

COUNCIL CORRESPONDENCE UPDATE TO MARCH 15, 2023 (8:30 a.m.)

Correspondence

- (1) March 8, 2023, regarding “Road Safety in West Vancouver for Vulnerable Users”**
- (2) 2 submissions, March 8, 2023, regarding Proposed 2023 Budget**
- (3) J. Fyfe, March 8, 2023, regarding “Local Special Olympics athlete going to World Games”**
- (4) March 9, 2023, regarding “Fraser River Estuary Ecosystem at risk from unnecessary Roberts Bank Container Terminal 2”**
- (5) March 13, 2023, regarding “6th Street South of Clyde Avenue, West Vancouver”**
- (6) March 13, 2023, regarding “graffiti”**
- (7) March 13, 2023, regarding “Proposed zoning amendment for 325 Keith Road” (Referred to the March 27, 2023 public hearing)**
- (8) Committee and Board Meeting Minutes – Design Review Committee meeting February 16, 2023**

Correspondence from Other Governments and Government Agencies

- (9) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), March 10, 2023, regarding “Reminder: One-Time Top-Up to the Canada Housing Benefit Deadline Approaching”**

Responses to Correspondence

- (10) Engineering & Transportation Services, March 9, 2023, response regarding “Safety Issue with West Ramp South Bound on Taylor Way to Park Royal”**

From: [Redacted] s. 22(1)
Sent: Wednesday, March 8, 2023 9:22 AM
To: correspondence
Subject: Road Safety in West Vancouver for Vulnerable Users

CAUTION: This email originated from outside the organization from email address [Redacted] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor and Council; the ghastly deaths of a cyclist in North Vancouver yesterday and a pedestrian in West Vancouver last week, are stark reminders of the vulnerability of cyclists and pedestrians on North Shore roads. According to my reading of ICBC statistics there have been more than 100 collisions causing injury and sadly, fatalities, to cyclists and pedestrians on West Vancouver roads and streets during the past five years. More than 50% of these have occurred along Marine Drive alone.

If West Vancouver Council truly seeks a meaningful shift away from cars as the mode of transport that contributes to the congestion and pollution problems it is struggling to solve, then making its 300 km of roads and streets safe for people on foot and on bikes is crucial as a first step.

The District's charming rural lanes with ditches instead of sidewalks, and streets where private landscaping encroaches into the public road reserve, and where drivers freely store their vehicles on the street, belong to a different century and vastly different trip intensity.

The example set by our neighbouring municipalities, especially the City of Vancouver, in successfully defining and improving safe arterial corridors, and safe neighbourhood street zones for those residents and their children opting for active transport to make local trips to school, shops and work, is noteworthy, not to mention their willingness to ration the use of scarce road space for parking purposes.

The Strategic Mobility Plan now in preparation is an important opportunity to adapt the District's legacy land use into a safe, efficient and convenient transportation system for all modes. Past West Vancouver Council's have committed to the 'Vision Zero' concept of eliminating avoidable traffic accidents. There are considerable grant resources available from senior government to help do so.

It would be encouraging for all who wish to enjoy the manifold benefits of active transportation but are concerned at their safety, that this Council renew that pledge and take meaningful steps to make the District a reliably safe place for mobility that can only enhance one's pleasure, and lifespan, in living here.

Best regards, [Redacted] s. 22(1)

[Redacted] s. 22(1)

West Vancouver BC [Redacted] s. 22(1)

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, March 8, 2023 12:00 PM
To: [REDACTED] s. 22(1); Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: [REDACTED] s. 22(1) = +

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[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

08 Mar 2023

Dear Mayor Sager and Councillors
District of West Vancouver

[REDACTED] s. 22(1)

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver.

It's time that elected local politicians started acting responsibly with voter money and stopped listening to power hungry staff

Thank you.

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Wednesday, March 8, 2023 8:28 PM
To: Mark Sager; correspondence
Cc: Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Survey Results: 2023 budget & staffing
Attachments: civix pptx dmm511 survey results 2023 budget mar2023 .pdf

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TO: Mayor & Councillors DWV and Correspondence@westvancouver.ca

Attached is a PDF document that summarizes a recent survey of certified WV residents and their opinions about \$ 2023 budget and staff levels.

The survey asks should 2023 property taxes be LESS or MORE than 2022? Property Taxes includes operating budget, capital budget and environmental levy.

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First report of survey results of 175 people who completed all questions of the survey:

https://secure-web.cisco.com/1JT9wuLzsC2l2W-LrQERcA-rA324da4NosGIX3zAk4jHobScXA1pQsKD9lcbIh-sB52VJX04CwHe90_crw8TDTDFo7mJelUpkVPKC-ijDLZks9njFCwcoX5x5y4ksxZbaxHZBK6pTJ9B_hgQGBpLkmbdYyW0MdzrrNI_kSKx0X16Eo7-mt-QzPre3CmdtDdarWKmxeRPPsDBu7vWBjXAQgPcoX0vmvuKUJbevt0muMI1xO5DH_b2jzTq5ONriEc0BcsKT4HugAdZslVjK9j3U0WyaA7RtxWj9MwQAnmxXgFxFYo-YQBjpDUFWoPvpzOvF/https%3A%2F%2Freporting.alchemer-ca.com%2Fr%2F50008356_6408c77721e0b3.62796665

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A second report of survey results for 281 people but some people did not respond to all required questions (281 includes ALL of the 175 people in the first report)

https://secure-web.cisco.com/1gy4QdwA4iPmmpJ5xf7zKevc-92WmwqhFapKzY6T5iD4dEL8cZ4mY5OrJTiecFWZU-vpUO1yHsGAYQJRPnvjgZlAnQwwXMr9beHwRPr3a-PK9gYZBoB-51Zi0eMnX6og4z63uHmelvcPy9PafEszsJDE1M4tt6gEUZw3LkKfZcKyDXD2NVnWdosrFxfavPMpRfBodHiywN9IK9F9mFtaQQ-ggKkPUX_81DXJV4Zut-bOWmYdkETI1m0ZQoH7211az6orlO4H6WNprMk5i3byYCURPOcqcvf1jF0vpBfaOiNxub1hZaEg1Gl1AyIk2/https%3A%2F%2Freporting.alchemer-ca.com%2Fr%2F50008356_64095b8fad2881.50422817

=====

Thanks

s. 22(1)

West Vancouver
BC

District West Vancouver FTE - Full Time Equivalent Staff vs population and housing units

Source DWV Annual Reports
2022 & 2023 Budget documents
Population: DWV Annual Reports

1.10

Survey Results: 2023 Budget

2023 \$ budget = 1% less than 2022 actual \$ taxes
(ie 2023 budget = 0.99 x 2022 actual)

2023: reduce staff by 5%
(to 781 FTE = Full Time Equivalents)

