high-level policy guidance and indicate the District and its community's intent for improving social well-being. This OCP seeks to:

- Support demographic diversity through improving access to services for all ages and abilities and celebrating cultural diversity through District facilities, programs, services and events;
- Enhancing public facilities and spaces by incorporating universally accessible design, placemaking, and creating new welcoming community spaces for social gathering and activities; and
- Promote an engaged community through meaningful civic engagement, volunteer programs, and information sharing.

How these Access and Inclusion Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>Access and social interaction can be fostered through planning for well-connected neighbourhoods. The needs of changing life-stages across different age and income groups can be better met by more housing diversity and choices.</p>	<p>Local Economy</p> <p>A vibrant community with places to gather, socialize and interact can be supported by and foster commercial activities. A strong local economy can help keep spending in the community, and improve income and social well-being of individuals and households.</p>
<p>Parks & Environment</p> <p>Social interactions and livability can be encouraged through access to nature, outdoor recreation and the parks systems. Community awareness and stewardship can support environmental protection and restoration, as well as climate change mitigation.</p>	<p>Transportation & Infrastructure</p> <p>Accessibility, livability and equity can be improved through better connectivity for all transportation modes, where people of all abilities, background, and incomes enjoy equal access throughout the community.</p>

POLICIES

Supporting demographic and cultural diversity

- 2.8.1. Anticipate and meet community needs as demographic changes occur, through short and long term strategies for the delivery of services.
- 2.8.2. Incorporate universal accessibility design in public spaces, facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities.
- 2.8.3. Improve access to services and resources for youth, seniors and persons with disabilities, including considerations for improved walking, cycling and transit connections and shuttle services.
- 2.8.4. Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function independently and belong in a barrier-free environment, with consideration for physical and mental disabilities and cognitive challenges.
- 2.8.5. Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.
- 2.8.6. Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.
- 2.8.7. Support the delivery of programs, services, events and activities that celebrate the full spectrum of cultural and ethnic diversity of the District and promote intercultural and intergenerational connections.
- 2.8.8. ~~Collaboration~~ Collaborate with North Shore municipalities, Vancouver Coastal Health, and key seniors' service organizations, and other community partners to develop tailored plans, programs and services for aging adults with dementia and other cognitive challenges.

Enhancing public facilities and spaces

- 2.8.9. Maintain and optimize existing civic facility (e.g., community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.
- 2.8.10. Seek opportunities to incorporate community and social service uses into private and public buildings in central, transit-accessible areas where possible.
- 2.8.11. Support the continual provision of community hubs (e.g., Child and Family Hub and Youth Services Hub) and explore the potential for neighbourhood hubs based on community partnerships.
- 2.8.12. Secure new community space or cash-in-lieu contributions through new development to meet changing community needs. Examples include (but are not limited to):
 - Child care and adult day centres;
 - Public plazas and gathering spaces;
 - Parks, trails and public realm improvements; and
 - Community or cultural facilities.

- 2.8.13. Use placemaking strategies to promote **social connections**, public space animation, enhancement and management.
- 2.8.14. Create and maintain public spaces in Town and Village Centres and establish centre-specific public realm guidelines that consider art, culture and diversity.
- 2.8.15. Support ~~a~~-an **expanded** variety of community activities ranging from community-wide events and smaller private events through policy, facilities and grants, as appropriate.
- 2.8.16. Work with local schools and community groups to coordinate the use of public space and facilities.

Promoting an engaged community

- 2.8.17. Engage the community in planning for services, programs, and facilities, and municipal decision-making.
- 2.8.18. Provide meaningful volunteer engagement opportunities to support civic programs and services.
- 2.8.19. Enhance information sharing and meaningful participation in civic affairs through accessible communication considerations (e.g., universal access and multilingual considerations).
- 2.8.20. Work with ~~the local~~ First Nations, neighbouring municipalities, regional and senior levels of government where shared interests or overlapping jurisdictions exist as part of municipal and relevant local area decision-making processes.

2.9 Community Health and Cohesion

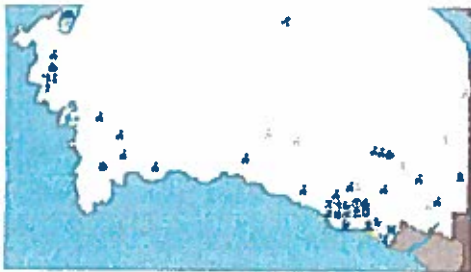
Together with social inclusion and belonging, community health and cohesion are also tenets of the overall social fabric of a community. The District strives to provide access to comprehensive services, in coordination and partnership with service providers, Vancouver Coastal Health, School District #45, senior levels of government, First Nations, non-profit agencies and organizations, volunteers and others. These services are supported by the provision of facilities and amenities.

Additionally, arts and cultural activities, including access to library resources, contribute to a sense of community. The creative sector contributes to the local economy and advances individual expression and community pride. Key municipal institutions, such as the West Vancouver Memorial Library, Ferry Building Art Gallery, West Vancouver Museum and Kay Meek Centre, as well as special events, celebrate our arts and cultural assets and contribute to a vibrant community.

Emerging Issues to Address

Health and social service needs can be expected to increase due to an aging population, a more diverse population, and increasing funding challenges. This amplifies the importance of working to foster neighbourhood design and transportation systems that support an active and healthy lifestyle, housing and built forms that are accessible, and local food systems. Through its own facilities, West Vancouver provides opportunities for recreation, meetings, social networking and education, and provides resources that help improve our residents' quality of life. We must therefore plan to address our changing needs and other emerging issues:

We share many valued community assets that requires ongoing care and management



Our programs and services are popular and well-attended

1.8 million
participation in District programs & services (2017)

Art is part of our community's identity

over 100
pieces of public art in the District's inventory

Key OCP Actions

While the District has more specific plans and strategies for arts and culture, sports fields and the library to manage our community's recreational and cultural assets, the OCP can provide high-level policies to express the District's long-term intent and framework for managing these assets and addressing emerging issues. This OCP seeks to:

- Enable an active community through support for sports, leisure and recreational activities and spaces throughout the District;
- Embrace arts, creativity and education through culture, literacy and lifelong learning resources; and
- Enhance community health through long-term sustainable support and partnerships with community organizations.

This plan also recognizes that community health cannot be achieved without addressing the needs of vulnerable members of our population. These vulnerable members can include children, seniors, people with disabilities and those facing housing challenges. To address issues that can negatively impact our long-term resiliency and social well-being, this OCP also includes policies to provide greater housing options, including the creation of new market and non-market rental, seniors and supportive housing.

How these Community Health and Cohesion Actions Support Overall Community Objectives

<p>Housing & Neighbourhoods</p> <p>More non-market, rental and seniors housing options can help mitigate housing pressures and support the needs of our aging community and vulnerable members of our population.</p>	<p>Local Economy</p> <p>Investments in recreation, health services, and arts can create new economic opportunities, support the needs and interests of our current and future population, and keep spending local.</p>
<p>Parks & Environment</p> <p>Access to nature and parks can support active lifestyles that contribute to mental and physical health. Actions to mitigate and adapt to climate change can lead to air quality and health benefits, and better prepare and protect our population from adverse events, such as extreme temperatures.</p>	<p>Transportation & Infrastructure</p> <p>Active transportation options that are safe and well-connected can increase the uptake of walking and cycling, leading to greater activity with mental and physical health benefits.</p>

POLICIES

Enabling an active community

- 2.9.1. Maintain and optimize the use of existing recreation facilities to help facilitate participation in sport, leisure and active recreation for all ages and abilities.
- 2.9.2. Explore opportunities for space sharing and versatile design of parks, greenways, and recreation spaces, and other public facilities that are responsive to the community's changing needs.
- 2.9.3. Encourage the on-site inclusion of active open space and play opportunities and provision of privately owned public spaces with new multifamily and mixed-use development as appropriate.
- 2.9.4. Support complementary uses, activities and special events in parks that seek to minimize impact to environmental systems and limit disruption to public access.
- 2.9.5. Provide accessible recreational programs and services to encourage physical and mental wellness for all ages, abilities and income.

Embracing arts, creativity and lifelong education

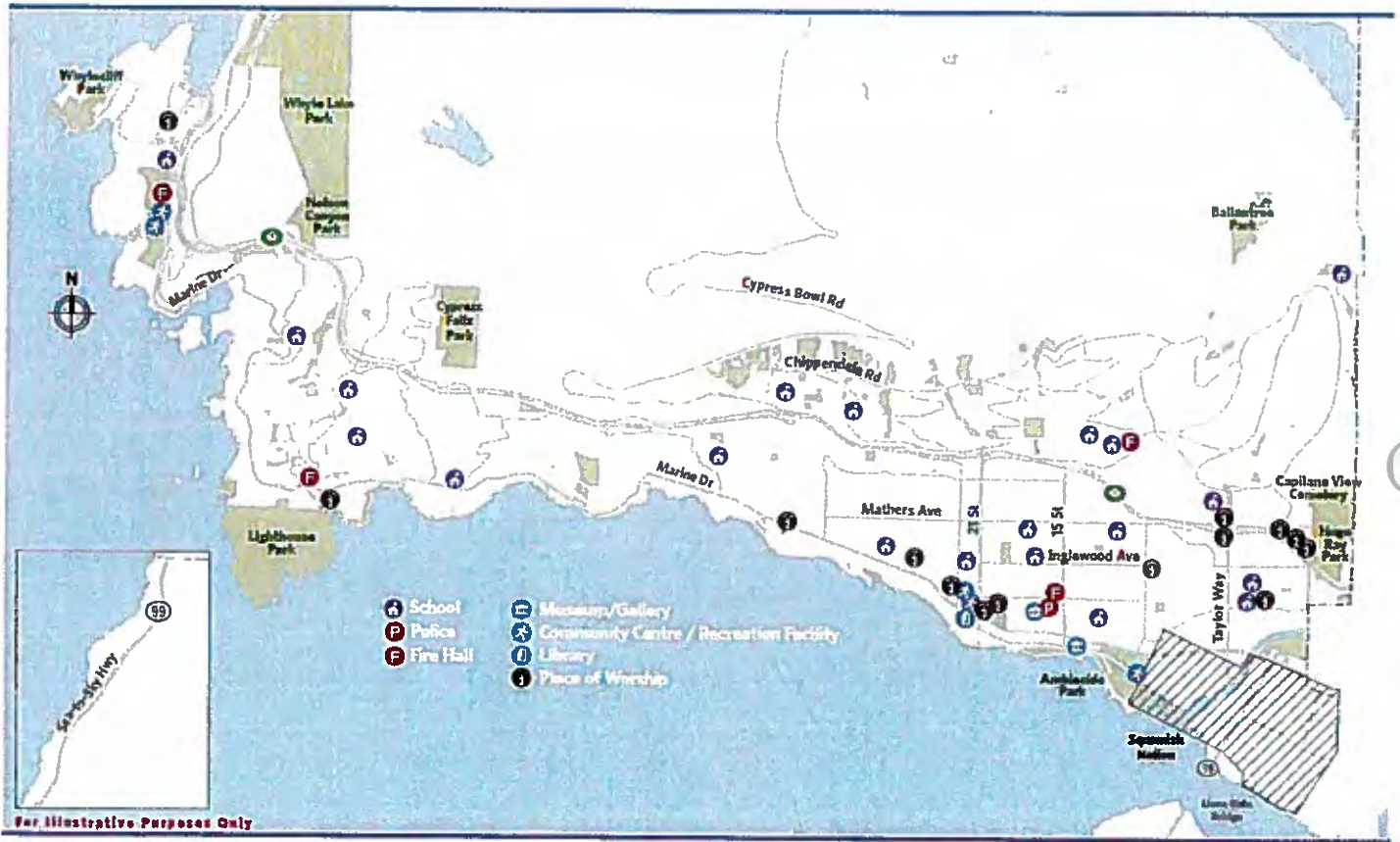
- 2.9.6. Incorporate public art into both public and private sector projects to enhance public spaces and the walking and cycling environment.
- 2.9.7. Recognize the role that the creative sector plays in the community with respect to cultural tourism and heritage, economic development, community identity and quality of life.
- 2.9.8. Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.
- 2.9.9. Explore opportunities with community partners including School District #45 and post-secondary institutions to provide literacy and lifelong learning programs and services.

Enhancing community health

- 2.9.10. Use community grants and permissive tax exemption to encourage long-term sustainable operation of community organizations that support West Vancouver residents.
- 2.9.11. Explore opportunities with community partners including Vancouver Coastal Health, senior levels of government and School District #45, schools, community organizations, and non-profit service providers to provide a full continuum of support services to address the issues needs related to physical, mental and social health, addictions, health services, emergency response, housing, homelessness, employment and food security.
- 2.9.12. Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers' markets, and other related initiatives.

- 2.9.13. Support measures to increase community resiliency during emergencies, disasters and extreme weather events and mitigate impacts for vulnerable areas and populations (e.g., children, seniors, homeless and people with disabilities).
- 2.9.14. Incorporate design principles in private and public spaces to support community health and public safety, such as crime prevention and health-enhancing design considerations.

Map 15. Major Community Social Assets



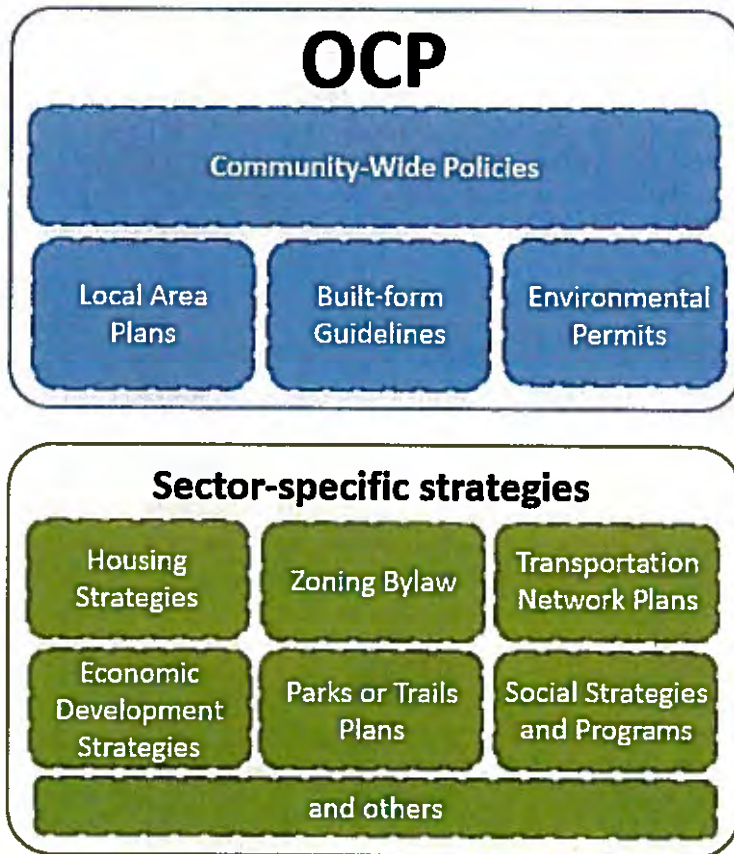
3. Plan Management

3.1 Plan Implementation

Meeting long-term, community-wide plan objectives requires the collective efforts of many individuals and organizations. In addition to residents, businesses, and workers in our community, stakeholders include senior levels of government, community groups, boards and agencies. OCP policies are implemented through a range of strategies, regulations and plans that are approved through decisions of West Vancouver Council, including L~~A~~P~~s~~ local area plans, housing strategies, transportation plans, and park management plans. Section 478 of the Act clarifies that an OCP does not commit or authorize a municipality to proceed with any project specified in the plan. However, all bylaws and works must be consistent with the OCP upon its adoption. *As the District moves forward with this OCP, Council decisions and community input opportunities can ensure key OCP implementation strategies and plans continue to meet the community's needs over the coming years.*

The relationship between the OCP and other District policies is illustrated below:

(Graphic has been updated to provide more clarity)



OVERARCHING VISION

The OCP includes community-wide policies, which provide a framework of overarching objectives and policies to guide decisions on planning and land use management.

The OCP also houses area-specific policies, built-form guidelines, and environmental permit requirements, which would be updated to provide more detailed guidance to support the implementation of the OCP. Updates to these guidelines would require subsequent OCP amendments.

SECTOR-SPECIFIC IMPLEMENTATION

Policies, plans, and regulatory documents to address sector-specific issues in more detail would be implemented / updated / developed in a manner consistent with the framework set out by the OCP.

Financial planning process

Section 477 of the Act requires that when a proposed OCP is prepared it must be considered in conjunction with the municipality's financial plan. ~~This process would accompany Council's consideration of an OCP. Following adoption, the District's annual planning and budget process would then be conducted in alignment with this draft-Plan.~~

Financing public amenities

To manage growth and the associated demand in public amenities and servicing, the Local Government Act enables municipalities to collect Development Cost Charges from developers to contribute to off-site infrastructure (e.g., utilities like sewage, water, and drainage) to maintain and enhance our municipal services. Growth and development can also lead to additional demand and provide opportunities for other forms of amenities (e.g., community facilities and new or improved public space). The District has an adopted Public Amenity Contribution Policy, which establishes the framework to guide securing amenities as public benefits. Examples of such public amenities include public realm enhancements, arts and cultural facilities, public art, parks and environment, heritage conservation, non-market housing, adaptable design features, child care, and similar features or facilities. The District expects to review and update its amenity contribution policy periodically. In addition to District-wide policy, area-specific public benefit strategies will be prepared through local area planning processes to reflect the specific nature of growth, the need for amenities, and the planning objectives of these centres and corridors. Operational and asset management costs of public amenities secured by the District will be incorporated to future financial plans.

Land speculation and plan estimates

As an overarching, community-wide plan, the OCP expresses our objectives and policies. While it indicates types and approximate locations of land uses anticipated over the long-term, it does not confer development rights. Land use and density are determined by the District's Zoning Bylaw, itself amended from time to time to maintain consistency with the OCP policy directions. Any future land use change requiring a rezoning would be the result of a formal bylaw amendment requiring Council approval following a Public Hearing, and would also include (where legislatively appropriate) the provision of development costs, off-site works and amenity contributions. The District cautions against speculation based on this ~~draft-Plan~~.

Similarly, the projected population and expected housing demand and supply are based on best available analysis and assumptions (e.g., growth rates, regional projections and estimates, policy absorption rates). In particular, the estimated new dwelling additions to centres and corridors are to be confirmed by the respective local area planning processes. Additionally, the OCP does not legislatively commit or authorize a municipality to proceed with any project specified in this Plan. Instead, the OCP provides objectives and policies for our community to work towards, and a framework for future decisions by Council.

3.2 Plan Monitoring

The OCP is a long-range planning document with a 2041 planning horizon. In order to monitor our progress towards achieving the District's objectives over the coming decades, a measurable target for each theme is identified in ~~Chapter 2~~ Section 1.6 of this Plan. The District is committed to monitoring these indicators to track the performance of its OCP policies and actions on a regular basis. Although this Plan is based on our best understanding of issues today, these considerations will change over time. The ongoing monitoring process will help evaluate current realities against past trends and future directions in order to aid decision-making and help determine whether adjustments are needed in the future.

As a long-term plan, the OCP is not expected to be revised on a frequent basis. However, the OCP is not static. It is a living document to serve the community of West Vancouver, and it is expected that the Plan will evolve to address emerging issues and changes in legislative requirements, or to better reflect changing community needs and values from time to time. ~~Community~~ Official Community Plans are typically reviewed every ten or so years to ensure the ongoing validity of the policies and to track progress towards long-term community objectives.

("Next Steps" section that describes Phase 4 engagement opportunities is removed)

(Please note that maps have been updated for factual accuracy, quality, and clarity, and text font and sizes)

(Schedule i: Regional Context Statement added, please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

(Part 2: Area-Specific Policies & Guidelines is relocated to the OCP as Schedule ii, with house-keeping adjustments (e.g., updated to correct reference to legislation), please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

(Schedule iii: Glossary added, please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

Schedule i. Regional Context Statement

(Please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

Schedule ii. Area-Specific Policies & Guidelines

NOTE: amendments to existing Development Permit Guidelines have been included to provide:

- housekeeping updates to references to external legislation that have changed (e.g., *BC Fish Protection Act* renamed to *Riparian Areas Protection Act*, or changes to numbering references in the *Local Government Act*); and
- plan consistency updates to built-form guidelines to allow up to a maximum of 3-storeys on commercial and marine commercial sites, as provided for in Community-Wide Directions Policy 2.1.5, for the following guidelines:
 - BF-C5 Dundarave Village Neighbourhood Centre;
 - BF-C8 Local Commercial Sites; and
 - BF-C9 Marina Sites.

(For the entirety of the Area-Specific Policies & Guidelines, please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

GUIDELINES BF-B 3.1

COACH HOUSE DEVELOPMENT IN EXISTING NEIGHBOURHOODS

Policy BF-B 3.1

Ensure that coach houses meet a high quality of building and landscape design, and are compatible both with the principal dwelling on the lot, and the built form character of the local neighbourhood.

Development Permit Area Designation BF-B 3.1

Category:	Local Government Act s. 443 (1) (e), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of intensive residential development with the established built form character of existing neighbourhoods.
Objectives:	<ul style="list-style-type: none"> • To provide for the successful integration of coach houses with the built form and landscape character of existing neighbourhoods; • To minimize site alteration and retain natural site features; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B 3.1 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> • is for a renovation or small addition to a coach house that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B 3.1.

GUIDELINES

AMBLESIDE APARTMENT AREA GUIDELINES BF-B 4

Policy BF-B 4

Ensure that new development in the Ambleside Apartment Area has a high quality of design and is in keeping with surrounding development.

Development Permit Area Designation BF-B 4

The Ambleside Apartment Area, as defined and illustrated by The Ambleside Apartment Area Development Permit Area Designation Map BF-B 4, is designated a Development Permit Area.

Ambleside Apartment Area BF-B 4	Category	Local Government Act s. 219-220 (1)(e) and (f)
	Conditions	The development permit area designation is warranted due to the area's high residential density.
	Objectives	<ul style="list-style-type: none"> • to promote a high standard of construction, • to integrate new development with existing views, circulation and the character of existing buildings, and • to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 4 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 4, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 4.

Policy BF-B 5

There will be no expansion of the boundaries of the Ambleside Apartment Area to extend the high density, high rise development area.

Policy BF-B 6

A site within a high density multiple dwelling zone in the Ambleside Apartment Area that does not qualify for a high rise building may be considered for rezoning to a low rise multiple dwelling category.

GUIDELINES BF-B 7
KIWANIS LANDS

Policy BF-B 7.1

The area generally known as the Kiwanis Lands may be used for the development of a publicly funded multi level care facility, not for profit or publicly funded uses for the care and well being of senior citizens, not for profit or publicly funded health and social services and low cost rental housing for senior citizens.

- The Floor Area Ratio for the portion of the site used for a care facility or for seniors' low cost housing shall not exceed 1.5.



Policy BF-B 7

Ensure that developments providing for rental housing for senior citizens and publicly funded health and social service uses are sensitive to adjacent residential, institutional and recreational uses.

Development Permit Area Designation BF-B 7

The site generally known as the Kiwanis Lands as defined and illustrated by the Kiwanis Lands Development Permit Area Designation Map BF-B 7 is designated as a Development Permit Area.

Kiwanis Lands BF-B 7	Category	Local Government Act s. 419.1-438 (1) (f)
	Conditions	The development permit area designation is warranted to ensure that development for multiple family housing, multi level care and health and social services is compatible with surrounding uses.
	Objectives	<ul style="list-style-type: none"> • review the massing, scale, orientation, character and articulation of buildings proposed for the site in relation to adjacent development, • minimize the impact of a care facility on residential uses, • limit the height of buildings generally to three storeys in height and provide for the consideration of buildings of up to four storeys to encourage the provision of open space and meritorious design alternatives, subject to detailed examination to determine that views from existing residential areas are not significantly reduced, the overall appearance of buildings set within the landscape is enhanced by such additional height and that sunlight available to existing dwelling units is not unduly impeded, and • encourage the provision of a mid block pedestrian connection between the elementary school and the site or other appropriate location where the impact on seniors' privacy is acceptable. • Encourage projects which incorporate adaptable residential design.

GUIDELINES

GUIDELINES BF-B 8

OTHER MULTIPLE FAMILY SITES

Policy BF-B 8

Ensure that multiple family dwellings located throughout the municipality meet a high quality of building design and landscaping in keeping with their sites and neighbourhood context.

Development Permit Area Designation BF-B 8

The multiple family sites described as: Tudor Gardens, 843-22nd Street, Lot I, Block 5, DL 554, Plan LMP 1268; Esker Lane, 1253-1275 3rd Street, DL 1074 Strata Plan LMS 2681; 2170 Chalfitt Road, Lot 21 Exc. Part on Highway Plan 122, Block B, DL 815, Plan 9624; and, 2100 Block Gordon Avenue, Lots 13, 14, 15 and 16 DL 775 are designated a Development Permit Area.

Other Multiple Family Sites BF-B 8	Category	Local Government Act s. 919.1438 (1)(f)
	Conditions	The development permit area designation is warranted to provide for the compatibility of multiple family development with adjoining single family and other land uses.
	Objectives	<ul style="list-style-type: none"> ▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing views, circulation and the character of surrounding buildings and uses
	Guidelines Schedule	Guidelines BF-B 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 8, or ii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 8. iii.

I. CONTEXT / SITE DESIGN

- d. Design should be compatible with adjacent uses and any special circumstances created by proximity to other uses. residential units.
- e. Situate buildings to maximize views while minimizing impacts to surrounding buildings' views.
- f. Minimize obstruction of views from public pedestrian areas, common living areas of other developments, and from existing

GUIDELINES

GUIDELINES BF-B 9

DEER RIDGE WEST

Policy BF-B 9

Promote the siting and design of high density multiple family dwelling units in the Deer Ridge West area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive residential streetscape.



- In the area shown on Residential Area Designations Map, a multi family development up to 112 units generally known as Deer Ridge West may be approved. In order to retain the natural character of the area, the total lands involved shall be not less than 44.8 acres, of which at least 34.8 acres should be set aside for public use and for this purpose should be owned by the District.
- The multiple family development site shown on the Plan as Deer Ridge West may be approved for three apartment buildings of up to thirteen stories in height and accessory amenity buildings and parking structures.
 - The specific form and character of development of a multi family site will be determined by Council in the context of the guidelines and objectives for the Deer Ridge Area in its consideration of a Development Permit. Application requirements shall include a description of the project's compliance with the policies and guidelines of this Plan and building siting as indicated on the Map.

Development Permit Area Designation BF-B 9

The Deer Ridge West area, as defined and illustrated by Deer Ridge West Development Permit Area Designation Map BF-B 9, is designated as a Development Permit Area.

Deer Ridge Area BF-B 9	Category	Local Government Act s. 919.1438 (1)(a), (b) and (f)
	Conditions	The development permit area designation is warranted due to the area's steep slopes, proximity to a watercourse, forested character and high residential density.
	Objectives	<ul style="list-style-type: none"> to provide for the siting and design of buildings and landscaping that respond compatible to the site and minimize visual impact on the hillside in accordance with the Deer Ridge guidelines, and to retain the natural forested character of the site in accordance with landscape and tree management plans.
	Guidelines Schedule	Guidelines NE 6, UL 1 and BF-B 9 shall apply.

GUIDELINES BF-B 10
SUNSET HIGHLANDS

Policy BF-B 10

Promote the siting and design of low density multiple family dwelling units in the Sunset Highlands area to respond to the steep slope, minimize visual impact on the hillside and to create an attractive, residential streetscape.

Development Permit Area Designation BF-B 10

The Sunset Highlands area as defined and illustrated by the Sunset Highlands Development Permit Area Designation Map BF-B 10 is designated as a Development Permit Area.



Sunset Highlands Area BF-B 10	Category	Local Government Act s 919.138 (1)(a), (b) and (f)
	Conditions	The development permit area designation is warranted due to the area's very steep slopes, mountain watercourses, bedrock and rock outcroppings (including large boulders), and native forest. Such a designation will ensure that development of duplexes and townhouses respects the special conditions of the site's proximity to Highway 99, distance from municipal services, and siting above an existing single family neighbourhood.
	Objectives	<ul style="list-style-type: none"> • to promote development that respects the terrain, vegetation, drainage courses and constraints related to the mountainous environment of the site, • to ensure that the development does not impose an undue burden on municipal services given the remote location, • to promote the siting of buildings and designs that respond to the steep slope and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, • to encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining common properties that will, to the extent possible, minimize the impact of roads and driveways on the steep topography and promote a park like character, and • to encourage the reinstatement of an overall forested character by limiting tree cutting before development starts and by encouraging replanting with native trees and shrubs.
	Guidelines Schedule	Guidelines BF-B 10 and NE 6 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 10, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Advisory Committee, and conforms to the Guidelines BF-B 10 and NE 6.

GUIDELINES

GUIDELINES BF-B 11 DUPLIX AREAS

Policy BF-B 11

Ensure that duplexes enhance the character of a neighbourhood and meet a high quality of building and landscape design in keeping with the site and neighbourhood context.

Development Permit Area Designation BF-B 11

The duplex areas as defined and illustrated by the Duplex Development Permit Area Designation Maps BF-B 11 (1 through 4 inclusive) are designated a Development Permit Area.

Duplex Areas BF-B 11	Category	Local Government Act s. 488 (1)(e)
	Conditions	The development permit areas designation is warranted to provide for the compatibility of two family dwellings and landscaping with adjoining single family dwellings and other land uses.
	Objectives	<ul style="list-style-type: none"> ▪ to promote a high standard of design, construction and landscaping, and ▪ to integrate new development with existing site conditions (such as steep slopes) and the character amenities of the surrounding area.
	Guidelines Schedule	Guidelines BF-B 11 shall apply.
Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 11, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all the requirements of the zoning bylaw or includes minor variances to the zoning bylaw. 	

Development Permit Area Designation BF-812

The Evelyn Drive Planning Area, as described in Policy H2 and as defined and illustrated by the Evelyn Drive Development Permit Area Designation Map BF-812, is designated a Development Permit Area.

Evelyn Drive Planning Area BF-812	Category	Local Government Act s. 419.1492 (1)(a), (b), (e) and (f)
	Conditions	The development permit area designation is warranted due to the area's moderate to steep slopes and redevelopment to a greater residential density.
	Objectives	<p>The objectives of this designation are:</p> <ul style="list-style-type: none"> • to promote the siting of buildings, building design and site works that respond appropriately to the slope condition; • to minimize the visual impact on properties to the north; • to encourage visually attractive development at this entry to West Vancouver; • to promote a high standard of design, construction and landscaping; and • to promote an interesting, pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-B 12 shall apply.
	Exemption	<p>Development may be exempted from the requirement for a Development Permit if the proposal:</p> <ul style="list-style-type: none"> iv. deals with property zoned RS5; or v. does not involve the construction of any new buildings or structures; or vi. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-B 12; or vii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-B12.

GUIDELINES BF-B 13

BLOCK BOUNDED BY ESQUIMALT AVENUE, 20TH STREET, FULTON AVENUE AND 21ST STREET

Policy BF-B13

Ensure that infill housing development enhances the character of the local neighbourhood and meets a high quality of building and landscape design.

Policy BF-B13.1

The block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street (as shown on Map BF-B13) may be considered for rezoning to enable development of ground-oriented infill housing, not exceeding a density of 0.61 Floor Area Ratio (FAR).

Development proposals may include consolidation of individual lots where established neighbourhood character is maintained in terms of form, massing and pattern of buildings and structures.

Infill housing types may include: smaller single-family dwellings, coach houses, duplexes, triplexes, and/or combinations thereof.

Development Permit Area Designation BF-B13

The block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street as defined and illustrated by the Development Permit Area Designation Map BF-B13 is designated as a Development Permit Area.

Category:	Local Government Act s. 919.1488 (1) (e), (h), (i), and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of new infill housing units within an established neighbourhood.
Objectives:	<ul style="list-style-type: none"> ▪ To integrate intensive residential development with existing site features, and the built form and landscape character of the surrounding area; ▪ To promote a high standard of design, construction and landscaping; and ▪ To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B 13 shall apply.
Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ol style="list-style-type: none"> i. is for the construction or renovation of or small addition to a single-family building; or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B 13.

GUIDELINES BF-B 14

NORTHWEST CORNER OF TAYLOR WAY AND KEITH ROAD

Policy BF-B14

Ensure that the seniors' assisted living and memory care residence integrates within the existing neighbourhood and meets a high quality of building and landscape design in keeping with the site and neighbourhood context.

Policy BF-B14.1

The northwest corner of Taylor Way and Keith Road (as shown on map BF-B14) may be considered for rezoning to enable the development of an assisted living and memory care centre, not exceeding a density of 0.98 Floor Area Ratio (FAR).

Development Permit Area Designation BF-B14

The Northwest corner of Taylor Way and Keith Road as defined and illustrated by the Development Permit Area Designation Map BF-B14 is designated as a Development Permit Area.

Category:	Local Government Act s. 919.1468 (1)(f), (h), (i) and (j)
Conditions:	The Development Permit Area designation is warranted to provide for the compatibility of an assisted living and memory care centre within an established neighbourhood.
Objectives:	<ul style="list-style-type: none"> • To integrate seniors' assisted living and memory care residential development with existing site features, and the built form and landscape character of the surrounding area; • To promote a high standard of design, construction and landscaping; and • To promote energy and water conservation and the reduction of greenhouse gas emissions.
Guidelines Schedule:	Guidelines BF-B14 shall apply.
Exemption: Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures; or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, and conforms to Guidelines BF-B14; or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee, and conforms to Guidelines BF-B14.

GUIDELINES BF-C 3

A M B L E S I D E V I L L A G E C E N T R E

C O M M E R C I A L A N D M I X E D U S E G U I D E L I N E S



Policy BF-C 3

Enhance Ambleside Village Centre as West Vancouver's recognized Town Centre.

Development Permit Area Designation BF-C 3

The Ambleside Village Centre as defined and illustrated by the Ambleside Village Centre Development Permit Area Designation Map BF-C 3 is designated as a Development Permit Area.



Ambleside Village Centre BF-C 3	Category	Local Government Act s. 919.488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated and constructed with quality materials to improve the quality of building stock and provide a sense of longevity appropriate to a Village Centre.
	Objectives	<ul style="list-style-type: none"> • enhance the area's main street character and promote the area's role as a Village Centre • provide for a scale and massing of buildings that promotes an enjoyable living, pedestrian, working, shopping and service experience, • use appropriate architectural features and detailing of buildings and landscapes to define area character, • improve existing streets and sidewalks to promote alternative transportation, • facilitate pedestrian movement into and within the area, and • promote construction of new buildings and structures that are compatible with the character of these areas, recognize established amenities and contribute to business viability and economic growth.
	Guidelines Schedule	Guidelines BF-C 3 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 3.

GUIDELINES BF-C 5

DUNDARAVE VILLAGE NEIGHBOURHOOD CENTRE

Policy BF-C 5

Build upon the local village character of Dundarave Village Neighbourhood Centre.

Development Permit Area Designation BF-C 5

The Dundarave Village Neighbourhood Centre, as defined and illustrated by the Dundarave Village Neighbourhood Centre Development Permit Area Designation Map BF-C 5, is designated a Development Permit Area.

Dundarave Village Centre BF-C 5	Category	Local Government Act s. 849-1488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to build upon the local village character.
	Objectives	<ul style="list-style-type: none"> ▪ preserve the "village commercial" character of Dundarave. ▪ encourage upgrading of building facades to enhance the village theme. ▪ promote and enhance the pedestrian scale of development. ▪ promote a high quality of building design and landscaping, and ▪ facilitate pedestrian access along the street, through blocks, from parking to shops and down to the waterfront.
	Guidelines Schedule	Guidelines BF-C 5 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 5, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to Guidelines BF-C 5 and has been reviewed and recommended for support by the Design Advisory Committee.

II. BUILDING DESIGN

- a. Permit a maximum height of building façade of approximately 25-feet-three storeys at any point along Marine Drive. If considered, taller building elements should be set back from the street to maintain the lower profile along Marine Drive. Special architectural features which exceed this limit may be considered in order to accentuate corner developments or gateway development sites.
- b. Encourage a variety of roof forms on new buildings.
- c. Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street.
- d. Break up the mass of longer buildings into smaller sections or groupings with the use of bays, columns and other architectural features.
- e. Encourage upper storey setbacks from the street to provide sunlight penetration to the street, especially on the south side of Marine Drive.
- f. Encourage high performance ("green building") design.
- g. Provide decks, eating areas and improved rear access.
- h. Provide building detailing and articulation, especially at street level.
- i. Discourage unarticulated blank or solid walls visible from the street.
- j. Encourage upgrading of building finishes to include the use of wood siding, stone facing, articulated wood entry doors and glazing.
- k. Provide continuous street-front elements such as awnings and commercial windows. Continuous awnings are also encouraged along rear lanes.
- l. Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- m. Provide coherent and inviting signage in keeping with the village character of Dundarave and the scale of building.
- n. Encourage wall-mounted signage along streets and lanes.

III. LANDSCAPE DESIGN

- a. Ensure that landscape character complements the character and design of buildings.
- b. Encourage landscaped areas adjacent to the sidewalk to include elements such as small gardens, clay flowerpots and hanging flower baskets at store entries.
- c. Encourage street furniture, merchandise displays and on-site landscaping without inhibiting pedestrian or barrier-free access to buildings, or creating unsafe conditions along sidewalks.
- d. Design landscape elements and features to minimize potential view impacts.
- e. Encourage private outdoor space for each unit in buildings with a residential component.
- f. Minimize the overlook of adjacent properties.
- g. Minimize glare and light spill to surrounding properties through exterior lighting design and siting.
- h. Subdue signage illumination.
- i. Minimize glare and light trespass from exterior to surrounding properties.

GUIDELINES BF-C 6

HORSESHOE BAY NEIGHBOURHOOD CENTRE

Policy BF-C 6

Promote a casual, seaside village character in the Horseshoe Bay Neighbourhood Centre.

Development Permit Area Designation BF-C 6

Horseshoe Bay Neighbourhood Centre, as defined and illustrated by the Horseshoe Bay Neighbourhood Centre Development Permit Area Designation Map BF-C 6 is designated as a Development Permit Area.

Horseshoe Bay Neighbourhood Centre BF-C 6	Category	Local Government Act s 919.1433 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to build upon the waterfront setting.
	Objectives	<ul style="list-style-type: none"> • recognize and enhance the maritime commercial character, • promote and enhance the pedestrian scale of development, • promote a high quality of building design and landscaping, and • ensure an attractive and convenient experience for local residents and tourists.
	Guidelines Schedule	Guidelines BF-C 6 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 6 or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to Guidelines BF-C 6, and has been reviewed and recommended for support by the Design Advisory Committee.



GUIDELINES BF-C 8
LOCAL COMMERCIAL SITES

Policy BF-C 8

Encourage compatible development of local commercial sites within their residential settings.

Development Permit Area Designation BF-C 8

The Local Commercial sites illustrated on the Development Permit Area Designations Key Map 1 and described as follows are designated as Development Permit Areas:

Bylaw No. 4937

- 2168 72 and 2198 Marine Drive, (Lots 1 4 of 12 Bl. 7 12 DL775 Pl.4595);
- 2220 Marine Drive (Lot 1 Bl. 4 & Bl. 5 E Part of DL 554 Pl.13733);
- 2232 Marine Drive (Lot C of Lot 20 Bl. 4 DL 554 Pl.4468);
- 3390 and 3396 Marine Drive (Lots 1 and 2 Bl.2 DL 557 Pl.4979);
- 4360 and 4370 Marine Drive (Lots A and B Bl. 5 DL 582 Pl.11087);
- 4917 Marine Drive (Lot B Bl. 18 DL 811 Pl. 21806);
- 5775 Marine Drive (Lot 1 Bl. 15 DL 772 Pl. 12573); and
- 3690 Westmount Road (Lot 2, Except Part on Highway Pl.169, Bl. 28 DL 558 Pl.12501).



Local Commercial Sites BF-C 8	Category	Local Government Act s. 219.1493 (1)(f)
	Conditions	The development permit area designation is warranted to guide local commercial redevelopment within a residential setting.
	Objectives	<ul style="list-style-type: none"> ▪ promote a high quality of building design and landscaping, and ▪ to minimize visual, noise and traffic impacts in the residential setting.
	Guidelines Schedule	Guidelines BF-C 8 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. is for a renovation or addition to an existing building, with an area of less than 10% that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises, or conforms to guidelines BF-C 8 and has been recommended for support by the Design Advisory Committee.

I. CONTEXT AND SITE DESIGN

- a. Respect the residential scale and character through appropriate siting and design.
- b. Encourage the provision of patios adjacent to the street in the 2100 and 2200 blocks of Marine Drive.

II. BUILDING DESIGN

- a. Construct new buildings to a maximum height of ~~two to three~~ storeys at any point.
- b. Design buildings and structures to have a low, unobtrusive scale.
- c. Face ground floor commercial space toward the street and provide high pedestrian accessibility.
- d. Express commercial entrances through the use of building volume.
- e. Discourage the use of unarticulated blank walls and large, undifferentiated expanses of metal, glass or concrete when visible from public areas.
- f. Minimize the impact of on-site services, including loading areas, mechanical equipment and garbage bins on adjacent properties and the streetscape, by their location within a building or, where not possible, visual and acoustical screening.
- g. Design and locate garage doors so that they are not a dominant feature of the building.
- h. Design signage to be compatible with the building design and residential setting.

III. LANDSCAPE DESIGN

- a. Design landscaping to be consistent with the site context, complement the character and design of buildings and minimize potential view impacts and overlook of adjacent properties.
- b. Utilize the natural attributes of the site.
- c. Construct or face retaining walls with natural materials such as stone, where they are visible from publicly accessible areas.
- d. Screen buildings and parking areas from adjacent residential properties. Use landscaping to visually break up parking, improve natural drainage, and highlight pedestrian routes.
- e. Clearly differentiate public from private spaces.
- f. Encourage the use of landscape features that reduce the visual scale of the building.
- g. Provide private outdoor open spaces for residences in developments with a residential component.
- h. Minimize glare and light spill to surrounding properties from exterior lighting and signage.

IV. CIRCULATION AND PARKING

- a. Minimize traffic impacts on local residential streets.
- b. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street.
- c. Separate commercial from residential parking areas in mixed-use buildings.
- d. Design commercial underground parking to be readily accessible to and easily used by customers.

GUIDELINES

GUIDELINES BF-C 9

MARINA SITES

Policy BF-C 9

Retain existing marinas and yacht clubs and encourage their improvement or redevelopment compatible with their waterfront and residential settings.

Development Permit Area Designation BF-C 9

The marina and yacht club sites illustrated on the Development Permit Area Designations Key Map 1 and described as follows are designated as Development Permit Areas:

- 6695 Nelson Avenue (Lot C DLs 430 and 3840 Pl. 43225; Lot 30 DL 430 Pl. 2103; and Lot 3436 Bl. A)
- 5750 Eagle Harbour Road (Lot 1 Bl. 6 & A DL 772 Pl.7217; and DLs 5983 and 6905);
- 5776 Marine Drive (Lots 2 & 3 Bl. 15 DL 772 Pl.12573; and DL 5840);
- 5908 Marine Drive (Lot 1 DLs 771, 6598 and 7610 Pl.22032; Lot B Bl. 1 DL 771 Pl.17868; Lot A, exc. part in Ref.Pl.2729, Bl.1 DL 771 Pl.6051; Bl. 3, exc. part in Ref.Pl.2729, DL 772 Pl.5340; and DLs 2134, 5761 and 6598);
- 5854 Marine Drive (Lot A Bl. 2 DL 772 Pl.17027; Lot B Bl. 2 DL 772 Pl.5340; Lots A & B of DL 1015; and DLs 6264, 6339, 6467, 6960, 6872, and 6873); and
- 34 Sunset Beach (Lot A Bl. B DL 2365 Pl.13985; and DLs 2382 and 6868).

Marina Commercial Sites BF-C 9	Category	Local Government Act s. 219.1-193 (1)(a) and (f)
	Conditions	The development permit area designation is warranted to provide for protection of the waterfront and to guide local commercial redevelopment within a residential and waterfront setting.
	Objectives	<ul style="list-style-type: none"> ▪ promote a high quality of building design and landscaping, ▪ to be sensitive to the waterfront environment, and ▪ to minimize visual, noise and traffic impacts on adjacent residential areas.
	Guidelines Schedule	Guidelines BF-C 9 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. is for a renovation or addition to an existing building, with an area of less than 10 % of the existing building, or for a replacement marine fuel storage and dispensing facility on Fisherman's Cove Marina [DLs 2134, 6598 and 5671] provided the storage tanks are located adjacent to each other, do not exceed a capacity of 45,000 litres, and are setback a minimum 15 feet from the High Water Mark and 60 feet from Marine Drive; and meets all of the requirements of the Zoning Bylaw; and ii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-C 9.



I. CONTEXT AND SITE DESIGN

- a. Respect the residential scale and character of surrounding areas by minimizing over-shadowing, view, privacy, traffic, and noise impacts on adjacent homes through appropriate siting and design of buildings and structures.

II. BUILDING DESIGN

- a. Construct new buildings to a maximum of ~~two~~ 3 storeys at any point.
- b. Encourage the use of design and materials to reflect the nautical function and character for marine buildings and structures.
- c. Provide high pedestrian accessibility.
- d. Utilize the design and materials of buildings and structures to create a low, unobtrusive scale for marina facilities.
- e. Highlight entrances through the use of building volume, with visibility from the water and the street.
- f. Discourage the use of unarticulated blank walls and large, undifferentiated expanses of metal, glass or concrete when visible from public areas such as the streetscape or the waterfront.
- g. Minimize the impact of on-site services, including loading areas, mechanical equipment and garbage bins on adjacent properties and the streetscape, by their location within a building or, where not possible, visual and acoustical screening.

III. LANDSCAPE DESIGN

- a. Design landscaping to be consistent with the waterfront context and to complement the character and design of buildings.
- b. Maintain and restore the area adjacent to the foreshore to a natural state where feasible.
- c. Preserve existing site characteristics including natural terrain, vegetation, rock outcroppings, drainage patterns, and, where possible, utilize the natural attributes of the site in building design.
- d. Minimize the use of retaining walls directly adjacent to the waterfront. Walls or portions of walls that are normally visible above the high tide water line should be constructed of, or faced with, stone.

IV. CIRCULATION AND PARKING

- a. Minimize traffic impacts on residential streets resulting from site access and parking.
- b. Discourage large expanses of ground level asphalt paved parking, particularly when visible from or directly adjacent to a street or waterfront. Provide landscape features such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.
- c. Minimize the use of impervious paved surfaces directly adjacent to the waterfront.

Development Permit Area Designation BF-D 1
Whitby Estates, as defined and illustrated by the Whitby Estates Development Permit Area Designation Map BF-D 1 is designated a Development Permit Area.

Whitby Estates BF-D 1	Category	Local Government Act s. 219.1-438 (1) (a), (b), (e) and (f)
	Conditions	The development permit area designation is warranted to provide for development that respects the natural setting and site slopes and creates a variety of housing types and uses.
	Objectives	<ul style="list-style-type: none"> • protect the natural environment, • establish creek corridors and the public ownership of the creek areas, • encourage the reinstatement of an overall forested character by limiting tree cutting prior to the time of development and replanting with native trees and shrubs, • ensure that creek crossings minimize impact on the creeks through bridge or bridge like design, • provide for a variety of housing types within the overall density restriction set for the Whitby Estates neighbourhood, • provide a focus for the neighbourhood with a centrally located school site, community or commercial space, multiple family development and adjoining parks, • promote the siting of buildings and designs that respond to the sloping setting and minimize visual impact on the hillside through appropriate siting, finishes, materials and colours, • encourage an attractive residential streetscape, including road design and landscape treatments of boulevards and adjoining private yards which will, to the extent possible, minimize the impact of the road on the natural environment and promote a park like character, and • provide for the sequence and timing of development in phases to ensure that adequate off site municipal sewers and infrastructure including, without limitation, streets, roads, bridges, sidewalks, water, sewer, landscaping, school and parks are concurrently provided to support the phased development.
	Guidelines Schedule	Guidelines BF-D 1 and NE 6 shall apply.
	Exemption	<p>Development Permits will not be required for developments to which section 219.1-439 of the Local Government Act is not applicable.</p> <p>Development may be exempt from the requirement for a Development Permit if the proposal:</p> <ol style="list-style-type: none"> i. is for a renovation or addition to an existing building, with an area of less than 10 % that of the existing building; ii. meets all of the requirements of the Zoning Bylaw; and iii. results in either no substantial change to the external appearance of the premises or conforms to guidelines BF-D 1.

Policy BF-D 4

Encourage the highest quality of design in redevelopment of the Clyde Avenue area east of Taylor Way which reflects the mix of uses, the need for a landscaped setting adjacent to the Capilano River and to address the proximity of regional through traffic and major shopping area.

Development Permit Area Designation BF-D 4

Clyde Avenue as defined and illustrated by Clyde Avenue East of Taylor Way Development Permit Area Designation Map BF-D 4 is designated a Development Permit Area.

Clyde Avenue Area BF-D 4	Category	Local Government Act s. 919.1485 (1)(e) and (f)
	Conditions	The development permit area designation is warranted because of its location adjacent to the Capilano River at the entrance to the Municipality; and to regulate the redevelopment of the area for high quality residential, commercial, mixed commercial and residential and specialized housing uses within a landscaped setting.
	Objectives	<ul style="list-style-type: none"> ▪ to guide redevelopment to encourage appropriate relationships between commercial, office, hotel and residential uses, ▪ promote reconstruction of the street and boulevard and landscaping of private properties to create a park like character, ▪ maintain and enhance landscaping and screening, ▪ ensure high quality building design, ▪ coordinate development and its impact on sunlight, views and streetscape, ▪ to promote an interesting pedestrian friendly streetscape design and pedestrian linkages.
	Guidelines Schedule	Guidelines BF-D 4 shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-D 4, or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, conforms to the Guidelines BF-D 4 and has been reviewed and recommended for support by the Design Advisory Committee.

GUIDELINES NE 5

TELEGRAPH HILL AND TYEE POINT

Policy NE 5

Provide for the evaluation and protection of visually sensitive areas and special ecological areas

- Identify significant environmental features and develop means to preserve and protect them in long-range plans or through regulatory amendments;
- Recognize the value of ecosystems located in the western area of the Municipality that are unique to the Lower Mainland that contain fragile flora or fauna, significant landforms, cultural landscapes or areas of historic interest such as Arbutus Ridge, Telegraph Hill and Tyee Point areas.
- Restrict the zoning density for Telegraph Hill and Tyee Point in recognition of extreme terrain and severe environmental and access constraints in order to:
 - avoid creation of hazardous conditions in new development, and
 - provide for suitable development compatible with the natural environment and steep topography of the area.

Development Permit Area Designation NE 5

The Telegraph Hill and Tyee Point portion of Madrona Ridge, as defined and illustrated on the Telegraph Hill and Tyee Point Development Permit Area Designation Map NE 6, is designated a Development Permit Area

Telegraph Hill and Tyee Point NE-DPA-5	Category	Local Government Act s. 219.1438 (1)(a) and (b).
	Conditions	The development permit area designation is warranted due to the area's very steep slopes, extensive exposed bedrock terrain, severity of grades for access, impacts resulting from construction of access, sensitive environmental conditions including unique and endangered species of flora, and severe environmental implications and site disturbance if development occurs on steep lands.
	Objectives	To ensure that development is sited, and site works are designed and undertaken, in a manner which avoids steep terrain, minimizes the impact on existing natural terrain and vegetation and protects areas with rare or unusual vegetation.
	Guidelines Schedule	Guidelines NE 5 and NE 6.

GUIDELINES NE 6

SITES WITH DIFFICULT TERRAIN

Development Permit Area Designation NE 6

Sites with Difficult Terrain within the Existing Neighbourhoods (Existing Neighbourhoods as defined and illustrated by the Natural Environment Development Permit Area Designation Map NE 6), are designated as a Development Permit Area.

	<p>Category Conditions</p> <p>Objectives</p> <p>Guidelines Schedule</p>	<p>Local Government Act s. 419:1488 (1)(a) and (b). The development permit area designation is warranted due to the steeply sloping terrain throughout West Vancouver.</p> <ul style="list-style-type: none"> • avoid hazardous conditions • ensure greater environmental compatibility of development on sloping sites • protect the natural environment on difficult terrain • minimize site disturbance and blasting during construction. <p>Guidelines NE 6.</p>
	<p>Exemption.</p>	<p>No development permit is required where:</p> <ol style="list-style-type: none"> i. there is no subdivision application involved; or ii. a subdivision application is involved but <ul style="list-style-type: none"> • no lot in the proposed subdivision involves difficult terrain (difficult terrain involves situations where more than one-fifth of the total allowable building envelope on any lot has an existing grade exceeding 35%); or • no lot in the proposed subdivision has a driveway grade that would be required to exceed 20%. (This judgment is based on existing or approved road or lane elevations immediately adjacent to the proposed lot, the existing ground elevation at the various points along the minimum garage front yard setback requirement, and the least steep driveway possible to join those two locations.) • the subdivision will not create any additional lots (e.g. realignment of a lot line between two lots).

GUIDELINES NE 13

**WATERCOURSE PROTECTION AND ENHANCEMENT AREAS
IN EXISTING NEIGHBOURHOODS**

Policy NE13

Development Permit Area Designation NE13

Areas of land in the Existing Neighbourhoods that contain watercourses and wetlands, (Existing Neighbourhoods as defined and illustrated on the Watercourse Protection Development Permit Area Designation Map NE 13), are designated a Development Permit Area.

Category	Local Government Act s. 919.1488 (1)(a).
Conditions	The development permit area designation is warranted to protect and enhance watercourses and wetlands in West Vancouver's existing neighbourhoods.
Objectives	<ul style="list-style-type: none"> • To ensure that development does not negatively impact watercourse or wetland environments or, where such impacts are unavoidable due to the existing configuration of parcels of land in relation to watercourses or wetlands, to ensure that development does not result in a net loss of productive fish habitat.
Guidelines Schedule	Guidelines Guideline NE 13.
Development may be exempt from the requirement for a Development Permit if the proposal is for:	<ul style="list-style-type: none"> i. renovation to interiors; ii. regular and emergency District maintenance activities for drainage control conducted in a manner that is consistent with the objectives of the Development Permit designation; iii. construction and maintenance activities carried out by, or on behalf of, the District and designed to enhance the coexistence of natural habitats and public trails; iv. construction and maintenance activities carried out outside of 15 metres of top of watercourse bank or edge of wetland; v. emergency works, including tree cutting, necessary to remove an immediate danger or hazard; vi. maintenance of the existing landscape conditions; or vii. the implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction.

GUIDELINES

- c. For permanent watercourses and wetlands:
 - (i) Avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland.
 - (ii) Within 15 metres of the top of the watercourse bank or edge of wetland, locate new development, described in sections a.(iii) and a.(iv) above, at least as far from the watercourse or wetland as any existing development.
 - (iii) Keep free of new development, described in sections a.(iii) and a.(iv) above, the area within 5 metres of the top of the watercourse bank or edge of the wetland.
 - (iv) Consider zoning bylaw variances in order to prevent loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland, including reduced building setbacks.
 - (v) Where it is not practical to avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland, provide compensatory habitat approved by the District of West Vancouver to achieve no net loss of riparian habitat, by replanting or restoring a similar area on the same watercourse or wetland, or contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- d. Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.
- e. Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality from uplands to inlets.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines as proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and ~~Amendment Bylaw No. 4434, 2005~~ **Development Procedures Bylaw No. 4940 2017**.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in ~~s.925~~ **502** of the *Local Government Act*.

Policy NE14

Development Approval Information Area Designation NE14

Areas of land in the vicinity of watercourses and wellands, as illustrated on the Watercourse Protection Development Permit Area Designation Map NE13, are also designated a Development Approval Information Area.

Category	Local Government Act s.920.01-488.
Objectives	<ul style="list-style-type: none"> The objective of the designation of Development Permit Area NE13 is to ensure that development does not negatively impact watercourse environments or, where such impacts are unavoidable due to the configuration of parcels of land in relation to watercourses, to ensure that development does not result in a net loss of productive fish habitat. The objective of the designation of Development Approval Information Area NE14 is to ensure that an accurate, site-specific information base is available to guide the application of the relevant development permit guidelines.
Procedures	Development approval information requirements and procedures are set out in a separate bylaw enacted under s.920.1-491 of the Local Government Act.

UPPER LANDS GUIDELINES FOR DEVELOPMENT PERMIT AREA DESIGNATIONS

GUIDELINES UL 8

FUTURE NEIGHBOURHOODS

Policy UL 8

Require detailed analysis of development opportunities and constraints and the creation of a Comprehensive Management Plan to avoid or mitigate potential environmental impacts in the implementation of new development.

Development Approval Information Area Designation UL 8

The Future Neighbourhoods Area, as defined and illustrated by the Upper Lands Development Permit Area and Development Approval Information Area Map UL 8, is designated as a Development Approval Information Area.

Future Neighbourhoods Area UL 8	Category	Local Government Act s920.04: 498 (1)
	Conditions	The special conditions that justify such designation include difficult terrain, sensitive environmental conditions, numerous watercourses and the need to coordinate the provision of various public services and facilities, including roads and transit.
	Procedures	Detailed information is required for the creation of Area Development Plans and for consideration of developments requiring Development Permits.
	Requirements	The information is required to outline the anticipated impact of the proposed activity or development. Information required by the Municipality may include an environmental and visual impact analysis report with plans, an assessment that identifies the impact of development on the site and demonstrates how the site's natural features have been taken into account. The submission must locate and describe important natural features of the site, proposed changes to the natural topography, vegetation and the potential visual impact of such changes. The report must also identify features that are intended for retention, define the measures by which site disturbance can be minimized and outline plans for the restoration of disturbed areas.



Development Permit Area Designation UL 8

The Future Neighbourhoods Area, as defined and illustrated by the Upper Lands Development Permit Area and Development Approval Information Area Map UL 8, is designated a Development Permit Area.

Future Neighbourhoods Area UL 8	Category	Local Government Act s. 419.138 (1)(a), (b), (e) and (f)
	Conditions	<p>The Development Permit Area is warranted due to the following characteristics of the area:</p> <ul style="list-style-type: none"> a range of slopes including extensive steep lands that require variations and restrictions to site and building layout in order to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, extensive mature forest cover that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and floodhazard, difficult terrain, which requires carefully planned and cost-effective provision of municipal services, roads and other infrastructure, as well as appropriate control of phasing and design of new developments, variations in siting of land uses and other regulations that can ensure that new development is supportive of, and compatible with, the other policies contained in this Plan, a range of climate conditions that may affect appropriateness of building form, extensive creek areas that require appropriate setbacks and control or prohibition of development within the creek sensitive zones. <p>These characteristics warrant a compact mix of residential and commercial uses, whose form and character, recognize the constraints of the terrain, and show sensitivity to the mountain setting and its environment. Development should minimize site disturbance and visual impact from within and outside the site.</p>
	Objectives	<ul style="list-style-type: none"> provide for the protection of the natural environment, its ecosystems and biological diversity; provide for the protection of development from hazardous conditions; regulate the form and character of intensive residential, multifamily and commercial development;
	Guidelines	Guidelines UL 8 and NE 6 shall apply.
	Application	Development Permits will not be required for developments to which section 419.138 of the Local Government Act does not apply. Council retains the right to waive the requirement for a Development Permit where it has determined that a Permit would not include any variations or additional conditions of development and is, therefore, not necessary for the development of the site.

GUIDELINES

Upper Lands Watercourse Protection Guidelines

The following guidelines shall apply to all lands in the Future Neighbourhoods, including the Rodgers Creek Area.

- a. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and water services;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.
- b. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- c. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish-Protection-Riparian Areas Protection Act.
- d. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial Fish-Protection-Riparian Areas Protection Act.
- e. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any compensation measures approved by the Department of Fisheries and Oceans Canada, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- f. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Bylaw No. 4360, 2004.
- g. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s.225.502 of the Local Government Act.

GUIDELINES

GUIDELINES UL 9

LIMITED USE AND RECREATION AREA

POLICY UL 9

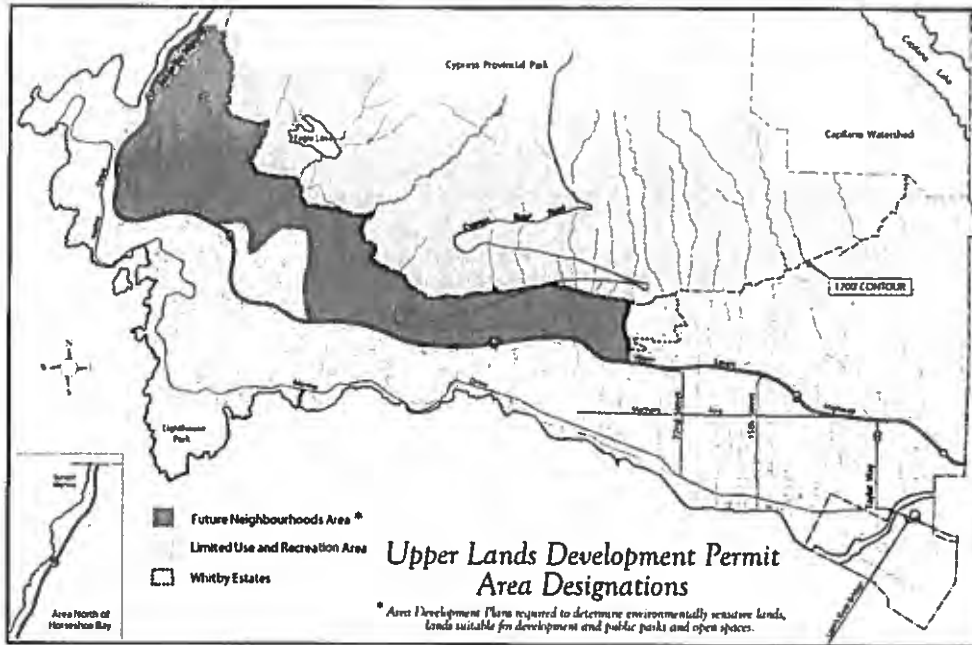
Protect the natural environment of the Limited Use and Recreation Area.

DEVELOPMENT PERMIT AREA DESIGNATION UL 9

The Limited Use and Recreation Area, as defined and illustrated by the Upper Lands Development Permit Area Designation Map UL 9, is designated as a Development Permit Area for the protection of the natural environment.

Limited Use and Recreation Area UL 9	Category	Local Government Act s. 919.1488 (1)(a) and (b)
	Conditions	The Development Permit Area designation is warranted due to the following characteristics of the area: <ul style="list-style-type: none"> • a range of slopes including extensive steep lands that require site development to minimize disturbance of the natural site conditions and to moderate the impact on views of and from the site, • extensive forest cover of high quality that creates a park like environment, sensitive habitat and ground conditions, as well as issues of drainage, erosion and flood hazard, • difficult and remote terrain, which limits the provision of municipal services, roads and other infrastructure, • extensive creek areas that require appropriate setbacks, and control or prohibition of development within the creek sensitive zones.
	Objectives	<ul style="list-style-type: none"> • provide for the protection of the natural environment, its ecosystems and biological diversity; • provide for the protection of development from hazardous conditions
	Guidelines	Guidelines UL 9 shall apply.
	Application	Development Permits will not be required for developments to which section 919.1488 of the Local Government Act does not apply. Council retains the right to waive the requirement for a Development Permit where it has determined that a Permit would not include any variations or additional conditions of development and is, therefore, not necessary for the development of the site.

In addressing the conditions and objectives in the Limited Use and Recreation Area, the following guidelines apply:



Limited Use and Recreation Area Development Permit Area Designation Map UL 9

- a. Minimize disturbance to existing terrain and vegetation.
- b. Maximize the retention of the native forest and other existing vegetation.
- c. With respect to this guideline, "development" shall mean any of the following:
 - (i) removal, alteration, disruption or destruction of vegetation;
 - (ii) disturbance of soils;
 - (iii) construction or erection of buildings and structures;
 - (iv) creation of non-structural impervious or semi-impervious surfaces;
 - (v) flood protection works;
 - (vi) construction of roads, trails, docks, wharves and bridges;
 - (vii) provision and maintenance of sewer and water services;
 - (viii) development of drainage systems; and
 - (ix) development of utility corridors.

- d. Locate development on portions of the site that are least environmentally sensitive, recognizing crossings for roads, services and utilities may be unavoidable.
- e. In order to achieve no net loss of riparian habitat, keep free of development the area within 30 metres of the top of the permanent watercourse bank or edge of permanent wetland. The District may consider an alternative riparian management area for a permanent watercourse or permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial ~~Fish Protection~~ *Riparian Areas Protection Act*.
- f. In order to achieve no net loss of riparian habitat, keep free of development the area within 15 metres of the top of the non-permanent watercourse bank or edge of non-permanent wetland. The District may consider an alternative riparian management area for a non-permanent watercourse or non-permanent wetland that is consistent with the objectives of this Development Permit designation and the Provincial ~~Fish Protection~~ *Riparian Areas Protection Act*.
- g. Where it is not practical to achieve no net loss of riparian habitat within an area determined in accordance with sections c. and d. above, provide compensatory habitat approved by the District of West Vancouver, acknowledging any ~~compensation~~ measures approved by the Department of Fisheries and Oceans ~~Canada~~, to achieve no net loss of riparian habitat, by (in order of preference):
 - (i) replanting or restoring a similar area on a watercourse or wetland in the District, or
 - (ii) contributing to a District habitat restoration program in an amount equivalent to the cost of providing such compensatory habitat.
- h. Implement recommendations approved by the District of West Vancouver, including mitigation measures that are consistent with these guidelines and are proposed by the permit applicant or its advisors in development approval information submitted in accordance with Policy NE 14 and Bylaw No. 4360, 2004.
- i. Require the provision of security to be applied by the District to the cost of works, construction or other activities required in the circumstances described in s. ~~925~~ *502* of the *Local Government Act*.

GUIDELINES

HERITAGE CONSERVATION AREA GUIDELINES

GUIDELINES HE 6

LOWER CAULFEILD HERITAGE CONSERVATION AREA

Heritage Conservation Area Designation HE 6
The Lower Caulfeild Area, as defined and illustrated by the Lower Caulfeild Heritage Conservation Area Designation Map HE 6, is designated as a Heritage Conservation Area.

Lower Caulfeild Heritage Conservation Area HE-HCA-6	Category	Local Government Act s. 970.161.4 (1)
	Heritage Features and Characteristics	<p>Lower Caulfeild is the collection of private residences, St. Francis-in-the-Wood Anglican Church, and public lands (parks and streets) situated on the peninsula between Pilot Bay and Caulfeild Cove, just east of Lighthouse Park.</p> <p>The Lower Caulfeild area is important as an historic neighbourhood that combines the natural beauty of the coastal landscape with the picturesque English architectural and garden landscape traditions adapted by British settlers to coastal British Columbia.</p> <p>Originally part of a large parcel of land purchased in 1899, Lower Caulfeild was conceived by Francis Caulfeild as a village of good design set naturally in the landscape, with the coastline primarily reserved for public enjoyment. It was subdivided with properties of varying size and shape, irregularly arrayed along narrow, winding country lanes.</p> <p>The landscape of Lower Caulfeild is important for the prominence of its natural features. It has a mostly undisturbed coastline, with rocky promontories and a sandy cove; and there are rocky outcroppings throughout the neighbourhood. It is also important as a setting for native plant species (cedar, Douglas fir, vine maple, arbutus and dogwood) and coastal ecologies, as well as ornamental and naturalized gardens.</p> <p>The character-defining elements of Lower Caulfeild include:</p> <ul style="list-style-type: none"> • a residential neighbourhood edged by waterfront parkland; • a landscape of natural rock outcroppings and primarily native plant species; • narrow, winding lands with informal verges; • properties dominated by naturalized landscapes and rockeries in the English garden tradition; • houses lightly situated on and amidst undisturbed or lightly modified rock outcroppings; and • vistas east, west (Lighthouse Park), and south (water) from many points, configuration of lots,
	Objectives	<ul style="list-style-type: none"> • To maintain Lower Caulfeild's distinctive character as expressed by natural rock outcroppings, native trees, naturalized plants in domestic rock gardens, curving and narrow lanes, informal road edges, waterfront parkland, rocky shoreline, and sensitively-sited buildings. • To conserve and enhance the heritage character of Lower Caulfeild through: <ul style="list-style-type: none"> - the retention and renovation of existing buildings; and - new development that is designed to fit with and retain natural site attributes.