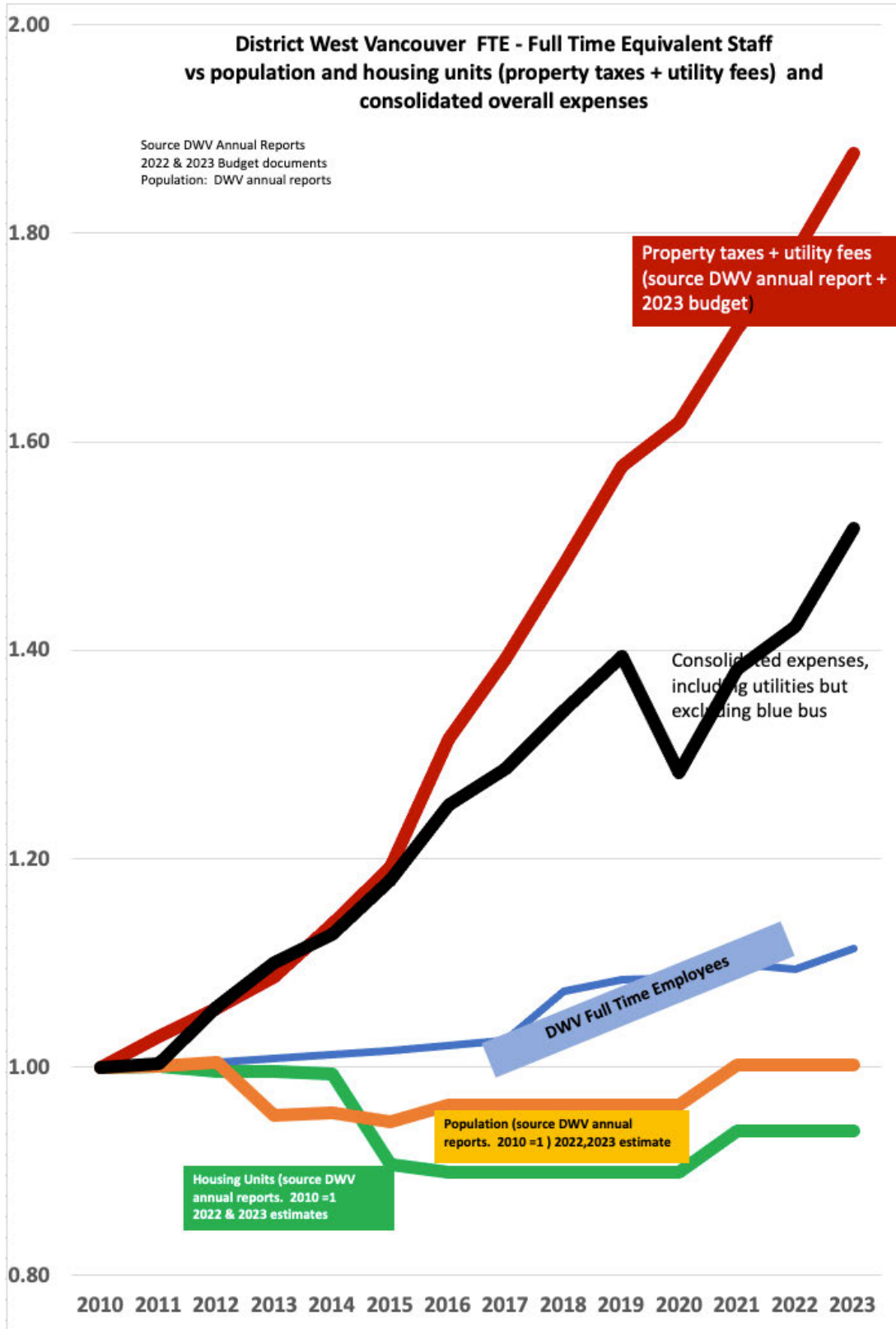
Population (source DWV annual reports. 2010 =1 ; 2010 = 44,058)

Housing Units (source DWV annual reports. 2010 =1 ; 2022 & 2023 estimates)

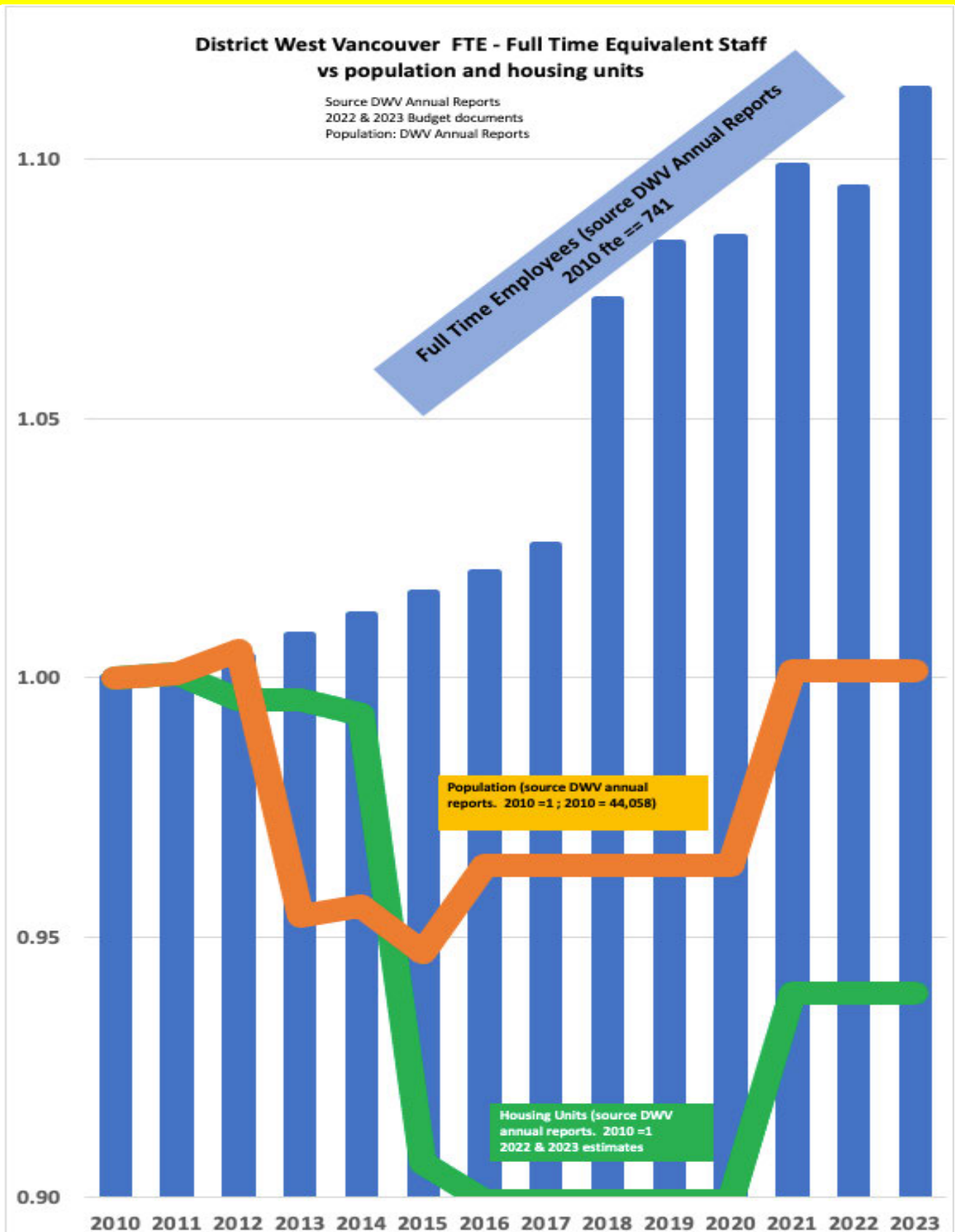
0.90

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

Survey Results 2023 DWV Budget, Property Tax and Staffing levels



Survey Results 2023 DWV Budget. Staff, population and housing units



Survey Results 2023 DWV Budget, Property Tax and Staffing levels

- There were two core questions posed
 - First, Should 2023 property taxes be less or more than 2022?
 - Second, in your opinion what should DWV staff count be for 2023?
- The 2023 Budget survey was open to all residents. People were encouraged to forward the survey link to other residents in order to generate a representative sample of opinions
- The invitation to take the survey was sent to historical CiviX supporters by email
- The survey link was also published on Facebook Ads
- About 900 people arrived at the first question of the survey
 - About 60% were from the Facebook ads
 - 173 West Van residents completed the survey
 - 90% voted in last WV Municipal election

Survey Results 2023 DWV Budget ... Property Tax

4. 2023 Budget: Property Tax (enter %)(Optional but please answer because it is critical data)QUESTION: Should 2023 property taxes be LESS or MORE than 2022?

Average	StdDev	Total Responses
-1.0	3.6	173

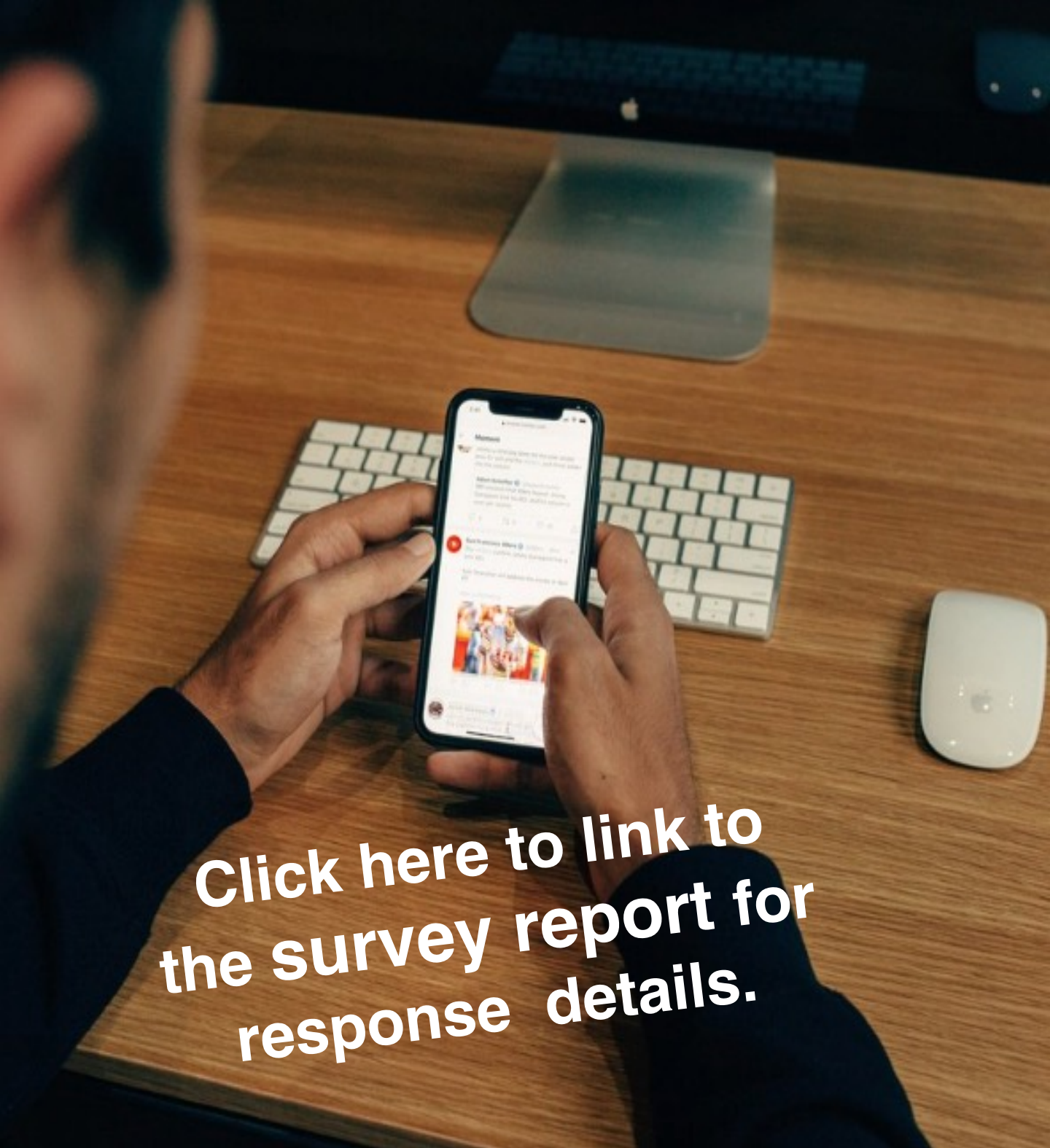
- On average 173 WV residents felt that 2023 Property taxes should 1% LESS than 2022 property taxes.
 - this includes operating budget, capital budget and environmental levy

Survey Results 2023 DWV Staffing levels

5. 2023 Budget: Staff Count (enter number) DWV staff has proposed an increase of 14 FTE to bring total staff to 825 even though DWV population and housing units are about the same as in 2010. (Optional but please answer because it is critical data) QUESTION: Your opinion: what should DWV staff count be for 2023?

Average	StdDev	Total Responses
781.3	31.5	172

- On average 172 WV residents felt that 2023 staffing level should be 781 people
 - 781 is about 2017 staff level
 - 825 was 2023 requested

A person's hands are shown holding a smartphone over a wooden desk. The phone screen displays a survey report with a header 'Moment', a title 'Survey Report: 2023-2024', and a list of items. One item is highlighted with a red circle and a red checkmark. Below the list is a colorful image of a group of people. In the background, a white keyboard and a white mouse are visible on the desk. The person is wearing a dark blue long-sleeved shirt.

**Click here to link to
the survey report for
response details.**

Send an email to WV Council using our easy and fast template where you enter basics like your email address, your name, subject line and the body of the email and the program creates a draft email for you to approve and send to all council. Click on image below to start. Thanks.

**Click here to start writing
your email to WV Council**



Mail

From: Jennifer Fyfe [REDACTED] s. 22(1)
Sent: Wednesday, March 8, 2023 7:39 PM
To: correspondence
Subject: Local Special Olympics athlete going to World Games

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To whom it may concern

There is a young woman from West Vancouver who is part of the Special Olympics Team Canada going to the Special Olympics World Games in Berlin June 2023.

Her name is Jodi Klukas and she will be competing in Rhythmic Gymnastics.

Her and her family live in West Vancouver and she attends the Special Olympics Rhythmic Gymnastics program in North Vancouver. She is the only athlete on the Special Olympics Team Canada from West Vancouver, North Vancouver or Vancouver. So this is very exciting for her.

One of the highlights for the athletes at the World Games is the pin exchange. I am writing to see if the Mayor or a Councilor would be willing to donate some pins for her to trade at World Games.

Thank you so much for your time in reading this.

Warm Regards,

Jen Fyfe [REDACTED] s. 22(1)
Head Coach Special Olympics Team Canada Rhythmic Gymnastics
Head Coach Special Olympics Vancouver Rhythmic Gymnastics
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, March 9, 2023 4:32 PM
To: correspondence
Subject: Fraser River Estuary Ecosystem at risk from unnecessary Roberts Bank Container Terminal 2
Attachments: Unnecessary, Expensive, Roberts Bank Container Terminal 2.pdf

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[REDACTED] s. 22(1) Delta, B.C. [REDACTED] s. 22(1)
March 10, 2023

Mayor and Council, District of West Vancouver

For Your Information, the following was sent to Prime Minister, Justin Trudeau and Members of Cabinet

Please accept the attached as a carbon copy submission to your Office.

Thank you,

[REDACTED] s. 22(1)

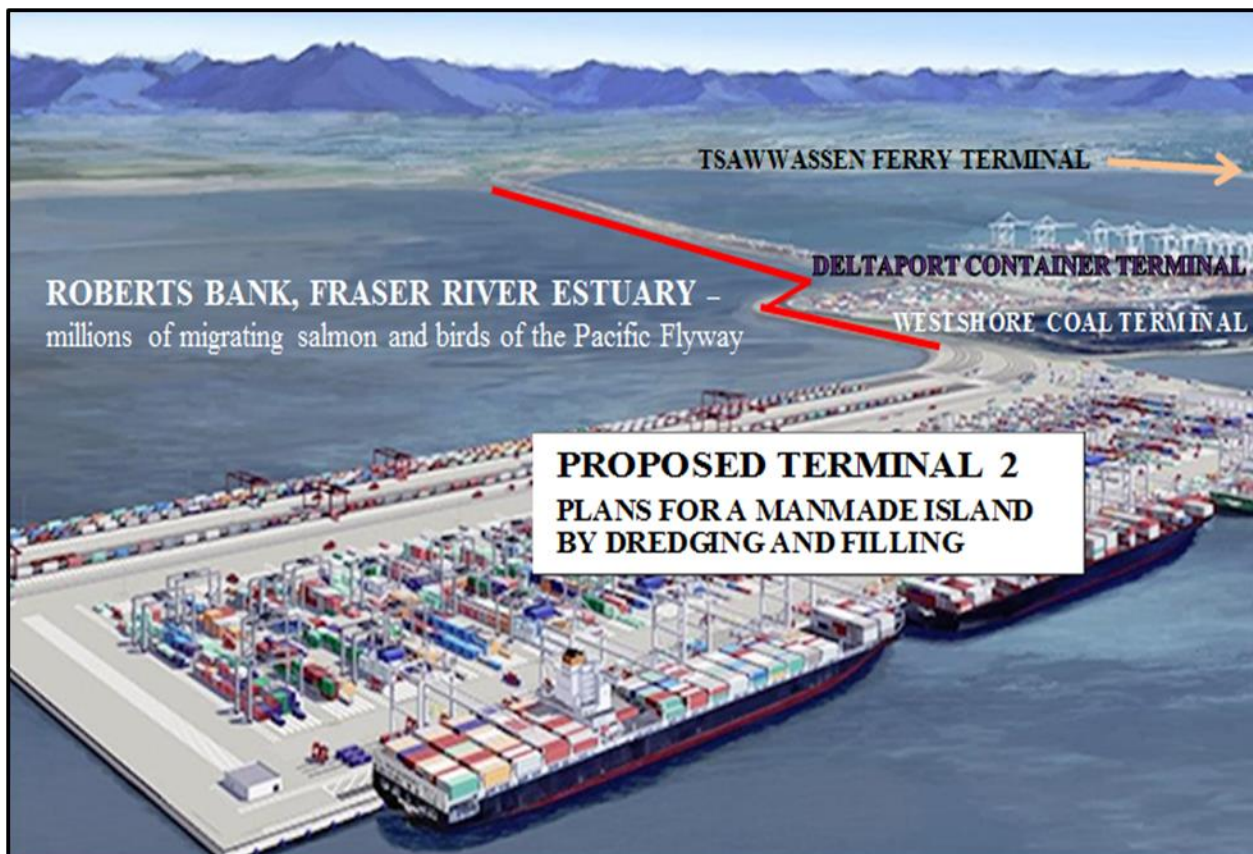
March 9, 2023

Attention: The Right Honourable Justin Trudeau, Prime Minister of Canada and Cabinet