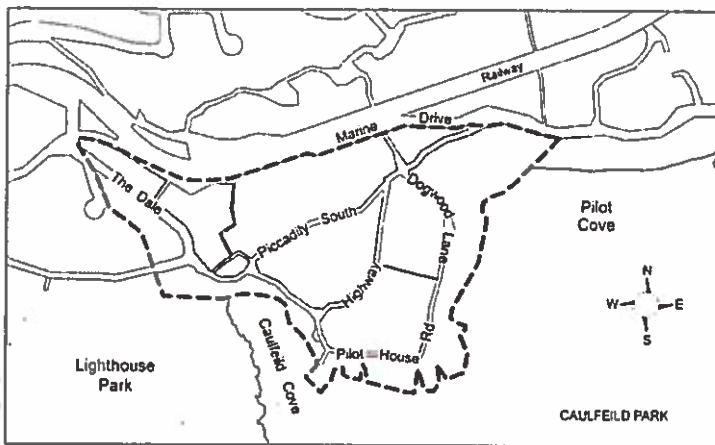
Guidelines Schedule	Guidelines HE 6 shall apply.
Heritage Alteration Permits	<p>An Alteration Permit shall be required for development on private property involving:</p> <ul style="list-style-type: none"> • subdivision, including lot line realignment; • new buildings or structures; • alteration of and/or addition to an existing building or structure; and • alteration of natural landforms, site features, or established grade. <p>Nothing in this Policy requires Council or its delegate to issue a Heritage Alteration Permit if it believes that the Permit would allow development contrary to the guidelines of this Schedule. This Policy does not in any way affect or diminish the powers of the Approving Officer.</p>
Exemptions for Heritage Alteration Permits	<p>An Alteration Permit shall not be required for:</p> <ul style="list-style-type: none"> • interior work that does not materially affect the external appearance of a building or increase the floor area; or • demolition of an existing building or structure; or • tree cutting or fence construction for which no municipal approval is required, except within any required yard abutting a road or public property; or • a renovation or addition to an existing building, comprising a floor area increase of less than 10% of the existing building, that is consistent with Guidelines HE 6, conforms to the Zoning Bylaw, and does not include other site alteration.
Delegation of Issuance of Heritage Alteration Permits.	<p>In accordance with the provisions of s. 972.17 of the Local Government Act, Council delegates the Director of Planning, Lands and Permits the authority to issue or refuse a Heritage Alteration Permit if the proposed development is:</p> <ul style="list-style-type: none"> • a lot line realignment; or • construction of a new building or structure, or renovations to an existing building or structure, that is consistent with guidelines HE 6 and conforms to the Zoning Bylaw; or • construction of a new building or structure, or renovations or additions to an existing building or structure, that is consistent with guidelines HE 6 and in substantial conformity to the Zoning Bylaw, meaning that any variance is minor and compliance with the Zoning Bylaw would involve hardship or loss of heritage value or character; or • replacement of an existing building or structure that was lawfully constructed but does not conform to the current Zoning Bylaw, with a new building or structure that maintains the same siting and massing, and does not require any further variances to the Zoning Bylaw.

Policy HE 6
Conserve the heritage value and character-defining elements of the Lower Caulfeild neighbourhood as shown on Map HE 6.

Policy HE 7
Any proposals for significant change by the District of West Vancouver within a park or public right-of-way, including boulevards, roads and walkways, shall require community consultation prior to plans being finalized.

Policy HE 8

Applications for the cutting of trees on public land shall comply with the Municipal Tree Policy and/or the Caulfeild Park Management Plan.



Lower Caulfeild Heritage Conservation Area Map HE 6

The following guidelines apply to development within the context of the objectives of HE 6. In specific situations, adherence to a particular guideline may not be appropriate to achieve the intent of the Conservation Area designation.

1. SITE AND LANDSCAPE DESIGN

- 1.1 Alteration of existing terrain should be avoided, or minimized where it is not practical to avoid disruption, to conserve a site's natural characteristics.
- 1.2 Healthy trees and vegetation should be retained, taking into account protection of existing views and vistas, and access to sunlight.
- 1.3 Natural rock outcroppings should be retained and incorporated into the landscape design.
- 1.4 The visual impact of swimming pools and deck areas should be minimized, and removal of rock outcroppings for swimming pools should be avoided.
- 1.5 Retaining walls, particularly those that would be visible from the property's road frontage or public lands should be avoided. If not practical to do so, mitigation measures should be implemented to reduce visual impacts of retaining walls, such as stepped construction and landscape screening. Retaining walls should be constructed of, or faced with, natural or split rock material.

Schedule iii. Glossary

(Please refer to Full OCP available the District's website: www.westvancouver.ca/ocp)

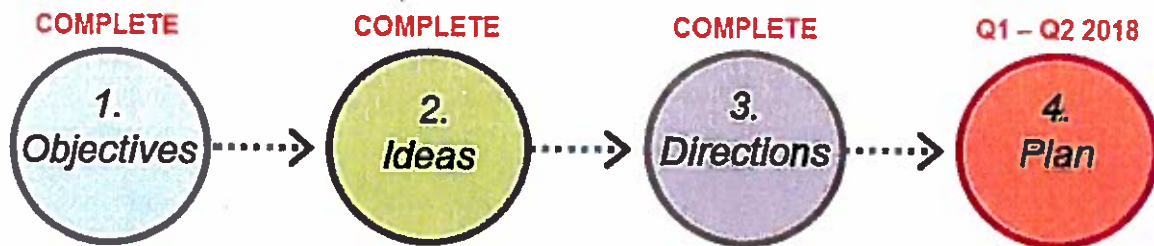
**Official Community Plan Review:
Policy Chapter Review Phase 4
Public Engagement Summary Report | May 2018**

Table of Contents

1.	INTRODUCTION	1
2.	PHASE 4 OVERVIEW	2
	Communications and Outreach:	2
	Stakeholder Engagement:	2
	Youth Engagement:	4
	Information Booths:	4
	Comment Forms, Emails & Other Submissions:	5
3.	PHASE 4 RESULTS	6
	Youth Engagement:	6
	Information Booths:	7
	Comment Forms, Emails & Other Submissions:	17
4.	STAKEHOLDER SUBMISSIONS	31
5.	NEXT STEPS	93

1. INTRODUCTION

The District of West Vancouver has been reviewing its Official Community Plan (OCP), the District's number one planning tool for the next decade or more. Given that the OCP touches citizens' lives in some way every day (from how housing needs can be met, to where shops, services and community facilities are located, to how we move around and to how we protect the environment and respond to climate change), public engagement has been an integral part of the OCP Review process.



The Draft Plan included policies and accompanying maps for each OCP topic area. The Draft Plan incorporated the values and objectives developed by the community in Phase 1. In Phase 2 the community developed "Ideas" to make their objectives happen. These became "Directions", which the community evaluated and refined in Phase 3. From these refinements emerged the policies in the Draft Plan.

Phase 4 engagement opportunities were designed to provide citizens with a range of ways to learn about the Draft Plan and to provide their feedback, including stakeholder meetings, Information Booths, one-on-one sessions and youth events.

This report describes Phase 4 events and summarizes feedback received to provide a concise and factual record of citizen input contributed during this phase. A full transcript of comment forms (hard copy and digital), emails, letters and Information Booth feedback is also available as a separate document. Public engagement summary reports and transcripts from Phase 1, "Objectives", Phase 2, "Ideas" and Phase 3, "Directions", are similarly available.

2. PHASE 4 OVERVIEW

Communications and Outreach:

Communications Plan for Phase 4 included:

- Eight ads in the North Shore News and one ad in Paivand
- Seven District enewsletters
- Listing on the District homepage, calendar and OCP webportal
- Posters in District Facilities and John Lawson Park
- 17 social media posts and over 10,000 impressions
- 3,300 unique OCP webpage views

In Phase 4 staff continued to be available to the community to answer questions and provide information both by phone, email, and at the Planning Department front counter.

During Phase 4 staff fielded over 20 calls, approximately 30 emails and 12 counter inquiries on the Draft Plan. All were encouraged to attend an event and provide their comments in writing, so feedback could be received in residents' own words. Many inquiries were questions regarding the process for Phase 4: where to find the Draft Plan online, the location and times of the information booths and how feedback could be submitted. Another set of questions, which were received across each engagement stream, were of clarification around particular policies or elements of the Draft Plan. The most frequent of these were:

- What do the different targets mean? What is the existing baseline data for these?
- Are the proposed local area planning boundaries fixed or can they change?
- Would mixed use development like live-work be considered in all commercial zones?
- Would missing middle housing types like townhouses be considered across the street as well as next door to hubs like schools and parks?
- Does density bonus also or often mean an increase in height?
- What is the context to the draft policies, what are they proposed to address?
- What would be the implementation process for coach houses and small lot subdivisions in neighbourhoods?
- How quickly can the draft OCP policies be implemented?

Phase 4 also allowed citizens to schedule one-on-one or small group meetings to talk to staff about the Draft Plan. This was provided as an alternative to all and any residents that could not attend an Information Booth. Approximately 25 individuals attended one of these sessions during Phase 4.

Stakeholder Engagement:

16 stakeholder meetings with 159 citizen attendees

At the launch of Phase 4 emails were sent to over 90 stakeholder groups to notify them of the Draft Plan and engagement opportunities, invite comments and offer to meet or discuss the Draft Plan. From this engagement 16 stakeholder meetings were held with the following groups (alphabetically):

- Ambleside & Dundarave Business Improvement Association Board
- Ambleside & Dundarave Ratepayers' Association Board
- British Properties Area Homeowners Association
- Community Housing Action Committee
- Gleneagles Community Centre Advisory Committee
- Medical Health Officer, Vancouver Coastal Health, North Shore & Sea to Sky
- North Shore Advisory Committee on Disability Issues
- Seniors' Activity Centre Advisory Board
- Working Group Chair Focus Group
- West Vancouver Community Centres Society Board
- West Vancouver Chamber of Commerce Board
- West Vancouver Foundation Board
- West Vancouver Community Grants Committee
- West Vancouver Memorial Library Board
- West Vancouver Seniors Action Table (via Lionsview Seniors Planning Society)
- Western Residents Association Board

The meetings responded to the mandates and interests of the various stakeholder groups. They were an opportunity to provide information on the Draft Plan, answer stakeholder questions and understand the different perspectives of each stakeholder group. Copies of the Draft Plan and comment forms were distributed to all meeting attendees and written feedback invited, so that comments on the Draft Plan could be received in stakeholders' own words.

Stakeholder outreach (including meetings and emails) generated 27 written submissions from the following (alphabetically):

- Ambleside & Dundarave Business Improvement Association
- Ambleside & Dundarave Ratepayers' Association
- BC Ferries
- British Pacific Properties Limited
- British Properties Area Homeowner Association
- Community Housing Action Committee
- DWV Community and Energy Emissions Plan Working Group
- DWV Strategic Transportation Plan Working Group
- DWV Upper Lands Working Group
- DWV Working Group Chair Focus Group
- Hollyburn Country Club
- HUB North Shore

- Lighthouse Park Preservation Society
- MyOwnSpace Housing Society
- North Shore Advisory Committee on Disability Issues
- North Shore Community Resources Society
- North Shore Disability Resource Centre
- North Shore Heritage Preservation Society
- Old Growth Conservancy
- St. Stephen's Anglican Church
- TransLink
- Vancouver Coastal Health
- West Vancouver Blue Dot Committee
- West Vancouver Chamber of Commerce
- West Vancouver Foundation
- West Vancouver Memorial Library Board
- West Vancouver Seniors' Action Table (via Lionsview Seniors Planning Society)

These submissions are attached to this report in Section 4 below.

Youth Engagement:

6 sessions with 56 youth stakeholders.

Phase 4 included 6 youth stakeholder meetings with the Youth Advisory Committee, the Whatever Youth Committee, the Student Work and Advisory Team, the Preteen Advisory Committee, the Library's Teen Advisory Group and a drop-in session at the Ambleside Youth Centre. The sessions included a presentation on the Draft Plan and how it relates to previous youth input, discussion, and a brainstorming session on the OCP and youth. Youth results are included in Section 3 below.

**The Draft Official Community Plan & Me:
I want the Plan to let me....**

Want to live in a safe neighborhood	Want to live in a neighborhood with a mix of housing types	Want to live in a neighborhood with a mix of housing types	Want to live in a neighborhood with a mix of housing types	Want to live in a neighborhood with a mix of housing types
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Information Booths:

13 "Information Booths" held across the District that engaged over 700 residents.



Phase 4 used an "Information Booth" format to provide the community with opportunities to learn about the Draft Plan. A series of 13 "Information Booths" were held across the District at various times of day to encourage participation from a broad cross-section of the community. They were scheduled for three-hour blocks, but each event began early (allowing those that were in already-open facilities to engage with the display and staff) and

continued until there were no more residents looking at the material or engaged in conversations with staff. Typically each event lasted four hours.

At the "Information Booths" residents were able to review a visual summary of the Draft Plan and its key policies organized around the five OCP topics. Hard copies of the Draft Plan and comment forms were available and feedback stations allowed residents to fill out comment forms at each event.



Citizens were able to discuss the Draft Plan with Planning staff and get answers to their questions about the Draft Plan. These one-on-one conversations were recorded by staff and many attendees took this opportunity to provide their feedback to staff directly. All comments recorded at the "Information Booths" have been analyzed and are presented in Section 3 below.

Comment Forms, emails and other submissions:

212 comment forms submitted, 71 emails received and 23 other pieces of correspondence received.

Phase 4 included a comment form where citizens could provide their input on the Draft Plan. The form was available online via the District's website, or as a hard copy form available at all Information Booths, stakeholder meetings and Municipal Hall. It was open-ended and enabled residents to provide as much feedback as they wanted and address as many, or as few, sections of the plan as they were interested in. In addition to the comment form, residents could also provide feedback via email. Some residents also provided feedback in the form of correspondence directly with Council, or through comments following one-on-one meetings. Results of all comment forms, emails and other submissions are presented together in Section 3.

The comment form included optional demographic questions to obtain some information about respondents. The table below shows responses to the "Where do you live?" question:

	Total	Percentage
I live in West Vancouver	150	71%
I work or own a business in West Vancouver but live elsewhere	16	7%
Both live and work/own a business in West Vancouver	35	17%
I visit but don't live or work in West Vancouver	11	5%

The overwhelming majority of those that submitted a comment form lived or worked (or both) in West Vancouver. Ambleside was the most frequent response to the "Select the West Vancouver Neighbourhood where you live" question (29%) followed by Sentinel Hill/Cedardale (17%) and Dundarave (17%). All neighbourhoods, with the exception of Glenmore were represented.

The ages of respondents were generally reflective of the overall demographics of West Vancouver: the majority of respondents (48%) were between 45 and 64, followed by those over 65 with 28%. 20% of respondents were between 24 and 44. Youth below 25 were the least represented at 1%. Recognizing this is a difficult group to reach, the dedicated youth engagement program was continued during this phase, so actual engagement with youth is higher.

3. PHASE 4 RESULTS

Youth Engagement:

Youth identified the Housing & Neighbourhoods chapter as the most important part of the Draft Plan, in particular the policies focused on increasing the types and tenures of housing units available across the District. Youth stakeholder sessions consisted of facilitated dialogues that asked youth for their priorities on all five OC topics. The results of these discussions are presented below as a series of word clouds that indicate the top youth priorities for each OCP topic (based on frequency):

Improved service to Schools
Transportation
 Better service Downtown & across the North Shore

More Buses

Support active transportation

More Entertainment & things to do

Local Economy

More services by Schools

Youth employment Opportunities

Expand neighbourhood hubs

Stores open later

More Affordable Housing units

Housing

More housing options

Housing for Families

Rental for youth

Smaller units

Expand Trails

Ways to enjoy nature

Parks & Environment

Protect public Beach Access

Protect the environment

Places to Play

Active recreation

Partnerships with the School Board

Social Well-being

More youth programs

Diverse learning opportunities

Sense of community

More places to study

Information Booths:

Over 700 residents attended an Information Booth during Phase 4. As a result of these conversations over 1,300 comments were recorded by staff, the results of which are presented below. Comments are organized according to support or opposition to the Draft Plan, its five topic areas and specific policies. Additional comments regarding clarification, suggestions and additions are also included and ranked according to frequency.

Draft Official Community Plan

162 comments were recorded on the Draft Official Community Plan: 56 in support, 28 against and 78 additional comments

Support

Against



General conversations on Draft OCP	Support	Concern
Overall Draft OCP	56	28
78 additional comments regarding the Draft Official Community Plan:		
<ul style="list-style-type: none"> • Compliments on the Information Booth format and boards (25 comments) • Concern the Draft Plan has not adequately address traffic congestion (16 comments) • The Draft Plan is urgently required and should be even more bold (13 comments) • Against any type of change in West Vancouver and concern over potential impacts on views (11 comments) • Questions about specific development proposals and how they relate to the Draft Plan (7 comments) • Discussions on general scope of an OCP: what it needs to include, how it is implemented, what are its priorities, and what is the implementation timeline (6 comments) 		

Housing & Neighbourhoods

Sensitive Infill – 137 comments were recorded: 103 in support, 8 against and 26 additional comments.

Support

Against

103

8

Policies on sensitive infill in existing neighbourhoods	Support	Against
2.1.1 – Amend neighbourhood subdivision standards	36	2
2.1.2 – Increase the supply of coach houses	40	3
2.1.3 – Expand opportunities for duplexes	27	3
Total	103	8

26 additional comments on sensitive infill policies:

- Prezone more areas for duplexes (e.g. by schools) **(11 comments)**
- Support for an improved development permit process **(6 comments)**
- Support for policies that address vacant homes **(5 comments)**
- Support for infill options only along Marine Drive or in Ambleside **(2 comments)**
- Support for more stratification options for existing homes **(2 comments)**

Missing Middle – 105 comments were recorded: 82 in support, zero against and 23 additional comments.

Support

82

Policies on expanding missing middle	Support	Against
2.1.4 – Expand “missing middle” housing options along Marine Dr.	49	0
2.1.5 – Increase mixed-use on existing commercial sites	16	0
2.1.6 – Prioritize community use & housing on Community Use sites	6	0
2.1.7 – Consider site-specific applications in limited circumstances	11	0
Total	82	0

23 additional comments on missing middle policies:

- Desire for expanded areas for townhouses throughout the District **(17 comments)**
- Priority locations for these forms should be by amenities and transit **(5 comments)**
- Policies should allow for fourplexes as well as triplexes **(1 comment)**

Neighbourhood character and heritage policies – 36 comments were recorded: 28 in support, 1 against and 7 additional comments.

Support

Against



Policies on respecting character and protecting heritage	Support	Against
2.1.8 – New single-family homes respect neighbourhood character	17	0
2.1.9 – Protect heritage buildings, structures and landscapes	11	1
Total	28	1

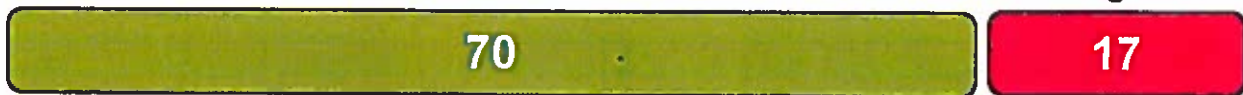
7 additional comments on neighbourhood character and heritage policies:

- Suggestions on strengthening incentives for heritage protection (3 comments)
- Clarification on how the OCP can help to save heritage buildings (2 comments)
- Support for addressing the unintended incentives that encourage large homes (2 comments)

Centres and Corridors – 149 comments were recorded: 70 in support, 17 against and 62 additional comments.

Support

Against



Policies on strengthening our centres and corridors	Support	Against
2.1.12 – Implement the Marine Drive Local Area Plan	3	0
2.1.13 – Prepare Local Area Plans for Ambleside, Taylor Way and Horseshoe Bay Village	60	17
2.1.14 - Local Area Plan Process	6	0
2.1.15 – Consideration of proposals prior to LAP adoption	1	0
Total	70	17

62 additional comments on centres and corridors policies:

- Questions on the LAP process, unit estimates, boundaries, etc. (22 comments)
- Support for increased unit estimates for the Local Area Plans (12 comments)
- Support for increased housing diversity in centres and corridors (11 comments)
- Support for reducing the unit estimates for the Local Area Plans (10 comments)
- Concern about potential impacts of LAPs on neighbourhood character (7 comments)

Housing affordability, accessibility and sustainability – 158 comments were recorded: 107 in support, 2 against and 49 additional comments.

Support

Against



Policies on advancing affordability, accessibility & sustainability	Support	Against
2.1.16 – Support rental housing and renter households	19	1
2.1.17 – Promote new rental, seniors and supportive housing units	31	1
2.1.18 – Collaborate on rental seniors and supportive housing	10	0
2.1.19 – Ensure new multi-family housing meets community needs	28	0
2.1.20 – Use surplus District-owned lands to increase housing diversity	4	0
2.1.22 – Advance community energy efficiency and reduce GHGs	8	0
2.1.23 – Promote climate adaptation measures in new housing	7	0
Total	107	2

49 additional comments on housing affordability, accessibility and sustainability:

- The District needs more affordable housing units (22 comments)
- Housing units should support a range of demographics (from youth, to families, to seniors) (15 comments)
- The creation of non-market and supportive housing units should be a priority (12 comments)

Future Neighbourhoods

Future Neighbourhoods – 104 comments were recorded: 73 in support, 17 against and 14 additional comments.

Support

73

Against

17

Policies on new development in the Upper Lands	Support	Against
2.2.1 – Manage new development in the Upper Lands	9	1
2.2.3 – Determine community benefits that warrant allowing development above the 1200' contour or an increase in density	3	4
2.2.4 – Ensure Area Development Plans incorporate numerous requirements	4	2
2.2.5 – Ensure the community benefits from new development	1	0
Policies on Cypress Village and Cypress West	Support	Against
2.2.7 – Prepare Area Development Plans for Cypress Village & Cypress West	3	2
2.2.8 – Cluster development around a mixed-use Cypress Village	12	2
2.2.9 – Seek to transfer residential development potential from all remaining lands below 1200' west of Eagle Creek	12	0
2.2.10 – Consider the transfer of residential development potential from lands west of Eagle Creek below 1200' to lands above 1200' in limited circumstances	3	4
2.2.11 – Acquire lands west of Eagle Creek & dedicate as public park	5	0
2.2.12 – Prioritize the acquisition of the most ecologically and recreationally significant private lands	10	0
2.2.13 – Establish Cypress Village as a unique mountain gateway	7	0
2.2.14 – Include a range of housing types, tenures and unit sizes	1	0
2.2.16 – Incorporate recreational & visitor considerations into design	3	2
Total	73	17
14 additional comments on Future Neighbourhoods:		
<ul style="list-style-type: none"> • Transportation requirements should be strengthened (7 comments) • Against any development above the 1200' contour (4 comments) • Support for allowing development above the 1200' contour if it allows additional environmental resources to be protected (2 comments) • Desire to see stronger policies to enhance recreational activity while also protecting sensitive ecological areas (i.e. mountain biking trails) (1 comment) 		

Local Economy

Local Economy – 160 comments were recorded: 142 in support, 2 against and 20 additional comments.

Support

Against

142

2

Policies on strengthening our commercial centres & nodes	Support	Against
2.3.1 – Emphasize Ambleside Municipal Town Centre as the heart of the District	23	0
2.3.2 – Recognize Park Royal as a Regional Shopping Centre	2	0
2.3.3 – Enhance Horseshoe Bay Village as a regional destination	12	0
2.3.4 – Regenerate Dundarave and Caulfeild Village Centres	9	0
2.3.5 – Plan for a range of commercial uses at Cypress Village	3	0
2.3.6 – Expand commercial and mixed-use zones	14	0
2.3.7 - Maintain existing marine commercial use zones	10	0
2.3.8 - Encourage economic activity District-wide	8	0
2.3.9 – Implement & update built-form guidelines for centres & nodes	1	0
Policies supporting tourism & visitors	Support	Against
2.3.10 – Support the development of visitor accommodations	3	1
2.3.11 – Incentivize hotel and other major business opportunities	1	1
2.3.12 – Encourage the creation of versatile spaces (e.g. live-work).	9	0
2.3.13 – Support placemaking through an attractive public realm	16	0
2.3.14 – Support the province's operation of Cypress Provincial Park	1	0
2.3.15 – Collaborate on marketing West Van as a tourist destination	5	0
Policies promoting opportunities & innovation	Support	Against
2.3.16 – Support new and emerging economic opportunities	13	0
2.3.17 – Foster collaborations with the business community	1	0
2.3.18 – Support small business	11	0
Total	142	2
20 additional comments on the Local Economy:		
<ul style="list-style-type: none"> • Support for policies that support local businesses and revitalization (11 comments) • Support for expanding marine commercial use zones (8 comments) • Questions about commercial property ownership (1 comment) 		

Transportation & Infrastructure

Transportation – 197 comments were recorded: 127 in support, 23 against and 47 additional comments.

Support

127

Against

23

Policies encouraging walking and cycling	Support	Against
2.4.1 - Complete the pedestrian and cycling network	11	2
2.4.2 – Provide attractive alternatives to driving	21	2
2.4.3 – Use road rights of way to expand urban connector trails	5	0
2.4.4 – Develop pedestrian and cycling guidelines	5	0
2.4.5 – Use road space reallocation to expand pedestrian & cycling networks	8	0
Policies that support mobility and regional connections	Support	Against
2.4.7 – Work with TransLink to improve public transit service	19	1
2.4.8 – Expand bus priority transit service along Marine Drive	6	0
2.4.9 – Continue to develop and refine streetscape guidelines	6	0
2.4.10 – Support the continuation of existing rail and ferry service	3	0
2.4.11 – Partner to explore transportation alternatives	12	0
Policies enhancing road network	Support	Against
2.4.12 – Maintain and seek to expand the road network	3	18
2.4.13 – Deliver improvements through development opportunities	3	0
2.4.14 – Incorporate universal access design principles for all	5	0
2.4.15 – Optimize safety of arterial roads for all users	1	0
2.4.16 – Develop traffic calming guidelines	5	0
2.4.17 – Develop parking management strategies in centres	2	0
2.4.20 – Collaborate to facilitate movement across the North Shore	1	0
Policies promoting sustainability and innovation	Support	Against
2.4.21 – Support sustainable transit & reduced auto dependency	4	0
2.4.22 – Support bike, car and rise sharing in centres	3	0
2.4.23 – Provide infrastructure for electric & low-emission vehicles	4	0
Total	127	23
47 additional comments on Transportation and Infrastructure:		
<ul style="list-style-type: none"> • The District should do more to address to traffic and traffic congestion (18 comments) 		

- Support working with TransLink to increase public transit service across the District (16 comments)
- The Plan should support the consideration of rail and ferry transportation options (8 comments)
- Consider support for traffic calming on Marine Drive (5 comments)

Parks and Environment

Environment policies – 19 comments were recorded: 7 in support, 7 against and 5 additional comments.

Support



Policies managing our urban environment	Support	Against
2.6.1 – Maintain existing environmental development controls and update as appropriate	1	0
2.6.3 – Facilitate on and off-site environmental enhancements	1	1
2.6.4 – Support environmentally-sensitive subdivision	1	0
2.6.5 – Take a balanced approach to tree protection	2	5
2.6.6 – Continue to collaborate on environmental initiatives	0	1
Policies protecting and enhancing ecological integrity	Support	Against
2.6.7 – Manage land uses to the protect ecological values of watercourses and riparian areas	1	0
2.6.17 – Review development requirements to address risks of natural hazards	1	
Total	7	7

- 5 additional comments on Environment policies:**
- Support for strengthening tree protection and the tree bylaw (5 comments)

Parks policies – 28 comments were recorded: 17 in support, 4 against and 7 additional comments

Support

Against



Policies managing our valuable parks system	Support	Against
2.7.1 – Manage our parks and open spaces according to core values	1	0

2.7.2 – Provide for park improvements through planning processes	2	0
2.7.3 – Seek strategic dedication or acquisition of parkland	1	0
2.7.5 – Use greenbelts & boulevards to support neighbourhood character	1	0
2.7.6 – Support compatible activities in parks and open spaces	0	1
Policies protecting the Upper Lands natural assets	Support	Against
2.7.7 – Manage Limited Use and Recreation lands above 1200'	2	0
2.7.8 – Seek to acquire vacant private lands above 1200'	2	1
2.7.9 – Protect environmental values below 1200'	1	0
2.7.10 – Support the Hollyburn Cabin Community	2	0
2.7.11 – Maintain Upper Lands trails	1	0
2.7.12 – Allow recreational uses on authorized trails	0	1
Policies promoting trails and access to nature	Support	Against
2.7.15 Advance the Spirit Trail	4	0
2.7.17 Improve universal access to parks, open spaces and trails	0	1
Total	17	4
7 additional comments on Parks policies:		
<ul style="list-style-type: none"> • Support the completion of the Spirit Trail (4 comments) • Support for increased management of parks and trails (3 comments) 		

Social Well-being

Access and Inclusion – 46 comments were recorded: 34 in support, 1 against and 6 additional comments.

Support

Against



Policies supporting demographic diversity	Support	Against
2.8.1 – Anticipate and meet community needs	3	0
2.8.2 – Incorporate universal accessibility design in public spaces	1	0
2.8.3 – Improve access to services and resources	1	0
2.8.4 – Provide services for persons with disabilities and seniors	1	0
2.8.5 – Provide services and programs for children, youth & families	2	0
2.8.6 – Review programs to meet needs of new immigrants	1	0
2.8.7 – Support programs celebrating the Districts' cultural diversity	5	0
2.8.8 – Collaborate on dementia friendly strategies and plans	1	0

Policies enhancing public facilities and spaces	Support	Against
2.8.9 – Maintain and optimize existing civic facilities	3	0
2.8.11 – Support community hubs (e.g Child and Family and Youth)	3	0
2.8.12 – Secure new community spaces through new development	5	1
2.8.14 – Create & maintain public spaces in Town & Village centres	2	0
2.8.15 – Support a variety of community activities and events	8	0
2.8.16 – Work with local schools to coordinate use of public space	1	0
Total	37	1
6 additional comments on access and inclusion:		
<ul style="list-style-type: none"> • Support for stronger policies on increasing community events (4 comments) • Support for policies that look at space sharing for all District and community facilities (2 comments) 		

Community Health:

Community Health – 15 comments were recorded: 12 in support, zero against and 3 additional comments.

Support

12

Policies enabling an active community	Support	Against
2.9.1 – Maintain and optimize the use of existing recreation facilities	1	0
2.9.2 – Explore opportunities for space sharing	1	0
Policies embracing arts, creativity and lifelong education		
2.9.7 – Recognize the role played by the creative sector	4	0
2.9.8 – Support the West Vancouver Memorial Library	1	0
Policies enhancing community health		
2.9.11 – Collaborate to address health & social service issues	3	0
2.9.12 – Support development of an integrated food system	1	0
2.9.13 – Increase community resiliency during emergencies	1	0
Total	12	0
3 additional comments on community health:		
<ul style="list-style-type: none"> • Support for expanded health services in the district (including increased support for the ambulance service) (2 comments) • Questions about public art and how it is secured as a community amenity (1 comments) 		

Comment Forms, Emails & Other Submissions:

A total of 306 submissions were received during Phase 4: 212 comment forms, 71 emails and 23 other submissions. The analysis section is grouped by OCP topic and the policy themes included in the Draft Plan. Comments have been analyzed according to support or opposition by OCP topic and policy. Additional comments related to specific policy sections are also included and ranked according to frequency. A selection of representative quotes is also included for some policy sections.

THE DRAFT OFFICIAL COMMUNITY PLAN

78 submissions included comments on the overall Draft Official Community Plan

This included 40 submissions in support, 20 against and 18 additional comments.



18 additional comments regarding the Draft Official Community Plan

- Concern regarding the timing of Phase 4 and requests for extending the comment period (10 comments)
- Compliments on the Phase 4 process and legibility of the Draft Plan (4 comments)
- Suggestions that the Draft Plan should be bolder and more innovative (4 comments)

“Love the proposed OCP, excited to see it implemented and hoping it happens well before the target date.”

“I've been a resident here for over 50 years and I saw no more! No more.”

“I have carefully read your master plan and want to congratulate you on a very complete survey of resources and what can be done to improve the lives of those living here. I agree 100% on your plans.”

“In general, I am in total support of the proposed OCP Draft. In fact, I would generally say the steps taken to improve both quality of life, affordability, and quantity of homes is less bold than I fear is necessary to stave off the immanent problems the District would face if we do nothing at all (i.e. reject the draft).”

“Thank you for putting so much time and effort into the Community Draft Plan.”

“I welcome the new OCP and upcoming changes.”

“Concerns with public engagement on Draft OCP, including:
a. The time frame for public feedback (originally 4-weeks) is not nearly long enough;
b. 2-week extension to deadline (to March 29) is still not enough...”





HOUSING & NEIGHBOURHOODS

Out of 306 total submissions 260 made references to the Housing & Neighbourhoods chapter. Comments submitted ranged from general statements about the full suite of housing policies to suggestions for elements of specific policies. Submissions have been analyzed and grouped by policy, with general comments on all housing policies presented first

85%
of submissions
addressed housing

General comments on all Housing & Neighbourhood policies:

99 submissions included general comments on the Housing & Neighbourhoods chapter.

This included 40 comments in support, 20 against and 39 additional comments:



39 additional comments regarding additions or omissions to all Housing and Neighbourhoods policies:

- Policies need a sense of urgency and must be implemented quickly (14 comments)
- Transportation impacts have not been adequately considered (13 comments)
- Policies need to be more forward thinking (12 comments)

“ I hope the adopted OCP is even more forward thinking than currently drafted, i.e. even more proposed density possibilities, more units than currently projected allowed, bolder transportation solutions made. But great start”

“ What I also need to add is my real sense that we do not have time to waste.”

“We’re currently in a housing crisis.”

“I endorse the themes, directions and objectives detailed in the OCP draft. If we can plan, implement, manage and govern within the guidelines and “spirit” of the OCP, then we will ensure that the District of West Vancouver remains a viable, inclusive and healthy community into the future.”

“ I am not in favour of this OCP and increasing density in specific neighbourhoods. It will invariably change West Van for the worse to put more people in here.”

“ While the vision for increased density described in the OCP is bold and exciting, the zoning changes need to be enacted in the next 2 or 3 years to have an impact on my generation of WV residents.”

“ Before we add to our population and traffic gridlock through higher density we need to solve our transportation issue.”



SENSITIVE INFILL

127 submissions included comments on sensitive infill policies

This included 73 submissions in support, 25 against and 29 additional comments.

	Support	Against
	73	25
Policies	Support	Against
2.1.1 - Amend neighbourhood subdivision standards	21	9
2.1.2 - Increase the supply of coach houses	26	10
2.1.3 - Expand opportunities for duplexes	26	6
Total:	73	25

29 additional comments regarding additions or omissions to sensitive infill policies

- Support for rezoning more areas for duplexes (e.g. by schools) (11 comments)
- Support for policy 2.1.2 incentives that include both Floor Area Ratio exemptions and strata titling (8 comments)
- Support for considering application process improvements (6 comments)
- Request to remove unit estimates (4 comments)

“Options for housing diversification are imperative for W . Secondary suites, laneway homes, townhouses, row houses, condominium units and apartments...are a great options to address housing for local workers, down sizers and younger generations.”

“I like the idea of allowing coach houses and basement suites. In the past, one has had to choose between one or the other.”

“I support subdivision and gentle densification. e absolutely need to create housing diversity in West Vancouver; the life of the community is at risk if we don't.”

“I was so shocked at the changes being proposed which would allow for the subdivision of existing detached residential areas...it would completely change the character of West Vancouver, known for its low density, beautiful gardens, extensive green space and quiet, quaint neighbourhoods. As this would fundamentally change the municipality and I cannot believe this isn't being put to a referendum.”

“2.1 - I like the idea of permitting more housing flexibility through duplex housing in existing neighborhoods. You should blanket zone the areas to pave the way.”

“As West Vancouver residents for over 45 years, my parents would love to stay but are finding their current home to be more of a burden to maintain and live in over the past few years. There are limited options for families to age in place or have multiple generations living together in West Vancouver.”

“Help us - existing home-owners - to densify. Change the restrictive FAR rulings to allow more ground-level suites - particularly in areas near transit.”



EXPANDING THE MISSING MIDDLE

101 submissions included comments on missing middle housing policies.

This included 47 submissions in support, 16 against and 38 additional comments.

	Support	Against
	47	16
Policies	Support	Against
2.1.4 - Increase "missing middle" housing options along Marine Dr.	35	5
2.1.5 - Increase mixed-use on existing commercial sites	11	2
2.1.6 - Prioritize community use & housing on Community Use sites	1	2
2.1.7 - Consider site-specific applications in limited circumstance	0	7
Total:	47	16

38 additional comments regarding additions or omissions to missing middle policies:

- Support for identifying more townhouse & triplex locations (32 comments)
- Request to remove unit estimates (3 comments)
- Concerns with supporting any type of site-specific rezoning (3 comments)

“If there are townhouses, I will definitely move back closer to home.”

“I think you should significantly up the target % for creating townhouses and other forms of alternative housing.”

RESPECTING CHARACTER & PROTECTING HERITAGE

74 submissions included comments on neighbourhood character & heritage policies.

This included 53 submissions in support, 13 against and 8 additional comments.

	Support	Against
	53	13
Policies	Support	Against
2.1.8 - New single-family homes respect neighbourhood character	18	3
2.1.9 - Protect heritage buildings, structures and landscapes	7	4
2.1.10 - Support the Lower Caulfeild Heritage Conservation Area	2	0
2.1.11 - Prohibit secondary suites and coach houses on Eagle Island	26	6
Total:	53	13

8 additional comments regarding additions or omissions to neighbourhood character & heritage policies:

- Support for additional heritage incentives (including density transfer) (4 comments)
- Concern that neighbourhood character policies are too vague (3 comments)
- Suggestion for a new policy recognizing the character of Gleneagles (1 comment)

“I am living here because I love the quite neighborhood environment of West Vancouver. This is the most important thing we should protect.”

“No more Monster Houses!”



STRENGTHENING OUR CENTRES AND CORRIDORS

255 submissions included comments on centres and corridors policies.

This included 115 submissions in support, 43 against and 97 additional comments.

	Support	Against
	115	43
Policies	Support	Against
2.1.12 - Implement the Marine Drive Local Area Plan	9	4
2.1.13 - Prepare Local Area Plans for Ambleside, Taylor Way & Horseshoe Bay Village	101	33
2.1.14 - Local Area Plan process	5	3
2.1.15 - Consideration of proposals prior to LAP adoption	0	3
Total:	115	43

97 additional comments regarding additions or omissions to centres and corridors policies:

- Support for more units across all Local Area Plans (36 comments)
- Support for expanding the boundary of the Taylor Way Local Area Plan (27 comments)
- Concerns about impacts on neighbourhood character in Ambleside and that its unit estimates are too high (22 comments);
- Concerns that traffic impacts have not been adequately considered (8 comments)
- Concerns the unit estimates are too high for Horseshoe Bay (4 comments)

“Given the serious population problem in West Vancouver, I support the idea of increase the density in Taylor Way corridor. Instead of mid-density, it shall be high-density. Isolated by Sentinel Hill, the high-rise buildings won't affect the appearance of West Van in general. And Taylor Way (#99) itself can absorb the traffic caused by increased population in corrido .”

“To encourage development in the key areas (Ambleside Town Centre, Taylor Way, Marine Dr. H. Bay) you may want to consider allowing for pre-zoning and ease of land assemblies.”

“Perhaps it is time to say: Sorry, there is no more room in West Vancouver, go somewhere else.”

“The clear answer to the future of Ambleside is density, without it the business community will disappear. Allowing more building will answer many of the concerns of business owners...”

“Do we really desire more people from elsewhere coming to live and visit our town, causing more congestions on Marine Drive, Taylor Way, Lines Gate Bridge and Highway 1?”

“Please hear the support you have from residents & businesses to plan faster in order to fix the current housing issues in W.V. The Community needs you to be more ambitious now!”



ADVANCING HOUSING AFFORDABILITY ACCESSIBILITY AND SUSTAINABILITY

260 submissions included comments on affordability, accessibility and sustainability policies:

This included 124 submissions in support, 33 against and 103 additional comments.

	Support	Against
	124	33
Policies	Support	Against
2.1.16 - Support rental housing and renter households	6	3
2.1.17 - Promote new rental, seniors and supportive housing units	45	9
2.1.18 - Collaborate on rental, seniors and supportive housing	4	0
2.1.19 - Ensure new multi-family housing meets community needs	58	15
2.1.20 - Use surplus District-owned lands to increase housing diversity	4	3
2.1.22 - Advance community energy efficiency and reduce GHG	5	3
2.1.23 - Promote climate adaptation measures in new housing & site design	2	0
Total:	124	33

103 additional comments regarding additions or omissions to affordability, accessibility and sustainability policies:

- Support for more affordable housing units (43 comments)
- Support for more units that support demographic diversity (i.e. that are appropriate for seniors, families and young workers) (42 comments)
- Concerns about affordability and if it is possible in West Vancouver (12 comments)
- Against incentives that include bonuses for density or height (6 comments)

“ I support providing rental dwellings which will enable the local work force to not have to live far away due to lack of inventory and affordability and be able to live in the community which they are providing services in.”

“With such high land prices is affordable housing in West Vancouver even achievable?”

“ West Vancouver is the only district that the population is decreasing. There's not enough housing types, or more affordable housing in the area...”

“The district needs...more variety of housing for seniors like us but also for younger families and singles that may still wish to stay in district and that may work in West Vancouver. It may mean having more rentals and smaller condo's both which are in short supply....”

“We're not currently meeting the needs of existing West Vancouver residents and we need to significantly increase density in order to meet those needs. e should really be pre-zoning much of the area around Marine Drive in order to encourage development.”

“ We need residents of all age groups to live here...”



FUTURE NEIGHBOURHOODS

76 submissions included comments on future neighbourhoods policies:

This included 34 submissions in support, 25 against and 17 additional comments.

	Support	Against
	34	25
Policies	Support	Against
2.2.2 Prepare Area Development Plans prior to the development of land	11	1
2.2.3 - Determine community benefits that warrant allowing development above the 1200' contour or an increase in density	2	6
2.2.4 - Ensure area Development Plans incorporate numerous requirements	2	2
2.2.5 - Ensure the community benefits from new developmen	0	1
2.2.7 - Prepare Area Development Plans for Cypress Village & Cypress West	6	4
2.2.8 - Cluster developments around a mixed-use Cypress Village	2	0
2.2.9 - Seek to transfer residential development potential from all remaining lands below 1200' west of Eagle Creek	1	1
2.2.10 - Consider the transfer of residential development potential from lands west of Eagle Creek below 1200' to lands above 1200' in limited circumstances	2	6
2.2.11 - Acquire lands west of Eagle Creek and dedicate them as public park	0	1
2.2.13 - Establish Cypress Village as a unique mountain gateway	1	1
2.2.14 - Include a range of housing types, tenures and unit sizes	5	1
2.2.16 - Incorporate recreational and visitor considerations into design	2	1
Total:	34	25

17 additional comments regarding additions or omissions to future neighbourhoods policies:

- Policies should include a stronger statement on transportation (e.g. public transit) (6 comments)
- Support for additional references to affordability (5 comments)
- Support for adding specific references to mountain biking (2 comments)
- Support for including a job target for Cypress Village (1 comment)
- Support for increasing funding for the maintenance of Cypress Park (1 comment)
- Support for strengthening references to stormwater management (1 comment)
- Process suggestions including decision making by referendum (1 comment)

“The new Cypress Village and Cypress West Neighbourhoods development do provide an opportunity for a denser housing development than has been traditionally available...”

“I would like to see a strong statement regarding the necessity of public transit for Cypress Village.”

“Item 2.2.3 - I disagree with development over 1200 feet. This is contrary to public sentiment as established through the Upper Lands Working Group.”



LOCAL ECONOMY

A total of 192 comments referenced the Local Economy: 17 general (10 in support, 7 against), 70 on commercial centres and nodes, 77 on tourism and visitors and 28 on opportunities and innovation

STRENGTHENING OUR COMMERCIAL CENTRES AND NODES

70 submissions included comments on commercial centres and nodes policies:

This included 35 submissions in support, 23 against and 12 additional comments.

	Support	Against
	35	23
Policies	Support	Against
2.3.1 - Emphasize Ambleside Municipal Town Centre as the heart of the District	16	11
2.3.2 - Recognize Park Royal as a Regional Shopping Centre	6	0
2.3.3 - Enhance Horseshoe Bay Village as a regional destination	4	0
2.3.4 - Regenerate Dundarave and Caulfield Village Centres	3	2
2.3.5 - Plan for a range of commercial uses in Cypress Village	2	1
2.3.6 - Expand commercial and mixed-use zones	1	3
2.3.7 - Maintain existing marine commercial use zones	3	5
2.3.9 - Implement and update built-form guidelines for centres and nodes	0	1
Total:	35	23

12 additional comments regarding additions or omissions to commercial centres and nodes policies:

- Additional details are required about economic policies (5 comments)
- Parking needs to be considered as part of these policies (4 comments)
- Support for reinstating the Ambleside boat launch (3 comments)

“Add more vibrancy to neighbourhood – Ambleside/Dundarave zoning – spot zoning on corner key locations on 15th/11th/12th commercial below multifamily above or on corner grocery store, coffee shop, wine bar, love to see this.”

“...part of making the Ambleside revitalization a reality is to recognize that Park Royal is a huge regional shopping draw. Ambleside should draw from this flow of visitors by...focus on niche “mom & pop” classy shops and restaurants to draw people from the Park Royal style shops.”

“A new OCP needs to be a catalyst for incentivizing and promoting a vibrant commercial sector...for the future.”

“Item 2.3.4 – Regenerate Dundarave and Caulfeild Village Centres with small-scale, street-level retail, service and restaurants, secondary office use, and mixed residential and commercial uses. Include Ambleside village.”

“2.3.1 People do not choose to live in West Vancouver for its “vibrancy”...”



SUPPORTING TOURISM AND VISITORS

77 submissions included comments on tourism and visitors policies:

This included 50 submissions in support, 15 against and 12 additional comments.

	Support	Against
	50	15
Policies	Support	Against
2.3.10 - Support the development of visitor accommodation	20	6
2.3.11 - Incentive hotel development and other major business opportunities	8	6
2.3.12 - Encourage the creation of versatile spaces (e.g. live-work)	4	0
2.3.13 - Support placemaking through an attractive public realm	4	1
2.3.14 - Support the province's operation of Cypress Provincial Park	1	0
2.3.15 - Collaborate on marketing West Vancouver as a tourist destination	13	2
Total:	50	15

12 comments regarding additions or omissions to tourism and visitor policies:

- Support for additional policies on attractions for visitors (9 comments)
- Expand B&Bs to properties not designated as heritage (1 comment)
- An additional tax should be placed on hotels (1 comment)
- Community art should be added to policy 2.3.12 (1 comment)

PROMOTING OPPORTUNITIES AND INNOVATION

28 submissions included comments on opportunities and innovation policies:

This included 15 submissions in support, 8 against and 5 additional comments.

	Support	Against
	15	8
Policies	Support	Against
2.3.16 - Support new and emerging economic opportunities	6	0
2.3.17 - Foster collaborations with the business community	1	0
2.3.18 - Support small business	3	4
2.3.19 - Consider opportunities to expand education & green business sectors	1	3
2.3.20 - Support economic development objectives on District-owned lands	1	0
2.3.21 - Encourage socially & environmentally responsible businesses	3	1
Total:	15	8

5 additional comments regarding additions or omissions to opportunities and innovation policies:

- Improving the urban environment should be prioritized over support to individual businesses (3 comments)
- Incentives should focus on local businesses and/or young entrepreneurs (2 comments)



TRANSPORTATION & INFRASTRUCTURE

A total of 290 comments referenced Transportation & Infrastructure: 25 general (12 in support, 13 against), 35 on walking & cycling, 79 on transit mobility and regional connections, 109 on the road network, 20 on sustainability and innovation and 22 on infrastructure.

ENCOURAGING WALKING & CYCLING

35 submissions included comments on walking & cycling policies:

This included 21 submissions in support, 7 against and 7 additional comments.

	Support	Against
	21	7
Policies	Support	Against
2.4.1 - Complete the pedestrian and cycling network	9	6
2.4.2 - Provide attractive alternatives to driving	5	1
2.4.3 - Use road rights of way to expand urban connector trails	2	0
2.4.5 - Use road space reallocation to expand pedestrian & cycling networks	2	0
2.4.6 - Expand wayfinding features in centres and key neighbourhood hub	3	0
Total:	21	7

7 additional comments regarding additions or omissions to walking & cycling policies:

- West Vancouver's topography makes cycling policies impractical (3 comments)
- Support for strengthening policies on protected bike lanes (2 comments)
- Support for policies that require cycling infrastructure in public facilities (2 comments)

Supporting transit mobility and regional connections:

79 submissions included comments on transit mobility and regional connections policies:

This included 45 submissions in support, 9 against and 25 additional comments.

	Support	Against
	45	9
Policies	Support	Against
2.4.7 - Work with TransLink to improve public transit service	27	1
2.4.8 - Expand bus priority transit service along Marine Drive	8	3
2.4.9 - Continue to develop and refine streetscape guidelines	4	2
2.4.10 - Support the continuation of existing ferry and rail service	1	3
2.4.11 - Partner to explore transportation alternatives	5	0
Total:	45	9

25 additional comments regarding additions or omissions to transit and regional connection policies:

- Support for enhanced public transit service (20 comments)
- Support for faster consideration of a daily commuter train (3 comments)
- The District should have policies to address street lighting (2 comments)



ENHANCING ROAD NETWORK ACCESSIBILITY, SAFETY AND EFFICIENCY

109 submissions included comments on road network policies:

This included 35 submissions in support, 34 against and 40 additional comments.

	Support	Against
	35	34
Policies	Support	Against
2.4.12 - Maintain and seek to expand the road network	8	33
2.4.14 - Incorporate universal access design principles for all ages & abilities	0	1
2.4.15 - Optimize safety of arterial roads for all road users	2	0
2.4.16 - Develop traffic calming guidelines for local and residential street	3	0
2.4.17 - Develop parking management strategies in Town and Village centres	20	0
2.4.19 - Reduce traffic impacts associated with constructio	2	0
Total:	35	34

40 additional comments regarding additions or omissions to road network policies:

- Policies should do more to address traffic congestion, including developing a more comprehensive transportation plan (27 comments)
- Policies should include additional parking in Town & Village Centres (8 comments)
- Policy 2.4.19 should limit vehicles allowed on construction sites (2 comments)
- Traffic calming should be considered along Marine Drive (2 comments)
- Additional detail is required for these policies (1 comment)

“Please consider a parking strategy - replace parking before removing & recognize the importance of increased parking in our commercial areas...”

“Transportation & parking is a huge issue that has to be addressed before development begins.”

“Please consider what you are proposing. So long as you remain in West Vancouver it is reasonably easy to shop, dine and enjoy life. But bear in mind that not everyone can stay in West Van and must commute. Don't make commuting more difficult...”

“The plan should recommend actions for resolving congestion and provide the factual basis for the effectiveness of each action...”

“...most important is that we should have a good plan to solve our current bad traffic issues first. So please add main traffic plan to the OC first.”

“Also, everywhere have traffic problem and we are not too bad. Unlike Vancouver point grey, we have better place but less people live in Ambleside. We have to change it....”

“Locating appropriate and adequate “park and ride” options need to be explored now”



PROMOTING SUSTAINABILITY & INNOVATION

20 submissions included comments on sustainability & innovation policies:

This included 11 submissions in support, 6 against and 3 additional comments.

	Support	Against
	11	6
Policies	Support	Against
2.4.21 - Support sustainable transit options and reduced auto dependency	1	2
2.4.22 - Support bike, car and ride sharing in centres	6	2
2.4.23 - Provide infrastructure for electric and low-emission vehicles	2	2
2.4.24 - Use health impact assessments in transportation planning decisions	2	0
Total:	11	6

3 comments regarding additions or omissions to sustainability & innovation policies:

- Support for adding specific references to autonomous vehicles (1 comment)
- Support for creating an electrified public vehicle fleet (1 comment)
- Support for adding consideration of air traffic impacts (1 comment)

INFRASTRUCTURE:

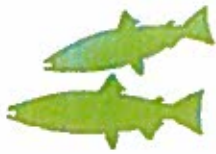
22 submissions included comments on Infrastructure policies:

This included 5 submissions in support, 7 against and 10 comments.

Policies	Support	Against
2.5.1 - Continue to address emerging needs of municipal utility systems	1	0
2.5.6 - Monitor water usage and revise rate structures as necessary	1	1
2.5.7 - Encourage systems that reduce water consumption	1	1
2.5.11 - Facilitate reductions in demolition waste	1	0
2.5.13 - Support sewage system enhancements that protect watershed health	0	1
2.5.14 - Consider 200 year storm events in design of drainage facilities	0	1
2.5.15 - Employ alternative stormwater management techniques	1	3
Total:	5	7

10 comments regarding additions or omissions to infrastructure policies:

- Support for strengthening policies on stormwater management and drainage (3 comments)
- Additional details on future water supply and consumption should be included (2 comments)
- Support for the strengthening of all infrastructure policies (2 comments)
- Support for adding measures on how policies will be enforced (1 comment)
- Support for phasing out treated sewage discharge in West Vancouver (1 comment)
- Support for banning plastic bags in West Vancouver (1 comment)



PARKS & ENVIRONMENT

A total of 58 comments referenced Parks & Environment: 10 general comments (9 in support, 1 against), 19 on the Natural Environment and 29 regarding Parks & Trails:

NATURAL ENVIRONMENT:

19 submissions included comments on natural environment policies:

This included 9 submissions in support, 4 against and 6 additional comments.

Policies	Support	Against
2.6.1 - Maintain existing environmental development controls and update as appropriate	1	0
2.6.2 - Mitigate construction impacts on the environment	3	0
2.6.5 - Take a balanced approach to tree protection	1	2
2.6.7 - Manage land uses to protect the ecological values of watercourses and riparian areas	1	1
2.6.10 - Protect the shorelines and its significant environmental and cultural feature	1	0
2.6.13 - Identify, protect and manage ecologically important assets	1	0
2.6.14 - Use conservation tools to conserve significant lands supporting biodiversity	0	1
2.6.17 - Review development requirements to address risks of natural hazards	1	0
Total:	9	4

6 additional comments regarding additions or omissions to natural environment policies:

- Support for adding "old-growth forests" to a number of policies (6 comments)

PARKS & TRAILS:

29 submissions included comments on parks & trails policies:

This included 22 submissions in support, 2 against and 5 additional comments.

Policies	Support	Against
2.7.1 - Manage our parks and open spaces according to core values	4	0
2.7.2 - Provide for park improvements through planning processes	2	1
2.7.3 - Seek the strategic dedication or acquisition of park land	3	0
2.7.4 - Incorporate park-like features into the design of open spaces	1	0
2.7.5 - Use greenbelts and boulevards to support neighbourhood character	1	0
2.7.6 - Support compatible activities in parks and open spaces	2	0
2.7.10 - Support the Hollyburn Cabin Community	1	0
2.7.12 - Allow recreational uses on authorized trails	1	0
2.7.13 - Improve the trail network	1	1
2.7.14 - Identify and establish new trails	1	0
2.7.15 - Advance the Spirit Trail	2	0
2.7.16 - Provide access to the beach and stream corridors	1	0
2.7.17 - Improve universal access to parks, open spaces and trails	2	0
Total:	22	2

5 additional comments regarding additions or omissions to parks & trails policies:

- Support for district initiatives including maintenance & improved operations (3 comments)
- Concerns regarding the implementation costs of these policies (2 comments)



SOCIAL WELL-BEING

A total of 41 comments were received on Social Well-being: 5 general comments (4 in support, 1 against), 21 on access and inclusion, and 15 on community health

ACCESS AND INCLUSION:

21 submissions included comments on access and inclusion policies:

This included 15 submissions in support, 1 against and 5 additional comments.

Policies	Support	Against
2.8.1 - Anticipate and meet community needs	1	0
2.8.2 - Incorporate universal accessibility design in public space and programs	1	0
2.8.5 - Provide services and programs for children, youth and families	1	0
2.8.6 - Review programs to meet needs of new immigrants	1	0
2.8.9 - Maintain and optimize civic facilities	2	0
2.8.10 - Incorporate community and social service uses into buildings in central locations	0	1
2.8.12 - Secure new community spaces through new development	1	0
2.8.13 - Use placemaking strategies to enhance public spaces	2	0
2.8.15 - Support a variety of community activities and events	1	0
2.1.16 - Work with local schools to coordinate use of public space	1	0
2.8.17 - Engage the community in planning and municipal decision-making	2	0
2.8.19 - Enhance information sharing and meaningful participation in civic affairs	2	0
Total:	15	1

5 additional comments regarding additions or omissions to access and inclusion policies:

- The “Social Well-being” objective needs clarification (2 comments)
- All policies should be accompanied by a cost-benefit analysis (2 comment)
- Support for increased decision-making by referendum (1 comments)

COMMUNITY HEALTH:

15 submissions included comments on community health policies:

This included 5 submissions in support, 0 against and 10 additional comments.

Policies	Support	Against
2.9.1 - Maintain and optimize the use of existing recreation facilities	1	0
2.9.2 - Explore opportunities for space sharing in private developments	1	0
2.9.4 - Support complementary uses, activities and events in parks	1	0
2.9.6 - Incorporate public art into public and private sector projects	1	0
2.9.12 - Support the development of an integrated food system for the District and North Shore	1	0
Total:	5	0

10 additional comments regarding additions or omissions to community health policies:

- Policies should include reference to any proposed art centre (3 comments)
- Support for additional health services and support of BC Ambulance (3 comments)
- Support for additional emergency services (including a fire boat) (2 comments)
- Support for additional community facilities in the western portion of the community (1 comment)
- Concerns that cost increases for emergency services are not included (1 comment)

4. WRITTEN STAKEHOLDER SUBMISSIONS

18 stakeholders in general support of the Draft Plan (or a specific policy section), with suggestions and comments about specific policies:

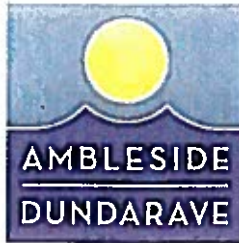
- Ambleside & Dundarave Business Improvement Association
- British Pacific Properties Limited
- Community Housing Action Committee
- DWV Community Energy and Emissions Plan Working Group
- DWV Working Group Chair Focus Group
- Hollyburn Country Club
- HUB North Shore
- Lighthouse Park Preservation Society
- MyOwnSpace Housing Society
- North Shore Advisory Committee on Disability Issues
- North Shore Community Resources Society
- North Shore Disability Resource Centre
- St. Stephen's Anglican Church
- TransLink
- Vancouver Coastal Health
- West Vancouver Chamber of Commerce
- West Vancouver Foundation
- West Vancouver Memorial Library Board

7 stakeholders with suggestions and comments about specific policies:

- BC Ferries
- DWV Strategic Transportation Plan Working Group
- DWV Upper Lands Working Group
- North Shore Heritage Preservation Society
- Old Growth Conservancy
- West Vancouver Blue Dot Committee
- West Vancouver Seniors' Action Table (via Lionsview Seniors Planning Society)

2 stakeholders generally against the Draft Plan:

- Ambleside & Dundarave Ratepayers' Association (2 submissions)
- British Properties Area Homeowners Association (2 submissions)



BUSINESS IMPROVEMENT ASSOCIATION

David Hawkins
Manager, Community Planning and Sustainability
District of West Vancouver

Sent via e-mail

March 29th, 2018

Dear Mr. Hawkins:

Subject: Draft Official Community Plan

I am writing to provide additional comments on the Draft Official Community Plan (OCP) on behalf of the Ambleside-Dundarave Business Improvement Association (ADBIA). The ADBIA represents more than 700 businesses and property owners within the BIA boundaries.

The Draft OCP is a good first step towards meeting the requirements to ensure that West Vancouver becomes a resilient community. It reflects the findings and recommendations of numerous community reports and surveys, and the key findings of the OCP specific engagement over the past 18 months. The changes are long overdue. ADBIA is concerned that the report lacks an urgent call to action. The only specific planning documents attached to the plan are outdated and need to be urgently updated.

To that end, the ADBIA initiated a study of the Ambleside Commercial area in the fall of 2017 to review what would be required to ensure the successful Revitalization of the Ambleside Town Centre. Site Economics Ltd. was engaged to complete an Ambleside Revitalization Study, which lays the groundwork for a review of the town centre and the economic and market realities that need to be considered for successful implementation of the OCP principles. The Site Economics Ltd. report is attached. Its key findings should be integrated into the OCP, and lay the groundwork for the Ambleside Local Area Plan development.

In addition to the Site Economics Ltd. report, the ADBIA provides the following specific comments on the Draft OCP:

- *Housing & Neighbourhoods*

While the numbers outlined in the Draft OCP may deliver on West Vancouver's commitments under the Metro Vancouver Regional Growth Strategy, it outlines some

... page 2

of the lowest housing growth projections in the region. The Draft OCP ignores the West Vancouver Community Foundation Vital Signs and Housing Research which concluded that one-third of West Vancouver residents expect to move from their home in the next five years – showing just over half of residents are pessimistic that they will be able to find the right housing in West Vancouver when they move, and therefore will exit the community. Almost 4-in-10 residents have family or friends that have had to leave West Vancouver because of lack of housing options¹. There is no plan to meet the needs of these residents within the Draft OCP document, while also planning for attracting new residents into the community.

The Ambleside Local Area Plan must move ahead urgently to fill the gaps in the OCP. To achieve progress - the economic realities of development, as outlined in the Site Economics Ltd. report, must be placed in the foreground, or there will be no implementation and a continued decline in the population and community.

- *Local Economy*

ADBIA supports the integration of the West Vancouver Economic Development Plan and its principles into the OCP. While planning for visitors and expanded commercial activity in West Vancouver, the OCP must also acknowledge that there is a current labour shortage for businesses providing key services to West Vancouver residents. Businesses are reliant on employees continuing to commute into the neighbourhood. This is a particular challenge for restaurant and retail businesses, who rely on youth and part-time employees. The Final OCP must signal a commitment to provide new, diverse housing in the commercial areas in order for new businesses to be attracted to the area.

- *Transportation & Infrastructure*

The final OCP must ensure that the parking strategy is integrated into planning processes. Not only must public parking in the commercial areas be a priority –there must be a commitment not to reduce public parking unless and until it is replaced. There must be recognition that public parking is an essential amenity in new development.

As the District of West Vancouver plans to launch the first ever visitor strategy, the impact of attracting new people into the neighbourhood must be measured and planned for. Public parking is a cornerstone of successful tourism, and must be recognized as such.

- *Parks & Environment*

The OCP must emphasize the need for waterfront parks to be activated to encourage social activity and well-being. Waterfront parks in particular are a draw for festivals, markets, and other high-energy gatherings. Evaluating the feasibility and requirements for expanded commercial activity at the waterfront should be a

... page 3

¹ *West Vancouver Community Foundation, Vital Signs and Housing Research, Mustel Group Market Research, June 2017*

priority under the OCP implementation. Best practices from around the world demand waterfront activation be achieved through planning in advance:

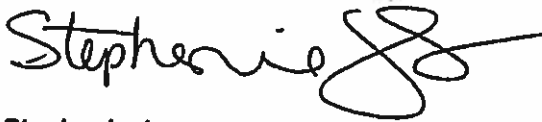
"parks should not serve as the raison d'etre of the entire waterfront. Passive open space puts a damper on the inherent vibrancy of waterfronts, evident in cities such as New York, Vancouver, and Toronto that have relied too heavily on "greening" their waterfronts without, mixed uses that draw people for different reasons at different times. The worlds' best waterfronts use parks as connective tissue, using them to link major destinations together. Helsinki, Stockholm, Sydney and Baltimore have employed this strategy to fine effect"²

- *Social Well-being*

West Vancouver is currently a city where more than half of the population are evaluating not *whether* they can continue to call it home, but *when and where* to relocate. They already think it is too late. Unless urgent action is taken to correct this housing reality, the principles outlined in this area of the OCP will be unachievable.

The ADBIA supports the immediate adoption of a revised OCP as a framework document and the imposition of clear deadlines for the development of the Ambleside Local Area Plan. The Ambleside Local Area Plan is the basis on which the connective policies will be created to ensure that the Waterfront Plan and the OCP come together to realize not only a vision in principle, but that it is built and executed. The initial economic analysis has been started by Site Economics Ltd. It is time to act decisively.

Sincerely,



Stephanie Jones
Executive Director, ADBIA

CC: Mayor & Council
ADBIA Board
ADBIA Community Resilience Committee

² "How to transform a Waterfront", The Project for Public Spaces,
www.pps.org/reference/turnwaterfrontaround/



March 29, 2018

District of West Vancouver
750 – 17th Street
West Vancouver, B.C.
V7V 3T3

**BRITISH PACIFIC
PROPERTIES LIMITED**
SUITE 1001, 100 PARK ROYAL
WEST VANCOUVER, BC, V7T 1A2
T 604 925 9000
BRITISHPROPERTIES.COM

Attention: David Hawkins, M.Plan., LEED-AP
Manager, Community Planning and Sustainability

Dear Sir:

Re: Draft Official Community Plan Review

Thank you for the opportunity for British Pacific Properties Limited (BPP) to review and to provide comments on the Draft Official Community Plan (OCP) dated February 13, 2108.

The District has done a commendable job in seeking input on the review and update of a critical community document that is now over 14 years old and consulting with the community on the future direction of the municipality. We support the draft OCP's policies that build on the vision of the Rodgers Creek Working Group and the Upper Lands Study Review Working Group (ULWG) to establish Cypress Village as a mixed-use gateway to mountain recreation with a diverse range of housing types, commercial uses and amenities with Cypress West as a complementary supporting community.

We have several comments below that we would ask you to consider as the OCP is being finalized.

Maps

1. Map 8 – “Undeveloped Lands below 1200 ft” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
2. Map 9 –
 - a) “Cypress Village Planning Area Boundary” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
 - b) we request that the “Cypress West Planning Area Boundary” be extended to the Nelson Creek watershed boundary (as shown on Map 13) until such time as a robust, ground-truthed environmental inventory has been completed in the Inter-creek area.

3. Map 12 – The proposed Road connection between Cypress Bowl Road and Cypress Park Estates should be clear that it connects with the top of Northwood Drive, consistent with the 2004 OCP and previous planning and infrastructure work. For example, Northwood Drive was designed and constructed as a future collector road to service Cypress West and a section of the proposed Road connection (referred to as the “1000 foot connector” in the 2004 OCP) was constructed to sub-grade when the District constructed their cross-country watermain through these lands in the 1990’s.
4. Map 14 – to be consistent with the ULWG Recommendation 3.1.2.1(b), municipally-owned lands below 1200 feet and west of Eagle Creek should be shown in addition to municipally-owned lands above 1200 feet.

Policies

5. Sec 2.2.3 – “conservation of lands below 1200 feet west of Eagle creek” should be considered a demonstrable community benefit; therefore, consider adding this clause as an example of a demonstrable community benefit.
6. Sec 2.2.5 – in the second bullet, consider adding “below 1200 feet” after “public lands” for clarification and consistency with Sec 2.7.7.
7. Sec 2.2.11 – we note that ULWG Recommendation 3.1.2.1 states that the area west of Eagle Creek be re-designated for “Limited Use and Recreation” and public land west of Eagle Creek be protected as dedicated parkland. It did not mention public acquisition or park dedication of privately-owned lands. Furthermore, some Council members have recently expressed concern about the liabilities associated with acquiring additional parkland. Therefore, you should consider:
 - a) replacing “Acquire public ownership of” to “Permanently protect environmental values of” as is used in Sec 2.7.9 and ULWG Recommendation 3.1.2.1.
 - b) adding “privately-owned” before “lands west of Eagle Creek” for clarification.
 - c) replacing “dedicate them as public parkland” with “permanently protect the lands as publicly-accessible open space through the establishment of a non-profit conservancy, park dedication or other means to minimize impact on existing taxpayers.”
8. Sec 2.2.12 – consider replacing “public acquisition” with “permanent protection” as above.
9. Sec 2.7.3 – clarify what and where “Province-owned land at the Westport Road loop” is.
10. Sec 2.7.9 –
 - a) ULWG Recommendation 3.1.2.1(b) should be added to this section to make it consistent with the ULWG’s report recommendations.
 - b) consider adding “below 1200 feet” after “lands west of Eagle Creek” for clarification and consistency.

11. Sec 2.7.11 – consider adding “authorized District” before “trails.”

12. Sec 2.7.12 – consider adding “District” between “authorized” and “trails.”

Please call me at 604-925-9000 if you have questions or if you would like to meet to discuss the above in more detail.

We look forward to seeing the final draft of the new OCP.

Sincerely,

BRITISH PACIFIC PROPERTIES LIMITED

A handwritten signature in black ink, appearing to read "G. Croll". The signature is written in a cursive, flowing style.

Geoff Croll, P.Eng.
President

Mayor and Council
District of West Vancouver

March 28th, 2018

Dear Mayor and Council:

Re: Community Housing Action Committee Support for the OCP Draft Plan

Community Housing Action Committee (CHAC), a program of North Shore Community Resources, congratulates the District of West Vancouver on bringing this Official Community Plan (OCP) forward: it is most timely and represents a courageous, significant accomplishment, which fulfills the promise and commitment Council made to the people of West Vancouver.

CHAC unanimously endorses the Draft OCP and looks forward to voicing our support at First Reading and Public Hearing.

As well, we make the following general observations about the Draft Plan and expect to speak in more detail at both First Reading and Public Hearing, when scheduled. These observations are based on CHAC's extensive participation in the twenty-month public engagement, which has been broad, deep, and varied--most recently its presentation to Council on February 15. Primarily, CHAC will comment on the Draft's responses to "the unaffordable and limited housing options" facing the municipality.