Unnecessary, Expensive, Roberts Bank Container Terminal 2 (\$3.5 billion +)

After 9 years of environmental assessment, the Roberts Bank Container Terminal 2 (RBT2) is before the federal Cabinet.

The Port of Vancouver proposes to build a man-made island and expanded causeway for 3-berth Container Terminal 2 at Roberts Bank, Delta, British Columbia. The project requires dredging and filling in 460 acres¹ of the ecologically- important Fraser River estuary.



Irreversible, permanent, significant adverse effects on Fraser River Estuary

Endangered Southern Resident Killer Whales Endangered Salmon Pacific Flyway

Major stopover for Western sandpipers, a shorebird species of concern

No assessment of impact on all 50 species of shorebirds

Canada's number one Important Bird Area

Lack of peer-reviewed credible scientific studies

Transportation experts, commissioned by the Canadian Government, advised building at Prince Rupert before expanding in Vancouver.²

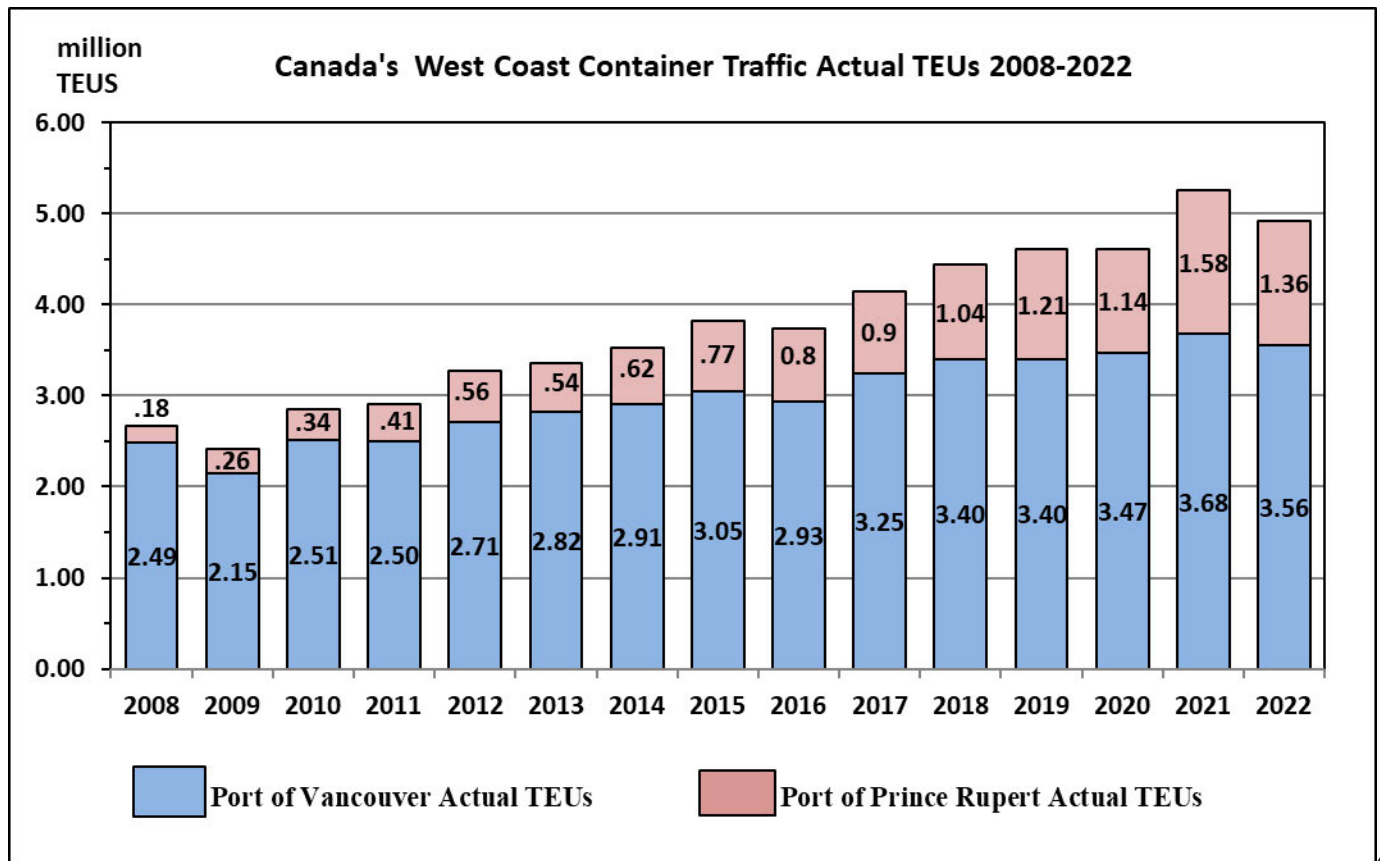
The Port of Vancouver wants more container real estate as the container business provides 47% of the port's operating income.³

Roberts Bank Terminal 2 should not be approved due to significant adverse environmental effects and because it is not necessary to Canada's West Coast Container Business. With the current business around 5 million TEUs, the West Coast has capacity for over 8 million TEUs⁴ and Prince Rupert is planning a second terminal to handle another 2.5 million TEUs.

A TEU is a twenty-foot container equivalent unit.

Vancouver current container business is utilizing 58% of capacity. (around 3.7 million TEUs annually with a capacity of 6.4 million TEUs.)

The Port of Vancouver's lowest container business forecasts are not being realized.



TEU is a twenty-foot container equivalent unit.

Even the lowest container business forecasts by the Port of Vancouver are not being realized. Over the past 9 years of environmental assessment the Port of Vancouver has consistently lowered the forecasts, and still the lowest forecasts have not been met.

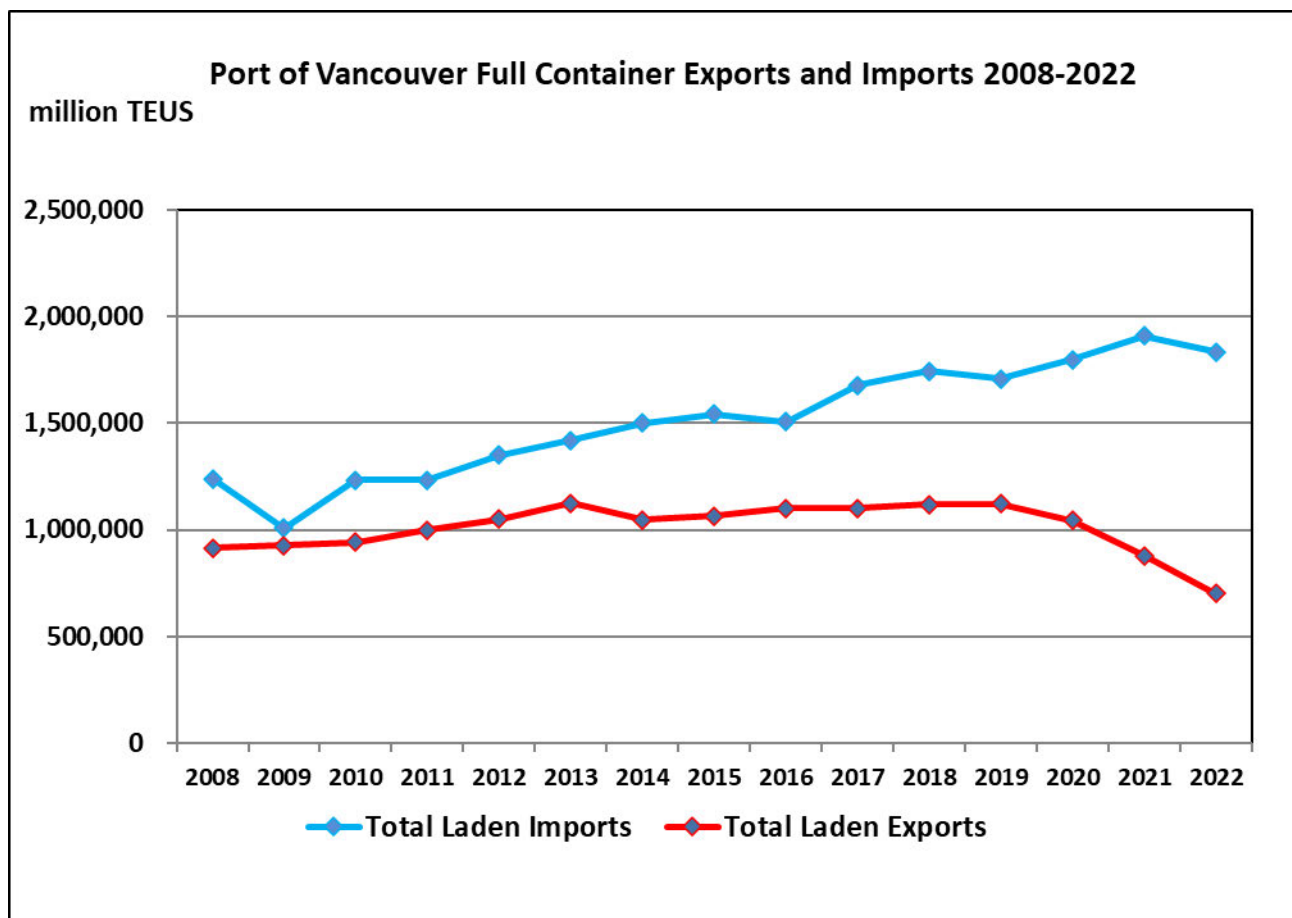
The 2006 lowest forecast of 4.7 million TEUs by 2020 was out by 1.2 million TEUs. That is half of the 2.4 million TEUs the Port claims it needs with RBT2.

The 2016 low forecast of 4.1 million TEUs⁵ for 2022 has not been met and was out by .6 million TEUs.

The 2020 forecasts⁶ by the Port of Vancouver show a solid growth line which already is not happening as the TEU total for 2022 was down 3.3%. It has seen slow growth since 2018 (1.2% CAGR since 2018) due to a longer-term trend of container traffic migrating to the Gulf and East Coast ports.⁷

The graph above shows the faster growth rate at the Port of Prince Rupert. Statistics from graphs are from the ports' websites.

Slow growth in imports and declining exports



Imported laden containers declined in 2022 by 3.9%. The Compound Annual Growth Rate (CAGR) of imported laden containers over the past 5 years is 1.8%.

Exported laden containers have been declining since 2014; down 20% in 2022 and down 4.8% (CAGR) since 2014.

The big increase in the Vancouver container business is the **export of empty containers**, a CAGR increase of 8.2% over 5 years (2017-2022).

In 2022, the export of empty containers was 28% of the Vancouver container business (1,009,647 million TEUs out of 3,557,294). The large increase in empty containers means wasting tight rail capacity to transport empty containers across Canada from the eastern U.S.A. In addition, an increase in trucks carrying empty containers causes serious traffic congestion and slowdown in the Greater Vancouver region. Only 10% of the imports are for the Vancouver region.⁸

Do we seriously want to trash the Fraser River Estuary to import USA-bound full containers and export empty USA containers?

References:

¹ RBT2 EIS, Table 4-1, Volume 1, Section 1, [Document # 181](#), Scrolled page 54/206

² Strategic Advisors' Report and Recommendations, Asia-Pacific Gateway and Corridor Initiative, https://www.againstportexpansion.org/downloads/strategic_advisor_report.pdf

"1.7 We recommend that policy makers develop container capacity in Prince Rupert before making investments in Vancouver, beyond what have been announced to date. We believe that capacity can be expanded in Prince Rupert relatively quickly and such a strategy will allow time for Vancouver to develop solutions to its congestion."

³ Reporting, statistics and resources – The Port of Vancouver, 2018 Financial Report, Page 21/58 [2018 FinancialReport.pdf \(portvancouver.com\)](#)

⁴ Prince Rupert:	Fairview Terminal	1.8 million TEUs
	Announced new Terminal	2.5 million TEUs
Vancouver:	Deltaport	3 million TEUs
	Vanterm	1.0 million TEUs
	Centern	1.5 million TEUs
	Fraser Surrey Docks	<u>0.6 million TEUs</u>
	Total:	10.4 million TEUs

Fairview Terminal; Terminal Expansion to 1.8 million TEU Capacity, Prince Rupert Port Authority, https://www.rupertport.com/active_project/fairview-container-terminal/

Prince Rupert Port Authority Container Terminal Master Planning Confirms Potential to Develop in Excess of 6 million TEUs of Capacity, May 13, 2019

<https://www.newswire.ca/news-releases/prince-rupert-port-authority-container-terminal-master-planning-confirms-potential-to-develop-in-excess-of-6-million-teus-of-capacity-882712274.html>

Deltaport: Projections of Vessel Calls and Movements at Deltaport and Westshore Terminals, Deltaport Terminal Road and Rail Improvement Project (DTRRIP), November 28, 2011, pages 21&22

<http://www.robertsbankterminal2.com/wp-content/uploads/Projections-of-Vessel-Calls-and-Movements-at-Deltaport-and-Westshore-Terminals.pdf>

It appears further efficiencies could raise the capacity to 3.2 million TEUs.

Vanterm: “GCT is spending \$160 million to densify and modernize GCT Vanterm, which will increase the terminal’s capacity by about 25% — from 835,000 TEUs to over one million TEUs annually.”

<https://dailyhive.com/vancouver/vanterm-terminal-container-expansion-new-cranes>

Centerm: <https://www.dpworldcanada.com/projects/?a=vancouver&b=centerm-expansion-project&c=phase-1>

Fraser Surrey Docks: FSD has capacity for 600,000 TEUs. Container docks in Surrey idle after \$190m expansion, Vancouver Sun, June 21, 2006

<http://www.canada.com/vancouver/news/story.html?id=243c5a27-053e-49c4-8bde-f94f9ffef45d>

⁵ Forecast Potential Total Port of Vancouver, [Ocean Shipping Consultants Report, 2016](#). Page 119

⁶ VFPA Volume Forecast, [VFPA Long Term Container Forecast: 2020-2060](#), Drewry, October, 2020, Scrolled pages 115 and 117/122

⁷ DP World, Port of Vancouver complete \$350 M cargo expansion project, Business in Vancouver, Feb. 21, 2023, <https://www.richmond-news.com/transportation/dp-world-port-of-vancouver-complete-350-million-cargo-expansion-project-6586177>

⁸ Port of Vancouver [Public Consultation](#), Deltaport Terminal Road and Rail Project, (DTRRIP), Dec.10, 2011, Page 6 “The nature of the business is that it is about 10% stays local and 90% goes elsewhere.”

From: [REDACTED] s. 22(1)
Sent: Monday, March 13, 2023 1:12 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: 6th Street South of Clyde Avenue, West Vancouver

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Dear Mayor Sager & Council:

Marshalling and excavation commenced this morning at the Executive In The Park development.

It is surprising that information about construction hours, the timetable for completion as well assurance of daily cleanup of the roadway has not been circulated to residents in this neighbourhood. Nor has any information been posted at the worksite.

Further, contact information and telephone numbers should also be made available in the event that concerns on other issues arise during the construction.

We would appreciate your assistance with ensuring that such information is circulated as well as being posted at the worksite.