1. **The Plan is thorough.** It speaks to the importance of regenerating neighbourhoods, to infill options and new forms, to respecting the importance of neighbourhoods, the importance of local plans, and to the critical issues of affordability, accessibility and sustainability. It recognizes the serious housing situation in West Vancouver, especially rental, which is a crisis of both supply and demand.

2. We support the aims of subsections 2.1.12 through 2.1.23, with some suggestions for strengthening, such as: providing targets, and some tax relief to support upgrading, reducing parking requirements, the use of District-owned lands, the use of Housing Agreements, and increasing the minimum provision of accessible and adaptable units, to name a few examples.

3. CHAC recommends the OCP include the early development, through public consultation, of a **contemporary Housing Action Plan**, which would specify policies and incentives for the securing of below-market housing for low and moderate income families, including the use of CAC funds to support affordable housing, and policies that recognize the needs of disadvantaged renters, such as the disabled, young adults, and the aging population in West Vancouver.

This Housing Action Plan should be a very high priority for the District and the Draft OCP should state this priority.

4. CHAC also recommends the OCP include a **commitment to establishing a vision, policy and strategies of affordability**, again through public consultation, to guide the District, the public and developers, as the Plan becomes more specific over time. While there are many models of such policies of affordability, elsewhere in Metro Vancouver, this one must be **made in West Vancouver**, for people at different stages of their lives, of different incomes, who live and work here.

5. We approve of the directions in the "Future Neighbourhoods" section of the Plan, especially 2.2.5, which requires that the community should benefit from (all) financial and/or in-kind contributions, including the provision and protection of parkland, and of other amenities.

CHAC urges the Council to make as its highest priority the implementation of this OCP, adopting it before the expiration of its mandate.

Again, we congratulate the District of West Vancouver on this exciting accomplishment, and look forward to assisting, however we can, in the development of housing policies and strategies as the District moves to put the OCP into action.



Don Peters
Chair, Community Housing Action Committee

Cc: David Hawkins, Manager of Community Planning
Murray Mollard, Executive Director, North Shore Community Resources

The Community Housing Action Committee is a volunteer advocacy group dedicated to the security of appropriate and affordable housing on the North Shore.

March 23, 2018

Mayor and Council
District of West Vancouver
750 17th Street
West Vancouver BC V7V 3T3

RE: FEEDBACK ON THE DRAFT OCP, dated February 13, 2018

Dear Mayor and Council,

Congratulations on an excellent Draft OCP, Part One for West Vancouver – the extensive public engagement that supports this plan is unprecedented. The CEE Plan Working Group is very pleased to see climate change as a Key Trend, with numerous comments on energy and carbon emission reductions in each section. This focus puts a high level of emphasis on the very critical issue of reducing our carbon emissions, particularly as West Vancouver has the highest emissions per capita in the Lower Mainland.

The Working Group has reviewed the Draft OCP dated February 13, 2018 and are very excited with the 'real action' within this draft the majority of which coincides with the CEE Plan recommendations which were previously adopted by Council. However, we would like to suggest a few minor amendments (*see attached*).

With sincere thanks for a good and thorough public consultation process and in hopes that the Draft OCP will (with minor amendments) finally be approved by the present Council. We believe that even with the current wording, the OCP will significantly advance our community energy plan and we urge Council to approve it before the next municipal election. Let's get it concluded and then move on with making West Vancouver the best community it can be for everyone - '*creating a better climate for our prosperity, our health and nature*'.

Community Energy and Emissions Plan Working Group including: Charlotte McLaughlin (Chair), Rick Amantea, Jennie Moore, Freda Pagani, Peter Scholefield, Maciej Sobczyk, Tarah Stafford, David Van Seters

Attachment

Dear Mayor & Council:

The undersigned were asked by the District of West Vancouver to serve as an OCP Focus Group advising the Manager of Community Planning & Sustainability and his team on the Official Community Plan process. As past Chairs and Co-Chairs of Working Groups whose mandates covered various land use issues, we brought forward a deep body of research, community engagement, findings and recommendations that has advised the past four Councils in the following areas important to West Vancouver's future, and for the last year has advised the OCP's progress on:

- **Housing & Neighbourhood Character**
- **Transportation**
- **Climate Change**
- **Parks**
- **Strategic Planning**
- **Heritage**
- **Energy**
- **Upper Lands**

We are agreed on West Vancouver's urgent need to implement a new OCP. While the Province recommends replacing an OCP every 5 years, we've been without a new one for 14 years. During that time, West Vancouver has seen a radical decline in housing stock suitable to maintain or attract a demographic diversity that sustains our future, a decline of transportation vitality and rapid climate change. Our population is simultaneously aging *and* declining, thus we fail to fulfill our commitments to the Regional Growth Strategy or support our challenged business community's desperate need for staff and sales. It has been so long since we've experienced the process of modernizing our OCP that we've forgotten the Province intended it as a policy guide not strictly constructed law. Thus our community dissolves into erroneous pitched legal battles whenever new housing is proposed. Council passed a little known housing moratorium last year, preventing from consideration existing and new housing applications with variance requests, other than those offering significant disability units. The cumulative result is: West Vancouver has delayed housing so long that need has become crisis, and crisis is now emergency. Status quo or dithering in an emergency sabotages our ability to survive as a community.

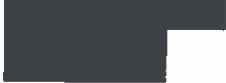
Our Draft OCP is in the final stages of community review and input, having sustained the most extensive, lengthy and thorough community engagement in West Vancouver's history—equal or superior to OCP engagement in our neighbouring, corridor or regional districts. At least 30 stakeholder groups have been visited individually, their suggestions added. A Town Hall and a Public Hearing have been scheduled for even more community review. Yet we are aware there a complaint has been lodged that this two year process is "moving too quickly," that West Vancouver needs even more than two years to advise and review this draft, that the OCP should be delayed until mid-2019 or later, even though Council recently considered and rejected this request, heard from the public on it, and unanimously passed a motion to keep the OCP on schedule.

We are writing to urge you to **focus on the facts** not the war cries of those who wish to see our OCP trampled and indefinitely delayed, thereby exacerbating our housing crisis and stalling the healthy benefits of the slow, modest housing growth the OCP recommends over decades. **The facts are** that OCP engagement has been lengthy, robust, thorough with historic engagement levels, well advertised and open to everyone in a process spanning more than 24 months. **The facts are** that the need for housing has never been greater, that adding housing moderately will ease alarming rises in costs and keep our tax bases healthy. **The facts are** that the leaders of delay were actively involved in every well-attended engagement roundtable, but their positions represented the slimmest minority of voices around those tables. By far, the vast majority of our citizens, evidenced by years of District engagement, are ready to address these critical issues. The facts are that those who demand delay are—by accident or design—supporters of soaring house prices, massive profits, opaque investment property ownership and the disappearance of our middle class family demographic and decline of our businesses desperate for staff. Our government must not allow a small group of naysayers to force on an entire community their idea of a future emptied of vision, families, shelter, mobility or fiscal responsibility.

We urge you to continue to stand firm on the resolution you passed last month not to delay the OCP timetable. We urge our Mayor, Council, CEO and Staff to maintain your courage to progress this policy document toward passage—on schedule, on time—for the good of West Vancouver and the vast majority of its citizens. If there was ever a need for leadership, keeping our OCP on schedule is that leadership issue and the time is now.

Respectfully,

Maggie Pappas



Joined by OCP Focus Group members:

Christine Banham
Alan Bardsley
Rebecca Buchanan
Jacqui Gijssen
Andy Krawczyk
Charlotte McLaughlin
Graham Nicholls
Freda Pagani



HOLLYBURN
COUNTRY CLUB

950 Cross Creek Road, West Vancouver, BC, Canada V7S 2S5
T 604-922-0161 F 604-922-9811 W HOLLYBURN.ORG

March 14, 2018

Mr. David Hawkins, M.Plan., LEED-AP
Manager, Community Planning & Sustainability
District of West Vancouver
750 17th Street,
West Vancouver, BC V7V 3T3

RECEIVED

MAR 15 2018

Planning & Development Services

Dear David:

**RE: OFFICIAL COMMUNITY PLAN REVIEW - DRAFT
POLICY REGARDING LAND USE CONTRACTS (LUC'S)**

On behalf of the Hollyburn Country Club (HCC), and further to our meetings with yourself and Lisa Berg, and related correspondence concerning the above, we write to provide comment on the Draft LUC policy wording for LUC's.

The existing HCC LUC was executed between the District and HCC on October 1, 1971, and amended September 8, 1983 and November 23, 1990, and provides specific rules for country club purposes, building development and site rules and temporary buildings. We are aware that on May 29, 2014 the Local Government Act and Community Charter was amended by Bill 17, which included early termination of Land Use Contracts (LUC) as applicable in all BC Municipalities, and that the affected LUC lands must be zoned by June 30, 2022, and the LUC terminated by June 30, 2024. A Zoning Amendment is necessary to replace a terminated LUC and to implement a revised OCP policy.

We believe that termination of the LUC and rezoning on the Hollyburn Country Club site offers an opportunity to review and establish new rules for continued evolution of the Club buildings and lands, including the vacant south portion of the site, while meeting future community needs.

On March 13, 2018 at its monthly meeting, the HCC Long Range Planning Committee met to review and consider the proposed Draft LUC Policy under Section 2.1.21 of the February 13, 2018 Draft OCP, which states: *"Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character."*

The HCC's Executive Board Committee adopted the following motion:

"The Committee supports as drafted, the proposed Draft OCP Policy wording regarding LUC's under Section 2.1.21, which states "Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character." This motion was duly moved, seconded and adopted by the Committee.

21.....

Hollyburn Country Club
Letter to the District of West Vancouver
Re: Draft LUC Policy Wording
March 14, 2018

Page 2

We trust you will advise District staff and Council accordingly, and we look forward to working with you and the community over the coming years to explore and confirm a mutually beneficial process, vision and plan for our site.

Yours truly,



Ed McLaughlin
Chief Executive Officer
Hollyburn Country Club



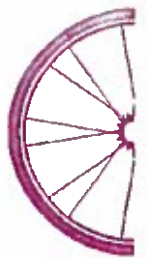
Roz Seyednejad,
Chair,
Hollyburn Country Club Long Range Planning Committee



604.558.2002

info@bikehub.ca

bikehub.ca



Your **Cycling Connection**

March 10, 2018

Mayor and Council, District of West Vancouver

RE: Draft OCP Feedback

Dear Mayor and Council,

HUB Cycling is a charitable organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We have reviewed section **2.4 Mobility and Circulation** which covers pages 35 through 38 of the Draft OCP. We are pleased with the attention being given to measures to improve and encourage active transportation, especially cycling. Nonetheless, we would like to suggest some opportunities for improvement.

1. Encouraging walking & cycling

- HUB has identified a number of gaps in the West Vancouver cycling network through its UnGapTheMap project. To emphasize the need to address these gaps, it is suggested in sub-section 2.4.1 to add the wording "*address the gaps*" in addition to "*completing the network*". To reduce traffic congestion around schools and encourage more active transportation among students, HUB has a Bike to School program that features bike education and events for community schools. For this reason, we suggest that "*including schools*" be added to the last line of sub-section 2.4.1.
- In sub-section 2.4.2, to emphasize safety for cyclists, we would prefer to see the term "*protected bike lanes*" rather than "*dedicated bike lanes*". The Transportation Association of Canada (TAC) defines a protected bike lane as: "*an exclusive on-road bikeway delineated by a vertical barrier element or equivalent separation from motor vehicle travel lanes*". We also suggest adding to this sub-section: "*cycle highways*" which, at 5-20+ kilometres in length, are a desirable and very safe type of protected bike lanes adjacent to major transportation corridors. An example of a shorter-distance cycle highway is HUB North Shore's vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge.
- It was good to see "*wayfinding features*" mentioned in sub-section 2.4.6, but they are also needed along the cycling and pedestrian networks in addition to: "*in and around centres and key neighbourhood hubs*".
- We feel that currently there are not enough bike racks in the commercial districts of West Vancouver. Additionally, the installation of secure parking facilities, lockers and showers at business locations would help encourage more people to cycle. Therefore, we suggest adding the following sub-section: "*2.4.7 Expand parking and related destination infrastructure for cyclists*".

2. Supporting transit mobility and regional connections

- There are some excellent points in this section. We feel that along with the improvements to transit, whether it be bus, ferry, train, rapid transit or gondola, these forms of mass transit need to be able to accommodate people and their bicycles.

3. Enhancing road network accessibility, safety and efficiency

- We feel that protected bike lanes are key to making cycling safer and encouraging more people to take up cycling for transportation. Therefore, we suggest adding the words "with protected bike lanes" to each of the three bullets in sub-section 2.4.12.

4. Promoting sustainability and innovation

- We feel that all new developments should include sufficient secure bicycle parking facilities, not just for occupants but also for visitors, so suggest adding this provision to sub-section 2.4.23.

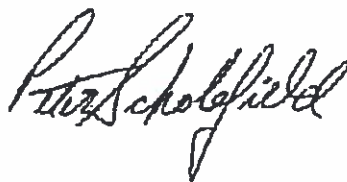
5. MAP 11 ACTIVE TRANSPORTATION

- Highway 1/99 is a significant route for cyclists through West Vancouver, including Exit 0 at Horseshoe Bay. Cypress Bowl Road and the lower elevation section of the Capilano Pacific Trail are other popular bike routes. Even though they do not belong to the District, we feel that they should somehow be marked on the map. On the District's 2012 Cycling Network Map, green is used to mark other jurisdiction routes. We are also wondering about the approximate location of the future Spirit Trail between 18th and 25th Streets along or close to Marine Drive. Can this be clarified?
- We are very pleased to see numerous future bike routes on the map and would suggest adding our proposed vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge. To be consistent with our recommended addition to the first bullet of sub-section 2.4.12, we would like to see a future bike route along the bottom section of Cypress Bowl Road connecting the proposed location of Cypress Village to Highway 1. We would also like to see the existing improved multi-use path along the lower elevation section of the Capilano Pacific Trail extended up to Keith Road to connect to the 3rd Street bike route, so suggest adding this improvement as a future bike route.
- We noted that that there is no future pedestrian/cycling connection shown on the map associated with the location of the Low Level Road to bypass the Lions Gate Bridge that is mentioned in sub-section 2.4.12 and shown as a proposed road on Map 12 Transportation Network. We suggest that a future pedestrian/cycling connection at this location be added to Map 11.

Yours truly,



Tony Valente,
Chair, HUB North Shore
HUB: Your Cycling Connection
northshore@bikehub.ca



Peter Scholefield
Vice-Chair, HUB North Shore



From: Lighthouse Park Preservation Society
To: OCP Review project
Subject: Official Community Plan
Date: March-29-18 5:09:52 AM

The Lighthouse Park Preservation Society agrees one hundred percent with the response to the following

10 key points of the Official Community Plan so far received from the community.

1. Review construction regulations and development controls to minimize the impact of new houses and enhance protection of creeks, streams, riparian and foreshore habitats.
2. Use new development to restore the environment and enhance ecosystem services.
3. Identify and protect environmentally sensitive areas and actively manage natural assets in recognition of the ecosystem services they provide.
4. Maximize upper lands forest protection by creating compact neighbourhoods and restricting development above 1200 feet.
5. Seek to acquire new active parks and trails that meet community needs through new development.
6. Acquire strategic lands to enable active management of and access to the waterfront.
7. Apply best practices in managing parks.
8. Advance climate strategies on land use, buildings, transportation and waste.
9. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts.
10. Review policies and regulations to manage potential environmental hazards.

Our Society believes natural areas must be supported in a way to facilitate their ecological integrity.

Our Society recommends higher funding for Parks to retain well trained, qualified staff on a permanent basis to actually ensure the OCP goals are authentically honoured, especially the goals of **2.7 Parks & Trails "Managing our valuable parks system"**

Best regards,

Alexandra Mancini
President
Lighthouse Park Preservation Society

March 3, 2018

The revised OCP is a huge step forward. As a representative of MyOwnSpace Housing Society, I welcome the opportunities that may follow from this point forward for affordable housing, especially specialized affordable housing. The work that has been done towards the local area plan in the Park Royal area is progressive and much needed.

I am a former long time resident of West Vancouver, and continue to reside on the North Shore.

Constance McCormick
MyOwnSpace Housing Society

Development and Inclusion Subcommittee Report:
District of West Vancouver: OCP Review – Phase 4 “Draft Plan”

Report Date: March 29, 2018

Meeting Date: March 2, 2018

Meeting Time: 3:30 p.m.

Meeting Location: DNV – 355 West Queens Road, North Vancouver

ACDI members in attendance: Shayne DeWildt, Alexis Chicoine, Tom Crawford, Kamelia Abadi, Gardiner Dye

ACDI Staff in attendance: Stina Hanson, Planning Analyst, DWV

Author of Report: Alexis Chicoine

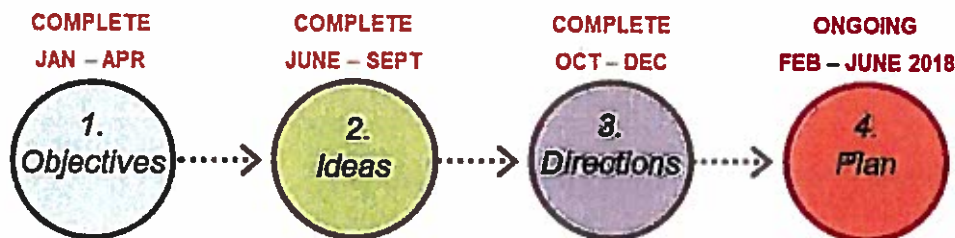
Discussion Topic: District of West Vancouver OCP Review – Phase 4 “Draft Plan”

Part 1: Summary and Background Information on Presented Project

Project Details:

The District of West Vancouver is currently reviewing its Official Community Plan. The OCP Review is proceeding through two main engagement streams: The first is a high-level review of policy chapters and the second is the preparation of more detailed local area plans for key centres and corridors including Marine Drive at Taylor Way, Ambleside Town Centre, Cypress Village, Horseshoe Bay Village and the Upper Taylor Way Corridor. Components of these two engagement streams will be referred to the ACDI separately.

The Policy Chapter Review process includes four phases:



The first three Phases are now complete. Each included a range of engagement opportunities: stakeholder meetings, surveys and workbooks, youth events, World Cafés, Ideas Forums, Directions Workshops and Pop-Up offices across West Vancouver. The ACDI has previously provided input in Phases 2 and 3.

Accessibility Components of the Draft OCP:

The OCP Review does not include a separate chapter or dedicated section regarding accessibility, rather accessibility is embedded into each OCP topic and therefore is referenced throughout the Draft OCP.

Part 2: Recommended Changes and Additions to the Draft Plan by the ACDI:

In Phase 4 a Draft OCP has been released for public review and comment. The Development and Inclusion subcommittee discussion focused on the draft policies of the three Draft Plan chapters with the most references to accessibility: Housing & Neighbourhoods, Transportation and Social Well-being.

Housing & Neighbourhoods:

Section A.1: Regenerating our neighbourhoods with an estimated 300 – 400 new sensitive infill units

- Need to make sure that any incentives offered to encourage these kinds of new unit types (coach houses, and duplexes) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;
- Continue to include information on adaptable design as part of the guidelines for coach houses;
- Consider variances if required to achieve better accessibility (e.g. to promote single-level coach houses).

Section A.2: Expanding missing middle (e.g. triplex townhouse, mixed-use) options with an estimated 300 – 350 new units

- Need to consider requiring a minimum percentage of accessible townhouses that are pre-built to DNV Level 2 and level 3 standards;
- This should include elevators to remove the burden on persons with disabilities to retrofit the units after purchase;
- Townhouse guidelines need to consider visitability (the ability of anyone to visit these units) and the impacts that front stairs and landings have on this. The District has an opportunity to set new standards for townhouse development and this should be a key component of any townhouse guidelines going forward.

Section A.3: Respecting character and protecting heritage:

- Review of regulations for single-family dwellings should be referred to the ACDI for review;
- Need to make sure that any incentives offered to encourage these kinds of new unit types (those encouraged or allowed through Heritage Revitalization Agreements) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;

Section A.4: Strengthening our centres & corridors through local area plans:

- The ACDI looks forward to being consulted on the remaining Local Area Plans for Ambleside, the Taylor Way Corridor and Horseshoe Bay.

Section A.5: Advancing housing affordability, accessibility and sustainability:

- Support for provisions that support current renters including the prohibition of stratification of rental buildings with more than four units and encouraging tenant assistance for renters when displaced through the redevelopment of rental apartments;
- Secured market and non-market rental housing units should also include accessible units for persons with disabilities;
- Support for provisions that support new market and non-market rental, seniors and supportive housing units, however;
 - Reducing off-street parking requirements should only apply to non-accessible parking stalls. Rental buildings should contain the number of accessible stalls that would be required had all parking been constructed
- Support for increasing the minimum provision of accessible and adaptable units;
- Housing developed on surplus District-owned land should include accessible units for persons with disabilities.

Transportation:

Section C1: Encouraging walking & cycling:

- Improvements to the pedestrian network must also consider accessibility;
- New Urban Connector Trails should be accessible for those using mobility aides and feature signage and wayfinding that is appropriate for those with low-vision or vision loss (including tactile walking surface indicators) where appropriate.

Section C2: Supporting transit mobility and regional connections:

- Support for partnerships with Translink to improve public transit service across the District of West Vancouver.

Section C3: Enhancing road network accessibility, safety and efficiency:

- Support for policy "2.4.14 – Incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages and abilities" this should include:
 - Translinks Universal Accessible Bus Stop Design;
 - Accessible Pedestrian Signals;
 - Tactile walking surface indicators;
 - the City of Vancouver standard for curb-cuts and letdowns
- Parking management strategies should not include any reduction in the number of accessible parking spaces.

Social Well-being:

Section E.1: Supporting Demographic Diversity:

- Policy 2.8.2 should be changed to read "Incorporate universal accessibility design in public space, public facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities";
- Policy 2.8.4 should be changed to read "Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function in a barrier-free environment";

Section E.2: Enhancing public facilities and spaces:

- Need to ensure new civic facilities or facilities where civic services are being provided are accessible, which includes having an adequate number of designated accessible parking spaces.
-

Motion:

ACDI appreciates the opportunity to provide input on the District of West Vancouver's Draft Official Community Plan during Phase 4 of the OCP Policy Chapter Review. The above Development and Inclusion subcommittee report dated March 29, 2018 includes recommended changes and additions to the Draft Plan as part of Phase 4 consultation. The ACDI looks forward to seeing the Proposed Plan and participating in the final consultation on the Official Community Plan this spring.



March 23, 2018

Mayor and Councilors
District of West Vancouver

Dear Mayor and Councilors:

RE: NSCR Support for the District's Draft Official Community Plan

North Shore Community Resources (NSCR) is pleased to provide this submission in response to the District of West Vancouver's (the "District") Draft Official Community Plan (the "Draft Plan").

NSCR congratulates the District for bringing forward this important and critical blueprint for the District's future. We are strongly supportive of the Draft Plan. Our comments will focus on the Social Well-Being and Transportation aspects of the Draft Plan. Please note that NSCR's Community Housing Action Committee will provide a separate submission focused on Housing and Neighbourhoods.

Before we provide specific comments, we would like to emphasize the importance of the vision set out in the Draft Plan: "to build upon our extraordinary assets to become a more complete, connected and inclusive community with diverse housing, a vibrant economy, and outstanding amenities so that we can ensure our social, economic and environmental sustainability."

This vision is important to reflect upon when considered in the context of some of the District trends outlined in the Draft Plan. As with all municipalities in Metro Vancouver, the District is expected to experience population growth in the coming years though at a slower rate compared to other Metro Vancouver municipalities. That said, as you know, the District's population decreased by 0.05% from 2011 to 2016, a strong cautionary note for the future.

Capilano Mall - Suite 201- 935 Marine Drive, North Vancouver, BC V7P 1S3
Tel: (604) 985-7138 Fax: (604) 985-0645 www.nscr.bc.ca

As noted in the Draft Plan, this loss of population is due in part to an aging population. Current trends suggest that over half the population of the District will be over 55 by 2041.

Concomitant with an increasingly older population, the District is shrinking in a critical age category: younger adults and families. According to 2016 Census data, the District lost 455 people aged 30-44, a reduction of 8.3%. This is a key demographic that is required to sustain the community's vitality. In the view of NSCR, this trend will result in an unsustainable community that will not achieve the vision as stated above. The loss of younger generations will have a profoundly negative impact on the economic and social sustainability of the District.

To address the District's future and advance the District's vision, the Draft Plan *must* address and respond to these trends. We believe that the Draft Plan includes important strategies to address these negative trends.

NSCR would also like to recognize the robust and thorough community engagement process that has been undertaken by the District in the development of the Draft Plan. NSCR has participated in the process and can speak to the strength of the process. Whatever one's views of the Draft Plan, it is clear that the community has had ample opportunity to provide meaningful input into the Draft Plan. In NSCR's own experience of the process, we have personally witnessed, with some limited exceptions, there has been overwhelming support for strategies and actions that address the urgent needs with respect to housing diversity and "attainability", local economy, transportation, the environment and social well-being so that younger families can remain in or move to the District while allowing older residents to continue to live in the municipality they call home.

Comments Regarding Social Well-Being

We support the strategies outlined in the Draft Plan. We reiterate though that a critical social determinant of health and well-being is housing. Thus, if the District is seeking to maintain and enhance social and community well-being, a key driver will be the Draft Plan successfully achieving enhancements in housing diversity across the housing spectrum including "affordability".

We have several recommendations. First, we recommend including specific reference to increasing "child care spaces". Accessible and affordable child care is very important to young families. The District can play an important role in ensuring new development includes adequate and appropriate child care space.

Second, taking into account the demographic shift to an aging community, there is an incredible opportunity to develop more intergenerational social programming and housing that would move toward the District's vision in the Plan. Bringing together younger and older generations in social

and living space, when done appropriately, provides real community benefits by building social cohesion, trust and reciprocity while diminishing seniors' social isolation. For example, NSCR organizes intergenerational Mother Goose events where parents with young infants come together to sing and play in the context of seniors' residences such that seniors can participate in the workshop. Through observation and participant feedback, these sessions are very valuable for enhancing social connections, reducing seniors' isolation and improving general social well-being while providing young families with tangible connections to older generations.

An intergenerational approach will enhance the Draft Plan's vision of creating a "complete, connected and inclusive" community.

Third, we note the District is unique in being neighbours in such close proximity with the Squamish Nation. This presents an incredible opportunity for the District and its residents both in terms of learning from and developing positive relationships with the Squamish Nation and its members. This relationship is an important opportunity to develop the cultural assets of the community as well as potentially positively impact housing diversity and affordability. Forging stronger relationships with the Squamish Nation merits inclusion in the Draft Plan.

Finally, as with CHAC's comments on the Housing section of the Draft Plan, we recommend that Draft Plan specify that the District develop a Social Well-Being Action Plan to identify specific strategies and actions to implement the higher level goals of the Draft Plan in a timely manner.

Comments Regarding Transportation

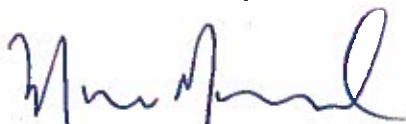
NSCR also supports the Draft Plan with respect to strategies related to Transportation. The growing challenge of the District in the context of the current reality is that the people who work (and increasingly go to school) in West Vancouver typically do not live in District. And the people who live in the District do not typically work in the District. This provides growing pressure on the District's transportation infrastructure and systems. The solutions to this challenge are of course as much to do with importance of local economic development and housing diversity and affordability (or "attainability") as they have to do with transportation infrastructure and systems. As such, NSCR supports the Draft Plan's emphasis on the importance of transportation strategies that build meaningful and efficient modes of transportation that reduce reliance on automobiles while recognizing that cars will of course remain part of the transportation system. This emphasis should also influence decision making on areas of the Draft Plan including housing (e.g. reducing requirements for parking spacing in residential development), Local Economy (moving people and goods efficiently) and Parks and Environment (how to access nature using a mode of transportation other than an automobile).

We have one recommendation. The Draft Plan should include and prioritize the creation of a District wide Transportation Action Plan, subsequent to the approval of the Draft Plan, which would include specific actions and targets to achieve the Draft Plan's overarching strategies.

In conclusion, we again congratulate the District of West Vancouver on its Draft Official Community Plan. It will be an important framework for District Council and staff to make decisions regarding community development in the future. It represents a long and thoughtful conversation with the community about how best the District will positively evolve into the future. We commend you for demonstrating the leadership required to present this Draft Plan to the community.

We look forward to your continued leadership by approving this new Official Community Plan during your current term in elected office.

Yours sincerely,



Murray Mollard,
Executive Director

Cc: David Hawkins, Manager of Community Planning
Don Peters, Chair, Community Housing Action Committee

North Shore Community Resources' (NSCR) mission is to design and deliver programs and services that enhance well-being, social connections, empowerment and community participation. Our vision is a thriving North Shore community. For more information about our organization, please see our Annual Report: http://www.nscr.bc.ca/pdf/NSCR_annual%20report_2017.pdf

Contact: Murray Mollard, Executive Director
604-982-3305 / murray.mollard@nscr.bc.ca



NORTH
SHORE
DISABILITY
RESOURCE
CENTRE

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Telephone 604-985-5371
Facsimile 604-985-7594
E-mail: nsdrc@nsdrc.org
Web Site: www.nsdrc.org

Stina Hanson MUP, MFA
Planning Analyst | District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver BC V7V 3T3

February 27, 2018

Dear Stina:

NSDRC Response to District of West Vancouver Draft Official Community Plan

The North Shore Disability Resource Centre (NSDRC) Association was established in 1976 by parents, professionals and advocates to ensure that people with disabilities could live comfortably in their communities. Since that time, the NSDRC has continued to expand both its mandate and services. We continue to work to ensure that people with disabilities have the opportunity to participate actively as contributing members of a community that is free of physical, financial, and attitudinal barriers.

The NSDRC serves almost 2,000 infants, children, youth, adults and seniors with disabilities each year, as well as their families. We make every effort to ensure that their voices are heard, and that they are supported to participate in their community as fully and independently as possible.

Our general response to the draft report is very positive as we support many of the ideas documented in the plan. Our main areas of interest in the draft OCP report include housing, accessibility and diversity.

We have owned and operated a fully accessible group home on Gordon Avenue in West Vancouver since 1982. The house is home to 4 residents living with various disabilities. They pay rent geared to income levels in order to make the home affordable to them. This rent is well below market rents which creates financial challenges for us.

Vancouver Coastal Health provides funding to cover the costs of employees who provide minimal supports to the residents. Residents are otherwise independent in the community.

BC Housing has provided facility costs, including property taxes, rent subsidies, replacement reserves and other capital costs. This agreement expires in September of 2018 after which no facility costs or rent subsidies will be paid. With the expiration of the BC Housing Operating Agreement and without the exemption of the property taxes, the home becomes less and less financially sustainable.

We are therefore very supportive of the idea in **Section 2.9.10** of the report which suggests "...permissive tax exemptions to encourage long-term sustainable operation of community organizations that support West Vancouver residents." We believe that tax exemptions recognize the unique contributions of community resources such as Gordon House and provide the financial flexibility that is crucial for sustained operations.

Section 2.1 Existing Neighbourhoods, touches on many areas important to us including enhancing affordability, accessibility and sustainability. In general, we support efforts to develop affordable housing across the North Shore. People with disabilities and their families are faced with a housing crisis, as there are few places to live. We also employ over 200 people and face the challenges of many employers of retaining employees due to the high cost of living especially in West Vancouver.

Allowing coach houses and suites on the same property makes sense to us.

Section 2.1.18 and 19 on maintaining existing supportive housing and increasing affordable and adaptable units is an idea we fully support.

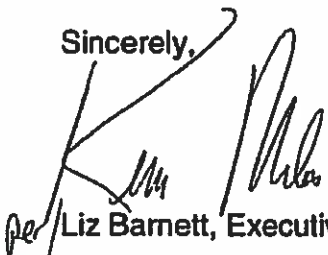
Promoting employment initiatives and efforts to improve the safety and accessibility of transportation networks is also important to us.

Section 2.8 Access and Inclusion touches on our core mission and values of working for a community for all and valuing inclusion.

Overall we are quite pleased with the report and applaud the District for taking the initiative to update the OCP; a significant undertaking.

We would be very happy to discuss the draft OCP in more detail if you would like more direct feedback on our agency and the impact of the proposed OCP on us.

Sincerely,



Liz Barnett, Executive Director,

CC: NSDRC Board of Directors

From: Jonathan LLOYD
To: OCP Review project
Subject: Feedback to OCP
Date: March-16-18 2:57:16 PM

From: Canon Jonathan LLoyd, Rector of St Stephen Anglican Church (and resident of West Vancouver)

The Anglican Church of St Stephen started in 1913 and we therefore have over 100 years of history as a community of people and as a community-hub building (in two different buildings) serving the people of West Vancouver. Much has changed in our local community in the years from 1913 to 2018, as well as in the world (including two World Wars) and it is good to ponder what changes challenge us now and in the future and to be engaged in these important debates and conversations. The members of St Stephen's Church and other local churches are active residents of West Vancouver and stand ready to take part in building vision and supporting plans that benefit the whole community.

As Rector, I welcome the OCP and thank West Vancouver District for its bold vision and plan for the coming decades. As a Christian leader, I welcome the emphasis in the OCP on social wellbeing, housing, sustainability and climate change. The needs for our local community to be a balanced, thriving, dynamic, and fair society are rooted in our Christian tradition. Spiritual wellbeing is related to our local environment. As people of faith we are called to work for a society in which there is balance, harmony, beauty, and opportunity for all. It is a concern to me that many people cannot find affordable homes to live in, whilst so many properties are empty or under-used. Action is needed now, in my view, to stop the population reduction and to find a future that brings sustainability.

I am pleased that the OCB acknowledges the importance of our local churches as neighbourhood-hubs, and it is important to note that our churches are not only for the 'religious' but are used by a wide range of people across West Vancouver - for Children's Day Care, music and community choirs, health and wellbeing classes, voluntary organisations such as Scouts and AA. We also support homeless people, and those in distress from all walks of life who may fall through the net of other helping agencies.

We are ready to explore possible partnerships and synergies (as suggested in 2.1.6) and to play an active part in the future health and balance of the wider community of West Vancouver.

Thank you.

--

Canon Jonathan LLoyd

Rector, St Stephen's Anglican Church
West Vancouver, British Columbia, Canada

Tel: 604 926 4381

www.ststephenschurch.ca

www.vancouver.anglican.ca



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

March 21, 2018

Jim Bailey
Director of Planning & Development Services
District of West Vancouver
750 17th St
West Vancouver, BC V7V 3T3

Dear Mr. Bailey:

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

Thank you for the opportunity to provide input on the draft District of West Vancouver Official Community Plan (OCP). We have reviewed the plan materials dated February 18, 2018, and our comments are based on:

- Our legislated mandate in the *South Coast British Columbia Transportation Act* to review Official Community Plan updates for implications to the regional transportation network,
- Our legislated mandate to support Metro Vancouver's Regional Growth Strategy (RGS).
- Our Regional Transportation Strategy (RTS) direction to work with partner agencies to align transportation and land use.

The District's draft OCP is a strong and clear document that supports overall the alignment of land use and transportation in a way that will help to advance the goals of the *Regional Transportation Strategy*. We believe the positive outcomes for the regional transportation system can be further strengthened in the key ways discussed below, both in terms of land use and transportation alignment and regional goods movement.

Land Use and Transport Integration

TransLink supports the policy direction in the draft OCP to focus growth in the Ambleside Town Centre (the RGS designated Municipal Town Centre) and the Marine Drive Local Area, given existing Frequent Transit Network level of service along Marine Drive as well as the Marine-Main B-Line that will be implemented in 2019. The intensification of growth in these areas will help to advance the goals of the RTS and RGS, and aligns with the recently completed *Marine-Main Frequent Transit Corridor Study*.

In terms of housing diversity within these growth areas, we suggest including specific policy within the local area plans to secure affordable housing options close to transit, given confirmation from Metro Vancouver's recently completed Transit-Oriented Affordable Housing Study that people living in renter households are more likely to use transit.

Jim Bailey

March 21, 2018

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

We also suggest these housing policies respond to Metro Vancouver's Regional Affordable Housing Strategy which lays out specific municipal actions for housing affordability.

TransLink acknowledges the draft OCP's objective to concentrate development around Cypress Village and Cypress West. From a transit perspective however, we reiterate our previous comments (see attached May 12, 2016 correspondence) regarding the focusing of growth at Cypress Village, and expectations around future transit service. The Cypress Village and Cypress West neighbourhoods are not located along a reasonably direct corridor connecting other transit destinations, one of the key principles of the Transit-Oriented Communities Design Guidelines. They are also not located in or near a designated Urban Centre or along the Frequent Transit Network (FTN). Given their location, it would be difficult to serve these proposed neighbourhoods cost effectively, particularly with more than a basic level of service.

Goods Movement and the Major Road Network

TransLink supports the OCP's direction to facilitate effective and efficient goods movement within the transportation network, and to support walking and cycling. Noting several policies that provide road space reallocation and infrastructure improvement to support the pedestrian and cycling network, we suggest the addition of wording in the OCP to clarify that TransLink has a statutory role to approve actions that:

- i. Reduce the people moving capacity of the Major Road Network (MRN); and/or
- ii. Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

For any changes that might affect the MRN and/or truck movements, TransLink staff are able to work with District staff to review any such proposals (including, but not limited to, lane reductions, traffic and pedestrian signalization, traffic calming etc.) and to work towards achieving a mutually supported outcome.

We have attached to this letter further details on the above items, as well as additional comments on the draft OCP. Thank you again for this opportunity to provide input into the District's draft OCP update, and we look forward to remaining involved as the plan evolves. If you wish to discuss the comments further, please contact Joanna Brownell, Manager, Partner Planning, at 778 375 7863 or joanna.brownell@translink.ca.

Sincerely,



Sarah Ross
Director, System Planning

cc James Stiver, Manager, Growth Management and Transportation, Metro Vancouver

March 22, 2018

Mr. David Hawkins
Manager of Community Planning & Sustainability
Planning & Development Services
District of West Vancouver
750 17th St, West Vancouver, BC V7V 3T3

Via email: dhawkins@westvancouver.ca

Dear Mr. Hawkins,

RE: District of West Vancouver Official Community Plan: Part One (2017-18 OCP Review)

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. Official Community Plans (OCPs) provide local governments with the opportunity to establish a vision and plan for a healthy community.

Vancouver Coastal Health (VCH) would like to thank you for the opportunity to review the District of West Vancouver Official Community Plan: Part One, dated February 13, 2018.

The document was reviewed by the Medical Health Officer, North Shore Population Health, Health Protection, and the Healthy Built Environment Team. Please accept the following comments for your consideration:

The draft OCP is comprehensive and has highlighted many areas of the built environment and social determinants of health that are known to be linked to health outcomes. The OCP is relevant to the changing needs of the District and incorporates a number of policies that aim to help the community respond to these changes.

Complete, Compact, Connected, Mixed Use Neighbourhoods

Mixed land use helps create environments that encourage physical activity, reduce vehicle use, and positively influence overall health and mobility¹. The draft OCP mentions the creation of local area plans that have mixtures of buildings, uses, and housing types, and emphasizes the need to provide connections to the existing active transportation networks. The creation of full and complete transportation networks that enable individuals to get to places of interest is essential for encouraging the use of active modes of transportation, as well as to enable individuals to connect with their neighbours and the environment around them.

Housing

The draft OCP has strategically focused on the need for affordable and diverse housing options to meet the changing demographics of the District. Healthy housing includes providing affordable homes that provide shelter, are free of hazards, and enable residents to engage in activities that support health¹. The draft OCP has provided sections specific to provision of rental housing and housing that looks to meet the changing housing needs of persons aged 65 and older. The draft OCP has also stated policies that may help address housing affordability such as provision of a range of unit sizes and specific emphasis on providing “missing middle” housing options to alleviate

¹ Provincial Health Services Authority (PHSA) (2014, October). Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health (Rep.). Retrieved January 09, 2018, from Provincial Health Services Authority (PHSA) website: http://www.phsa.ca/Documents/linkagestoolkitrevisedoct16_2014_full.pdf

the costs for the significant proportion of households spending more than 30% of their income on housing². The draft OCP works towards creating neighbourhoods that support aging in place and providing individuals with the opportunity to access amenities through modes of active transportation. The OCP could strengthen its policies around the creation of neighbourhood hubs to ensure healthy and efficient land use by providing a stronger connection between housing, commercial opportunities and existing transportation networks to provide a variety of options for residents to travel to, from, and within neighbourhoods.

Transportation

The health benefits of active transportation (walking, cycling, and use of public transit) include improved mental and physical health¹. The draft OCP identifies several opportunities to improve the streetscape, complete pedestrian and cycling networks to encourage physical activity and active transportation, and work with a variety of agencies to develop alternative transportation options in the District. However, active transportation policies could also be embedded throughout the document – for example, by including an active transportation lens in the *Local Economy* section. A stronger accessibility lens could also be applied to the *Mobility and Circulation* section to ensure that the needs of the young, frail, elderly, dementia, special needs, and others with physical, visual, hearing, and cognitive impairments are met. A focus on programs or enhancement of routes to provide safe routes to destinations could help enhance this section.

Social Connections and Place-making

Social connections have great impacts on individuals' mental and physical health, adoption of health behaviours, and risk of death³. The draft OCP provides some opportunities for the creation of open or public space in key locations, and the discussion of neighbourhood hubs. However, the benefits of public spaces – such as providing space to congregate and connect with others – could be articulated more explicitly throughout the document, particularly when mentioning features that serve the local community and development of neighbourhoods and corridors. Opportunities exist in the development of local area plans, enabling the opportunity to speak to enhance the sense of community and belonging throughout the District. The OCP can leverage the opportunity to foster social connections through place-making in the public realm, recognizing that this benefits not only visitors and tourist to the area, but also residents.

Demographic Trends

The OCP has considered the resident and projected populations and what can be done to better accommodate their needs, particularly with respect to housing. However, the title "Aging population" does not adequately convey the demographic trend facing the District. It implies the solution is to focus on seniors when that might actually worsen the situation. A better title would be "Aging population and loss of young families" as the solution will involve improving affordability and living conditions for young families in the District. The needs of the frail, elderly, dementia, and special needs populations must of course also be considered. Ensure both seniors and young families are included as stakeholders when consulting with the community to acknowledge the challenges faced by these key populations and how they can be accommodated.

Health Lens

A health lens can be used to heighten support for different initiatives, particularly with respect to the development of mixed-use facilities, well-connected networks, and ways to promote social cohesion. Health language and rationale can be incorporated more thoroughly throughout the document or in opening paragraphs to illustrate the impacts and significance that some policies might have on health.

² Government of Canada Statistics Canada. "Census Profile, 2016 Census West Vancouver, District municipality [Census subdivision], British Columbia and British Columbia [Province]." Government of Canada, Statistics Canada, 16 Nov. 2017, <http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915055&Geo2=PR&Code2=59&Data=Count&SearchText=West%20Vancouver&SearchType=Begins&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=5915055&TABID=1>

³ Umberson, Debra, and Jennifer Karas Montez. "Social Relationships and Health. A Flashpoint for Health Policy." *Journal of Health and Social Behavior*, vol. 51, no. 1_suppl, 2010, doi:10.1177/0022146510383501.

Please see the attached document for additional more specific comments.

VCH looks forward to continuing to work with the District of West Vancouver as it continues the OCP review process. If there are any further questions regarding the comments provided, please contact Medical Health Officer, Mark Lysyshyn at mark.lysyshyn@vch.ca or 604-983-6701.

Sincerely,



Mark Lysyshyn, MD, MPH, FRCPC
Medical Health Officer
Vancouver Coastal Health, North Shore & Sea to Sky

Attachment 1: 2018-03-16.DWV OCP Comments

March 27, 2018

District of West Vancouver Planning Department
Attention: David Hawkins
Manager of Community Planning and Sustainability
750 - 17th Street
West Vancouver, BC
V7V 3T3

Subject: Draft Official Community Plan March 2018

Dear Mr. Hawkins,

Thank you for your recent presentation to our Board of Directors on the draft Official Community Plan.

Founded in 1952, The West Vancouver Chamber of Commerce has more than 300 member businesses and is active in all business areas in the District of West Vancouver. The Chamber is dedicated to promoting, enhancing and facilitating local business in the interests not only of our members but of the health of the community as a whole.

In order to ensure that our advocacy in this matter is objective, an ad-hoc Advocacy Committee has reviewed this draft policy and brought forward a recommendation for general support with recommendations for further refinement to the Board of Directors, which has been approved.

Given the importance of this new community policy and the potential impacts – both positive and negative – it will have on our business community, we appreciate the opportunity to offer feedback at this stage in the Policy's evolution.

A. Housing & Neighbourhoods – in general, we are supportive of the opportunities and incentives to provide a more diverse range of housing options which may allow more local employees to live in West Vancouver, as well as provide more opportunities for residential intensification near our Village Centres to support local business.

Areas for improvement for consideration:

- Recommend incentivizing the development of secured, rental housing by increasing the cap to 4 or 4.5 stories along Marine Drive (outside of Village Centres) (2.1.5)
- Include further incentives for secured rental housing as part of the “missing middle” strategy (2.1.4)
- Recommend exploring fee-simple rowhome zones to further increase housing diversity (2.1.16)
- Recommend strengthening language and incentives for securing market and non-market rental housing (2.1.16) – as you are aware, affordable options for employee housing is a severe challenge for our members.

B. Local Economy – in general, we are supportive of the high-level principles, supported by the Economic Development Plan. We appreciate the emphasis on our unique commercial centres and the direction and support of specific economic uses within, which will assist in differentiating the experiences within each of the commercial centres and protect their unique identities and charm.

Areas for improvement for consideration:

- *Supporting Tourism and Visitors:* Explore opportunities to accommodate temporary parking/ pull over bays for tourism buses in Ambleside Municipal Town Centre
- *Promoting opportunities and innovation:* Given the significant number homebased businesses, tech and film industry businesses, explore feasibility of a municipal internet fibre network in West Vancouver (or North Shore) similar to what has been done in Coquitlam and New Westminster

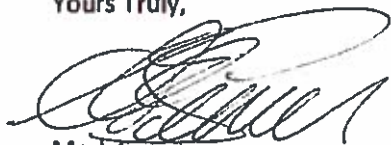
C. Transportation & Infrastructure – in general, we are supportive of the commitment and increased investments in our roads and public transit options in West Vancouver, as this will facilitate a better flow of goods and services throughout our municipality and to the rest of the region.

- *Policy 2.4.17 – Develop parking management strategies in Town and Villages Centres to meet community needs and support more sustainable modes of travel:* Visitor parking remains to be an area of concern for our members. The Chamber is keen to understand how these parking management strategies will be developed and implemented. More information on this is welcome.

D. Parks and Environment + E. Social Well-Being – The Chamber is generally supportive of the principles outlined in these remaining two sections of this Policy document as they encourage West Vancouver developing into a more livable, diverse, complete community, and an increasingly desirable place to live which will benefit our local economy.

We look forward to reviewing the next iteration of this important policy. Thank you for the opportunity to comment.

Yours Truly,



Mark Sennar
President of the West Vancouver Chamber of Commerce
On behalf of the 2018 Board of Directors

cc: Mayor and Council

From: [Farran, Nancy](#)
To: [OCP Review project](#)
Subject: OCP Comments from the West Vancouver (Community) Foundation...
Date: March-12-18 11:36:44 AM

The Board of Directors of the West Vancouver Foundation has had the opportunity to review and discuss the Draft Official Community Plan (OCP). We are pleased to see that there is much alignment between the contents of the Draft OCP and the West Vancouver Foundation's **VitalSigns** research and reports. We encourage a swift approval and adoption of the Draft OCP as many of the issues it addresses are urgent and require immediate attention.

We were also pleased to hear that the **VitalSigns** reports acted as resources for the OCP Review and that key findings were referenced in the OCP process. Many of the themes that the **VitalSigns** project surfaced appear to be similar to what the DWV Planning staff heard through the OCP engagement process (e.g., mental and physical health, aging population, barriers to belonging, lack of housing options). We note that many of these have been integrated into the Draft OCP such as:

- Removing barriers and supporting orientation and integration of new residents and immigrants
- Providing meaningful engagement, consultation and volunteer opportunities
- Supporting community organizations that support WV residents through grants and permissive tax exemptions
- Supporting programs, services, events and activities that support age diversity and celebrate cultural diversity
- Supporting a variety of community activities through policy, facilities and grants
- Enhancing information sharing and meaningful participation in civic affairs through accessible communication (i.e. universal access and multilingual considerations). The OCP Review Process demonstrated positive first steps here with youth events and a Chinese language workshop
- Incorporating accessibility design in public spaces and programs for a barrier-free and inclusive public environment
- Encouraging the participation of children, youth, families, seniors and people facing disabilities

The **VitalSigns** research also highlighted the relationship between social well-being, the environment, housing, transportation and jobs. We note that these relationships are also addressed within the Draft OCP. In particular, in relation to increased and better housing options, we note the positive additions of:

- The regeneration of existing neighbourhoods with infill options (smaller homes on smaller lots, enabling coach houses and expanding duplexes)
- Protecting heritage by allowing multi-family use and infill
- Expanding the missing middle (triplex and townhouse options next to schools and parks; missed use and live-work in commercial areas)
- Ensuring that new multi-family and mixed-use housing meet community needs (range of home sizes and more innovative, accessible and adaptable homes)

- Policies to protect existing rental housing and to promote new market and non-market rental, seniors and supportive housing

We commend the District of West Vancouver Planning staff for their commitment to engagement; their sensitive incorporation of important policies and recommendations; and their balanced approach. With its clear and actionable recommendations, we believe that this OCP has the ability to protect what makes West Vancouver special, and develop the housing options, social programs and economic policies to ensure that West Vancouver becomes a vibrant and resilient community once again, where everyone is valued, contributes and feels they belong.

With thanks for your diligent and hard work,

The Board of Directors of the West Vancouver Foundation

Nancy Farran, Board Chair
West Vancouver Foundation
775-15th Street
West Vancouver, BC V7T2S9

| w: westvanfoundation.com | o: 604-925-8153 | t: @WestVanFdn



**WEST VANCOUVER
FOUNDATION**



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(7)(a)

Mayor Michael Smith
District of West Vancouver
750-17th Street,
West Vancouver, BC V7V 3T3

2517-02

March 7, 2018

Dear Mayor Smith and Council:

I am writing on behalf of the West Vancouver Memorial Library Board to contribute to Phase 4 of the Official Community Plan Review.

The Board appreciated the presentation made at their February 21, 2018 regular meeting by Manager of Community Planning and Sustainability, David Hawkins. Mr. Hawkins reviewed the planning process to date and highlighted key aspects of the draft plan, including those that are most relevant to the Library.

The Board commends the District for the planning process which has featured comprehensive consultation with stakeholders and the community and resulted in clear articulation of priorities and policy objectives. The Board supports the two objectives that specifically mention the Library:

Enhancing public facilities and spaces

2.8.9 Maintain and optimize existing civic facilities (e.g. community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.

Embracing arts, creativity and lifelong education

2.9.8 Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.

In addition, the Library supports many of the objectives in the Social Well-Being Section, such as:

2.8 Access and Inclusion

Supporting demographic diversity

2.8.4 Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function independently.

2.8.5 Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.

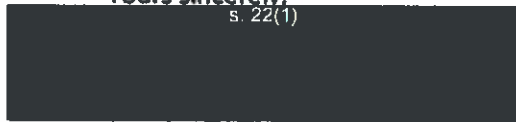
2.B.6 Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.

Furthermore, the Library Board recognizes that advancement of the priorities in the Housing and Neighborhoods and Local Economy sections are vital for our workforce. The Library Board urges Council to improve the options and availability of housing for District and Library employees so that we can retain and recruit our workforce.

In closing, on behalf of the WVML Board, I would like to applaud Council for this very important community initiative. The Board recognizes that the adoption of the new plan is essential for the well-being of our community and supports bringing the process to a conclusion in early 2018 so that implementation planning can move forward.

We would appreciate the final draft of the Official Community Plan including a reference to our Strategic Plan to raise awareness that the Library is also guided by another significant planning document.

Yours sincerely,
s. 22(1)



David Carter
Chair

March 27, 2017

District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver
BC, V7V 3T3

File: TDP_HSB_2018-03-18

Dear Sir, Madam:

DISTRICT OF WEST VANCOUVER OFFICIAL COMMUNITY PLAN (OCP) – DRAFT PLAN

Thank you for consulting BC Ferries on the next stage of the OCP review – Draft Plan. As a key stakeholder in the community, major employer and land owner in West Vancouver, BC Ferries once again welcomes the opportunity to be engaged in the review of the District's OCP.

Overview – BC Ferries Services Inc.

BC Ferries is one of the largest ferry operators in the world, providing year-round vehicle and passenger service on 24 routes with 47 terminals, and a fleet of 35 vessels. We recognize the importance of the coastal ferry system in the lives of the customers and the communities the Company serves. Sustainability of the ferry system and affordability of fares are key objectives at the forefront of all of the Company's decisions and plans. We are the stewards of safe, reliable and sustainable marine transportation, providing an essential service that connects residents, business travelers, visitors and cargo safely to its destinations across British Columbia.

BC Ferries is a commercial organization governed by an independent Board of Directors appointed by the BC Ferry Authority.

BC Ferries understands that having a safe, reliable and affordable ferry system continues to be the most important consideration for our customers.

BC Ferries Vision

Our vision is as follows:

To provide a continuously improving West Coast travel experience that consistently exceeds customer expectations and reflects the innovation and pride of our employees.

BC Ferries Response

In addition to our comments submitted in our response dated September 1, 2017, and December 17, 2017 BC Ferries submits the following comments:

Horseshoe Bay ferry terminal has been providing a key local and regional transportation service between the mainland, Vancouver Island, Bowen Island and the Sunshine Coast since the 1960's. The terminal serves over 5 million customers annually, which is likely to increase in the future, particularly with growth in the number of foot passengers. The terminal is a significant contributor to the local economy both directly and indirectly. As an employer in the local community, BC Ferries' provides jobs for over 500 staff and contributes significantly to the local and regional economy through the purchasing of local goods and services. BC Ferries' customers also help support the many local businesses in the Horseshoe Bay village.

Horseshoe Bay will continue to be the major ferry terminal connecting communities and customers between the lower mainland, Vancouver Island, Bowen Island and the Sunshine Coast. With growing volumes of foot and vehicle passengers and aging infrastructure at the terminal, it is highly likely that, in the future, the terminal will need to be significantly improved and modernized. BC Ferries has recently commenced a significant engagement process with the community, key stakeholders and First Nations to help us develop a new long term development plan for Horseshoe Bay. More information on this initiative can be found at <https://www.bcferrries.com/about/hsbv/ision/>

Draft OCP

BC Ferries has reviewed the Draft OCP. We are disappointed that the existing role and the opportunity to enhance Horseshoe Bay ferry terminal as a regional and local transportation hub is not specifically mentioned. It is therefore important that the OCP provides policies which acknowledge the importance of the Horseshoe Bay ferry terminal to the local and regional transportation system and economy and that policies will support the future modernization of the terminal, particularly given that the majority of the terminal is legal non-conforming under s.528 of the *Local Government Act* and any significant redevelopment is likely to require rezoning and Development Permit applications to be submitted. While we are aware that the intent is to produce a Local Area Plan for Horseshoe Bay, the proposed boundary for local area planning in Horseshoe Bay excludes the majority of the terminal and therefore it would be helpful if the OCP also provides policy context given the significant contribution that this terminal makes to the local and regional economy and which will support its future modernization and enhancement.

Specific policy comments are as follows:

Section 2.3 Local Economy and Employment

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

- Retail, service and restaurants centred on the waterfront;

- *Enhanced intermodal regional transportation facilities;*
- *Visitor accommodation;*
- *Tourism and recreation; and*
- *Secondary office use.*

Supporting tourism and visitors

Add new policy to section 2.3.10 as follows:

Support the redevelopment and modernization of the Horseshoe Bay terminal as a key gateway for visitors to and from the Sunshine Coast, Bowen Island and Vancouver Island.

Section 2.4 Mobility and Circulation

Amend policy 2.4.10 as follows:

Support the continuation of existing rail ~~and ferry~~ transportation services

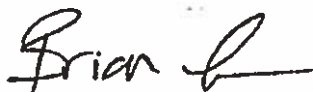
Add new policy 2.4.11

The District will work with BC Ferries to produce a new Terminal Development Plan for Horseshoe Bay to improve access to, frequency and efficiency and support the modernization of the ferry terminal to improve customer experience and service reliability.

In addition, there is a significant opportunity for the OCP to strengthen the collaboration between BC Ferries, the District of West Vancouver and TransLink to ensure an overall better and connected intermodal transportation service/mobility hub for our growing number of foot passengers.

We would welcome the opportunity to meet with you to discuss our representations to date and to introduce our terminal development planning process for Horseshoe Bay.

Yours Sincerely,



Brian Green, MCIP, RPP, MRTPI
Manager, Terminal Development
E: brian.green@bcferries.com
P: 250 978 1479

Sticky Note - [Peter Scholefield] 2/17/2018, 12:19:20 PM

: Part One

2.4.7 Expand parking and related destination infrastructure for cyclists.

TRANSPORTATION & INFRASTRUCTURE

Sticky Note 2/17/2018, 11:06..

Address identified gaps and complete

2.4 Mobility and Circulation

Encouraging walking & cycling

2.4.1 Complete the pedestrian and cycling network with integration to transit, Town and Village Centres, community facilities, parks and trails system (see Map 11).

2.4.2 Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as: Sticky Note 2/17/2018, 11:3..

- Key new connections;
- Shelter and weather-protected sidewalks; and
- Dedicated bike lanes.

Protected instead of dedicated bike lanes

2.4.3 Use road rights of way to expand urban connector trails⁴ throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.

2.4.4 Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects.

2.4.5 Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.

2.4.6 Expand wayfinding features in and around centres and key neighbourhood hubs (e.g. schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

2.4.7 Work with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit services, prioritizing connections between Park Royal and Dunderave.

2.4.8 Expand bus priority measures and transit-supportive road treatments along Marine Drive to support increased efficiency of transit service.

2.4.9 Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in Town and Village Centres and around neighbourhood hubs.

2.4.10 Support the continuation of existing rail and ferry transport services.

2.4.11 Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver and senior governments to advance inter-municipal connectivity for all travel modes and explore alternatives (e.g. lower level road, rail, and ferry and water taxi services).

Sticky Note - [Peter Sch..2/17/2018, 11:44:22 AM

2.4.12 Work with other North Shore municipalities and TransLink to plan for a rapid transit crossing of Burrard Inlet.

Sticky No.. 2/17/2018, 11:08:53 A..

on the pedestrian and cycling networks, especially in and around....

with protected bike lanes

Enhancing road network accessibility, safety and efficiency

- 2.4.12 Maintain the road network for the safety and reliability of all road users, and seek to expand proposed road sections as opportunities arise (see Map 12), including:
- Access roads to the proposed Cypress Village area;
 - The Low Level Road to bypass the Lion's Gate Bridge; and
 - A Clyde Avenue-Klahanie Park crossing over the Capilano River.
- 2.4.13 Deliver road network enhancements through public and private development opportunities.
- 2.4.14 Incorporate universal access design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities.
- 2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users.
- 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.
- 2.4.17 Develop parking management strategies in Town and Village Centres to meet community needs and support more sustainable modes of travel.
- 2.4.18 Facilitate effective and efficient goods movement on the transportation network.
- 2.4.19 Explore and implement options to reduce traffic impacts associated with construction throughout the community.
- 2.4.20 Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, and schools to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

- 2.4.21 Prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.
- 2.4.22 Support bike sharing, car and ride sharing in Town and Village Centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.
- 2.4.23 Provide infrastructure for electric and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.
- 2.4.24 Use health impact assessments to evaluate public health consequences of transportation planning decisions (e.g. air quality, injury prevention, physical activity).

Feedback from the ULWG to the Draft OCP

Former members of the Upper Lands Working Group Present: Heather Johnston, Brian Walker, Alan Bardsley, Graham Nicholls, Andy Krawczyk, Mike Fillipoff and Rebecca Buchanan

At the conclusion of the Upper Lands Working Group process and after robust public consultation, the ULWG recommended several amendments to the then OCP affecting the future of the upper lands of West Vancouver, namely:

- At item 3.1.1.1, the ULWG recommended that the current restriction preventing residential development above the 1200-foot contour line be maintained without further consideration of a 1200-foot contour variation.
- At item 3.1.1.2, that municipally owned lands above 1200-feet be permanently protected as dedicated parkland.

Having individually reviewed and considered the draft OCP policy and having met, discussed and come to a consensus, the former members of the ULWG make the following comments with respect to the draft OCP policy items directly affecting the Upper Lands:

- At proposed item 2.2.10, the draft OCP is a clear departure from ULWG recommendation 3.1.1.1, which was generated after 2 years of analysis of environmental information, feedback from stakeholder groups, robust public consultation and clear direction from the community members in West Vancouver. The members of the ULWG are disappointed that the work of the group and the lengthy community consultation on this particular issue have been ignored in favour of a less robust recommendation.
- If recommendation 2.2.10 remains, the ULWG wish to emphasize that any residential development above 1200-foot boundary must follow a thorough planning process, as articulated at 2.2.3. In this regard, the ULWG looks to the recommendation articulated in the Parks Master Plan for the deaccession of parkland for the purpose of acquiring new parkland that greater meets the needs and values of the community.
- That said, the former members of the ULWG strongly endorse proposed item 2.2.11, which mirrors the group's recommendation at 3.1.1.2, to dedicate lands above 1200-feet as parkland.

Locinne Wallace, North Shore Heritage Preservation Society

This is shared feedback from the North Shore Heritage Preservation Society. In regards to the OCP's Section 2.1.8 Respecting Character and Protecting Heritage, we would like to forward several suggestions:

- 1) Expedite the Heritage Advisory Committee. We are happy Council and Municipal Hall are in support of this.
- 2) Development permits for the retention of heritage properties need to be approved more quickly. Time is a financial resource for a property owner to consider retention vs demolition.
- 3) Provide financial tax incentives for retention of heritage properties (exemptions for a portion of property taxes or waive other municipal fees, such as development permit fees)
- 4) Provide technical advice for property owners to consider retention of heritage resources.

From: [David Hawkins](#)
To: [Shina Hanson](#); [Maeye Bermingham](#); [Winnie Yio](#)
Subject: FW: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)
Date: April-03-18 7:50:10 AM

From: Mike Fillipoff [REDACTED]
Sent: March-29-18 9:10 AM
To: David Hawkins <dhawkins@westvancouver.ca>; Jim Bailey <jbailey@westvancouver.ca>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)

March 29, 2018

Dear David and Jim

The Board of Directors of the Old-Growth Conservancy Society (OGCS) requests that the following be added to Section D new section iv under the title of Old-growth Forested Areas:

QUOTE

Old-Growth Forested Areas

Protect all remaining old-growth forests in West Vancouver under municipal control by:

- **Identifying the locations of the old-growth tree stands including remnants within younger stands**
- **Prohibiting the cutting of or damage to old-growth trees under municipal control. Any exceptions would require public consultation with specific approval by WV Council**
- **Preventing any development or activity that may damage the ecological integrity of remaining old-growth stands. Any exceptions would require public consultation with specific approval by WV Council**

The maintenance and care of the forest resources in West Vancouver on public lands including old-growth forests and trees is of paramount importance to the community. The longer-term actions to execute this include the following:

- **Encourage and support the continuation of the stewardship groups involved in the preservation of the old-growth forests and trees**
- **Educate the public in appreciating and preserving this vital resource**
- **Provide permanent protection of the old-growth forests in the District of West Vancouver by including them in the future dedicated parks in the Upper Lands**
- **Encourage the education of the public regarding the environment, forests, old-growth forests and their role in maintaining quality of life and mitigating climate change**

UNQUOTE

The above is sent on behalf of the OGCS Board of Directors.

Mike Fillipoff, Board Member

**COMMENTS ON THE DRAFT WEST VANCOUVER OFFICIAL COMMUNITY PLAN
FROM THE WEST VANCOUVER BLUE DOT COMMITTEE (WVBDC)
LISA BRASSO, AILEEN MCMANAMON AND LORI WILLIAMS**

MARCH 14, 2018

These comments about the proposed Official Community Plan (OCP) are offered as part of the WVBDC's commitment to working with the District of West Vancouver (The "District") to ensure that the District's Blue Dot Campaign Commitments are met.

Introduction

On July 20, 2015, the District adopted the Blue Dot Campaign declaration and recognized the right to a healthy environment. The key aspects of this declaration are:

- the right to breathe clean air
- the right to drink clean water
- the right to consume safe food
- the right to access nature
- the right to know about pollutants and contaminants released into the environment
- the right to participated in decision making that will affect the environment

The WVBDC will not make comments on the draft OCP relating to all of the above rights. Our focus will be on the District's obligations to its residents surrounding the right to breathe clean air and more generally, on the OCP's proposed measures to address the impacts of climate change and its own and the community's GHG emissions.

In 2017, the Intergovernmental Panel on Climate Change stated that the next three years (2018-2020) will be crucial. The Panel calculates that if emissions can be brought permanently lower by 2020 then the temperature thresholds leading to runaway irreversible climate change will not be breached. If current GHG levels continue, the Paris Accord targets cannot be reached and the world is on pace for dramatic and life threatening changes. This is not hyperbole. This is the future for the residents of West Vancouver and the rest of the world. Now is the time to take decisive action and the OCP is the document with the potential to create meaningful change.

<https://www.theguardian.com/science/2016/aug/06/global-warming-target-miss-scientists-warn>

In setting the Community Context, the Draft OCP states, "Our natural setting has shaped how we have developed and grown over a century, and it will also inform our opportunities and responsibilities as we plan for the future. In light of the challenges we currently face, we suggest it is imperative that goals, objectives and measures taken today be as leading edge and ambitious as befits a municipality as naturally privileged as West Vancouver, so that it may grow, develop and thrive for another century.

Comments Relating to the Reduction of GHG Emissions

We understand that the draft OCP is designed to be a document that *"lays out high-level decision-making framework for the future"* and that its goal is to provide *"... a general statement of objectives and policies to guide planning and land use changes."* In our opinion, even at a high-level, the current draft of the OCP does not contain a framework for the future that will guide decision makers to sufficiently reverse the District's contributions to greenhouse gas emissions (GHGs) of 6 tonnes per capita, which currently exceed the regional average of 5 tonnes per capita. This is already a significant indicator of underperformance, but even more alarming when one considers that West Vancouver has virtually no industrial contribution to this figure.

Under the heading "Climate Change" on page 8, the OCP sets out the reality that the District's current GHG emissions are higher than the regional average. This rate of emissions is made up of both Municipal (corporate) and household (community) contributions. Later in the document, the OCP sets out specific goals for both corporate and community contributions to GHGs.

The District currently has two plans in place to deal with its GHG emissions: the "Corporate Energy and Emissions Plan" from 2012 and the "Community Energy and Emissions Plan" from 2016. Each plan has a different GHG reduction goal and timeline.

Reducing Corporate GHGs

The District emissions are from its buildings and infrastructure and its fleet and mobile equipment. These assets are completely within the District's control. Decisions can be made to reduce GHG emissions significantly if those decisions are made a priority. Financial concerns will always be raised as a rationale for slower progress toward greater efficiency. While steps have been made to reduce emissions to date (which have also led to significant cost savings), the WVBDC believes that more priority must be given to increasing the reductions as quickly as possible. Paragraph 2.5.19 of the OCP states:

"The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District's Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050".

The long range target should not be seen as aspirational but as a target to be met and surpassed ahead of time. We believe that the OCP should encourage that kind of leadership. Thus, it is our suggestion this paragraph should read:

"The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District's Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050 and will do its utmost to reach the 80% target significantly sooner than 2050. These reduction targets must be taken into account, ahead of pure fiscal considerations, when making equipment, infrastructure, fleet and other procurement decisions due to the additional environmental and social return on investment of the more sustainable alternative."

Reducing Community GHGs

We know from the District's Working Group on Community Energy and Emissions Plan (CEEP) report from 2016 that the major sources of GHG emissions in the District are:

- *The majority of West Vancouver's current GHGs are from energy-related activity, primarily the combustion of natural gas for building energy and gasoline for transportation, generating carbon dioxide.*
- *Over half of current GHGs are in Buildings. This building-dominated emission profile is unusual in BC, and is attributable to the high share of older and larger single detached homes, and smaller household sizes.*
- *Transportation is the second largest emission sector. Like other BC communities, transportation has been the fastest growing sector over the last twenty years due to the shift towards light trucks, mini vans and SUVs, and longer driving distances.*
- *The smallest share of West Vancouver GHGs is from the Solid Waste sector. West Vancouver's unparalleled leadership in recycling and curbside composting is rapidly shrinking these emissions. (page 1 of the Report)*

From the CEEP Report we also know that research shows that about 95 per cent of West Vancouver's GHGs are generated by the community. 54 per cent of those GHGs come from heating homes. The rest of the GHGs produced in the community (41 per cent) come from on-road commuting and solid waste (4 per cent).