[REDACTED] s. 22(1)
[REDACTED] s. 22(1) West Vancouver

[REDACTED] s.22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, March 13, 2023 3:28 PM
To: correspondence
Subject: graffiti

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Dear Mayor Sager and Council,

We have noticed, and are very happy about, the removal of graffiti along Marine Drive, particularly under the railroad bridge at 31st Street. We feel very strongly that removing graffiti promptly is the best disincentive. It had been getting a lot worse and we're pleased that the problem is being addressed.

Great job and thank you,
[REDACTED] s. 22(1)

West Vancouver, BC
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, March 13, 2023 6:19 PM
To: correspondence
Cc: Sharon Thompson; +plambur@westvancouver.ca; +ngamboli@westvancouver.ca;
+ccassidy@westvancouver.ca; +masager@westvancouver.ca; +lwatt@westvancouver.ca;
+ssnider@westvancouver.ca
Subject: Proposed zoning amendment for 325 Keith Road

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Dear Mayor and Council Members,

I write in favour of the proposed zoning amendment for 325 Keith Road. Having received an earlier invitation by mail to learn more from the owners of the subject land and in meeting them, I see that these thoughtful long-time residents of the District are contributing to a worthwhile project that looks to the future. I commend them for their efforts and wish that a speedy and reasonable passage forward is granted in adopting the proposed zoning amendments by Council.

Regards,

--
[REDACTED] s. 22(1)
West Vancouver, BC [REDACTED] s. 22(1)

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
DESIGN REVIEW COMMITTEE MEETING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
THURSDAY, FEBRUARY 16, 2023**

Committee Members: E. Fiss (Chair), M. Avini, R. Ellaway, A. Hatch, S. Khosravi, J. Leger, D. Tyacke, N. Waissbluth; and Councillors N. Gambioli and S. Snider attended the meeting via electronic communication facilities. Absent: L. Xu.

Staff: L. Berg, Senior Community Planner (Staff Representative); E. Wilhelm, Senior Community Planner; and Naomi Allard, Administrative Assistant (Committee Clerk) attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:33 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the February 16, 2023 Design Review Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the January 19, 2023 Design Review Committee meeting minutes be adopted as circulated.

CARRIED

4. INTRODUCTION

- a. Introductory presentation by staff.
- b. Applicant presentation.
- c. Clarification questions to applicant by the DRC.
- d. Roundtable discussion and comments.
- e. Recommendations and vote.

5. APPLICATIONS FOR CONSIDERATION

Applications referred to the Design Review Committee for Consideration:

5.1 Address: Lot C and D, Daffodil Drive

Background: L. Berg, Senior Community Planner, introduced the proposal and spoke relative to site context, including:

- Proposal includes 2 lots: presently approved for a 10-lot subdivision under existing zoning; in tandem with existing proposal, applicant is pursuing proposal for a rezoning and development permit for a 36-unit development with majority duplex units; and two single family dwellings.

Project Presentation: J. Harper, Eagle Harbour Ventures, introduced the project team and provided a presentation, including:

- Development name is Aquila, Latin for Eagle; name believed to be synonymous with the area of site.
- Located in Eagle Harbour; near transit corridor; previously approved for a 10-lot subdivision to accommodate large homes; felt that there was no need for more large homes in West Vancouver so proposing two single family dwellings and 17 duplexes.
- Present zoning proposal is for 10 homes with 10 suites; this proposal under new zoning would be for 36 homes with site coverage of 20% so will have less impact on area and neighbourhood.
- Environmental area on west encompasses houses; on south is dedicated park land.
- The proposed site layout buffers proposed units to the north along rail line and to the south along eagle creek; to the west have large buffer for riparian area.
- Access to site from Westport Road and Daffodil Drive;
- Conducted an analysis for people to see overall views of Cranley Drive; green line on plan denotes line of site of person looking down to Cranley; strategically planned so that people in upper homes will not see lower homes; Aquila is 30 ft lower than already approved development.
- 20.4% site coverage allows for buffer and proposing 0.378 FAR increase; basements are walk-out and part of basements are counted in FAR.
- Proposal complies with Step 5 of the BC Building Code with a Low Carbon Energy System, increase in park area with 6,200 square feet of parkland.
- Unnamed stream on western edge; currently stream is dry for five months per year; proposing overwintering and rearing to allow fish to spawn; north-south running creek.
- Split level homes with contemporary and modern homes provides a varied architectural mix.

Project Presentation: S. Gordon, Architect, provided a presentation, including:

- Broke up massing of buildings and fit proposal into the hillside and street scape; materials include fibre cement siding, stone, and exposed woods.
- Attempt was made to keep retaining walls low and to follow natural grade; looked at examples of ski resorts where massing is broken up to maximize views particularly to the west of site.
- Roads follow north-south corridors and follow grades which are soft and gentle.
- Roof forms appear shallow to keep views and impact of massing low; hardy board with natural greens; standing seam roof good for durability and fire resistance; proposal design is that of a contemporary building that incorporates natural features of West Vancouver.
- Tried to respect neighbourhood by having wide side yards, green areas, and water features.
- Landscape is mix of native and adapted plants; modern West Coast approach to planting; steep side so lots of grading balanced with retaining walls that are concrete; trying to mitigate height of walls; thought put into planting at entries and along trail and amenity areas; thought about planting for fire hazard mitigation and the ecology of the area by adding species that will bring more wildlife such as birds; holistic design of landscaping that will improve sustainability of development.
- Plan to implement pathway that will connect Eagle Harbour to Westport Road, along creek.

Committee Questions:

The Committee went on to question the presenters, with the applicants' and staff responses in *italics*:

- Can you provide layout of landscaping? *This has been provided in proposal.*
- What is the percentage of retention of trees that you propose? *The site coverage of this site is 6% less than approved proposal so in terms of mature trees being kept, this development allows for more trees to be retained.*
- There is a design rationale that cement siding has less impact on the environment. Can you provide rationale for this? *Wood is not as sustainable as fibrous cement – fibrous cement is non-combustible and looks like wood so that is why we chose it; this material was previously used in other projects and received well; lifespan double that of wood. Staff note: District's Wildfire Hazard Development Permit Area (WHDDPA) and regulations limits the use of combustible materials.*
- Is there any natural wood being used or is everything cementitious? *Everything comes down to WHDDPA, cannot have anything that is combustible. Some of facia will be in wood.*
- Are elevators the only strategy for aging in place? *"G – Units" are larger units and would be more family-oriented; in these units there will be walk-out basement to accommodate a caregiver if needed.*
- Mention of cul-de-sac; is there enough room for car to turn around on this street? *Upper road there is a turn around for larger vehicles; proposal has been designed to accommodate a fire truck; fire truck must be within 45 metres of the last unit.*

- The Official Community Plan (OCP) asks for context studies to see how the buildings are situated in relation to their neighbours. Do you have a context study in terms of street scape and street views? *We have looked at this aspect in our proposal; "Unit C," for example, is a single family dwelling that we have chosen to add specifically so that the development integrates with neighbourhood character; to north is a buffer so as to integrate the site with CP Rail and to protect the creek; we looked at buffers to provide integration with the surrounding environment.*
- What's the reason for the extensive tree removal? Why not keep some of the trees that are being proposed for removal? *Reasons include: 1) the WHDPA regulations require the removal of a certain percentage of trees on site; 2) there is wind throw risk; and 3) we are proposing to cut less trees than in original proposal. Did you consider alternatives to removal of these trees? Yes, we chose to create a large setback to allow for more trees.*
- Is there any plan to improve Daffodil Drive to accommodate increase in use? *Currently Daffodil Drive accommodates parking on one side and is a standard two-way road; it does not have off-street parking; the blacktop is just over 19 feet but appears less due to a hedge encroaching onto road at 5670 Daffodil. In terms of Traffic, suggestion has been made to remove the corner of the encroaching hedge to improve visibility; suggestion of stock control at intersection; although 24 more homes, the volume of traffic is anticipated to be quite low as per traffic analysis that was done; analysis has projected there will be 32 two-way trips in the a.m. and 34 in the p.m.; overall this is a fairly low volume traffic that is anticipated.*
- Traffic report is from 2021; has there been any traffic change or update to plans? *No; formal application submitted in September 2021; received comments back in 2022.*
- What are you doing to handle site lines at the Westport Hill intersection? *Proposal to move the access, provide additional traffic signage, and a streetlight at the driveway entrance to improve the visibility for traffic.*
- The train is quite loud. Have you planned noise buffering for homes, especially those on the north side of site? *There will be no houses on the northerly slope due to the train noise; homes are proposed to be set down on the street so they open on Cranley Drive; no windows on side facing train.*
- To be clear this is a strata development and roads/landscaping will be maintained by strata? *Yes, this is a proposal for a strata.*
- In terms of the Right of Way (ROW) will this be maintained by strata or the District? *Proposal for strata to maintain the ROW.*

Committee Comments:

The Committee went on to provide comments on the presentation, including:

- Think this is a great project; would have liked to see a comprehensive planting plan; large open spaces between blocks – not sure what these are; architectural section shows a steep slope while grading shows a gentle slope; architectural sections would aid proposal; concerned of planting around existing trees as well as size of plants; planting should be done with assistance of arborist.

- Site planning has been done well and grade aligns with road access; strongly recommend an acoustical report; I find setbacks from house to house is quite minimal and may not support minimal retaining wall heights; perhaps if you were to build with mass timber you may be able to utilize wood in this proposal.
- Supportive of density and site strategy; sustainability aspects are strong for proposal; I wouldn't mind if another few units were added; architectural forms lack variation; color scheme and material colour pallet are uniform and could be varied throughout proposal; don't agree with lack of articulation – natural environments do have articulation; more distinguishing using wood could benefit proposal design.
- In terms of design is a nice project; agree with use of mass timber; main concern is retaining the trees; arborist report says 28 trees are high value therefore, can't support project with the removal of these trees with the setback on top of the tree removal; in terms of massing it is nicely done but I find some points bulky, especially in unit types E and G; suggest reviewing the massing in design.
 - Attractive project; realize the limitations for retaining trees are determined by WHDPA; park area on south side is nice with the trail; suggest implementing improvements to Daffodil Drive Lane.
 - Share perspectives on the trees; curious to know how trail will be maintained; the streetlight could be included in the traffic plan when it is updated.
 - Suggest doing an acoustic study in regards to the train; trees here are surrounded by tall trees and if you cut them down then site will not blend with surrounding area trees – newly planted trees will become cultivated in appearance; architecturally speaking, massing works; colour tones look repetitive in browns and grays; suggest mixing up colour tones; some of elements in rendering such as exposed beams: are these ornamental or structural and if so, can we celebrate them for what they are; consider what this proposal will look like in 20 years.
 - Support the density of this project; design reflects some aspects of the Upper Lands Development more than immediate neighbourhood context; roadway appears larger than many of roads in West Vancouver so I think it can work.

Having reviewed the application and heard the presentation provided by the Applicant:

It was Moved and Seconded:

THAT the Design Review Committee support the application subject to the following considerations by staff:

- Further design development to the articulation and materiality of the buildings; consider alternative materials to distinguish between natural and artificial and design developments to the massing and facades to add articulation and variation in colour, material, and massing.
- Provide a comprehensive planting plan complete with sections to the retaining walls and to identify opportunities to tree retention.
- Ensure that the greatest number of high-value trees be retained as recommended in the arborist report and develop a less formal planting plan.
- Submit an acoustic report to address the railway right-of-way.

CARRIED

5.2 Address: 737 20th Street

Background: E. Wilhelm, Senior Community Planner, introduced the proposal and spoke relative to site context, including:

- Triplex proposal is located due east of Hollyburn Mews; this is a new development of infill with coach houses and duplexes; to the south is a single family dwelling; to east is a church; plan shows walkability and services surrounding site including community centres and parks.

Project Presentation: A. Igel, Architect, provided a presentation, including:

- The proposal is for a triplex: 3 units all fronting laneway; access to the north; effort to make sure elevation on east is used as main entrance and building fronts to engage with street; each unit has a basement; end units with walk away suites.
- Entrance is from the laneway and one from east towards 20th Street.
- Basement level: rear bedroom for all three units; entrances on east and west equipped with bedroom, bathroom, living area, and sunken patio to minimize casting of shadows and neighbourhood; tried to soften sunken patios.
- Main level: single car garages off laneway; created buffer and courts where pedestrians can enter; main door off permeable area; powder room; living; dining and kitchen area; patio facing south; east side has secondary entrance.
- Upper floor: setbacks designed to minimize massing; ensuite and second washroom, bedroom and laundry; compact design to cut down massing.
- Roof plan: slopes down to decrease shadows being cast; heavily treed laneway to create privacy from neighbouring dwellings.
- Grade change from laneway to south.
- Buildings section show stepping down; tiered retaining wall near sunken patio allows for landscaping and pleasant experience for residents of suites and to buffer properties to south.
- Standard concrete fiber siding, asphalt shingles to fit with OCP guidelines and traditional form neighbourhood character.
- Natural exposed beams and columns provide a West Coast feel while conforming with bylaws and regulations.
- Landscaping with existing trees on site; use of permeable pavement by way of paver stones to allow water to flow to soil.
- Trying to soften connection to 20th Street and neighbouring property with retaining walls; minimal room to work therefore want to make most of planting in these areas.
- Different roof projections break up mass and make for a more appealing design.

Committee Questions:

The Committee went on to question the presenters, with the applicants' and staff responses in *italics*:

- Did you do a shadow study? *No. This proposed building is at the same level as neighbouring homes.*
- Could landscaping be accommodated on the elevations shown to the west? *We have limited openings as we have sunken the entry way down; sheet A1 shows elevation with the retaining wall.*

- Is there anything else you are doing for sustainable measures? *Designing to BC Building Code Step 3; maximizing daylight through southern exposure and skylights; proposing rain barrels to collect rain from the roof; light roof colour to reflect the sun and make second floor more livable; vaulted ceiling adds livability. Low consumption water fixtures and low voltage lighting incorporated; heat pump system proposed.*
- Did you do any context study for this project and how does this build fit into context of neighbouring buildings? *No study was conducted; in terms of character, tried to design in same character as other dwellings; looked to Hollyburn Mews for inspiration.*
- Did you consider how fire fighter access would be handled from the lane, specifically addressing, and what is the procedure being proposed for this access? *Consulted with Fire Department and addressing was discussed; previous coach houses have been addressed in a similar manner of laneway with no safety problems as of yet; could work towards having better signage; no issues in terms of safety from District.*
- Is there any consideration for sidewalk access from the laneway to the suites? *There are unofficial sidewalks that are 2.5 feet wide from Hollyburn Mews that we assume would carry on from the Mews to this project; no official sidewalk but we assumed this path would be continued.*
- How are the suites locked off? *We have designed units to allow for the suites to be walled off if residents want; offering some flexibility in the design of these units to meet residents needs.*
- Is there room for a bike plus a vehicle in the garages? *No, only allows for a vehicle 11.5 x 18 ft long. Could mount bikes vertically along wall. Is there other bike parking? Along west side you could store a bike as well as at entry ways but there is no secure bike storage included in design.*
- Is basement level counted toward Floor Area Ratio (FAR) or, is this area exempt? *It is exempt.*
- Is there indoor storage? *Storage is in closets and under stairwell.*
- Are there any outdoor spaces to store garbage and recycling? *Garbage and recycling storage will be at entry way near gate.*
- It looks like windows in showers are conflicting on upper floor, is this so? *They are raised higher and are to code.*
- Along the west property line is there a guardrail? Can't see anything on landscape plan. *There is a retaining wall with a fence on top of the wall at this location. That will be a cavernous appearance here unless some treatment is given to this.*
- Area at bottom of stairs seems large. Could you pull planters to the door? *Yes.*
- Could there be more resolution around the garbage and recycling area? *Yes.*
- Unit 2, is that a vent? *It is a window well.* Is this not where the garbage is being stored? Give more consideration towards the garbage placement near the window.
- What is the tree retention plan? *Existing trees were removed but we can replant them in the same areas as before.* Four trees are not being relocated? *No.*

- Have you spoken to the neighbour immediately to the south or west and if so, have you responded to concerns in terms of design? *Developer still putting out information to the neighbours; prior to this we were in discussion with neighbours to south; previous development had some water issues which we have accounted for in Storm Water Management Plan.*

Committee Comments:

The Committee went on to provide comments on the presentation, including:

- Going from a single family dwelling to potentially a 5-family, high-density development; unique set up; landscaping: two staircases on east and west appear odd in relation to the prominent corner; west side appears as a deep canyon; lock off unit appears dark, suggest getting more daylight to this area. Light well meets intent but may become a nuisance for those entering door; consider doing an inverted plan whereby living area is upstairs, to allow for more light.
- I didn't find the move from a single family dwelling to a 5-family development that appealing; not a lot of light; landscaping minimal; congested area especially for bike and garbage storage; overall seems a very busy space for residents and neighbours. Nice addition to neighbourhood fits into character; suggest addressing the lighting as overall seems dark.
- Suggest more setback to laneway so people can walk and for overall better access; support height of project at street but the relation between the project and the coach house to the west seems unresolved; would like to see a context study.
- I think this is a well-crafted development and I support infill and high-density housing; there is a lot of balcony massing; suggest reducing the upper floor balconies to make building appear less bulky; I think it is nicely articulated with wood touch, perhaps incorporate more colour variation; if there is any way to get larger dining rooms that would be a benefit to the family home concept;
- Overall good project; I would like to see better integration of the lane façade; guardrail on top of garage does not work with overall massing.
- I would recommend putting in larger tree species and ensure they survive; planter walls on lower units could be dropped to allow for a green front rather than a concrete one; top balcony could be cut back to allow for more light and lessening impact of walls; planting plan could be re-examined.
- This appears a sophisticated and creative project that could be a test case for West Vancouver; lack of outdoor open space except on 20th Street; south façade appears as a deep well however if the neighbours are ok with it then that's fine; if not perhaps landscaping could be brought up closer to property line; I am supportive of project as it aligns with affordability and missing middle.

Having reviewed the application and heard the presentation provided by the Applicant:

It was Moved and Seconded:

THAT the Design Review Committee support the application subject to the following considerations by staff:

- Further design development to improve livability with particular attention to bicycles and garbage storage and to reduce the impact of the retaining walls.
- Provide mature trees on east side of site and replace those that were lost in the previous demolition.
- Improve access to daylight within the units.
- Provide proper access for pedestrians at laneway for the 5 units with improvements to the expression of the lane so that it appears as the main entrance.
- Provide a context study to show relationship to surrounding neighbours.

CARRIED

6. ANNUAL COMMITTEE EVALUATION

The report on the Annual Committee Evaluation for 2022 was received for information.

7. PUBLIC QUESTIONS

There were no questions.

8. NEXT MEETING

Staff confirmed that the next Design Review Committee meeting is scheduled for March 9, 2023 at 4:30 p.m.

9. ADJOURNMENT

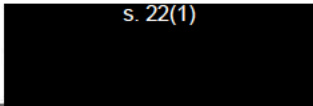
It was Moved and Seconded:

THAT the February 16, 2023 Design Review Committee meeting be adjourned.

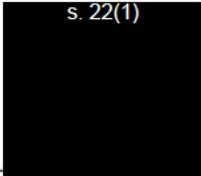
CARRIED

The meeting was adjourned at 7:16 p.m.

Certified Correct:

 s. 22(1)

 Chair

 s. 22(1)

 Staff Representative

From: Weiler, Patrick - M.P. <Patrick.Weiler@parl.gc.ca>
Sent: Friday, March 10, 2023 12:49 PM
To: Weiler, Patrick - M.P.
Subject: [Possible Scam Fraud]Reminder: One-Time Top-Up to the Canada Housing Benefit Deadline Approaching
Attachments: Letter from MP Patrick Weiler - Reminder - One-Time Top-Up to the Canada Housing Benefit Deadline Approaching.pdf

CAUTION: This email originated from outside the organization from email address Patrick.Weiler@parl.gc.ca. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

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Good afternoon,

Please see the attached letter from MP Patrick Weiler reminding constituents that the one-time top up to the Canada Housing Benefit deadline is fast approaching on 31 March 2023.

Sincerely,
Kevin Hemmat



Kevin Hemmat
Office of Patrick Weiler
Director of Communications
West Vancouver-Sunshine Coast-Sea to Sky Country
Office: 604-913-2660
Cell: 604-353-2550
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

March 10, 2023

Dear Friends & Neighbours,

Canadians are feeling the rising cost of living, particularly through higher food prices and rent. That is why our government introduced a series of measures to help make life more affordable for those who need it most. **Lower-income renters can apply for the one-time top-up to the Canada Housing Benefit**, which will provide a \$500 payment to help with the cost of rent. The one-time top-up to the Canada Housing Benefit is projected to help nearly 2 million lower-income individuals or families who need support.

Families with an adjusted family net income of or below \$35,000, or individuals with an adjusted net income of or below \$20,000, who are 15 years of age or older as of December 1, 2022 and paid at least 30 per cent of their adjusted net income on rent in 2022 (among other eligibility criteria) are able to apply. [The application portal is open until March 31, 2023.](#)

To receive payment faster, eligible applicants are encouraged to sign up for CRA My Account and direct deposit, file their 2021 income tax return (including their spouse or common-law partner's income tax return), and update their address, marital status, and banking information. Applicants can also apply online using a web form without having to sign in to their CRA My Account. It should be noted that they will not be permitted to make changes to their personal and banking information using the web form. Applicants who are unable to apply online can call the CRA's dedicated phone line at 1-800-282-8079 to complete their application with an agent.

Eligible applicants will need to retain receipts or documentation to support their application in case the CRA contacts them in the future to validate eligibility. Applicants that are found to be ineligible for the benefit during the verification processes will be required to repay the benefit they received.

For more information visit canada.ca/one-time-housing-benefit. If you have any questions, please do not hesitate to reach out to our office.

Sincerely,

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country

From: Aisha Afzal
Sent: Thursday, March 9, 2023 2:41 PM
To: [REDACTED] s. 22(1)
Cc: correspondence
Subject: Safety Issue with West Ramp South Bound on Taylor Way to Park Royal

Hello [REDACTED] s. 22(1)

Thank you for inquiry. The West Ramp South Bound on Taylor Way to Park Royal does not fall under the District of West Vancouver. The area may be under the jurisdiction the of Ministry of Transportation and Infrastructure. You may send your inquiry to Michael Braun, Operations Manager of Sunshine Coast (West Vancouver, North Vancouver, to Pemberton) Area at Michael.braun@gov.bc.ca. Also, you can contact Park Royal at maintenance@parkroyal.ca or at 604-922-5688.

Best regards,

Engineering & Transportation Services | District of West Vancouver
engineeringdept@westvancouver.ca | 604-925-7020

From: [REDACTED] s. 22(1)
Sent: Monday, March 6, 2023 9:36 AM
To: correspondence
Subject: Safety Issue with West Ramp South Bound on Taylor Way to Park Royal

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Mayor Sager and Council:

Please be advised of a serious safety issue which could result in a major injury or fatality to a pedestrian.

Specifically, this relates to the south bound ramp on the west side of Taylor Way which leads to the upper parking area of Park Royal adjacent to The Bay.

The rebar on the underside of the ramp is rusting in many areas causing the concrete to spall and fall to the municipal sidewalk directly below. Some of the fallen concrete pieces are quite large and heavy. The ramp appears to be neglected and in need of major repairs (or replacement) to bring it back to a safe condition. Also the East side ramp has similar defects and therefore should also be inspected and repaired.

Further, please note that the parkade on the south side of Clyde Avenue east of Taylor Way is a real eyesore. The north side is filthy, moldy, (poorly lighted in the interior) and presents a poor image to the entrance to West Vancouver. Often there are needles and other drug paraphernalia in the stairwells, not to mention the strong odor of marijuana which often permeates the parkade. Please note that many elderly residents in this neighbourhood access this grubby structure in order to make their way to the shopping centre without the need to cross the busy streets of Taylor Way or Marine Drive.

These safety concerns and neglected appearance of the parkade need to be addressed and brought up to a standard expected in West Vancouver. Perhaps the Mayor and Council could take the time to walk around the area to see for themselves how deplorable it is.

Hopefully, the Mayor and Council will bear this in mind when considering the rezoning application to facilitate the construction of a 201 unit building on the north side of Clyde Avenue east of Taylor Way which has been requested by the Development Company which is connected to the Park Royal Shopping Centre, the owner of these neglected structures.

Sincerely,

[REDACTED] s. 22(1)

West Vancouver