Under the title "Building Climate Resiliency", the OCP states at paragraph 2.6.18:

"Implement community energy and emissions initiatives to advance towards meeting the District's greenhouse gas emissions reduction target of 40% below 2010 levels by 2040."

The WVBDC feels that this timeline is too slow. Given the rate of demolition and building, it may also miss an important window of building replacement that could significantly improve the municipality's current poor performance (120% of average) vis-à-vis other regional municipalities. We know that action must be taken more quickly to reduce GHG levels. The CEEP Report itself set out the need for greater reductions than its stated 50% emissions reductions by 2050 and the need to align them with the OCP 80% reduction by 2050:

"E CLIMATE ACTION MONITORING & CONTINUOUS IMPROVEMENT

- *update the CEE Plan by 2025, renewing efforts and filling the gap between actions in this plan and its associated 50% emission reductions by 2050, and the official OCP 80% reduction target by 2050"*

By implementing a variety of tax incentives and building regulation changes, to name but two tools, the District has the ability to mandate more energy efficient homes through construction and retrofitting. The WVBDC committee believes that the goal set in this case, should be much more ambitious so that the reductions occur faster than the plan currently sets out. The community goal should be consistent

with the corporate goal to reduce confusion and to set truly aspirational goals for reducing GHGs in the District. Our suggestion for paragraph 2.6.18 is:

“Implement community energy and emissions initiatives to advance towards meeting the District’s community greenhouse gas emissions reduction target of 33% below 2007 levels by 2020 and 80% by 2041 and will do its utmost to reach the 80% target significantly sooner than 2041.”

Comments Relating to Other Climate Change Initiatives

On page 42 of the OCP is the heading “Building Climate Resiliency” at paragraphs 2.6.18 – 2.6.21. These paragraphs address energy and emissions initiatives, land use regulations, enhanced creek corridors to deal with floods and the use of green infrastructure. The District has a report from the Climate Action Working Group which appears to have addressed GHG emissions but not an overall strategy for how the District will deal with additional threats.

What is missing from the OCP are two requirements: first, a paragraph in which the District will comprehensively identify and assess the threats posed by climate change and set out specific steps for how to address and monitor those threats. The city of Halifax has created a comprehensive Climate Change Risk Management Strategy to prioritize its increased risks from higher sea levels and extreme weather that could be used as a guide.

<https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/MunicipalClimateChangeActionPlanReport.pdf>

The second missing paragraph is the requirement for all municipal departments to have a climate change risk management policy to address the health and safety of the residents in a changing climate. In 2014, Toronto city council passed such a requirement.

<https://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-81509.pdf>

Additional Comments

Housing is, of course, a significant issue well beyond our municipal borders, and the plan is pointed in addressing the West Vancouver housing situation’s specific climate impact.

(Page 7, P 3) ‘The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being.’

WVBDC would only reiterate that many of the housing changes we have seen have disproportionately, adversely affected our climate given the overwhelming contribution by the community to our GHG emissions. The OCP, and many related working group reports that have coincided and informed the plan, is right to address this issue. We would however urge that it be addressed with incentives and disincentives, specifications as well as clear guideline, in light of its fundamental impact on every resident’s quality of life and on the future viability of the community – economically, environmentally and socially.

Many of the items outlined in the Housing section of the plan are sound. We would however suggest the following wording be considered where the GHG emissions of housing are directly addressed:

Paragraph 2.1.22

Advance community energy efficiency and reduce GHG emissions by:

- Supporting alternative transportation through housing location and parking requirements
- Increasing the share of efficient building forms
- Requiring leading energy efficiency standards and considering site design and orientation
- Encouraging renewable energy generation; and
- Supporting building retrofits for improved energy efficiency

The WVBDC suggests that this wording does not reflect the ability that the District has to effect change in this area. In our view, the wording should be more assertive as follows:

“Advance community energy efficiency and reduce GHG emissions by:

- Requiring alternative transportation through housing location and parking requirements,
- Increasing the percentage of efficient building forms,
- Requiring leading energy efficiency standards and considering site design and orientation,
- Requiring renewable energy generation;
- Providing direct incentives for building retrofits for improved energy efficiency”, and
- Curtailing the disproportionate demand on municipal resources by single family dwellings to the detriment of the community as a whole by encouraging multiuse dwellings and densification.”

Paragraph 2.5.5

“Consider potential community health, climate change and natural hazard risks when planning for municipal infrastructure and operations.”

The WVBDC is of the view that this paragraph is not sufficiently assertive when the need to address community health and climate change are at issue. We suggest the following:

“When planning for municipal infrastructure and operations investment, require community health, climate change and natural hazard risk impact assessments, alongside economic and financial considerations. Decisions must be informed by global best practices, leading environmental standards, UN and other social conventions and the Regional Growth Strategy.”



A Strong Voice For Seniors on the North Shore

The Lionsview Seniors' Planning Society is funded in part by the City of North Vancouver, the Districts of North and West Vancouver, the United Way of the Lower Mainland and the Province of British Columbia.

April 5, 2018

TO Stina Hanson & David Hawkins
District of West Vancouver

RE: West Vancouver Seniors Action Table
Comments on DWV draft Official Community Plan

Thank you for taking the time to review the draft OCP with WV SAT, and for the opportunity to review and comment on this phase of the process. WV SAT used the Highlights document provided by DWV which extracted seniors' related items in the draft. Comments were edited for clarity only.

Comments were gathered during a review of the draft OCP, at which we were able to review part of the Housing section (March 21). Additional comments were provided during the plan review with planning analyst Stina Hanson (March 28). More comments were provided by seniors in the community and from WV SAT members.

Specific comments and requests for information are in this review. Here are some general comments on the OCP and process:

While recognizing the OCP is an aspirational document with a longterm horizon, commenters sought specifics in certain areas (District plans to address current housing and transportation issues) and looked for details about sources and research for elements of the plan that are specific (housing units, for example).

WV SAT members who participated in the comments process felt the review period for a plan that will affect and influence the community greatly was too short, with an extension that coincided with spring break, given the complexity of the information in the plan. Others felt the review time was sufficient, given that the community will have additional opportunities to comment.

If we can clarify or provide additional information, please do get in touch.

Laura Anderson
Coordinator, WV SAT
Co-Coordinator, Lionsview Seniors Planning Society
direct: [REDACTED] and [REDACTED]

North Bldg, 600 W. Queens Road
Telephone: (604) 985-3852

North Vancouver, B.C., V7N 2L3
Fax: (604) 988-7105

Email: lions_view@telus.net
www.lionsviewseniorsplanning.com

From: Scenery
To: David Hawkins
Cc: Shira Hanson; [REDACTED] MayorandCouncil
Subject: Input from ADRA
Date: March 07 18 1:49:13 PM
Attachments: QUESTIONS FEB21-MAR5.docx
FEB 21 COMMENTS SUMMARY.docx
Feb 21 Data FINAL.docx

Dear Mr. Hawkins -

Please find attached the electronic copies of documents we referred to on March 1st.

We request that you reconsider the March 16th deadline and extend the consultation period as necessary until it can be reasonably demonstrated the public not only clearly understands the draft OCP but supports it as a reflection of the community's vision for the future of West Vancouver.

The sheer volume of questions and comments that have resulted from our one stakeholder meeting alone suggest the Draft will, in all likelihood, require more than just a few "tweaks" to produce an end policy that is understood and endorsed by the community.

Furthermore, we wish time to share the answers and information we expect to receive from you with our members.

This will likely provoke additional questions and we would like to ensure those too are answered.

A better informed public will provide better informed feedback so in addition we repeat the following requests:

- An OCP summary document to provide a clear portrait of the OCP in a form the public can readily understand. e.g. Indian Reservation #5 – (IR5) Master Plan Summary - just a few pages and very clear. http://www.squamish.net/wp-content/uploads/2013/03/IR5_CapilanoMasterPlan_December2004_SinglePageVersion_Dec2015_web_.pdf
- A chart/document to compare the draft to the former OCP. Illustrate what has changed, what remains the same, and what is pending or anticipated to change as Part 2 and Local Area Plans are drafted.
- Highlight any changes made to the draft OCP for easier public reference. e.g. different coloured font. Most OCPs require a bit of back and forth - consult/edit repeat. We expect ours will be no different.
- Provide models and picture to demonstrate changes proposed.
- Make print copies of Part 2 available to the public and provide context and relationship to Part 1.
- Hold public town hall meetings to educate and answer questions about the OCP. The size may require this be done for each chapter. i.e. Housing. Transport. Then a general town hall to discuss other aspects including yet addressed components such as arts & culture, public lands and infrastructure.
- Include the context to the Regional Growth Strategy (RGS) . If this is important we need this now - not after the fact. This must include IR5 information because RGS includes them in WW.

Our preference is to see a comprehensive OCP document that has detailed components that will accurately measure and manage both current and projected:

- traffic congestion (base on levels of service)
- parking
- historic/cultural resources
- housing - (include metrics for affordable, family, supportive, seniors & rental - size, type, tenure, cost)
- flooding/area sea level rise
- fresh water supply
- storm water/erosion
- views and view corridors
- privacy
- noise

- support of small independent shops and services

Each of the above must demonstrate baselines, targets, recommended actions for achieving targets, *and the factual basis for the effectiveness of each proposed action.*

If the above components are only to be forthcoming in local areas plans (where it has been alluded the factual basis for effectiveness will be made known) or other yet determined policy, the following draft OCP components are inappropriate and should be removed:

- All numeric housing unit targets in Section A.
- 2.1.1.5 from page 15.

Sincerely,

Scenery Slater

for

Ambleside & Dunderave Ratepayers' Association.

From: ADRA(Google) [REDACTED]
Sent: March-29-18 4:52 PM
To: Michael Smith; Mary-Ann Booth; Craig Cameron; Christine Cassidy; Nora Gambioli; Peter Lambur
Cc: MayorandCouncil
Subject: Request to strengthen community

Dear Mayor and Council,

We continue to have concerns with the limited time-frame for public input on the Draft OCP and feel the timelines for consultation following the second draft are extremely tight. There is public desire for a better understanding of this important document and a well-informed community is better equipped to provide knowledgeable feedback. As such, we respectfully request that a public hearing be scheduled only *after* the following takes place:

- The new (second) draft OCP document include (1) a plain language Summary document and (2) a Comparison document specifying the substantive or key changes between the existing (2004) OCP and the new draft. Ideally the Summary and Comparison documents as well as the following suggestions, should be vetted by the Community Engagement Committee.
- The new (second) Draft and accompanying Summary and Comparison documents be widely publicized and circulated. The community would greatly benefit from having hard copies made readily available at Municipal Hall, Gleneagles and West Vancouver Community Centres, the Seniors Centre, the Library, etc. Ideally the Summary document will also be made available in a translated copy.
- Once the (second) Draft plan, Summary and Comparison documents have been circulated throughout the community it would be helpful to hold a series of Neighbourhood Town Hall meetings to both educate and obtain informed feedback. To reach as many people as possible we suggest three Town Hall meetings held in the following geographic areas: (1) Ambleside/Dundarave/Altamont; (2) British Properties/Cedardale/Sentinel Hill; (3) Horseshoe Bay/Gleneagles. All West Van neighbourhood associations should be encouraged to have their members attend. It is also suggested the District utilize the SFU Centre for Dialogue to conduct these meetings.
- The westvancouverITE online forum be used as one means of capturing and sharing public input. The value of sharing comments, questions and ideas cannot

be underestimated. We feel this is an integral aspect that stimulates public participation and allows people to consider and build on other ideas.

- The above endeavours to educate and obtain informed public input be held over a minimum 6 weeks (similar to the time frame provided for initial OCP public input).
- The results of the above engagement process will then be incorporated into a third OCP draft, including a revised Summary and a Comparison document specifying changes from the second draft.

We anticipate these endeavours will move us significantly closer to obtaining a broad-based understanding of the Draft OCP - a key factor before public support can be ascertained - but acknowledge that will be determined by Council at the conclusion of the proposed process.

Scenery Slater
on behalf of
Ambleside & Dunderave Ratepayers' Association

Please do not redact above



Dear Council Members and The OCP Planning Department:

We would like to give some thoughts and feedback on Phase 4 of the Official Community Plan, which now provides as a concrete basis for us to better understand the proposed changes to our community.

After hearing from some of our residents and reaching out to others, we find that many are still unaware of the OCP, let alone the specifics of the recent Phase 4 Draft. This is concerning after the number of events (workshops, stakeholder meetings, World Cafes, and Youth Brainstorms) that have tried to engage the whole community. Our Association has been reaching out to inform our residents, but find asking them to read a 53-page document and give feedback, is very onerous for many. It does not seem to be an effective way of soliciting feedback, particularly when most residents have extremely busy lives, and many have English language difficulties. We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter written form (instead of a visual form) on changes compared to the old OCP, contained some information in Mandarin and Farsi and sent out to each household to inform them and then have them respond or comment, feedback would have been received from a larger group of our residents.

We are concerned that residents not providing feedback may be interpreted as having a positive response when we are finding that so many of our residents have a complete lack of knowledge about the plans in place.

For an Official Community Plan that will significantly change our community, this process seems very rushed. The 2-week extension to March 29th is not enough time to make much difference when it happens to coincide with Spring Break and many families are away on vacation. Surely, Phase 4 of the OCP should be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

The purpose of this letter is not to take a position on the many new details in the Phase 4 draft of the OCP. It is to convey some of the feedback we have had from our residents, and further, to express our concern that Phase 4 appears to be the most important Phase to date because it is more detailed and comprehensive, yet the time lines have been very tight. Despite the good efforts of the Planning Department to engage West Vancouverites, it is disturbing that we are finding that many of our residents are still unaware of the many changes planned for their own community. Further, the feedback process at this Phase 4 stage in the process is very onerous, particularly for our residents with language barriers.

Please consider slowing this process down to ensure that all West Vancouver residents are fully informed, and able to more easily give their feedback on Phase 4 of the OCP before it goes any further.

Yours Truly,
British Properties and Area Homeowners Association

Dear Council Members and The OCP Planning Department:

We would like to give some further feedback on Phase 4 of the Official Community Plan, which now contains the detail needed to better understand the proposed changes to our community.

Again, we ask that this process not be rushed, as we find many of our homeowners are still unaware of the changes proposed for their community. We have tried to reach out to a number of our residents, to inform them and get some thoughts and feedback from them. It is a difficult task and we are wondering why it has become the responsibility of a Homeowner's Association to inform their residents on behalf of the District? As mentioned in our last letter, we feel that asking them to read a 53-page document and give feedback is very arduous for many as most have extremely busy lives, and a good number of them also have English language difficulties. **We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter form, contained some information in Mandarin and Farsi and mailed out to each household to inform them and then give options to respond or comment, feedback could be received from a larger group of our residents.**

This Official Community Plan will significantly change our community, yet it has been saddled with a very tight timeline since the Phase 4 draft was released. Again we feel that it is extremely important that this most important stage of the OCP to date, be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

Homeowners Feedback-

In speaking to our homeowners, we have noticed a marked discrepancy between what is being proposed in Phase 4 and what most view as desirable. Many of the residents we have spoken to say that they actually chose to live in West Vancouver because of the lack of density- the park like, village atmosphere and the feeling of safety when one has a smaller, stable population. They do not want any major changes; they like the way things are. We have also heard concerns that those who have a financial stake in this plan and those who do not reside here may have as much influence as the taxpayers who live here. Because of these concerns, it seems that feedback from West Vancouver residents should be prioritized, as they will be the ones affected by changes to their community.

The second concern we have heard is that the serious traffic congestion we already have will become much worse. During the past few years, It has become commonplace to hear residents complaints about traffic delays, bottlenecks and the inability to go almost anywhere after 3 PM in the afternoon. The main solution that has been presented is to get people out of their cars to walk or use public transportation. This is not at all practical or even optional for those who live in the British Properties. Our residents will be those who are stuck in their cars on Taylor Way during the proposed construction and long after. It is not practical or realistic to ask residents here to take a bus down to Marine Drive to get their groceries or to use the bus system to ferry their children around the North Shore to their after school activities or tutors. Even for those trying to utilize public transportation to get to Vancouver, getting to the 'Park and

Ride' at Park Royal to connect with bus lines on Marine Drive will be extremely difficult. Until there is a realistic plan to ease the current congestion, they do not want to see any more large and disruptive construction projects, or an increase in the population of West Vancouver.

This letter has conveyed much of the cohesive feedback we have heard to date from our residents. We also continue to express our concern that Phase 4 needs more time to be digested and commented on by a greater number of our residents. It is the most important Phase to date because it is more detailed and comprehensive; yet the time lines continue to be very tight.

People should have a say in the future of their own communities and if many are unaware of these proposed changes to their community then it seems that the Municipality has failed to find successful ways to engage them.

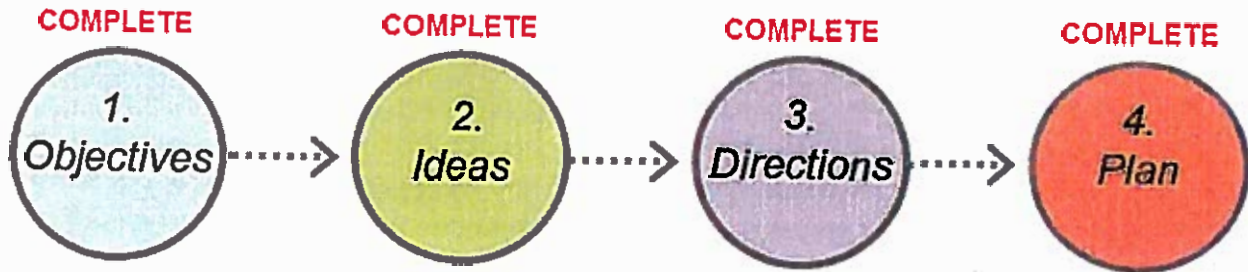
Again we ask that you consider slowing this process right down to ensure that all West Vancouver residents are fully informed, and able to give their feedback on Phase 4 of the OCP.

Yours Respectfully,
British Properties and Area Homeowners Association

██████████

5. NEXT STEPS

Phase 4 engagement on the Draft Plan is now complete. The "Draft Plan" will now be amended and finalized into a "Proposed Plan" and presented to Council and the community.



Thank you to everyone who participated in the public engagement events of Phase 4 and provided your feedback and input on the Draft Plan. There will be further opportunities to provide input directly to Council on the "Proposed Plan". Please visit www.westvancouver.ca/ocp for more information.

Table of Contents

INTRODUCTION.....	1
SECTION I: WRITTEN STAKEHOLDER SUBMISSIONS.....	2
SECTION II: COMMENT FORMS SUBMISSIONS	200
SECTION III: EMAILS TO STAFF	288
SECTION IV: OTHER CORRESPONDENCE.....	411
Council Correspondence.....	411
Other Submissions.....	470
SECTION V: INFORMATION BOOTHS.....	472
SECTION VI: YOUTH ENGAGEMENT.....	499

INTRODUCTION:

The following is a transcript of public input during Phase 4 of the Official Community Plan (OCP) Review. Correspondence pertaining to requests of general information regarding meeting set up, times and schedules etc. are not included.

These comments were provided by residents and stakeholders as part of the Official Community Plan Review consultation and this is a record of their feedback. Portions of this record are redacted in order to protect the personal information and identity of the residents and stakeholders.

SECTION I: WRITTEN STAKEHOLDER SUBMISSIONS

Stakeholder outreach (including meetings and emails) generated 27 written submissions from the following (alphabetically):

- Ambleside & Dundarave Business Improvement Association
- Ambleside & Dundarave Ratepayers' Association
- BC Ferries
- British Pacific Properties Limited
- British Properties Area Homeowner Association
- Community Housing Action Committee
- DWV Community and Energy Emissions Plan Working Group
- DWV Strategic Transportation Plan Working Group
- DWV Upper Lands Working Group
- DWV Working Group Chair Focus Group
- Hollyburn Country Club
- HUB North Shore
- Lighthouse Park Preservation Society
- MyOwnSpace Housing Society
- North Shore Advisory Committee on Disability Issues
- North Shore Community Resources Society
- North Shore Disability Resource Centre
- North Shore Heritage Preservation Society
- Old Growth Conservancy
- St. Stephen's Anglican Church
- TransLink
- Vancouver Coastal Health
- West Vancouver Blue Dot Committee
- West Vancouver Chamber of Commerce
- West Vancouver Foundation
- West Vancouver Memorial Library Board
- West Vancouver Seniors' Action Table (via Lionsview Seniors Planning Society)



BUSINESS IMPROVEMENT ASSOCIATION

David Hawkins
Manager, Community Planning and Sustainability
District of West Vancouver

Sent via e-mail

March 29th, 2018

Dear Mr. Hawkins:

Subject: Draft Official Community Plan

I am writing to provide additional comments on the Draft Official Community Plan (OCP) on behalf of the Ambleside-Dundarave Business Improvement Association (ADBIA). The ADBIA represents more than 700 businesses and property owners within the BIA boundaries.

The Draft OCP is a good first step towards meeting the requirements to ensure that West Vancouver becomes a resilient community. It reflects the findings and recommendations of numerous community reports and surveys, and the key findings of the OCP specific engagement over the past 18 months. The changes are long overdue. ADBIA is concerned that the report lacks an urgent call to action. The only specific planning documents attached to the plan are outdated and need to be urgently updated.

To that end, the ADBIA initiated a study of the Ambleside Commercial area in the fall of 2017 to review what would be required to ensure the successful Revitalization of the Ambleside Town Centre. Site Economics Ltd. was engaged to complete an Ambleside Revitalization Study, which lays the groundwork for a review of the town centre and the economic and market realities that need to be considered for successful implementation of the OCP principles. The Site Economics Ltd. report is attached. Its key findings should be integrated into the OCP, and lay the groundwork for the Ambleside Local Area Plan development.

In addition to the Site Economics Ltd. report, the ADBIA provides the following specific comments on the Draft OCP:

- *Housing & Neighbourhoods*

While the numbers outlined in the Draft OCP may deliver on West Vancouver's commitments under the Metro Vancouver Regional Growth Strategy, it outlines some

...page 2

of the lowest housing growth projections in the region. The Draft OCP ignores the West Vancouver Community Foundation Vital Signs and Housing Research which concluded that one-third of West Vancouver residents expect to move from their home in the next five years – showing just over half of residents are pessimistic that they will be able to find the right housing in West Vancouver when they move, and therefore will exit the community. Almost 4-in-10 residents have family or friends that have had to leave West Vancouver because of lack of housing options¹. There is no plan to meet the needs of these residents within the Draft OCP document, while also planning for attracting new residents into the community.

The Ambleside Local Area Plan must move ahead urgently to fill the gaps in the OCP. To achieve progress - the economic realities of development, as outlined in the Site Economics Ltd. report, must be placed in the foreground, or there will be no implementation and a continued decline in the population and community.

- *Local Economy*

ADBIA supports the integration of the West Vancouver Economic Development Plan and its principles into the OCP. While planning for visitors and expanded commercial activity in West Vancouver, the OCP must also acknowledge that there is a current labour shortage for businesses providing key services to West Vancouver residents. Businesses are reliant on employees continuing to commute into the neighbourhood. This is a particular challenge for restaurant and retail businesses, who rely on youth and part-time employees. The Final OCP must signal a commitment to provide new, diverse housing in the commercial areas in order for new businesses to be attracted to the area.

- *Transportation & Infrastructure*

The final OCP must ensure that the parking strategy is integrated into planning processes. Not only must public parking in the commercial areas be a priority –there must be a commitment not to reduce public parking unless and until it is replaced. There must be recognition that public parking is an essential amenity in new development.

As the District of West Vancouver plans to launch the first ever visitor strategy, the impact of attracting new people into the neighbourhood must be measured and planned for. Public parking is a cornerstone of successful tourism, and must be recognized as such.

- *Parks & Environment*

The OCP must emphasize the need for waterfront parks to be activated to encourage social activity and well-being. Waterfront parks in particular are a draw for festivals, markets, and other high-energy gatherings. Evaluating the feasibility and requirements for expanded commercial activity at the waterfront should be a

...page 3

¹ West Vancouver Community Foundation, *Vital Signs and Housing Research*, Mustel Group Market Research, June 2017

priority under the OCP implementation. Best practices from around the world demand waterfront activation be achieved through planning in advance:

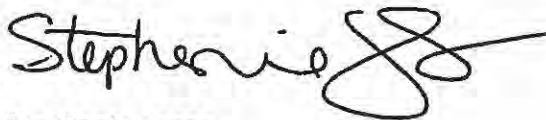
*"parks should not serve as the raison d'etre of the entire waterfront. Passive open space puts a damper on the inherent vibrancy of waterfronts, evident in cities such as New York, Vancouver, and Toronto that have relied too heavily on "greening" their waterfronts without, mixed uses that draw people for different reasons at different times. The worlds' best waterfronts use parks as connective tissue, using them to link major destinations together. Helsinki, Stockholm, Sydney and Baltimore have employed this strategy to fine effect"*²

- *Social Well-being*

West Vancouver is currently a city where more than half of the population are evaluating not *whether* they can continue to call it home, but *when and where* to relocate. They already think it is too late. Unless urgent action is taken to correct this housing reality, the principles outlined in this area of the OCP will be unachievable.

The ADBIA supports the immediate adoption of a revised OCP as a framework document and the imposition of clear deadlines for the development of the Ambleside Local Area Plan. The Ambleside Local Area Plan is the basis on which the connective policies will be created to ensure that the Waterfront Plan and the OCP come together to realize not only a vision in principle, but that it is built and executed. The initial economic analysis has been started by Site Economics Ltd. It is time to act decisively.

Sincerely,



Stephanie Jones
Executive Director, ADBIA

CC: Mayor & Council
ADBIA Board
ADBIA Community Resilience Committee

² *"How to transform a Waterfront", The Project for Public Spaces, www.pps.org/reference/turnwaterfrontaround/*

Ambleside Revitalization Strategy

February 2018

Prepared for:
Ambleside Dundarave BIA
200-1847 Marine Drive
West Vancouver, BC V7V 1S2

Prepared by:
Site Economics Ltd.
701 West Georgia Street – Suite 1500
Vancouver, BC V7Y 1C6

TABLE OF CONTENTS

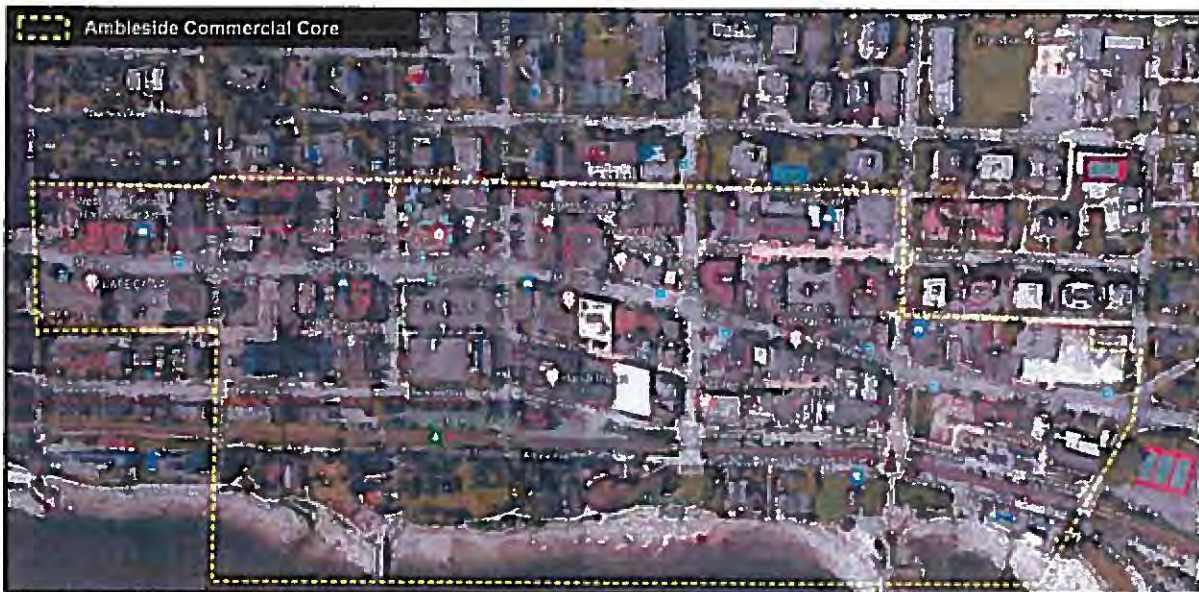
EXECUTIVE SUMMARY	1
REPORT BACKGROUNDER	5
1.0 LOCATIONAL CONTEXT	5
2.0 URBANICS STUDY OF CONSUMER ATTITUDES	11
3.0 AMBLESIDE RETAIL SUPPLY.....	14
4.0 COMPETING RETAIL CENTRES.....	21
5.0 AMBLESIDE RETAIL DEMAND.....	25
6.0 RESIDENTIAL DEVELOPMENT NEAR AMBLESIDE	30
7.0 DENSITY AND POTENTIAL ZONING CHANGES.....	33
8.0 ANALYSIS AND CONCLUSIONS	38
APPENDIX - CLASSIFICATION OF SHOPPING CENTRES	42
APPENDIX - RETAIL TRENDS	44
APPENDIX – DETAILS OF NEARBY CONDOMINIUM PROJECTS	47
APPENDIX – ASSUMPTIONS & LIMITING CONDITIONS	50
APPENDIX – PROFESSIONAL RESUME	53

EXECUTIVE SUMMARY

This report was commissioned by the Ambleside Dundarave Business Improvement Association (BIA) in June 2017 and the analysis was completed in January 2018. The purpose of this report is to outline the primary retail strategy to revitalize the Ambleside Commercial Core. The report reflects some original research and assumes that the reader is generally familiar with most of the issues facing this area. At the client's instruction we have included findings from past reports and have used salient information from those reports where possible.

The format of this report is a short executive summary followed by a more detailed, yet brief, background report and appendices. This assessment indicates the main direction and strategy which will revitalize the Ambleside Commercial Core and create an interesting and dynamic commercial "high street" for West Vancouver residents.

For the purposes of this report, the name "Ambleside," when used by itself, will typically specifically refer to the Ambleside Commercial Core, which is delineated on the map shown below:



Observed Issues:

The Ambleside Commercial Core includes approximately 200 grade-level businesses, including one-of-a-kind specialty stores, lifestyle and outdoor stores, food retail stores and various and numerous dining options and all manner of financial and personal services, and by all rights should be a highly successful retail precinct. Nonetheless Ambleside and its commercial tenants have continually struggled. This report sought to unravel several issues regarding Ambleside:

- The Ambleside Commercial Core area includes over 350,000 square feet of commercial space, or the equivalent of a regional shopping centre, yet its commercial draw seems to be limited to that of a neighbourhood-scale commercial facility.
- Real Estate in Ambleside has been stable and its key intersections offer some of the most attractive suburban street front retail locations in western Canada. Yet, the area cannot attract

new quality retailers or anchor tenants. Indeed, retailers reportedly are choosing to locate (or relocate) to other commercial centres on the North Shore.

- Given the higher-than-average and increasing residential values, this area should have seen a revitalization, yet this has not happened.
- Ambleside is often considered the centre of cultural and social activities in West Vancouver, it is not so much for commercial activities, and while the commercial core is reasonably attractive and popular it is not as vibrant as it could be.

Observed Facts:

These paradoxes have been the subject of several studies over the years, and these studies have contributed important facts and insights to the research done for this report. Between studies completed by GP Rollo and Associates, Urbanics Consultants and Site Economics, several facts and trends have been observed:

- While the Commercial Core offers over 350,000 square feet of commercial space, it is important to notice that the average store size tends to be well less than 2,000 square feet, indicating more of a boutique retail presence. The tenant mix includes many local tenants and only a few regional and national chain stores.
- The Ambleside Commercial Core has a lack of anchor (or sub-anchor) tenants. This is a common problem associated with commercial streets where their small parcels cannot accommodate the larger floor plates that anchor tenants require. Absence of anchors would certainly contribute to a smaller trade area.
- Less than one kilometer to the east is Park Royal Regional Shopping Centre, a large and attractive super-regional shopping centre, among the largest in the nation. Park Royal Shopping Centre is approximately 1.4 million square feet in size, with over 280 stores and anchored by The Bay, Simons, London Drugs, Home Depot, Best Buy, Staples, Winners, Home Sense, The Brick, Sport-check, Osaka Supermarket, Whole Foods Market, H&M and Old Navy. The presence and proximity of such a competitor would surely relegate Ambleside to service the convenience needs of its immediate residential population and/or service highly-specialized niches not available at Park Royal.
- Indeed, the Urbanics consumer intercept survey suggests this de facto neighbourhood-scale convenience-oriented role for Ambleside. The most popular types of stores respondents travelled to Ambleside for were grocery and food (32%), restaurants and cafes (23%), and pharmacies and personal care stores (11%). This confirms that food and drug convenience retail is vitally important yet there are few stores to service even this limited demand. Other than for food, the majority of respondents reported doing their shopping at Park Royal.
- Zoning in the Ambleside neighbourhood designates specialized commercial zones which do allow for a broad range of commercial and, to an extent, residential uses. They are, however, restricted to relatively low densities, typically as low as an FSR of 1.0, increasable to 1.75 with the contribution of Amenity Units to the District of West Vancouver. Ambleside is bounded on one side by the ocean, which limits its reach. Surrounding it on other sides are residential areas which are similarly limited in

density. Notably, other retail districts similar to Ambleside have been known to allow densities of at least 2.5, sometimes rising to 6.0.

- The residential density on Marine Drive itself and within 2 blocks of the commercial area is low compared to other town centres in Metro Vancouver; this has the effect of reducing the potential population of the local trade area, limiting retail demand.
- The trade area is effectively stagnant at approximately 14,640 persons total. The median household income in the trade area is well above the provincial average and the dominant household income category is over \$100,000 per year. Another salient characteristic of this market is the large number of residents over 55 years of age; older people do not spend as much on typical retail goods.
- We have completed a retail demand analysis to conclude that even with generous levels of market capture, the Ambleside retail trade area can only support about 308,000 square feet of retail now, growing to about 317,000 square feet by 2036. These values are significantly lower than the 350,000 square feet of retail space within the Ambleside commercial area.
- While several dozen new residential units have been recently added to the Ambleside area and a few more planned for the near future, they are too few to make an appreciable difference to the trade area. Interestingly, several hundred units have either been recently built or are currently planned for the area adjacent to Park Royal.

Recommendations:

Analyzing the observations above, several general and complimentary approaches present themselves.

- **First, the District must increase allowed density in residential (and commercial) zones to increase the number of customers in the Ambleside trade area.**
- **Second, the District must not impede consolidation of retail parcels to create floorplates attractive to potential anchor or sub-anchor tenants.**
- **Third, augment the existing tenant mix with presently under-represented retailers.**

Some details include:

- The analysis has found that the most effective solution to enhance retail and commercial demand would be to increase the local population with more dense forms of development. This would also have the effect of creating new buildings with modern efficient retail premises.
- If several small sites were consolidated into larger master planned developments they could more effectively create spaces and premises attractive to larger and more vibrant retailers who could act as anchor tenants and make the area more attractive to consumers.
- Thus, a new a modern mixed-use density should be proposed for the Ambleside neighbourhood, especially near the commercial core, likely matching the regional standard of 2.5 on small sites and 3.5 on larger sites. The District, like every other municipality in the metro Vancouver region, would be well positioned to capture a share of the resulting land value increase in new Community Amenity Charges. These funds can then be used to expand public amenities and service to limit any impact from the new density.

- As previously mentioned, there is an opportunity for an additional grocer/produce market. There is an opportunity for entertainment and night life venues, particularly if there was a link to or views of the nearby waterfront. It is suggested that some new tenants could seek liquor primary licenses combined with the ability to offer live music and later operating hours.
- Other opportunities include shoe repair, fitness centre, optometrist, junior department store, general store, variety/dollar store, women's wear, men's apparel (high end), unisex, other apparel, jewellery, gardening, electronics, paint & wallpaper, antiques and art galleries.
- In general, there may be an opportunity to try and secure quality-of-life retailers who operate in a socially responsible and eco-friendly manner. These are often characterized by selling organic or fair-trade products.
- In terms of regional retail, the Ambleside Commercial Core could support more restaurants, specialty retail, design/art and household/lifestyle furnishings stores.
- In terms of neighbourhood retail, it could support many more food retail, and convenience retail stores. There is an opportunity for vintage clothing, for example; residents from across the North Shore would trade-in high quality well-kept older fashions if young people were present in the area to buy them. There is also demand for specialty food such as European delicatessens and high quality green grocers.
- According to the Urbanics survey, some respondents mentioned that the majority of clothing and grocery stores are too expensive and they would like to see more affordable options in the area. Others mentioned there are too many "second-rate" restaurants such as fast-food and sushi and they would like to see more upscale restaurants in the area. Several respondents discussed the lack of retail, activities, or general draw for young people. The overwhelming number of hair, nail and beauty salons in the area was generally disliked.
- Sidewalks and general pedestrian accessibility were often cited as problems in the Urbanics survey, particularly for seniors. Sidewalks and buildings were described as rundown; many of those surveyed would like the area to more closely resemble Dundarave, with more decorative planters and landscaping. Respondents also felt that efforts should be made to add more parking by encouraging developers to include more on-site public parking in new large-scale buildings. New development and/or CACs could address these issues.

The commercial vibrancy of the Ambleside Commercial Core can only be enhanced with more local customers and by growing the local population base. This means increasing development density and permitting the redevelopment of single level retail with more traditional densities which like 2.5 and 3.5 Floor Space Ratios rather than floor space ratios of under 2, which currently apply.

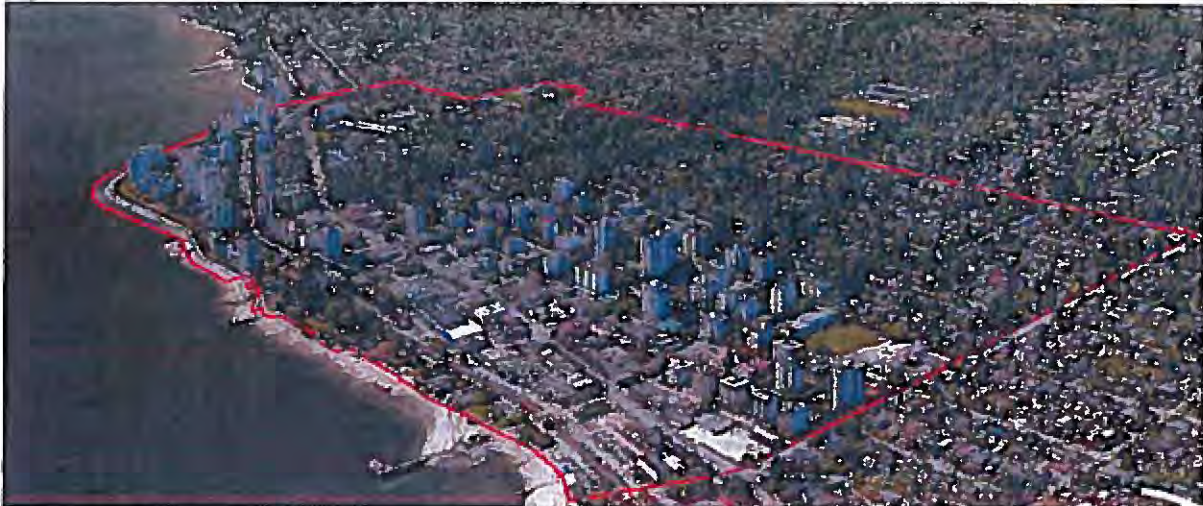
Additional residential density with its new commercial premises, underground parking and additional local residents has brought back prosperity and vibrant commercial business activity wherever it has been permitted. Vancouver has had a traditional minimum standard density on arterial roads of 2.5 FSR and has had this for over 60 years, though many planners and analysts have argued that this figure is too low. This density is readily increased by the city to 3.5 and higher with the payment of additional community amenity fees, and this density often accommodates a 4 to 6 storey building.

REPORT BACKGROUNDER

1.0 LOCATIONAL CONTEXT

The Ambleside neighbourhood contains West Vancouver's major commercial corridor and is shown below. Much of the Ambleside Dundarave Business Improvement Area lies within this broader area.

AERIAL RENDERING OF THE AMBLESIDE NEIGHBOURHOOD



Source: Ambleside Community Profile

Though centred along Marine Drive, the Ambleside Commercial Core not just follow the main corridor, but it also includes an extensive area of residential and nearby side streets extending south to the ocean. Moreover, the Commercial Core is surrounded by both multifamily and single-family residential zones to the north, as can be observed in the aerial rendering above.

The Commercial Core includes approximately 200 grade-level businesses, including one-of-a-kind specialty stores, lifestyle and outdoor stores, food retail stores and various and numerous dining options and all manner of financial and personal services.

While reasonably attractive and popular it is not as vibrant a neighbourhood as it could be, attracting a young, active population with its nearby beaches. Ambleside's commercial draw is limited to that of a neighbourhood or community scale commercial facility. It does not have the appeal, scale or store selection to attract or serve a regional market. Indeed, its role and function on the North Shore is severely limited by its proximity to the extremely large and attractive Park Royal Regional Shopping Centre less than one kilometre to the east.

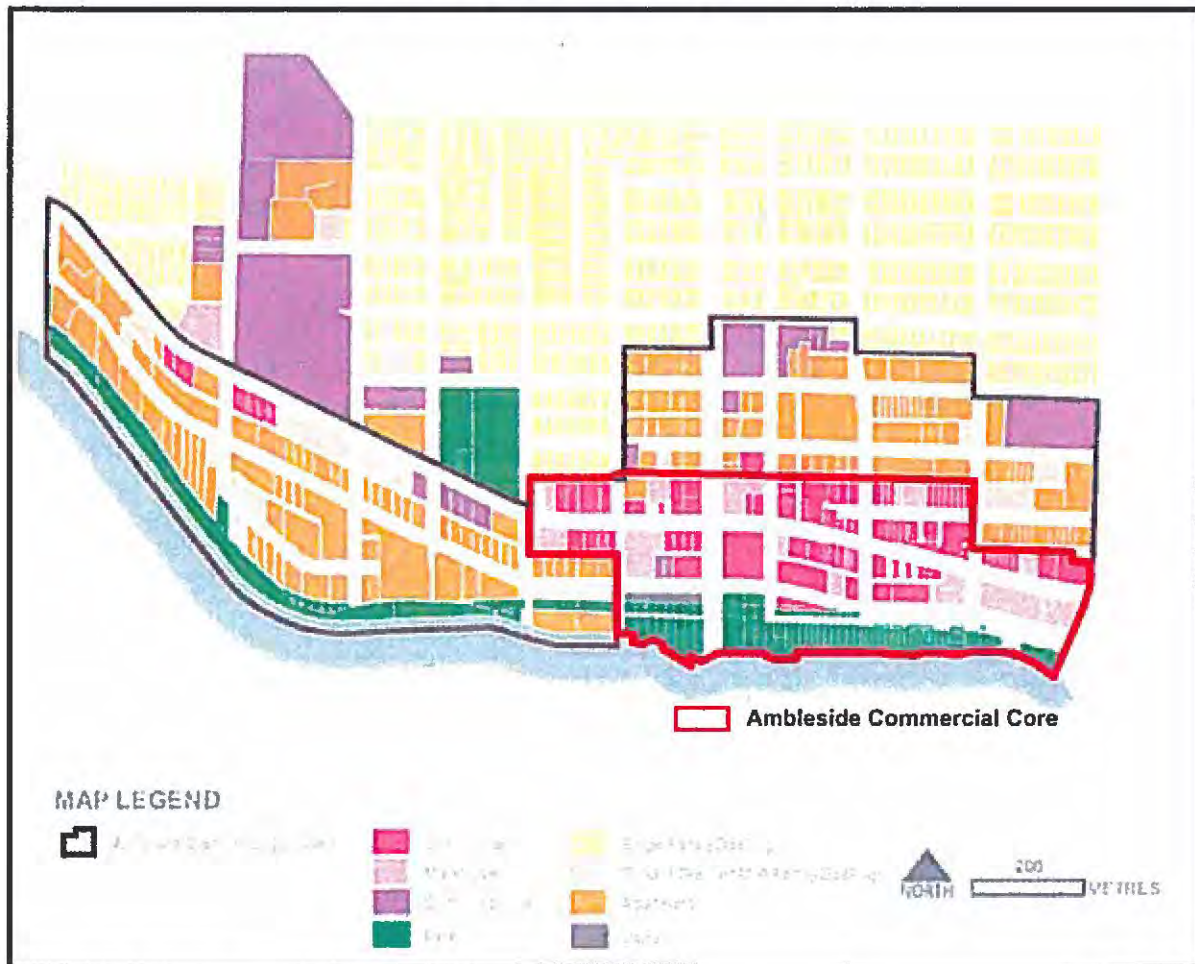
As such, it must rely on local area residents for most of its customers. By implication, increasing the number of local residents through more dense forms of multi-family housing is the best way to reliably increase customer traffic and lead to the revitalization of the commercial businesses.

1.1 Land Use Context

The Ambleside neighbourhood is a well-defined and established residential and commercial community. It has been a relative success in the past and has evolved a unique urban role both as a local neighbourhood and in a limited way, a community-wide destination. It is the "downtown" of the District of West Vancouver, hosting the police and fire station as well as Municipal Hall.

As can be seen in the land use map below, the Ambleside Town Centre area consists of the multifamily residential areas and the commercial district as contained by the Commercial Core boundary. The balance of the Ambleside neighbourhood is zoned for single-family residences and community-oriented uses such as parks, schools and recreational facilities.

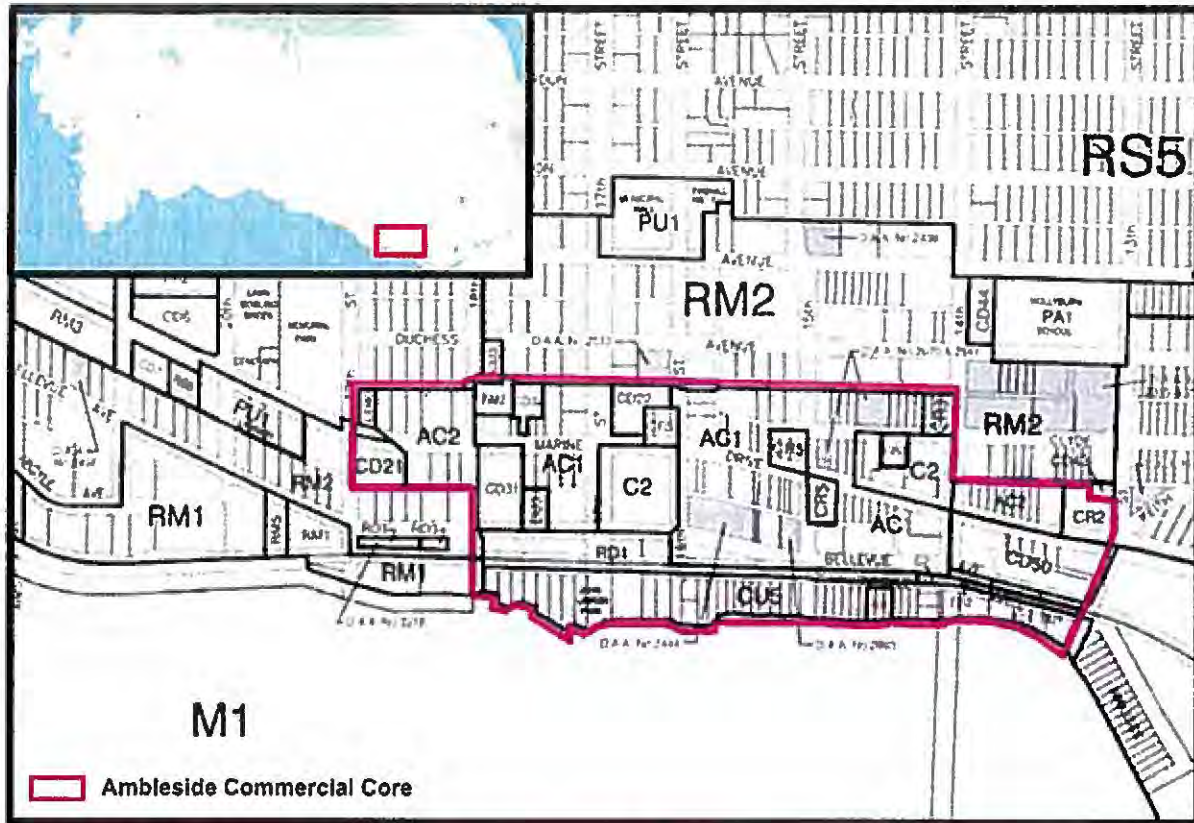
DESIGNATED LAND USES IN AMBLESIDE



Sources: Ambleside Community Profile; Site Economics

To the north are multi-family and single family residential buildings and to the south are public lands consisting of parks and beaches bordering on English Bay. The proximity to the ocean while a benefit in terms of providing a local attraction has the negative effect of reducing the number of residents within close proximity. A normal commercial area is surrounded by residential development serving residents from all sides (360 degrees) whereas Ambleside has residents only within a 180-degree radius (primarily to the North and West). Examining land use in detail, our attention turns to zoning as shown below.

ZONING IN THE AMBLESIDE COMMERCIAL CORE AND VICINITY



Sources: Ambleside Community Profile; Site Economics

The principal land use designations within the Commercial Core are AC1 and AC2, which are commercial use designations exclusively for Ambleside. While these zones do allow for a broad range of commercial and, to an extent, residential uses, they restrict density to a maximum of 1.0, increasable to 1.75 with the contribution of Amenity Units to the District of West Vancouver.

Adjacent to the Commercial Core is residential zoned RM2, which permits 3-storey townhouses and apartment buildings up to 20-storeys, yet limits density to 1.75 FSR. Moreover, apartment developments are limited to larger parcels measuring a minimum of 1,115 square meters, or 12,000 square feet. Beyond this area the balance of the Ambleside neighbourhood is zoned RS5, or single-detached homes.

The primary form of multi-family housing in the area is strata, with rental housing making up only a small portion of dwellings. As a result, the area is not affordable for a younger demographic and does not attract large numbers of residents under 30 years of age; such households often can only afford to rent yet are also major shoppers and patrons of food service businesses. A younger demographic is typically an essential part of any vibrant commercial corridor or high street. The area has many amenities including scenic views, proximity to the ocean and a central location. In addition, the Ambleside neighbourhood has a surplus of public infrastructure, offering an ideal location for increased residential density.

Increasing local multifamily strata and rental residential would increase both customers and potential employees for the retail component of new and larger-scale mixed-use buildings.

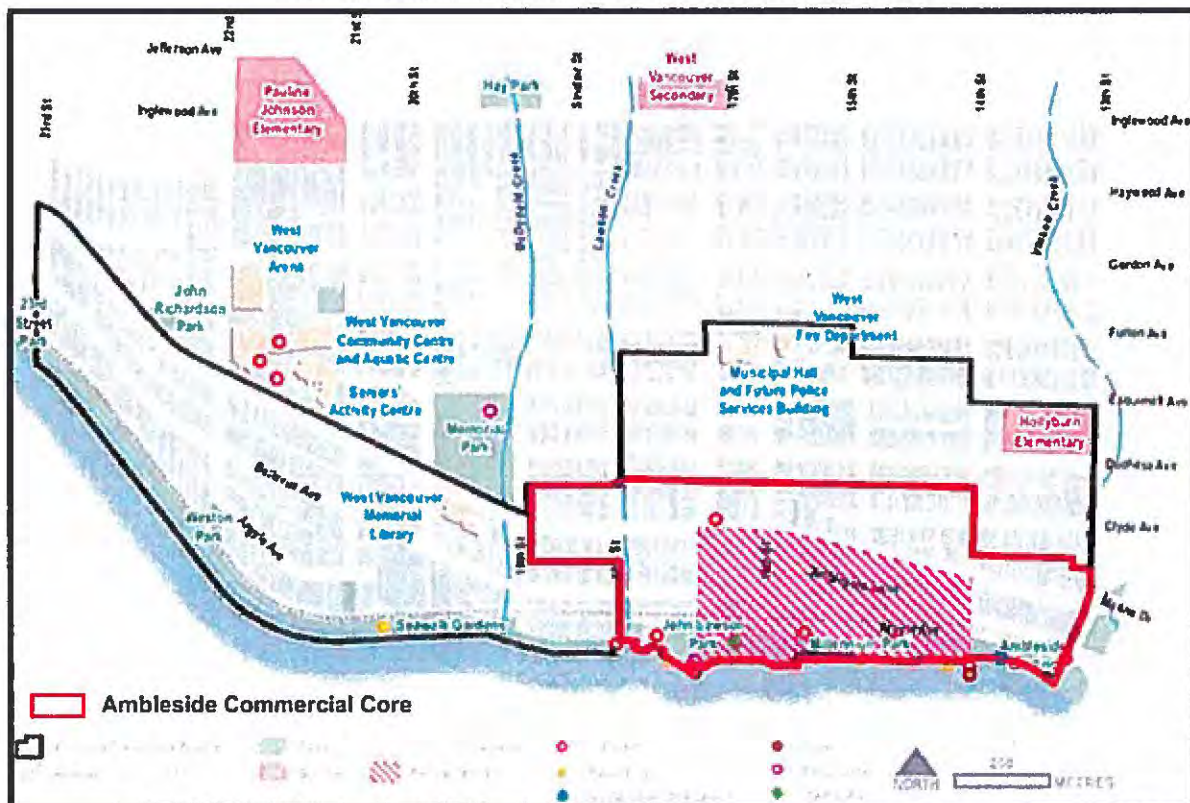
1.2 Community Amenities

Ambleside is a particularly attractive community which has a surplus of amenities including:

- the seawall,
- large parks,
- sports fields,
- large parks including the busy marine dog park
- the library, the community centre, a senior activity centre and schools.

Ambleside is the centre of cultural and social activities in West Vancouver but not commercial. The map below shows some of these public amenities with respect to the Ambleside Commercial Core area and the broader Ambleside Town Centre area.

RELATIVE LOCATIONS OF AMBLESIDE AMENITIES



Sources: Ambleside Community Profile; Site Economics

1.3 Access and Connectivity

Regional and local access to the area is very good from every direction. Ambleside is well positioned to serve its own residents.

- There is significant on-street parking which enhances accessibility to stop and shop and this could be enhanced with a public parkade.
- Marine Drive is not a regional through route and thus most traffic is local.
- There is only modest transit service along Marine Drive and this does not provide a significant source of patronage for the commercial stores. The main buses provide limited service. It would add to the area's vibrancy if there were better and more direct bus services connecting Ambleside to Downtown Vancouver. An express bus is expected to start operation and enhance access.

AMBLESIDE TRANSPORTATION AND MOBILITY



Sources: Ambleside Community Profile; Site Economics

1.4 Signage and Parking

In general, exterior signage is one of the single most important marketing efforts a business can undertake. The signage for businesses on Marine Drive tends to be understated. New developments always use much larger signs and existing businesses should be encouraged to make more extensive use of signs. Changes to the sign by-laws are warranted, to encourage larger and more effective signage. This must be done in a manner which preserves the local character but allows businesses to become more visible to drive-by traffic. Potential customers could be induced to stop on their way home, by a bakery for example, if there was more effective signage and convenient parking.

There are a substantial number of parking stalls on the street, but very few existing businesses can provide their own off-street parking. Efforts should be made to add more parking by encouraging developers to include more on-site public parking in new large-scale buildings.

In general, some of the physical recommendations and observations are:

- **Improve connections to Park Royal and Downtown Vancouver.**
- **Add a public parkade.**
- **Make the area more attractive for locals by providing more outdoor seating and promoting events which enhance community awareness of the area's goods and services.**
- **Improved lighting would increase consumers' comfort level as well as create a more positive ambiance.**
- **To enhance the use of Ambleside in poor weather, and to help provide year-round activity, weather protection over the sidewalk could be provided.**

1.5 Rental Rates

The Ambleside Commercial Core has relatively low rents which reflect low sales. Base rents as high as \$33/sf (plus \$20/sf additional rent) have recently been reported on Marine Drive for retail spaces in the 1,500 to 2,000 block range. Rents on Lonsdale and in competitive malls are typically a little higher and warranted because sales are stronger.

2.0 URBANICS STUDY OF CONSUMER ATTITUDES

A limited consumer intercept survey was conducted by Urbanics Consultants in the Commercial Core on seven weekdays from April 17th, 2013 to May 10th, 2013. A total of 103 persons took part in the survey. The Urbanics survey provided some insights, and they are summarized in this subsection:

2.1 Consumer Intercept Survey – Respondent Demographics

- Of those surveyed, 41% were 65 + years old, 20% were 55 – 64 years old, 8% were 45 – 54 years old, 11% were 35 – 44 years old, 13% were 25 – 34 years old and 7% were 19 – 24 years old. It is well known that older customers tend to spend less than younger consumers in their peak spending years/
- 50% of respondents lived in two-person households, followed by 21% in three-person households and 19% in one person households.
- 52% of respondents identified themselves as an established couple, empty nester or with adult children at home, 24% identified themselves as single, 9% as a couple with no children, 8% as an established single or two parent family, and 9% as newly with children.
- 43% of respondents identified themselves as retired, 29% as working full-time, 18% as working part-time and 10% as not working.
- For total household income, 23% of respondents ranged from \$0 - \$30,000, 34% ranged from \$30,000 - \$60,000, 28% ranged from \$60,000 - \$100,000 and 15% ranged from \$100,000 - \$250,000.
- 72% of respondents currently reside in West Vancouver, 21% in North Vancouver, 3% in Vancouver, 3% in Surrey and 1% in Richmond. This is a very localized trade area focussed on the immediate area. Of the postal codes recorded, 46% were from V7V or West Vancouver South, 14% were from V7T or West Vancouver Southeast, 10% were from V7W or West Vancouver West, 9% were from V7P or North Vancouver Southwest and only 4% were from V7S or West Vancouver North. Ambleside does not and cannot serve the entire city as it does not have the retail appeal or anchor tenants to draw consumers. Park Royal has regional appeal and can easily draw consumers from across the north shore and even downtown.

Source: Urbanics Consultants

2.2 Consumer Intercept Survey – Quantitative Results

- 49% of respondents shopped in Ambleside more than once a week, 31% shopped one to three times a week, and only 21% shopped once or less than once a month.
- The most popular types of stores respondents travelled to Ambleside for were grocery and food (32%), restaurants and cafes (23%), and pharmacies and personal care stores (11%). This confirms that food and drug convenience retail is vitally important yet there are few stores to services even this limited demand.
- The least popular stores respondents travelled to Ambleside for were electronic stores (2%) and book stores (2%).
- Other than for food, the majority of respondents do their shopping at Park Royal (56%), followed by other shopping centres and main street retail in North Vancouver (21%). Park Royal is overwhelmingly dominant and competitive and there is no commercial action which would make the area more attractive that does not include major new redevelopments with modern retail premises and more local customers living in new higher density buildings.
- Other main street retail areas often visited by respondents were Dundarave (34% visited), followed by Granville Island (17%) and Horseshoe Bay (15%).
- 39% of respondents most often travelled to Ambleside by personal vehicle, 28% used public transit and 27% walked. This confirms the local trade area.
- 37% of respondents think Ambleside's parking facilities are average, 31% think they are poor and 20% think they are good.
- 53% of respondents think Ambleside public transit is good, 14% think it is average and only 8% think it is poor.
- When considering walking distances while shopping, 44% of respondents believe 4+ blocks is reasonable, 32% believe 3-blocks, 18% believe 2-blocks and only 5% believe 1-block.
- When asked what additional categories of retail they would like to see in the Ambleside area, the top categories chosen were clothing, apparel or shoe stores (30%), restaurants or cafes (26%), electronic stores (12%) and book stores (11%). The categories least chosen were hair and beauty salons (1%) and hardware or office supplies (1%). Despite this the core strength of street front retail is food and drug retail and services. If these can be optimized with large new chain stores perhaps other merchants can follow. The focus should be creating new developments and several large new retail premises.
- The majority of respondents, 51%, would like to see more independent stores in the area, 23% would like to see more chain or national tenants, 11% would like to see more department stores and 15% had no preference.

Source: Urbanics Consultants

2.3 Consumer Intercept Survey – Qualitative Results

Cited Advantages – An encouraging result from the customer intercept survey was the overall positive attitude respondents had toward their Ambleside experience.

- **Functionality & Character** - While many of those surveyed had suggestions for improvement, the majority of respondents were generally pleased with the current Ambleside environment. To many, the functionality of Ambleside was more important than the character of the area. The ability to have one's doctor, pharmacy, bank and a grocery store within a couple of blocks of one another creates a convenience and functionality that is vitally important to many of those surveyed. Others said it had a nice community-feel and the merchants and people were generally very friendly. This would only be enhanced with higher density development which makes all of this possible.

Cited Disadvantages - Many of those surveyed could not think of any major disadvantages, believed major changes are unnecessary, or were generally against major development. Those with an opinion on the matter, however, answered as follows:

- **Urban Design & Structure** - Of the disadvantages mentioned, parking was a common complaint. People fell into one of two diametrically opposed camps, those who felt there was ample parking and those who believed that it is extremely difficult to find parking. Though, 37% of respondents rated parking as average and 20% rated it as good. It is understood that the District may consider improving public parking by participating in the development of a civic parkade. Sidewalks and general pedestrian accessibility were often cited as problems, particularly for seniors. Sidewalks and buildings were described as rundown; many of those surveyed would like the area to more closely resemble Dundarave, with more decorative planters and landscaping. Too much traffic and too many people in the area were other common complaints.
- **Functionality as a Retail and Service Centre** - While functionality was one of the major advantages for those surveyed, some forms of retail which help create this functionality were often cited as disadvantageous. The overwhelming number of hair, nail and beauty salons in the area was generally disliked. Many respondents could not think of what types of retail Ambleside is in need of, but were quick to say they did not need any more salons or banks.
- **Retail Mix** - Some respondents mentioned that the majority of clothing and grocery stores are too expensive and they would like to see more affordable options in the area. Others mentioned there are too many "second-rate" restaurants such as fast-food and sushi and they would like to see more upscale restaurants in the area. Several respondents discussed the lack of retail, activities, or general draw for young people. A number of people mentioned they are in favour of a movie theatre in the area or more places for young people to hang out.

Source: Urbanics Consultants

It is our opinion that the disadvantages identified by the Urbanics survey could be addressed by new higher-density mixed-use developments.

3.0 AMBLESIDE RETAIL SUPPLY

As stated previously, the Ambleside Commercial Core includes approximately 200 grade-level businesses, including one-of-a-kind specialty stores, lifestyle and outdoor stores, food retail stores and various and numerous dining options and all manner of financial and personal services. Ambleside represents a form of retail with market dominance over its immediate service area and thus distant retail competition is not critical to its continued performance or success.

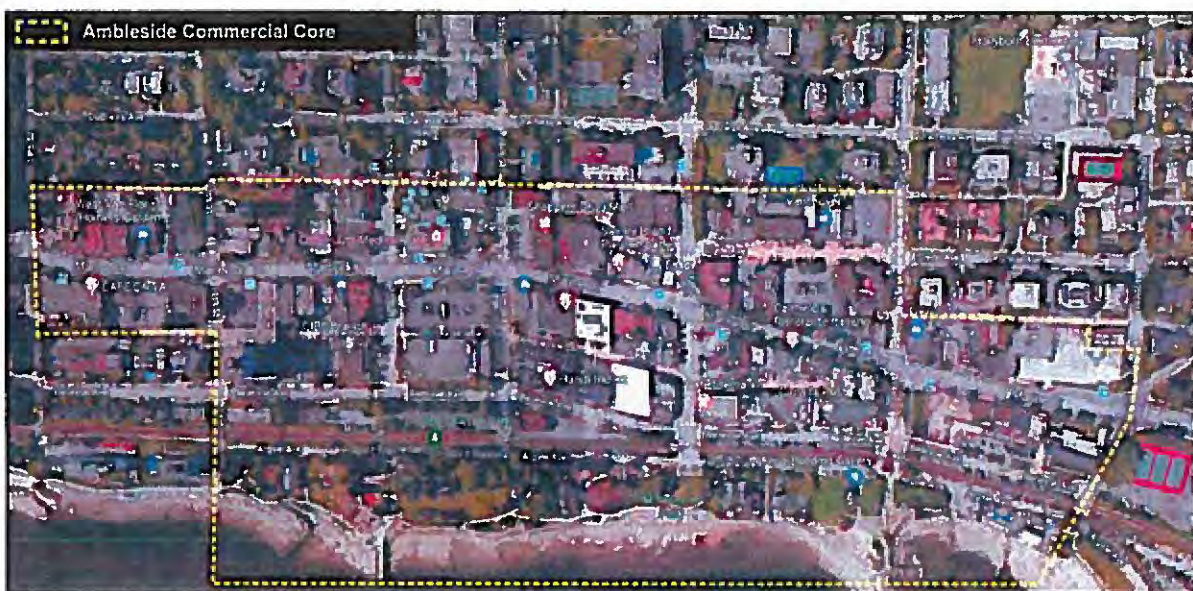
Of greater importance is simply fulfilling its readily viable economic role as a neighbourhood destination, given the opportunities and constraints of its location and built form. Despite this, competition can reduce potential retail sales and customer traffic, and limiting the number of anchor tenants available. In particular, Park Royal has the effect of limiting the trade area to the East and it tends to attract the larger anchor tenants which are strong retail traffic generators.

The Ambleside Core is noteworthy and unusual in that it is a relatively large commercial area yet it only has one small supermarket anchor tenant. This indicates a weak competitive position compared to Park Royal and the other retail alternatives. It needs, and the market could support, a new supermarket anchor but there are no large premises available for rent.

Park Royal, which represents a very strong local and tourist retail facility, draws customers away from Ambleside and serves as an alternative food shopping destination. Conversely, it does create ideal customer traffic at the eastern end of the Commercial Core and stores could be oriented to better serve the high volumes of Park Royal customer traffic.

The commercial area's ground level tenants were recently inventoried, and several observations were made as to the retail role and function of specific areas in the Ambleside Commercial Core. Results indicated that the retail and service tenant mix varies in some important ways from the average for the BIA. The aerial image below zooms in on the area while showing the built form of its constituents.

AMBLESIDE COMMERCIAL CORE AERIAL VIEW



Sources: Google Maps; Site Economics

3.1 The Commercial Areas

The following outlines each area of Ambleside Commercial Core broken down by block and shopping district, which has its own retail focus and theme. A typical city block in the area ranges from 250 to 500 linear feet, the larger blocks accommodating 33,000 to 55,000 square feet of commercial space and the smaller blocks hosting 2,000 to 14,000 square feet. The average space in Ambleside measures only 1,629 square feet in gross leasable area. The aerial view on the previous page can help the reader more readily locate the commercial areas recorded in the tables below, they summarize commercial inventory data collected by GP Rollo and Associates in 2013. While these data are a few years old they are not expected to have changed sufficiently to alter any conclusions drawn (e.g. a restaurant is replaced by a different restaurant, a small retailer is replaced by a similar retailer, etc).

The table below breaks down the entire Commercial Core and summarizes the amount of overall commercial space, the number of CRUs (or stores) and the average leasable area of each CRU. It should be noted that the Ambleside Commercial Core includes over 350,000 square feet of commercial space, or the equivalent of a regional shopping centre.

RETAIL SPACE BY LOCATION - AMBLESIDE VILLAGE							
Location	Total GLA	Stores	Avg. GLA	Location	Total GLA	Stores	Avg. GLA
Grand Total	356,688	219	1,629	15th Street			
Marine Drive				200 Block 15th Street	1,000	1	1,000
1300 Block Marine Drive	14,500	13	1,115	300 Block 15th Street	2,000	1	2,000
1400 Block Marine Drive	55,500	44	1,261	500 Block 15th Street	11,000	3	3,667
1500 Block Marine Drive	41,000	32	1,281	15th Street Total	14,000	5	2,800
1600 Block Marine Drive	33,188	13	2,553	16th Street			
1700 Block Marine Drive	56,000	16	3,500	200 Block 16th Street	10,500	6	1,750
1800 Block Marine Drive	45,000	29	1,552	300 Block 16th Street	2,000	1	2,000
1900 Block Marine Drive	14,500	15	967	16th Street Total	12,500	7	1,786
Marine Drive Total	259,688	162	1,603	17th Street			
Bellevue				200 Block 17th Street	5,000	2	2,500
1400 Block Bellevue	10,000	9	1,111	300 Block 17th Street	3,000	2	1,500
1500 Block Bellevue	13,500	11	1,227	17th Street Total	8,000	4	2,000
1600 Block Bellevue	2,000	1	2,000	Clyde			
1800 Block Bellevue	9,500	4	2,375	1400 Block Clyde	12,500	9	1,389
Bellevue Total	35,000	25	1,400	1500 Block Clyde	15,000	7	2,143
				Clyde Total	27,500	16	1,719

Sources: Site Economics; GP Rollo & Associates

Nearly 73% of the commercial floor space in Ambleside is on Marine Drive, with another 10% on Bellevue Avenue with the balance on the interstitial streets within the Commercial Core. Moreover, it is important to notice that the average store size tends to be well less than 2,000 square feet, indicating more of a boutique retail presence.

The table below delves somewhat deeper and summarizes the types of businesses operating on Marine Drive on a block-by-block basis by overall and average square footage and the number of businesses in each category.

TENANT MIX BY CATEGORY - AMBLESIDE VILLAGE - MARINE DRIVE						
Tenant Category & Location	Total GLA	Stores	Avg. GLA	Tenant Category & Location	Total GLA	Stores Avg. GLA
1300 Block Marine Drive				1600 Block Marine Drive		
Restaurant	6,000	1	6,000	Financial & Legal Services	13,000	3 4,333
Other Services	3,500	6	583	Other Services	9,000	4 2,250
Home Furnishings & Accessories	2,000	2	1,000	Restaurant	6,688	3 2,229
Vacant	1,500	2	750	Apparel	3,000	1 3,000
Financial & Legal Services	1,000	1	1,000	Vacant	1,000	1 1,000
Office	500	1	500	Grocery & Convenience	500	1 500
1300 Block Marine Drive Total	14,500	13	1,115	1600 Block Marine Drive Total	33,188	13 2,553
1400 Block Marine Drive				1700 Block Marine Drive		
Restaurant	17,500	11	1,591	Grocery & Convenience	27,000	1 27,000
Other Services	11,000	13	846	Restaurant	14,000	6 2,333
Alcohol & Tobacco	5,000	1	5,000	Financial & Legal Services	8,000	2 4,000
Home Furnishings & Accessories	4,000	2	2,000	Vacant	3,000	3 1,000
Financial & Legal Services	3,000	1	3,000	Home Furnishings & Accessories	2,000	1 2,000
Apparel	3,000	2	1,500	Other Services	1,500	2 750
Office	2,500	3	833	Health Services	500	1 500
Grocery & Convenience	2,000	1	2,000	1700 Block Marine Drive Total	56,000	16 3,500
Vacant	1,500	2	750	1800 Block Marine Drive		
Health Services	1,500	2	750	Other Services	18,000	11 1,636
Multimedia, Books, Music	1,500	2	750	Home Furnishings & Accessories	8,000	2 4,000
Pub	1,000	1	1,000	Restaurant	4,000	4 1,000
Electronics & Appliances	1,000	1	1,000	Financial & Legal Services	4,000	3 1,333
Footwear & Fashion Accessories	500	1	500	Apparel	3,000	2 1,500
Toys/Hobbies/Pets	500	1	500	Home Improvement	3,000	1 3,000
1400 Block Marine Drive Total	55,500	44	1,261	Vacant	1,500	2 750
1500 Block Marine Drive				Footwear & Fashion Accessories	1,000	1 1,000
Restaurant	12,500	8	1,563	Health Services	1,000	1 1,000
Grocery & Convenience	6,000	5	1,200	Grocery & Convenience	1,000	1 1,000
Apparel	5,500	5	1,100	Toys/Hobbies/Pets	500	1 500
Other Services	3,500	4	875	1800 Block Marine Drive Total	45,000	29 1,552
Health Services	3,000	3	1,000	1900 Block Marine Drive		
Vacant	3,000	2	1,500	Other Services	4,500	5 900
Toys/Hobbies/Pets	2,000	1	2,000	Health Services	4,500	4 1,125
Home Furnishings & Accessories	2,000	1	2,000	Restaurant	3,000	3 1,000
Home Improvement	2,000	1	2,000	Electronics & Appliances	1,000	1 1,000
Electronics & Appliances	1,000	1	1,000	Office	1,000	1 1,000
Financial & Legal Services	500	1	500	Pharmacy	500	1 500
1500 Block Marine Drive Total	41,000	32	1,281	1900 Block Marine Drive Total	14,500	15 967

Sources: Site Economics; GP Rollo & Associates

Restaurants of various kinds are generally the most common tenant type. Note the lack of larger tenants; as can be seen, there are few tenants over 3,000 square feet in size. The "Other Services" category includes beauty salons and hairdressers, as well as various services such as travel agents, realtors, florists and dry cleaners, among others.

3.2 Ambleside Tenant Mix

The tenant mix includes many local tenants and only a few regional and national chain stores. It is very difficult to maintain a local character and at the same time generate high rental rates. Once an area becomes successful, the larger chain tenants tend to move in to fully exploit the more affluent wider market. The table below breaks the tenants down into local and non-local categories.

TENANT MIX BY SCALE - AMBLESIDE VILLAGE			
Row Labels	Total GLA	Stores	Avg. GLA
Local			
Restaurant	59,188	32	1,850
Other Services	57,500	54	1,065
Apparel	25,000	19	1,316
Health Services	20,000	18	1,111
Home Furnishings & Accessories	17,000	10	1,700
Office	13,000	8	1,625
Electronics & Appliances	10,000	4	2,500
Grocery & Convenience	8,000	5	1,600
Automotive Goods/Services	8,000	2	4,000
Alcohol & Tobacco	5,000	1	5,000
Fitness	5,000	2	2,500
Restaurant	4,000	2	2,000
Toys/Hobbies/Pets	4,000	4	1,000
Sporting Goods	4,000	2	2,000
Vacant	2,000	1	2,000
Financial & Legal Services	1,500	3	500
Footwear & Fashion Accessories	1,500	2	750
Multimedia, Books, Music	1,500	2	750
Pub	1,000	1	1,000
Jewellery & Accessories	1,000	1	1,000
Pharmacy	500	1	500
Multimedia, Books & Music	500	1	500
Local Total	249,188	175	1,424
National			
Grocery & Convenience	30,500	5	6,100
Financial & Legal Services	28,000	8	3,500
Restaurant	8,500	6	1,417
Home Furnishings & Accessories	7,000	1	7,000
Other Services	6,500	5	1,300
Home Improvement	5,000	2	2,500
Alcohol & Tobacco	5,000	1	5,000
Financial Services	4,000	1	4,000
Restaurant	500	1	500
Office	500	1	500
National Total	95,500	31	3,081
Grand Total	356,688	219	1,629

Sources: Site Economics; GP Rollo & Associates

Marine Drive can maintain a local character by trying to focus on its special location and unique aspects of design. Due to the competitive influence of Park Royal, Ambleside's customer traffic is limited, and as such, it will always be able to offer reasonably priced space to unique, one-of-a-kind, and local tenants. Ambleside has a small trade area, and medium rents limit the number of potential tenants.

The following table lists most of the grade level commercial tenants by category.

TENANT MIX - AMBLESIDE VILLAGE				
Type of Business	Total GLA	Stores	Avg. GLA	% of GLA
Restaurants	67,688	38	1,781	19.0%
Other Services (Beauty, etc)	64,000	59	1,085	17.9%
Grocery & Convenience	38,500	10	3,850	10.8%
Financial & Legal Services	29,500	11	2,682	8.3%
Apparel	25,000	19	1,316	7.0%
Home Furnishings & Accessories	24,000	11	2,182	6.7%
Health Services	20,000	18	1,111	5.6%
Vacant	14,000	14	1,000	3.9%
Office	13,500	9	1,500	3.8%
Alcohol & Tobacco	10,000	2	5,000	2.8%
Electronics & Appliances	10,000	4	2,500	2.8%
Automotive Goods/Services	8,000	2	4,000	2.2%
Fitness	5,000	2	2,500	1.4%
Home Improvement	5,000	2	2,500	1.4%
Restaurant	4,500	3	1,500	1.3%
Sporting Goods	4,000	2	2,000	1.1%
Toys/Hobbies/Pets	4,000	4	1,000	1.1%
Financial Services	4,000	1	4,000	1.1%
Footwear & Fashion Accessories	1,500	2	750	0.4%
Multimedia, Books, Music	1,500	2	750	0.4%
Pub	1,000	1	1,000	0.3%
Jewellery & Accessories	1,000	1	1,000	0.3%
Multimedia, Books & Music	500	1	500	0.1%
Pharmacy	500	1	500	0.1%
Grand Total	356,688	219	1,629	100%

Sources: Site Economics; GP Rollo & Associates

Comments on the merchandise mix are focused on new opportunities. As previously mentioned, there is an opportunity for an additional grocer/produce. There is an opportunity for entertainment and night life, particularly if there was a link to the nearby waterfront such as views. It is suggested that some new tenants could seek liquor primary licenses which provides the ability to offer live music and later operating hours.

Other opportunities include shoe repair, fitness centre, optometrist, junior department store, general store, variety/dollar store, women's wear, men's apparel (high end), unisex, other apparel, jewellery, gardening, electronics, paint & wallpaper, antiques and art galleries.

In general, there may be an opportunity to try and secure quality-of-life retailers who operate in a socially responsible and eco-friendly manner. These are often characterized by selling organic or fair-trade products.

In terms of regional retail, Ambleside could support more restaurants, specialty retail, design/art and household/lifestyle furnishings stores. In terms of neighbourhood retail, it could support many more food retail, and convenience retail stores. The vacancy rate is relatively low at under 2%. Some of the vacant premises are in peripheral areas but some are relatively prominent. It is clear that asking rents typically on the order of \$25 to \$30 per square foot (per year) are a reflection of the old and inefficient buildings and not the market, which could be as high as \$45 per square foot. There is ample demand for neighbourhood retail in the core area and its continued success can be expected.

There are many potential tenants who are needed and would be suitable, but some of them may not locate here as the location may not be sufficiently "high-profile". Tenants who would add significantly to the merchandise mix include ladies wear such as vintage clothing. People from across the North Shore would trade in high quality well-kept older fashions if young people would simply come to the area to buy it. There is also demand for specialty food such as European delicatessens and high quality green grocers.

Ambleside could be a much more attractive commercial area but businesses simply do not have the ability to serve enough customers. The only reliable way to enhance the customer base is to increase the local population with more density.

AERIAL RENDERING OF THE AMBLESIDE OCEANFRONT



Source: Rennie Group

Site Economics Ltd.

3.3 Absence of Large Anchor Tenants

In the retail development industry, anchor tenants are vital to the success of any grouping of stores. The larger, more numerous and more important the anchor tenants, the busier and more successful the commercial trade activity. Anchor tenants bring the following to a commercial district or shopping centre:

- An identity and reputation which has a positive impact on consumers' attitudes towards an area;
- They define the commercial facility's role and function within the community;
- They create a sense of stability, offering consistent operating hours with quality products and services. A new high-quality supermarket would be essential to the future of Ambleside;
- They generate extensive customer traffic, for both themselves and nearby stores;
- They are typically the only tenants to market and advertise independently and heavily; and
- They are typically capable of securing large parking areas, which other nearby businesses are able to utilize.

In most substantial commercial developments, the retail anchors are vital components. The lack of a larger anchor store, particularly a larger supermarket, is one of the primary reasons why the traditional commercial district can have difficulty attracting business. Ambleside has very few anchor tenants and its primary competitor Park Royal has a surplus of competitors with three supermarkets and other quality food retailers. The Ambleside Commercial Core's lack of anchors is a common problem associated with commercial streets and their small properties which cannot accommodate larger floor plate businesses. If several small sites were consolidated into larger master planned developments they could more effectively create spaces and premises attractive to larger and more vibrant retailers who could act as anchor tenants and make the area more attractive to consumers.

Another important type of retain tenant is the Sub-Anchor. This tenant category consists of relatively large and successful businesses which do not have the scale or customer traffic of a major anchor such as a supermarket or department store, yet they are larger than typical small-scale shops and stores which line most commercial streets and shopping mall corridors. A sub-anchor typically generates its own customer traffic and does not rely entirely on the customer traffic of other nearby businesses. As such, sub-anchors are an important tenant category whose presence supports a dynamic and appealing commercial street. Examples of sub-anchors include drug stores, large bank branches, green grocers / produce stores, busy restaurants, liquor stores, boutique consumer electronics (e.g. Apple Store), office supply stores, etc.

While more sub-anchors are needed for Ambleside, many of them are regional, national, and even international chains and they cannot locate in the existing small and outdated premises being offered to rent.

4.0 COMPETING RETAIL CENTRES

This section of the study outlines the retail competition and its influence on the subject site. The North Shore is generally characterized by a lack of retail space and there is ample opportunity for retail development. The analysis will focus on the feasibility of a medium-large scale neighbourhood shopping centre as the retail scenario is clearly feasible under any circumstances.

Civic planning in West Vancouver has strictly limited retail development to Marine Drive and a select number of small areas. The limits placed on commercial space have allowed existing retailers to enjoy above average sales and dominate the market. Given the amount of growth that has occurred in the North Shore, more retail space is warranted. In addition, dated planning principles, which completely separated commercial and residential areas, and created large uniform residential subdivisions, have been discredited. Instead, new planning principles reflect the need for more proximate and convenient commercial facilities. It is now understood that no community should be deprived of access to commercial services if it is warranted by the market. Proximity to high quality retail space has sometimes become a measure of quality of life and it can create a sense of identity and place within the community.

West Vancouver has permitted only six district villages and most of those are on the east side of the city, Park Royal, Ambleside, and Dundarave. Only two very small commercial villages are on the west side of the city, namely Horseshoe Bay and Caulfeild Village. There is clearly very strong underserved demand due simply to the restrictive planning policies of the District of West Vancouver. The proposed new Cyprus Village at Highway 1 and Cyprus Mountain has the potential to become a major neighbourhood shopping centre, putting more competitive pressure on Ambleside.

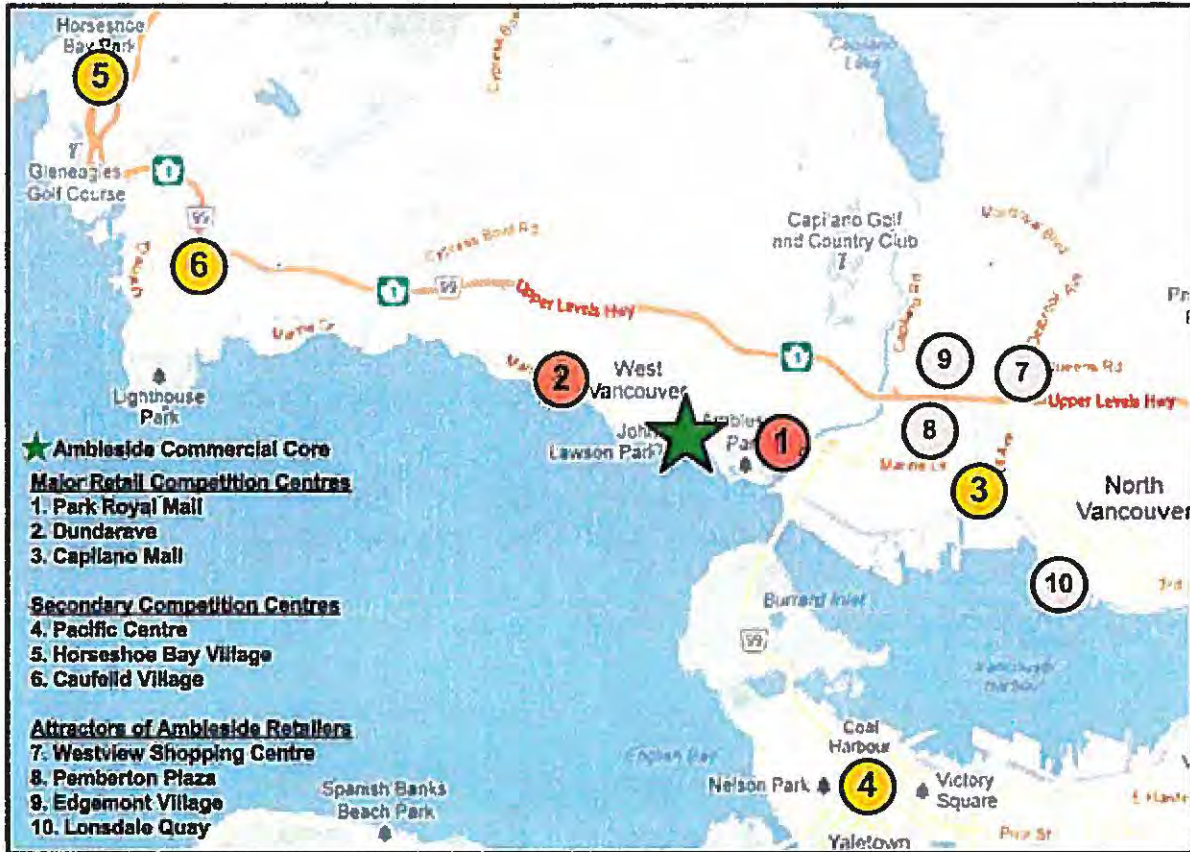
RENDERING OF PARK ROYAL REDEVELOPMENT (2015)



Source: parkroyalretail.com

The figure below illustrates some of the more important retail facilities and for precincts on the North Shore and is followed by a description of each project. Vancouver's Pacific Centre and Robson Street, despite being across the Burrard Inlet, are regional destinations and were also included in this study.

COMPETING RETAIL CENTRES



Sources: Google Maps; Site Economics

Ambleside faces heavy competition within West Vancouver, which has a strong retail presence with Park Royal Mall, the largest mall on the North Shore and several smaller neighbourhood serving retail villages. Less than 10 km outside of West Vancouver there are two additional malls, Capilano Mall and super regional Pacific Centre.

West Vancouver is shaped by the geography of water and mountains and due to a shortage of flat development land it is under-served by retail stores. The subject site is at a unique location en route to the Cypress Mountain Ski Resort with no residential development to the north. There is relatively little local competition West of Dunderave and limited lands with approved zoning for retail.

The following are retail centres which significantly impact consumer demand for Ambleside retailers:

- **Park Royal Shopping Centre** is approximately 1.4 million square feet in size. This regional centre consists of 280 stores and is anchored by The Bay, La Maison Simons, London Drugs, Home Depot,

Best Buy, Staples, Winners, Home Sense, The Brick, Sport-check, Osaka Supermarket, Whole Foods Market, H&M and Old Navy. The sixth-most productive shopping centre in British Columbia, this regional shopping centre completely dominates destination retailing on the North Shore, attracting many customers from Downtown Vancouver. The mall has several supermarkets and also serves West Vancouver's convenience retail needs. This has the most significant impact on retail at Ambleside. Customers who drive in from farther to the west will go to park royal as it is a huge mall with all their shopping needs. Ambleside cannot compete or offer an even moderate level of alternatives.

- **Dundarave Village** is a small, one-block commercial area located on Marine Drive in West Vancouver. This retail district is anchored by a very small IGA supermarket and sub-anchored by a Shoppers Drug Mart. The street front retail has a wide variety of specialty food stores, coffee shops, and restaurants, as well as service stores for financial and insurance. This shopping centre is easily accessible and visible due to its location on the high trafficked Marine Drive. This has a minimal impact on retail at the subject site.
- **Capilano Mall** is the second largest mall after Park Royal in the north shore. Anchor tenants include Sears (which is closing) and Walmart, along with many other smaller stores, service outlets, and professional offices.
- **Pacific Centre** located in Downtown Vancouver is approximately 1.3 million sq. ft. Large tenants include Holt Renfrew, Sport Check and Atmosphere, H&M's Vancouver Flagship, and Nordstrom Department Store. It is consistently one of North America's most productive shopping malls, presently the third-most productive in Canada, with average sales of \$1,531 per square foot in 2017.
- **Horseshoe Bay Village Area** located beside the Horseshoe Bay Ferry Terminal is a small strip of local businesses, food establishments, and community-oriented services along Bay Street in front of Horseshoe Bay Park. This commercial strip serves the local area of approximately 1,000 residents as well as the traffic at the BC Ferries terminal. There are approximately 50 businesses located in the complex, equating to roughly 50,000 sq. ft. of commercial space. Some notable tenants include Starbucks Coffee, Subway Restaurant, Boathouse Restaurant, and the Bay Market.
- **Caulfeild Village** The small Safeway anchor is well below 30,000 square feet in size and offers a limited selection. There are approximately 28 stores including sub-anchors such as Pharmasave, the BC Liquor store, and Bank of Montreal. There are other stores and services including Starbucks Coffee, Cobs, Subway Restaurant, medical and dental offices, beauty spa, hair salon, and an array of restaurants, retail stores, and specialty food stores. There is some fashion which is unusual for such a small mall and it reflects the high income of area residents. According to their leasing material the asking rents are currently listed at \$45.00 per sq. ft. for typical space and this would likely include a tenant inducement of at least \$22.5 per sq. ft. Caulfeild is now a successful and busy shopping centre which has a low vacancy rate and high asking net rents; this success however is largely based on the lack of retail competition and not on its own merits. It would appear that the success of this centre rises largely from an increasing residential population with no local alternatives. Even if Ambleside were able to become more attractive, it would still not be able to attract these customers from the far west side of West Vancouver.

Though they are too small and far removed to compete with Ambleside for consumer demand, several smaller centres on the North Shore are becoming more attractive to Ambleside retailers. While Ambleside struggles to attract new retailers to its core, it also faces losing existing retailers to these competitors:

- **Edgemont Village** is a small local outdoor shopping district along Edgemont Boulevard between Crescentview Drive and West Queens Road. The recently refreshed district has over 120 shops and services including Edgemont Market, numerous banks (BMO, RBC, TD), Pharmasave, Starbucks, Subway Restaurants, and other specialty stores. Also in the area are local institutions such as the Capilano Library. The area is home to a new 59-unit condo development just adjacent to Edgemont Village, and three more developments totalling 69-units are currently being contemplated
- **Lonsdale Quay** and adjacent Parcels offer North Shore residents and ideal commercial location at the waterfront. This is a functional market and tourist attraction and a nice place for North Shore residents to shop for convenience needs. The facility may expand significantly if adjacent city lands are developed with an attraction (such as a Ferris wheel) rather than expected multi-family residential. The area has, however, seen some 309 condominium units built since 2014.
- **Marine-Norgate Commercial District** is an area under significant redevelopment with many new and upcoming multiuse residential and commercial developments. There is a variety of stores in within the local area, including large anchors such as Mark's Work Warehouse and Indigo, local businesses, food establishments, and car dealers, such as Mercedes Benz and Volkswagen.

STREETSCAPE AT EDGEMONT VILLAGE



Source: Vancouver Best Homes

5.0 AMBLESIDE RETAIL DEMAND

This section of the report outlines the local demand for all types of retail services. Local demand is large and growing slowly. Demand for retail goods is essentially a function of the trade area population and average consumer spending, modified if necessary, by residents' age and income characteristics. This is complimented by customers who come from outside the local area.

5.1 Delineation of the Retail Trade Area

When determining the geographic extent of the retail trade area, it is important to define the type of shopping facilities and contrast the anchor tenants with other competitors in the region. Shopping centres and commercial districts are often defined by the size and type of anchor tenants they offer. Anchor tenants tend to give street retail areas and shopping centres their image and identity. Anchor tenants have traditionally been either department stores and/or supermarkets; however, many different types of specialty tenants (e.g., big box) are also anchors.

Ambleside has essentially two anchor tenants, the Fresh St. Market and Shoppers Drug Mart. The area is essentially convenience and neighbourhood oriented with a large restaurant and personal service component. The trade area is limited by the IGA to the West and the Whole Foods and Loblaw's City Market to the East. The secondary trade area is all to the west and north however residents of these areas travel long distances to shop and drive well past the stud area for most of their shopping needs.

A primary trade area is that geographic region from which residents could reasonably be expected to travel to the study area on a regular basis for convenience retail items, such as food and personal services or a limited selection of apparel and accessories. Note that this area is different from the Ambleside Commercial Core and the Ambleside Dundarave BIA boundary.

The primary trade area is bounded as follows:

- North: Highway 1
- South: English Bay
- West: 25th Street
- East: 11th Street

A map of these boundaries is shown below.

MAP OF AMBLESIDE TRADE AREA



Source: Site Economics

5.2 Trade area Population Projections

Population trends, particularly immigration, form the core of the demand side of the real estate equation. Population growth can be related directly to retail and housing demand, and can serve as a proxy for broad economic statistics.

The trade area is not growing appreciably and is approximately 14,640 persons total. The current technical projections are for a population of 14,800 by 2026. If new development policies were put in and the area did grow this could likely rise to perhaps 15,000 by 2026. It is essential for any vibrant commercial area to have at least some population growth. Without population growth, retail cannot prosper.

North Shore residents come through West Vancouver frequently and could make more effective use of the area's commercial facilities if they were about to live in West Vancouver.

5.3 Ambleside Trade Area Demographics

According to the 2016 census, the trade area residents have the following characteristics:

Primary Trade Area Residents Demographic Summary

Total Population		
2012 estimated	14,537	
2017 estimated	14,640	
2022 Projected	14,766	
% Pop. Change (2012-2017)	0.7%	
% Pop. Change (2017-2022)	0.9%	
2017 Total Population by Age		
Age	14,640	
0 to 4 years	333	2.3%
5 to 19 years	1,869	12.8%
20 to 24 years	991	6.8%
25 to 34 years	951	6.5%
35 to 44 years	1,313	9.0%
45 to 54 years	1,866	12.7%
55 to 64 years	2,128	14.5%
65 to 74 years	2,259	15.4%
75 years & over	2,931	20%
Median Age	55.0	
2017 Total Census Families		
Families	3,814	
Average Persons Per Family		
Total Couples	3,340	87.6%
Without children at home	1,817	47.6%
With children at home	1,523	39.9%
Lone-parent families	474	12.4%
Children Per Census Family		
Family	0.9	
2017 Educational Attainment (15 years+)		
Attainment (15 years+)	12,938	
Less than a bachelor degree	6,621	51.2%
Bachelor degree & higher	6,318	48.8%
2017 Households		
Households	6,911	
Persons per household		
Average household income	\$ 145,024	
2017 Occupied Dwellings		
Dwellings	6,911	
Owned dwellings	4,521	65.4%
Rented dwellings	2,390	34.6%
Apartment, low and high rise		
Dominant building type		
Dominant period of construction		
1961-1980		
Average household income		
2012 estimated	\$ 127,856	
2017 estimated	\$ 145,024	
2020 projected	\$ 156,971	
2022 projected	\$ 166,199	
2027 projected	\$ 192,896	
Source Site Wise Statistics Canada		

Several statistics are of note:

- The median household income is well above the provincial average and the dominant household income category is over \$100,000 per year.
- Only one third of the homes are rented, 2,390 which is typical of the provincial average.
- The average number of people per household is 2.8 compared to a regional average of 2.6. As expected, there are far fewer children than average.
- The salient characteristic of this market is the large number of residents over 55 years of age. Older people do not spend as much as young on typical retail goods.
- The growth rate is effectively stagnant.

5.4 Retail Expenditures in the Ambleside Trade Area

In order to estimate retail demand, it is necessary to establish the average amount of retail dollars spent by the trade area residents. This spending represents the retail expenditure potential that is available to the existing and future stores located within the trade area.

Total retail spending at each store type for all of B.C. is outlined in the Statistics Canada Retail Trade Journal. This total, divided by the number of persons in the province, reveals retail demand per capita. Average spending excluding automobiles is \$9,150 per year. Average spending at supermarkets and other grocery stores is \$2,390.

West Vancouver, however, is not an average BC market, with per-capita incomes over 80% higher than the provincial averages. Thus, it can be assumed that trade area residents will spend more per capita than their average BC counterparts. This average per capita spending, multiplied by the total trade area population reveals the overall level of demand over a series of years.

Trade Area Retail Expenditures by Store Type

RETAIL EXPENDITURES (2016 DOLLARS)	TA Population	14,640	14,742	14,846	14,950	15,054
Expenditure Category	Per Capita	2016	2021	2026	2031	2036
Supermarkets and other grocery	\$ 4,250.36	\$62,225,300	\$62,660,900	\$63,099,500	\$63,541,200	\$63,986,000
Convenience stores	\$ 218.04	\$3,192,100	\$3,214,400	\$3,236,900	\$3,259,600	\$3,282,400
Specialty food stores	\$ 475.04	\$6,954,600	\$7,003,300	\$7,052,300	\$7,101,700	\$7,151,400
Beer, wine and liquor stores	\$ 711.01	\$10,409,100	\$10,482,000	\$10,555,400	\$10,629,300	\$10,703,700
Health and personal care stores	\$ 2,259.77	\$33,083,000	\$33,314,600	\$33,547,800	\$33,782,600	\$34,019,100
Convenience Retail Total	\$ 7,914.22	\$115,864,100	\$116,675,200	\$117,491,900	\$118,314,300	\$119,142,500
Eating and Drinking Establishments	\$ 7,847.72	\$114,890,500	\$115,694,800	\$116,504,600	\$117,320,200	\$118,141,400
Clothing stores	\$ 1,785.23	\$26,135,700	\$26,318,600	\$26,502,900	\$26,688,400	\$26,875,200
Shoe stores	\$ 258.90	\$3,790,300	\$3,816,800	\$3,843,500	\$3,870,400	\$3,897,500
Jewellery, luggage, leather goods	\$ 358.78	\$5,252,500	\$5,289,300	\$5,326,300	\$5,363,600	\$5,401,100
Sporting goods, hobby, book, music	\$ 813.24	\$11,905,900	\$11,989,200	\$12,073,200	\$12,157,700	\$12,242,800
General merchandise stores	\$ 2,750.47	\$40,266,800	\$40,548,700	\$40,832,500	\$41,118,400	\$41,406,200
Miscellaneous store retailers	\$ 710.81	\$10,406,200	\$10,479,100	\$10,552,400	\$10,626,300	\$10,700,700
General Retail Total	\$ 6,677.42	\$97,757,400	\$98,441,700	\$99,130,800	\$99,824,700	\$100,523,500
Electronics and appliance stores	\$ 1,168.32	\$17,104,100	\$17,223,900	\$17,344,400	\$17,465,900	\$17,588,100
Furniture stores	\$ 722.22	\$10,573,400	\$10,647,400	\$10,721,900	\$10,797,000	\$10,872,500
Home furnishings stores	\$ 450.50	\$6,595,400	\$6,641,500	\$6,688,000	\$6,734,800	\$6,782,000
Building material, garden equip., supplies	\$ 1,228.16	\$17,980,300	\$18,106,200	\$18,232,900	\$18,360,600	\$18,489,100
Building Services Total	\$ 3,569.21	\$52,253,200	\$52,618,900	\$52,987,300	\$53,358,200	\$53,731,700

Source: Statistics Canada - Retail Trade Journal 63-005, Site Economics Ltd.

The preceding table indicates spending potential by retail category of the trade area population based on per capita spending.

The following table merges the competition and demand data into a general estimate of the possible market shares by tenant category. Once the total expenditure by the trade area population has been estimated by category, those values may be divided by an industry standard average retail productivity of \$300 per square foot and multiplied by a capture rate for retailers within the trade area. Goods for which there is much competition nearby or where consumers will want to compare options will have a lower capture rate than more convenience-oriented retailing.

RETAIL SPACE SUPPORTED (SQUARE FEET) - BASED ON \$300/SQFT PRODUCTIVITY						
Expenditure Category	CAPTURE	2016	2021	2026	2031	2036
Supermarkets and other grocery	60%	124,500	125,300	126,200	127,100	128,000
Convenience stores	80%	8,500	8,600	8,600	8,700	8,800
Specialty food stores	35%	8,100	8,200	8,200	8,300	8,300
Beer, wine and liquor stores	60%	20,800	21,000	21,100	21,300	21,400
Health and personal care stores	35%	38,600	38,900	39,100	39,400	39,700
Convenience Retail Total		200,500	202,000	203,200	204,800	206,200
Eating and Drinking Establishments	15%	57,400	57,800	58,300	58,700	59,100
Clothing stores	10%	8,700	8,800	8,800	8,900	9,000
Shoe stores	10%	1,300	1,300	1,300	1,300	1,300
Jewellery, luggage, leather goods	10%	1,800	1,800	1,800	1,800	1,800
Sporting goods, hobby, book, music	10%	4,000	4,000	4,000	4,100	4,100
General merchandise stores	10%	13,400	13,500	13,600	13,700	13,800
Miscellaneous store retailers	10%	3,500	3,500	3,500	3,500	3,600
General Retail Total		32,600	32,800	33,000	33,300	33,500
Electronics and appliance stores	10%	5,700	5,700	5,800	5,800	5,900
Furniture stores	10%	3,500	3,500	3,600	3,600	3,600
Home furnishings stores	10%	2,200	2,200	2,200	2,200	2,300
Building material, garden equip., supplies	10%	6,000	6,000	6,100	6,100	6,200
Building Services Total		17,400	17,500	17,700	17,800	17,900
Total, All Stores (non-automotive)		307,900	310,100	312,200	314,600	316,700

Source: Statistics Canada - Retail Trade Journal 63-005, Site Economics Ltd.

Given the trade area population and market captures assumed, we estimate that the trade area can support about 308,000 square feet of retail now, growing to about 317,000 square feet by 2036.

One can conclude that at present rates of growth, the Ambleside Commercial Core presently has more retail than its trade area population can support locally; as previously shown, the Commercial Core offers over 350,000 square feet of retail space. Also, since attracting larger anchor tenants is neither likely nor desirable, the only proactive option is to try to increase the local population. If there were more multifamily rental residential, there would be more customers and more potential employees for the retail.

Indeed, it could be argued that the capture rates ascribed to the Ambleside trade area are generous, indicating an even greater difference between the amount of retail presently demanded and the amount of retail presently supplied.

6.0 RESIDENTIAL DEVELOPMENT NEAR AMBLESIDE

There are relatively few multi-family projects in West Vancouver compared to other municipalities in metro-Vancouver. All strata residential projects either recently sold-out, actively-marketing, or contemplated near or in the Ambleside neighbourhood are shown on the map below, relative to the Commercial Core. All projects are concrete condominiums.

CONDOMINIUM DEVELOPMENT IN WEST VANCOUVER



Sources: Urban Analytics; Google Maps; Site Economics

The following tables provide details on recent multi-family condominium developments in the vicinity of the Ambleside Commercial Core.

6.1 Recently Completed Projects

Projects shown with red squares are completed and sold-out projects. The majority are near Park Royal and will have little effect on the Ambleside Commercial Core. One project sold out within the Commercial Core boundary, and that was Park View Place with 10 units averaging 940 square feet. The projects are all relatively small in terms of number of units, though the projects near Park Royal offered larger units than the project in Ambleside.

Project Name & Address	Neighbourhood	Total Units	Sold Out	Months on Mkt	Avg Size	Avg Price	Avg \$ PSF
Evelyn - Cliffside 908, 918, 988 Keith Road	Park Royal	38	30/06/2012	7	1515	\$1,439,300	\$950
Evelyn - Cliffside Estates Keith Road and Taylor Way	Park Royal	23	30/06/2016	21	1556	\$2,010,352	\$1,292
Evelyn - Forest Edge Keith Road and Taylor Way	Park Royal	67	15/04/2016	53	1435	\$1,363,250	\$950
Park View Place 1891 Marine Drive	Ambleside	10	30/06/2014	58	940	\$987,000	\$1,050
		138			1441	\$1,464,777	\$1,016

Sources: Urban Analytics; Site Economics

6.2 Actively-Selling Projects

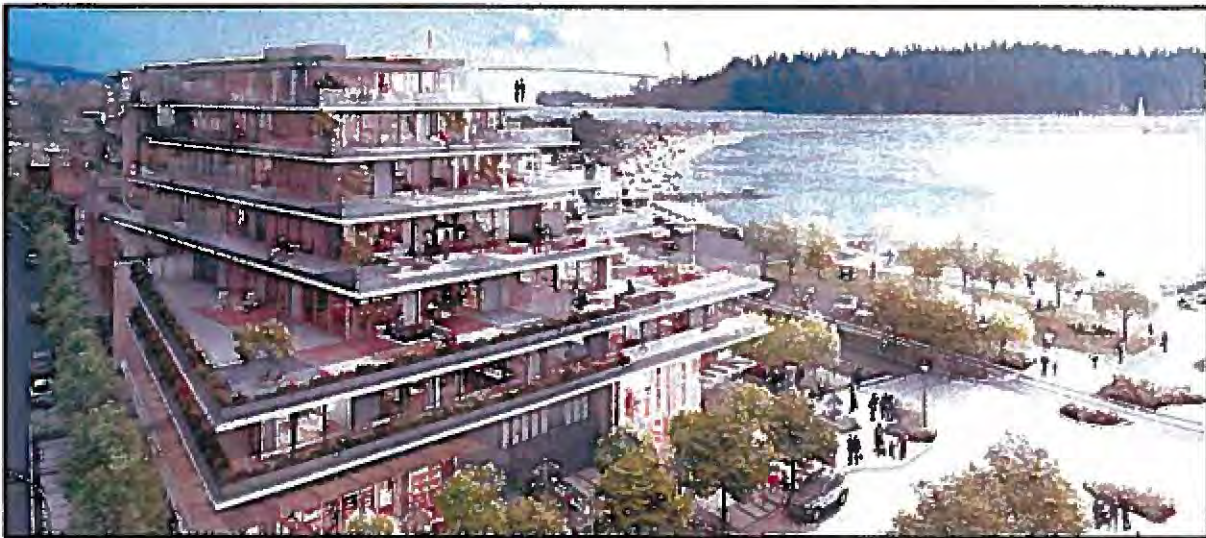
Projects shown with green squares are projects actively being sold. Two projects fall within the Commercial Core and promise 98 large units of nearly 1,900 square feet on average. As of late 2017, 91 of these units have been sold at impressive price points averaging \$1,925-\$2,491 per square foot.

Project Name & Address	Neighbourhood	Total Units	Sold	Avg Size	Avg Price	Avg \$ PSF
Evelyn - Forest's Edge 3 & 4 Evelyn Dr & A. Erickson Pl	Park Royal	67	52	1296	\$1,995,840	\$1,540
Ambleside 1300 Blk Marine Drive	Ambleside	56	53	1879	\$3,617,075	\$1,925
Ambleside 2 1300 Blk Marine Drive	Ambleside	42	38	1888	\$4,703,008	\$2,491
Bellevue 2290 Marine Drive	Dundarave	35	28	2430	\$5,613,300	\$2,310
The Peak 2528 Burfield Place	British Properties	14	12	3019	\$4,757,944	\$1,576
Horseshoe Bay 6695 Nelson Avenue	Horseshoe Bay	158	111	1454	\$2,098,122	\$1,443
		372	294	1687	\$3,026,336	\$1,793

Sources: Urban Analytics; Site Economics

A rendering of one of these two projects is shown below.

RENDERING OF AMBLESIDE DEVELOPMENT (1300-BLOCK MARINE DRIVE)



Source: Grosvenor

6.3 Actively-Selling Projects

Projects shown with aqua/blue squares are projects actively contemplated or are early in the development approval process. Two projects fall within the Commercial Core and promise 36 units of condo residential. On the other hand, an additional 550 units are being considered near Park Royal.

Project	Neighbourhood	Owner/Applicant	Total Units	Application Status	Comments
303 Marine Dr	Park Royal	Darwin	111	Active-Rezzone/DP In Process	City staff indicate developer is working on revised plans for the development. Staff are bringing forward an interim zoning amendment policy where it is expected the application will be placed on hold pending the outcome of the Marine Drive Context Study. The plan is to be considered by council before the summer.
Keith Rd and Taylor Way	Park Royal	Onni	160	Active-Approved	Forest Edge 3 & 4 launched in Q2-2016 which is an 8 storey building comprised of 67 units. Total 160 units represents what is remaining to be released for Evelyn.
Park Royal - 752 Marine Dr	Park Royal	Larco Group	279	Active-Prelim	New Marine Drive Local Area Plan and Design Guidelines have been adopted by the city of West Vancouver. It is expected that the applicant will be revising the proposal to comply with the new area plan.
1763 Bellevue Ave	Ambleside	Newport Developments	20	Active-Rezzone/DP In Process	Application for a seven storey building comprising of 20 units, 34 underground residential parking stalls, and commercial at grade was rejected by the city after objecting to both the building's height and the project's failure to provide adequate community benefit. Council requested the developer to go back to the drawing board to include space for a community group.
1327 Marine Drive	Ambleside	ATI Group	16	Active-Rezzone/DP In Process	Development application submitted proposing a 3-storey mixed use building comprised of 16 units. Units range from 600-1,400 square feet. Proposal includes 5,167 sqft of ground floor retail.
2900 Block Cypress Bowl	British Properties	British Pacific Properties	57	Active-Approved	Development application for the Rodgers Creek area. Site is approved to have 2 apartment sites with a current maximum of 57 units. Site will also include 14 duplexes and 15 single family homes. Approved for development on July 29, 2013. Must now go through development process for form and character of each parcel.

Sources: Urban Analytics; Site Economics

Though there is some residential development occurring in or near the Ambleside Commercial Core, the small number of units added will do little to adequately stoke retail demand. Many more residents will be required.

7.0 DENSITY AND POTENTIAL ZONING CHANGES

As indicated in this and other reports Ambleside is subject to very strong competition which limits its potential to reach a regional population base. As such, its role and function is limited to remaining a neighbourhood convenience commercial area. In order to improve and optimize its business function, the local population base must grow as the geographic area cannot.

This means new and higher density buildings should be encouraged along Marine Drive and the surrounding commercial streets as possible to ensure Ambleside businesses have more local customers. Given the restraints of competition additional local customers are the primary means by which market demand can grow.

In addition to more local residents, Ambleside requires more modern street front retail space and larger commercial premises, some of which offer underground and structured parking. Modern and efficient commercial space is what vibrant and successful retail chain tenants and retail operators need in this very competitive market. Major retail like street front location and they are looking for and need large modern premises before they can even consider an Ambleside location.

Thus, it is important to build new higher quality mixed use residential and commercial premises in order to support revitalization. This section of the report outlines exactly why the current zoning is insufficient and the permitted density must be increased if the area is to be improved and experience some badly needed redevelopment.

The implication is that extremely low-density development patterns of one and two storeys and an FSR of under 2.0 is not economically or financially feasible. A new paradigm for densities of 2.5 to 3.5 FSR is required to generate sufficient revenues to encourage widespread redevelopment along Marine Drive.

7.1 Density in Other Town Centres

The current density throughout the area is about 1.2 FSR but this can generally be increased to 1.75 by a developer paying for and thereby securing density bonuses. This is a relatively moderate FSR and well below the typical density found in new developments in other areas around Metro Vancouver.

For example, take the city of Vancouver and the city of White Rock, two municipalities with similar geographic situations (focussed on the waterfront and the west side of the region) building densities are well over 2 FSR on small sites and often well over 3 FSR on large sites. As a result, there is extensive redevelopment in both of these cities on most of their arterial roads (similar to Marine Drive).

Vancouver has had a traditional minimum standard density on arterial roads of 2.5 FSR and has had this for over 60 years, though many planners and analysts have argued that this figure is too low. This density

is readily increased by the city to 3.5 and higher with the payment of additional community amenity fees, and this density often accommodates a 4 to 6 storey building.

White Rock with its lower land values has been compelled to increase densities to well over 3.5 and often as high as 5.5 and 6 FSR. This accommodates their typical 12-19 storey mid-rise condominium buildings.

Our firm has completed dozens of density increase studies in both cities and the resulting buildings are considered a great asset for the community and for each of the commercial areas which experience the redevelopment.

Additional residential density with its new commercial premises, underground parking and additional local residents has brought back prosperity and vibrant commercial business activity wherever it has been permitted.

Thus, a new a modern mixed-use density should be proposed for the Ambleside neighbourhood and Commercial Core, likely matching the regional standard of 2.5 on small sites and 3.5 on larger sites. The District, like every other municipality in the metro Vancouver region, would be well positioned to capture a share of the resulting land value increase in new Community Amenity Charges. These funds can then be used to expand public amenities and service to limit any impact from the new density.

7.2 Rental Residential

The vast majority of new projects would likely be strata title residential condominiums, not unlike those previously mentioned, as such developments are often the highest and best land use. New strata residential development in a community can create the potential to increase the number of rental residential units; this can often be done when the municipality requires that a specified percentage of the new units be rental.

Alternatively, for small projects municipalities can require financial contributions from developers equal to the value of 10% of their project and commit those funds to the construction of a single purpose built rental residential building. The financial contribution option is typically employed when the projects are relatively small and have less than 60 units.

It is not logical for renters or seniors to oppose new rental accommodation which is often provided as a condition for approval of the additional strata title units. Rental residential is a very important land use and it adds to a local commercial areas vibrancy. If it is a priority for the Municipality they can readily make it a part of the community amenity contributions (CAC).

7.3 Commercial Premises

It is important to note that the commercial area in Ambleside is relatively fixed and should not be made smaller or larger without very serious deliberation. The best way to adjust the commercial building area is to adjust the new building sizes but the mixed-use land area should remain the same. The total commercial area should remain relatively static in order to not lose market share and become even less successful. The status quo is relatively low performing retail and it could be much better with more local residents and more modern premises.

The typical functional commercial area on a city block is perhaps 10-to-12 legally-separate lots, each measuring approximately 60-feet deep by 30-feet wide. This often sums up to around 20,000 square feet of commercial space per block face, or between 40,000 to 50,000 square feet of commercial space per city block, including both sides of the street. In Ambleside, older premises are often much too deep to be useful and often underutilize their space. In addition, valuable corner premises are often not fully used and thus cannot fulfil their role of making areas more vibrant.

In Ambleside, the older ad hoc building patterns did not take steps to optimize space in terms of either utility or consumer appeal and new buildings would be much more effective and attractive commercial premises which on their own can dramatically improve business sales.

The BIA has indicated that they feel a hotel would be a welcome addition to Ambleside; to be feasible, it would likely require a minimum FSR of 5.0 and accommodate at least 80 hotel rooms. This is the industry standard minimum size for a boutique hotel in order to have economics of scale. It is technically possible to have fewer rooms if the hotel were part of a strata title condominium hybrid building as the condos additional value could support and supplement the hotels performance.

An important factor in all street front commercial areas are anchor tenants. These are typically larger scale anchor developments which give the area its identity and image. They could locate on larger properties which should have higher FSRs. This would often be the location of any land uses which are not residential but above grade such as hotels or office buildings which may be a component of a mixed-use project with retail at grade, substantial residential, and a hotel or office portion. It is important to note that most chain retailers would not go into Ambleside simply because they could not find a suitable modern premise within which they could do business. There are very few if any large or modern premises available for successful retailers and they are forced to locate in Park Royal to secure their optimal store module whether they want that location or not.

It is vitally important that at least one or two of the largest commercially oriented sites on prominent locations be encouraged to redevelop with a supermarket anchor on the ground level.

7.4 Rezoning Effect on Land Value

A primary objective of this section is to arrive at a valuation of a typical site based on two types of possible housing configurations, duplex under current zoning and apartment/townhouse through rezoning.

Pro Forma Values

The following section provides the preliminary pro forma for the site under assumptions for either

- 1) Existing (maximum) zoning FSR 1.75 – low level townhouse
- 2) Concrete low rise 4 to 6 storeys proposed FSR 2.5 for small sites and FSR 3.5 for large sites

The potential range of land values are outlined in the following land residual model. The values are all very different as density adds value to the site. The current existing zoning is so limited that the project return is not attractive enough to spur new development. It is strongly recommended that density be increased significantly to add enough value to encourage new development. Of importance is that the city can capture much of that additional value by charging the developer new and higher CAC's for density over 1.75.

It should be noted that once these developments proceed they will remain in place for the very long term. It is best therefore to get significant density from prime sites as such density will be warranted if not immediately in the next 10 to 20 years. Density should be higher than what it is now and reflect the needs of the very long term.

A valuation has been prepared for the current zoning and for the proposed new zoning using reasonable assumptions about possible densities and values. In terms of current market conditions, the optimal development form is likely apartment residential with commercial at grade level. If there is some flexibility in zoning to reduce commercial and reduce risk then it is assumed townhouses would be more appropriate.

Costs and Revenue Assumptions

Financial valuation includes a discussion of the financial costs, revenues, benefits, and sensitivities. A number of industry standard cost and revenue assumptions have been made for the preparation of this financial pro forma analysis. Estimated costs and revenues can be refined as more information becomes available for the development.

These values reflect reasonable cost and revenue estimates for comparable properties, plus or minus 10% depending on the development plan and assumptions. This estimate is based upon very broad assumptions. Detailed costing can only be done once the project is ready to commence and more information is available. The two primary inputs are hard costs per sq. ft. and selling values per sq. ft. The hard costs are derived from the Altus Cost Guide 2017 inflated to reflect recent increases. The selling prices are derived from comparable past projects listed in this study.

Selling prices can also be derived from prevailing rents. Retail rents for street front space are at least \$30 per sq. ft. and often as high as \$45 for a newer premise. This would be capitalized at 5% in a new building to determine the selling value. Thus, the selling price of new high-quality strata title commercial space would be on the order of \$900 to \$1,000 per sq. ft. or higher. Selling values are always changing and mostly rising, rapidly. The Financial Analysis with typical industry standard costs and revenues is shown below. Clearly, Ambleside needs to make its zoning work for it and update densities to current market standards.

Residual Land Value for Three Development Zoning Scenarios

STANDARD DEVELOPMENT SCENARIO PRO FORMA AMBLESIDE DEVELOPMENT SPECIFICATIONS	CURRENT ZONING LOW DENSITY		STANDARD ZONING MEDIUM DENSITY		LARGE SITE ZONING HIGHER DENSITY	
	FACTOR	ACTUAL	FACTOR	ACTUAL	FACTOR	ACTUAL
NET SITE AREA IN ACRES / SQ. FT.	0.28	12,000	0.28	12,000	0.55	24,000
FLOOR SPACE RATIO	1.75		2.50		3.50	
GROSS BUILDING AREA (SQ. FT.)		21,000		30,000		84,000
BUILDING EFFICIENCY / NET BUILDING AREA	90%	18,990	90%	26,864	88%	74,068
NET COMMERCIAL	95%	7,600	95%	7,600	95%	7,600
NET RESIDENTIAL	85%	11,390	86%	19,264	87%	66,468
AVG UNIT SIZE SQ. FT. / NO. UNITS	14	814	24	803	83	801
DEVELOPMENT HARD COSTS						
SITE PREPARATION COSTS		\$ 50,000		\$ 50,000		\$ 75,000
BUILDING CONSTRUCT. CONCRETE COSTS @ SQ. FT.	\$ 350	\$ 7,350,000	\$ 360	\$ 10,800,000	\$ 360	\$ 30,240,000
OFF SITE SERVICES ESTIMATE		\$ 50,000		\$ 50,000		\$ 75,000
TOTAL HARD COSTS		\$ 7,450,000		\$ 10,900,000		\$ 30,390,000
DEVELOPMENT SOFT COSTS						
COMMUNITY AMENITY CHARGE 1 TO 1.4 FSR	\$ 15	\$ 163,200	\$ 15	\$ 163,200	\$ 15	\$ 326,400
COMMUNITY AMENITY CHARGE 1.4 TO 1.75 FSR	\$ 50	\$ 819,000	\$ 50	\$ 819,000	\$ 50	\$ 1,638,000
SCHOOL SITE ACQUISITION CHARGE PER UNIT	\$ 600	\$ 488,143	\$ 700	\$ 561,867	\$ 700	\$ 560,573
GVRD DEVELOPMENT SEWER CHARGES PER UNIT	\$ 807	\$ 656,552	\$ 807	\$ 647,752	\$ 807	\$ 646,261
MUNI DEVELOPMENT COST CHARGES COMMERCIAL	\$ 9,196	\$ 34,945	\$ 9,196	\$ 34,945	\$ 9,196	\$ 34,945
MUNI DEVELOPMENT COST CHARGES RESIDENTIAL	\$ 9,196	\$ 128,744	\$ 9,196	\$ 220,704	\$ 9,196	\$ 763,268
GVRD DEVELOPMENT CHARGES COMMERCIAL	\$ 0.81	\$ 6,164	\$ 0.81	\$ 6,164	\$ 0.81	\$ 6,164
ARCH. / PERMITS @ TOTAL HARD COSTS	8.5%	\$ 633,250	9.0%	\$ 981,000	9.0%	\$ 2,735,100
DISPLAY AND MARKETING @ UNIT	\$ 7,500	\$ 6,101,786	\$ 7,500	\$ 6,020,000	\$ 7,500	\$ 6,006,145
BUILDING FINANCING COST	10.0%	\$ 745,000	10.0%	\$ 1,090,000	10.0%	\$ 3,039,000
OTHER SOFT COSTS	5.0%	\$ 372,500	5.0%	\$ 545,000	5.0%	\$ 1,519,500
CONTINGENCY HARD COSTS	5.0%	\$ 372,500	5.0%	\$ 545,000	5.0%	\$ 1,519,500
TOTAL SOFT COSTS		\$ 10,521,783		\$ 11,634,631		\$ 18,794,856
TOTAL DEVELOPMENT COSTS		\$ 17,971,783		\$ 22,534,631		\$ 49,184,856
DEVELOPMENT REVENUES & LAND VALUES						
AVG. SALE PRICE PER SQ. FT. / PER UNIT ESTIMATE	\$ 1,900	\$ 1,545,786	\$ 2,000	\$ 1,605,333	\$ 2,000	\$ 1,601,639
COMMERCIAL	\$ 1,000	\$ 7,600,000	\$ 1,000	\$ 7,600,000	\$ 1,000	\$ 7,600,000
RESIDENTIAL		\$ 21,641,000		\$ 38,528,000		\$ 132,936,000
GROSS REVENUES		\$ 29,241,000		\$ 46,128,000		\$ 140,536,000
SELLING COSTS @ UNIT	\$ 40,000	\$ 560,000	\$ 42,000	\$ 1,008,000	\$ 42,000	\$ 3,486,000
TOTAL VALUE / NET REVENUE		\$ 28,681,000		\$ 45,120,000		\$ 137,050,000
PROFIT @ % OF COSTS AND INTEREST ON EQUITY	17.5%	\$ 3,145,062	17.5%	\$ 3,943,560	20.0%	\$ 9,836,971
LAND VALUE		\$ 7,004,155		\$ 17,633,808		\$ 74,542,173
LAND VALUE @ UNIT		\$ 8,609		\$ 21,969		\$ 93,082
LAND VALUE @ BULDABLE SQ. FT.		\$ 334		\$ 588		\$ 887
		AS IS ZONING	LITTLE VALUE	2.5 MUCH BETTER		HIGH BETTER

Rezoning for higher density clearly increases the residual value of the land, and this could be used as a tool by the District to incentivize the development needed to bring the necessary critical mass of residents to the Ambleside neighbourhood.

8.0 ANALYSIS AND CONCLUSIONS

Every commercial district or shopping centre is developed with a defined role and function. The format for retail may be neighbourhood, destination, convenience, tourist, regional, downtown, entertainment or any other type of grouped commercial development. A retail trade area is a geographic region within which residents demonstrate a discernible consumer behaviour pattern, for example the catchment area for a neighbourhood supermarket.

Due to very strong competition from Park Royal and the limited scale of the commercial component, Ambleside Commercial Core retailers will need to focus either on serving the immediate community (i.e. as a "neighbourhood" shopping district, and/or focus on niche goods and services otherwise not available at Park Royal.

Park Royal is less than a kilometre away and offers an unusually wide range of goods and services and has a particularly large neighbourhood convenience retail component with three supermarkets and two large drugstores and most of the financial institutions. This has the effect of dramatically shrinking the Ambleside trade area and market capture potential. As a result, the Ambleside Commercial Core has more square footage of retail space than it has the demand, both currently and for the foreseeable future.

The Ambleside commercial area is severely restricted in terms of having a small trade area and limited customer appeal offering only convenience retail. Thus, the most reliable way to improve sales is to add local customers to the immediate area in ever larger new forms of mixed use multifamily development. No other action can measurably increase its appeal to the wider municipality due to the scale, scope and proximity of Park Royal.

One of the functional problems with the built form of many areas is that they are spread out over a relatively large geographic area. As a direct result of distance and the poor visibility which results, it is difficult for businesses to generate mutual synergy (customers using several businesses at the same time because they are located in close proximity). In addition, excessive scale can dilute the positive influence of strong and attractive anchor tenants (supermarkets, department stores, etc.) who draw customers into the area.

Ambleside' commercial focus on Marine Drive is logical and well-designed as a linear strip. Retail development industry standards are a reflection of the expected patterns of consumer behaviour. It is widely accepted that typical consumers are unwilling to walk much more than 350 metres or 2 standard city blocks in one direction when shopping on a commercial street. This pattern is evident in most commercial districts where only two or three blocks in the core area are truly vibrant and attract premium shops which pay the highest rents. This core area tends to have major retail tenants, and chain stores. The balance of the commercial district, which is outside the main consumer strolling area, often consists of secondary retail, much of which can be marginal or struggling financially.

Marine Drive clearly reflects this pattern wherein the central portion is the most vibrant and the eastern and western ends are less vibrant. Prevailing rental rates reflect this change and are lower in areas which are more distant from the commercial core and its anchor tenants, Fresh St. Market and Shoppers Drug Mart. It is expected that the eastern areas will grow more vibrant with the forthcoming addition of the large new Grosvenor mixed-use commercial and residential building.

Ambleside clearly requires a large new supermarket and higher-quality smaller green grocers in order to better compete with the massive competitive influence of Park Royal. Each one of Park Royal's supermarkets likely has sales greater than all of Ambleside's food retail businesses combined.

Thus, after analyzing the available facts, we recommend several general and complimentary approaches:

- **First, increase allowed density in residential (and commercial) zones to increase the number of customers in the Ambleside retail trade area.**
- **Second, allow consolidation of retail parcels to create floorplates attractive to potential anchor or sub-anchor tenants.**
- **Third, augment the existing tenant mix with presently under-represented retailers.**

Some details include:

- The analysis has found that the most effective solution to enhance retail and commercial demand would be to increase the local population with more dense forms of development. This would also have the effect of creating new buildings with modern efficient retail premises.
- If several small sites were consolidated into larger master planned developments they could more effectively create spaces and premises attractive to larger and more vibrant retailers who could act as anchor tenants and make the area more attractive to consumers.
- Thus, a new a modern mixed-use density should be proposed for Ambleside, likely matching the regional standard of 2.5 on small sites and 3.5 on larger sites. The District, like every other municipality in the metro Vancouver region, would be well positioned to capture a share of the resulting land value increase in new Community Amenity Charges. These funds can then be used to expand public amenities and service to limit any impact from the new density.
- As previously mentioned, there is an opportunity for an additional grocer/produce. There is an opportunity for entertainment and night life, particularly if there was a link to the nearby waterfront such as views. It is suggested that some new tenants could seek liquor primary licenses which provides the ability to offer live music and later operating hours.
- Other opportunities include shoe repair, fitness centre, optometrist, junior department store, general store, variety/dollar store, women's wear, men's apparel (high end), unisex, other apparel, jewellery, gardening, electronics, paint & wallpaper, antiques and art galleries.

- In general, there may be an opportunity to try and secure quality-of-life retailers who operate in a socially responsible and eco-friendly manner. These are often characterized by selling organic or fair-trade products.
- In terms of regional retail, Ambleside could support more restaurants, specialty retail, design/art and household/lifestyle furnishings stores. In terms of neighbourhood retail, it could support many more food retail, and convenience retail stores...Vintage clothing. People from across the North Shore would trade in high quality well-kept older fashions if young people would simply come to the area to buy it. There is also demand for specialty food such as European delicatessens and high quality green grocers.
- According to the Urbanics survey, some respondents mentioned that the majority of clothing and grocery stores are too expensive and they would like to see more affordable options in the area. Others mentioned there are too many "second-rate" restaurants such as fast-food and sushi and they would like to see more upscale restaurants in the area. Several respondents discussed the lack of retail, activities, or general draw for young people. The overwhelming number of hair, nail and beauty salons in the area was generally disliked.
- Sidewalks and general pedestrian accessibility were often cited as problems in the Urbanics survey, particularly for seniors. Sidewalks and buildings were described as rundown; many of those surveyed would like the area to more closely resemble Dundarave, with more decorative planters and landscaping. Respondents also felt that efforts should be made to add more parking by encouraging developers to include more on-site public parking in new large-scale buildings. New development and/or CACs could address these urban realm issues.

The commercial vibrancy of Ambleside can only be enhanced with more local customers and by growing the local population base. This means increasing development density and permitting the redevelopment of single level retail with more traditional densities which like 2.5 and 3.5 Floor Space Ratios rather than floor space ratios of under 2, which currently apply.

Additional residential density with its new commercial premises, underground parking and additional local residents has brought back prosperity and vibrant commercial business activity wherever it has been permitted. Vancouver has had a traditional minimum standard density on arterial roads of 2.5 FSR and has had this for over 60 years, though many planners and analysts have argued that this figure is too low. This density is readily increased by the city to 3.5 and higher with the payment of additional community amenity fees, and this density often accommodates a 4 to 6 storey building.

Ambleside Revitalization Strategy – Appendices

APPENDIX - CLASSIFICATION OF SHOPPING CENTRES

As the focus of this market study is retail, it is important to have an understanding of the basic nature of shopping centres versus commercial streets. Recent retail development trends have focussed on open shopping centres, anchored by large format discount stores, supermarkets and even promotional department stores. The standard mall classifications are as follows:

Mall: Malls are typically enclosed, with a climate-controlled walkway between two facing strips of stores. The term represents the most common design mode for regional and super-regional centres and has become an informal term for these types of centres.

Strip Centre: A strip centre is an attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. Open canopies may connect the storefronts, but a strip centre does not have enclosed walkways linking the stores. A strip centre may be configured in a straight line, or have an "L" or "U" shape.

Neighbourhood Centre: This centre is designed to provide convenience shopping for the day-to-day needs of consumers in the immediate neighbourhood and, it is typically anchored by a supermarket. A neighbourhood centre is usually configured as a straight-line strip with no enclosed walkway or mall area, although a canopy may connect the storefronts.

Community Centre: A community centre typically offers a wider range of apparel and other soft goods than the neighbourhood centre does. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community centre tenants sometimes contain off-price retailers selling such items as apparel, home improvement/furnishings, toys, electronics or sporting goods.

Regional Centre: This centre type provides general merchandise (a large percentage of which is apparel) and services in full depth and variety. Its main attractions are its anchors: traditional, mass merchant, or discount department stores or fashion specialty stores. A typical regional centre is usually enclosed with an inward orientation of the stores connected by a common walkway, and parking surrounds the outside perimeter. Oakridge Mall is an example of a regional centre with plans to expand from 600,000 to 1.2 million sq. ft. within the next four years.

Super-regional Centre: Similar to a regional centre, but because of its larger size, a super-regional centre has more anchors, a deeper selection of merchandise, and draws from a larger population base. As with regional centres, the typical configuration is as an enclosed mall, frequently with multi-levels.

Fashion/Specialty Centre: A centre composed mainly of upscale apparel shops, boutiques and craft shops carrying selected fashion or unique merchandise of high quality and price. These centres need not be anchored, although sometimes restaurants or entertainment can provide the draw of anchors. The

physical design of the centre is very sophisticated, emphasizing a rich decor and high-quality landscaping. These centres usually are found in trade areas having high-income levels.

Power Centre: A centre dominated by several large anchors, including discount department stores, off-price stores, warehouse clubs, or "category killers," i.e., stores that offer tremendous selection in a particular merchandise category at low prices. The centre typically consists of several freestanding (unconnected) anchors and only a minimum number of small specialty tenants.

Theme/Festival Centre: These centres typically employ a unifying theme supported by the individual shops in their architectural design and, to an extent, in their merchandise. The biggest appeal of these centres is to tourists; as they can be anchored by large restaurants and entertainment facilities. These centres, generally located in urban areas, tend to be adapted from older, sometimes historic, buildings, and can be part of mixed-use projects. The locations tend to have some sort of natural feature such as water, or a tourist attraction.

Outlet Centre: Usually located in rural or, occasionally, in tourist locations, outlet centres consist mostly of manufacturers' outlet stores selling their own brands at a discount. These centres are typically not anchored. A strip configuration is most common, although some are enclosed malls, and others can be arranged in a "village" cluster.

In terms of street front retail districts, they tend to be in the following general categories:

- **Historic Heritage District and Retail Areas** such as Gastown. These tend to be tourist oriented.
- **Neighbourhood Commercial Streets**, such as West Broadway at MacDonald, and Fraser Street near 49th Avenue or 4th Avenue at Vine Street in Vancouver. These retail centres are typical of urban areas across North America, and are where local residents obtain most of their food, services and other convenience needs.
- **Fashion Districts**, such as Robson and Alberni Streets in Vancouver. These areas have overcome the negative impact of enclosed malls and are thriving.
- **Entertainment Districts**, such as the emerging Granville Street with its cinemas, restaurants and nightclubs.
- **Business-Serving Retail Districts**, such as on many downtown streets and part of Broadway Avenue in Vancouver. These areas are dominated by restaurants and personal or business services.

APPENDIX - RETAIL TRENDS

As with any retail market study, it is important to address a number of important retail development trends influencing the region:

SHOPPING MALLS AND NEIGHBOURHOOD CENTRES

- Regional enclosed malls have lost retail market share to other forms over the past 15 years. They tend to be costly to operate and inconvenient to shop at for the majority of customers. This is due to such factors as their lack of convenience for many residents within the mall's large regional trade area. Regional enclosed malls are a declining form of retail development and very few have been built in North America since 1990. Despite this, they have maintained dominance over some segments of the industry, particularly apparel. Without a large apparel selection, this type of retail development is not effective. Without full line department store anchors, this type of development is inconvenient without the end benefit of shopping there. Regional malls can rely on infrequent but substantial vehicle based shopping trips by rural residents.
- Malls can be ineffective premises for retailers due to their inconvenient locations and/or inconvenient space within mall area plans. Internal-only locations with weak exposure to major arterials do not offer sufficient visibility for retailers seeking the maximum exposure to potential consumers.
- Stand-alone anchors or anchors with just a few ancillary stores are becoming more common due to their simplicity, convenience, and low operating costs.
- Modern malls have high anchor-to-CRU (commercial retail unit) ratios. This trend is evident in virtually every recent development.
- Neighbourhood centres anchored by supermarkets and drugstores play a very strong role within the local community. They generate high and consistent rental revenue and have low associated leasing risk. These are a very popular form of retail development.
- Big-box specialty retail anchors which sell product lines such as books, crafts, toys, office supplies, computers, electronics, sporting goods, shoes, pet supplies, home furnishings, furniture, and home improvement merchandise, have grown to dominate shopping centre development. Big-box stores are now seeking out street-front retail locations in urban markets and are modifying their floor plans for these locations. These big-box tenants tend to locate on their own stand-alone sites when possible.

STREET-FRONT RETAIL

- Commercial streets are increasingly attractive locations for retailers as they offer maximum customer convenience and independence from mall landlords. They also allow retailers to

become an integral part of customers' ever more differentiated lifestyles. Mass marketing is growing less effective than in the past and customers seek more unique and socially diverse experiences.

- Street-front retailing is making a major comeback, in part, because it is convenient and it offers a number of unique and interesting owner-operator tenants. The large chains are all trying to get locations on good, high traffic streets in order to get closer to their customers, both physically and in terms of their lifestyle. This trend is only expected to grow as it gains its strength from the ever more pressing need for convenience for the local population base.
- Street-front commercial districts, with their more numerous, finer grain retail, are being differentiated from malls, and offer a favourable and complementary shopping alternative. Dozens of retail impact studies have been conducted when large new stores enter older communities with established retail and generally there has not been any measurable impact.
- There is strong demand from supermarkets for in-fill sites in inner-urban areas. The supermarkets tend to thrive with the associated denser population base and higher traffic volumes that such locations provide. This would spin off benefits to the immediate area and make related businesses viable. The major drawback is when there are few large vacant sites available.

RETAIL DEVELOPMENT

- Virtually every major high-profile retail development site in urban areas is being proposed as a mixed-use development. Whenever the site is near rapid transit or at a highway interchange, developers are proposing street front retail, anchor tenants, structured parking, and extensive residential above or around the periphery of the retail facility. A pure retail development is no longer deemed viable or the highest and best use for high quality locations.
- Most new retail projects are inner urban, mixed use and high density. Many new urban projects have a substantial multi-family component. In general, this form of retail is ever more specialized and focused on specific customer needs. There is less speculative building than in the past.

RETAIL SALES

- The wholesale to retail industry, typified by stores such as Costco, is still doing very well.
- The large discount chains are doing better than full price chains during the recession. Wal-Mart has done relatively well and taken major steps to "improve" and "green" their practices and image.
- Internet shopping is still growing steadily and is serving an ever increasing function in the market. It has radically transformed the retail landscape and has reduced retail demand. Retail rents and

space have become less valuable as major online retailers such as Amazon rapidly take ever increasing market shares.

While there is very little demand for anchor tenants in Ambleside the following table provides a list of all the smaller stores and retail categories.

List of Typical Retail and Service Tenants by Category

FOOD AND DRUG RETAIL	LADY'S APPAREL ETHNIC
SUPERMARKET	UNISEX
GROCER/PRODUCE	UNISEX ETHNIC
GROCER SPECIALTY/ETHNIC	CHILDREN'S APPAREL
CONVENIENCE STORE	CHILDREN'S APPAREL ETHNIC
FISH MARKET	FABRIC
MEAT MARKET	BRIDAL
BAKERY	MATERNITY
PHARMACY	THRIFT/SECOND-HAND MERCHANDISE
DRUGSTORE	UNIFORMS
FOOD SERVICE	OTHER APPAREL
LICENSED RESTAURANT	JEWELLERY
FAST FOOD	SHOES
RESTAURANT / CAFÉ	HOUSEHOLD / FURNISHINGS
RESTAURANT ETHNIC	HOUSEWARES
SPECIALTY COFFEE/TEA	SMALL APPLIANCES
OTHER FOOD RETAIL	LARGE APPLIANCES
SERVICE	HARDWARE STORES
BARBER + BEAUTY SALON	GARDEN SUPPLIES
TRAVEL AGENCY	ELECTRONICS / HOME ENTERTAINMENT
VIDEO RENTAL	FURNITURE / HOME FURNISHINGS
SHOE REPAIR	DURABLE GOODS/PAINT & WALLPAPER
DRY CLEANER/LAUNDROMAT	AUTOMOTIVE
PRINTING / COPY	GAS STATION
ENTERTAINMENT	TIRES/PARTS/ACCESSORIES
FITNESS CENTRE / YOGA	AUTO SERVICE
VETERINARIAN/PET GROOMING	AUTO / MOTORCYCLE SALES
OTHER	SPECIALTY RETAIL
OFFICE/FINANCIAL	SPORTING GOODS
STREET FRONT MEDICAL/DENTAL	BICYCLE SHOPS
INSURANCE/REALTOR/INVEST. BROKER	BOOKSTORES
FINANCIAL/BANK/CREDIT UNION	TOYS/HOBBIES
ACCOUNTING/LEGAL/NOTARY	OFFICE SUPPLIES
BUSINESS SERVICES	HEALTH & BEAUTY ITEMS
OPTOMETRIST	CARDS & STATIONARY
OTHER	BEDDING & LINEN
GENERAL MERCHANDISE	ART GALLERY/FRAMING
JUNIOR DEPARTMENT STORE	CAMERAS / FILM / PHOTO
GENERAL STORE	ANTIQUES
GENERAL STORE ETHNIC	GIFTS
VARIETY/DOLLAR STORE	OPTICAL
APPAREL AND ACCESSORIES	PETS & PET SUPPLIES
MEN'S APPAREL	LIQUOR STORE / BEER AND WINE
MEN'S APPAREL HIGH END	FLORIST
MEN'S APPAREL ETHNIC	RECORD & CD STORES
LADY'S APPAREL	MUSICAL INSTRUMENTS
LADY'S APPAREL HIGH END	CELLULAR TELEPHONES

APPENDIX – DETAILS OF NEARBY CONDOMINIUM PROJECTS

Q3 - 2017

ACTIVE CONCRETE CONDOMINIUM PROJECTS WEST VANCOUVER

Ambleside 2

1300 Blk Marine Drive
Ambleside



PROJECT DASHBOARD								
Total Units	Risd Units	Sold Units	Risd & Unsold	Max On Mkt	Mnthly Absorp.	Avg Size (SF)	Avg Unit Price	Blended \$ PSF
42	42	38	4	10	3.8	1888	\$4,703,008	\$2,491

GENERAL PROJECT INFO

Developer: Grosvenor
Description: Mixed-Use LR
Stores: 6
Other Uses: Retail
Architect: James Cheng
Interior Designer: Mitchell Freedland
Home Warranty: Travelers
General Contractor: Ledcor
Site Area:
FSR/FAR: 2.94

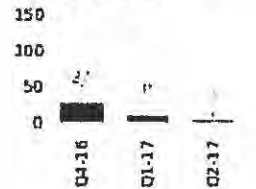
SALES & MARKETING

Sales Start Date: 12/11/2016
Current Mktg Status: By Appt
Sales Office: Pres Center
Open Days/Hrs: By Appt
Sales Office Address: 1350 Marine Drive
Sales Office Phone: (604) 922-1380
Project Marketing: Rennie Marketing

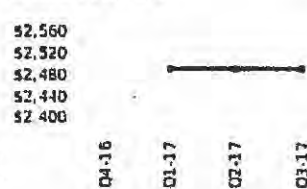
Incentives: n/a
Realtor: 3.55%/1.1625%
Comm.:
Realtor: n/a
Bonus:
Total Deposit: 20%
1st Dep: 5% **2nd Dep:** 5% **3rd Dep:** 10%
Web URL: www.grosvenoramble.com

WALK SCORE: 92

QUARTERLY SALES



BLENDED AVG SPSP



CONSTRUCTION STATUS

Launch Status: Pre-Construction
Current Status: Pre-Construction
1st Occupancy: 30/09/2019
Standing Inventory: 0

AMENITIES & STRATA FEE:

Amenities: Concierge-24 Hr, Fitness Area, Lounge.
Strata Fee (psf): \$0.54

INTERIOR FINISHING

Flooring

Kitchen: Wood
Entry: Wood
Living: Wood
Main Bath: Tile
Ensuite: Tile
Bedrooms: Wood

Counters

Kitchen: Quartz
Main Bath: Marble
Ensuite: Marble
Cabinets Finish: Wood

Appliances

Finish: Integrated
Fridge: Bottom Freezer
Stove: Gas
Microwave: Yes
Brands: Miele, Sub-Zero, Wolf

MISC. PRODUCT DETAILS

Misc

Ceiling Height: 9'
Parking Stall \$: n/a
Storage Locker: Yes
Storage Locker \$: n/a
Heat Source: Radiant HW
AC: Central

FLOORPLAN DATA

Plan Type	Bths	# Stalls	Risd	%	Sold	Unsold	Min SF	Max SF	Min \$	Max \$	Min \$ psf	Max \$ psf
1 Bd	1	n/a	7	17%	7	0	839	849	\$1,195,000	\$1,395,000	\$1424	\$1643
2 Bd	n/a	n/a	22	52%	22	0	1386	2580	\$2,095,000	\$6,400,000	\$1512	\$2481
3 Bd	3	n/a	6	14%	6	0	2498	2606	\$5,900,000	\$7,900,000	\$2362	\$3031
Penthouse	n/a	3	3	7%	2	1	1827	2491	\$3,595,000	\$15,990,000	\$1968	\$6423
TH-2 Bd	2.5	n/a	4	10%	1	3	1979	2002	\$4,495,000	\$4,595,000	\$2271	\$2295
Totals/Averages:			42		38	4		1888		\$4,703,008		\$2,491

Q4 - 2017

**CONTEMPLATED CONCRETE CONDOMINIUM PROJECTS
WEST VANCOUVER**

1763 Bellevue Ave
Ambleside



PROJECT DASHBOARD				
Applicant/Developer	Project Description	Total Units	Storeys	Permit Status
Newport Developments	Low Rise	20	7	Active- Rezone/DP in Process

GENERAL PROJECT INFO

Applicant/Developer: Newport Developments
Description: Low Rise
Units: 20
Storeys: 7
Other Uses: n/a
Pkg Stalls Proposed: 34

APPLICATION INFORMATION

Permit Status: Active- Rezone/DP in Process
Est. Approval/Launch Timing: 6-12 months

PROPERTY

Site Area: 12,190
FSR/FAR: 2.8
Proposed:

WALK SCORE: 90

**SOLD OUT:
Q2 - 2014**

**SOLD OUT CONCRETE CONDOMINIUM PROJECTS
WEST VANCOUVER**

1891 Marine Drive
Ambleside



PROJECT DASHBOARD									
Total Units	Sales Start Date	Sold Out Date	Months on Mkt	Monthly Absorp	1st Occupancy	Avg Size	Avg Price	Avg \$ PSF	
10	01/08/2009	30/06/2014	59	0.2	01/12/2009	930	\$987,000	\$1,050	

GENERAL PROJECT INFO

Developer: Linda Burger
Description: Low Rise
Storeys: 3
Other Uses: n/a
Architect: Karl Gustavson
Interior Designer: n/a
Home Warranty: National
General Contractor: n/a
Site Area:
FSR/FAR:

SALES & MARKETING

Sales Start Date: 01/08/2009
Current Mktg Status: Sold Out
Sales Office: Display Suite
Open Days/Hrs: Sold Out
Sales Office Address: On Site
Sales Office Phone: (604) 817-8812
Project Marketing: Realtor

Incentives: Price of final home includes GST.
Realtor Comm.: 3.22%/1.15%
Realtor Bonus: n/a
Total Deposit: 5%

WALK SCORE: 90

ABSORPTION ANALYSIS



CONSTRUCTION STATUS

Launch Status: Framing
Current Status: Finished product
1st Occupancy: 01/12/2009

AMENITIES & STRATA FEE:

Amenities: None
Strata Fee (psf): 50.55

INTERIOR FINISHING

Flooring
Kitchen: Wood
Entry: Wood
Living: Wood
Main Bath: Tile
Ensuite: Tile
Bedrooms: Carpet

Counters
Kitchen: n/a
Main Bath: Granite
Ensuite: Granite
Cabinets
Finish: Wood

Appliances
Finish: Stainless
Fridge: Bottom Freezer
Stove: Gas
Microwave: Yes
Brands: Miele, Sub-Zero

MISC. PRODUCT DETAILS

Misc
Ceiling Height: 9'
Parking Stall \$: n/a
Storage Locker: Yes
Storage Locker \$: n/a
Heat Source: Gas/Elect
AC: None

FLOORPLAN DATA

Plan Type	Bths	# Stalls	Risd	%	Sold	Unsold	Min SF	Max SF	Min \$	Max \$	Min \$ psf	Max \$ psf
1 Bd	1	1	3	10%	1	0	760	760	\$700,000	\$700,000	\$921	\$921
1+ Den	1	1	1	10%	1	0	999	999	\$975,000	\$975,000	\$976	\$976
2 Bd	2	1	5	50%	5	0	981	1151	\$970,000	\$1,230,000	\$989	\$1086
2+ Den	2	1	1	10%	1	0	1252	1254	\$1,400,000	\$1,400,000	\$1118	\$1116
3+ Den	2	1	2	20%	2	0	1315	1325	\$1,360,000	\$1,499,900	\$1034	\$1132
Totals/Averages:			10		10	0	940		\$987,000		\$1,050	

Q4 - 2017

CONTEMPLATED CONCRETE CONDOMINIUM PROJECTS
WEST VANCOUVER

11/15/17

1327 Marine Drive
Ambleside



PROJECT DASHBOARD				
Applicant/Developer	Project Description	Total Units	Storeys	Permit Status
Attl Group	Mixed-Use LR	16	3	Active-Rezone/DP in Process

GENERAL PROJECT INFO

Applicant/Developer: Attl Group
Description: Mixed Use LR
Units: 16
Storeys: 3
Other Uses: Retail
Pkg Stalls Proposed: 38

APPLICATION INFORMATION

Permit Status: Active Rezone/DP in Process
Est. Approval/Launch Timing: 6 - 12 months

PROPERTY

Site Area: 15,636
FSR/FAR: 1.59

WALK SCORE: 92

Q3 - 2017

ACTIVE CONCRETE CONDOMINIUM PROJECTS
WEST VANCOUVER

11/15/17

Ambleside

1300 Blk Marine Drive
Ambleside



PROJECT DASHBOARD								
Total Units	Risd Units	Sold Units	Risd & Unsold	Mos On Mkt	Mnthly Absorp.	Avg Size (SF)	Avg Unit Price	Blended \$ PSF
56	56	53	3	32	1.7	1879	\$3,617,075	\$1,925

GENERAL PROJECT INFO

Developer: Grosvenor
Description: Mixed-Use MR
Storeys: 7
Other Uses: Retail
Architect: James Cheng
Interior Designer: Mitchell Freedland
Home Warranty: Travelers
General Contractor: Ledcor
Site Area:
FSR/FAR: 2.95

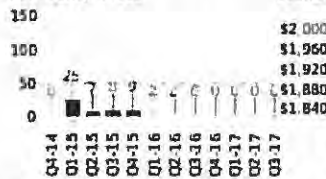
SALES & MARKETING

Sales Start Date: 01/02/2015
Current Mktg Status: By Appt
Sales Office: Marketer's Office
Open Days/Hrs: By Appt
Sales Office Address: 1350 Marine Drive
Sales Office Phone: (604) 922-1360
Project Marketing: Rennie Marketing

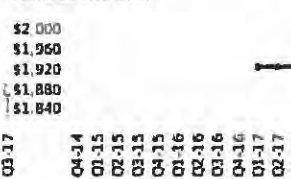
Incentives: n/a
Realtor: 3.55/1 1625
Comm.:
Realtor: n/a
Bonus:
Total Deposit: 20%
1st Dep: 5% **2nd Dep:** 5% **3rd Dep:** 10%
Web URL: www.grosvenoramble.com

WALK SCORE: 92

QUARTERLY SALES



BLENDED AVG \$PSF



CONSTRUCTION STATUS

Launch Status: Pre-Construction
Current Status: Framing
1st Occupancy: 01/04/2018
Standing Inventory: 0

AMENITIES & STRATA FEE:

Amenities: Lounge, Concierge-24 Hr, Fitness Area.
Strata Fee (\$/sf): \$0.54

INTERIOR FINISHING

Flooring:
Kitchen: Wood
Entry: Wood
Living: Wood
Main Bath: Tile
Ensuite: Tile
Bedrooms: Wood

Counters:
Kitchen: Quartz
Main Bath: Marble
Ensuite: Marble
Cabinets:
Finish: Wood

Appliances:
Finish: Integrated
Fridge: Bottom Freezer
Stove: Gas
Microwave: Yes
Brand: Miele, Wolf, Sub Zero

Misc. Product Details:
Ceiling Height: 9'
Parking Stall \$: n/a
Storage Locker: Yes
Storage Locker \$: n/a
Heat Source: Radiant HW
AC: Central

FLOORPLAN DATA

Plan Type	Bths	# Stalls	Risd	%	Sold	Unsold	Min \$F	Max \$F	Min \$	Max \$	Min \$ per	Max \$ per
1 Bd	1	1	13	23%	13	0	783	1031	\$925,500	\$1,100,000	\$1182	\$1067
1+Den	2	1	5	9%	5	0	1030	1385	\$995,000		\$966	
2 Bd	2	2	8	14%	8	0	1139	1492	\$1,399,000		\$1228	
3+Den+FamRm	2.5	2	20	36%	18	2	1300	2984	\$1,990,000	\$6,590,000	\$1531	\$2208
3+Den+FamRm	3.5	2	8	11%	5	1	2498	3413	\$5,589,000	\$6,000,000	\$2237	\$1758
PH-2 Bd	2	2	2	4%	2	0	1419	1498	\$2,995,000	\$3,000,000	\$2111	\$2003
PH-3 Bd	3.5	3	2	4%	2	0	3894	4193	\$11,000,000	\$11,000,000	\$2825	\$2623
Totals/Averages:			56		53	3		1879		\$3,617,075		\$1,925

APPENDIX – ASSUMPTIONS & LIMITING CONDITIONS

This market, economic, land use or development report / study has been prepared at the request of the client for the purpose of providing an estimate of economic feasibility or impact, development strategy or range of possible market values. It is not reasonable for any person other than the person or those to whom this report is addressed to rely upon this report without first obtaining written authorization from the client and the author of this report. This report has been prepared on the assumption that no other person will rely on it for any other purpose, and all liability to all such persons is denied.

This report has been prepared at the request of the client, and for the exclusive (and confidential) use of the recipient as named herein and for the specific purpose and function as stated herein. The client has provided much of the site information and has represented that such material, such as ownership, rents, size, etc. is reliable. All copyright is reserved to the author and this report is considered confidential by the author and the client. Possession of this report, or a copy thereof, does not carry with it the right to reproduction or publication in any manner, in whole or in part, nor may it be disclosed, quoted from or referred to in any manner, in whole or in part, without the prior written consent and approval of the author as to the purpose, form and content of any such disclosure, quotation or reference.

Without limiting the generality of the foregoing, neither all nor any part of the contents of this report shall be disseminated or otherwise conveyed to the public in any manner whatsoever or through any media whatsoever or disclosed, quoted from or referred to in any report, financial statement, prospectus, or offering memorandum of the client, or in any documents filed with any governmental agency without the prior written consent and approval of the author as to the purpose, form and content of such dissemination, disclosure, quotation or reference.

If an estimate of economic, market or financial value of the real property / subject site which is assessed in this report is provided then it pertains to the approximate and general range of possible values of the freehold or fee simple, or leasehold or leased fee estate in the real property, based on vacant possession or subject to terms and conditions of the existing tenancy as described in this report. The property rights exclude mineral rights, if any.

An estimate of economic, market or financial value, if any, contained in this report is founded upon a thorough and diligent examination and analysis of information gathered and obtained from numerous sources. Certain information has been accepted at face value, especially if there was no reason to doubt its accuracy. Other empirical data required interpretive analysis pursuant to the objective of this report. Certain inquiries were outside the scope of this mandate. In addition, any economic or financial estimates in this report are approximations only and may vary from final and actual market values. For these reasons, the analyses, opinions, and conclusions contained in this report are subject to the following contingent and limiting conditions.

The property has been assessed on the basis that title to the real property is good and marketable.

The author of this report cannot accept responsibility for legal matters, questions of survey, opinions of title, hidden or unapparent conditions of the property, toxic wastes or contaminated materials, soil or sub-soil conditions, environmental, engineering or other technical matters which might render this property more or less valuable than as stated herein. If it came to our attention as the result of our investigation and analysis that certain problems may exist, a cautionary note has been entered in the body of the report.

The legal description of the property and the area of the site was obtained from sources which are deemed to be reliable. Further, the plans and sketches contained in this report are included solely to aid the recipient in visualizing the location of the property, the configuration, and boundaries of the site and the relative position of the improvements on the said lands.

The property, if any, has been described on the basis that the real property is free and clear of all value influencing encumbrances, encroachments, restrictions or covenants except as any be noted in this report and that there are no pledges, charges, lien or social assessments outstanding against the property other than as stated and described herein.

The property if any, has been described on the basis that there are no outstanding liabilities except as expressly noted herein, pursuant to any agreement with a municipal or other government authority, pursuant to any contract or agreement pertaining to the ownership and operation of the real estate or pursuant to any lease or agreement to lease, which may affect the stated value or saleability of the subject property or any portion thereof.

The interpretation of any leases and other contractual agreements, pertaining to the operation and ownership of the property, as expressed herein, is solely the opinion of the author, and should not be construed as a legal interpretation. Further, any summaries of these contractual agreements, which may appear in the Addenda, are presented for the sole purpose of giving the reader an overview of the salient facts thereof.

The property, if any, has been described on the basis that the real property complies in all material respects with any restrictive covenants affecting the site and has been built and is occupied and being operated, in all material respects, in full compliance with all requirements of law, including all zoning, land use classification, building, planning, fire and health by-laws, rules, regulations, orders and codes of all federal, provincial, regional and municipal governmental authorities having jurisdiction with respect thereto. (It is recognized there may be work orders or other notices of violation of law outstanding with respect to the real estate and that there may be certain requirements of law preventing occupancy of the real estate as described in this report. However, such possible circumstances have not been accounted for in the reporting process.)

Investigations have been undertaken in respect of matters that regulate the use of land. However, no inquiries have been placed with the fire department, the building inspector, the health department, or any other government regulatory agency, unless such investigations are expressly represented to have been made in this report. The subject property must comply with such regulations and, if it does not comply, its non-compliance may affect the market value of this property. To be certain of such compliance, further investigations may be necessary.

The property, if any, has been assessed and possibly valued in a general analysis on the basis that all rents referred to in this report are being paid in full and when due and payable under the terms and conditions of the attendant leases, agreements to lease or other contractual agreements. Further, it is assumed that all rents referred to in this report represent the rental arrangements stipulated in the leases, agreements to lease or other contractual agreements pertaining to the tenants' occupancy, to the extent that such rents have not been prepaid, abated, or inflated to reflect extraordinary circumstances, and are fully enforceable notwithstanding that such documentation may not be fully executed by the parties thereto as at the date of this reporting, unless such conditions have been identified and noted in this report.

The data and statistical information contained herein were gathered from reliable sources and are believed to be correct. However, these data are not guaranteed for accuracy, even though every attempt has been made to verify the authenticity of this information as much as possible.

Any estimated economic or market or financial value does not necessarily represent the value of the underlying shares, if the asset is so held, as the value of the shares could be affected by other considerations. Further, the estimated market value if any does not include consideration of any extraordinary market value of the property, unless the effects of such special conditions, and the extent of any special value that may arise therefrom, have been described and measured in this report.

Should title to the real estate presently be held (or changed to a holding) by a partnership, in a joint venture, through a co-tenancy arrangement or by any other form of divisional ownership, the value of any fractional interest associated therewith may be more or less than the percentage of ownership appearing in the contractual agreement pertaining to the structure of such divisional ownership.

In the event of syndication, the aggregate value of the limited partnership interests may be greater than the value of the freehold or fee simple interest or leasehold interest in the real property, by reason of the possible contributory value of non-realty interests or benefits such as provision for tax shelter, potential for capital appreciation, special investment privileges, particular occupancy and income guarantees, special financing or extraordinary agreements for management services.

Should the author of this report be required to give testimony or appear in court or at any administrative proceeding relating to this report, prior arrangements shall be made therefore, including provisions for additional compensation to permit adequate time for preparation and for any appearances that may be required. However, neither this nor any other of these contingent and limiting conditions is an attempt to limit the use that might be made of this report should it properly become evidence in a judicial proceeding. In such a case, it is acknowledged that it is the judicial body which will decide the use of this report which best serves the administration of justice.

Because market conditions, including economic, social and political factors, change rapidly and, on occasion, without notice or warning, the estimate of market value expressed herein, as of the effective date of this report, cannot necessarily be relied upon as any other date without the subsequent advice of the author of this report. All macro economic data has been obtained from reliable sources however major changes in the economy are possible which could move entire markets and a reported value, if any, would move up or down with that market. The report typically assumes stable background economic conditions.

If any economic, market or financial value or measure has been expressed herein it is in Canadian dollars.

APPENDIX – PROFESSIONAL RESUME

SITE ECONOMICS LTD.

Richard Wozny, Principal



Experience

Site Economics Ltd. provides real estate development consulting services to developers, land owners, investors and the public sector. We have completed over 1,250 major projects with a cumulative value of over \$120 billion. We have very extensive experience in all forms of large scale commercial, industrial, residential and institutional land development projects.

Richard Wozny, the principal, has conducted hundreds of development and financial studies of shopping centres and commercial districts. He has worked on the development of thousands of acres of industrial buildings, including complex logistics parks, thousands of acres of residential sub divisions and hundreds of high density residential buildings and office towers. Richard has also conducted hundreds of store location and feasibility studies for retailers and financial institutions. Richard combines a creative project vision with pragmatic development analysis.

Past Employment and Education

Richard's past work experience includes: Vice President and Manager of Advisory Services, Cushman & Wakefield Inc.; Principal, Site Economics Ltd.; Manager of Retail Development for Western Canada, Marathon Realty Company Ltd.; and Senior Consultant for Shopping Centre Developments, Thomas Consultants Inc. Richard completed a Master's Degree in Regional Science at the University of Pennsylvania, Philadelphia, PA, a Master's Degree in Religion at Temple University, Philadelphia, PA, and a Bachelor's Degree in Philosophy at the University of British Columbia, Vancouver, BC.

Strategic Real Estate Services

- Market Analysis
- Financial Analysis and Site Valuation
- Highest and Best Use Studies
- Development Feasibility Studies
- Development Strategies & Optimization
- Supply and Demand Assessments
- Absorption and Price Assessments for Major Developments
- Proforma / Discounted Cash Flows
- Property Acquisition and Disposition Strategies
- Strategic Review of Redevelopment Options
- Shopping Centre / Downtown Revitalization
- Market Impact Studies for Major Developments
- Market Input for Land Use Planning
- Site Selection and Location Assessment for Retailers and Landowners

Site Economics Ltd.
Suite 1500 – 701 West Georgia Street
Vancouver, BC V7Y 1C6 Canada

Silna Hanson MUP, MFA
Planning Analyst | District of West Vancouver
T: 604-921-3459 | westvancouver.ca

From: [REDACTED]
Sent: March-07-18 1:46 PM
To: David Hawkins <dhawkins@westvancouver.ca>
Cc: [REDACTED]
Subject: Input from ADRA

Dear Mr. Hawkins -

Please find attached the electronic copies of documents we referred to on [March 1st](#).

We request that you reconsider the March 16th deadline and extend the consultation period as necessary until it can be reasonably demonstrated the public not only clearly understands the draft OCP but supports it as a reflection of the community's vision for the future of West Vancouver.

The sheer volume of questions and comments that have resulted from our one stakeholder meeting alone suggest the Draft will, in all likelihood, require more than just a few "tweaks" to produce an end policy that is understood and endorsed by the community.

Furthermore, we wish time to share the answers and information we expect to receive from you with our members.

This will likely provoke additional questions and we would like to ensure those too are answered.

A better informed public will provide better informed feedback so in addition we repeat the following requests:

- An OCP summary document to provide a clear portrait of the OCP in a form the public can readily understand. e.g. Indian Reservation #5 – (IR5) Master Plan Summary - just a few pages and very clear. http://www.squamish.net/wp-content/uploads/2013/03/IR5_CapilanoMasterPlan_December2004_SinglePageVersion_Dec2015_web_.pdf
- A chart/document to compare the draft to the former OCP. Illustrate what has changed, what remains the same, and what is pending or anticipated to change as Part 2 and Local Area Plans are drafted.
- Highlight any changes made to the draft OCP for easier public reference. e.g. different coloured font. Most OCPs require a bit of back and forth - consult/edit repeat. We expect ours will be no different.
- Provide models and picture to demonstrate changes proposed.
- Make print copies of Part 2 available to the public and provide context and relationship to Part 1.
- Hold public town hall meetings to educate and answer questions about the OCP. The size may require this be done for each chapter. i.e. Housing. Transport. Then a general town hall to discuss other aspects including yet addressed components such as arts & culture, public lands and infrastructure.
- Include the context to the Regional Growth Strategy (RGS) . If this is important we need this now - not after

the fact. This must include IR5 information because RGS includes them in WV.

Our preference is to see a comprehensive OCP document that has detailed components that will accurately measure and manage both current and projected:

- traffic congestion (base on levels of service)
- parking
- historic/cultural resources
- housing - (include metrics for affordable, family, supportive, seniors & rental - size, type, tenure, cost)
- flooding/area sea level rise
- fresh water supply
- storm water/erosion
- views and view corridors
- privacy
- noise
- support of small independent shops and services

Each of the above must demonstrate baselines, targets, recommended actions for achieving targets, **and the factual basis for the effectiveness of each proposed action.**

If the above components are only to be forthcoming in local areas plans (where it has been alluded the factual basis for effectiveness will be made known) or other yet determined policy, the following draft OCP components are inappropriate and should be removed:

- All numeric housing unit targets in Section A.
- 2.1.1.5 from page 15.

Sincerely,



Ambleside & Dunderave Ratepayers' Association.



Ambleside Dundarave Ratepayers Association

Preserving and revitalizing the neighborhoods of Ambleside and Dundarave as villages by the sea

SUMMARY OF COMMENTS FEB. 21, 2018 DRAFT OCP MEETING

("X" followed by numeral indicates how often this comment repeated)

1. **Does this draft OCP provide adequate measures to support and retain small independent shops and services in our villages? (Reference page 33, item 2.3.18.)**
 - What are commercial nodes? X14
 - Where are these commercial nodes? (Map?)
 - Need specific supports for small, local, independent shops. X2
 - We are missing policies to address staffing & workforce.
 - Does not adequately deal with lack of parking.
 - Does not deal with high/increasing rents/leases. X2
 - Problems: employee transportation & inadequate transit; No measures for affordable housing; Land and zoning.
 - Was the economic development plan meant to address this?
 - Rents/Leases, parking, staffing are the big three challenges and are only exacerbated – not helped – by new developments. What existing small business could move into Grosvenor? None. X2
 - New developments forcing out the shops and services needed by locals (barbers, shoe repair, dog grooming, etc.) will force locals to drive elsewhere making traffic worse. We don't need luxury shops or big chains.
 - Want provisions to keep variety of small business not just hi-end or chains. X4
 - Increasing rents is biggest issue and not addressed X23
 - Concern development will result in higher rents and force out small business.
 - More development will create more competition and the small businesses will loose to the chain stores.
 - Rents will always be high due to land values.
 - Traffic issues hinder small business. X23
 - Rents are outstripping capacity of small business. i.e. only so many dogs to groom.
 - Want provisions to keep variety of small business not just hi-end or chains. X4
 - Need increased parking – not less.
 - Need parking to support businesses. Businesses will fail without provisions for parking. X22

- Park Royal competition and concentration. X2
- Retail competition with online.
- Construction workers taking business parking is an issue x4
- Too vague X26
- Do not understand.
- Planner's jargon X2
- Want specifics about how small businesses/shops supported. X3
- Compare costs of business licenses to other areas. X3
- Suite license is highest in lower mainland.
- Review Business taxes
- Employee recruitment not addressed. Low pay retail/service jobs will not be able to live/rent here. X13
- How will you measure support of small business? X3
- Need specific supports for small, local, independent shops. X2
- We are missing policies to address staffing & workforce.
- Does not adequately deal with lack of parking.
- Does not deal with high/increasing rents/leases. X2
- Problems: employee transportation & inadequate transit; No measures for affordable housing; Land and zoning.
- Was the economic development plan meant to address this?

2. Will provision of more diverse housing, including mixed residential/commercial, help support and retain small, independent shops and services in our villages?

- Not necessarily. Independent business need lower rents and new buildings will cause an increase in rents. X2
- What is the impact of mixed housing on commercial rents? Need lower rents for small business.
- Yes – to a degree.
- We need specific housing for our priorities of seniors & young families.
- What kind of housing for seniors & families?
- What kind of incentives/development can be made to retain shops?
- What is the impact of mixed housing on commercial rents?
- Difficult to create affordable housing and affordable retail units based on today's rates.
- District needs to create opportunities for developers.
- Concern about workers & staff.
- Need affordable rental housing for employees.
- How can we be expected to believe more housing will save business when no new housing is planned for Dundarave? X2

- Can only help if occupied and not empty (i.e. investment home) X5
- No provision to ensure they are occupied.
- Needs adequate parking X13
- Only occupied homes have opportunity to support businesses
- More low-end townhouses.
- More density is not a solution to failing retail. X4
- Unaffordable housing will not help retail. X6
- Customers are not dependent on housing cost or income.
- Just drop in bucket.
- Will not make significant impact. Will not produce enough walk by traffic.
- Need affordable. X6
- Not affordable for staff X4
- Not affordable for families.
- Not catering to seniors.
- Will provide housing for staff. X2
- More commercial space will hinder existing business.
- Rents
- No brainer.
- Good idea.
- Density brings elements.
- Will increase. commercial rents. X3
- Dependent in parking availability. X3
- Too many antidotal assumptions – i.e. we need new 3 bedroom homes to house young families – but they can't afford it. We are only building for very rich.

3. Traffic congestion (current and projected) is not addressed in the draft OCP (pg. 35-36). Should this be addressed in the draft?

- No doubt – this needs addressing in draft.
- Impact of “centre” expansion on traffic and parking needs addressing.
- Crucial to explore LRT and water taxi
- Parking X3
- Impact on development on parking availability. X2
- Customer parking taken away with development.
- Speed limits in Horseshoe Bay
- BC Ferry terminal expansion needs consideration
- Cycling lanes is a non-starter.
- Increase in population will cause more traffic congestion.
- Projected traffic patterns need to be bold enough to contemplate driverless cars.
- More collaboration with provincial & federal authorities.
- How can we be expected to believe more housing will save business when no new housing is planned for Dundarave? X2
- Can only help if occupied and not empty (i.e. investment home) X5
- No provision to ensure they are occupied.

- Needs adequate parking X13
- Only occupied homes have opportunity to support businesses
- More low-end townhouses.
- More density is not a solution to failing retail. X4
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- Not affordable for families.
- Not catering to seniors.
- Will provide housing for staff. X2
- More commercial space will hinder existing business.
- Rents
- No brainer.
- Good idea.
- Density brings elements.
- Will increase. commercial rents. X3
- Dependent in parking availability. X3
- Too many antidotal assumptions – i.e. we need new 3 bedroom homes to house young families – but they can't afford it. We are only building for very rich.

4. Does this draft OCP provide adequate measures to prevent the construction of “monster” homes? (Reference page 16, items 2.1.8 to 2.1.11.)

- Should limit square footage and establish new regulations.
- Should not allow combined lots for single family use.
- Stop lot consolidation.
- Increase fines for illegal tree cutting.
- Must include all housing types. Not only square footage.
- Establish new regulations to control development consistent with existing character.
- Keep wise of residential types.
- Reduce permitted square footage on large properties.
- Should be for all. Look at Mt. Pleasant examples.
- Need new regulations for all areas. X2
- There is a need to control the size of homes.
- The high level issue is addressed but needs more detail in specific plans.

- Only adequate if District enforces their own bylaws (see part 2).
 - Need demonstration of bylaw enforcement.
 - Duplexes/Triplexes/apts etc. can be versions of monster homes.
 - Building up of lots to increase height must be regulated. X3
 - Limit height and size. (FAR) X16
 - Need for smaller more affordable homes. X3
 - There are many examples of too large homes. X15
 - Many of these are vacant. X10
 - Developers/real estate have too much influence
 - Amalgamated lots need regulations with regards to setbacks, etc. X4
 - Prevent consolidation of lots. X12
 - Heritage conservation should apply to all neighbourhoods. X5
 - Blocking views should be prevented.
 - Bylaws / enforcement are not adequate. X15
 - Lack of detail. X5
 - Infill, coach houses preferable to monsters. X3
 - Make character houses into several strata suites.
 - Expropriate Monster on Mathers.
 - Bonus density allows too many exceptions and variances. X15
 - Eagle Island should not be exempted. X2
 - Why is Eagle Island exempt?
 - Oversized homes are offensive and environmentally unsound. X12
 - Inaction to date (to prevent) unacceptable X7
 - Should limit square footage and establish new regulations.
 - Should not allow combined lots for single family use.
 - Stop lot consolidation.
5. **Does this draft OCP provide adequate measures to protect the unique character and heritage of Ambleside and Dundarave commercial centres? (Reference pg. 15, item 2.1.5; pg 19, item 2.1.14, pg 20, item 2.1.19; pg 31-33, items 2.3.1, 2.3.4, 2.3.6 – 2.3.21.)**

- How about something for Horseshoe Bay other than a street scape plan?
- I have faith that commercial centres will thrive and continue to be values for the essence of WV which would not be lost in plan implementation.
- Heritage committee to guide.
- Is it possible to specify construction materials etc. al. la Whistler?
- Both are a hodge-podge with no redeeming qualities.
- These areas will only be protected by low-rise development that is controlled and regulated. The scale is the most important factor.
- Character is very missed. Shack to recent built with no linking character.
- Street scape is important.
- Select some recent Ambleside & Dundarave developments in scale and height and style to preserve a village atmosphere.
- Lack of defined term.
- Not by increasing density page 32 2.3.11.
- We should have Ambleside like LaConner. Retain old buildings and build new to fit in a set character. X3
- DNV policy forces upgrades when renovation of more than 10 sq. metres. X2
- Want seaside village.
- No more Grosvenors. X18
- I don't want to be told we heard you don't want another Grosvenor but then get stuck with something just as big but a different shape.
- We need redevelopment but in appropriate design/character, but will likely be too expensive for small business. X2
- Dundarave being preserved. Ambleside not. X3
- Dundarave nicer than Ambleside. X8
- Bonus density will remove heritage.
- Retain the low height in commercial centres. X5
- If LAP changes heights and density we will lose character.
- Hi-rise & Mid rise in commercial area will kill character.
- Need specific height limits. Not stories. X9
- Need specifics X4
- District lands should not be sold.
- Citizens rather than council should decide if public lands sold.

- District lands should not be sold but rather, leased.
- Neighbourhood boundaries are being changed arbitrarily by District.
- Where did Hollyburn go?
- Developers will continue to exploit.
- Developers not interested in heritage preservation. X2
- Owners need to be forced to do improvements on existing buildings.
- Property owners must be prevented from conducting demolition by neglect.
- Heritage is now lost. Too late. X2
- Unique character lost.
- We are not maintaining character now and will get worse if we increase height & density X8
- Number of units for each area should not exceed 20% of current. After 5 years conduct citizen review and decide if further increase.
- Need to use lanes for small shop fronts.

6. QUALITY OF LIFE The draft OCP touches on quality of life in broad terms (reference pg 5, 1.3; pg 49, 2.9.7), but does not address protection of specific quality of life factors which affect the livability and enjoyment of your home, such as protection of privacy, views, view corridors and sunlight. Should the draft address these specific quality of life factors?

- Monster houses (2380 Lawson) must be addressed. X2
- Must post picture of project at front of property. Allow timely arbitration of complaints.
- Views are valuable and paid for. They should be reasonably protected.
- Cluster high-density, medium high rise residential in areas with the least impact of views. For instance – North and behind existing high-rises.
- In Japan they have sunshine laws. If sunlight access restricted by new development monetary compensation must be provided.
- Very complicated with no clear solutions.
- I found plenty of attention to views and privacy in LAPS.
- I think careful thought should be given to larger structures that could impede views. Let's do what we can to preserve our natural setting.
- Adding proposed number of units will detract from QofL
- Quality of life is why we live here. X18

- Quality of life is best part of WV X3
- We need details. Very important. X1
- Need protection of view corridors. X 8
- Need protection of views X13
- Need protection of views, privacy & sunlight. X 9
- Need protections in perpetuity. X4
- Need financial compensation for own
- Need more green space in commercial areas.
- Art, artists, poetry readings desirable.
- Waterfront & LAPS need to address views.
- How were target number of units arrived at? X3
- Not through community consultation.
- Must address privacy, views, greenery. X3
- Tree bylaw is all about views and privacy. Same consideration should apply to buildings.
- Difficult to address.
- Be specific with the factors. Ask the public what QoL factors THEY prioritize.
- Photography properties and consult neighbours first.
- WV residents guide says consult neighbours to preserve views, privacy etc. this needs strengthening on OCP.
- Has always been in past OCP and is in resident guide. Needs to be in current OCP.
- Property values are related to views X3
- Buildings oriented on east west basis produce more shadow. X2
- We should not allow empty homes owned off shore.

7. FAMILIES & SENIORS The draft OCP refers to evolving housing needs and a priority to house young families and seniors (page 7, last paragraph and page 14, 15, & 19, 20), but does not demonstrate how specific percentages (page 14) and numerical targets for new housing units (Section A, pg. 15-30) will achieve this, how this will be measured or how expectations compare to existing policies. Do you wish to see these (or other) details in the draft OCP?

- Explore Abbeyfield. Single residence for several seniors with shared facilities.

- Need infrastructure prior to increased development
 - Infrastructure needs to be planned and priced.
 - What is definition of affordable?
 - Needs specifics re: priority housing.
 - How will this address priority needs of seniors and young families?
 - How can you cram so many units in Ambleside? How high are you expecting to permit?
 - District needs to promote affordable housing to promote balanced generational mix.
 - We need more gentle densification.
 - We need smaller homes.
 - I think the OCP is fine as high-level but need separate community specific plan.
 - Need details/ specifics. X21
-
- Without specific it will not occur. Do not negotiate, rather specify
 - Need definitions of affordable. X4
 - Present bylaws not sufficient for much of Ambleside & Dunderave
 - Need specific increased square feet.
 - Need specific info & rationale on population growth. X4
 - What are plans if population does not grow as predicted? We are shrinking. What if that continues?
 - Nowhere for elderly in big houses.
 - Is affordable in WV realistic? X3
 - District lands only viable source of low cost housing. X5
 - Need wider range of options than what is presented.
 - What is baseline and how will it be measured? X6
 - Really cheap rental is not desirable.
 - Rental is only way to (relative) affordability.
 - All new mixed use should be 50% rental.
 - All new mixed use should be 100% rental.
 - Support for low rise. Not for hi-rise.
 - Need definitions of affordable

- Nor sure OCP can achieve this.
- Not economic to subsidize families. X2
- Our populations is too small to diversify for every possible demographic.
- Number of units for each area should be set by citizens. After 5 years conduct citizen review and decision if further increase.
- I would like ability to have fourplex for my extended family.
- 1500 Block is district land. Make it multi-everything. Child-care, housing, etc.
- Senior demographic growing in all of Canada not just WV. Need senior specific homes. X8
- Need long-term care beds X2
- We need to retain green space in areas with higher density.

8. RENTAL The draft OCP contains specific numerical targets for new rental housing or special needs housing will be attained. The expectation is this will be articulated in yet to be drafted Local Area Plans. Should details on how much rental and/or special needs housing and how such housing will be attained, be included in this draft OCP?

- Fine to have broad targets, but each community is unique and different and needs to be studied carefully for what addition unit numbers make sense X2
- Should be specific to LAPS
- Does the draft have a moratorium on existing rental?. Is there are replacement requirement?
- Well defined numbers but not with ability to fudge density with carrot amenities.
- Timing is critical. No more lengthy delays.
- Specify percentage that would be required in all new developments.
- Make all mixed-use rental only.
- Increased density cannot be supported by present infrastructure.
- With present zoning (part 2) this is not achievable.
- Make developments designate units for rental/special needs.
- Rental is only way to (relative) affordability.
- All new mixed use should be 50% rental.
- All new mixed use should be 100% rental.

- There should be a moratorium on building any multi-family housing that is not rental only. Do this for 10 years (minimum) and your force out speculators.
- Support for low rise. Not for hi-rise.
- Need smaller rental townhomes and housing for downsizers.
- Need ground-oriented housing.
- Municipality lands for low income housing.
- Need details/ specifics. X16
- Without specifics it will not occur. Do not negotiate, rather specify
- Need definitions of affordable.
- Need to know where it will be. X14
- LAP will have their hands tied. X3
- Do not agree with projected number of units.
- Where did the number of units come from?
- You cannot force a strata to allow rentals.
- We quit allowing rentals in my building because it did not work out.
- Do not force stratas to have rentals – rather build rental only/ rental specific buildings. X3
- Need to address empty homes.
- Special needs housing, group homes, needs addressing.
- Really cheap rental is not desirable.
- District Lands (at Gordon) should be jewel to incorporate housing of all needed types, facilities such as childcare, senior care, etc. X2
- Number of units should be determined by community in LAPs.

9. CLARITY / CERTAINTY Does the draft OCP provide a satisfactory degree of clarity and certainty about what may be built and where? (Section A, pages 15-30.)

- Too many motherhood statements.
- Not enough specifics.
- Focus on priority housing and broaden it from centres to other neighbourhoods. X2
- Impact on infrastructure needs addressing X2

- Sense of distrust in way the draft has been vaguely presented. The cart has already gone. The horse is trying to catch up.
- The draft needs flexibility to not tie the hands of council about what can be built in future.
- Leave to LAPs to sort.
- There is no time to understand part 1 let alone how it impacts part 2. The combined parts 1 and 2 need to be publicized and understood.
- You cannot approve until there is at minimum draft LAPS.
- Page 19, 2.1.14 – (prepare LAPs) it is very vague.
- I need more time to answer.
- There is difference between read and digest. X3
- Not enough specific information X7
- Not a clear picture of how we will grow. What we will look like. X2
- General and vague. X7
- Too much guessing.
- Lacks clarity.
- Too may motherhood statements.
- We deserve clarity – both residents and developers.
- Too much dependence on LAPS – cannot be considered without that context. X4
- As is it merely allows council to approve anything and everything.
- Words used are without meaning, i.e. “review”, “consider” X3
- Lack of specifics may allow more flexibility.
- Need to know how enforced.
- Need more info and area specific plans
- Ensure public input influences any re-zoning, not just OCP X2
- Needs a comparison with previous OCP – list and illustrate changes – X3
- It assumes many things will be addressed at actual time of development. This is not good enough.
- Bonus density mentions too many times and not described. X3
- Clear H&D restrictions needed.
- Clarify actual height of “story”.

10. TIME FRAME Is the time frame (Feb 13 - March 16) adequate for the public to digest and provide comment on the draft OCP?

- Much more time is required to assess full impact of OCP and disseminate to broader community for comment.
- Who decided this time frame? Way too short.
- Not adequately advertised.
- A sense of urgency is useful.
- Keep this process moving.
- Keep open until mid-April.
- The process is unwieldy. Get on with decisions and execution.
- I have not had adequate time to absorb and comment.
- Way to short especially if Planning will not address groups X11
- Need large public info meetings.
- Most people at table 5 had not read this.
- Needs to be reviewed by more people and in town hall /group format. X14
- How will public input be used?
- When is public hearing?
- No allowance for informed comment in such a short time frame.
- Only allows time to scan.
- Too serious an issue to limit input to about 30 days.
- Need more opportunities to discuss with planners, neighbours, others.
- This is purposely rushed to avoid public comment.
- Why so quick at this – the MOST important phase?
- Time is adequate if citizen has been involved and this has been properly advertised.

11. Are there other issues you wish to address?

- Why do we need to increase population? What will be the benefit? WV will be a less livable community.
- A vibrant community needs a cross section of demographics and residents who are less affluent.

- WV needs to provide low-cost accommodations.
- The scope of the OCP is far too great.
- Improve centre parking – sensibly.
- Plan for growth outside of transit corridors and centres.
- Focus on missing middle near schools and improve transit to support these areas.
- Factor Park Royal into Ambleside commercial potential.
- Overall very happy with OCP. Hope it keep moving.
- Traffic management is such a huge public concern but largely beyond municipal jurisdiction. However visible local efforts to influence Translink are essential to keep faith in OCP process
- Need more detail on parks and trails.
- The 1200 feet height limit or building on the mountain. The hope was to have this dealt with directly in the OCP, instead the language is vague and leaves room for developers
- Not enough time in relation to such an important document.
- Need minimum 3 months to learn & digest before comment.
- So important OCP should be referendum item. X2
- A point raised by our table in comparing the original OCP which was much more community oriented. That one was done by council, says our table, while this one was done by planners. A big difference says our table and it shows.
 “We want the people to plan our community”
 “Why done by planners?”
 “Because our mayor believes in using ‘experts’ = our planners.”
- Planner DHawkin at a recent NS Housing meeting said that WV resists development and council is afraid to take control.
- How can we trust planners that do not seem to respect community or council?
- How did the Monster on Mathers happen? What can be done to prevent another?
- How did the great wall of Lawson happen? What can be done to prevent another?
- Such a huge outlay of effort and money to create a plan that works toward a future WV designed by planners and developers, and ignores the wishes of the population.
- Where is the listing of our heritage assets and how we will protect them?

- Unless part #2 has been read and understood it is impossible to support this portion X17
- Part #1 is a mere glossing over of what part #2 must detail.
- Page 16, 2.1.7 – No! – Protect present values of adjacent properties and views.
- Page 19, 2.1.13 – No! - affect on traffic is too large.
- Page 19, 2.1.16 – No! - developer will give up profits, the only way to affordable housing is if the district owns and rents it. (see 2.1.20)
- Page 26, 2.2.3 – No! – This will open the door to go higher. The height of structures at 1200 ft. needs to be specified. i.e. no hi-rise at 1200 feet.
- Page 32, 2.3.11 – No to increased density by “bonus”.
- Page 35, The 2 bridges need upgrading and a 3rd crossing added.
- Page 36, 2.4.23 – Why should we pay for the fuel of low emission vehicles?
- The draft does not provide multiple options and the benefits of each option.
- Changes to laws, government programs, and other mechanisms required to achieve the community's desired pattern of growth; and infrastructure improvements, like new schools, needed to achieve the benefits of growth with fewer pains.
- OCP and LAPs need to be done together. Need LAPS and other details. X 15
- Need to define each area clearly.
- Lack of transparency in large developments.
- Too broad to be of use. Not enough clarity.
- Too full of platitudes and generalities. Not a Planning document.
- Use of words such as “encourage” and “consider” allows too much discretion for planners.
- Need to define affordable.
- Who are we building for?
- I notice that storm drains are not handling run off in big storms and heavy rainfall. (They spew water out rather than take it away – last storm dozens of examples in Ambleside & Dundarave) New development will put even more pressure on the storm water system. What is the current capacity? What is the forecasted capacity needed? Who will build it? How? Where? How much? Shouldn't this be in place before we start saying how many new units we should add and where?
- I thought the whole rationale for allowing development in the upper lands was because Ambleside and Dundarave has been “built out” to the desired maximum.
- This demonstrates a disconnect between the desires of residents and Planners.

- Need to ensure reflects values & needs of community. Not convinced this has occurred X3
- Young families not sufficiently addressed.
- Boutique hotels not a solution.
- No provisions to control character of villages & town centres.
- Real estate dirty money & empty houses not addressed.
- Need more council responsiveness to public rather than developers.
- Bylaws need enforcement.
- Trees
- No mention of Squamish Nation land or how future development of IR5. This has potential to solve part of our high-density housing.
- Cannot discuss our OCP in isolation of Squamish Lands. X4
- Lease on Park Royal Towers (huge stock of rental housing) is expiring in a few years. This needs discussion.
- Site specific planning is done at expense of community and benefit of developers.
- Any financial benefit of zoning should go to WV not developer. Should be neutral for property owner and benefit to district.
- Not enough citizen input.
- 1% of WV pop. Took part in phase 1,2,3, & 1/3 were children. This is inadequate.
- Philosophy of Planners is not reflective of values of citizens.
- We are not beholden to Metro Vancouver growth strategy.
- We need specific and enforced. Not like how current OCP eroded. X2
- How high is a story? X4
- What is the rationale behind the assumed population growth of about 12,000? On the population graph the slope looks as though it is following the long term average but over the past 45 years the rate of growth has been slowing and is tending to "plateau".
- What about FAR's in the Ambleside area with the prospect of multi-story towers; the basic premise, i.e. the higher the building the more open space is left around it, should be followed, otherwise the neighbourhood could become a slum. Infilling, as approved at 21st/Bellevue/Argyle, I believe was a retrograde step.
- Low cost housing by private development is not really a realistic option, the developer has to make a profit and the property still has a market value which will become active when the units are sold or the whole complex is sold. The market

value is basically the land value and with the situation in the Vancouver area, any subsidies for the structures are almost irrelevant. The best option for low cost housing, I believe, has to be on municipal land and the housing provided by the municipality, who would thereby subsidize rent levels from overall tax revenue.

- Not enough attention is being paid to vehicular transportation – Ambleside currently is a mess and can only get worse, bicycles are not the answer in this area, too many seniors. Thought has to be given to more arterials, particularly East/West, including crossings of the Capilano River."
- I note with alarm that view protection has been severely weakened in the draft OCP.
- it is very disappointing that the planning department were not prepared to attend the meeting and answer questions from interested citizens.
- I am concerned with the short time the draft plan has been published and the short submission date for comments - March 16 . Many residents have no idea what this plan might mean for them. I think that there needs to be at least three months of review and many community meetings before plan goes to council.
- I think the focus group meetings that were held this summer tended to drive people to certain conclusions and has given the planning department some unfortunate feeling that in fact we all want more development (related construction) and density - fewer single family homes and a lot more townhomes and apartments. While I think that we do have citizens nearing retirement who want these types of properties I believe that there are plenty of apartments available - the gap perhaps is larger three bedroom plus apartments and low rise townhomes or coach house (duplex, triplex developments) The idea of strong demand from younger citizens is I think misguided as it seems unfortunately that such apartments, townhouses or coach houses would remain unaffordable to them.
- Most people I think are concerned about traffic gridlock on the North Shore and if there are to be changes in density they want to understand how it impacts their neighborhood. The other issue they are concerned about is neighbourhood character and how this has been eroded over many years with very little concrete action to try to resolve. Affordability is also a concern but I fear there are no easy solutions to this one- recent steps taken by BC NDP may help a little here.
- The 53 page draft plan contains a huge amount of motherhood and apple pie but very little that deals with traffic issues and very little explaining the need for increased density and the impact on traffic and neighbourhoods of such increases. The plan also has very little to say on neighbourhood character.
- Some more specific thoughts and questions where it would have been really useful for some member of Council or Planning department at the meeting to answer.
- Pages 3-6 try to explain the increased population forecast which I believe is the driver in the draft OCP for the need for increased density. Given that our

population has been flat to declining I am not sure why we are now forecasting the population of West Vancouver to start rising again? I almost feel the draft OCP needed to justify increasing density and population growth is what was required. This seems to be a critical assumption and think needs to be well thought through as much of the following pages depend on this assumption. We need to understand the demographics of the forecast population growth surely to determine the type of housing they may need or want.

- Page 7 & 8 deal with Housing affordability and diversity- Firstly nowhere in this draft OCP do we define what our definition of affordability is - affordable to B.C. citizens at large, those who already own homes and are downsizing, younger people in B.C. ? With very high land prices more diversity of housing will not necessarily make our housing affordable except to foreign investors or a wealthy minority of the BC population. We have built Grosvenor one 7 floor and to be built one 6 floor building and have under construction Cressy a 20 story? We also have the Horseshoe Bay development and also under plan The Residences on Marine -from \$1.9 million to 2.75 million. None of these would be affordable at all to the vast majority of B.C. residents and likely only affordable to those with inheritances, downsizing from an existing home or foreign investors. So increased density will not provide affordable housing only housing that is marginally more affordable than a single family home.
- Employees of businesses will still have to commute to West Vancouver as even the higher density smaller homes will remain unaffordable to most if not all- so what we need is to make it easier for those employees to travel to the North Shore by transit and road!!!
- Page 10 where we are in the process- as stated above I think the first three phases and the discussions led by planning surprisingly led participants to the solution that planning was directing residents to- I am not convinced that in many instances this is really what residents of West Vancouver are looking for.
- Page 15- 2.1.1 - I think the concept here is valid but wording a little unclear- my read is that draft OCP is saying throughout most of West Vancouver larger lots will be able to be subdivided and also coach houses built - what is not clear are actual minimum lot sizes (assume 33 foot) or minimum lot size where coach House could be built.
Are we also saying that basement suites would be allowed anywhere as well.
- Page 15 & 16 2.1.4 to 2.1.7 This seems to be what is defined as the Marine Drive Transit Corridor which you are defining essentially goes along Marine Drive from Park Royal all the way to Horseshoe Bay- all along this corridor Triplexes, Duplexes and townhouses should be permitted - this would be up to three stories - I am sure many residents of single family homes along this corridor would have concerns re the developments and impacts on views , traffic etc.
- 2.1.7 seems to essentially permit Council to spot zone certain sites- I realize that Council wants flexibility but I think that Grosvenor (with a very split Council) did

not set a good precedent to grant Council this flexibility- (was pushed through with the vast majority of residents opposed.)- maybe would be OK if Council had a 75% majority to approve such cases.

- 2.1.8 - this really is the only small section (two small paragraphs) that talks about respecting neighbourhood character for most residents- I think this is a real priority for most of the community and therefore ideas to provide this respect should be spelled out in more detail and given more prominence in the draft OCP. This has been a major concern for most residents for many years and very little if any action has been taken by our Council.
- 2.1.13 - Ambleside Town Centre 1,000 -1,200 new units or about a 25% increase!!! Seems quite high. I note that 2.1.14 looks at confirming area of Ambleside Town Centre which seems a larger area than would be currently zoned for townhomes and apartments etc? The second point states "Determine densities, heights, building forms that respond to neighborhood contest and character"- what does this really mean – I think residents want to know where high rises can be built and townhomes, duplexes etc. and how that may impact them. Not clear to me here.
Next paragraph states "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 neighborhoods- Again using the Amblesde Town centre Map I think residents want to understand where Apartments can be built and to what height , where townhomes can be built and to what height and where duplexes etc. can be built- this is not clear to me from reading the plan.
- Section 2.1.16 re Advancing housing affordability, accessibility and sustainability- all sounds good in principal but who is going to pay for subsidies and how do you determine who is worthy and who is not? it is interesting that we had some lower rental housing and Council approved demolition and building of Cressey Apartment tower with unite selling well over \$3 million each?
- 2.1.20 re Use of District Owned Lands to create affordable housing -but again there is a clear cost to taxpayers and how do we decide who is to benefit therefrom?
- Planning of the new Cypress West Neighborhoods-starting at 2.2.7 –all sounds good but should we not determine what we will do with additional traffic- are there plans to add another link to the Highway? If not we are creating a traffic problem at the Cypress Bowl junction? we are of course adding to the Upper Levels Highway Gridlock.
- 2.3 Local Economy and Employment- All sounds good but very general statements that need an action plan and specifics to determine what , if anything, the Municipality can actually do. The focus on more retail and restaurants sounds wonderful but think of Amazon- Retail stores are struggling unless they can create a real experience that makes people want to visit. We also have many restaurants that struggle already- will adding more really help- with no growth in population in West Vancouver customer growth will have to come from attracting

visitors from elsewhere in Lower Mainland- this will add to traffic gridlock and discourage those from coming.

- Our businesses and employer on the North Shore struggle today to get those willing to commute to North Shore- we are unlikely to be able to make it affordable to live here so we need to make it easier for those employees by transit and road to get here!!!
- 2.3.10 Supporting tourism and visitors- Again sounds good but how do you execute - also need to improve transit and road access to North Shore if you want to attract tourists and visitors. The Evening Entertainment sounds again wonderful but who are the customer base? We have an ageing population so not sure who we are catering to? Have we good feedback from our residents that they want this? Cypress Park is great but again it is attracting huge volumes of traffic and therefore this brings us back to the inadequacy of our road systems.
- 2.4 Transportation and Infrastructure - Surprising to me that we start off with walking and cycling? We are an ageing population living on the side of a mountain- is this really our top priority and that of our residents? I hope we are not following Vancouver by adding bike lanes and creating further traffic gridlock. Yes it would be good to have improved transit to connect communities and to other parts of Lower Mainland and not just downtown- not really sure of need for transit along Marine drive within West Vancouver- the demand I think is to make it easier to get to other Municipalities in lower Mainland
- Expansion of the Ferry Terminal should be resisted without the Province investing in improved transit and road access (third crossing or additional lanes on our bridges)- The Ferry traffic is a major contributor to the Gridlock.
- 2.4.12 Enhancing road network and sustainability I support but there is no real mention of what ought to be the very top of the list- A third crossing or additional lanes to our bridges- we need to get the Provincial and Federal Government to realise that the most significant volume of traffic to and from the North Shore is through traffic to ferries, Squamish and Whistler and visitors to Grouse Mountain and Cypress Park- It is highly unlikely that they would use transit.
- 2.4.21- Prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects- a great goal but how do you actually get construction workers out of their cars?
- Bike sharing , car and ride sharing ? Have you actually asked residents if they would use that? I cannot see the demand for that now or in the medium future.
- Provide infrastructure for electric vehicles- do we really want to subsidize Tesla owners?
- Our clear priority needs to be firstly improved road systems including more lanes of traffic to get on and off the North Shore and across the North Shore, Improved Transit would be next.
- 2.6= Parks and Environment- I think fair to say one of the joys of living here in West Vancouver is our Parks and Access to the waterfront- lets keep that but

also when we want to expand areas of plantings in our Parks be conscious of maintenance- I think often we cannot maintain adequately existing planted areas. We do need also improved Parking at Lighthouse Park.

- 2.8 Social Well being- Section seems to be largely all Motherhood and Apple Pie- yes all worthy but how do you action and what are costs versus benefits.
- In general as taxpayers we have seen significant increases in our taxes and added billings for utilities- It is incumbent on our Municipal Government to manage costs and staffing demands very carefully to ensure the services are really meeting community wants and needs.
- In summary i think Residents priorities are:
 - 1) Traffic challenges and gridlock - we need a solution for residents, employees of our businesses and those passing through our community
 - 2) Neighborhood character and concrete actions
 - 3) Provision of more housing options but not large apartment developments
 - 4) More affordable housing but I think recognised that there is no easy solution that is not very costly..
- I do not think the draft OCP really deals with these issues very well or clearly.
- We are already experiencing water shortages in the summer. We need clear and specific plans to demonstrate How much water we use now, how much is projected to be used in future, how future development will impact this and most importantly WHAT are the plans to ensure we have adequate water supply. Where is the scientific data?
- We need maps to show areas that may impacted by rising sea levels and the plans to address this.
- I thought it was a requirement for an OCP to specifically address affordable housing specifically defined as costing no more than 30% of average income. We should know that amount and where are the plans for that type of housing. (what we have now, how much more we will need, how we will obtain it, where it will go)
- The plan should indicate how anticipated growth will impact our parks and recreation facilities. A huge portion of users are not residents
- This is not an OCP. It is a war of attrition. First we were told our vision, values & concerns would be addressed later, and later, and still later in OCP consultation. Still not done and now we have a draft OCP and we are told we must wait until Local Area Plans are developed to address issues we have wanted to table since this whole (*redacted*) started! This is not good enough.
- I have yet to learn if the beautiful view I enjoy from my home now will be retained or if I should sell now. I have participated at every point of the OCP process and now I read this and I still don't know.
- It will entail *how* many more public hearings on LAPs etc.?

- The plan does not provide criteria to assess both past and anticipated growth on current and projected:
 - a) traffic congestion
 - b) parking
 - c) historic/cultural resources.
 - d) affordable housing (size, type, tenure, cost)
 - e) flooding/area sea level rise
 - f) fresh water supply
 - g) storm water
 - h) rental units (size, type, cost)
 - i) supportive housing
 - j) seniors housing (size, type - include public long term care beds, tenure, cost)
 - k) family housing (size, type, tenure, cost)
 - l) views and view corridors
 - m) privacy
 - n) noise
 - o) support of small independent shops and services
 - p) taxes & costs of infrastructure expansion.

We must have detailed components for each of these topic. We must accurately measure and manage current and projected metrics for each. THIS is what an OCP is supposed to do!

- All this plan does is provide for building more. This has not and is not a solution to our problems. This is not a means to achieve our goals.
- I have attended an "info-booth" and all Planning could say about every deficiency I brought up is "We take our direction from Council". Maybe Council, Planning or both should be replaced.
- Building new housing will not stop, but must be recognized as the most expensive housing option available. More thought must be given to preserving existing housing stock in all areas and forms.
- At Cressy where we exchanged somewhat affordable units for unattainable luxury.
- Without part 2 this is meaningless, but this was not available at the information booth I attended. I was told it was online but it is too big for my computer to open.



Ambleside Dundarave Ratepayers Association

Preserving and revitalizing the neighborhoods of Ambleside and Dundarave as villages by the sea

The draft OCP was released on Feb 13th and the public has been given until March 16th to provide their input.

The Planning department is holding information sessions with individuals and board/directors of groups (up until March 2), but not with groups themselves.

ADRA felt it was critical to gather member feedback in order to provide their comments & questions to staff by March 1st, so a meeting for Feb. 21 was quickly arranged.

We were disappointed Planning Department would not attend and speak to our group about the draft OCP, or that no summary document or chart of changes (from old OCP to new draft) was available from the district.

In the absence of this, ADRA volunteers prepared a worksheet with questions based on issues commonly raised by members. To the best of our ability (and where they existed) we provided references in the 53-page draft document.

Meeting attendees were dispersed to table groups to conduct short discussions on each question before recording their comments on their individual worksheets.

Worksheets were gathered at the end of the evening with some attendees opting to provide their comments later by email.

A total of 67 people registered for this meeting (include 4 from Chamber of Commerce), and 57 attended.

Given the snowy weather, the short notice and a gold-medal hockey game it can be surmised that there is significant community interest in the draft OCP.

From these we received a total of 49 responses.

38 of the respondents identified as ADRA members.

11 of the respondents were not ADRA members or did not identify.

41 identified as living in West Vancouver and 7 identified as working in West Vancouver

Supplementing this data are two further documents: One summarizing participant comments, the other participant questions.

1. Does this draft OCP provide adequate measures to support and retain small independent shops and services in our villages?
(Reference page 33, item 2.3.18.)

	YES	NO	Don't Know/ Unsure	Not an Issue for Me	Not Answered
ADRA MEMBERS	1 3%	32 84%	4 11%		1 3%
OTHERS	3 27%	5 45%	2 18%		1 9%
TOTAL	4 8%	37 76%	6 12%		2 4%

2. Will provision of more diverse housing, including mixed residential/commercial, help support and retain small, independent shops and services in our villages?

	YES	NO	Don't Know. Unsure	Not an Issue for Me	Not Answered
ADRA MEMBERS	8 21%	20 53%	9 24%		1 3%
OTHERS	6 55%	1 9%	4 36%		
TOTAL	14 29%	21 43%	13 27%		1 2%

3. Traffic congestion (current and projected) is not addressed in the draft OCP (pages 35-36). Should this be addressed in the draft?

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	34 90%	2 5%	2 5%		
OTHERS	9 82%				2 18%
TOTAL	43 88%	2 4%	2 4%		2 4%

4. **MONSTER HOMES:** Does this draft OCP provide adequate measures to prevent the construction of "monster" homes? (Reference page 16, items 2.1.8 to 2.1.11.)

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	1 3%	34 89%	2 5%		1 3%
OTHERS	2 18%	6 55%	2 18%		1 9%
TOTAL	3 6%	40 82%	4 8%		2 4%

5. Does this draft OCP provide adequate measures to protect the unique character and heritage of Ambleside and Dunderave commercial centres? (Reference pg. 15, item 2.1.5; pg 19, item 2.1.14, page 20, item 2.1.19; page 31-33, items 2.3.1, 2.3.4, 2.3.6 – 2.3.21.)

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	1 3%	28 74%	3 8%		6 16%
OTHERS	2 18%	6 55%	1 9%	1 9%	1 9%
TOTAL	3 6%	34 69%	4 8%	1 2%	7 14%

6. The draft OCP touches on quality of life in broad terms (reference page 5, 1.3; page 49, 2.9.7), but does not address protection of specific quality of life factors which affect the livability and enjoyment of your home, such as protection of privacy, views, view corridors and sunlight. Should the draft address these specific quality of life factors?

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	32 84%		4 11%		2 5%
OTHERS	5 45%	3 27%	2 18%		1 9%
TOTAL	37 76%	3 6%	6 12%		3 6%

7. The draft OCP refers to evolving housing needs and a priority to house young families and seniors (page 7, last paragraph and page 14, 15, & 19, 20), but does not demonstrate how specific percentages (page 14) and numerical targets for new housing units (Section A, page 15-30) will achieve this, how this will be measured or how expectations compare to existing policies
Do you wish to see these (or other) details in the draft OCP?

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	27	2	4	1	4
	71%	5%	11%	3%	11%
OTHERS	4	4	1		2
	36%	36%	9%		18%
TOTAL	31	6	5	1	6
	63%	12%	10%	2%	12%

8. The draft OCP contains specific numerical targets for new rental housing or special needs housing will be attained. The expectation is this will be articulated in yet to be drafted Local Area Plans. Should details on how much rental and/or special needs housing and how such housing will be attained, be included in this draft OCP?

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	25	2	5		6
	66%	5%	13%		16%
OTHERS	4	3	1		3
	36%	27%	9%		27%
TOTAL	29	5	6		9

	59%	10%	12%		18%
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9. **CLARITY / CERTAINTY:** Does the draft OCP provide a satisfactory degree of clarity and certainty about what may be built and where? (Section A, pages 15-30.)

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS		29	6		3
		76%	16%		8%
OTHERS	3	7			1
	27%	64%			10%
TOTAL	3	36	6		4
	6%	73%	12%		8%

10. **TIME FRAME:** Is the time frame (Feb 13 - March 16) adequate for the public to digest and provide comment on the draft OCP?

	YES	NO	Don't Know/ Unsure	Not an Issue for me	Not answered
ADRA MEMBERS	2	34			2
	5%	89%			5%
OTHERS	5	5			1
	45%	45%			10%
TOTAL	7	39			3
	14%	80%			6%



OFFICIAL COMMUNITY PLAN DRAFT:
QUESTIONS FOR PLANNING

1. Why is draft so very general in every aspect other than housing unit numbers?
2. Will the Local Area Plans be obligated to meet housing targets outlined in the draft OCP?
3. How rigid are these housing unit targets?
4. What if the Local Area Plans e.g. Ambleside state that there is not the capacity to absorb the proposed number of new units?
5. What basis do the proposed number of units (1,000-1,200 Ambleside) have with land availability? With neighbourhood character?
6. How is neighbourhood character defined? How will neighbourhood character be evaluated?
7. Conceivably 1000-1200 new units equates to 10-12 more Grosvenor developments. What will this look like?
8. The report to council about the release of the OCP draft spoke to buildings up to 12 stories and above 12 stories in our village centres but there is no mention of this draft OCP. Why?
9. Are buildings above 37.5 feet a possibility in Ambleside? Are buildings above 37.5 feet a certainty in Ambleside?
10. Can the housing unit targets be reached without changing current zoning? If not where might zoning changes occur? Which zoning changes might occur?

11. Can the targets be reached without significantly changing current restrictions for
 - a) heights?
 - b) density?
 - c) setbacks?

12. What changes do you anticipate for
 - a) heights?
 - b) density?
 - c) setbacks?

13. Where do you anticipate each of these changes?

14. Why are no new housing units suggested for Dundarave?

15. Page 31 indicates Ambleside will change from a village to an "urban" area. However, small village character is repeatedly listed as one of Ambleside's most desirable assets. (Recent Town Centre survey) Why this disconnect?

16. Quality of Life:
 - a) Quality of Life in general was the central point of last OCP.
 - b) All former OCPs had provisions to specifically address views and view corridors.
 - c) Quality of Life is a key measurement in Community Satisfaction Surveys. (while still ranked high) has been declining.
 - d) Quality of life was deemed the key element of any successful OCP by ALL three (expert) speakers at the meeting held by the Community Centres Society.
 - e) Key elements (views, privacy, light) in 2016 West Vancouver Residents Guide identifies the preservation of views, view corridors, privacy and sunlight as important quality of life factors when building or renovating.
 - f) Tree Bylaw group meetings reflect a keen interest in views and view preservation. (Page 41, 2.6.5, "Balance tree retention, replacement or compensation for their ecological value with consideration to access to sunlight and significant public views."

Yet, this draft does not define or measure quality of life factors. Why does this OCP not 1) clearly define Quality of Life elements and 2) provide a means to measure each for progress or decline?

Why does OCP not address publicly owned lands such as 15th and Fulton Avenue, Klee Wyck, and other areas? Please provide a map.

17. How many of the following do we currently have and how many unit of each do we need?
 - a) supportive housing units.
 - b) rental housing units.
 - c) long term care (beds)
 - d) affordable housing units (based on 30% of average income)
18. All recent developments have been described as providing "diversity" and options for both young families and downsizing seniors. However they have not evidently achieved this. What verifiable data do you have to indicate specific needs and options?
19. Why is there no summary document for the draft OCP? (IR5 Master plan summary provides clear portrait of growth)
20. Why is there no comparison sheet to illustrate differences between old and new OCP (what is same, changed, pending change and demonstrate why changes are improvements.)
21. How is vibrancy measured? If this is an objective, how will we know When it is achieved?
22. What do the terms "explore" and "consider" mean in the context of the draft OCP? Are they merely suggestions?
23. Metro Vancouver Growth Strategy includes IR5 (Indian Reservation 5) in WV projections. Their proposed market housing and current rental housing (Park Royal Towers – lease ending soon) have direct impact on WV housing needs. Why is this not addressed?
24. What is the source for the above data? What are the projected numbers based on?
25. What are the baselines and measurement criteria for targets on page14? How were these criteria established? What other

measurement criteria were considered?

26. (page 14) Does "30% more diverse housing" include *any* new housing units?
27. (page 14) How have these been evaluated? i.e. Are we measuring right thing?
Measuring a 20% increase in participation in programs. Could this be achieved with a population increase? Would it count only West Vancouver residents or include the large portion of program users residing elsewhere? Why not measure of new West Vancouver participants not previously enrolled in programs?
28. If this is supposed to be a high-level document, why does it have prescribed numbers of housing units?
29. What are the alternatives to density bonuses?
30. Pg. 3 data uses 2011 numbers. Why not the more recent 2016 data? (2016 census data was available early 2017.)
31. Whose vision is represented on p 13? This has been articulated by Planners rather than community
32. How/when was VISION specifically developed by COMMUNITY?
33. How/when was the VISION validated by the COMMUNITY?
34. What is future for Klee Wyck?
35. How will the provisions to reduce off street parking requirement affect congestion?
36. Why does the Transportation section not mention:
 - a) mobility pricing?
 - b) congestion?
 - c) levels of service? (measurements of delays at key points and all intersections with a light.)
37. Do we have baseline level for service data?

38. Should the OCP incorporate North Shore Transportation Planning project findings? If the study doesn't produce any short term, substantial solutions to traffic congestion, will projected number of new housing units be reduced?
39. Eagle Island is exempted from change (coach houses) yet twice Planning has endorsed a coach house proposal. Why this inconsistency? What has changed?
40. Why will staff prepare report indicating how we fit into regional context statement only after Draft OCP is approved? (Page 4.) Would like to see report indicating how WV fits into regional context statement as part of Draft OCP, not after Draft approved.
41. Page 7 indicates three quarters of the workforce and students commute to West Vancouver from other areas, but does not provide numbers of how many West Vancouver residents commute to other areas. Why this omission? Do we have these numbers? Can they be included in the Draft report?
42. How do our numbers differ from other areas in the GVRD?
43. Please define "underutilized" as per page 19, 2.1.16.
44. What is a "commercial node"? Where are commercial nodes?
45. How will you measure support of small business?
46. How high is a "story"?
47. How will another monster on Mathers or great wall of Lawson be prevented?
48. Page 19, 2.1.15 lifts the moratorium on development while Local Area Plans are pending. Why would we allow development when further certainty is pending?
49. What other groups has Planning met with re: draft OCP? What are their issues? Do you have a list of their Questions and Answers? How did they poll their members for input?

50. Is there a compilation of Questions and Answers from the Information Booths and other individual engagements with Planning? If so can this information be circulated to the public so they may have time to read and comment? (i.e. extend March 16 deadline)
51. Will the statement "responding to neighbourhood context and character" apply to all neighbourhoods (including commercial)? If not, why not?
52. Why is there no summary document for the draft OCP? (IR5 Master plan summary provides clear portrait of growth)
53. Why is there no comparison sheet to illustrate differences between old and new OCP which would demonstrate why changes are improvements.
54. Why is Phase 4, arguably, the most important, so rushed?
55. Other than a public hearing, why is there no plan for public input to any edited plan?
56. How will changes to the draft be made known to the public?
57. Can any changes to draft plan be highlighted? e.g. coloured font
58. Will the next phase go straight to a public hearing without further public input.?
59. Will any changes to Section 2 require a public hearing?
60. Why is there no plan for public town hall meetings on this critical document?
61. Why would Planning not meet with a large group of citizens interesting in learning more about the draft OCP?
62. How can this draft OCP be assessed by the public without considering all of Section 2?
63. Why was Section 2 not made available to many members of the

public who requested a copy?

64. How does the Waterfront Strategy fit into this plan?
65. When will we have an opportunity to discuss location of an Arts Centre?
66. All former OCPs had view protection provisions. Many people want them strengthened, but they have been removed. Why are there none in this OCP?
67. How/When did the view protection provisions in the former OCP (Part 2?) get removed? Please provide date of public hearing, and motion.
"Policy BF-C-4 – Buildings up to three stories above the adjacent street in the Ambleside Town Centre may be considered to encourage meritorious design. Building design should contribute to visual street interest, not significantly reduce views from existing residential uses generally, maintain the overall low scale village character, not significantly impede available sunlight to the street, and not increase the total building floor area that would otherwise be permitted in a two-story building."
68. The library recently disposed of historic OCPs making research challenging. They provide historical context and chart changes. Can Planning provide the WV library with copies of all historical OCPs and amendments?
69. The justification to develop the upper lands was that Ambleside was built out to desired capacity. What was the criteria for this original decision, what has changed and when?
70. What does "informed by" on p. 9 mean?
71. How is vibrancy measured? If this is an objective, how will we know when it is achieved?
72. What do the terms "explore" and "consider" mean in the context of the draft OCP? Are they merely suggestions?

From: ADRA(Google) <adrawestvan@gmail.com>
Sent: March-29-18 4:52 PM
To: Michael Smith; Mary-Ann Booth; Craig Cameron; Christine Cassidy; Nora Gambioli; Peter Lambur
Cc: MayorandCouncil
Subject: Request to strengthen community

Dear Mayor and Council,

We continue to have concerns with the limited time-frame for public input on the Draft OCP and feel the timelines for consultation following the second draft are extremely tight. There is public desire for a better understanding of this important document and a well-informed community is better equipped to provide knowledgeable feedback. As such, we respectfully request that a public hearing be scheduled only *after* the following takes place:

- The new (second) draft OCP document include (1) a plain language Summary document and (2) a Comparison document specifying the substantive or key changes between the existing (2004) OCP and the new draft. Ideally the Summary and Comparison documents as well as the following suggestions, should be vetted by the Community Engagement Committee.
- The new (second) Draft and accompanying Summary and Comparison documents be widely publicized and circulated. The community would greatly benefit from having hard copies made readily available at Municipal Hall, Gleneagles and West Vancouver Community Centres, the Seniors Centre, the Library, etc. Ideally the Summary document will also be made available in a translated copy.
- Once the (second) Draft plan, Summary and Comparison documents have been circulated throughout the community it would be helpful to hold a series of Neighbourhood Town Hall meetings to both educate and obtain informed feedback. To reach as many people as possible we suggest three Town Hall meetings held in the following geographic areas: (1) Ambleside/Dundarave/Altamont; (2) British Properties/Cedardale/Sentinel Hill; (3) Horseshoe Bay/Gleneagles. All West Van neighbourhood associations should be encouraged to have their members attend. It is also suggested the District utilize the SFU Centre for Dialogue to conduct these meetings.
- The westvancouverITE online forum be used as one means of capturing and sharing public input. The value of sharing comments, questions and ideas cannot

be underestimated. We feel this is an integral aspect that stimulates public participation and allows people to consider and build on other ideas.

- The above endeavours to educate and obtain informed public input be held over a minimum 6 weeks (similar to the time frame provided for initial OCP public input).
- The results of the above engagement process will then be incorporated into a third OCP draft, including a revised Summary and a Comparison document specifying changes from the second draft.

We anticipate these endeavours will move us significantly closer to obtaining a broad-based understanding of the Draft OCP - a key factor before public support can be ascertained - but acknowledge that will be determined by Council at the conclusion of the proposed process.

Scenery Slater
on behalf of
Ambleside & Dunderave Ratepayers' Association

Please do not redact above



March 27, 2017

District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver
BC, V7V 3T3

File: TDP_HSB_2018-03-18

Dear Sir, Madam:

DISTRICT OF WEST VANCOUVER OFFICIAL COMMUNITY PLAN (OCP) – DRAFT PLAN

Thank you for consulting BC Ferries on the next stage of the OCP review – Draft Plan. As a key stakeholder in the community, major employer and land owner in West Vancouver, BC Ferries once again welcomes the opportunity to be engaged in the review of the District's OCP.

Overview – BC Ferries Services Inc.

BC Ferries is one of the largest ferry operators in the world, providing year-round vehicle and passenger service on 24 routes with 47 terminals, and a fleet of 35 vessels. We recognize the importance of the coastal ferry system in the lives of the customers and the communities the Company serves. Sustainability of the ferry system and affordability of fares are key objectives at the forefront of all of the Company's decisions and plans. We are the stewards of safe, reliable and sustainable marine transportation, providing an essential service that connects residents, business travelers, visitors and cargo safely to its destinations across British Columbia.

BC Ferries is a commercial organization governed by an independent Board of Directors appointed by the BC Ferry Authority.

BC Ferries understands that having a safe, reliable and affordable ferry system continues to be the most important consideration for our customers.

BC Ferries Vision

Our vision is as follows:

To provide a continuously improving West Coast travel experience that consistently exceeds customer expectations and reflects the innovation and pride of our employees.

BC Ferries Response

In addition to our comments submitted in our response dated September 1, 2017, and December 17, 2017 BC Ferries submits the following comments:

Horseshoe Bay ferry terminal has been providing a key local and regional transportation service between the mainland, Vancouver Island, Bowen Island and the Sunshine Coast since the 1960's. The terminal serves over 5 million customers annually, which is likely to increase in the future, particularly with growth in the number of foot passengers. The terminal is a significant contributor to the local economy both directly and indirectly. As an employer in the local community, BC Ferries' provides jobs for over 500 staff and contributes significantly to the local and regional economy through the purchasing of local goods and services. BC Ferries' customers also help support the many local businesses in the Horseshoe Bay village.

Horseshoe Bay will continue to be the major ferry terminal connecting communities and customers between the lower mainland, Vancouver Island, Bowen Island and the Sunshine Coast. With growing volumes of foot and vehicle passengers and aging infrastructure at the terminal, it is highly likely that, in the future, the terminal will need to be significantly improved and modernized. BC Ferries has recently commenced a significant engagement process with the community, key stakeholders and First Nations to help us develop a new long term development plan for Horseshoe Bay. More information on this initiative can be found at <https://www.bcferrries.com/about/hsbvision/>

Draft OCP

BC Ferries has reviewed the Draft OCP. We are disappointed that the existing role and the opportunity to enhance Horseshoe Bay ferry terminal as a regional and local transportation hub is not specifically mentioned. It is therefore important that the OCP provides policies which acknowledge the importance of the Horseshoe Bay ferry terminal to the local and regional transportation system and economy and that policies will support the future modernization of the terminal, particularly given that the majority of the terminal is legal non-conforming under s.528 of the *Local Government Act* and any significant redevelopment is likely to require rezoning and Development Permit applications to be submitted. While we are aware that the intent is to produce a Local Area Plan for Horseshoe Bay, the proposed boundary for local area planning in Horseshoe Bay excludes the majority of the terminal and therefore it would be helpful if the OCP also provides policy context given the significant contribution that this terminal makes to the local and regional economy and which will support its future modernization and enhancement.

Specific policy comments are as follows:

Section 2.3 Local Economy and Employment

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

- *Retail, service and restaurants centred on the waterfront;*

- *Enhanced intermodal regional transportation facilities;*
- *Visitor accommodation;*
- *Tourism and recreation; and*
- *Secondary office use.*

Supporting tourism and visitors

Add new policy to section 2.3.10 as follows:

Support the redevelopment and modernization of the Horseshoe Bay terminal as a key gateway for visitors to and from the Sunshine Coast, Bowen Island and Vancouver Island.

Section 2.4 Mobility and Circulation

Amend policy 2.4.10 as follows:

Support the continuation of existing rail ~~and ferry~~ transportation services

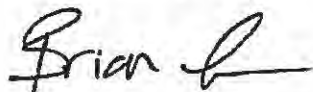
Add new policy 2.4.11

The District will work with BC Ferries to produce a new Terminal Development Plan for Horseshoe Bay to improve access to, frequency and efficiency and support the modernization of the ferry terminal to improve customer experience and service reliability.

In addition, there is a significant opportunity for the OCP to strengthen the collaboration between BC Ferries, the District of West Vancouver and TransLink to ensure an overall better and connected intermodal transportation service/mobility hub for our growing number of foot passengers.

We would welcome the opportunity to meet with you to discuss our representations to date and to introduce our terminal development planning process for Horseshoe Bay.

Yours Sincerely,



Brian Green, MCIP, RPP, MRTPI
Manager, Terminal Development
E: brian.green@bcferries.com
P: 250 978 1479



March 29, 2018

District of West Vancouver
750 – 17th Street
West Vancouver, B.C.
V7V 3T3

**BRITISH PACIFIC
PROPERTIES LIMITED**
SUITE 1001, 100 PARK ROYAL
WEST VANCOUVER, BC, V7T 1A2
T 604.925.9000
BRITISHPROPERTIES.COM

Attention: David Hawkins, M.Plan., LEED-AP
Manager, Community Planning and Sustainability

Dear Sir:

Re: Draft Official Community Plan Review

Thank you for the opportunity for British Pacific Properties Limited (BPP) to review and to provide comments on the Draft Official Community Plan (OCP) dated February 13, 2108.

The District has done a commendable job in seeking input on the review and update of a critical community document that is now over 14 years old and consulting with the community on the future direction of the municipality. We support the draft OCP's policies that build on the vision of the Rodgers Creek Working Group and the Upper Lands Study Review Working Group (ULWG) to establish Cypress Village as a mixed-use gateway to mountain recreation with a diverse range of housing types, commercial uses and amenities with Cypress West as a complementary supporting community.

We have several comments below that we would ask you to consider as the OCP is being finalized.

Maps

1. Map 8 – “Undeveloped Lands below 1200 ft” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
2. Map 9 –
 - a) “Cypress Village Planning Area Boundary” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
 - b) we request that the “Cypress West Planning Area Boundary” be extended to the Nelson Creek watershed boundary (as shown on Map 13) until such time as a robust, ground-truthed environmental inventory has been completed in the Inter-creek area.

3. Map 12 – The proposed Road connection between Cypress Bowl Road and Cypress Park Estates should be clear that it connects with the top of Northwood Drive, consistent with the 2004 OCP and previous planning and infrastructure work. For example, Northwood Drive was designed and constructed as a future collector road to service Cypress West and a section of the proposed Road connection (referred to as the “1000 foot connector” in the 2004 OCP) was constructed to sub-grade when the District constructed their cross-country watermain through these lands in the 1990’s.
4. Map 14 – to be consistent with the ULWG Recommendation 3.1.2.1(b), municipally-owned lands below 1200 feet and west of Eagle Creek should be shown in addition to municipally-owned lands above 1200 feet.

Policies

5. Sec 2.2.3 – “conservation of lands below 1200 feet west of Eagle creek” should be considered a demonstrable community benefit; therefore, consider adding this clause as an example of a demonstrable community benefit.
6. Sec 2.2.5 – in the second bullet, consider adding “below 1200 feet” after “public lands” for clarification and consistency with Sec 2.7.7.
7. Sec 2.2.11 – we note that ULWG Recommendation 3.1.2.1 states that the area west of Eagle Creek be re-designated for “Limited Use and Recreation” and public land west of Eagle Creek be protected as dedicated parkland. It did not mention public acquisition or park dedication of privately-owned lands. Furthermore, some Council members have recently expressed concern about the liabilities associated with acquiring additional parkland. Therefore, you should consider:
 - a) replacing “Acquire public ownership of” to “Permanently protect environmental values of” as is used in Sec 2.7.9 and ULWG Recommendation 3.1.2.1.
 - b) adding “privately-owned” before “lands west of Eagle Creek” for clarification.
 - c) replacing “dedicate them as public parkland” with “permanently protect the lands as publicly-accessible open space through the establishment of a non-profit conservancy, park dedication or other means to minimize impact on existing taxpayers.”
8. Sec 2.2.12 – consider replacing “public acquisition” with “permanent protection” as above.
9. Sec 2.7.3 – clarify what and where “Province-owned land at the Westport Road loop” is.
10. Sec 2.7.9 –
 - a) ULWG Recommendation 3.1.2.1(b) should be added to this section to make it consistent with the ULWG’s report recommendations.
 - b) consider adding “below 1200 feet” after “lands west of Eagle Creek” for clarification and consistency.

11. Sec 2.7.11 – consider adding “authorized District” before “trails.”

12. Sec 2.7.12 – consider adding “District” between “authorized” and “trails.”

Please call me at 604-925-9000 if you have questions or if you would like to meet to discuss the above in more detail.

We look forward to seeing the final draft of the new OCP.

Sincerely,
BRITISH PACIFIC PROPERTIES LIMITED



Geoff Croll, P.Eng.
President

Dear Council Members and The OCP Planning Department:

We would like to give some thoughts and feedback on Phase 4 of the Official Community Plan, which now provides as a concrete basis for us to better understand the proposed changes to our community.

After hearing from some of our residents and reaching out to others, we find that many are still unaware of the OCP, let alone the specifics of the recent Phase 4 Draft. This is concerning after the number of events (workshops, stakeholder meetings, World Cafes, and Youth Brainstorms) that have tried to engage the whole community. Our Association has been reaching out to inform our residents, but find asking them to read a 53-page document and give feedback, is very onerous for many. It does not seem to be an effective way of soliciting feedback, particularly when most residents have extremely busy lives, and many have English language difficulties. We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter written form (instead of a visual form) on changes compared to the old OCP, contained some information in Mandarin and Farsi and sent out to each household to inform them and then have them respond or comment, feedback would have been received from a larger group of our residents.

We are concerned that residents not providing feedback may be interpreted as having a positive response when we are finding that so many of our residents have a complete lack of knowledge about the plans in place.

For an Official Community Plan that will significantly change our community, this process seems very rushed. The 2-week extension to March 29th is not enough time to make much difference when it happens to coincide with Spring Break and many families are away on vacation. Surely, Phase 4 of the OCP should be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

The purpose of this letter is not to take a position on the many new details in the Phase 4 draft of the OCP. It is to convey some of the feedback we have had from our residents, and further, to express our concern that Phase 4 appears to be the most important Phase to date because it is more detailed and comprehensive, yet the time lines have been very tight. Despite the good efforts of the Planning Department to engage West Vancouverites, it is disturbing that we are finding that many of our residents are still unaware of the many changes planned for their own community. Further, the feedback process at this Phase 4 stage in the process is very onerous, particularly for our residents with language barriers.

Please consider slowing this process down to ensure that all West Vancouver residents are fully informed, and able to more easily give their feedback on Phase 4 of the OCP before it goes any further.

Yours Truly,
British Properties and Area Homeowners Association

Dear Council Members and The OCP Planning Department:

We would like to give some further feedback on Phase 4 of the Official Community Plan, which now contains the detail needed to better understand the proposed changes to our community.

Again, we ask that this process not be rushed, as we find many of our homeowners are still unaware of the changes proposed for their community. We have tried to reach out to a number of our residents, to inform them and get some thoughts and feedback from them. It is a difficult task and we are wondering why it has become the responsibility of a Homeowner's Association to inform their residents on behalf of the District? As mentioned in our last letter, we feel that asking them to read a 53-page document and give feedback is very arduous for many as most have extremely busy lives, and a good number of them also have English language difficulties. **We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter form, contained some information in Mandarin and Farsi and mailed out to each household to inform them and then give options to respond or comment, feedback could be received from a larger group of our residents.**

This Official Community Plan will significantly change our community, yet it has been saddled with a very tight timeline since the Phase 4 draft was released. Again we feel that it is extremely important that this most important stage of the OCP to date, be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

Homeowners Feedback-

In speaking to our homeowners, we have noticed a marked discrepancy between what is being proposed in Phase 4 and what most view as desirable. Many of the residents we have spoken to say that they actually chose to live in West Vancouver because of the lack of density- the park like, village atmosphere and the feeling of safety when one has a smaller, stable population. They do not want any major changes; they like the way things are. We have also heard concerns that those who have a financial stake in this plan and those who do not reside here may have as much influence as the taxpayers who live here. Because of these concerns, it seems that feedback from West Vancouver residents should be prioritized, as they will be the ones affected by changes to their community.

The second concern we have heard is that the serious traffic congestion we already have will become much worse. During the past few years, It has become commonplace to hear residents complaints about traffic delays, bottlenecks and the inability to go almost anywhere after 3 PM in the afternoon. The main solution that has been presented is to get people out of their cars to walk or use public transportation. This is not at all practical or even optional for those who live in the British Properties. Our residents will be those who are stuck in their cars on Taylor Way during the proposed construction and long after. It is not practical or realistic to ask residents here to take a bus down to Marine Drive to get their groceries or to use the bus system to ferry their children around the North Shore to their after school activities or tutors. Even for those trying to utilize public transportation to get to Vancouver, getting to the 'Park and

Ride' at Park Royal to connect with bus lines on Marine Drive will be extremely difficult. Until there is a realistic plan to ease the current congestion, they do not want to see any more large and disruptive construction projects, or an increase in the population of West Vancouver.

This letter has conveyed much of the cohesive feedback we have heard to date from our residents. We also continue to express our concern that Phase 4 needs more time to be digested and commented on by a greater number of our residents. It is the most important Phase to date because it is more detailed and comprehensive; yet the time lines continue to be very tight.

People should have a say in the future of their own communities and if many are unaware of these proposed changes to their community then it seems that the Municipality has failed to find successful ways to engage them.

Again we ask that you consider slowing this process right down to ensure that all West Vancouver residents are fully informed, and able to give their feedback on Phase 4 of the OCP.

Yours Respectfully,
British Properties and Area Homeowners Association

Mayor and Council
District of West Vancouver

March 28th, 2018

Dear Mayor and Council:

Re: Community Housing Action Committee Support for the OCP Draft Plan

Community Housing Action Committee (CHAC), a program of North Shore Community Resources, congratulates the District of West Vancouver on bringing this Official Community Plan (OCP) forward: it is most timely and represents a courageous, significant accomplishment, which fulfills the promise and commitment Council made to the people of West Vancouver.

CHAC unanimously endorses the Draft OCP and looks forward to voicing our support at First Reading and Public Hearing.

As well, we make the following general observations about the Draft Plan and expect to speak in more detail at both First Reading and Public Hearing, when scheduled. These observations are based on CHAC's extensive participation in the twenty-month public engagement, which has been broad, deep, and varied--most recently its presentation to Council on February 15. Primarily, CHAC will comment on the Draft's responses to "the unaffordable and limited housing options" facing the municipality.

1. **The Plan is thorough.** It speaks to the importance of regenerating neighbourhoods, to infill options and new forms, to respecting the importance of neighbourhoods, the importance of local plans, and to the critical issues of affordability, accessibility and sustainability. It recognizes the serious housing situation in West Vancouver, especially rental, which is a crisis of both supply and demand.

2. We support the aims of subsections 2.1.12 through 2.1.23, with some suggestions for strengthening, such as: providing targets, and some tax relief to support upgrading, reducing parking requirements, the use of District-owned lands, the use of Housing Agreements, and increasing the minimum provision of accessible and adaptable units, to name a few examples.
3. CHAC recommends the OCP include the early development, through public consultation, of a **contemporary Housing Action Plan**, which would specify policies and incentives for the securing of below-market housing for low and moderate income families, including the use of CAC funds to support affordable housing, and policies that recognize the needs of disadvantaged renters, such as the disabled, young adults, and the aging population in West Vancouver.

This Housing Action Plan should be a very high priority for the District and the Draft OCP should state this priority.

4. CHAC also recommends the OCP include a **commitment to establishing a vision, policy and strategies of affordability**, again through public consultation, to guide the District, the public and developers, as the Plan becomes more specific over time. While there are many models of such policies of affordability, elsewhere in Metro Vancouver, this one must be **made in West Vancouver**, for people at different stages of their lives, of different incomes, who live and work here.

5. We approve of the directions in the "Future Neighbourhoods" section of the Plan, especially 2.2.5, which **requires** that the community **should benefit from (all) financial and/or in-kind contributions**, including the provision and protection of parkland, and of other amenities.

CHAC urges the Council to make as its highest priority the implementation of this OCP, adopting it before the expiration of its mandate.

Again, we congratulate the District of West Vancouver on this exciting accomplishment, and look forward to assisting, however we can, in the development of housing policies and strategies as the District moves to put the OCP into action.



Don Peters
Chair, Community Housing Action Committee

Cc: David Hawkins, Manager of Community Planning
Murray Mollard, Executive Director, North Shore Community Resources

The Community Housing Action Committee is a volunteer advocacy group dedicated to the security of appropriate and affordable housing on the North Shore.

March 23, 2018

Mayor and Council
District of West Vancouver
750 17th Street
West Vancouver BC V7V 3T3

RE: FEEDBACK ON THE DRAFT OCP, dated February 13, 2018

Dear Mayor and Council,

Congratulations on an excellent Draft OCP, Part One for West Vancouver – the extensive public engagement that supports this plan is unprecedented. The CEE Plan Working Group is very pleased to see climate change as a Key Trend, with numerous comments on energy and carbon emission reductions in each section. This focus puts a high level of emphasis on the very critical issue of reducing our carbon emissions, particularly as West Vancouver has the highest emissions per capita in the Lower Mainland.

The Working Group has reviewed the Draft OCP dated February 13, 2018 and are very excited with the 'real action' within this draft the majority of which coincides with the CEE Plan recommendations which were previously adopted by Council. However, we would like to suggest a few minor amendments (*see attached*).

With sincere thanks for a good and thorough public consultation process and in hopes that the Draft OCP will (with minor amendments) finally be approved by the present Council. We believe that even with the current wording, the OCP will significantly advance our community energy plan and we urge Council to approve it before the next municipal election. Let's get it concluded and then move on with making West Vancouver the best community it can be for everyone - ***'creating a better climate for our prosperity, our health and nature'***.

Community Energy and Emissions Plan Working Group including: Charlotte McLaughlin (Chair), Rick Amantea, Jennie Moore, Freda Pagani, Peter Scholefield, Maciej Sobczyk, Tarah Stafford, David Van Seters

Attachment

Attachment
Detailed Comments on the Draft OCP dated Feb 13 2018
from the Community Energy and Emissions Plan Working Group

1.3 KEY TRENDS

In Section 2 Community Wide Directions on page 19, it is stated that transportation challenges are among those that need to be responded to, therefore ADD – Transportation as another key trend – OR add a reference to transportation issues such as increasing traffic congestion and needed improvements to transit options....

2A. HOUSING & NEIGHBOURHOODS

2.1.19 CHANGE – add “long term” in front of *rental restrictions in new strata-titled developments* and add “unless this contradicts existing legislation” (*suggesting we do not want to encourage short-term rentals, i.e. Airbnb*)

2.1.22 ADD NEW POINT – “Encouraging provision of opportunities for residents to share household goods” (*e.g. sharing sheds like a ‘Thingery’ <http://thethingery.com/>*)

2.1.23 CHANGE “*promote*” to “require” and ADD “and carbon reduction” after “*climate adaptation*”

2.2.4 ADD under bullet 7 – *an identification and analysis of how the proposed development integrates with, impacts and enhances the community’s existing transportation network, including walking, cycling, and transit, with consideration to access and parking* “and show how the new community will have greatly reduced dependency on single occupant vehicle transportation.”

2.2.13 ADD – *Establish Cypress Village as a unique gateway to mountain recreation* “with strong links to the rest of West Vancouver” *incorporating distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community.*

ADD 2.2.17 “Require a certain number of jobs to be created as a function of the rezoning”

2B. LOCAL ECONOMY

2.3.5 ADD – *Plan for a range of commercial uses in the new Cypress Village to create a successful mountain “gateway” village, to support local residents* “and offer permanent local jobs”.

2.3.16 ADD under 2nd bullet – *Technology-based employment creation in commercial areas where appropriate* “including opportunities for energy innovation”.

2.3.16 ADD a bullet– “Actively explore opportunities to reduce carbon emissions in ways that also create jobs, e.g. retrofitting homes and apartments.”

2C. TRANSPORTATION & INFRASTRUCTURE

After 2.4.6 ADD another bullet– “Encourage local business to increase biking infrastructure, including bike parking, and showers and lockers for employees.”

2.4.11 CHANGE - *Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver and senior governments to advance inter-municipal connectivity for all travel modes and explore alternatives (e.g. lower level road, rail, and ferry and water taxi services, and rapid transit connections and another transit crossing for Burrard Inlet)*

2.4.17 ADD - *Develop parking management strategies in Town and Village Centres to meet community needs and support more sustainable modes of travel, “such as electric vehicles and bicycles”.*

After 2.4.24 ADD another bullet – “Monitor trends in electric autonomous vehicles and plan for the physical and institutional changes required.”

After 2.4.24 ADD another bullet – “Expand access for all ages to the existing shuttle bus (free or by donation) between Dundarave and Park Royal.”

2.5.1 ADD - *Continue to monitor and address emerging needs of municipal utility systems (e.g. water supply and distribution, liquid and solid waste removal, drainage systems, “and energy supply and distribution”) and infrastructure to ensure the long term sustainable provision of reliable services.*

2.5.10 CHANGE – *Enable to “Expand” organics and food waste reduction through on-site home composting and reuse and ADD “for single families and multifamily homes, while monitoring technology to take advantage of composting and using compost closer to ‘home’.”*

2.5.11 ADD - *Facilitate reductions in demolition waste through source separation and diversion, “including whole-building demolition or deconstruction.”*

2.5.18 ADD - *Lead by example through actively pursuing “energy and” water conservation, waste reduction and recycling within civic facilities.*

2.5.19 CLARIFY – definition of ‘corporate’ in relation to District targets (which are given in different numbers)

2.5.20 CHANGE – *‘Consider using’ to “Use” annual carbon tax refunds to support community-wide emissions reduction initiatives.*

2D. PARKS & ENVIRONMENT

After 2.6.6 ADD a bullet – “Encourage naturalization of landscapes more suitable to our local climate and soil conditions to reduce water demand and to support local ecosystems.”

2.6.21 COMMENT – we suggest that the ‘green roofs’ are not the best solution for the creation of energy efficient buildings. Recommend removing this from the footnote.

2E. SOCIAL WELL-BEING

2.8 Subtitle CHANGE – “Supporting demographic and cultural diversity”

2.8.7 ADD – *Support the delivery of programs services, events and activities that celebrate the full spectrum of cultural “and ethnic” diversity of the District.*

ADD 2.8.21 – “Strive to address the issues raised in the Vital Signs report, which is prepared every two years by the West Vancouver Community Foundation.”

ADD 2.9.14 – “Support the link between community health and reducing energy emissions, such as active transportation including walking and biking”

Prepared by CEE Plan WG, March 23, 2018

Sticky Note - [Peter Scholefield] 2/17/2018, 12:19:20 PM

Part One

2.4.7 Expand parking and related destination infrastructure for cyclists.



TRANSPORTATION & INFRASTRUCTURE

Sticky Note 2/17/2018, 11:06:...

Address identified gaps and complete

2.4 Mobility and Circulation

Encouraging walking & cycling

2.4.1 Complete the pedestrian and cycling network with integration to transit, Town and Village Centres, community facilities, parks and trails system (see Map 11).

2.4.2 Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as:

- Key new connections:

• Shelter and weather-protected sidewalks; and

• Dedicated bike lanes.

Protected instead of dedicated bike lanes

2.4.3 Use road rights of way to expand urban connector trails⁴ throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.

2.4.4 Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects.

2.4.5 Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.

2.4.6 Expand wayfinding features in and around centres and key neighbourhood hubs (e.g. schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

2.4.7 Work with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit services, prioritizing connections between Park Royal and Dunderave.

2.4.8 Expand bus priority measures and transit-supportive road treatments along Marine Drive to support increased efficiency of transit service.

2.4.9 Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in Town and Village Centres and around neighbourhood hubs.

2.4.10 Support the continuation of existing rail and ferry transport services.

2.4.11 Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver and senior governments to advance inter-municipal connectivity for all travel modes and explore alternatives (e.g. lower level road, rail, and ferry and water taxi services).

Sticky Note - [Peter Sch... 2/17/2018, 11:44:22 AM

4 2.4.12 Work with other North Shore municipalities and TransLink to plan for a rapid transit crossing of Burrard Inlet.

Sticky No.. 2/17/2018, 11:08:53 A..

on the pedestrian and cycling networks, especially in and around....

Sticky Note - [Peter Scholefield] 2/17/2018, 11:29:55 AM
with protected bike lanes

Enhancing road network accessibility, safety and efficiency

- 2.4.12 Maintain the road network for the safety and reliability of all road users, and seek to expand proposed road sections as opportunities arise (see Map 12), including:
 - Access roads to the proposed Cypress Village area;
 - The Low Level Road to bypass the Lion Gate Bridge; and
 - A Clyde Avenue-Klahanie Park crossing over the Capilano River.
- 2.4.13 Deliver road network enhancements through public and private development opportunities.
- 2.4.14 Incorporate universal access design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities.
- 2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users.
- 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.
- 2.4.17 Develop parking management strategies in Town and Village Centres to meet community needs and support more sustainable modes of travel.
- 2.4.18 Facilitate effective and efficient goods movement on the transportation network.
- 2.4.19 Explore and implement options to reduce traffic impacts associated with construction throughout the community.
- 2.4.20 Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, and schools to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

- 2.4.21 Prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.
- 2.4.22 Support bike sharing, car and ride sharing in Town and Village Centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.
- 2.4.23 Provide infrastructure for electric and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.
- 2.4.24 Use health impact assessments to evaluate public health consequences of transportation planning decisions (e.g. air quality, injury prevention, physical activity).

Feedback from the ULWG to the Draft OCP

Former members of the Upper Lands Working Group Present: Heather Johnston, Brian Walker, Alan Bardsley, Graham Nicholls, Andy Krawczyk, Mike Phillipoff and Rebecca Buchanan

At the conclusion of the Upper Lands Working Group process and after robust public consultation, the ULWG recommended several amendments to the then OCP affecting the future of the upper lands of West Vancouver, namely:

- At item 3.1.1.1, the ULWG recommended that the current restriction preventing residential development above the 1200-foot contour line be maintained without further consideration of a 1200-foot contour variation.
- At item 3.1.1.2, that municipally owned lands above 1200-feet be permanently protected as dedicated parkland.

Having individually reviewed and considered the draft OCP policy and having met, discussed and come to a consensus, the former members of the ULWG make the following comments with respect to the draft OCP policy items directly affecting the Upper Lands:

- At proposed item 2.2.10, the draft OCP is a clear departure from ULWG recommendation 3.1.1.1, which was generated after 2 years of analysis of environmental information, feedback from stakeholder groups, robust public consultation and clear direction from the community members in West Vancouver. The members of the ULWG are disappointed that the work of the group and the lengthy community consultation on this particular issue have been ignored in favour of a less robust recommendation.
- If recommendation 2.2.10 remains, the ULWG wish to emphasize that any residential development above 1200-foot boundary must follow a thorough planning process, as articulated at 2.2.3. In this regard, the ULWG looks to the recommendation articulated in the Parks Master Plan for the deaccession of parkland for the purpose of acquiring new parkland that greater meets the needs and values of the community.
- That said, the former members of the ULWG strongly endorse proposed item 2.2.11, which mirrors the group's recommendation at 3.1.1.2, to dedicate lands above 1200-feet as parkland.

Dear Mayor & Council:

The undersigned were asked by the District of West Vancouver to serve as an OCP Focus Group advising the Manager of Community Planning & Sustainability and his team on the Official Community Plan process. As past Chairs and Co-Chairs of Working Groups whose mandates covered various land use issues, we brought forward a deep body of research, community engagement, findings and recommendations that has advised the past four Councils in the following areas important to West Vancouver's future, and for the last year has advised the OCP's progress on:

- **Housing & Neighbourhood Character**
- **Transportation**
- **Climate Change**
- **Parks**
- **Strategic Planning**
- **Heritage**
- **Energy**
- **Upper Lands**

We are agreed on West Vancouver's urgent need to implement a new OCP. While the Province recommends replacing an OCP every 5 years, we've been without a new one for 14 years. During that time, West Vancouver has seen a radical decline in housing stock suitable to maintain or attract a demographic diversity that sustains our future, a decline of transportation vitality and rapid climate change. Our population is simultaneously aging *and* declining; thus we fail to fulfill our commitments to the Regional Growth Strategy or support our challenged business community's desperate need for staff and sales. It has been so long since we've experienced the process of modernizing our OCP that we've forgotten the Province intended it as a policy guide not strictly constructed law. Thus our community dissolves into erroneous pitched legal battles whenever new housing is proposed. Council passed a little known housing moratorium last year, preventing from consideration existing and new housing applications with variance requests, other than those offering significant disability units. The cumulative result is: West Vancouver has delayed housing so long that need has become crisis, and crisis is now emergency. Status quo or dithering in an emergency sabotages our ability to survive as a community.

Our Draft OCP is in the final stages of community review and input, having sustained the most extensive, lengthy and thorough community engagement in West Vancouver's history—equal or superior to OCP engagement in our neighbouring, corridor or regional districts. At least 30 stakeholder groups have been visited individually, their suggestions added. A Town Hall and a Public Hearing have been scheduled for even more community review. Yet we are aware there a complaint has been lodged that this two year process is "moving too quickly," that West Vancouver needs even more than two years to advise and review this draft, that the OCP should be delayed until mid-2019 or later, even though Council recently considered and rejected this request, heard from the public on it, and unanimously passed a motion to keep the OCP on schedule.

We are writing to urge you to *focus on the facts* not the war cries of those who wish to see our OCP trampled and indefinitely delayed, thereby exacerbating our housing crisis and stalling the healthy benefits of the slow, modest housing growth the OCP recommends over decades. *The facts are* that OCP engagement has been lengthy, robust, thorough with historic engagement levels, well advertised and open to everyone in a process spanning more than 24 months. *The facts are* that the need for housing has never been greater, that adding housing moderately will ease alarming rises in costs and keep our tax bases healthy. *The facts are* that the leaders of delay were actively involved in every well-attended engagement roundtable, but their positions represented the slimmest minority of voices around those tables. By far, the vast majority of our citizens, evidenced by years of District engagement, are ready to address these critical issues. The facts are that those who demand delay are—by accident or design—supporters of soaring house prices, massive profits, opaque investment property ownership and the disappearance of our middle class family demographic and decline of our businesses desperate for staff. Our government must not allow a small group of naysayers to force on an entire community their idea of a future emptied of vision, families, shelter, mobility or fiscal responsibility.

We urge you to continue to stand firm on the resolution you passed last month not to delay the OCP timetable. We urge our Mayor, Council, CEO and Staff to maintain your courage to progress this policy document toward passage—on schedule, on time—for the good of West Vancouver and the vast majority of its citizens. If there was ever a need for leadership, keeping our OCP on schedule is that leadership issue and the time is now.

Respectfully,

Maggie Pappas

[REDACTED]
[REDACTED]
[REDACTED]

Joined by OCP Focus Group members:

Christine Banham
Alan Bardsley
Rebecca Buchanan
Jacqui Gijssen
Andy Krawczyk
Charlotte McLaughlin
Graham Nicholls
Freda Pagani



HOLLYBURN
COUNTRY CLUB

950 Cross Creek Road, West Vancouver, BC, Canada V7S 2S5
T 604-922-0161 F 604-922-9811 W HOLLYBURN.ORG

March 14, 2018

Mr. David Hawkins, M.Plan., LEED-AP
Manager, Community Planning & Sustainability
District of West Vancouver
750 17th Street,
West Vancouver, BC V7V 3T3

RECEIVED

MAR 15 2018

Planning & Development Services

Dear David:

**RE: OFFICIAL COMMUNITY PLAN REVIEW - DRAFT
POLICY REGARDING LAND USE CONTRACTS (LUC'S)**

On behalf of the Hollyburn Country Club (HCC), and further to our meetings with yourself and Lisa Berg, and related correspondence concerning the above, we write to provide comment on the Draft LUC policy wording for LUC's.

The existing HCC LUC was executed between the District and HCC on October 1, 1971, and amended September 8, 1983 and November 23, 1990, and provides specific rules for country club purposes, building development and site rules and temporary buildings. We are aware that on May 29, 2014 the Local Government Act and Community Charter was amended by Bill 17, which included early termination of Land Use Contracts (LUC) as applicable in all BC Municipalities, and that the affected LUC lands must be zoned by June 30, 2022, and the LUC terminated by June 30, 2024. A Zoning Amendment is necessary to replace a terminated LUC and to implement a revised OCP policy.

We believe that termination of the LUC and rezoning on the Hollyburn Country Club site offers an opportunity to review and establish new rules for continued evolution of the Club buildings and lands, including the vacant south portion of the site, while meeting future community needs.

On March 13, 2018 at its monthly meeting, the HCC Long Range Planning Committee met to review and consider the proposed Draft LUC Policy under Section 2.1.21 of the February 13, 2018 Draft OCP, which states: *"Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character."*

The HCC's Executive Board Committee adopted the following motion:

"The Committee supports as drafted, the proposed Draft OCP Policy wording regarding LUC's under Section 2.1.21, which states "Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character." This motion was duly moved, seconded and adopted by the Committee.

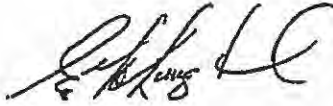
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Hollyburn Country Club
Letter to the District of West Vancouver
Re: Draft LUC Policy Wording
March 14, 2018

Page 2

We trust you will advise District staff and Council accordingly, and we look forward to working with you and the community over the coming years to explore and confirm a mutually beneficial process, vision and plan for our site.

Yours truly,



Ed McLaughlin
Chief Executive Officer
Hollyburn Country Club



Roz Seyednejad,
Chair,
Hollyburn Country Club Long Range Planning Committee



Your Cycling Connection

604.558.2002
info@bikehub.ca
bikehub.ca



March 10, 2018

Mayor and Council, District of West Vancouver

RE: Draft OCP Feedback

Dear Mayor and Council,

HUB Cycling is a charitable organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We have reviewed section 2.4 **Mobility and Circulation** which covers pages 35 through 38 of the Draft OCP. We are pleased with the attention being given to measures to improve and encourage active transportation, especially cycling. Nonetheless, we would like to suggest some opportunities for improvement.

1. Encouraging walking & cycling

- HUB has identified a number of gaps in the West Vancouver cycling network through its UnGapTheMap project. To emphasize the need to address these gaps, it is suggested in sub-section 2.4.1 to add the wording *“address the gaps”* in addition to *“completing the network”*. To reduce traffic congestion around schools and encourage more active transportation among students, HUB has a Bike to School program that features bike education and events for community schools. For this reason, we suggest that *“including schools”* be added to the last line of sub-section 2.4.1.
- In sub-section 2.4.2, to emphasize safety for cyclists, we would prefer to see the term *“protected bike lanes”* rather than *“dedicated bike lanes”*. The Transportation Association of Canada (TAC) defines a protected bike lane as: *“an exclusive on-road bikeway delineated by a vertical barrier element or equivalent separation from motor vehicle travel lanes”*. We also suggest adding to this sub-section: *“cycle highways”* which, at 5-20+ kilometres in length, are a desirable and very safe type of protected bike lanes adjacent to major transportation corridors. An example of a shorter-distance cycle highway is HUB North Shore’s vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge.
- It was good to see *“wayfinding features”* mentioned in sub-section 2.4.6, but they are also needed along the cycling and pedestrian networks in addition to: *“in and around centres and key neighbourhood hubs”*.
- We feel that currently there are not enough bike racks in the commercial districts of West Vancouver. Additionally, the installation of secure parking facilities, lockers and showers at business locations would help encourage more people to cycle. Therefore, we suggest adding the following sub-section: *“2.4.7 Expand parking and related destination infrastructure for cyclists”*.

2. Supporting transit mobility and regional connections

- There are some excellent points in this section. We feel that along with the improvements to transit, whether it be bus, ferry, train, rapid transit or gondola, these forms of mass transit need to be able to accommodate people and their bicycles.

3. Enhancing road network accessibility, safety and efficiency

- We feel that protected bike lanes are key to making cycling safer and encouraging more people to take up cycling for transportation. Therefore, we suggest adding the words "with protected bike lanes" to each of the three bullets in sub-section 2.4.12.

4. Promoting sustainability and innovation

- We feel that all new developments should include sufficient secure bicycle parking facilities, not just for occupants but also for visitors, so suggest adding this provision to sub-section 2.4.23.

5. MAP 11 ACTIVE TRANSPORTATION

- Highway 1/99 is a significant route for cyclists through West Vancouver, including Exit 0 at Horseshoe Bay. Cypress Bowl Road and the lower elevation section of the Capilano Pacific Trail are other popular bike routes. Even though they do not belong to the District, we feel that they should somehow be marked on the map. On the District's 2012 Cycling Network Map, green is used to mark other jurisdiction routes. We are also wondering about the approximate location of the future Spirit Trail between 18th and 25th Streets along or close to Marine Drive. Can this be clarified?
- We are very pleased to see numerous future bike routes on the map and would suggest adding our proposed vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge. To be consistent with our recommended addition to the first bullet of sub-section 2.4.12, we would like to see a future bike route along the bottom section of Cypress Bowl Road connecting the proposed location of Cypress Village to Highway 1. We would also like to see the existing improved multi-use path along the lower elevation section of the Capilano Pacific Trail extended up to Keith Road to connect to the 3rd Street bike route, so suggest adding this improvement as a future bike route.
- We noted that that there is no future pedestrian/cycling connection shown on the map associated with the location of the Low Level Road to bypass the Lions Gate Bridge that is mentioned in sub-section 2.4.12 and shown as a proposed road on Map 12 Transportation Network. We suggest that a future pedestrian/cycling connection at this location be added to Map 11.

Yours truly,



Tony Valente,
Chair, HUB North Shore
HUB: Your Cycling Connection
northshore@bikehub.ca



Peter Scholefield
Vice-Chair, HUB North Shore



From: Lighthouse Park Preservation Society
To: OCP Review project
Subject: Official Community Plan
Date: March-29-18 5:09:52 AM

The Lighthouse Park Preservation Society agrees one hundred percent with the response to the following 10 key points of the Official Community Plan so far received from the community.

1. Review construction regulations and development controls to minimize the impact of new houses and enhance protection of creeks, streams, riparian and foreshore habitats.
2. Use new development to restore the environment and enhance ecosystem services.
3. Identify and protect environmentally sensitive areas and actively manage natural assets in recognition of the ecosystem services they provide.
4. Maximize upper lands forest protection by creating compact neighbourhoods and restricting development above 1200 feet.
5. Seek to acquire new active parks and trails that meet community needs through new development.
6. Acquire strategic lands to enable active management of and access to the waterfront.
7. Apply best practices in managing parks.
8. Advance climate strategies on land use, buildings, transportation and waste.
9. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts.
10. Review policies and regulations to manage potential environmental hazards.

Our Society believes natural areas must be supported in a way to facilitate their ecological integrity.

Our Society recommends higher funding for Parks to retain well trained, qualified staff on a permanent basis to actually ensure the OCP goals are authentically honoured, especially the goals of 2.7 Parks & Trails "Managing our valuable parks system"

Best regards,

Alexandra Mancini
President
Lighthouse Park Preservation Society

March 3, 2018

The revised OCP is a huge step forward. As a representative of MyOwnSpace Housing Society, I welcome the opportunities that may follow from this point forward for affordable housing, especially specialized affordable housing. The work that has been done towards the local area plan in the Park Royal area is progressive and much needed.

I am a former long time resident of West Vancouver, and continue to reside on the North Shore.

Constance McCormick
MyOwnSpace Housing Society

Development and Inclusion Subcommittee Report:
District of West Vancouver: OCP Review – Phase 4 “Draft Plan”

Report Date: March 29, 2018

Meeting Date: March 2, 2018

Meeting Time: 3:30 p.m.

Meeting Location: DNV – 355 West Queens Road, North Vancouver

ACDI members in attendance: Shayne DeWildt, Alexis Chicoine, Tom Crawford, Kamelia Abadi, Gardiner Dye

ACDI Staff in attendance: Stina Hanson, Planning Analyst, DWV

Author of Report: Alexis Chicoine

Discussion Topic: District of West Vancouver OCP Review – Phase 4 “Draft Plan”

Part 1: Summary and Background Information on Presented Project

Project Details:

The District of West Vancouver is currently reviewing its Official Community Plan. The OCP Review is proceeding through two main engagement streams: The first is a high-level review of policy chapters and the second is the preparation of more detailed local area plans for key centres and corridors including Marine Drive at Taylor Way, Ambleside Town Centre, Cypress Village, Horseshoe Bay Village and the Upper Taylor Way Corridor. Components of these two engagement streams will be referred to the ACDI separately.

The Policy Chapter Review process includes four phases:



The first three Phases are now complete. Each included a range of engagement opportunities: stakeholder meetings, surveys and workbooks, youth events, World Cafés, Ideas Forums, Directions Workshops and Pop-Up offices across West Vancouver. The ACDI has previously provided input in Phases 2 and 3.

Accessibility Components of the Draft OCP:

The OCP Review does not include a separate chapter or dedicated section regarding accessibility, rather accessibility is embedded into each OCP topic and therefore is referenced throughout the Draft OCP.

Part 2: Recommended Changes and Additions to the Draft Plan by the ACDI:

In Phase 4 a Draft OCP has been released for public review and comment. The Development and Inclusion subcommittee discussion focused on the draft policies of the three Draft Plan chapters with the most references to accessibility: Housing & Neighbourhoods, Transportation and Social Well-being.

Housing & Neighbourhoods:

Section A.1: Regenerating our neighbourhoods with an estimated 300 – 400 new sensitive infill units

- Need to make sure that any incentives offered to encourage these kinds of new unit types (coach houses, and duplexes) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;
- Continue to include information on adaptable design as part of the guidelines for coach houses;
- Consider variances if required to achieve better accessibility (e.g. to promote single-level coach houses).

Section A.2: Expanding missing middle (e.g. triplex townhouse, mixed-use) options with an estimated 300 – 350 new units

- Need to consider requiring a minimum percentage of accessible townhouses that are pre-built to DNV Level 2 and level 3 standards;
- This should include elevators to remove the burden on persons with disabilities to retrofit the units after purchase;
- Townhouse guidelines need to consider visitability (the ability of anyone to visit these units) and the impacts that front stairs and landings have on this. The District has an opportunity to set new standards for townhouse development and this should be a key component of any townhouse guidelines going forward.

Section A.3: Respecting character and protecting heritage:

- Review of regulations for single-family dwellings should be referred to the ACDI for review;
- Need to make sure that any incentives offered to encourage these kinds of new unit types (those encouraged or allowed through Heritage Revitalization Agreements) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;

Section A.4: Strengthening our centres & corridors through local area plans:

- The ACDI looks forward to being consulted on the remaining Local Area Plans for Ambleside, the Taylor Way Corridor and Horseshoe Bay.

Section A.5: Advancing housing affordability, accessibility and sustainability:

- Support for provisions that support current renters including the prohibition of stratification of rental buildings with more than four units and encouraging tenant assistance for renters when displaced through the redevelopment of rental apartments;
- Secured market and non-market rental housing units should also include accessible units for persons with disabilities;
- Support for provisions that support new market and non-market rental, seniors and supportive housing units, however;
 - Reducing off-street parking requirements should only apply to non-accessible parking stalls. Rental buildings should contain the number of accessible stalls that would be required had all parking been constructed
- Support for increasing the minimum provision of accessible and adaptable units;
- Housing developed on surplus District-owned land should include accessible units for persons with disabilities.

Transportation:

Section C1: Encouraging walking & cycling:

- Improvements to the pedestrian network must also consider accessibility;
- New Urban Connector Trails should be accessible for those using mobility aides and feature signage and wayfinding that is appropriate for those with low-vision or vision loss (including tactile walking surface indicators) where appropriate.

Section C2: Supporting transit mobility and regional connections:

- Support for partnerships with Translink to improve public transit service across the District of West Vancouver.

Section C3: Enhancing road network accessibility, safety and efficiency:

- Support for policy "2.4.14 – Incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages and abilities" this should include:
 - Translinks Universal Accessible Bus Stop Design;
 - Accessible Pedestrian Signals;
 - Tactile walking surface indicators;
 - the City of Vancouver standard for curb-cuts and letdowns
- Parking management strategies should not include any reduction in the number of accessible parking spaces.

Social Well-being:

Section E.1: Supporting Demographic Diversity:

- Policy 2.8.2 should be changed to read “Incorporate universal accessibility design in public space, public facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities”;
- Policy 2.8.4 should be changed to read “Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function in a barrier-free environment”;

Section E.2: Enhancing public facilities and spaces:

- Need to ensure new civic facilities or facilities where civic services are being provided are accessible, which includes having an adequate number of designated accessible parking spaces.
-

Motion:

ACDI appreciates the opportunity to provide input on the District of West Vancouver’s Draft Official Community Plan during Phase 4 of the OCP Policy Chapter Review. The above Development and Inclusion subcommittee report dated March 29, 2018 includes recommended changes and additions to the Draft Plan as part of Phase 4 consultation. The ACDI looks forward to seeing the Proposed Plan and participating in the final consultation on the Official Community Plan this spring.



March 23, 2018

Mayor and Councilors
District of West Vancouver

Dear Mayor and Councilors:

RE: NSCR Support for the District's Draft Official Community Plan

North Shore Community Resources (NSCR) is pleased to provide this submission in response to the District of West Vancouver's (the "District") Draft Official Community Plan (the "Draft Plan").

NSCR congratulates the District for bringing forward this important and critical blueprint for the District's future. We are strongly supportive of the Draft Plan. Our comments will focus on the Social Well-Being and Transportation aspects of the Draft Plan. Please note that NSCR's Community Housing Action Committee will provide a separate submission focused on Housing and Neighbourhoods.

Before we provide specific comments, we would like to emphasize the importance of the vision set out in the Draft Plan: "to build upon our extraordinary assets to become a more complete, connected and inclusive community with diverse housing, a vibrant economy, and outstanding amenities so that we can ensure our social, economic and environmental sustainability."

This vision is important to reflect upon when considered in the context of some of the District trends outlined in the Draft Plan. As with all municipalities in Metro Vancouver, the District is expected to experience population growth in the coming years though at a slower rate compared to other Metro Vancouver municipalities. That said, as you know, the District's population decreased by 0.05% from 2011 to 2016, a strong cautionary note for the future.

Capilano Mall - Suite 201- 935 Marine Drive, North Vancouver, BC V7P 1S3
Tel: (604) 985-7138 Fax: (604) 985-0645 www.nscr.bc.ca

As noted in the Draft Plan, this loss of population is due in part to an aging population. Current trends suggest that over half the population of the District will be over 55 by 2041.

Concomitant with an increasingly older population, the District is shrinking in a critical age category: younger adults and families. According to 2016 Census data, the District lost 455 people aged 30-44, a reduction of 8.3%. This is a key demographic that is required to sustain the community's vitality. In the view of NSCR, this trend will result in an unsustainable community that will not achieve the vision as stated above. The loss of younger generations will have a profoundly negative impact on the economic and social sustainability of the District.

To address the District's future and advance the District's vision, the Draft Plan *must* address and respond to these trends. We believe that the Draft Plan includes important strategies to address these negative trends.

NSCR would also like to recognize the robust and thorough community engagement process that has been undertaken by the District in the development of the Draft Plan. NSCR has participated in the process and can speak to the strength of the process. Whatever one's views of the Draft Plan, it is clear that the community has had ample opportunity to provide meaningful input into the Draft Plan. In NSCR's own experience of the process, we have personally witnessed, with some limited exceptions, there has been overwhelming support for strategies and actions that address the urgent needs with respect to housing diversity and "attainability", local economy, transportation, the environment and social well-being so that younger families can remain in or move to the District while allowing older residents to continue to live in the municipality they call home.

Comments Regarding Social Well-Being

We support the strategies outlined in the Draft Plan. We reiterate though that a critical social determinant of health and well-being is housing. Thus, if the District is seeking to maintain and enhance social and community well-being, a key driver will be the Draft Plan successfully achieving enhancements in housing diversity across the housing spectrum including "affordability".

We have several recommendations. First, we recommend including specific reference to increasing "child care spaces". Accessible and affordable child care is very important to young families. The District can play an important role in ensuring new development includes adequate and appropriate child care space.

Second, taking into account the demographic shift to an aging community, there is an incredible opportunity to develop more intergenerational social programming and housing that would move toward the District's vision in the Plan. Bringing together younger and older generations in social

and living space, when done appropriately, provides real community benefits by building social cohesion, trust and reciprocity while diminishing seniors' social isolation. For example, NSCR organizes intergenerational Mother Goose events where parents with young infants come together to sing and play in the context of seniors' residences such that seniors can participate in the workshop. Through observation and participant feedback, these sessions are very valuable for enhancing social connections, reducing seniors' isolation and improving general social well-being while providing young families with tangible connections to older generations.

An intergenerational approach will enhance the Draft Plan's vision of creating a "complete, connected and inclusive" community.

Third, we note the District is unique in being neighbours in such close proximity with the Squamish Nation. This presents an incredible opportunity for the District and its residents both in terms of learning from and developing positive relationships with the Squamish Nation and its members. This relationship is an important opportunity to develop the cultural assets of the community as well as potentially positively impact housing diversity and affordability. Forging stronger relationships with the Squamish Nation merits inclusion in the Draft Plan.

Finally, as with CHAC's comments on the Housing section of the Draft Plan, we recommend that the Draft Plan specify that the District develop a Social Well-Being Action Plan to identify specific strategies and actions to implement the higher level goals of the Draft Plan in a timely manner.

Comments Regarding Transportation

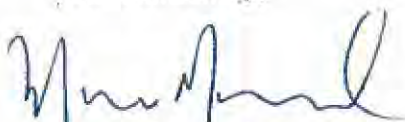
NSCR also supports the Draft Plan with respect to strategies related to Transportation. The growing challenge of the District in the context of the current reality is that the people who work (and increasingly go to school) in West Vancouver typically do not live in the District. And the people who live in the District do not typically work in the District. This provides growing pressure on the District's transportation infrastructure and systems. The solutions to this challenge are of course as much to do with importance of local economic development and housing diversity and affordability (or "attainability") as they have to do with transportation infrastructure and systems. As such, NSCR supports the Draft Plan's emphasis on the importance of transportation strategies that build meaningful and efficient modes of transportation that reduce reliance on automobiles while recognizing that cars will of course remain part of the transportation system. This emphasis should also influence decision making on areas of the Draft Plan including housing (e.g. reducing requirements for parking spacing in residential development), Local Economy (moving people and goods efficiently) and Parks and Environment (how to access nature using a mode of transportation other than an automobile).

We have one recommendation. The Draft Plan should include and prioritize the creation of a District wide Transportation Action Plan, subsequent to the approval of the Draft Plan, which would include specific actions and targets to achieve the Draft Plan's overarching strategies.

In conclusion, we again congratulate the District of West Vancouver on its Draft Official Community Plan. It will be an important framework for District Council and staff to make decisions regarding community development in the future. It represents a long and thoughtful conversation with the community about how best the District will positively evolve into the future. We commend you for demonstrating the leadership required to present this Draft Plan to the community.

We look forward to your continued leadership by approving this new Official Community Plan during your current term in elected office.

Yours sincerely,



Murray Mollard,
Executive Director

Cc: David Hawkins, Manager of Community Planning
Don Peters, Chair, Community Housing Action Committee

North Shore Community Resources' (NSCR) mission is to design and deliver programs and services that enhance well-being, social connections, empowerment and community participation. Our vision is a thriving North Shore community. For more information about our organization, please see our Annual Report: http://www.nscr.bc.ca/pdf/NSCR_annual%20report_2017.pdf

Contact: Murray Mollard, Executive Director
604-982-3305 / murray.mollard@nscr.bc.ca



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Web Site: www.nsdrc.org

Stina Hanson MUP, MFA
Planning Analyst | District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver BC V7V 3T3

February 27, 2018

Dear Stina:

NSDRC Response to District of West Vancouver Draft Official Community Plan

The North Shore Disability Resource Centre (NSDRC) Association was established in 1976 by parents, professionals and advocates to ensure that people with disabilities could live comfortably in their communities. Since that time, the NSDRC has continued to expand both its mandate and services. We continue to work to ensure that people with disabilities have the opportunity to participate actively as contributing members of a community that is free of physical, financial, and attitudinal barriers.

The NSDRC serves almost 2,000 infants, children, youth, adults and seniors with disabilities each year, as well as their families. We make every effort to ensure that their voices are heard, and that they are supported to participate in their community as fully and independently as possible.

Our general response to the draft report is very positive as we support many of the ideas documented in the plan. Our main areas of interest in the draft OCP report include housing, accessibility and diversity.

We have owned and operated a fully accessible group home on Gordon Avenue in West Vancouver since 1982. The house is home to 4 residents living with various disabilities. They pay rent geared to income levels in order to make the home affordable to them. This rent is well below market rents which creates financial challenges for us.

Vancouver Coastal Health provides funding to cover the costs of employees who provide minimal supports to the residents. Residents are otherwise independent in the community.

BC Housing has provided facility costs, including property taxes, rent subsidies, replacement reserves and other capital costs. This agreement expires in September of 2018 after which no facility costs or rent subsidies will be paid. With the expiration of the BC Housing Operating Agreement and without the exemption of the property taxes, the home becomes less and less financially sustainable.

We are therefore very supportive of the idea in **Section 2.9.10** of the report which suggests "...permissive tax exemptions to encourage long-term sustainable operation of community organizations that support West Vancouver residents." We believe that tax exemptions recognize the unique contributions of community resources such as Gordon House and provide the financial flexibility that is crucial for sustained operations.

Section 2.1 Existing Neighbourhoods, touches on many areas important to us including enhancing affordability, accessibility and sustainability. In general, we support efforts to develop affordable housing across the North Shore. People with disabilities and their families are faced with a housing crisis, as there are few places to live. We also employ over 200 people and face the challenges of many employers of retaining employees due to the high cost of living especially in West Vancouver.

Allowing coach houses and suites on the same property makes sense to us.

Section 2.1.18 and 19 on maintaining existing supportive housing and increasing affordable and adaptable units is an idea we fully support.

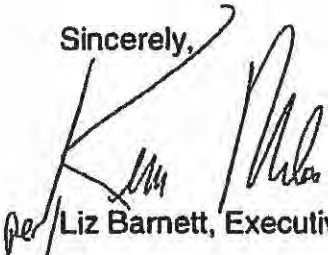
Promoting employment initiatives and efforts to improve the safety and accessibility of transportation networks is also important to us.

Section 2.8 Access and Inclusion touches on our core mission and values of working for a community for all and valuing inclusion.

Overall we are quite pleased with the report and applaud the District for taking the initiative to update the OCP; a significant undertaking.

We would be very happy to discuss the draft OCP in more detail if you would like more direct feedback on our agency and the impact of the proposed OCP on us.

Sincerely,



per Liz Barnett, Executive Director,

CC: NSDRC Board of Directors

Locinne Wallace, North Shore Heritage Preservation Society

This is shared feedback from the North Shore Heritage Preservation Society. In regards to the OCP's Section 2.1.8 Respecting Character and Protecting Heritage, we would like to forward several suggestions:

- 1) Expedite the Heritage Advisory Committee. We are happy Council and Municipal Hall are in support of this.
- 2) Development permits for the retention of heritage properties need to be approved more quickly. Time is a financial resource for a property owner to consider retention vs demolition.
- 3) Provide financial tax incentives for retention of heritage properties (exemptions for a portion of property taxes or waive other municipal fees, such as development permit fees)
- 4) Provide technical advice for property owners to consider retention of heritage resources.

From: [David Hawkins](#)
To: [Stina Hanson](#); [Maeve Bermingham](#); [Winnie Yip](#)
Subject: FW: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)
Date: April-03-18 7:50:10 AM

From: Mike Phillipoff [REDACTED]
Sent: March-29-18 9:10 AM
To: David Hawkins <dhawkins@westvancouver.ca>; Jim Bailey <ibailey@westvancouver.ca>

Subject: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)

March 29, 2018

Dear David and Jim

The Board of Directors of the Old-Growth Conservancy Society (OGCS) requests that the following be added to Section D new section iv under the title of Old-growth Forested Areas:

QUOTE

Old-Growth Forested Areas

Protect all remaining old-growth forests in West Vancouver under municipal control by:

- Identifying the locations of the old-growth tree stands including remnants within younger stands
- Prohibiting the cutting of or damage to old-growth trees under municipal control. Any exceptions would require public consultation with specific approval by WV Council
- Preventing any development or activity that may damage the ecological integrity of remaining old-growth stands. Any exceptions would require public consultation with specific approval by WV Council

The maintenance and care of the forest resources in West Vancouver on public lands including old-growth forests and trees is of paramount importance to the community. The longer-term actions to execute this include the following:

- Encourage and support the continuation of the stewardship groups involved in the preservation of the old-growth forests and trees
- Educate the public in appreciating and preserving this vital resource
- Provide permanent protection of the old-growth forests in the District of West Vancouver by including them in the future dedicated parks in the Upper Lands
- Encourage the education of the public regarding the environment, forests, old-growth forests and their role in maintaining quality of life and mitigating climate change

UNQUOTE

The above is sent on behalf of the OGCS Board of Directors.

Mike Fillipoff, Board Member



From: [Jonathan LLOYD](#)
To: [OCP Review project](#)
Subject: Feedback to OCP
Date: March-16-18 2:57:16 PM

From: Canon Jonathan LLoyd, Rector of St Stephen Anglican Church (and resident of West Vancouver)

The Anglican Church of St Stephen started in 1913 and we therefore have over 100 years of history as a community of people and as a community-hub building (in two different buildings) serving the people of West Vancouver. Much has changed in our local community in the years from 1913 to 2018, as well as in the world (including two World Wars) and it is good to ponder what changes challenge us now and in the future and to be engaged in these important debates and conversations. The members of St Stephen's Church and other local churches are active residents of West Vancouver and stand ready to take part in building vision and supporting plans that benefit the whole community.

As Rector, I welcome the OCP and thank West Vancouver District for its bold vision and plan for the coming decades. As a Christian leader, I welcome the emphasis in the OCP on social wellbeing, housing, sustainability and climate change. The needs for our local community to be a balanced, thriving, dynamic, and fair society are rooted in our Christian tradition. Spiritual wellbeing is related to our local environment. As people of faith we are called to work for a society in which there is balance, harmony, beauty, and opportunity for all. It is a concern to me that many people cannot find affordable homes to live in, whilst so many properties are empty or under-used. Action is needed now, in my view, to stop the population reduction and to find a future that brings sustainability.

I am pleased that the OCB acknowledges the importance of our local churches as neighbourhood-hubs, and it is important to note that our churches are not only for the 'religious' but are used by a wide range of people across West Vancouver - for Children's Day Care, music and community choirs, health and wellbeing classes, voluntary organisations such as Scouts and AA. We also support homeless people, and those in distress from all walks of life who may fall through the net of other helping agencies.

We are ready to explore possible partnerships and synergies (as suggested in 2.1.6) and to play an active part in the future health and balance of the wider community of West Vancouver.

Thank you.

--

Canon Jonathan LLoyd

Rector, St Stephen's Anglican Church
West Vancouver, British Columbia, Canada

Tel: 604 926 4381

www.ststephenschurch.ca

www.vancouver.anglican.ca



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778 375 7500
translink.ca

South Coast British Columbia
Transportation Authority

March 21, 2018

Jim Bailey
Director of Planning & Development Services
District of West Vancouver
750 17th St
West Vancouver, BC V7V 3T3

Dear Mr. Bailey:

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

Thank you for the opportunity to provide input on the draft District of West Vancouver Official Community Plan (OCP). We have reviewed the plan materials dated February 18, 2018, and our comments are based on:

- Our legislated mandate in the *South Coast British Columbia Transportation Act* to review Official Community Plan updates for implications to the regional transportation network,
- Our legislated mandate to support Metro Vancouver's *Regional Growth Strategy* (RGS),
- Our *Regional Transportation Strategy* (RTS) direction to work with partner agencies to align transportation and land use.

The District's draft OCP is a strong and clear document that supports overall the alignment of land use and transportation in a way that will help to advance the goals of the *Regional Transportation Strategy*. We believe the positive outcomes for the regional transportation system can be further strengthened in the key ways discussed below, both in terms of land use and transportation alignment and regional goods movement.

Land Use and Transport Integration

TransLink supports the policy direction in the draft OCP to focus growth in the Ambleside Town Centre (the RGS designated Municipal Town Centre) and the Marine Drive Local Area, given existing Frequent Transit Network level of service along Marine Drive as well as the Marine-Main B-Line that will be implemented in 2019. The intensification of growth in these areas will help to advance the goals of the RTS and RGS, and aligns with the recently completed *Marine-Main Frequent Transit Corridor Study*.

In terms of housing diversity within these growth areas, we suggest including specific policy within the local area plans to secure affordable housing options close to transit, given confirmation from Metro Vancouver's recently completed *Transit-Oriented Affordable Housing Study* that people living in renter households are more likely to use transit.

Jim Bailey

March 21, 2018

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

We also suggest these housing policies respond to Metro Vancouver's Regional Affordable Housing Strategy which lays out specific municipal actions for housing affordability.

TransLink acknowledges the draft OCP's objective to concentrate development around Cypress Village and Cypress West. From a transit perspective however, we reiterate our previous comments (see attached May 12, 2016 correspondence) regarding the focusing of growth at Cypress Village, and expectations around future transit service. The Cypress Village and Cypress West neighbourhoods are not located along a reasonably direct corridor connecting other transit destinations, one of the key principles of the Transit-Oriented Communities Design Guidelines. They are also not located in or near a designated Urban Centre or along the Frequent Transit Network (FTN). Given their location, it would be difficult to serve these proposed neighbourhoods cost effectively, particularly with more than a basic level of service.

Goods Movement and the Major Road Network

TransLink supports the OCP's direction to facilitate effective and efficient goods movement within the transportation network, and to support walking and cycling. Noting several policies that provide road space reallocation and infrastructure improvement to support the pedestrian and cycling network, we suggest the addition of wording in the OCP to clarify that TransLink has a statutory role to approve actions that:

- i. Reduce the people moving capacity of the Major Road Network (MRN); and/or
- ii. Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

For any changes that might affect the MRN and/or truck movements, TransLink staff are able to work with District staff to review any such proposals (including, but not limited to, lane reductions, traffic and pedestrian signalization, traffic calming etc.) and to work towards achieving a mutually supported outcome.

We have attached to this letter further details on the above items, as well as additional comments on the draft OCP. Thank you again for this opportunity to provide input into the District's draft OCP update, and we look forward to remaining involved as the plan evolves. If you wish to discuss the comments further, please contact Joanna Brownell, Manager, Partner Planning, at 778 375 7863 or joanna.brownell@translink.ca.

Sincerely,



Sarah Ross
Director, System Planning

cc James Stiver, Manager, Growth Management and Transportation, Metro Vancouver

Additional Detailed Comments on the Draft Official Community Plan

As noted above, TransLink sees the overall direction of the draft OCP as advancing the goals of the *Regional Transportation Strategy*. We acknowledge the efforts to encourage housing diversity and locate multifamily housing close to transit as outlined in Section 2.1. We have highlighted below a few key areas for further comment and suggested changes.

2.1 Existing Neighbourhoods

1. Consider including language about strengthening last mile connections (cycling and pedestrian improvements) to existing transit service for those neighbourhoods located at a distance from the Frequent Transit Network.
2. Map 2 on page 18: Please clarify what is meant by Marine Drive "Transit Corridor", noting that none of TransLink's plans identify frequent transit on Marine west of Dundarave.
3. TransLink acknowledges the linkages made between proposed growth, the Frequent Transit Network and Municipal Town Centres. To further strengthen this connection, we suggest considering the additional focus of development within 400-800 metres of future B-Line stops.
4. Consider including specific policy in the local area plans to secure affordable housing and diversity of housing tenure close to transit, in particular future B-Line stops, and to respond to suggested actions outlined in Metro Vancouver's *Regional Affordable Housing Strategy* (RAHS). Municipal actions outlined in the RAHS include:
 - Goal 2j: establishing bedroom mix objectives in new condominiums and purpose built rental housing.
 - Goal 3q: allocating housing reserve fund to affordable housing projects based on clearly articulated and communicated policies.
 - Goal 4g: establishing transit-oriented inclusionary housing targets for purpose built rental and affordable housing within 800 metres of new or existing rapid transit stations and 400 metres of frequent bus corridors that are anticipated to accommodate enhanced residential growth (paraphrased).

2.4 Mobility and Circulation

Encouraging walking and cycling

1. Consider strengthening cycling related language to identify that cycling facilities should be comfortable for all or most people. Such facilities may be eligible for various TransLink cost-share funding programs.
2. As previously noted, TransLink has a statutory role to approve actions that:
 - Reduce the people moving capacity of the Major Road Network (MRN); and/or

- Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

Supporting transit mobility and regional connections

1. Consider including language that emphasizes the critical role of transit along Marine Drive, and reallocating road space for transit priority, particularly in reference to the future Marine-Main B-Line service.
2. Consider including language about investment in pedestrian connections to and from future B-Line stops, and supportive TDM and parking policies around B-Line stops to encourage transit ridership.
3. We look forward to continued work together on upcoming transit improvements. Phase One of the 10-Year Vision (2017-2019) includes the following transit improvements for the District of West Vancouver and surrounding North Shore:
 - a) Bus improvements:
 - In 2018 service is planned to be increased on the 229.
 - In 2019 a B-Line is planned to be implemented along Marine Drive/Main corridor.
 - b) SeaBus improvements:
 - In 2019, with a new SeaBus vessel, service is planned to be increased to every 10 minutes during the peak.
 - c) Facilities improvements:
 - In 2019, upgrades to Phibbs Exchange and Lonsdale Quay Bus Exchange will complete. The upgrades will result in improved customer experience, transit efficiency and safety, and better integration with the surrounding neighbourhood.
4. Note that walking and cycling initiatives could potentially be proposed as candidates for TransLink various cost-share funding programs.



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South Coast British Columbia
Transportation Authority

May 12, 2016

David Hawkins
Manager, Community Planning
District of West Vancouver
750 17th Street
West Vancouver, BC
V7V 3T3

Email: dhawkins@westvancouver.ca

Dear Mr. Hawkins,

Re: Cypress Village

We understand that British Pacific Properties is in the early stages of preparing a development application for Cypress Village in the District of West Vancouver's Upper Lands, and that there is interest from the District, the developer and members of the public about the potential for transit service to this proposed community.

In previous communication with British Pacific Properties and the District—including a meeting on September 25, 2015, email correspondence on November 26, 2015 and a subsequent phone call—TransLink responded to inquiries about the potential for transit on this site. This letter is intended to provide additional clarity from TransLink and to inform the upcoming public events being held by the developer.

Based on our understanding of the characteristics of the proposed Cypress Village, transit service to this area is not likely in the foreseeable future, because of the following:

- TransLink currently has no funding for service expansion;
- If and when funding is available, expansion priorities for transit have been identified in the North Shore Area Transit Plan and the Mayors' Council Transportation and Transit Plan, which do not identify Cypress Village as an area for new or improved service.

The following are considerations for inclusion in future TransLink plans:

- It would be difficult to serve this area cost-effectively because it is located away from existing services and activity centres and is not on the way to a transit-oriented destination;
- It is not located in an identified Urban Centre or Frequent Transit Development Area, and it is not on the Frequent Transit Network; and
- The characteristics of the proposed Cypress Village, as we understand them, indicate this area could warrant basic service (every 30-60 minutes)—subject to prioritization in a plan and funding.

As further background, I have provided additional information below regarding considerations for transit service decisions:

Alignment with Plans

Decisions on transit service investments consider needs across the region. As funding allows and demand warrants, TransLink staff looks for opportunities to make improvements and implement plans. A key input are TransLink's Area Transportation Plans (ATPs), which identify investment needs within each part of the region, including the North Shore Area Transit Plan. These needs are then prioritized in a regional plan that balances needs across the region such as the Mayors' Council Transportation and Transit Plan, which identifies regional priorities for service expansion over the next ten years.

TransLink supports the alignment of land use and transportation infrastructure, which includes concentrating growth in Metro Vancouver's designated Urban Centres and Frequent Transit Development Areas, identified in the Regional Growth Strategy, and along TransLink's existing Frequent Transit Network (FTN). Development along the FTN is supported by frequent transit service (every 15 minutes or better).

Consistency with Guidelines

TransLink regularly monitors the network to identify new and emerging needs based on established guidelines.

The design of a neighbourhood influences how well transit is used and how much transit service can be provided in a cost-effective manner. TransLink's Transit-Oriented Communities Design Guidelines highlight the attributes of community design that support walking, cycling and transit using the 'Six Ds': Destinations, Distance, Design, Density, Diversity, Demand Management. Note that:

- The 'Six Ds' are stated in order of permanency, as some aspects of the built form—such as location and street network—become very difficult to change over the long term.
- 'Destinations' is the most important of the 'Six Ds' and it is particularly relevant to Cypress Village, given its location. It includes coordinating land use and transportation so that destinations are 'on the way' to other destinations, making them easier to serve cost-effectively.
- No single measure is effective in isolation and for a community to be considered transit-oriented, it would ideally be consistent with the attributes of all the 'Six Ds'.
- There are no thresholds for the 'Six Ds' that—once achieved—would automatically produce certain travel outcomes. Instead, they work together to support higher levels of service.

In addition, TransLink has Transit Service Guidelines (TSGs) that outline the quality and performance expectations of the transit services provided to inform network planning and management decisions. The TSGs are currently being updated with anticipated completion in fall, 2016.

Given that TransLink's existing plans do not prioritize a service to the proposed Cypress Village, British Pacific Properties could consider applying to TransLink to operate an Independent Transit Services (ITS), which can improve transportation options for markets or areas in Metro Vancouver that are not served by TransLink's existing transit network. TransLink has an ITS Policy to ensure the identification, evaluation and approval of such services are done in a consistent and transparent way.

Thank you for your consideration of the above. We request that you provide a copy of this letter to British Pacific Properties and would be happy to meet to discuss it in more detail. We look forward to remaining involved in these discussions as the proposal evolves.

Sincerely,



Sarah Ross
Manager, Partner Consultation

cc Margaret Wittgens, Director, System Planning & Consultation

March 22, 2018

Mr. David Hawkins
Manager of Community Planning & Sustainability
Planning & Development Services
District of West Vancouver
750 17th St, West Vancouver, BC V7V 3T3

Via email: dhawkins@westvancouver.ca

Dear Mr. Hawkins,

RE: District of West Vancouver Official Community Plan: Part One (2017-18 OCP Review)

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. Official Community Plans (OCPs) provide local governments with the opportunity to establish a vision and plan for a healthy community.

Vancouver Coastal Health (VCH) would like to thank you for the opportunity to review the District of West Vancouver Official Community Plan: Part One, dated February 13, 2018.

The document was reviewed by the Medical Health Officer, North Shore Population Health, Health Protection, and the Healthy Built Environment Team. Please accept the following comments for your consideration:

The draft OCP is comprehensive and has highlighted many areas of the built environment and social determinants of health that are known to be linked to health outcomes. The OCP is relevant to the changing needs of the District and incorporates a number of policies that aim to help the community respond to these changes.

Complete, Compact, Connected, Mixed Use Neighbourhoods

Mixed land use helps create environments that encourage physical activity, reduce vehicle use, and positively influence overall health and mobility¹. The draft OCP mentions the creation of local area plans that have mixtures of buildings, uses, and housing types, and emphasizes the need to provide connections to the existing active transportation networks. The creation of full and complete transportation networks that enable individuals to get to places of interest is essential for encouraging the use of active modes of transportation, as well as to enable individuals to connect with their neighbours and the environment around them.

Housing

The draft OCP has strategically focused on the need for affordable and diverse housing options to meet the changing demographics of the District. Healthy housing includes providing affordable homes that provide shelter, are free of hazards, and enable residents to engage in activities that support health¹. The draft OCP has provided sections specific to provision of rental housing and housing that looks to meet the changing housing needs of persons aged 65 and older. The draft OCP has also stated policies that may help address housing affordability such as provision of a range of unit sizes and specific emphasis on providing "missing middle" housing options to alleviate

¹ Provincial Health Services Authority (PHSA) (2014, October) Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health (Rep.). Retrieved January 09, 2018, from Provincial Health Services Authority (PHSA) website: http://www.phsa.ca/Documents/linkage-toolkit-revisedoct15-2014_full.pdf

the costs for the significant proportion of households spending more than 30% of their income on housing². The draft OCP works towards creating neighbourhoods that support aging in place and providing individuals with the opportunity to access amenities through modes of active transportation. The OCP could strengthen its policies around the creation of neighbourhood hubs to ensure healthy and efficient land use by providing a stronger connection between housing, commercial opportunities and existing transportation networks to provide a variety of options for residents to travel to, from, and within neighbourhoods.

Transportation

The health benefits of active transportation (walking, cycling, and use of public transit) include improved mental and physical health¹. The draft OCP identifies several opportunities to improve the streetscape, complete pedestrian and cycling networks to encourage physical activity and active transportation, and work with a variety of agencies to develop alternative transportation options in the District. However, active transportation policies could also be embedded throughout the document – for example, by including an active transportation lens in the *Local Economy* section. A stronger accessibility lens could also be applied to the *Mobility and Circulation* section to ensure that the needs of the young, frail, elderly, dementia, special needs, and others with physical, visual, hearing, and cognitive impairments are met. A focus on programs or enhancement of routes to provide safe routes to destinations could help enhance this section.

Social Connections and Place-making

Social connections have great impacts on individuals' mental and physical health, adoption of health behaviours, and risk of death³. The draft OCP provides some opportunities for the creation of open or public space in key locations, and the discussion of neighbourhood hubs. However, the benefits of public spaces – such as providing space to congregate and connect with others – could be articulated more explicitly throughout the document, particularly when mentioning features that serve the local community and development of neighbourhoods and corridors. Opportunities exist in the development of local area plans, enabling the opportunity to speak to enhance the sense of community and belonging throughout the District. The OCP can leverage the opportunity to foster social connections through place-making in the public realm, recognizing that this benefits not only visitors and tourist to the area, but also residents.

Demographic Trends

The OCP has considered the resident and projected populations and what can be done to better accommodate their needs, particularly with respect to housing. However, the title "Aging population" does not adequately convey the demographic trend facing the District. It implies the solution is to focus on seniors when that might actually worsen the situation. A better title would be "Aging population and loss of young families" as the solution will involve improving affordability and living conditions for young families in the District. The needs of the frail, elderly, dementia, and special needs populations must of course also be considered. Ensure both seniors and young families are included as stakeholders when consulting with the community to acknowledge the challenges faced by these key populations and how they can be accommodated.

Health Lens

A health lens can be used to heighten support for different initiatives, particularly with respect to the development of mixed-use facilities, well-connected networks, and ways to promote social cohesion. Health language and rationale can be incorporated more thoroughly throughout the document or in opening paragraphs to illustrate the impacts and significance that some policies might have on health.

² Government of Canada Statistics Canada. "Census Profile, 2016 Census West Vancouver, District municipality [Census subdivision], British Columbia and British Columbia (Province)." Government of Canada, Statistics Canada, 16 Nov. 2017, <http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?l1=1&geo1=CSD&code1=5913055&geo2=PR&code2=59&Data=Cusint&SearchText=West%20Vancouver&SearchType=Begin&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=5913055&TABID=1>

³ Umberson, Debra, and Jennifer Karas Montez. "Social Relationships and Health: A Flashpoint for Health Policy." *Journal of Health and Social Behavior*, vol. 51, no. 1, suppl, 2010, doi:10.1177/0022146510383501.

Please see the attached document for additional more specific comments.

VCH looks forward to continuing to work with the District of West Vancouver as it continues the OCP review process. If there are any further questions regarding the comments provided, please contact Medical Health Officer, Mark Lysyshyn

Sincerely,



Mark Lysyshyn, MD, MPH, FRCPC
Medical Health Officer
Vancouver Coastal Health, North Shore & Sea to Sky

Attachment 1: 2018-03-16.DWV OCP Comments

PDF Page #	Policy #	OCP Section Title	OCP Subsection	OCP Section Language	Comment /Issues/Description / Suggested Changes
					Providing a list of plans, guidelines, bylaws, etc with links to the documents could be helpful - perhaps in an appendix. This would allow readers to understand how the OCP links to other more specific and prescriptive plans beyond the neighbourhood area plans that are to come.
					It would be very helpful to have some preamble prior to each section as to why the section is considered, what the issues currently are and what the overall goal of each objective section is.
1. Introduction					
8	1.1	Community Context		These important physical and social characteristics support our community's enjoyment of a high quality of life. Our natural setting has shaped how we have developed and grown over a century, and it will also inform our opportunities and responsibilities as we plan for the future.	This section has provided a great overview of the community; would maybe augment the section to include a few of the values of the community.
8	1.1	Community Context		Timeline: West Vancouver milestones	The timeline is easy to read and provides a good historical context of DWV.
11	1.3	Key Trends		West Vancouver is shaped by the mountains, forests and coasts that define our sense of place. Our cultural and social assets, recreational opportunities, local businesses, transportation infrastructure, neighbourhoods and Town and Village centres define our	Nice way to address the need for change.

				<p>community within this natural setting. Considered together, these features create the quality of life that is cherished and that we look to protect. However, no community is static, and many changes are occurring in West Vancouver, with challenges that extend to the region and beyond. Some key trends are highlighted below. Long-term planning is an essential tool to ensure that we protect what is valued while continuing to thrive into the future.</p> <p>[...]</p> <p>West Vancouver's population trends influence how we plan for the future. For example, the preference among many seniors to age in place in the community in which they are familiar suggests a need to ensure that there is appropriate housing and services available. This includes adaptable, single-level living, more supportive transportation options and accessible services that are conveniently located. At the same time, if we wish to encourage a more balanced demographic, we will need to provide</p>	
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				more housing options for younger adults to lay down roots here and provide land uses that support our local economy and local employment opportunities.	
11	1.3	Key Trends	Aging Population	(Section Title)	The title "Aging population" does not adequately address the demographic trend. It implies the solution is to focus on seniors when that might actually worsen the situation. A better title would be "Aging population and loss of young families" as the solution involves improving affordability and conditions for young families.
12	1.3	Key Trends	Aging Population	<ul style="list-style-type: none"> • The average household size is declining and is lower than the regional average; • 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%. 	There is a mention of decline of population here while pages 3/4 (pdf pgs 9/10) indicate expected growth. Is it worth addressing that there is a discrepancy here?
11 12	1.3	Key Trends	Aging Population	West Vancouver's population trends influence how we plan for the future. For example, the preference among many seniors to age in place in the community in which they are familiar suggests a need to ensure that there is appropriate housing and services available. This includes adaptable, single-level living, more supportive transportation options and accessible services that are conveniently	Appreciate the recognition of the need for more housing options for younger adults and to provide land use opportunities to support the local economy.

				located. At the same time, if we wish to encourage a more balanced demographic, we will need to provide more housing options for younger adults to lay down roots here and provide land uses that support our local economy and local employment opportunities.	
13	1.3	Key Trends	Housing affordability and diversity	Housing affordability is a principal challenge across Metro Vancouver. Within this context, West Vancouver has the highest average housing costs for both homeowners and tenants. The median household income in our community—the highest in the region—is only half that required to finance the average apartment and roughly one-sixth that required to finance the average single-family home. With the region's lowest rental vacancy rate (0.4% in 2017) ² it is difficult to find rental accommodation in West Vancouver. This constrained supply results in higher overall rental costs than in other Metro Vancouver municipalities.	It could be beneficial to see the dollar amounts here to get a better comprehension of scale; however, understandable if it is not seen as reasonable to add it in.
13	1.3	Key Trends	Housing affordability and diversity		Like how the need for affordable and diverse housing options is clearly identified. It has also noted reduced services but with shorter commutes,

					recognizing that people are going to other parts of the region for work.
13	1.3	Key Trends	Housing affordability and diversity		Is it possible for rezoning of residential areas to allow for multiple family dwellings? (e.g. City of Vancouver has created pockets of higher density in their residential areas such as row houses, a collective of smaller homes to create a small strata).
14	1.3	Key Trends	Climate Change		It is positive that buildings and transportation have created the greatest GHGs. May be worthwhile to include a movement towards inclusion of education and public awareness to change behaviours to reduce GHGs.
14	1.3	Key Trends	Climate Change		This is a great opportunity to perhaps broaden the climate change actions beyond the current workplan currently dated 2010 (https://westvancouver.ca/sites/default/files/Climate%20Action%20Working%20Group%20Final%20Report.pdf). (e.g. education and stewardship)
2. Community Wide Directions					
20		Community-Wide Directions			How will each objective be measured? Does the OCP link with the Vital signs report at all?
					Where are the baseline indicator measurements? It would be great to have an idea of where these measurements are currently. Would be nice to see a bit of a matrix later maybe in an appendix to show how each of the policies would work towards each of the targets.
A. Housing and Neighbourhoods					
21	2.1.2	Existing Neighbourhoods	Regenerating our neighbourhoods with an estimated 300-400 new sensitive infill units	Update zoning provisions to increase the supply of coach houses ("detached secondary suites") in existing detached residential areas (see Map 1) by: <ul style="list-style-type: none"> • Allowing coach houses to be stratified to increase home 	Good to see that consideration is given to allow for coach houses and basement suites in a single lot

				ownership opportunities; <ul style="list-style-type: none"> • Providing floor area exemptions for rental coach houses secured through Housing Agreements; and • Considering allowance of a coach house and a basement suite on a single lot 	
21	2.1.3	Existing Neighbourhoods	Regenerating our neighbourhoods with an estimated 300-400 new sensitive infill units	Expand opportunities for duplex housing by: <ul style="list-style-type: none"> • Reviewing regulations to ensure the economic 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 	Good to see that rezoning applications will be entertained for duplex construction.
21	2.1.4	Existing Neighbourhoods	Expanding missing middle (e.g. triplex, townhouse, mixed-use) options with an estimated 300-350 new units	Increase "missing middle" housing options with ground-oriented multifamily on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by: <ul style="list-style-type: none"> • Considering proposals for sites adjacent to "neighbourhood hubs" such as schools, places of worship, parks, recreational facilities, 	This presents a good opportunity to include connectivity / proximity to mixed use development
21	2.1.4	Existing Neighbourhoods	Expanding missing middle (e.g. triplex,	local commercial nodes, and existing multifamily uses; <ul style="list-style-type: none"> • Reviewing proposals in relation to site 	Good to see the neighbourhood hubs are emphasized; this promotes social connections, increases walkability and physical activity

			townhouse , mixed-use) options with an estimated 300-350 new units	characteristics (e.g. site area, configuration, access) and compatibility with the neighbourhood context and character; and <ul style="list-style-type: none"> • Considering one or more of a range of housing types including duplexes, triplexes, rowhouses, and townhouses to a maximum of three storeys. 	
21	2.1.5	Existing Neighbourhoods	Expanding missing middle (e.g. triplex, townhouse , mixed-use) options with an estimated 300-350 new units	Encourage mixed-use and live-work development on existing commercial use sites Districtwide (see Map 10) by: <ul style="list-style-type: none"> • Permitting residential uses above street-level commercial; and • Allowing a maximum of three storeys where there is not a height limit established through Local Area Plans or Guidelines. 	Again, it is great to see the mixed-use and live-work development; this also reduces GHG emissions and each neighbourhood has a mix of land uses and densities that provide options to live, learn, work and play. More intensive land uses are connected and focused around transit, alternative transportation modes and parks. All citizens can easily assess daily shopping and recreational needs in their neighbourhood regardless of mode choice.
22	2.1.9	Existing Neighbourhoods	Respecting character and protecting heritage	Protect buildings, structures and landscapes on the District's Heritage Register by: <ul style="list-style-type: none"> • Allowing the conversion of single-family homes into multifamily use (e.g. duplex, triplex); • Allowing infill options (such as cottages or coach houses) on the same lot; • Varying siting to protect valued trees and landscapes; 	Allowing for infill options on the same lot is another solution for affordability
22	2.1.9	Existing Neighbourhoods	Respecting character and protecting heritage	<ul style="list-style-type: none"> • Allowing the conversion of single-family homes into multifamily use (e.g. duplex, triplex); • Allowing infill options (such as cottages or coach houses) on the same lot; • Varying siting to protect valued trees and landscapes; 	Highlight and capture views that emphasize the important characteristics of a neighbourhood (street façade, urban park, urban square, village green, boulevard, laneway, etc.) that can create a strong sense of community.

				<ul style="list-style-type: none"> • Encouraging protection through bonus density; • Considering financial incentives (e.g. the reduction of development fees or charges, tax incentives); • Reducing off-street parking requirements; and • Securing protection through Heritage Revitalization Agreements 	
22	2.1.10	Existing Neighbourhoods	Respecting character and protecting heritage	<p>Support the Lower Caulfield Heritage Conservation Area by:</p> <ul style="list-style-type: none"> • Reviewing proposals against neighbourhood guidelines; • Consulting with the community on all proposals requiring significant change of a park, public right-of-way or boulevard; and • Ensuring all tree cutting on public land complies with the Tree Bylaw and Caulfield Park Management Plan. 	This section has a very specific objective and seems to be one of the few, why?
25	2.1.14	Existing Neighbourhoods	Strengthening our centres & corridors through local area plans	<p>Prepare local area plans by:</p> <ul style="list-style-type: none"> • Confirming boundaries and new unit estimates through the local area planning processes (see Maps 5-7); 	Creating a local area plan with a mixture of buildings, unit sizes and housing types. Housing options provide choice within the neighbourhood, appealing to a range of incomes, family types and opportunities for “aging in place”.
25	2.1.14	Existing Neighbourhoods	Strengthening our centres & corridors through local area plans	<ul style="list-style-type: none"> • Determining densities, heights and building forms that respond to neighbourhood context and character (e.g. topography, natural features, site area, transportation and amenities); and 	Would there be an appetite to include consideration of open or public space here for the purposes of strengthening the sense of community through centres and corridors in the local area plans?

				<ul style="list-style-type: none"> • Prioritizing mixed-use and apartment forms in core areas and ground-oriented multifamily forms (e.g. townhouses, duplexes) to transition to adjacent single-family neighbourhoods. 	
25	2.1.16	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Support rental housing and renter households by:</p> <ul style="list-style-type: none"> • Prohibiting stratification of existing rental buildings with more than four units; • Encouraging additional infill rental units through bonus density where there is underutilized site area; • Encouraging tenant assistance for renters when displaced through the redevelopment of rental apartments; • Enabling full or partial replacement of rental units through bonus density for the redevelopment of rental apartments; and • Securing market and non-market rental housing units through Housing Agreements. 	Nice focus on rental-specific housing
26	2.1.17	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Promote new market and non-market rental, seniors and supportive housing units in appropriate locations close to transit and amenities by:</p> <ul style="list-style-type: none"> • Encouraging new rental units through bonus density; • Considering cash-in-lieu contributions to the District's Affordable 	Good to see that new market and non-market rental, seniors and supportive housing units will be located relatively close to transit and amenities. These amenities will provide a built environment more conducive to health and social interaction.

				<p>Housing Fund when preferable for meeting the District's housing objectives;</p> <ul style="list-style-type: none"> • Considering financial incentives (e.g. the reduction of development fees or charges, tax incentives); • Reducing off-street parking requirements; and • Securing market and non-market rental housing units through Housing Agreements. 	
26	2.1.19	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Ensure that new multi-family and mixed-use housing development meets the community's needs by:</p> <ul style="list-style-type: none"> • Requiring a range of unit sizes (from one to family-friendly, three-bedroom units); • Supporting a variety of housing forms, including lock-off units, that allow housing to adapt to suit different life stages of residents; • Prohibiting rental restrictions in new strata-titled developments; and • Increasing the minimum provision of accessible and adaptable units. 	<p>Supportive of the family friendly 3 bedroom units; however, it is also important to create universally accessible units</p>
26	2.1.19	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Use surplus District-owned lands to increase the availability of more diverse and affordable housing</p>	<p>Good foresight illustrated in the desire to increase accessible and adaptable units</p>
26	2.1.20	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Use surplus District-owned lands to increase the availability of more diverse and affordable housing</p>	<p>Clear desire to work towards more affordable housing has been integrated throughout the draft OCP.</p>

26	2.1.22	Existing Neighbourhoods	Advancing housing affordability, accessibility and sustainability	<p>Advance community energy efficiency and reduce GHG emissions by:</p> <ul style="list-style-type: none"> • Supporting alternative transportation through housing location and parking requirements; • Increasing the share of efficient building forms; • Requiring leading energy efficiency standards and considering site design and orientation; • Encouraging renewable energy generation; and • Supporting building retrofits for improved energy efficiency 	Pleased to note the support for alternative transportation options before movement towards improved energy efficiency, but also that there is a focus on reducing GHGs.
32	2.2.3	Future Neighbourhoods	Managing new development in the Upper Lands through Area Development Plans	<p>Determine through a planning process, including technical analysis and public input, if there are demonstrable community benefits that would warrant consideration of:</p> <ul style="list-style-type: none"> • any exceptions to the restriction on residential development above 1200 feet; or • any increases to the overall residential density provisions below 1200 feet. 	Suggest a commitment to using a multi-factor lens in this analysis to capture the non-quantitative values that might impact the results (e.g. such as health, social cohesion, sense of community, safety) - this will prevent everything being driven by a numeric or financial dominance. Ideas might include the need to use value-based decision making tools (e.g. structured decision making, multiple account evaluation).
32	2.2.4	Future Neighbourhoods	Managing new development in the Upper Lands through Area Development Plans	<p>Ensure Area Development Plans incorporate (but are not limited to):</p> <ul style="list-style-type: none"> • an identification and analysis of how the proposed development integrates with and impacts the community's existing 	Good to see the integration of existing transportation network of walking, cycling and transit with the new proposed development.

32	2.2.4	Future Neighbourhoods	Managing new development in the Upper Lands through Area Development Plans	transportation network, including walking, cycling, and transit, with consideration to access and parking	Ensure Area Development Plan provides real mobility choices for residents to travel to, from and within the neighbourhood. Streets and trails are well connected to encourage active modes of travel. Traffic and parking are managed and do not dominate the area.
32	2.2.4	Future Neighbourhoods	Managing new development in the Upper Lands through Area Development Plans	<p>Ensure Area Development Plans incorporate (but are not limited to):</p> <ul style="list-style-type: none"> • an approved area defined by major features that is sufficiently large to permit the proper planning for road networks, public facilities and parklands, and comprehensive neighbourhood designs; • a proposed land use plan with types of commercial and housing uses (including rental and non-market), and any lands required for community facilities (including consideration of the need for school sites), that relates the proposed land use to the terrain, including type of development, anticipated site coverage and overall square footage; • the location and intended function of parks and open spaces (for example, active, passive, preservation) and the use of natural and landscape features (such as creek corridors) 	These have good general connection to smart growth principles, but it would be great to emphasize how transportation isn't just for recreation but the importance of creating full and complete networks that lead to places. This is also an opportunity perhaps approach a point specifically on the inclusion of public spaces / neighbourhood park space for the purposes of creating community, and not to just visually / aesthetically frame and connect neighbourhoods

				<p>and greenbelts) to frame and connect neighbourhoods and achieve an irregular mountain outline or "soft edge" to development;</p> <ul style="list-style-type: none"> • the location and preliminary design for major roads and trail systems and other public infrastructure requirements and a description of how road and driveway configurations are sited to respond to terrain; • an identification and analysis of how the proposed development integrates with and impacts the community's existing transportation network, including walking, cycling, and transit, with consideration to access and parking; 	
33	2.2.5	Future Neighbourhoods	Managing new development in the Upper Lands through Area Development Plans	<p>Ensure the community benefits from new development by:</p> <ul style="list-style-type: none"> • requiring equitable and proportional financial and/or in kind contributions and the provision of necessary parkland, infrastructure, housing, amenities and facilities from private development; and • maintaining the value of public lands as potential development sites or as sites to be protected as parkland whose development potential can be transferred to more 	<p>Is there a current "Community Amenity Contribution" (or the like) document that exists that clearly lays out what exactly is considered to be a community benefit? Who are the community benefits intended for? (e.g. if there is a higher density dwelling unit, is providing services to those who live in it sufficient for a CAC?)</p>

				suitable locations, where appropriate.	
34	2.2.13	Future Neighbour hoods	Planning the new Cypress Village and Cypress West Neighbour hoods	Establish Cypress Village as a unique gateway to mountain recreation, incorporating distinctive uses and features (such as unique retail, a civic plaza, community and recreational facilities, and other public amenities) in addition to commercial and institutional uses that serve the local community.	Good to see the distinct identity fostering community pride and a sense of belonging. Arrival features, focal points, natural elements, public art and other symbols of the community are integrated at important intersections and other locations within the neighbourhood. Architecture and site design express creativity a distinct "look and feel" for each neighbourhood, including relationships between buildings and public space, size of homes, street widths, block size, choice of materials and architectural character.
34	2.2.13	Future Neighbour hoods	Planning the new Cypress Village and Cypress West Neighbour hoods		Recommend each neighbourhood to be designed to use land wisely and efficiently. Higher density housing is clustered and located with commercial and institutional uses and public transit stops. Higher density areas gradually transition to lower density areas. Density supports a mix of uses and viable transit ridership.
34	2.2.13	Future Neighbour hoods	Planning the new Cypress Village and Cypress West Neighbour hoods		There is an opportunity illustrate the advantages of creating social connections through open space / public spaces
B. Local Economy					
					Could an active transportation lens be added to this section? Is there an opportunity to include how to get here / any of these areas, particularly the more commercial uses? (e.g. ensure the uses listed are accessible to all; also accessible from different modes of transportation - so connecting to alternative forms of transportation / routes / well connected streets?).
37	2.3.1	Local Economy and	Strengthening our commercia	2.3.1 Emphasize Ambleside Municipal Town Centre as the	Nice focus to identify the core identify (also for 2.3.2, 2.3.3). It is positive that there is a focus on providing mixed

		Employment	Local centres and nodes	<p>heart of West Vancouver with commercial land uses, such as:</p> <ul style="list-style-type: none"> • Retail, service and restaurants centred on a vibrant, urban “main street”; • Arts and culture spaces; • Offices; • Civic services and facilities; • Visitor accommodation, such as boutique hotels; and • Waterfront recreation. 	<p>purposes in Ambleside. Could be an opportunity to speak to the benefits of providing mixed use (including residential).</p>
37	2.3.1 2.3.2 2.3.3	Local Economy and Employment	Strengthening our commercial centres and nodes	<p>2.3.1 Emphasize Ambleside Municipal Town Centre as the heart of West Vancouver with commercial land uses, such as:</p> <ul style="list-style-type: none"> • Retail, service and restaurants centred on a vibrant, urban “main street”; • Arts and culture spaces; • Offices; • Civic services and facilities; • Visitor accommodation, such as boutique hotels; and • Waterfront recreation. <p>2.3.2 Recognize Park Royal as the Regional Shopping Centre with commercial land uses, such as:</p> <ul style="list-style-type: none"> • Larger format retail, service and restaurants; • Entertainment; and • Offices. 	<p>Can these sections have reference to safe routes, active routes, and active transportation trails? Particularly to Ambleside Centre, Park Royal, and Horseshoe Bay?</p>

				<p>2.3.3 Enhance Horseshoe Bay Village Centre as a regional destination with commercial land uses, such as:</p> <ul style="list-style-type: none"> • Retail, service and restaurants centred on the waterfront; • Regional transportation facilities; • Visitor accommodation; • Tourism and recreation; and • Secondary office use. 	
38	2.3.13	Local Economy and Employment	Supporting tourism and visitors	<p>Support placemaking through an attractive public realm and experience by:</p> <ul style="list-style-type: none"> • Incorporating inviting public space features in Village and Town Centres; • Developing streetscape plans in key commercial areas; • Developing a District-wide wayfinding plan to guide visitors to commercial areas and other visitor attractions; • Encouraging new evening entertainment, cultural and special events. 	<p>Support place making in the public realm which offers high quality public spaces, with a variety and mix of leisure and recreational opportunities. Open spaces are well connected and integrated. Public space is accessible and suitable to a range of ages and abilities. Active and passive spaces provide areas to congregate, socialize, recreate, be physically active and spend time outdoors.</p>
38	2.3.13	Local Economy and Employment	Supporting tourism and visitors	<p>Consider who placemaking is for and what purpose it'll serve - placemaking can be a huge community asset for residents as well as tourists and visitors.</p>	
C. Transportation & infrastructure					
					<p>Provide an accessibility lens into this section to ensure the needs of the frail, elderly, dementia, special needs populations are met.</p>
					<p>Include a Safe and Active Routes to School section.</p>
					<p>Is there any work towards Vision Zero? (i.e. zero fatalities / serious injuries as a result of traffic accidents).</p>

					Transportation, including accessible and affordable public transport, is a key factor influencing active ageing. In particular, being able to move about the District determines social and civic participation and access to community and health services.
41	2.4	Mobility and Circulation			Encouraging to see this section emphasized as a priority.
41	2.4.1	Mobility and Circulation	Encouraging Walking and cycling	Complete the pedestrian and cycling network with integration to transit, Town and Village Centres, community facilities, parks and trails system (see Map 11).	Completing the pedestrian and cycling networks is fantastic.
41	2.4.2	Mobility and Circulation	Encouraging walking & cycling	Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as: <ul style="list-style-type: none"> • Key new connections; • Wider and weather-protected sidewalks; and • Dedicated bike lanes. 	Very impressed that there is an acknowledgement to needing to provide attractive alternatives
41	2.4.9	Mobility and Circulation	Supporting transit mobility and regional connections	Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in Town and Village Centres and around neighbourhood hubs.	VCH would support this initiative.
41	2.4.11	Mobility and Circulation	Supporting transit mobility and regional connections	Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver and senior	A seniors stakeholder group is missing from the ones listed

41	2.4.11	Mobility and Circulation	Supporting transit mobility and regional connections	governments to advance inter-municipal connectivity for all travel modes and explore alternatives (e.g. lower level road, rail, and ferry and water taxi services).	VCH? School district? Disability group?
42	2.4.14	Mobility and Circulation	Enhancing road network accessibility, safety and efficiency	2.4.14 Incorporate universal access design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities.	Universal designs for accessibility is fantastic.
42	2.4.14 2.4.15 2.4.16	Mobility and Circulation	Enhancing road network accessibility, safety and efficiency	2.4.14 Incorporate universal access design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities. 2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users. 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.	Roads are well-maintained, wide and well-lit, have appropriately designed and placed traffic calming devices, have traffic signals and lights at intersections, have intersections that are clearly marked and have consistent, clearly visible and well-placed signage.
42	2.4.15 2.4.16	Mobility and Circulation	Enhancing road network accessibility, safety and efficiency	2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users. 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.	Consider inclusion of Crim Prevention Through Environmental Design (CPTED) principles in design?
42	2.4.20	Mobility and Circulation	Enhancing road network	Collaborate with TransLink, Provincial government, First	VCH? Seniors / disability groups as well?

			accessibility, safety and efficiency	Nations, neighbouring municipalities, and schools to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.	
42		Mobility and Circulation	Promoting sustainability and innovation		Great to see this section and thinking progressively, as well to reduce GHGs
42	2.4.24	Mobility and Circulation	Promoting sustainability and innovation	Use health impact assessments to evaluate public health consequences of transportation planning decisions (e.g. air quality, injury prevention, physical activity).	While the desire to want to use HIAs is admirable, approach with caution as to complete an HIA well (often lacking appropriate data to measure what we want to measure). They are time consuming and very resource intensive to perform well. Recommend either referencing scoping an HIA or a rapid / desktop HIA, or commitment to have a health account in decision-making processes for example.
42	2.4.24	Mobility and Circulation	Promoting sustainability and innovation		Noted that HIAs were listed here for public health consequences; very encouraging to see!
45	2.5.4 2.5.5	Municipal Operations and Infrastructure	Applying best practices for municipal utilities	2.5.4 Review and enhance municipal utility systems' resiliency to future climatic conditions and extreme weather events. 2.5.5 Consider potential community health, climate change and natural hazard risks when planning for municipal infrastructure and operations.	Please remember the most vulnerable populations are impacted by natural hazard risks and extreme weather events
45	2.5.5	Municipal Operations and	Applying best practices for	2.5.5 Consider potential community health, climate change and natural hazard risks	Great to see the inclusion of the potential community health risks for municipal infrastructure and operations.

		Infrastruct ure	municipal utilities	when planning for municipal infrastructure and operations.	
45	2.5.8	Municipal Operations and Infrastruct ure	i. Water Conservati on	Encourage water conservation through leak detection, water- metering and community-wide education programs.	May wish to incorporate more water saving awareness campaigns at the earlier years e.g. schools
45	2.5.9 2.5.10 2.5.11 2.5.12	Municipal Operations and Infrastruct ure	ii. Waste Managem ent & Recycling	2.5.9 Increase community-wide diversion rates to meet regional solid waste management objectives of 80% diversion by 2020 and work progressively towards maximizing diversion rates beyond 2020. 2.5.10 Enable organics and food waste reduction through on- site composting and reuse. 2.5.11 Facilitate reductions in demolition waste through source separation and diversion. 2.5.12 Manage food waste attractants through education and enforcement to reduce human-wildlife conflicts.	Recommend speaking to the local EHO for further information on this topic; also suggest the use of translations to educate on waste reduction to various population groups
45	2.4.15	Municipal Operations and Infrastruct ure	iii. Sewage & Drainage System	Employ alternative storm water management techniques such as infiltration, absorbent landscaping and natural environment conservation to reflect natural conditions and preserve pre- development conditions	DoWV recognized the importance of preparation for storm events; storm management techniques

D. Parks & Environment					
					It would be great to incorporate natural green features into new development or at least in proximity to a natural park area
49	2.7.2	Parks & Trails	Managing our valuable parks system	Provide for open space, public realm improvements and greenway trails through the Town and Village Centres planning processes.	Continue to emphasize the importance of public pathways that would complement linear parks, multi-use trails, parks, plazas, greenways or continuous sidewalks to form continuous pedestrian and bicycle networks and/or connections between centres where possible; also try to create walking trails and parks which are universally accessible for all ages (usually keeping in reference ages 8-80)
49	2.7.2	Parks & Trails	Managing our valuable parks system		Consideration of trails as an alternative for transportation, not just recreation
51	2.7.15	Parks & Trails	Promoting trails and access to nature	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.	Good to see the link of the North Shore municipalities with the Spirit Trail (again as referenced above)
51	2.7.15	Parks & Trails	Promoting trails and access to nature	Improve safety, universal accessibility, and signage / wayfinding to parks, open spaces, and trails for community members of all ages and abilities.	This is quite important since the population in DoWV has a higher proportion of older adults
E. Social Well-Being					
					It would be a benefit to explain why this section is important to the health and well-being of the population: <ul style="list-style-type: none"> • Community design impacts physical and mental health and well-being through the role it plays on a person's sense of belonging to their community, their connection to nature, their social networks and their feelings of safety and security. Planning and design decisions can

					influence the social and economic characteristics of a neighbourhood, which can disproportionately impact individuals who are disadvantaged because of their age, socioeconomic status, education, gender, culture or other qualities.
53	2.8 2.9	Access and Inclusion			My Healthy My Community neighbourhood results show that 25.4% of residents in the District live alone (more than both the Metro Vancouver and health authority) (see My Health My community Neighbourhood Atlas: http://www.fraserhealth.ca/MHMCAtlas/index.html). This illustrates a need to enhance social inclusion through social well-being within the District.
53	2.8.2 2.8.3 2.8.4 2.8.5 2.8.6 2.8.7	Access and Inclusion	Supporting demographic diversity	<p>2.8.2 Incorporate universal accessibility design in public space and programs to allow barrier-free access, inclusive of users of all ages and abilities.</p> <p>2.8.3 Improve access to services and resources for youth, seniors and persons with disabilities, including considerations for improved walking, cycling and transit connections and shuttle services.</p> <p>2.8.4 Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function independently.</p> <p>2.8.5 Provide services, programs and facilities to support children, youth and families in meeting their diverse</p>	Great to see this section address inclusion, equity, diversity of populations and how to address some of the proposed demographics for DoWV

				<p>needs and foster their sense of belonging.</p> <p>2.8.6 Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.</p> <p>2.8.7 Support the delivery of programs, services, events and activities that celebrate the full spectrum of cultural diversity of the District.</p>	
53	2.8.8	Access and Inclusion	Supporting demographic diversity	Collaborate with North Shore municipalities, Vancouver Coastal Health, and key seniors' service organizations to develop plans, programs and services for aging adults with dementia and other cognitive challenges.	Good to see VCH listed as a collaborator
53 54	2.8.9 2.8.10 2.8.11 2.8.12 2.8.13 2.8.14 2.8.15 2.8.16	Access and Inclusion	Enhancing public facilities and spaces		<p>Healthy, active communities can be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources</p>
53	2.8.13	Access and Inclusion	Enhancing public facilities and spaces	Use placemaking strategies to promote public space animation, enhancement and management.	Consideration of the utility of placemaking to also promote community cohesion and promoting social connections.

54	2.8.17	Access and Inclusion	Promoting an engaged community	Engage the community in planning for services, programs, and facilities, and municipal decision-making.	Encouraging to see that the community is involved in planning and municipal decision making
55	2.9.5	Community Health and Cohesion	Enabling an active community	Provide accessible recreational programs and services to encourage physical and mental wellness for all ages, abilities and income.	Good to see this section is addressing accessible recreational programs and services for all ages, abilities and income
55	2.9.10 2.9.11 2.9.12 2.9.13	Community Health and Cohesion	Enhancing community health	<p>2.9.10 Use community grants and permissive tax exemption to encourage the long-term sustainable operation of community organizations that support West Vancouver residents.</p> <p>2.9.11 Explore opportunities with community partners including Vancouver Coast Health, senior levels of government and School District #45 to provide a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment and food security.</p> <p>2.9.12 Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community</p>	Community health can speak also to physical health (e.g. focus on physical activity perhaps), mental health (e.g. focuses on provision of green space; areas that might reduce stress - finding ways to encourage people to get outside for example), and social health (e.g. opportunities to increase social connections).

				<p>gardens, farmers' markets, and other related initiatives.</p> <p>2.9.13 Support measures to increase community resiliency during emergencies, disasters and extreme weather events and mitigate impacts for vulnerable populations (e.g. children, seniors, homeless and people with disabilities).</p>	
55	2.9.11 2.9.12 2.9.13	Community Health and Cohesion	Enhancing community health	<p>2.9.11 Explore opportunities with community partners including Vancouver Coast Health, senior levels of government and School District #45 to provide a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment and food security.</p> <p>2.9.12 Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers' markets, and other related initiatives.</p> <p>2.9.13 Support measures to increase community resiliency</p>	Great to see this section

				during emergencies, disasters and extreme weather events and mitigate impacts for vulnerable populations (e.g. children, seniors, homeless and people with disabilities).	
55	2.9.19	Community Health and Cohesion	Enhancing community health	2.9.12 Support the development of an integrated food system for the District and North Shore with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers' markets, and other related initiatives.	May wish to incorporate some language of enhancing North Shore Food Policy and collaborating with North Shore Table Matters

**COMMENTS ON THE DRAFT WEST VANCOUVER OFFICIAL COMMUNITY PLAN
FROM THE WEST VANCOUVER BLUE DOT COMMITTEE (WVBDC)
LISA BRASSO, AILEEN MCMANAMON AND LORI WILLIAMS**

MARCH 14, 2018

These comments about the proposed Official Community Plan (OCP) are offered as part of the WVBDC's commitment to working with the District of West Vancouver (The "District") to ensure that the District's Blue Dot Campaign Commitments are met.

Introduction

On July 20, 2015, the District adopted the Blue Dot Campaign declaration and recognized the right to a healthy environment. The key aspects of this declaration are:

- the right to breathe clean air
- the right to drink clean water
- the right to consume safe food
- the right to access nature
- the right to know about pollutants and contaminants released into the environment
- the right to participated in decision making that will affect the environment

The WVBDC will not make comments on the draft OCP relating to all of the above rights. Our focus will be on the District's obligations to its residents surrounding the right to breathe clean air and more generally, on the OCP's proposed measures to address the impacts of climate change and its own and the community's GHG emissions.

In 2017, the Intergovernmental Panel on Climate Change stated that the next three years (2018-2020) will be crucial. The Panel calculates that if emissions can be brought permanently lower by 2020 then the temperature thresholds leading to runaway irreversible climate change will not be breached. If current GHG levels continue, the Paris Accord targets cannot be reached and the world is on pace for dramatic and life threatening changes. This is not hyperbole. This is the future for the residents of West Vancouver and the rest of the world. Now is the time to take decisive action and the OCP is the document with the potential to create meaningful change.

<https://www.theguardian.com/science/2016/aug/06/global-warming-target-miss-scientists-warn>

In setting the Community Context, the Draft OCP states, "Our natural setting has shaped how we have developed and grown over a century, and it will also inform our opportunities and responsibilities as we plan for the future. In light of the challenges we currently face, we suggest it is imperative that goals, objectives and measures taken today be as leading edge and ambitious as befits a municipality as naturally privileged as West Vancouver, so that it may grow, develop and thrive for another century.

Comments Relating to the Reduction of GHG Emissions

We understand that the draft OCP is designed to be a document that “lays out high-level decision-making framework for the future” and that its goal is to provide “... a general statement of objectives and policies to guide planning and land use changes.” In our opinion, even at a high-level, the current draft of the OCP does not contain a framework for the future that will guide decision makers to sufficiently reverse the District’s contributions to greenhouse gas emissions (GHGs) of 6 tonnes per capita, which currently exceed the regional average of 5 tonnes per capita. This is already a significant indicator of underperformance, but even more alarming when one considers that West Vancouver has virtually no industrial contribution to this figure.

Under the heading “Climate Change” on page 8, the OCP sets out the reality that the District’s current GHG emissions are higher than the regional average. This rate of emissions is made up of both Municipal (corporate) and household (community) contributions. Later in the document, the OCP sets out specific goals for both corporate and community contributions to GHGs.

The District currently has two plans in place to deal with its GHG emissions: the “Corporate Energy and Emissions Plan” from 2012 and the “Community Energy and Emissions Plan” from 2016. Each plan has a different GHG reduction goal and timeline.

Reducing Corporate GHGs

The District emissions are from its buildings and infrastructure and its fleet and mobile equipment. These assets are completely within the District’s control. Decisions can be made to reduce GHG emissions significantly if those decisions are made a priority. Financial concerns will always be raised as a rationale for slower progress toward greater efficiency. While steps have been made to reduce emissions to date (which have also led to significant cost savings), the WVBDC believes that more priority must be given to increasing the reductions as quickly as possible. Paragraph 2.5.19 of the OCP states:

“The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District’s Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050”.

The long range target should not be seen as aspirational but as a target to be met and surpassed ahead of time. We believe that the OCP should encourage that kind of leadership. Thus, it is our suggestion this paragraph should read:

“The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District’s Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050 and will do its utmost to reach the 80% target significantly sooner than 2050. These reduction targets must be taken into account, ahead of pure fiscal considerations, when making equipment, infrastructure, fleet and other procurement decisions due to the additional environmental and social return on investment of the more sustainable alternative.”

Reducing Community GHGs

We know from the District's Working Group on Community Energy and Emissions Plan (CEEP) report from 2016 that the major sources of GHG emissions in the District are:

- *The majority of West Vancouver's current GHGs are from energy-related activity, primarily the combustion of natural gas for building energy and gasoline for transportation, generating carbon dioxide.*
- *Over half of current GHGs are in Buildings. This building-dominated emission profile is unusual in BC, and is attributable to the high share of older and larger single detached homes, and smaller household sizes.*
- *Transportation is the second largest emission sector. Like other BC communities, transportation has been the fastest growing sector over the last twenty years due to the shift towards light trucks, mini vans and SUVs, and longer driving distances.*
- *The smallest share of West Vancouver GHGs is from the Solid Waste sector. West Vancouver's unparalleled leadership in recycling and curbside composting is rapidly shrinking these emissions. (page 1 of the Report)*

From the CEEP Report we also know that research shows that about 95 per cent of West Vancouver's GHGs are generated by the community. 54 per cent of those GHGs come from heating homes. The rest of the GHGs produced in the community (41 per cent) come from on-road commuting and solid waste (4 per cent).

Under the title "Building Climate Resiliency", the OCP states at paragraph 2.6.18:

"Implement community energy and emissions initiatives to advance towards meeting the District's greenhouse gas emissions reduction target of 40% below 2010 levels by 2040."

The WVBDC feels that this timeline is too slow. Given the rate of demolition and building, it may also miss an important window of building replacement that could significantly improve the municipality's current poor performance (120% of average) vis-à-vis other regional municipalities. We know that action must be taken more quickly to reduce GHG levels. The CEEP Report itself set out the need for greater reductions than its stated 50% emissions reductions by 2050 and the need to align them with the OCP 80% reduction by 2050:

"E CLIMATE ACTION MONITORING & CONTINUOUS IMPROVEMENT

- *update the CEE Plan by 2025, renewing efforts and filling the gap between actions in this plan and its associated 50% emission reductions by 2050, and the official OCP 80% reduction target by 2050"*

By implementing a variety of tax incentives and building regulation changes, to name but two tools, the District has the ability to mandate more energy efficient homes through construction and retrofitting. The WVBDC committee believes that the goal set in this case, should be much more ambitious so that the reductions occur faster than the plan currently sets out. The community goal should be consistent

with the corporate goal to reduce confusion and to set truly aspirational goals for reducing GHGs in the District. Our suggestion for paragraph 2.6.18 is:

"Implement community energy and emissions initiatives to advance towards meeting the District's community greenhouse gas emissions reduction target of 33% below 2007 levels by 2020 and 80% by 2041 and will do its utmost to reach the 80% target significantly sooner than 2041."

Comments Relating to Other Climate Change Initiatives

On page 42 of the OCP is the heading "Building Climate Resiliency" at paragraphs 2.6.18 – 2.6.21. These paragraphs address energy and emissions initiatives, land use regulations, enhanced creek corridors to deal with floods and the use of green infrastructure. The District has a report from the Climate Action Working Group which appears to have addressed GHG emissions but not an overall strategy for how the District will deal with additional threats.

What is missing from the OCP are two requirements: first, a paragraph in which the District will comprehensively identify and assess the threats posed by climate change and set out specific steps for how to address and monitor those threats. The city of Halifax has created a comprehensive Climate Change Risk Management Strategy to prioritize its increased risks from higher sea levels and extreme weather that could be used as a guide.

<https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/MunicipalClimateChangeActionPlanReport.pdf>

The second missing paragraph is the requirement for all municipal departments to have a climate change risk management policy to addresses the health and safety of the residents in a changing climate. In 2014, Toronto city council passed such a requirement.

<https://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-81509.pdf>

Additional Comments

Housing is, of course, a significant issue well beyond our municipal borders, and the plan is pointed in addressing the West Vancouver housing situation's specific climate impact.

(Page 7, P 3) 'The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being.'

WVBDC would only reiterate that many of the housing changes we have seen have disproportionately, adversely affected our climate given the overwhelming contribution by the community to our GHG emissions. The OCP, and many related working group reports that have coincided and informed the plan, is right to address this issue. We would however urge that it be addressed with incentives and disincentives, specifications as well as clear guideline, in light of its fundamental impact on every resident's quality of life and on the future viability of the community – economically, environmentally and socially.

Many of the items outlined in the Housing section of the plan are sound. We would however suggest the following wording be considered where the GHG emissions of housing are directly addressed:

Paragraph 2.1.22

Advance community energy efficiency and reduce GHG emissions by:

- Supporting alternative transportation through housing location and parking requirements
- Increasing the share of efficient building forms
- Requiring leading energy efficiency standards and considering site design and orientation
- Encouraging renewable energy generation; and
- Supporting building retrofits for improved energy efficiency

The WVBDC suggests that this wording does not reflect the ability that the District has to effect change in this area. In our view, the wording should be more assertive as follows:

“Advance community energy efficiency and reduce GHG emissions by:

- *Requiring alternative transportation through housing location and parking requirements,*
- *Increasing the percentage of efficient building forms,*
- *Requiring leading energy efficiency standards and considering site design and orientation,*
- *Requiring renewable energy generation;*
- *Providing direct incentives for building retrofits for improved energy efficiency”, and*
- *Curtailing the disproportionate demand on municipal resources by single family dwellings to the detriment of the community as a whole by encouraging multiuse dwellings and densification.”*

Paragraph 2.5.5

“Consider potential community health, climate change and natural hazard risks when planning for municipal infrastructure and operations.”

The WVBDC is of the view that this paragraph is not sufficiently assertive when the need to address community health and climate change are at issue. We suggest the following:

“When planning for municipal infrastructure and operations investment, require community health, climate change and natural hazard risk impact assessments, alongside economic and financial considerations. Decisions must be informed by global best practices, leading environmental standards, UN and other social conventions and the Regional Growth Strategy.”

March 27, 2018

District of West Vancouver Planning Department
Attention: David Hawkins
Manager of Community Planning and Sustainability
750 - 17th Street
West Vancouver, BC
V7V 3T3

Subject: Draft Official Community Plan March 2018

Dear Mr. Hawkins,

Thank you for your recent presentation to our Board of Directors on the draft Official Community Plan.

Founded in 1952, The West Vancouver Chamber of Commerce has more than 300 member businesses and is active in all business areas in the District of West Vancouver. The Chamber is dedicated to promoting, enhancing and facilitating local business in the interests not only of our members but of the health of the community as a whole.

In order to ensure that our advocacy in this matter is objective, an ad-hoc Advocacy Committee has reviewed this draft policy and brought forward a recommendation for general support with recommendations for further refinement to the Board of Directors, which has been approved.

Given the importance of this new community policy and the potential impacts – both positive and negative – it will have on our business community, we appreciate the opportunity to offer feedback at this stage in the Policy's evolution.

A. Housing & Neighbourhoods – in general, we are supportive of the opportunities and incentives to provide a more diverse range of housing options which may allow more local employees to live in West Vancouver, as well as provide more opportunities for residential intensification near our Village Centres to support local business.

Areas for improvement for consideration:

- Recommend incentivizing the development of secured, rental housing by increasing the cap to 4 or 4.5 stories along Marine Drive (outside of Village Centres) (2.1.5)
- Include further incentives for secured rental housing as part of the “missing middle” strategy (2.1.4)
- Recommend exploring fee-simple rowhome zones to further increase housing diversity (2.1.16)
- Recommend strengthening language and incentives for securing market and non-market rental housing (2.1.16) – as you are aware, affordable options for employee housing is a severe challenge for our members.

B. Local Economy – in general, we are supportive of the high-level principles, supported by the Economic Development Plan. We appreciate the emphasis on our unique commercial centres and the direction and support of specific economic uses within, which will assist in differentiating the experiences within each of the commercial centres and protect their unique identities and charm.

Areas for improvement for consideration:

- *Supporting Tourism and Visitors:* Explore opportunities to accommodate temporary parking/ pull over bays for tourism buses in Ambleside Municipal Town Centre
- *Promoting opportunities and innovation:* Given the significant number homebased businesses, tech and film industry businesses, explore feasibility of a municipal internet fibre network in West Vancouver (or North Shore) similar to what has been done in Coquitlam and New Westminster


C. Transportation & Infrastructure – in general, we are supportive of the commitment and increased investments in our roads and public transit options in West Vancouver, as this will facilitate a better flow of goods and services throughout our municipality and to the rest of the region.

- *Policy 2.4.17 – Develop parking management strategies in Town and Villages Centres to meet community needs and support more sustainable modes of travel:* Visitor parking remains to be an area of concern for our members. The Chamber is keen to understand how these parking management strategies will be developed and implemented. More information on this is welcome.

D. Parks and Environment + E. Social Well-Being – The Chamber is generally supportive of the principles outlined in these remaining two sections of this Policy document as they encourage West Vancouver developing into a more livable, diverse, complete community, and an increasingly desirable place to live which will benefit our local economy.

We look forward to reviewing the next iteration of this important policy. Thank you for the opportunity to comment.

Yours Truly,



Mark Senner
President of the West Vancouver Chamber of Commerce
On behalf of the 2018 Board of Directors

cc: Mayor and Council

From: [Ferran, Nancy](#)
To: [OCP Review project](#)
Subject: OCP Comments from the West Vancouver (Community) Foundation...
Date: March-12-18 11:36:44 AM

The Board of Directors of the West Vancouver Foundation has had the opportunity to review and discuss the Draft Official Community Plan (OCP). We are pleased to see that there is much alignment between the contents of the Draft OCP and the West Vancouver Foundation's **VitalSigns** research and reports. We encourage a swift approval and adoption of the Draft OCP as many of the issues it addresses are urgent and require immediate attention.

We were also pleased to hear that the **VitalSigns** reports acted as resources for the OCP Review and that key findings were referenced in the OCP process. Many of the themes that the **VitalSigns** project surfaced appear to be similar to what the DWV Planning staff heard through the OCP engagement process (e.g., mental and physical health, aging population, barriers to belonging, lack of housing options). We note that many of these have been integrated into the Draft OCP such as:

- Removing barriers and supporting orientation and integration of new residents and immigrants
- Providing meaningful engagement, consultation and volunteer opportunities
- Supporting community organizations that support WV residents through grants and permissive tax exemptions
- Supporting programs, services, events and activities that support age diversity and celebrate cultural diversity
- Supporting a variety of community activities through policy, facilities and grants
- Enhancing information sharing and meaningful participation in civic affairs through accessible communication (i.e. universal access and multilingual considerations). The OCP Review Process demonstrated positive first steps here with youth events and a Chinese language workshop
- Incorporating accessibility design in public spaces and programs for a barrier-free and inclusive public environment
- Encouraging the participation of children, youth, families, seniors and people facing disabilities

The **VitalSigns** research also highlighted the relationship between social well-being, the environment, housing, transportation and jobs. We note that these relationships are also addressed within the Draft OCP. In particular, in relation to increased and better housing options, we note the positive additions of:

- The regeneration of existing neighbourhoods with infill options (smaller homes on smaller lots, enabling coach houses and expanding duplexes)
- Protecting heritage by allowing multi-family use and infill
- Expanding the missing middle (triplex and townhouse options next to schools and parks; missed use and live-work in commercial areas)
- Ensuring that new multi-family and mixed-use housing meet community needs (range of home sizes and more innovative, accessible and adaptable homes)

- Policies to protect existing rental housing and to promote new market and non-market rental, seniors and supportive housing

We commend the District of West Vancouver Planning staff for their commitment to engagement; their sensitive incorporation of important policies and recommendations; and their balanced approach. With its clear and actionable recommendations, we believe that this OCP has the ability to protect what makes West Vancouver special, and develop the housing options, social programs and economic policies to ensure that West Vancouver becomes a vibrant and resilient community once again, where everyone is valued, contributes and feels they belong.

With thanks for your diligent and hard work,

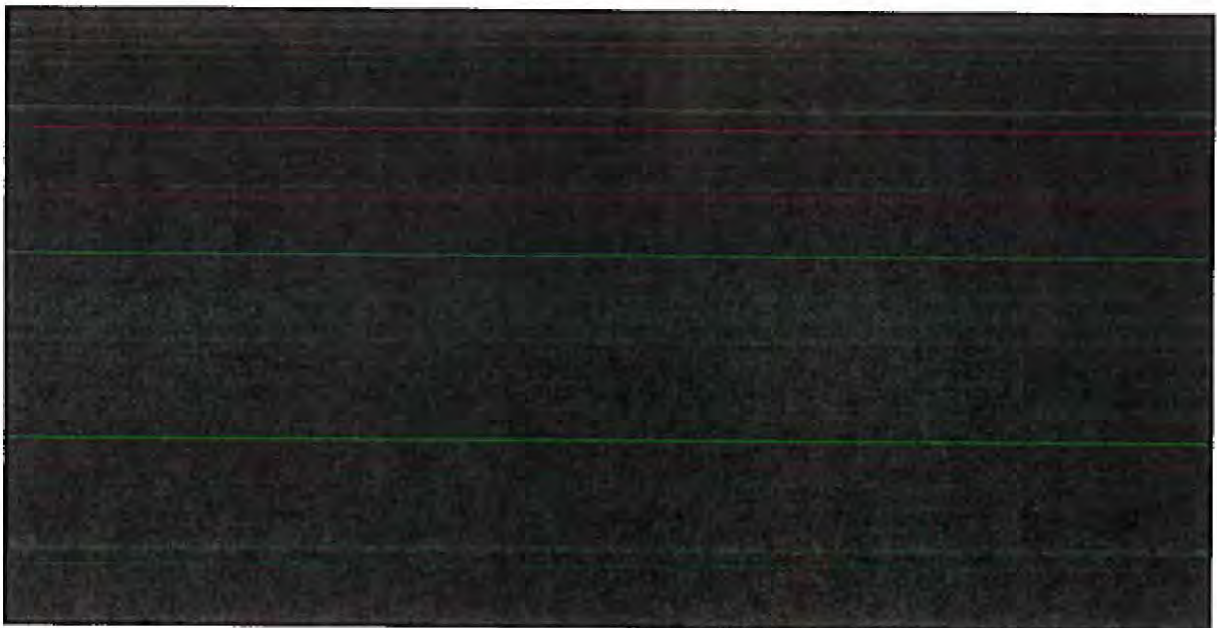
The Board of Directors of the West Vancouver Foundation

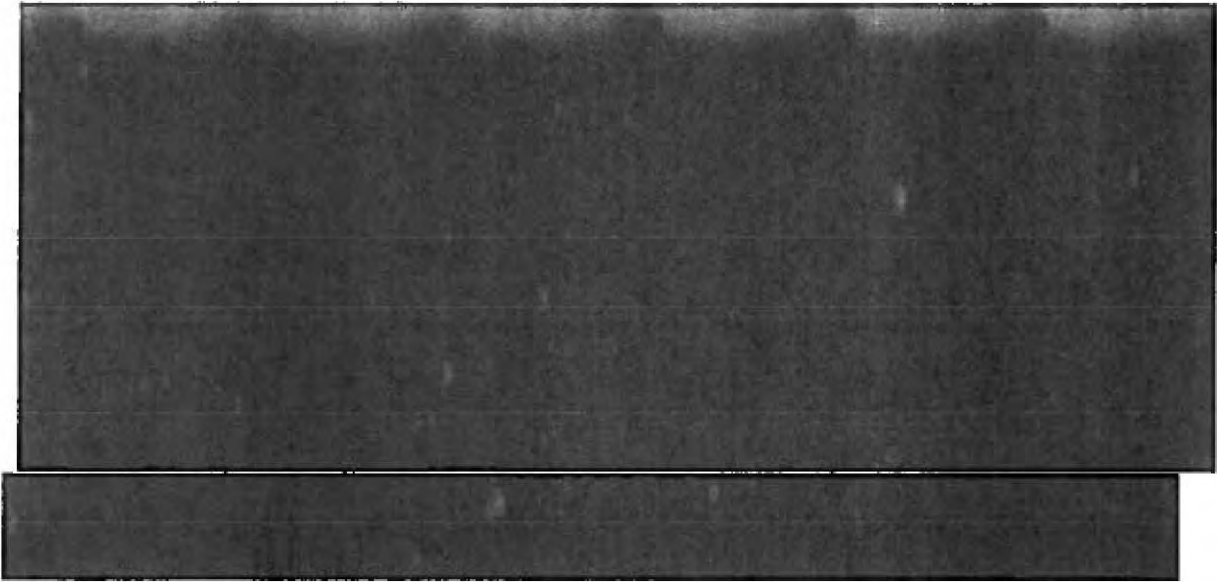
Nancy Farran, Board Chair
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(7)(a)

Mayor Michael Smith
District of West Vancouver
750-17th Street,
West Vancouver, BC V7V 3T3

2517-02

March 7, 2018

Dear Mayor Smith and Council:

I am writing on behalf of the West Vancouver Memorial Library Board to contribute to Phase 4 of the Official Community Plan Review.

The Board appreciated the presentation made at their February 21, 2018 regular meeting by Manager of Community Planning and Sustainability, David Hawkins. Mr. Hawkins reviewed the planning process to date and highlighted key aspects of the draft plan, including those that are most relevant to the Library.

The Board commends the District for the planning process which has featured comprehensive consultation with stakeholders and the community and resulted in clear articulation of priorities and policy objectives. The Board supports the two objectives that specifically mention the Library:

Enhancing public facilities and spaces

2.8.9 Maintain and optimize existing civic facilities (e.g. community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.

Embracing arts, creativity and lifelong education

2.9.8 Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.

In addition, the Library supports many of the objectives in the Social Well-Being Section, such as:

2.8 Access and Inclusion

Supporting demographic diversity

2.8.4 Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function independently.

2.8.5 Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.

2.8.6 Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.

Furthermore, the Library Board recognizes that advancement of the priorities in the Housing and Neighborhoods and Local Economy sections are vital for our workforce. The Library Board urges Council to improve the options and availability of housing for District and Library employees so that we can retain and recruit our workforce.

In closing, on behalf of the WVML Board, I would like to applaud Council for this very important community initiative. The Board recognizes that the adoption of the new plan is essential for the well-being of our community and supports bringing the process to a conclusion in early 2018 so that implementation planning can move forward..

We would appreciate the final draft of the Official Community Plan including a reference to our Strategic Plan to raise awareness that the Library is also guided by another significant planning document.

Yours sincerely,

s. 22(1)

David Carter
Chair